

Date: Monday, October 26, 2009

Time: 9:00 a.m.

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



AGENDA

Orange County Transportation Authority Board Meeting
Orange County Transportation Authority Headquarters
First Floor - Room 154
600 South Main Street, Orange, California
Monday, October 26, 2009, at 9:00 a.m.

ACTIONS

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

Agenda Descriptions

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

Public Comments on Agenda Items

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

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

Invocation

Director Green

Pledge of Allegiance

Director Pringle



AGENDA

ACTIONS

Special Matters

1. **Presentation of Resolutions of Appreciation for Employees of the Month for October 2009**

Present Orange County Transportation Authority Resolutions of Appreciation Nos. 2009-59, 2009-60, 2009-61 to Philip Rosin, Coach Operator; Jose Lugo, Maintenance; and Mary Toutouchi, Administration, as Employees of the Month for October 2009.

2. **Public Hearing for March 2010 Service Change**

Scott Holmes/Beth McCormick

Overview

The purpose of the October 26, 2009, public hearing is to receive public comment and input regarding potential service reductions required in fiscal year 2009–10 to be implemented in March 2010. This planned service reduction of 300,000 annual revenue vehicle hours is consistent with the fiscal year 2009-10 approved budget.

Recommendation

Direct staff to return to the Board of Directors on November 23, 2009, with results of the public hearing and staff recommendations for the March 2010 service change.



AGENDA

ACTIONS

Consent Calendar (Items 3 through 18)

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

3. Approval of Minutes

Of the Orange County Transportation Authority and affiliated agencies' regular meeting of October 9, 2009.

4. Communications by Independent Financial Statement Auditor

Kathleen M. O'Connell

Overview

Mayer Hoffman McCann, P.C., the independent financial statement auditor of the Orange County Transportation Authority, is in the process of conducting the fiscal year 2008-09 audit. In connection with the audit, Mayer Hoffman McCann, P.C. is communicating the planned scope and timing of the audit as well as soliciting input on any matters of which the Finance and Administration Committee has knowledge that may have a bearing on the Orange County Transportation Authority's financial statements for the year ended June 30, 2009.

Recommendation

Receive and file as an information item.

5. Federal Legislative Status Report

Richard J. Bacigalupo/Kristine Murray

Overview

This report provides information regarding the status of federal authorization and appropriation legislation as of the close of the federal fiscal year on September 30, 2009.

Recommendation

Receive and file as an information item.



AGENDA

ACTIONS

6. State Legislative Status Report
Kristin Essner/Kristine Murray

Overview

An overview of the Regional Targets Advisory Committee recommendations to the Air Resources Board for factors and methodologies to be considered in setting regional greenhouse gas emission reduction targets under SB 375 (Chapter 728, Statutes of 2008) is provided.

Recommendation

Receive and file as an information item.

7. Draft 2009 Orange County Congestion Management Program Release for Public Review
Gregory Nord/Kia Mortazavi

Overview

The Orange County Transportation Authority is responsible for monitoring and reporting on the Orange County Congestion Management Program every two years, in accordance with state law. A draft 2009 Orange County Congestion Management Program report has been prepared for public review and will be circulated to local agencies with direction by the Board of Directors.

Recommendation

Direct staff to release the draft 2009 Orange County Congestion Management Program report for public review.



AGENDA

ACTIONS

8. **Cooperative Agreement with the City of Fullerton for Railroad Grade Separation Projects**
M. Joseph Toolson/Kia Mortazavi

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the City of Fullerton to establish roles, responsibilities, and processes for the design, right-of-way, and construction of the railroad grade separation projects located at Raymond Avenue and State College Boulevard. This agreement also commits Renewed Measure M funding to the City of Fullerton for the two projects.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-0576 with the City of Fullerton for the implementation of the railroad grade separation projects located at Raymond Avenue and State College Boulevard.

9. **Agreement for GFI Data Systems Upgrade Implementation**
Lloyd Sullivan/Kenneth Phipps

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2009-10 Budget, an implementation of an upgrade to the GFI Genfare fare collection computing infrastructure is planned. A proposal was solicited and received from GFI Genfare in accordance with the Orange County Transportation Authority's sole source procurement procedures.

Recommendation

Authorize the Chief Executive Officer to execute Agreement No. C-9-0515 between the Orange County Transportation Authority and GFI Genfare, a SPX Division, in the amount of \$349,218, for implementation of the farebox computing infrastructure upgrade. The scope of this effort will include project management, computing equipment, software, configuration, training, testing, and go-live support.



AGENDA

ACTIONS

10. **Microsoft Enterprise Software**
Ron Wolf/Kenneth Phipps

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2009-10 Budget, an implementation of an enterprise upgrade to Microsoft computing infrastructure is planned. An Invitation For Bids 9-0607 was solicited and three responses were received.

Recommendation

Authorize the Chief Executive Officer to execute Agreement No. 9-0607 between the Orange County Transportation Authority and Dell Marketing, the lowest responsive, responsible bidder, in an amount of \$802,766, for Microsoft enterprise software. The scope of this procurement is to obtain licenses and three years of maintenance for Microsoft products used to support the computing infrastructure for the Orange County Transportation Authority.

11. **Fiscal Year 2008-09 Fourth Quarter Budget Status Report**
Victor Velasquez/Kenneth Phipps

Overview

The Orange County Transportation Authority's staff has implemented the fiscal year 2008-09 budget. This report summarizes the material variances between the budget plan and actual revenues and expenses.

Recommendation

Receive and file as an information item.

12. **Third Quarter 2009 Debt and Investment Report**
Rodney Johnson/Kenneth Phipps

Overview

The California Government Code authorizes the Orange County Transportation Authority Treasurer to submit a quarterly investment report detailing the investment activity for the period. This investment report covers the third quarter of 2009, July through September, and includes a discussion on the Orange County Transportation Authority's debt portfolio.



AGENDA

ACTIONS

12. (Continued)

Recommendation

Receive and file the Quarterly Investment Report prepared by the Treasurer as an information item.

13. **Information Systems Disaster Recovery Solution**

Christopher Chock/Kenneth Phipps

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2009-10 Budget, the Board of Directors approved professional services to implement a disaster recovery solution for critical Orange County Transportation Authority information technology systems. Offers were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. The Board of Directors' approval is requested to execute an agreement.

Recommendation

Authorize the Chief Executive Officer to execute Agreement No. C-9-0552, between the Orange County Transportation Authority and FusionStorm Inc., in an amount not to exceed \$366,287, for Information Systems Disaster Recovery Managed Services for a term of one year with two, two-year option terms.

14. **March 2010 Bus Service Change Public Involvement Program Update**

Stella Lin/Ellen S. Burton

Overview

To respond to a significant reduction in transit operating revenues, the Orange County Transportation Authority Board of Directors has approved a bus service change program for fiscal year 2009-2010. The next service change is scheduled for March 2010. To assist with developing the proposal, an extensive public involvement program is being implemented. This report provides a summary of the outreach efforts as well as the feedback received as of October 6, 2009.

Recommendation

Receive and file as an information item.



AGENDA

ACTIONS

Orange County Local Transportation Authority Consent Calendar Matters

15. Renewed Measure M Project V Update
Dana Wiemiller/Beth McCormick

Overview

Renewed Measure M Project V provides funding for community-based transit circulators. In June 2009, the Transportation 2020 Committee directed staff to notify all Orange County cities of the opportunity to submit service planning requests for analysis of city-initiated transit services that may be eligible for funding under Renewed Measure M Project V. A summary of these requests is presented for consideration of advancement and incorporation into Go Local Step Two detailed service planning.

Committee Recommendations

- A. Approve the Renewed Measure M Project V mixed-flow bus/shuttle service concepts recommended for advancement and incorporation into Go Local Step Two service planning.
- B. Amend the Project V list to include the concept submitted by the city team of Fullerton, Brea, and La Habra as a bus/shuttle system and defer the Garden Grove fixed-guideway concept for a future rail discussion as an extension of the Santa Ana fixed-guideway project.



AGENDA

ACTIONS

16. **Go Local Step One Proposals from the Cities of Irvine and Laguna Woods**
Kelly Long/Darrell Johnson

Overview

The deadline for Go Local Step One was June 30, 2008. Consistent with prior direction by the Orange County Transportation Authority Board of Directors, Go Local Step One final reports received after the deadline would receive consideration in the order the reports were received. The City of Laguna Woods has submitted a final report and has requested that its bus/shuttle proposal be considered for Step Two. In addition, the City of Irvine has submitted a revised Go Local Step One final report as a result of the termination of its fixed-guideway project and re-assignment of Proposition 116 funds. Consistent with prior evaluation of Go Local Step One final reports, the proposals from the cities of Irvine and Laguna Woods have been screened against the Board of Directors-approved Go Local criteria and the results of the screening are presented for approval.

Recommendations

- A. Approve the advancement of the City of Irvine's bus/shuttle proposals entitled, "Tustin Station 1", "Tustin Station 2", "Tustin Station 3", "Tustin Station 4", and "Irvine Station 1" to Go Local Step Two service planning.
- B. Approve the advancement of the City of Laguna Woods' bus/shuttle proposal entitled, "Laguna Woods – Laguna Hills – Lake Forest to Irvine Station Route" to Go Local Step Two service planning.



AGENDA

ACTIONS

17. **Cooperative Agreement with the City of La Habra for Go Local Step Two Bus/Shuttle Service Planning**
Kelly Long/Darrell Johnson

Overview

The Orange County Transportation Authority Board of Directors has approved 27 bus/shuttle proposals submitted under Go Local Step One to be advanced to Step Two. As part of Step Two, each bus/shuttle proposal will undergo detailed service planning. Cooperative agreements are needed to outline roles and responsibilities for the Step Two service planning effort. A cooperative agreement with the City of La Habra for service planning of the city's bus/shuttle proposal is presented for review and approval.

Recommendation

Authorize the Chief Executive Officer to execute Cooperative Agreement No. C-9-0729 between the Orange County Transportation Authority and the City of La Habra to define each party's roles and responsibilities for service planning of the bus/shuttle proposals entitled, "Brea Employee Shuttle," "Yorba Linda and Placentia Park-and-Ride Shuttle," and "La Habra Community Bus/Neighborhood Circulator."

18. **Fiscal Year 2009-10 Measure M Eligibility**
Monica Giron/Kia Mortazavi

Overview

In order to remain eligible to receive Measure M turnback and competitive funds, all local jurisdictions in Orange County are required to submit elements of the Growth Management Program in accordance with the Measure M Ordinance No. 2 for review to determine compliance. The eligibility review process for fiscal year 2009-10 has been completed and is presented for Board of Directors' consideration and approval.

Recommendation

Approve the Measure M turnback and competitive funding eligibility for all local jurisdictions in Orange County.



AGENDA

ACTIONS

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

19. **Proposition 116 Program of Projects Amendment**
Adriann Cardoso/Kia Mortazavi

Overview

In January 2009, the Board of Directors approved the transfer of \$121.3 million of Proposition 116 funds from the City of Irvine to the Orange County Transportation Authority for a program of rail projects. An amendment to the program of projects is presented for Board of Directors' review and approval.

Committee Recommendations

- A. Authorize the Chief Executive Officer to submit project amendments to the California Transportation Commission redirecting \$58.8 million of Proposition 116 funds for commuter and intercity rail corridor improvements in Orange County from the Anaheim Regional Transportation Intermodal Center to: (1) the Fullerton Transportation Center Parking Structure for \$2.3 million; (2) the signal component of the Metrolink Service Expansion and Grade Crossing Improvements project for \$29 million; (3) to the Orange County Metrolink Fiber Optics Installation Project for \$12.3 million; and (4) Positive Train Control for \$15.2 million.
- B. Authorize the Chief Executive Officer to submit Public Transportation Modernization, Improvement, and Service Enhancement Account project nominations to the California Department of Transportation for fiscal year 2010-11 and fiscal year 2011-12 in the amount of \$36.3 million for rolling stock acquisition for the Metrolink Service Expansion Program.



AGENDA

ACTIONS

19. (Continued)

Committee Recommendations

- C. Approve using \$58.8 million for the Anaheim Regional Transportation Intermodal Center from the following projects and funding sources: (1) \$2.3 million in Measure M offset from the Fullerton Transportation Center Parking Structure project made available by increasing Proposition 116 on this project; (2) \$17.6 million in Renewed Measure M offset from the Metrolink Service Expansion and Grade Crossing Improvements made available by increasing Proposition 116 funds for this project; (3) \$2.6 million in Federal Transportation Administration, Section 5309 funds offset from the Metrolink Fiber Optics Installation project made available by using Proposition 116 funds on this project; and (4) \$36.3 million in Measure M funding from the rolling stock acquisition made available by using Proposition 1B Public Transportation Modernization, Improvement and Enhancement Account funding on this project.
- D. Authorize the Chief Executive Officer to negotiate and execute amendments to cooperative funding agreements No. C-9-0404 and No. C-9-0448 related to the Proposition 116 program of projects.
- E. Authorize staff to process all necessary amendments to the Regional Federal Transportation Improvement Program, submit necessary Federal Transit Administration grant applications, and execute all necessary agreements to facilitate the above actions.

Discussion Items

20. 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.



AGENDA

ACTIONS

21. Chief Executive Officer's Report

22. Directors' Reports

23. Closed Session

Pursuant to Government Code Section 54956.9 (a) to discuss Lorraine Rose v. Orange County Transportation Authority; OCSC No. 30-2008-00114041.

24. Adjournment

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, November 9, 2009**, at the OCTA Headquarters.



ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

PHILIP ROSIN

WHEREAS, the Orange County Transportation Authority recognizes and commends Philip Rosin; and

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

WHEREAS, Philip Rosin has demonstrated that safety is paramount by achieving 30 years of safe driving; and

WHEREAS, Philip Rosin has demonstrated his integrity by maintaining an excellent attendance record, and his dedication exemplifies the high standards set forth for the Orange County Transportation Authority employees; and

WHEREAS, Philip Rosin has proven that "Putting Customers First" is the only way to conduct yourself as a professional Coach Operator at OCTA and Philip's attention to detail and concern for his customers have helped OCTA ridership grow.

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby declare Philip Rosin as the Orange County Transportation Authority Coach Operator of the Month for October 2009; and

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

Dated: October 26, 2009

Peter Buffa, Chairman
Orange County Transportation Authority

Will Kempton, Chief Executive Officer
Orange County Transportation Authority





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

JOSE LUGO

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

WHEREAS, be it known that Jose Lugo is a valued member of the Maintenance Department;

WHEREAS, Jose's dedication to his duties and desire to excel are duly noted, and he is recognized as an outstanding Authority employee. Jose is very proficient in many areas of bus trouble shooting and repair. He is one of the best Preventive Maintenance Program Inspectors. His thorough inspections catch many worn parts before they actually become a problem and;

WHEREAS, Jose is a motivated employee, who exhibits outstanding versatility and professionalism in all aspects of his job.

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby declare Jose Lugo as the Orange County Transportation Authority Maintenance Employee of the Month for October, 2009; and

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

Dated: October 26, 2009

Peter Buffa, Chairman
Orange County Transportation Authority

Will Kempton, Chief Executive Officer
Orange County Transportation Authority

OCTA Resolution No. 2009-60





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

Mary Toutounchi

WHEREAS, the Orange County Transportation Authority recognizes and commends Mary Toutounchi for her leadership and excellent project management skills; and

WHEREAS, Mary Toutounchi serves as the project manager for the Grade Crossing Safety Enhancement Program, part of the Renewed Measure M Early Action Plan, involving improvements to 52 at-grade rail-highway crossings along Orange County's rail corridor, and has advanced these projects from conceptual design to construction; and

WHEREAS, Mary Toutounchi does an outstanding job working with city staff, regulatory agency staff, consultant teams, OCTA staff and the Board of Directors. She focuses on these relationships and is committed to keeping project partners informed and up to date; and

WHEREAS, Mary Toutounchi's excellent working relationships with partner cities and dedication to this project has resulted in successfully negotiating and receiving plan approvals from all nine cities involved, allowing the project to advance into construction on schedule; and

WHEREAS, Mary Toutounchi brings a positive attitude and willingness to do what's necessary for all projects to move forward and be completed with the highest level of professionalism.

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby declare Mary Toutounchi as the Orange County Transportation Authority Administration Employee of the Month for October 2009; and

BE IT FURTHER RESOLVED that the Orange County Transportation Authority Board of Directors recognizes Mary Toutounchi's outstanding service.

Dated: October 26, 2009

Peter Buffa, Chairman
Orange County Transportation Authority

Will Kempton, Chief Executive Officer
Orange County Transportation Authority





October 26, 2009

To: Members of the Board of Directors
From: Will Kempton ^{for: JJK} Chief Executive Officer
Subject: Public Hearing for March 2010 Service Change

Overview

The purpose of the October 26, 2009, public hearing is to receive public comment and input regarding potential service reductions required in fiscal year 2009-10 to be implemented in March 2010. This planned service reduction of 300,000 annual revenue vehicle hours is consistent with the fiscal year 2009-10 approved budget.

Recommendation

Direct staff to return to the Board of Directors on November 23, 2009, with results of the public hearing and staff recommendations for the March 2010 service change.

Discussion

Bus service reductions in fiscal year 2009-10 are required due to the suspension of State Transit Assistance (STA) funds and a major reduction in Transportation Development Act (TDA) sales tax revenue. Combined, these reductions create a projected \$33 million shortfall in annual operating revenues for Orange County Transportation Authority (OCTA) bus operations. In order to balance operating revenues with expenses, OCTA must reduce service levels in March 2010 to complete the reduction program approved by the Board of Directors (Board) in the fiscal year 2010 budget.

In response to actions taken by the state reducing or eliminating STA funds and the downturn in the economy impacting TDA funds supporting public transit operations, OCTA took action to reduce bus service in fiscal year 2008-09 by approximately 133,000 annual revenue vehicle hours, decreasing the budget by an estimated \$11 million annually. By March 2009, it became evident the operating deficit would worsen significantly in fiscal year 2009-10 to at least \$33 million annually.

The Board took action and directed staff to prepare plans to reduce service by up to 400,000 annual revenue vehicle hours over a series of four consecutive service change programs, scaled at approximately 100,000 revenue vehicle hours each, in fiscal year 2010 beginning with the September 2009 service change program. A public hearing was held on May 22, 2009, and results of the hearing and recommendations to reduce service were considered on June 8, 2009. A service change program saving approximately 100,000 annual revenue vehicle hours was approved and subsequently implemented in September 2009. In addition, staff was directed to prepare reduction programs of similar scale for implementation in December 2009, March 2010, and June 2010, totaling up to 300,000 annual revenue vehicle hours.

In July 2009, the Board revised the implementation schedule by deferring the December 2009 and advancing the June 2010 reduction plans for implementation along with the March 2010 program. In the aggregate, the three plans would save approximately 300,000 annual revenue vehicle hours, or an estimated \$25 million annually.

Subsequently, the Board directed staff to investigate the availability and use of alternative funding sources that might be eligible to support transit operations. Depending on the findings of this effort, additional revenue may be available to help offset the loss of operating funds in fiscal year 2010, perhaps reducing the scope of the overall bus service reduction effort in fiscal year 2010.

Given the magnitude of the service reductions required to address the revenue shortfall and maintain a balanced fiscal year 2010 budget, a public hearing is required per Board policy (Attachment A).

March 2010 Bus Service Reduction Program Strategies

With the implementation of the September 2009 service change program, OCTA continued operation on all 80 weekday routes, 45 Saturday routes, and 42 Sunday routes. For the March 2010 service reductions, the basic techniques for service reductions, applied at the line level, are shown in Attachment B.

The five techniques listed in Attachment B have been previously reviewed as part of the planning work associated with the September 2009 service reduction program. In addition, staff is introducing a sixth method, service restructuring, which is focused on a number of North and South County bus routes. This method may be useful in situations where significant differences in rider demand occur along two or more segments of a bus route. By realigning or recombining segments of different bus routes, it may be possible

to improve service efficiency and cost effectiveness, while maintaining service along the segments. In some cases, where existing bus routes are very long, the reduction in the length of the route may help improve on-time performance.

Attached to the report are four potential strategies for service reductions, Strategies A, B, C, and D, each scaled to achieve the reduction goal of approximately 300,000 annual revenue vehicle hours (Attachment C). Common to all four strategies is the discontinuation of Night Owl service on four routes between midnight and 4:00 a.m. In addition, bus routes subsidized through other funding sources, such as the Commuter Urban Rail Endowment (CURE) fund, are not candidates for reduction. Similarly, express bus routes are not impacted since other revenues received through federal programs and other agency contracts help offset the cost of operation. Thirteen Stationlink and 10 express bus routes were excluded from the pool of reduction candidates.

The details for each strategy including the bus routes involved, specific days of the week targeted, and the estimated annual revenue vehicle hour reductions are included in Attachment D, along with an estimate of the number of riders affected and the potential ACCESS user impact.

Maps of the service strategies are included in Attachment E.

Strategies A and B bracket the extremes in terms of approach. Strategy A is based on preserving service on routes serving the greatest number of riders, while providing a reduced level of connectivity with areas of lower service demand. A key tactic is the discontinuation of service on less productive routes. Strategy A includes the discontinuation of service on 26 OCTA weekday bus routes, 19 bus routes on Saturday, and 17 bus routes on Sunday. With the exception of Night Owl service on four bus routes, 54 weekday, 26 Saturday, and 25 Sunday bus routes would remain as presently scheduled.

Strategy B is based on preserving all weekday and weekend bus routes with reductions achieved through approximate proportional reductions made applying the trip reduction techniques used for the September 2009 service change program. Service reductions made through September were considered in making the determination for the line specific candidates. All 80 weekday, 45 Saturday, and 42 Sunday routes would continue to operate, but service would be reduced on 49 weekday, 35 Saturday, and 33 Sunday routes. With the exception of Night Owl service on four bus routes, 31 weekday, 10 Saturday, and nine Sunday routes would remain as presently scheduled.

Strategies C and D are similar and share an additional reduction technique based on service restructuring in addition to the techniques described in Attachment B. The restructuring effort attempts to improve the balance between resources and demand by separating lower demand segments from seven of the most productive OCTA bus routes, and recombining them to create four new routes. In addition to creating more cost effective service, the restructuring may improve on-time performance since the routes involved would be shorter, and less complex.

Due to the proposed bus service reductions and budget constraints, staff are evaluating other possible replacement projects to meet the mandated regional air quality conformity requirements which may result in a recommendation to defer the Bravo! BRT program to a future date.

Public Outreach and Involvement

An extensive communication and outreach program was developed and implemented to inform customers and the public about the reduction strategies and the correlated potential impact on individual routes. Throughout this outreach process, OCTA is inviting the public and customers to provide comments and suggestions in a variety of ways, including mail-in comment cards, on-line comments at www.octa.net/marchfeedback, attending any of the three community meetings, which occurred on September 24, 29, and October 1, 2009, at OCTA, Anaheim, and Laguna Hills, respectively. A total of 185 attendees with 63 public comments were gathered from these meetings. In addition, customer and stakeholder meetings were held, including a customer roundtable in August, presentations to the Citizens' Advisory Committee, and the Special Needs in Transit Advisory Committee on September 15 and October 6, as well as a workshop with the Transit Advocates of Orange County in October.

A notice of public hearing (Attachment F) was advertised in Orange County newspapers on September 25, 2009. Notices regarding the public hearing were conveyed to public officials, colleges, and universities. Information regarding the public hearing was distributed on board OCTA buses and the OCTA website as well. A summary regarding suggestions made by the public at the meeting on October 26, 2009, will be presented by OCTA staff at the meeting of the Board on November 23, 2009.

Environmental Compliance

On June 8, 2009, the Board approved the recommended finding that OCTA has a "fiscal emergency." Pursuant to Public Resources Code section 21080.32(d)(2), a project that reduces or eliminates the availability of an existing publicly owned transit service, facility, program, or activity is exempt from review under the California Environmental Quality Act where the publicly owned transit agency has made a finding that there is a fiscal emergency caused by the failure of agency revenues to adequately fund agency programs and facilities.

On June 9, 2009, OCTA filed a notice of exemption (NOE) with the Orange County Clerk-Recorder and it remained on file for 35 days. The NOE covers all phases of the proposed service reductions. These were planned for September 2009, December 2009, March 2010, and June 2010 as part of the effort to off-set \$33 million revenues shortfall supporting bus operations.

Summary

A \$33 million bus operating revenue shortfall projected for fiscal year 2009-10 requires that bus service be reduced by approximately 400,000 annual revenue vehicle hours. The September 2009 service change resulted in a reduction of approximately 100,000 revenue vehicle hours. As the next step in this process, staff proposes reducing bus service by up to 300,000 annual revenue vehicle hours effective with the March 2010 service change program.

Attachments

- A. Public Hearing Process for Service and Fare Changes Policy
- B. Five Basic Service Reduction Techniques
- C. March 2010 Service Reduction Strategies
- D. Service Reduction Strategies Impact on Passengers and Resources
- E. Maps of the Service Reduction Strategies
- F. OCTA Notice of Public Hearing

Prepared by:

*Scott Holmes on behalf of
Scott Holmes*

Scott Holmes
Manager, Service Planning
and Customer Advocacy
(714) 560-5710

Approved by:

Beth McCormick

Beth McCormick
General Manager, Transit
(714) 560-5964



POLICY
&
PROCEDURE
MANUAL

PUBLIC HEARING PROCESS FOR SERVICE AND FARE CHANGES POLICY

ATTACHMENT A

POLICY #: 520.02

ORIGINATION DATE: 07/20/07

REVISION DATE: 01/02/08

PAGE 1 OF 2

I. Purpose

Public hearings to consider proposed fare and major service changes are key elements of the decision making process used by the Board of Directors to assess the potential impact proposals may have on the Orange County Transportation Authority's (Authority) riders and the residents of Orange County.

II. Public Hearings

Public Hearings will be scheduled by the Authority's Board of Directors for fare and major service change proposals as described below.

III. Fares

Changes in fares and fare media pricing are subject to public hearing requirements with the exception of the following:

- One day reduced fare
- Free fare promotions

IV. Major Service Changes

A major service change is any change or series of changes that directly affect:

- 25% or more of the number of transit route miles of a route
- 25% or more of the transit revenue vehicle miles of a route computed on a daily basis for the day of the week for which the change is made
- 25% or more of the route miles and/or revenue vehicle miles of a transit route accumulated over a series of changes made within a single fiscal year
- the implementation of a new transit route

APPROVAL

Arthur J. Leach

Chief Executive Officer

1-03-08

Date

Service changes that are exempt from public hearings include:

- Standard seasonal variations
- Changes instituted in response to an emergency situation in effect for 90-days or less
- Experimental service changes instituted for 180 days or less

The foregoing does not preclude the Board of Directors from setting a public hearing on any other matter associated with fares and service that it chooses.

V. Hearing Setting Requirements

Prior to the institution of a fare change or a major service change, a notice of intent to hold the public hearing will be published in a newspaper of general circulation in the urbanized area. The notice will also be published in newspapers oriented to specific groups or neighborhoods that may be affected.

The notice will be published at least 30-days prior to the hearing.

The notice will contain descriptions of the changes and the time and place of the hearing.

END OF POLICY

Five Basic Service Reduction Techniques

1. Make Selected Trip Reductions

a) Span Reductions

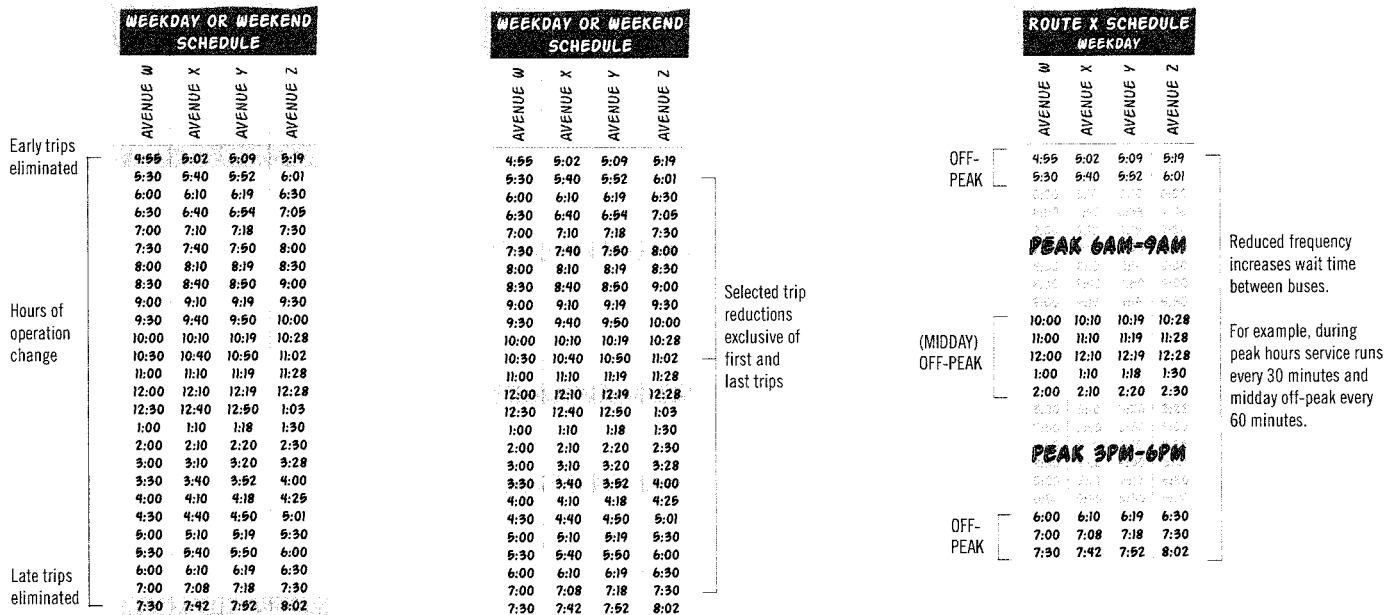
- Hours of operation change
- Schedule starts later and/or ends earlier
- Impact is to the earliest and/or latest trips of the day
- Span reductions can be made on weekdays or weekends

b) Non-Span Reductions

- Eliminate individual selected trips
- Could occur on weekdays or weekends
- Does not affect hours of operation

2. Reduce Frequency (Headway Changes)

- Headway widening increases wait time between buses
- Increases time interval between buses
- Often reduces number of buses required
- Could occur on weekdays or weekends
- Could occur during peak or off-peak times*

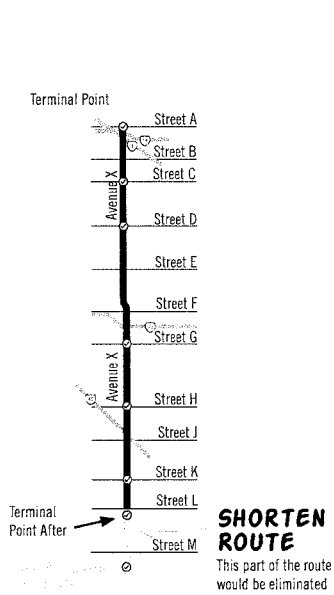


Represents an example of eliminated trips

*Note: all weekend service is considered off-peak

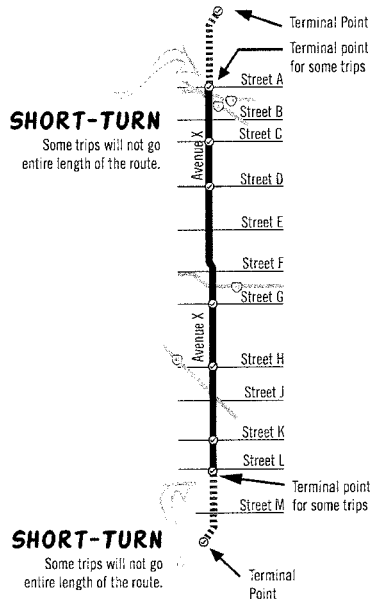
3. Shorten Entire Route

- Change Terminal Point
- Eliminate service on the least used route segments (shorten entire route)
- The bus route length would be shorter
- Lowest ridership of route end would be cut



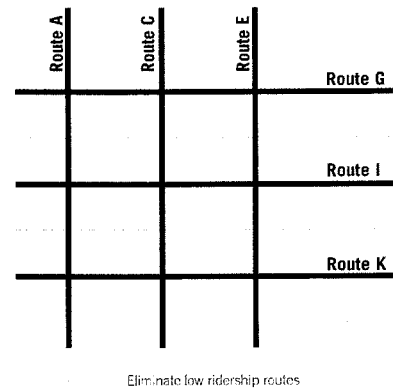
4. Make Short Turns

- Reduce service on selected trips
- Not all buses would travel the entire length of a route all the time



5. Eliminate Routes

- Reduce coverage in areas with high density of service (core areas)
- Re-space less used parallel routes; discontinue routes
- Eliminate routes with lowest ridership



March 2010 Bus Service Reduction Strategies

Strategy A:

Preserve Service on Core Routes

Estrategia A: Preservar Las Rutas Más Utilizadas

WEEKDAY SERVICE / SERVICIO ENTRE SEMANA

- **No Change / Ningun Cambio:** 01, 26, 29, 30, 35, 37, 38, 42, 47, 53, 54, 55, 64, 66, 70, 71, 79, 83, 89, 91, 172, 173, 175, 178, 188, 191, 193, 206, 211, 212, 213, 216, 410, 411, 430, 453, 454, 462, 463, 464, 472, 473, 480, 482, 490, 701, 721, 757, 758, 794
- **Eliminate Route / Rutas Eliminadas:** 20, 21, 24, 25, 33, 46, 51, 56, 59, 62, 72, 74, 75, 76, 82, 85, 86, 87, 131, 145, 147, 164, 167, 177, 187, 693
- **Eliminate OWL / Eliminar Servicio Nocturno:** 43, 50, 57, 60

SATURDAY SERVICE / SERVICIO DEL SÁBADO

- **No Change / Ningun Cambio:** 01, 26, 29, 30, 35, 37, 38, 42, 47, 53, 54, 55, 64, 66, 70, 71, 79, 83, 89, 91, 178, 191
- **Eliminate Route / Rutas Eliminadas:** 24, 25, 33, 46, 51, 56, 59, 72, 76, 82, 85, 86, 87, 145, 167, 172, 177, 193, 693
- **Eliminate OWL / Eliminar Servicio Nocturno:** 43, 50, 57, 60

SUNDAY SERVICE / SERVICIO DEL DOMINGO

- **No Change / Ningun Cambio:** 01, 26, 29, 30, 35, 37, 38, 42, 47, 53, 54, 55, 64, 66, 70, 71, 79, 83, 89, 91, 191
- **Eliminate Route / Rutas Eliminadas:** 24, 25, 33, 46, 51, 56, 59, 72, 76, 82, 85, 145, 167, 172, 177, 193, 693
- **Eliminate OWL / Eliminar Servicio Nocturno:** 43, 50, 57, 60

Strategy B:

Reduce Service Proportionally System-Wide

**Estrategia B: Reducir Servicio
Proporcionalmente al Sistema en su Totalidad**

WEEKDAY SERVICE / SERVICIO ENTRE SEMANA

- **No Change / Ningun Cambio:** 20, 29, 51, 74, 206, 211, 212, 213, 216, 410, 411, 430, 453, 454, 462, 463, 464, 472, 473, 480, 482, 490, 701, 721, 757, 758, 794
- **Frequency and/or Trip Reduction / Frecuencia y/o Viajes Reducidos:** 01, 21, 24, 25, 26, 30, 33, 35, 37, 38, 42, 46, 47, 53, 54, 55, 56, 59, 62, 64, 66, 70, 71, 72, 75, 76, 79, 82, 83, 85, 86, 87, 89, 91, 131, 145, 147, 164, 167, 172, 173, 175, 177, 178, 187, 188, 191, 193, 693
- **Eliminate OWL / Eliminar Servicio Nocturno:** 43, 50, 57, 60

SATURDAY SERVICE / SERVICIO DEL SÁBADO

- **No Change / Ningun Cambio:** 33, 37, 51, 59, 76, 177
- **Frequency and/or Trip Reduction / Frecuencia y/o Viajes Reducidos:** 01, 24, 25, 26, 29, 30, 35, 38, 42, 46, 47, 53, 54, 55, 56, 64, 66, 70, 71, 72, 79, 82, 83, 85, 86, 87, 89, 91, 145, 167, 172, 178, 191, 193, 693
- **Eliminate OWL / Eliminar Servicio Nocturno:** 43, 50, 57, 60

SUNDAY SERVICE / SERVICIO DEL DOMINGO

- **No Change / Ningun Cambio:** 51, 59, 76, 145, 177
- **Frequency and/or Trip Reduction / Frecuencia y/o Viajes Reducidos:** 01, 24, 25, 26, 29, 30, 33, 35, 37, 38, 42, 46, 47, 53, 54, 55, 56, 64, 66, 70, 71, 72, 79, 82, 83, 85, 89, 91, 167, 172, 191, 193, 693
- **Eliminate OWL / Eliminar Servicio Nocturno:** 43, 50, 57, 60

Strategy C:

Modify Days and/or Hours of Operation

Estrategia C: Modificar los Días y/o Horas de Operación

WEEKDAY SERVICE / SERVICIO ENTRE SEMANA

- **No change / Ningun Cambio:** 33, 38, 42, 46, 51, 54, 56, 64, 71, 72, 79, 82, 83, 86, 87, 89, 91, 172, 173, 175, 177, 178, 188, 191, 193, 206, 211, 212, 213, 216, 410, 411, 430, 453, 454, 462, 463, 464, 472, 473, 480, 482, 490, 701, 721, 757, 758, 794
- **Eliminate Route / Rutas Eliminadas:** 20, 21, 24, 62, 74, 75, 85, 131, 147, 164, 187, 693
- **Frequency and/or Trip Reduction / Frecuencia y/o Viajes Reducidos:** 01, 25, 26, 30, 35, 37, 55, 66, 76, 145
- **Restructure / Restructurado:** 29, 43, 47, 53, 57, 59, 70, 90, 129, 143, 153, 167
- **Eliminate OWL / Eliminar Servicio Nocturno:** 43, 50, 57, 60

SATURDAY SERVICE / SERVICIO DEL SÁBADO

- **No Change / Ningun Cambio:** 33, 37
- **Eliminate Route / Rutas Eliminadas:** 24, 51, 59, 76, 82, 85, 86, 87, 145, 172, 177, 193, 693
- **Frequency and/or Trip Reduction / Frecuencia y/o Viajes Reducidos:** 01, 25, 26, 30, 35, 38, 42, 46, 54, 55, 56, 64, 66, 71, 72, 79, 83, 89, 91, 178, 191
- **Restructure / Restructurado:** 29, 43, 47, 53, 57, 70, 90, 129, 143, 153, 167
- **Eliminate OWL / Eliminar Servicio Nocturno:** 43, 50, 57, 60

SUNDAY SERVICE / SERVICIO DEL DOMINGO

- **No Change / Ningun Cambio:** 71
- **Eliminate Route / Rutas Eliminadas:** 24, 51, 56, 59, 76, 82, 85, 145, 172, 177, 193, 693
- **Frequency and/or Trip Reduction / Frecuencia y/o Viajes Reducidos:** 01, 25, 26, 30, 33, 35, 37, 38, 42, 46, 54, 55, 64, 66, 72, 79, 83, 89, 91, 191
- **Restructure / Restructurado:** 29, 43, 47, 53, 57, 70, 90, 129, 143, 153, 167
- **Eliminate OWL / Eliminar Servicio Nocturno:** 43, 50, 57, 60

Strategy D:

Combined Strategy

Estrategia D: Estrategia Combinada

WEEKDAY SERVICE / SERVICIO ENTRE SEMANA

- **No change / Ningun Cambio:** 38, 42, 51, 54, 56, 64, 71, 72, 79, 82, 83, 86, 87, 89, 91, 172, 173, 175, 177, 178, 188, 191, 193, 206, 211, 212, 213, 216, 410, 411, 430, 453, 454, 462, 463, 464, 472, 473, 480, 482, 490, 701, 721, 757, 758, 794
- **Eliminate Route / Rutas Eliminadas:** 20, 21, 24, 62, 74, 75, 85, 131, 147, 164, 187, 693
- **Frequency and/or Trip Reduction / Frecuencia y/o Viajes Reducidos:** 01, 25, 26, 30, 33, 35, 37, 46, 55, 66, 76, 145
- **Restructure / Restructurado:** 29, 43, 47, 53, 57, 59, 70, 90, 129, 143, 153, 167
- **Eliminate OWL / Eliminar Servicio Nocturno:** 43, 50, 57, 60

SATURDAY SERVICE / SERVICIO DEL SÁBADO

- **Eliminate Route / Rutas Eliminadas:** 24, 51, 59, 76, 82, 85, 86, 87, 145, 167, 172, 177, 193, 693
- **Frequency and/or Trip Reduction / Frecuencia y/o Viajes Reducidos:** 01, 25, 26, 30, 33, 35, 37, 38, 42, 46, 54, 55, 56, 64, 66, 71, 72, 79, 83, 89, 91, 178, 191
- **Restructure / Restructurado:** 29, 43, 47, 53, 57, 70, 90, 129, 143, 153
- **Eliminate OWL / Eliminar Servicio Nocturno:** 43, 50, 57, 60

SUNDAY SERVICE / SERVICIO DEL DOMINGO

- **Eliminate Route / Rutas Eliminadas:** 24, 51, 56, 59, 76, 82, 85, 145, 167, 172, 177, 193, 693
- **Frequency and/or Trip Reduction / Frecuencia y/o Viajes Reducidos:** 01, 25, 26, 30, 33, 35, 37, 38, 42, 46, 54, 55, 64, 66, 71, 72, 79, 83, 89, 91, 191
- **Restructure / Restructurado:** 29, 43, 47, 53, 57, 70, 90, 129, 143, 153
- **Eliminate OWL / Eliminar Servicio Nocturno:** 43, 50, 57, 60



Orange County Transportation Authority

March 2010 Service Programs

Comparison between various Strategies

Line	Route Location	Proposed Reduction				Reduction Techniques - Detail			Estimated Passenger Impact				Potential ACCESS Impact
		Wkdy	Sat	Sun	Total	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Total	
1A	Long Beach to San Clemente -- Pacific Coast Highway	-	-	-	-	No Change	No Change	No Change	-	-	-	-	No
1B	Long Beach to San Clemente -- Pacific Coast Highway	11,603	1,300	1,450	14,353	Headway, 30 to 60	Headway, 60 to 90	Headway, 60 to 90	945	997	849	2,791	No
1C	Long Beach to San Clemente -- Pacific Coast Highway	11,603	1,300	1,450	14,353	Headway, 30 to 60	Headway, 60 to 90	Headway, 60 to 90	945	997	849	2,791	No
1D	Long Beach to San Clemente -- Pacific Coast Highway	11,603	1,300	1,450	14,353	Headway, 30 to 60	Headway, 60 to 90	Headway, 60 to 90	945	997	849	2,791	No
20A	La Habra to Yorba Linda -- Imperial	3,417	-	-	3,417	Eliminate Route	Not Applicable	Not Applicable	353	-	-	353	Yes
20B	La Habra to Yorba Linda -- Imperial	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	Yes
20C	La Habra to Yorba Linda -- Imperial	3,417	-	-	3,417	Eliminate Route	Not Applicable	Not Applicable	353	-	-	353	Yes
20D	La Habra to Yorba Linda -- Imperial	3,417	-	-	3,417	Eliminate Route	Not Applicable	Not Applicable	353	-	-	353	Yes
21A	Fullerton to Huntington Beach -- Valley View / Bolsa Chica	10,621	-	-	10,621	Eliminate Route	Not Applicable	Not Applicable	633	-	-	633	Yes
21B	Fullerton to Huntington Beach -- Valley View / Bolsa Chica	2,678	-	-	2,678	Delete 8 Midday Trips	Not Applicable	Not Applicable	163	-	-	163	Yes
21C	Fullerton to Huntington Beach -- Valley View / Bolsa Chica	10,621	-	-	10,621	Eliminate Route	Not Applicable	Not Applicable	633	-	-	633	Yes
21D	Fullerton to Huntington Beach -- Valley View / Bolsa Chica	10,621	-	-	10,621	Eliminate Route	Not Applicable	Not Applicable	633	-	-	633	Yes
24A	Fullerton to Orange -- Malvern / Chapman / Tustin	12,491	1,435	1,601	15,527	Eliminate Route	Eliminate Route	Eliminate Route	1,058	432	390	1,880	Yes
24B	Fullerton to Orange -- Malvern / Chapman / Tustin	3,698	442	493	4,633	Headway, 30 to 45	Headway, 60 to 120	Headway, 60 to 120	598	220	170	988	Yes
24C	Fullerton to Orange -- Malvern / Chapman / Tustin	12,491	1,435	1,601	15,527	See Line 167	See Line 167	See Line 167	667	239	158	1,064	Yes
24D	Fullerton to Orange -- Malvern / Chapman / Tustin	12,491	1,435	1,601	15,527	See Line 167	Eliminate Route	Eliminate Route	667	432	390	1,489	Yes
25A	Fullerton to Huntington Beach -- Knott / Golden West	23,809	1,815	2,052	27,676	Eliminate Route	Eliminate Route	Eliminate Route	2,295	942	963	4,200	Yes
25B	Fullerton to Huntington Beach -- Knott / Golden West	4,973	624	696	6,293	Headway, 35 to 45	Headway, 60 to 90	Headway, 60 to 90	1,851	559	437	2,847	Yes
25C	Fullerton to Huntington Beach -- Knott / Golden West	4,973	624	696	6,293	Headway, 35 to 45	Headway, 60 to 90	Headway, 60 to 90	1,851	559	437	2,847	No
25D	Fullerton to Huntington Beach -- Knott / Golden West	4,973	624	696	6,293	Headway, 35 to 45	Headway, 60 to 90	Headway, 60 to 90	1,851	559	437	2,847	No
26A	Fullerton to Yorba Linda -- Commonwealth / Yorba Linda	-	-	-	-	No Change	No Change	No Change	-	-	-	-	No
26B	Fullerton to Yorba Linda -- Commonwealth / Yorba Linda	6,120	312	348	6,780	Headway, peak 30/60 to 40, off-peak 30/60 to 75. Delete Short Turns, Delete 1st EB AM & 1st 2 WB AM & Last EB PM.	Headway, 60 to 75	Headway, 60 to 75	1,257	317	175	1,749	No

ATTACHMENT D



Orange County Transportation Authority

March 2010 Service Programs

Comparison between various Strategies

Line	Route Location	Proposed Reduction				Reduction Techniques - Detail			Estimated Passenger Impact				Potential ACCESS Impact
		Wkdy	Sat	Sun	Total	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Total	
26C	Fullerton to Yorba Linda -- Commonwealth / Yorba Linda	6,120	312	348	6,780	Headway, peak 30/60 to 40, off-peak 30/60 to 75. Delete Short Turns, Delete 1st EB AM & 1st 2 WB AM & Last EB PM.	Headway, 60 to 75	Headway, 60 to 75	1,257	317	175	1,749	No
26D	Fullerton to Yorba Linda -- Commonwealth / Yorba Linda	6,120	312	348	6,780	Headway, peak 30/60 to 40, off-peak 30/60 to 75. Delete Short Turns, Delete 1st EB AM & 1st 2 WB AM & Last EB PM.	Headway, 60 to 75	Headway, 60 to 75	1,257	317	175	1,749	Yes
29A	Brea to Huntington Beach -- La Habra / Beach	-	-	-	-	No Change	No Change	No Change	-	-	-	-	No
29B	Brea to Huntington Beach -- La Habra / Beach	-	2,210	2,436	4,646	No Change	Headway, 18/54 to 25/45	Headway, 18/54 to 25/45	-	1,790	2,385	4,175	No
29C	Brea to Huntington Beach -- La Habra / Beach	8,007	1,709	1,578	11,293	See Line 129	See Line 129	See Line 129	1,160	938	714	2,812	No
29D	Brea to Huntington Beach -- La Habra / Beach	8,007	2,210	2,436	12,653	See Line 129	See Line 129 & Reduce Frequency	See Line 129 & Reduce Frequency	1,160	2,728	3,099	6,987	No
30A	Cerritos to Anaheim -- Orangethorpe	-	-	-	-	No Change	No Change	No Change	-	-	-	-	No
30B	Cerritos to Anaheim -- Orangethorpe	7,268	676	754	8,698	Headway, 30/60 to 45. Cut 1hr PM span	Headway, 60 to 90	Headway, 60 to 90	1,484	737	609	2,830	No
30C	Cerritos to Anaheim -- Orangethorpe	7,268	676	754	8,698	Headway, 30/60 to 45. Cut 1hr PM span	Headway, 60 to 90	Headway, 60 to 90	1,484	737	609	2,830	No
30D	Cerritos to Anaheim -- Orangethorpe	7,268	676	754	8,698	Headway, 30/60 to 45. Cut 1hr PM span	Headway, 60 to 90	Headway, 60 to 90	1,484	737	609	2,830	Yes
33A	Fullerton to Huntington Beach -- Magnolia	15,215	1,143	1,122	17,480	Eliminate Route	Eliminate Route	Eliminate Route	2,135	858	826	3,819	Yes
33B	Fullerton to Huntington Beach -- Magnolia	2,040	-	58	2,098	Headway, off-peak 35 to 45	No Change	Delete 6 PM NB trip (span)	679	-	35	714	Yes
33C	Fullerton to Huntington Beach -- Magnolia	-	-	58	58	No Change	No Change	Delete 6 PM NB trip (span)	-	-	35	35	No
33D	Fullerton to Huntington Beach -- Magnolia	2,040	260	290	2,590	Reduce Frequency	Reduce Frequency	Reduce Frequency	679	461	281	1,421	No
35A	Fullerton to Huntington Beach -- Brookhurst	-	-	-	-	No Change	No Change	No Change	-	-	-	-	No
35B	Fullerton to Huntington Beach -- Brookhurst	6,069	442	812	7,323	Headway, peak 20 to 30, off-peak 30 to 40	Headway, off-peak 45 to 60	Headway, 60 to 90	1,937	274	591	2,802	No
35C	Fullerton to Huntington Beach -- Brookhurst	6,069	442	812	7,323	Headway, peak 20 to 30, off-peak 30 to 40	Headway, off-peak 45 to 60	Headway, 60 to 90	1,937	274	591	2,802	No
35D	Fullerton to Huntington Beach -- Brookhurst	6,069	442	812	7,323	Headway, peak 20 to 30, off-peak 30 to 40	Headway, off-peak 45 to 60	Headway, 60 to 90	1,937	274	591	2,802	No
37A	La Habra to Fountain Valley -- Euclid	-	-	-	-	No Change	No Change	No Change	-	-	-	-	No
37B	La Habra to Fountain Valley -- Euclid	8,925	-	725	9,650	Headway, peak 20 to 30, off-peak 30 to 40	No Change	Headway, 60 to 90	2,429	-	720	3,149	No
37C	La Habra to Fountain Valley -- Euclid	8,925	-	725	9,650	Headway, peak 20 to 30, off-peak 30 to 40	No Change	Headway, 60 to 90	2,429	-	720	3,149	No



Orange County Transportation Authority

March 2010 Service Programs

Comparison between various Strategies

Line	Route Location	Proposed Reduction				Reduction Techniques - Detail			Estimated Passenger Impact				Potential ACCESS Impact
		Wkdy	Sat	Sun	Total	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Total	
37D	La Habra to Fountain Valley -- Euclid	8,925	780	725	10,430	Headway, peak 20 to 30, off-peak 30 to 40	Reduce Frequency	Headway, 60 to 90	2,429	1,731	720	4,880	No
38A	Lakewood to Anaheim Hills -- La Palma	-	-	-	-	No Change	No Change	No Change	-	-	-	-	No
38B	Lakewood to Anaheim Hills -- La Palma	5,355	468	522	6,345	Headway, Peak 15/45 to 20/60, Off-peak, 20/60 to 30/60	Headway, 45 to 60	Headway, 45 to 60	5,962	1,627	818	8,407	No
38C	Lakewood to Anaheim Hills -- La Palma	-	468	522	990	No Change	Headway, 45 to 60	Headway, 45 to 60	-	1,627	818	2,445	No
38D	Lakewood to Anaheim Hills -- La Palma	-	468	522	990	No Change	Headway, 45 to 60	Headway, 45 to 60	-	1,627	818	2,445	No
42A	Seal Beach to Orange -- Seal Beach / Los Alamitos/ Lincoln	-	-	-	-	No Change	No Change	No Change	-	-	-	-	No
42B	Seal Beach to Orange -- Seal Beach / Los Alamitos/ Lincoln	7,523	702	783	9,008	Headway, peak 18/36 to 30/90, off-peak 30/54 to 45/90	Headway, off-peak 25/50 to 40	Headway, off-peak 25/50 to 40	6,299	1,846	1,573	9,718	No
42C	Seal Beach to Orange -- Seal Beach / Los Alamitos/ Lincoln	-	702	783	1,485	No Change	Headway, off-peak 25/50 to 40	Headway, off-peak 25/50 to 40	-	1,846	1,573	3,419	No
42D	Seal Beach to Orange -- Seal Beach / Los Alamitos/ Lincoln	-	702	783	1,485	No Change	Reduce Frequency	Reduce Frequency	-	1,846	1,573	3,419	No
43A	La Habra to Costa Mesa -- Whittier / Harbor	-	-	-	-	No Change	No Change	No Change	-	-	-	-	Yes
43B	La Habra to Costa Mesa -- Whittier / Harbor	12,793	1,555	2,227	16,575	Headway, 15 to 20	Headway, peak 18 to 25	Headway, peak 20 to 30	6,072	1,617	2,024	9,713	Yes
43C	La Habra to Costa Mesa -- Whittier / Harbor	8,999	882	861	10,743	See Line 143	See Line 143	See Line 143	634	326	144	1,104	No
43D	La Habra to Costa Mesa -- Whittier / Harbor	8,999	2,970	3,708	15,677	See Line 143	See Line 143 & Reduce Frequency	See Line 143 & Reduce Frequency	634	1,943	2,168	4,745	Yes
43OWLA	OWL Service-La Habra to Costa Mesa -- Whittier / Harbor	3,060	624	696	4,380	Eliminate Night OWL	Eliminate Night OWL	Eliminate Night OWL	127	167	167	461	Yes
43OWLB	OWL Service-La Habra to Costa Mesa -- Whittier / Harbor	3,060	624	696	4,380	Eliminate Night OWL	Eliminate Night OWL	Eliminate Night OWL	127	167	167	461	Yes
43OWLC	OWL Service-La Habra to Costa Mesa -- Whittier / Harbor	3,060	624	696	4,380	Eliminate Night OWL	Eliminate Night OWL	Eliminate Night OWL	127	167	167	461	Yes
43OWLD	OWL Service-La Habra to Costa Mesa -- Whittier / Harbor	3,060	624	696	4,380	Eliminate Night OWL	Eliminate Night OWL	Eliminate Night OWL	127	167	167	461	Yes
46A	Los Alamitos to Orange -- Ball / Taft	24,586	1,963	2,119	28,668	Eliminate Route	Eliminate Route	Eliminate Route	3,172	1,196	1,260	5,628	Yes
46B	Los Alamitos to Orange -- Ball / Taft	5,687	500	505	6,691	Headway, peak 20 to 30/45, off-peak 30 to 60	Headway, 50 to 60	Headway, 50 to 60	3,030	262	258	3,550	Yes
46C	Los Alamitos to Orange -- Ball / Taft	-	500	505	1,005	No Change	Headway, 50 to 60	Headway, 50 to 60	-	262	258	520	No
46D	Los Alamitos to Orange -- Ball / Taft	5,687	500	505	6,692	Reduce Frequency	Headway, 50 to 60	Headway, 50 to 60	3,030	262	258	3,550	No
47A	Brea to Newport Beach -- Brea / Anaheim / Fairview	-	-	-	-	No Change	No Change	No Change	-	-	-	-	No
47B	Brea to Newport Beach -- Brea / Anaheim / Fairview	18,653	1,179	1,197	21,029	Headway, 15/20 to 30	Delete first 4 and last 3 NB trips; delete first 4 and last 5 SB trips	Delete first 4 and last 3 NB trips; delete first 4 and last 4 SB trips	8,184	856	612	9,652	No



Orange County Transportation Authority

March 2010 Service Programs

Comparison between various Strategies

Line	Route Location	Proposed Reduction				Reduction Techniques - Detail			Estimated Passenger Impact				Potential ACCESS Impact
		Wkdy	Sat	Sun	Total	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Total	
47C	Brea to Newport Beach -- Brea / Anaheim / Fairview	4,450	8,102	776	13,327	See Line 143	See Line 143	See Line 143	120	140	224	484	No
47D	Brea to Newport Beach -- Brea / Anaheim / Fairview	18,653	1,870	1,936	22,460	See Line 143 & Reduce Frequency	See Line 143 & Reduce Frequency	See Line 143 & Reduce Frequency	8,304	996	836	10,136	No
50A	Long Beach to Katella -- Katella	-	-	-	-	No Change	No Change	No Change	-	-	-	-	Yes
50B	Long Beach to Katella -- Katella	7,140	990	1,104	9,234	Headway, peak from 20 to 30, off-peak 30 to 45	Headway, 30 to 60	Headway, 30 to 60	1,735	1,904	1,576	5,215	Yes
50C	Long Beach to Katella -- Katella	-	990	1,104	2,094	No Change	Headway, 30 to 60	Headway, 30 to 60	-	1,904	1,576	3,480	No
50D	Long Beach to Katella -- Katella	-	990	1,104	2,094	No Change	Headway, 30 to 60	Headway, 30 to 60	-	1,904	1,576	3,480	No
50OWLA	OWL Service-Long Beach to Katella -- Katella	3,060	624	696	4,380	Eliminate Night OWL	Eliminate Night OWL	Eliminate Night OWL	91	119	122	332	Yes
50OWLB	OWL Service-Long Beach to Katella -- Katella	3,060	624	696	4,380	Eliminate Night OWL	Eliminate Night OWL	Eliminate Night OWL	91	119	122	332	Yes
50OWLC	OWL Service-Long Beach to Katella -- Katella	3,060	624	696	4,380	Eliminate Night OWL	Eliminate Night OWL	Eliminate Night OWL	91	119	122	332	Yes
50OWLD	OWL Service-Long Beach to Katella -- Katella	3,060	624	696	4,380	Eliminate Night OWL	Eliminate Night OWL	Eliminate Night OWL	91	119	122	332	Yes
51A	Santa Ana to Costa Mesa -- Flower	9,427	1,339	1,275	12,041	Eliminate Route	Eliminate Route	Eliminate Route	820	400	389	1,609	Yes
51B	Santa Ana to Costa Mesa -- Flower	-	-	-	-	No Change	No Change	No Change	-	-	-	-	Yes
51C	Santa Ana to Costa Mesa -- Flower	-	1,339	1,275	2,614	No Change	Eliminate Route	Eliminate Route	-	400	389	789	Yes
51D	Santa Ana to Costa Mesa -- Flower	-	1,339	1,275	2,614	No Change	Eliminate Route	Eliminate Route	-	400	389	789	Yes
53A	Brea to Irvine -- Main	-	-	-	-	No Change	No Change	No Change	-	-	-	-	No
53B	Brea to Irvine -- Main	11,858	2,080	2,233	16,171	Headway, 12/36 to 15/30	Headway, 15/45 to 20/40	Headway, 15/60 to 20/60	1,992	1,538	963	4,493	No
53C	Brea to Irvine -- Main	14,017	1,608	-	15,625	See Line 153	See Line 153	See Line 153	740	330	368	1,438	No
53D	Brea to Irvine -- Main	11,858	3,712	4,466	20,036	See Line 153 & Reduce Frequency	See Line 153 & Reduce Frequency	See Line 153 & Reduce Frequency	740	330	368	1,438	Yes
54A	Garden Grove to Orange -- Chapman	-	-	-	-	No Change	No Change	No Change	-	-	-	-	No
54B	Garden Grove to Orange -- Chapman	5,317	348	255	5,919	Headway, 20 to 30	Headway, 30 to 60	Headway, 30 to 60	3,372	3,062	2,281	8,715	No
54C	Garden Grove to Orange -- Chapman	-	348	255	603	No Change	Headway, 30 to 60	Headway, 30 to 60	-	3,062	2,281	5,343	No
54D	Garden Grove to Orange -- Chapman	-	348	255	603	No Change	Headway, 30 to 60	Headway, 30 to 60	-	3,062	2,281	5,343	No
55A	Santa Ana to Newport Beach -- Standard / Bristol / Fairview / 17th	-	-	-	-	No Change	No Change	No Change	-	-	-	-	No
55B	Santa Ana to Newport Beach -- Standard / Bristol / Fairview / 17th	9,214	936	1,044	11,194	Headway, off-peak from 20 to 30	Headway, off-peak 22 to 30	Headway, off-peak 22 to 30	2,408	968	741	4,117	No
55C	Santa Ana to Newport Beach -- Standard / Bristol / Fairview / 17th	9,214	936	1,044	11,194	Headway, off-peak from 20 to 30	Headway, off-peak 22 to 30	Headway, off-peak 22 to 30	2,408	968	741	4,117	No



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Line	Route Location	Proposed Reduction				Reduction Techniques - Detail			Estimated Passenger Impact				Potential ACCESS Impact
		Wkdy	Sat	Sun	Total	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Total	
55D	Santa Ana to Newport Beach -- Standard / Bristol / Fairview / 17th	9,214	936	1,044	11,194	Headway, off-peak from 20 to 30	Headway, off-peak 22 to 30	Headway, off-peak 22 to 30	2,408	968	741	4,117	No
56A	Garden Grove to Orange -- Garden Grove	15,134	1,304	1,437	17,876	Eliminate Route	Eliminate Route	Eliminate Route	2,350	737	731	3,818	Yes
56B	Garden Grove to Orange -- Garden Grove	1,071	255	284	1,610	PM trip reductions	First 5 AM trips deleted	First 5 AM trips deleted	47	177	152	376	Yes
56C	Garden Grove to Orange -- Garden Grove	-	255	1,437	1,692	No Change	First 5 AM trips deleted	Eliminate Route	-	177	731	908	No
56D	Garden Grove to Orange -- Garden Grove	-	255	1,437	1,692	No Change	Reduce Frequency	Eliminate Route	-	177	731	908	Yes
57A	Brea to Newport Beach -- State College / Bristol	-	-	-	-	No Change	No Change	No Change	-	-	-	-	Yes
57B	Brea to Newport Beach -- State College / Bristol	10,965	2,860	2,436	16,261	Headway, peak 12 to 10, off-peak 15 to 18	Headway, 15 to 20	Headway, 15 to 20	1,588	2,962	2,324	6,874	Yes
57C	Brea to Newport Beach -- State College / Bristol	71,548	16,976	4,872	93,396	See Line 153	See Line 153 and Headway, 15 to 20	See Line 153 and Headway, 15 to 20	2,166	1,388	92	3,646	No
57D	Brea to Newport Beach -- State College / Bristol	5,256	4,022	2,436	11,713	See Line 153	See Line 153 & Reduce Frequency	See Line 153 & Reduce Frequency	2,166	1,388	92	3,646	No
57OWLA	OWL Service-Brea to Newport Beach -- State College / Bristol	3,060	624	696	4,380	Eliminate Night OWL	Eliminate Night OWL	Eliminate Night OWL	126	171	140	437	Yes
57OWLB	OWL Service-Brea to Newport Beach -- State College / Bristol	3,060	624	696	4,380	Eliminate Night OWL	Eliminate Night OWL	Eliminate Night OWL	126	171	140	437	Yes
57OWLC	OWL Service-Brea to Newport Beach -- State College / Bristol	3,060	624	696	4,380	Eliminate Night OWL	Eliminate Night OWL	Eliminate Night OWL	126	171	140	437	Yes
57OWLD	OWL Service-Brea to Newport Beach -- State College / Bristol	3,060	624	696	4,380	Eliminate Night OWL	Eliminate Night OWL	Eliminate Night OWL	126	171	140	437	Yes
59A	Brea to Irvine -- Kraemer / Glassell / Grand / Von Karman	37,064	1,623	1,444	40,132	Eliminate Route	Eliminate Route	Eliminate Route	3,237	823	999	5,059	Yes
59B	Brea to Irvine -- Kraemer / Glassell / Grand / Von Karman	8,415	-	-	8,415	Headway, peak 22 to 30. Delete AM/PM, early/late trips	No Change	No Change	433	-	-	433	Yes
59C	Brea to Irvine -- Kraemer / Glassell / Grand / Von Karman	14,637	1,623	1,444	17,704	See Line 129	Eliminate Route	Eliminate Route	1,418	823	999	3,240	Yes
59D	Brea to Irvine -- Kraemer / Glassell / Grand / Von Karman	8,415	1,623	1,444	11,482	See Line 129 & Reduce Frequency	Eliminate Route	Eliminate Route	1,418	823	999	3,240	Yes
60A	Long Beach to Tustin -- 7th / Westminster / 17th	-	-	-	-	No Change	No Change	No Change	-	-	-	-	Yes
60B	Long Beach to Tustin -- 7th / Westminster / 17th	11,042	1,638	1,856	14,536	Headway; peak from 10/24 to 15/30. Delete 10 midday and 11 PM trips (non-span)	Headway, 15/30 to 20/40. Delete 2 AM (span) trips and 4 PM trips,	Headway, 15/30 to 20/40. Delete 4 AM (span) trips and 3 PM trips	3,212	3,383	7,095	13,690	Yes
60C	Long Beach to Tustin -- 7th / Westminster / 17th	11,042	1,638	1,856	14,536	Headway; peak from 10/24 to 15/30. Delete 10 midday and 11 PM trips (non-span)	Headway, 15/30 to 20/40. Delete 2 AM (span) trips and 4 PM trips,	Headway, 15/30 to 20/40. Delete 4 AM (span) trips and 3 PM trips	3,212	3,383	7,095	13,690	No
60D	Long Beach to Tustin -- 7th / Westminster / 17th	11,042	1,638	1,856	14,536	Headway; peak from 10/24 to 15/30. Delete 10 midday and 11 PM trips (non-span)	Reduce Frequency	Reduce Frequency	3,212	3,093	6,827	13,132	Yes



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Line	Route Location	Proposed Reduction				Reduction Techniques - Detail			Estimated Passenger Impact				Potential ACCESS Impact
		Wkdy	Sat	Sun	Total	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Total	
60OWLA	OWL Service-Long Beach to Tustin -- 7th / Westminster / 17th	2,040	416	464	2,920	Eliminate Night OWL	Eliminate Night OWL	Eliminate Night OWL	129	151	168	448	Yes
60OWLB	OWL Service-Long Beach to Tustin -- 7th / Westminster / 17th	2,040	416	464	2,920	Eliminate Night OWL	Eliminate Night OWL	Eliminate Night OWL	129	151	168	448	Yes
60OWLC	OWL Service-Long Beach to Tustin -- 7th / Westminster / 17th	2,040	416	464	2,920	Eliminate Night OWL	Eliminate Night OWL	Eliminate Night OWL	129	151	168	448	Yes
60OWLD	OWL Service-Long Beach to Tustin -- 7th / Westminster / 17th	2,040	416	464	2,920	Eliminate Night OWL	Eliminate Night OWL	Eliminate Night OWL	129	151	168	448	Yes
62A	Huntington Beach to Santa Ana - Goldenwest / Hazard / Santa Ana	10,421	-	-	10,421	Eliminate Route	Not Applicable	Not Applicable	1,046	-	-	1,046	Yes
62B	Huntington Beach to Santa Ana - Goldenwest / Hazard / Santa Ana	2,168	-	-	2,168	Headway all day, 50 to 65	Not Applicable	Not Applicable	366	-	-	366	Yes
62C	Huntington Beach to Santa Ana - Goldenwest / Hazard / Santa Ana	10,421	-	-	10,421	Eliminate Route	Not Applicable	Not Applicable	1,046	-	-	1,046	Yes
62D	Huntington Beach to Santa Ana - Goldenwest / Hazard / Santa Ana	10,421	-	-	10,421	Eliminate Route	Not Applicable	Not Applicable	1,046	-	-	1,046	Yes
64A	Huntington Beach to Tustin -- Bolsa / 1st	-	-	-	-	No Change	No Change	No Change	-	-	-	-	No
64B	Huntington Beach to Tustin -- Bolsa / 1st	6,911	1,248	1,160	9,319	Headway, mid-day 12 to 20	Headway, 14 to 20	Headway, off-peak 30 to 60	2,886	3,367	827	7,080	No
64C	Huntington Beach to Tustin -- Bolsa / 1st	-	1,248	1,160	2,408	No Change	Headway, 14 to 20	Headway, off-peak 30 to 60	-	3,367	827	4,194	No
64D	Huntington Beach to Tustin -- Bolsa / 1st	-	1,248	1,160	2,408	No Change	Headway, 14 to 20	Headway, off-peak 30 to 60	-	3,367	827	4,194	No
66A	Huntington Beach to Irvine -- McFadden / Walnut	-	-	-	-	No Change	No Change	No Change	-	-	-	-	No
66B	Huntington Beach to Irvine -- McFadden / Walnut	10,595	987	1,297	12,880	Headway, 10 to 15	Headway, peak 12 to 15, off-peak 20 to 45	Headway, peak 12 to 15, off-peak 20 to 45	6,091	7,100	4,771	17,962	No
66C	Huntington Beach to Irvine -- McFadden / Walnut	10,595	987	1,297	12,880	Headway, 10 to 15	Headway, peak 12 to 15, off-peak 20 to 45	Headway, peak 12 to 15, off-peak 20 to 45	6,091	7,100	4,771	17,962	No
66D	Huntington Beach to Irvine -- McFadden / Walnut	10,595	987	1,297	12,880	Headway, 10 to 15	Headway, peak 12 to 15, off-peak 20 to 45	Headway, peak 12 to 15, off-peak 20 to 45	6,091	7,100	4,771	17,962	No
70A	Sunset Beach to Dana Point -- Edinger / Irvine Center / Moulton / Golden Lantern	-	-	-	-	No Change	No Change	No Change	-	-	-	-	No
70B	Sunset Beach to Dana Point -- Edinger / Irvine Center / Moulton / Golden Lantern	12,686	2,419	719	15,824	Headway, 45/60 to 120 south of Edinger/Jamboree Plaza	Headway, 20 to 40. Shorten span	Headway, 60 to 120 south of Edinger/Jamboree Plaza	1,026	5,629	1,984	8,639	No
70C	Sunset Beach to Dana Point -- Edinger / Irvine Center / Moulton / Golden Lantern	15,907	2,681	-	18,588	See Line 90	See Line 90	See Line 90	1,380	690	556	2,626	No



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Line	Route Location	Proposed Reduction				Reduction Techniques - Detail			Estimated Passenger Impact				Potential ACCESS Impact
		Wkdy	Sat	Sun	Total	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Total	
70D	Sunset Beach to Dana Point -- Edinger / Irvine Center / Moulton / Golden Lantern	12,686	2,419	719	15,824	See Line 90 & Reduce Frequency	See Line 90 & Reduce Frequency	See Line 90 & Reduce Frequency	1,380	690	556	2,626	No
71A	Yorba Linda to Balboa -- Tustin / Red Hill / Newport	-	-	-	-	No Change	No Change	No Change	-	-	-	-	No
71B	Yorba Linda to Balboa -- Tustin / Red Hill / Newport	8,739	526	886	10,151	Headway, off-peak 35 to 70. Delete 5 trips (3 are span),	Delete first 2 and last 2 NB trips; delete second SB and last 2 SB trips	Delete first 3 and last 2 NB trips; delete first 2 and last 3 SB trips	1,733	248	401	2,382	No
71C	Yorba Linda to Balboa -- Tustin / Red Hill / Newport	-	526	-	526	No Change	Delete first 2 and last 2 NB trips; delete second SB and last 2 SB trips	No Change	-	248	-	248	No
71D	Yorba Linda to Balboa -- Tustin / Red Hill / Newport	-	520	580	1,100	No Change	Reduce Frequency	Reduce Frequency	-	806	1,044	1,850	No
72A	Sunset Beach to Tustin -- Warner	18,381	1,386	1,257	21,024	Eliminate Route	Eliminate Route	Eliminate Route	2,233	830	754	3,817	Yes
72B	Sunset Beach to Tustin -- Warner	2,581	43	383	3,006	Headway, off-peak 30 to 60. Delete last 2 EB trips	Delete last EB trip	Delete first 2 and last 2 trips each direction	680	11	192	883	Yes
72C	Sunset Beach to Tustin -- Warner	-	43	383	425	No Change	Delete last EB trip	Delete first 2 and last 2 trips each direction	-	11	192	203	No
72D	Sunset Beach to Tustin -- Warner	-	416	348	764	No Change	Reduce Frequency	Reduce Frequency	-	342	297	639	No
74A	Fountain Valley to Irvine -- Segerstrom / Dyer / Barranca	2,805	-	-	2,805	Eliminate Route	Not Applicable	Not Applicable	317	-	-	317	Yes
74B	Fountain Valley to Irvine -- Segerstrom / Dyer / Barranca	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	Yes
74C	Fountain Valley to Irvine -- Segerstrom / Dyer / Barranca	2,805	-	-	2,805	Eliminate Route	Not Applicable	Not Applicable	317	-	-	317	Yes
74D	Fountain Valley to Irvine -- Segerstrom / Dyer / Barranca	2,805	-	-	2,805	Eliminate Route	Not Applicable	Not Applicable	317	-	-	317	Yes
75A	Tustin to Newport Beach -- Harvard / Jamboree	6,681	-	-	6,681	Eliminate Route	Not Applicable	Not Applicable	111	-	-	111	Yes
75B	Tustin to Newport Beach -- Harvard / Jamboree	1,925	-	-	1,925	Operate peak hours only	Not Applicable	Not Applicable	59	-	-	59	Yes
75C	Tustin to Newport Beach -- Harvard / Jamboree	6,681	-	-	6,681	Eliminate Route	Not Applicable	Not Applicable	111	-	-	111	Yes
75D	Tustin to Newport Beach -- Harvard / Jamboree	6,681	-	-	6,681	Eliminate Route	Not Applicable	Not Applicable	111	-	-	111	Yes
76A	Huntington Beach to Newport Beach -- Talbert / MacArthur	15,691	1,156	1,165	18,012	Eliminate Route	Eliminate Route	Eliminate Route	943	399	358	1,700	Yes
76B	Huntington Beach to Newport Beach -- Talbert / MacArthur	2,423	-	-	2,423	Headway, peak 35 to 45	No Change	No Change	205	-	-	205	Yes
76C	Huntington Beach to Newport Beach -- Talbert / MacArthur	2,423	1,156	1,165	4,743	Headway, peak 35 to 45	Eliminate Route	Eliminate Route	205	399	358	962	Yes
76D	Huntington Beach to Newport Beach -- Talbert / MacArthur	2,423	1,156	1,165	4,743	Headway, peak 35 to 45	Eliminate Route	Eliminate Route	205	399	358	962	Yes
79A	Tustin to Newport Beach -- Irvine / Culver / University	-	-	-	-	No Change	No Change	No Change	-	-	-	-	No



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Line	Route Location	Proposed Reduction				Reduction Techniques - Detail			Estimated Passenger Impact				Potential ACCESS Impact
		Wkdy	Sat	Sun	Total	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Total	
79B	Tustin to Newport Beach -- Irvine / Culver / University	4,858	386	430	5,674	Headway, off-peak 45/60 to 90/120	Delete first 2 and last 2 trips each direction	Delete first 2 and last 2 trips each direction	682	239	161	1,082	No
79C	Tustin to Newport Beach -- Irvine / Culver / University	-	386	430	816	No Change	Delete first 2 and last 2 trips each direction	Delete first 2 and last 2 trips each direction	-	239	161	400	No
79D	Tustin to Newport Beach -- Irvine / Culver / University	-	386	430	816	No Change	Reduce Frequency	Delete first 2 and last 2 trips each direction	-	239	161	400	Yes
82A	Foothill Ranch to Laguna Niguel -- Portola / Santa Margarita / Antonio / Crown Valley	11,428	720	803	12,952	Eliminate Route	Eliminate Route	Eliminate Route	724	277	337	1,338	Yes
82B	Foothill Ranch to Laguna Niguel -- Portola / Santa Margarita / Antonio / Crown Valley	1,499	165	184	1,848	Delete first 2 and last 2 EB trips; delete first and last WB trips	Delete first 2 EB trips; delete first and last WB trips	Delete first 2 EB trips; delete first and last WB trips	72	61	52	185	Yes
82C	Foothill Ranch to Laguna Niguel -- Portola / Santa Margarita / Antonio / Crown Valley	-	720	803	1,524	No Change	Eliminate Route	Eliminate Route	-	277	337	614	Yes
82D	Foothill Ranch to Laguna Niguel -- Portola / Santa Margarita / Antonio / Crown Valley	-	720	803	1,524	No Change	Eliminate Route	Eliminate Route	-	277	337	614	Yes
83A	Anaheim to Laguna Hills -- 5 Fwy / Main	-	-	-	-	No Change	No Change	No Change	-	-	-	-	No
83B	Anaheim to Laguna Hills -- 5 Fwy / Main	4,111	765	720	5,596	Headway, 20 to 30	Headway, 30 to 60	Headway, 45 to 60. Delete first 2 and last 1 NB trips; delete last SB trip	1,637	1,992	643	4,272	No
83C	Anaheim to Laguna Hills -- 5 Fwy / Main	-	765	720	1,486	No Change	Headway, 30 to 60	Headway, 45 to 60. Delete first 2 and last 1 NB trips; delete last SB trip	-	1,992	643	2,635	No
83D	Anaheim to Laguna Hills -- 5 Fwy / Main	-	765	720	1,486	No Change	Reduce Frequency	Reduce Frequency	-	1,992	574	2,566	No
85A	Mission Viejo to Dana Point -- Marguerite / Crown Valley	17,264	1,328	1,503	20,094	Eliminate Route	Eliminate Route	Eliminate Route	1,206	508	518	2,232	Yes
85B	Mission Viejo to Dana Point -- Marguerite / Crown Valley	1,823	80	35	1,938	Headway, after 4 PM 35 to 60. Delete first trip and last 2 trips each direction.	Delete last NB trip; end last SB trip at Saddleback College	End last SB trip at Saddleback College	442	21	4	467	Yes
85C	Mission Viejo to Dana Point -- Marguerite / Crown Valley	17,264	1,328	1,503	20,094	Eliminate Route	Eliminate Route	Eliminate Route	1,206	508	518	2,232	Yes
85D	Mission Viejo to Dana Point -- Marguerite / Crown Valley	17,264	1,328	1,503	20,094	Eliminate Route	Eliminate Route	Eliminate Route	1,206	508	518	2,232	Yes
86A	Costa Mesa to Mission Viejo -- Alton / Jeronimo	10,638	1,560	-	12,198	Eliminate Route	Eliminate Route	Not Applicable	752	278	-	1,030	Yes
86B	Costa Mesa to Mission Viejo -- Alton / Jeronimo	3,080	435	-	3,516	Delete first 3 and last 2 trips each direction	Delete first 2 and last 2 EB trips; delete first 3 and last 1 WB trips	Not Applicable	218	101	-	319	Yes
86C	Costa Mesa to Mission Viejo -- Alton / Jeronimo	-	1,560	-	1,560	No Change	Eliminate Route	Not Applicable	-	278	-	278	Yes
86D	Costa Mesa to Mission Viejo -- Alton / Jeronimo	-	1,560	-	1,560	No Change	Eliminate Route	Not Applicable	-	278	-	278	Yes



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Line	Route Location	Proposed Reduction				Reduction Techniques - Detail			Estimated Passenger Impact				Potential ACCESS Impact
		Wkdy	Sat	Sun	Total	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Total	
87A	Rancho Santa Margarita to Laguna Niguel -- Alicia	6,541	1,128	-	7,669	Eliminate Route	Eliminate Route	Not Applicable	719	340	-	1,059	Yes
87B	Rancho Santa Margarita to Laguna Niguel -- Alicia	217	363	-	580	Delete last SB trip	Delete first 3 and last 1 NB trips; delete first 2 and last 2 SB trips	Not Applicable	21	145	-	166	Yes
87C	Rancho Santa Margarita to Laguna Niguel -- Alicia	-	1,128	-	1,128	No Change	Eliminate Route	Not Applicable	-	340	-	340	Yes
87D	Rancho Santa Margarita to Laguna Niguel -- Alicia	-	1,128	-	1,128	No Change	Eliminate Route	Not Applicable	-	340	-	340	Yes
89A	Mission Viejo to Laguna Beach -- El Toro / Laguna Canyon	-	-	-	-	No Change	No Change	No Change	-	-	-	-	No
89B	Mission Viejo to Laguna Beach -- El Toro / Laguna Canyon	2,984	120	8	3,111	Headway, 30 to 50	Delete last NB and first 2 SB trips	Start first SB trip at Laguna Hills Transportation Center	643	79	5	727	No
89C	Mission Viejo to Laguna Beach -- El Toro / Laguna Canyon	-	120	8	127	No Change	Delete last NB and first 2 SB trips	Start first SB trip at Laguna Hills Transportation Center	-	79	5	84	No
89D	Mission Viejo to Laguna Beach -- El Toro / Laguna Canyon	-	494	551	1,045	No Change	Reduce Frequency	Reduce Frequency	-	838	681	1,519	No
90C	Tustin to Dana Point -- Irvine Center / Moulton / Golden Lantern	(12,992)	(1,735)	(1,585)	(16,312)	Replaces Eastern Half of Line 70	Replaces Eastern Half of Line 70	Replaces Eastern Half of Line 70	-	-	-	-	No
90D	Tustin to Dana Point -- Irvine Center / Moulton / Golden Lantern	(12,992)	(1,735)	(1,585)	(16,312)	Replaces Eastern Half of Line 70	Replaces Eastern Half of Line 70	Replaces Eastern Half of Line 70	-	-	-	-	No
91A	Laguna Hills to San Clemente -- Valencia / Capistrano / Del Obispo	-	-	-	-	No Change	No Change	No Change	-	-	-	-	No
91B	Laguna Hills to San Clemente -- Valencia / Capistrano / Del Obispo	4,335	624	696	5,655	Headway, 35 to 60. Delete 2 AM trips (1 span); 2 PM trips (non-span)	Headway, 45 to 70	Headway, 45 to 70	2,058	695	548	3,301	No
91C	Laguna Hills to San Clemente -- Valencia / Capistrano / Del Obispo	-	624	696	1,320	No Change	Headway, 45 to 70	Headway, 45 to 70	-	695	548	1,243	No
91D	Laguna Hills to San Clemente -- Valencia / Capistrano / Del Obispo	-	624	696	1,320	No Change	Headway, 45 to 70	Headway, 45 to 70	-	695	548	1,243	No
129C	Buena Park to Orange -- Beach / La Habra / Birch / Kraemer / Glassell	(14,349)	(1,863)	(2,078)	(18,289)	Replaces Northern Segments of Line 29 and 59	Replaces Northern Segment of Line 29	Replaces Northern Segment of Line 29	-	-	-	-	No
129D	Buena Park to Orange -- Beach / La Habra / Birch / Kraemer / Glassell	(14,349)	(1,040)	(1,160)	(16,549)	Replaces Northern Segments of Line 29 and 59	Replaces Northern Segment of Line 29	Replaces Northern Segment of Line 29	-	-	-	-	No
131A	Yorba Linda to Orange -- Lakeview / Riverdale / Tustin	2,499	-	-	2,499	Eliminate Route	Not Applicable	Not Applicable	43	-	-	43	Yes
131B	Yorba Linda to Orange -- Lakeview / Riverdale / Tustin	638	-	-	638	Delete 3 AM trips and 3 PM trips	Not Applicable	Not Applicable	16	-	-	16	Yes
131C	Yorba Linda to Orange -- Lakeview / Riverdale / Tustin	2,499	-	-	2,499	Eliminate Route	Not Applicable	Not Applicable	43	-	-	43	Yes



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Line	Route Location	Proposed Reduction				Reduction Techniques - Detail			Estimated Passenger Impact				Potential ACCESS Impact
		Wkdy	Sat	Sun	Total	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Total	
131D	Yorba Linda to Orange -- Lakeview / Riverdale / Tustin	2,499	-	-	2,499	Eliminate Route	Not Applicable	Not Applicable	43	-	-	43	Yes
143C	La Habra to Brea -- Whittier / Harbor / Brea / Birch	-	(1,760)	(1,805)	(3,565)	Replaces Northern Segments of Line 43 and 47	Replaces Northern Segments of Line 43 and 47	Replaces Northern Segments of Line 43 and 47	-	-	-	-	No
143D	La Habra to Brea -- Whittier / Harbor / Brea / Birch	-	(1,864)	(1,805)	(3,669)	Replaces Northern Segments of Line 43 and 47	Replaces Northern Segments of Line 43 and 47	Replaces Northern Segments of Line 43 and 47	-	-	-	-	No
145A	Santa Ana to Costa Mesa -- Raitt / Greenville / Fairview	10,094	1,130	774	11,998	Eliminate Route	Eliminate Route	Eliminate Route	568	283	255	1,106	Yes
145B	Santa Ana to Costa Mesa -- Raitt / Greenville / Fairview	2,550	78	-	2,628	Delete 13 trips (non-span)	Delete 2 AM trips (span)	No change	148	15	-	163	Yes
145C	Santa Ana to Costa Mesa -- Raitt / Greenville / Fairview	2,550	1,130	774	4,454	Delete 13 trips (non-span)	Eliminate Route	Eliminate Route	148	283	255	686	Yes
145D	Santa Ana to Costa Mesa -- Raitt / Greenville / Fairview	2,550	1,130	774	4,454	Delete 13 trips (non-span)	Eliminate Route	Eliminate Route	148	283	255	686	Yes
147A	Brea to Santa Ana -- Birch / Brea / Harbor / Raymond / Haster / La Veta	2,512	-	-	2,512	Eliminate Route	Not Applicable	Not Applicable	94	-	-	94	Yes
147B	Brea to Santa Ana -- Birch / Brea / Harbor / Raymond / Haster / La Veta	383	-	-	383	Delete 1 PM trip SB (non-span)	Not Applicable	Not Applicable	9	-	-	9	Yes
147C	Brea to Santa Ana -- Birch / Brea / Harbor / Raymond / Haster / La Veta	2,512	-	-	2,512	Eliminate Route	Not Applicable	Not Applicable	94	-	-	94	Yes
147D	Brea to Santa Ana -- Birch / Brea / Harbor / Raymond / Haster / La Veta	2,512	-	-	2,512	Eliminate Route	Not Applicable	Not Applicable	94	-	-	94	Yes
153C	Anaheim to Orange -- State College / Placentia / Sunkist / Batavia	(14,604)	(1,751)	(1,373)	(17,728)	Replaces Northern Segments of Line 53 and 57	Replaces Northern Segments of Line 53 and 57	Replaces Northern Segments of Line 53 and 57	-	-	-	-	No
153D	Anaheim to Orange -- State College / Placentia / Sunkist / Batavia	(14,604)	(1,751)	(1,373)	(17,728)	Replaces Northern Segments of Line 53 and 57	Replaces Northern Segments of Line 53 and 57	Replaces Northern Segments of Line 53 and 57	-	-	-	-	No
164A	Seal Beach to Westminster -- Seal Beach / Lampson / Edwards	3,379	-	-	3,379	Eliminate Route	Not Applicable	Not Applicable	65	-	-	65	Yes
164B	Seal Beach to Westminster -- Seal Beach / Lampson / Edwards	1,020	-	-	1,020	Delete 7 trips (2 AM trips and 5 PM trips)	Not Applicable	Not Applicable	49	-	-	49	Yes
164C	Seal Beach to Westminster -- Seal Beach / Lampson / Edwards	3,379	-	-	3,379	Eliminate Route	Not Applicable	Not Applicable	65	-	-	65	Yes
164D	Seal Beach to Westminster -- Seal Beach / Lampson / Edwards	3,379	-	-	3,379	Eliminate Route	Not Applicable	Not Applicable	65	-	-	65	Yes
167A	Anaheim to Irvine -- Tustin / Hewes / Bryan	10,884	1,011	1,127	13,022	Eliminate Route	Eliminate Route	Eliminate Route	725	263	318	1,306	Yes



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Comparison between various Strategies

Line	Route Location	Proposed Reduction				Reduction Techniques - Detail			Estimated Passenger Impact				Potential ACCESS Impact
		Wkdy	Sat	Sun	Total	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Total	
167B	Anaheim to Irvine -- Tustin / Hewes / Bryan	2,295	312	348	2,955	Delete 6 trips between 8 AM-1 PM (non-span)	Delete 6 trips between 10 AM-5 PM (non-span)	Delete 6 trips between 10 AM-5 PM (non-span)	99	161	127	387	Yes
167C	Anaheim to Irvine -- Tustin / Hewes / Bryan	-	1,011	1,127	2,138	Extend to include a Segment of Line 24	Extend to include a Segment of Line 24	Extend to include a Segment of Line 24	-	-	-	-	Yes
167D	Anaheim to Irvine -- Tustin / Hewes / Bryan	6,375	1,011	1,127	8,513	Extend to include a Segment of Line 24	Eliminate Route	Eliminate Route	-	263	318	581	Yes
172A	Huntington Beach to Costa Mesa -- Main / Garfield / Ellis / MacArthur / Sunflower	-	1,370	1,110	2,480	No Change	Eliminate Route	Eliminate Route	-	219	162	381	Yes
172B	Huntington Beach to Costa Mesa -- Main / Garfield / Ellis / MacArthur / Sunflower	2,040	416	348	2,804	Delete 8 mid-day trips between 10 AM-3 PM	Delete 8 mid-day trips between 10 AM-3 PM	Delete 6 mid-day trips between 10 AM-2 PM	75	74	47	196	Yes
172C	Huntington Beach to Costa Mesa -- Main / Garfield / Ellis / MacArthur / Sunflower	-	1,370	1,110	2,480	No Change	Eliminate Route	Eliminate Route	-	219	162	381	Yes
172D	Huntington Beach to Costa Mesa -- Main / Garfield / Ellis / MacArthur / Sunflower	-	1,370	1,110	2,480	No Change	Eliminate Route	Eliminate Route	-	219	162	381	Yes
173A	Huntington Beach to Costa Mesa -- Atlanta / Hamilton / Victoria / Orange / Fair / Bear	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
173B	Huntington Beach to Costa Mesa -- Atlanta / Hamilton / Victoria / Orange / Fair / Bear	3,060	-	-	3,060	Headway, 45 to 70	Not Applicable	Not Applicable	262	-	-	262	No
173C	Huntington Beach to Costa Mesa -- Atlanta / Hamilton / Victoria / Orange / Fair / Bear	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
173D	Huntington Beach to Costa Mesa -- Atlanta / Hamilton / Victoria / Orange / Fair / Bear	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
175A	Irvine -- Yale / Campus	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
175B	Irvine -- Yale / Campus	2,550	-	-	2,550	Delete 9 trips (non-span)	Not Applicable	Not Applicable	213	-	-	213	No
175C	Irvine -- Yale / Campus	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
175D	Irvine -- Yale / Campus	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
177A	Foothill Ranch to Laguna Hills -- Lake Forest / Muirlands / Los Alisos	5,772	504	562	6,837	Eliminate Route	Eliminate Route	Eliminate Route	538	284	240	1,062	Yes
177B	Foothill Ranch to Laguna Hills -- Lake Forest / Muirlands / Los Alisos	510	-	-	510	Delete 3 mid-day trips	No change	No change	17	-	-	17	Yes
177C	Foothill Ranch to Laguna Hills -- Lake Forest / Muirlands / Los Alisos	-	504	562	1,065	No Change	Eliminate Route	Eliminate Route	-	284	240	524	Yes
177D	Foothill Ranch to Laguna Hills -- Lake Forest / Muirlands / Los Alisos	-	504	562	1,065	No Change	Eliminate Route	Eliminate Route	-	284	240	524	Yes
178A	Huntington Beach to Irvine -- Adams / Birch / Campus	-	-	-	-	No Change	No Change	Not Applicable	-	-	-	-	No



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Line	Route Location	Proposed Reduction				Reduction Techniques - Detail			Estimated Passenger Impact				Potential ACCESS Impact
		Wkdy	Sat	Sun	Total	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Total	
178B	Huntington Beach to Irvine -- Adams / Birch / Campus	1,607	109	-	1,716	Delete 4 AM and 1 PM trips (non-span)	Delete 3 AM trips (span)	Not Applicable	124	49	-	173	No
178C	Huntington Beach to Irvine -- Adams / Birch / Campus	-	109	-	109	No Change	Delete 3 AM trips (span)	Not Applicable	-	49	-	49	No
178D	Huntington Beach to Irvine -- Adams / Birch / Campus	-	312	-	312	No Change	Reduce Frequency	Not Applicable	-	96	-	96	No
187A	Laguna Hills to Dana Point -- El Toro / Aliso Creek / Niguel	5,657	-	-	5,657	Eliminate Route	Not Applicable	Not Applicable	288	-	-	288	Yes
187B	Laguna Hills to Dana Point -- El Toro / Aliso Creek / Niguel	1,479	-	-	1,479	Delete 3 AM trips (1 span), delete 2 PM trips (non-span)	Not Applicable	Not Applicable	150	-	-	150	Yes
187C	Laguna Hills to Dana Point -- El Toro / Aliso Creek / Niguel	5,657	-	-	5,657	Eliminate Route	Not Applicable	Not Applicable	288	-	-	288	Yes
187D	Laguna Hills to Dana Point -- El Toro / Aliso Creek / Niguel	5,657	-	-	5,657	Eliminate Route	Not Applicable	Not Applicable	288	-	-	288	Yes
188A	Laguna Hills to Irvine -- Moulton / Irvine Center / Alton / Ridge Route	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
188B	Laguna Hills to Irvine -- Moulton / Irvine Center / Alton / Ridge Route	1,811	-	-	1,811	Delete 3 AM trips and 3 PM trips (non-span)	Not Applicable	Not Applicable	98	-	-	98	No
188C	Laguna Hills to Irvine -- Moulton / Irvine Center / Alton / Ridge Route	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
188D	Laguna Hills to Irvine -- Moulton / Irvine Center / Alton / Ridge Route	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
191A	Mission Viejo to San Clemente -- Rancho Viejo / Camino Capistrano / El Camino	-	-	-	-	No Change	No Change	No Change	-	-	-	-	No
191B	Mission Viejo to San Clemente -- Rancho Viejo / Camino Capistrano / El Camino	1,658	738	696	3,092	Delete 2 AM trips and 2 PM trips (non-span)	Headway, 60 to 90. Delete 1 AM trip (span)	Headway, 60 to 90	77	234	176	487	No
191C	Mission Viejo to San Clemente -- Rancho Viejo / Camino Capistrano / El Camino	-	738	696	1,434	No Change	Headway, 60 to 90. Delete 1 AM trip (span)	Headway, 60 to 90	-	234	176	410	No
191D	Mission Viejo to San Clemente -- Rancho Viejo / Camino Capistrano / El Camino	-	738	696	1,434	No Change	Reduce Frequency	Headway, 60 to 90	-	223	176	399	Yes
193A	Dana Point to San Clemente -- los Mares / Vera Cruz / Pico	-	562	626	1,188	No Change	Eliminate Route	Eliminate Route	-	63	60	123	Yes
193B	Dana Point to San Clemente -- los Mares / Vera Cruz / Pico	510	104	116	730	Delete first 2 round AM trips (span)	Delete first 2 round AM trips (span)	Delete first 2 round AM trips (span)	16	15	10	41	Yes
193C	Dana Point to San Clemente -- los Mares / Vera Cruz / Pico	-	562	626	1,188	No Change	Eliminate Route	Eliminate Route	-	63	60	123	Yes
193D	Dana Point to San Clemente -- los Mares / Vera Cruz / Pico	-	562	626	1,188	No Change	Eliminate Route	Eliminate Route	-	63	60	123	Yes
206A	Santa Ana to Lake Forest Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No



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Line	Route Location	Proposed Reduction				Reduction Techniques - Detail			Estimated Passenger Impact				Potential ACCESS Impact
		Wkdy	Sat	Sun	Total	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Total	
206B	Santa Ana to Lake Forest Express	-	-	-	-	No change	Not Applicable	Not Applicable	-	-	-	-	No
206C	Santa Ana to Lake Forest Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
206D	Santa Ana to Lake Forest Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
211A	Seal Beach to Irvine Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
211B	Seal Beach to Irvine Express	-	-	-	-	No change	Not Applicable	Not Applicable	-	-	-	-	No
211C	Seal Beach to Irvine Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
211D	Seal Beach to Irvine Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
212A	Irvine to San Juan Capistrano Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
212B	Irvine to San Juan Capistrano Express	-	-	-	-	No change	Not Applicable	Not Applicable	-	-	-	-	No
212C	Irvine to San Juan Capistrano Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
212D	Irvine to San Juan Capistrano Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
213A	Brea to Irvine Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
213B	Brea to Irvine Express	-	-	-	-	No change	Not Applicable	Not Applicable	-	-	-	-	No
213C	Brea to Irvine Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
213D	Brea to Irvine Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
216A	San Juan Capistrano to Costa Mesa Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
216B	San Juan Capistrano to Costa Mesa Express	-	-	-	-	No change	Not Applicable	Not Applicable	-	-	-	-	No
216C	San Juan Capistrano to Costa Mesa Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
216D	San Juan Capistrano to Costa Mesa Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
410A	Anaheim Canyon Station to Anaheim Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
410B	Anaheim Canyon Station to Anaheim Rail Feeder	-	-	-	-	No change	Not Applicable	Not Applicable	-	-	-	-	No
410C	Anaheim Canyon Station to Anaheim Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
410D	Anaheim Canyon Station to Anaheim Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
411A	Anaheim Canyon Station to Canyon Corporate Center Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
411B	Anaheim Canyon Station to Canyon Corporate Center Rail Feeder	-	-	-	-	No change	Not Applicable	Not Applicable	-	-	-	-	No
411C	Anaheim Canyon Station to Canyon Corporate Center Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
411D	Anaheim Canyon Station to Canyon Corporate Center Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No



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Line	Route Location	Proposed Reduction				Reduction Techniques - Detail			Estimated Passenger Impact				Potential ACCESS Impact
		Wkdy	Sat	Sun	Total	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Total	
430A	Anaheim Station to Anaheim Resort Area Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
430B	Anaheim Station to Anaheim Resort Area Rail Feeder	-	-	-	-	No change	Not Applicable	Not Applicable	-	-	-	-	No
430C	Anaheim Station to Anaheim Resort Area Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
430D	Anaheim Station to Anaheim Resort Area Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
453A	Orange Station to St. Joseph's Hospital Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
453B	Orange Station to St. Joseph's Hospital Rail Feeder	-	-	-	-	No change	Not Applicable	Not Applicable	-	-	-	-	No
453C	Orange Station to St. Joseph's Hospital Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
453D	Orange Station to St. Joseph's Hospital Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
454A	Orange Station to Garden Grove Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
454B	Orange Station to Garden Grove Rail Feeder	-	-	-	-	No change	Not Applicable	Not Applicable	-	-	-	-	No
454C	Orange Station to Garden Grove Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
454D	Orange Station to Garden Grove Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
462A	Santa Ana Station to Santa Ana Civic Center Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
462B	Santa Ana Station to Santa Ana Civic Center Rail Feeder	-	-	-	-	No change	Not Applicable	Not Applicable	-	-	-	-	No
462C	Santa Ana Station to Santa Ana Civic Center Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
462D	Santa Ana Station to Santa Ana Civic Center Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
463A	Santa Ana Station to Hutton Center Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
463B	Santa Ana Station to Hutton Center Rail Feeder	-	-	-	-	No change	Not Applicable	Not Applicable	-	-	-	-	No
463C	Santa Ana Station to Hutton Center Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
463D	Santa Ana Station to Hutton Center Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
464A	Santa Ana Station to Costa Mesa Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
464B	Santa Ana Station to Costa Mesa Rail Feeder	-	-	-	-	No change	Not Applicable	Not Applicable	-	-	-	-	No
464C	Santa Ana Station to Costa Mesa Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
464D	Santa Ana Station to Costa Mesa Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
472A	Tustin Station to Irvine Business Complex Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No



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Line	Route Location	Proposed Reduction				Reduction Techniques - Detail			Estimated Passenger Impact				Potential ACCESS Impact
		Wkdy	Sat	Sun	Total	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Total	
472B	Tustin Station to Irvine Business Complex Rail Feeder	-	-	-	-	No change	Not Applicable	Not Applicable	-	-	-	-	No
472C	Tustin Station to Irvine Business Complex Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
472D	Tustin Station to Irvine Business Complex Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
473A	Tustin Station to U. C. Irvine Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
473B	Tustin Station to U. C. Irvine Rail Feeder	-	-	-	-	No change	Not Applicable	Not Applicable	-	-	-	-	No
473C	Tustin Station to U. C. Irvine Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
473D	Tustin Station to U. C. Irvine Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
480A	Irvine Station to Lake Forest Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
480B	Irvine Station to Lake Forest Rail Feeder	-	-	-	-	No change	Not Applicable	Not Applicable	-	-	-	-	No
480C	Irvine Station to Lake Forest Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
480D	Irvine Station to Lake Forest Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
482A	Irvine Station to Irvine Center & Discovery Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
482B	Irvine Station to Irvine Center & Discovery Rail Feeder	-	-	-	-	No change	Not Applicable	Not Applicable	-	-	-	-	No
482C	Irvine Station to Irvine Center & Discovery Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
482D	Irvine Station to Irvine Center & Discovery Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
490A	Laguna Niguel Station to Aliso Viejo Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
490B	Laguna Niguel Station to Aliso Viejo Rail Feeder	-	-	-	-	No change	Not Applicable	Not Applicable	-	-	-	-	No
490C	Laguna Niguel Station to Aliso Viejo Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
490D	Laguna Niguel Station to Aliso Viejo Rail Feeder	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
693A	San Clemente -- Pico / La Pedriza	3,417	567	632	4,616	Eliminate Route	Eliminate Route	Eliminate Route	46	24	21	91	Yes
693B	San Clemente -- Pico / La Pedriza	638	104	116	858	Delete first 6 AM trips (span)	Delete first 4 AM trips (span)	Delete first 4 AM trips (span)	22	10	4	36	Yes
693C	San Clemente -- Pico / La Pedriza	3,417	567	632	4,616	Eliminate Route	Eliminate Route	Eliminate Route	46	24	21	91	Yes
693D	San Clemente -- Pico / La Pedriza	3,417	567	632	4,616	Eliminate Route	Eliminate Route	Eliminate Route	46	24	21	91	Yes
701A	Huntington Beach to Los Angeles Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
701B	Huntington Beach to Los Angeles Express	-	-	-	-	No change	Not Applicable	Not Applicable	-	-	-	-	No



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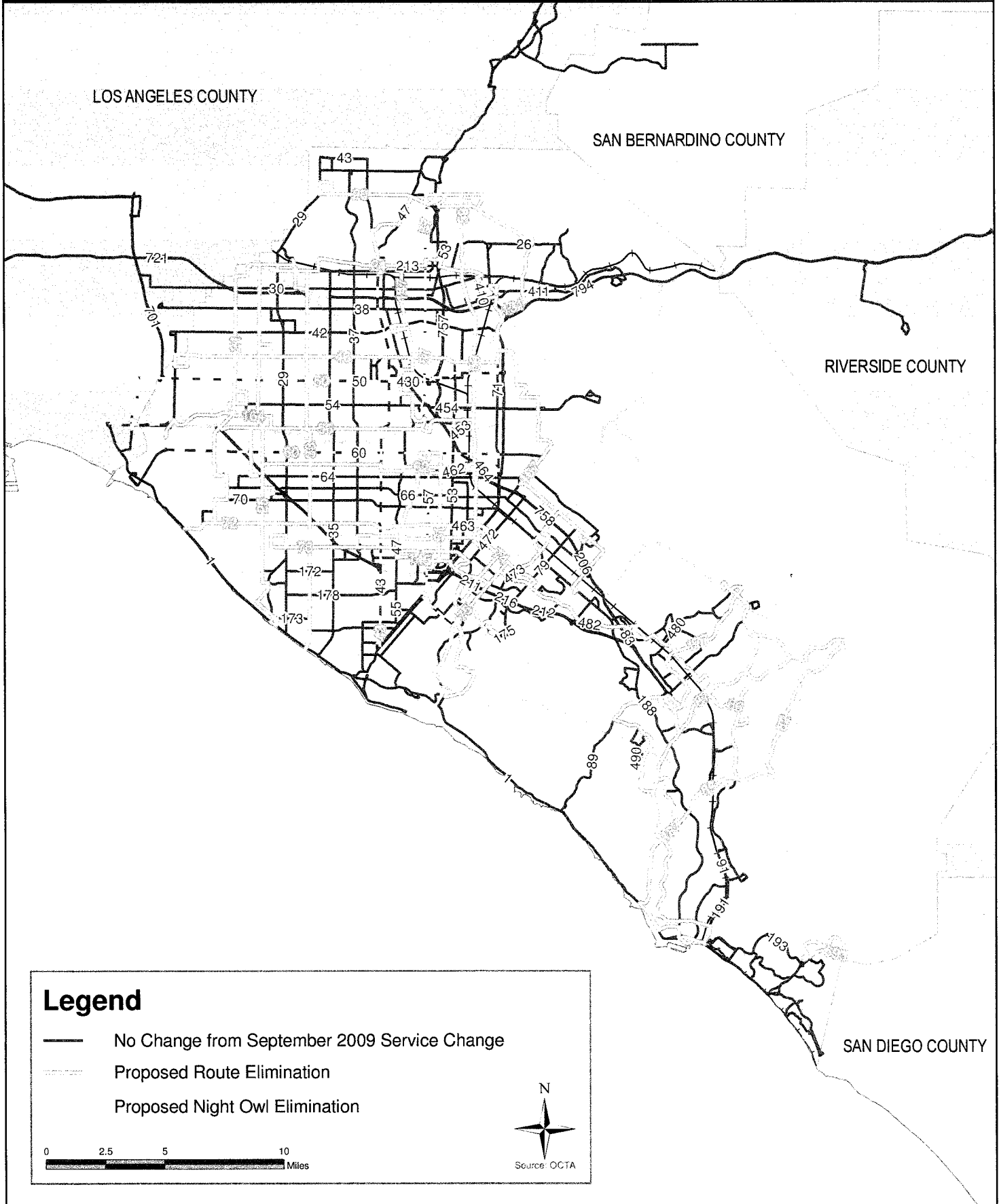
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Line	Route Location	Proposed Reduction				Reduction Techniques - Detail			Estimated Passenger Impact				Potential ACCESS Impact
		Wkdy	Sat	Sun	Total	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Total	
701C	Huntington Beach to Los Angeles Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
701D	Huntington Beach to Los Angeles Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
721A	Fullerton to Los Angeles Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
721B	Fullerton to Los Angeles Express	-	-	-	-	No change	Not Applicable	Not Applicable	-	-	-	-	No
721C	Fullerton to Los Angeles Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
721D	Fullerton to Los Angeles Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
757A	Pomona to Santa Ana Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
757B	Pomona to Santa Ana Express	-	-	-	-	No change	Not Applicable	Not Applicable	-	-	-	-	No
757C	Pomona to Santa Ana Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
757D	Pomona to Santa Ana Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
758A	Chino to Irvine Spectrum Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
758B	Chino to Irvine Spectrum Express	-	-	-	-	No change	Not Applicable	Not Applicable	-	-	-	-	No
758C	Chino to Irvine Spectrum Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
758D	Chino to Irvine Spectrum Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
794A	Riverside / Corona to South Coast Metro Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
794B	Riverside / Corona to South Coast Metro Express	-	-	-	-	No change	Not Applicable	Not Applicable	-	-	-	-	No
794C	Riverside / Corona to South Coast Metro Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No
794D	Riverside / Corona to South Coast Metro Express	-	-	-	-	No Change	Not Applicable	Not Applicable	-	-	-	-	No

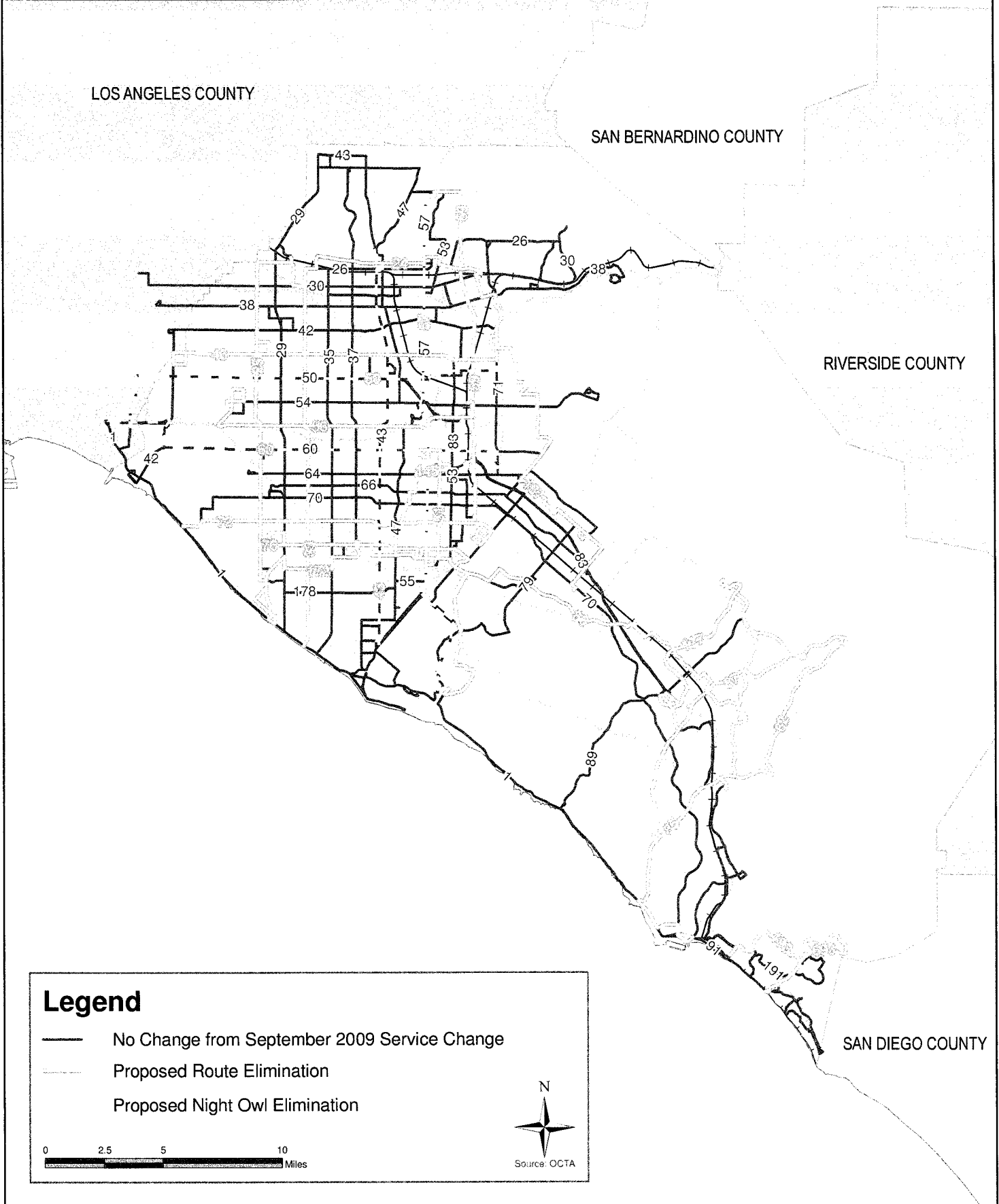
Strategy A - Preserve Service on Core Routes

Weekday Network



Strategy A - Preserve Service on Core Routes

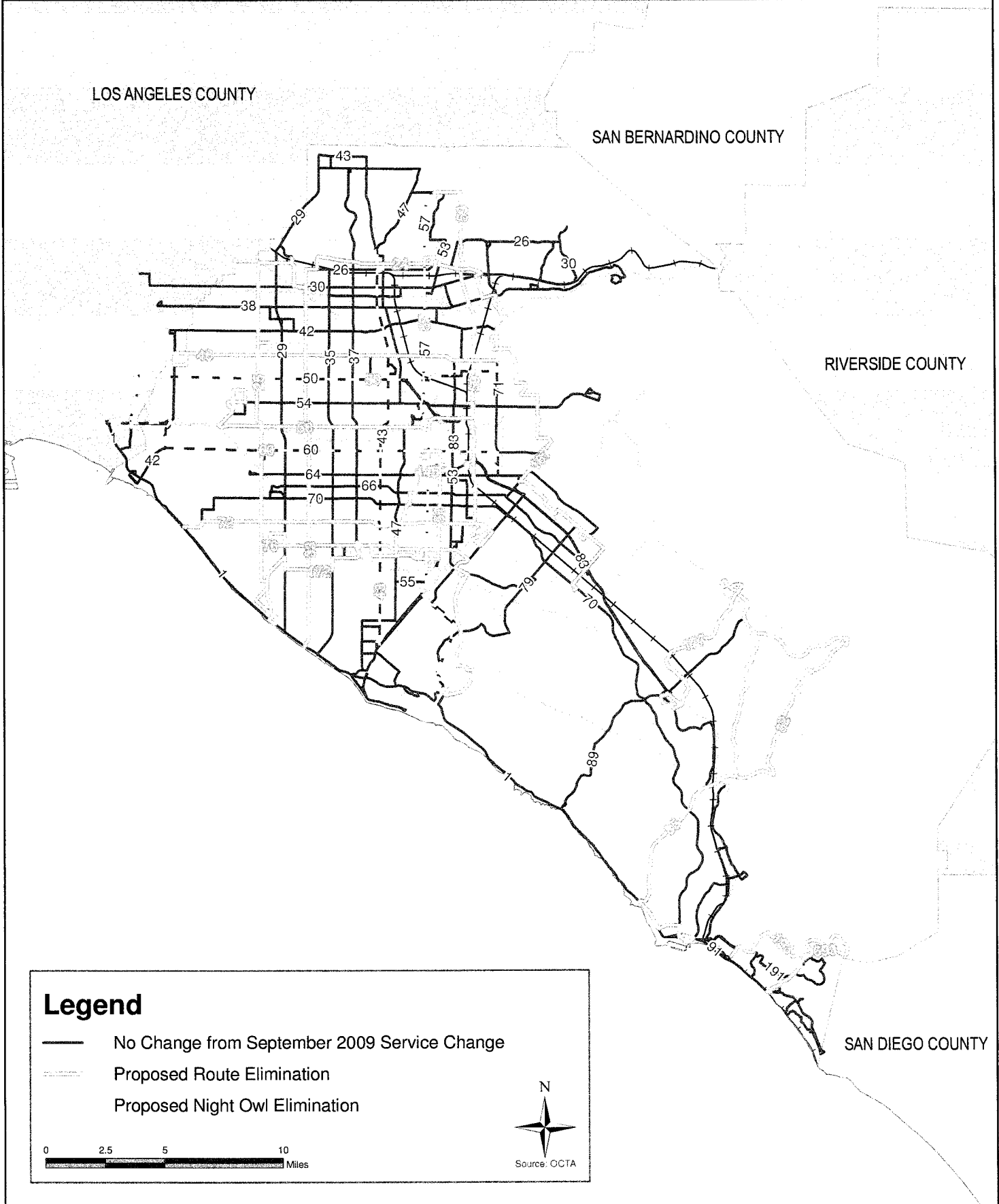
Saturday Network



L:\PLANNING\Davis\Service Reductions\Map11.02 Strategy A - Saturday With Route Restructure 092309.mxd

Strategy A - Preserve Service on Core Routes

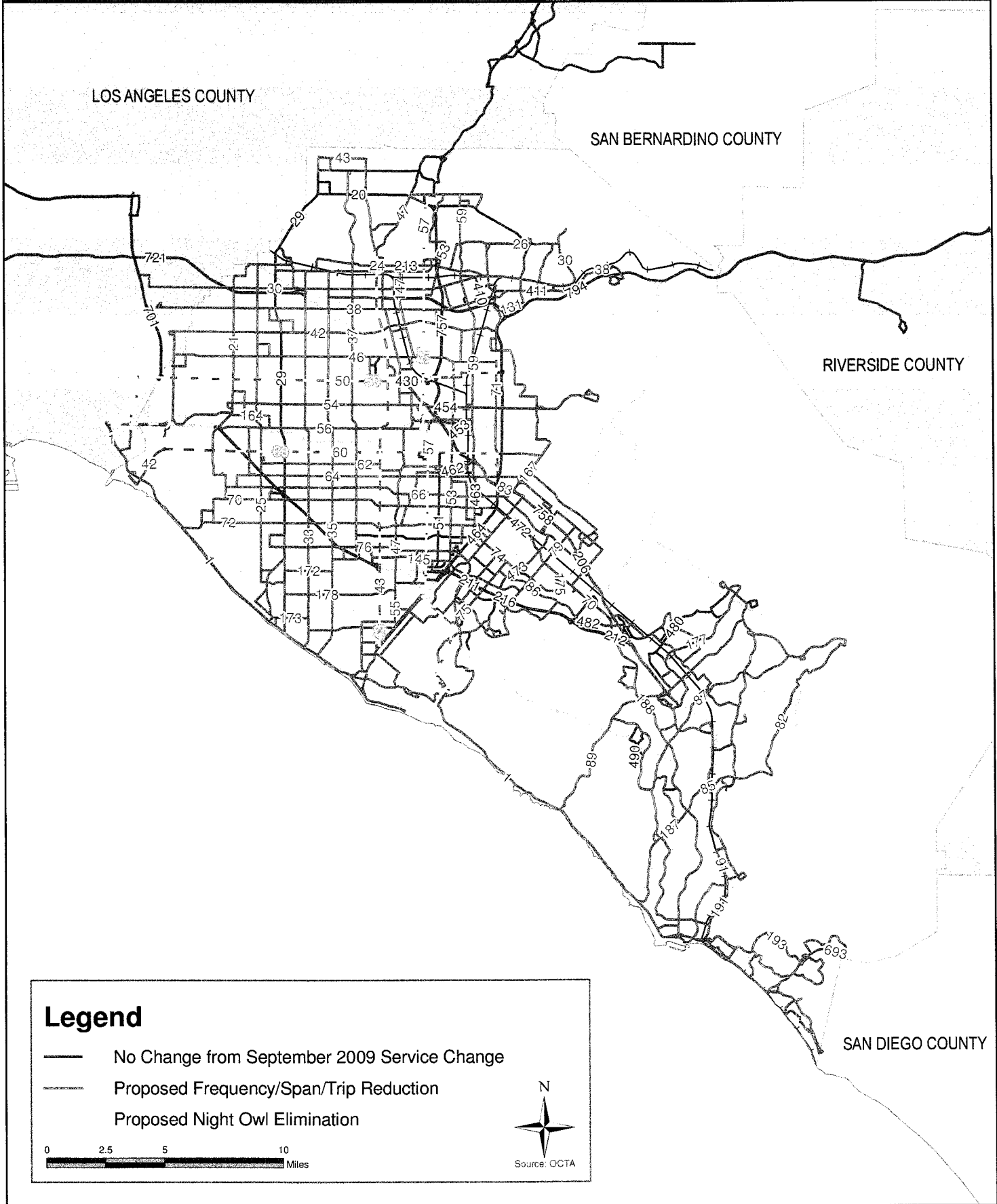
Sunday Network



L:\PLANNING\GIS\Davis\Service Reductions\MXD Maps\1.03 Strategy A - Sunday With Route Restructure 092309.mxd

Strategy B - Reduce Service Proportionally System Wide

Weekday Network



Strategy B - Reduce Service Proportionally System Wide

Saturday Network

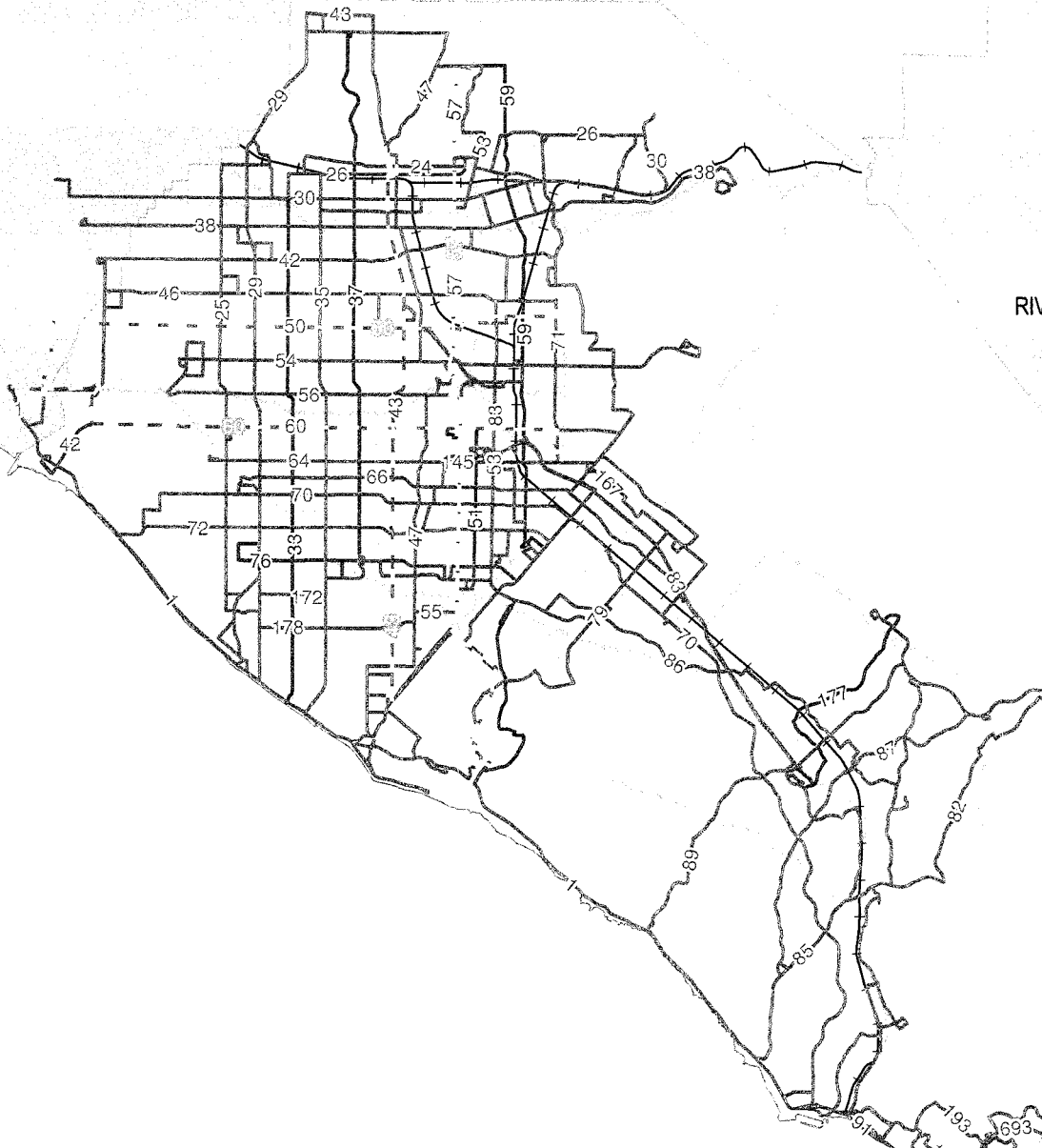


LOS ANGELES COUNTY




SAN BERNARDINO COUNTY

RIVERSIDE COUNTY

SAN DIEGO COUNTY



Legend

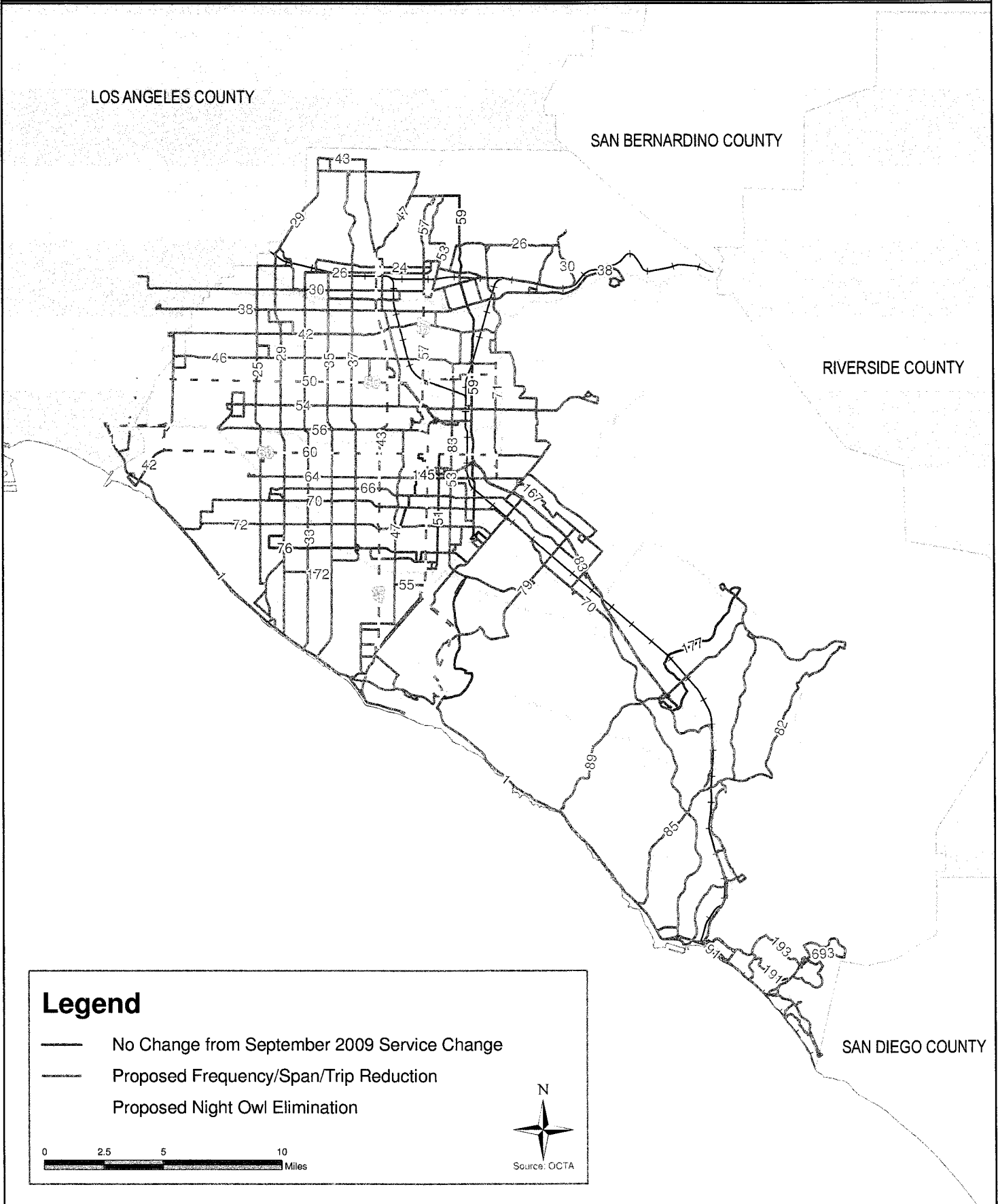
-  No Change from September 2009 Service Change
-  Proposed Frequency/Span/Trip Reduction
-  Proposed Night Owl Elimination



Source: OCTA

Strategy B - Reduce Service Proportionally System Wide

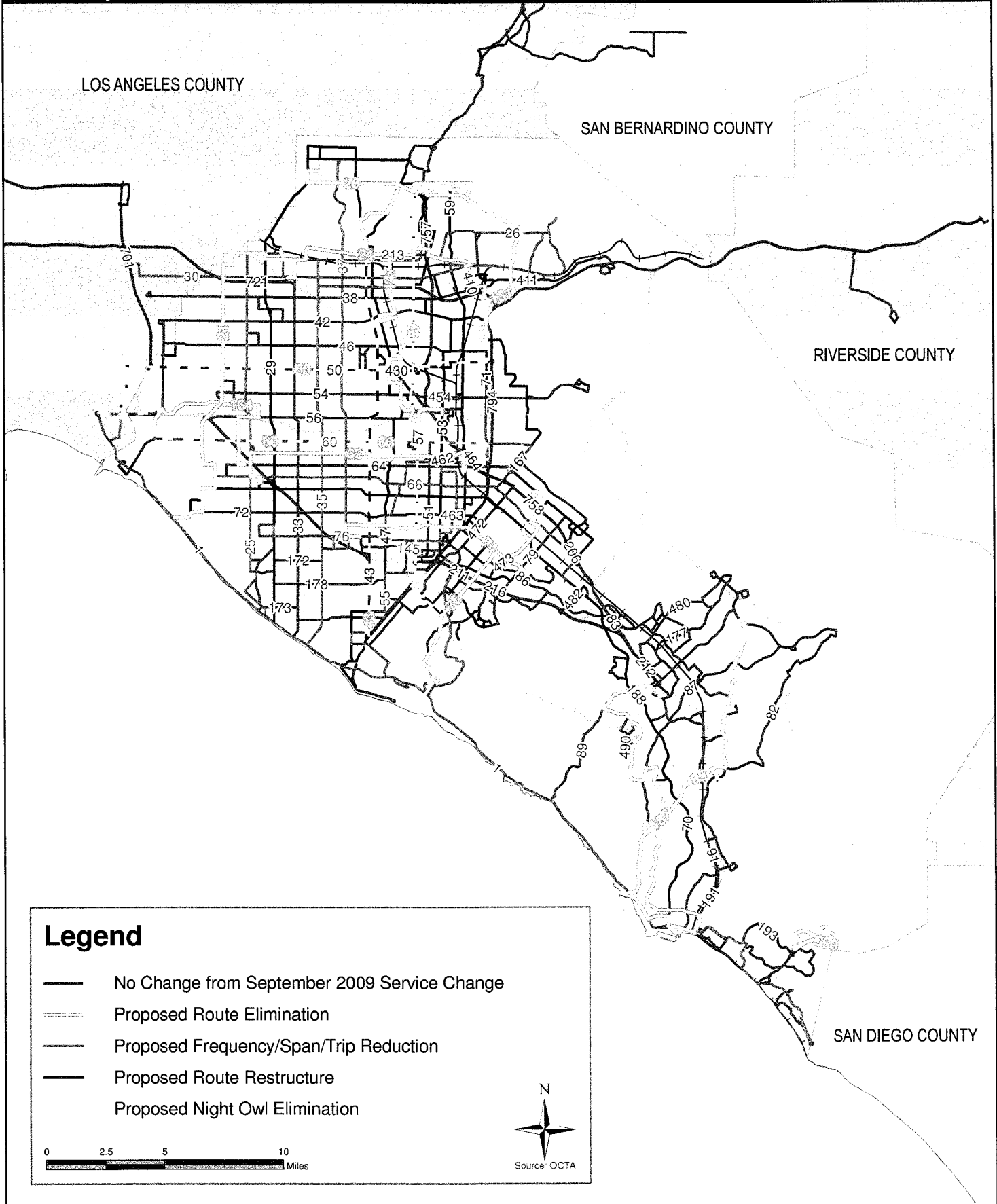
Sunday Network



L:\PLANNING\Davis\Service Reductions\Map11.06 Strategy B - Sunday With Route Restructure 092309.mxd

Strategy C - Modify Days and/or Hours of Operation

Weekday Network



Strategy C - Modify Days and/or Hours of Operation

Saturday Network



LOS ANGELES COUNTY

SAN BERNARDINO COUNTY

RIVERSIDE COUNTY

SAN DIEGO COUNTY

Legend

- No Change from September 2009 Service Change
- Proposed Route Elimination
- Proposed Frequency/Span/Trip Reduction
- Proposed Route Restructure
- Proposed Night Owl Elimination



Source: OCTA

Strategy C - Modify Days and/or Hours of Operation

Sunday Network








LOS ANGELES COUNTY

SAN BERNARDINO COUNTY

RIVERSIDE COUNTY

SAN DIEGO COUNTY

Legend

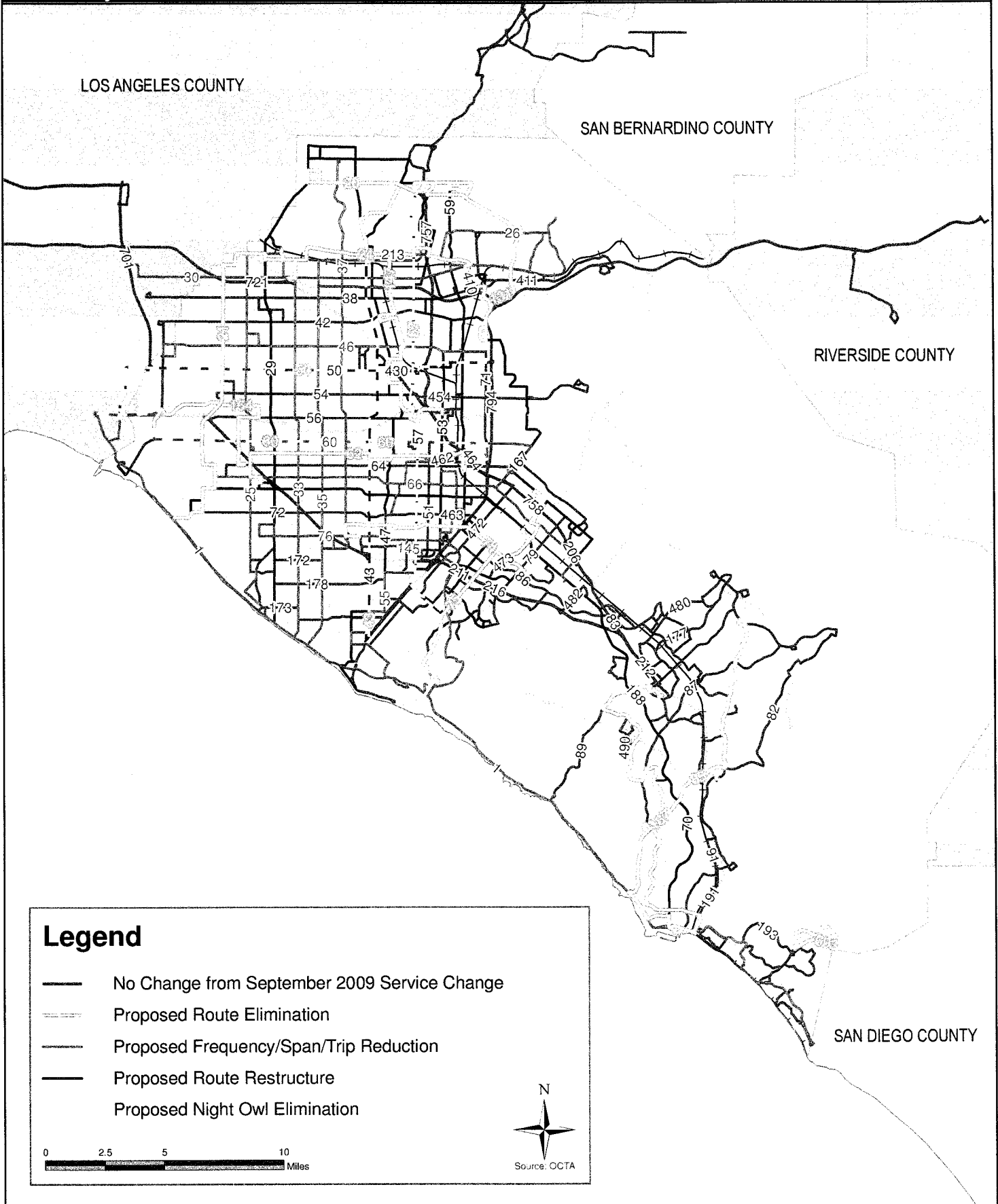
-  No Change from September 2009 Service Change
-  Proposed Route Elimination
-  Proposed Frequency/Span/Trip Reduction
-  Proposed Route Restructure
-  Proposed Night Owl Elimination



Source: OCTA

Strategy D - Combined Strategy

Weekday Network



L:\PLANNING\Davis\Service Reductions\Map11.10 Strategy D - Weekday With Route Restructure 082309.mxd

Strategy D - Combined Strategy

Saturday Network








LOS ANGELES COUNTY

SAN BERNARDINO COUNTY

RIVERSIDE COUNTY

SAN DIEGO COUNTY

Legend

-  No Change from September 2009 Service Change
-  Proposed Route Elimination
-  Proposed Frequency/Span/Trip Reduction
-  Proposed Route Restructure
-  Proposed Night Owl Elimination

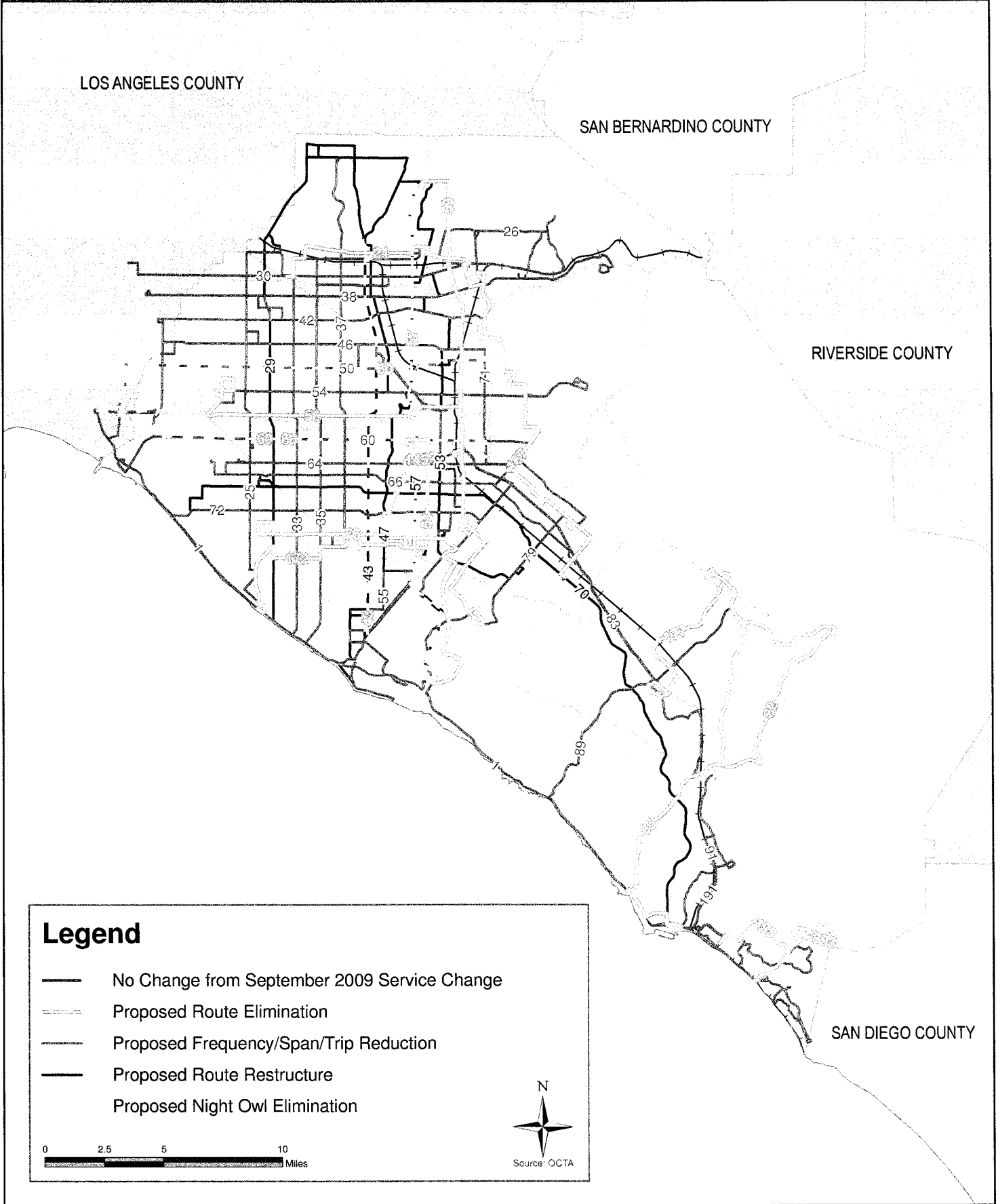
0 2.5 5 10
Miles



Source: OCTA

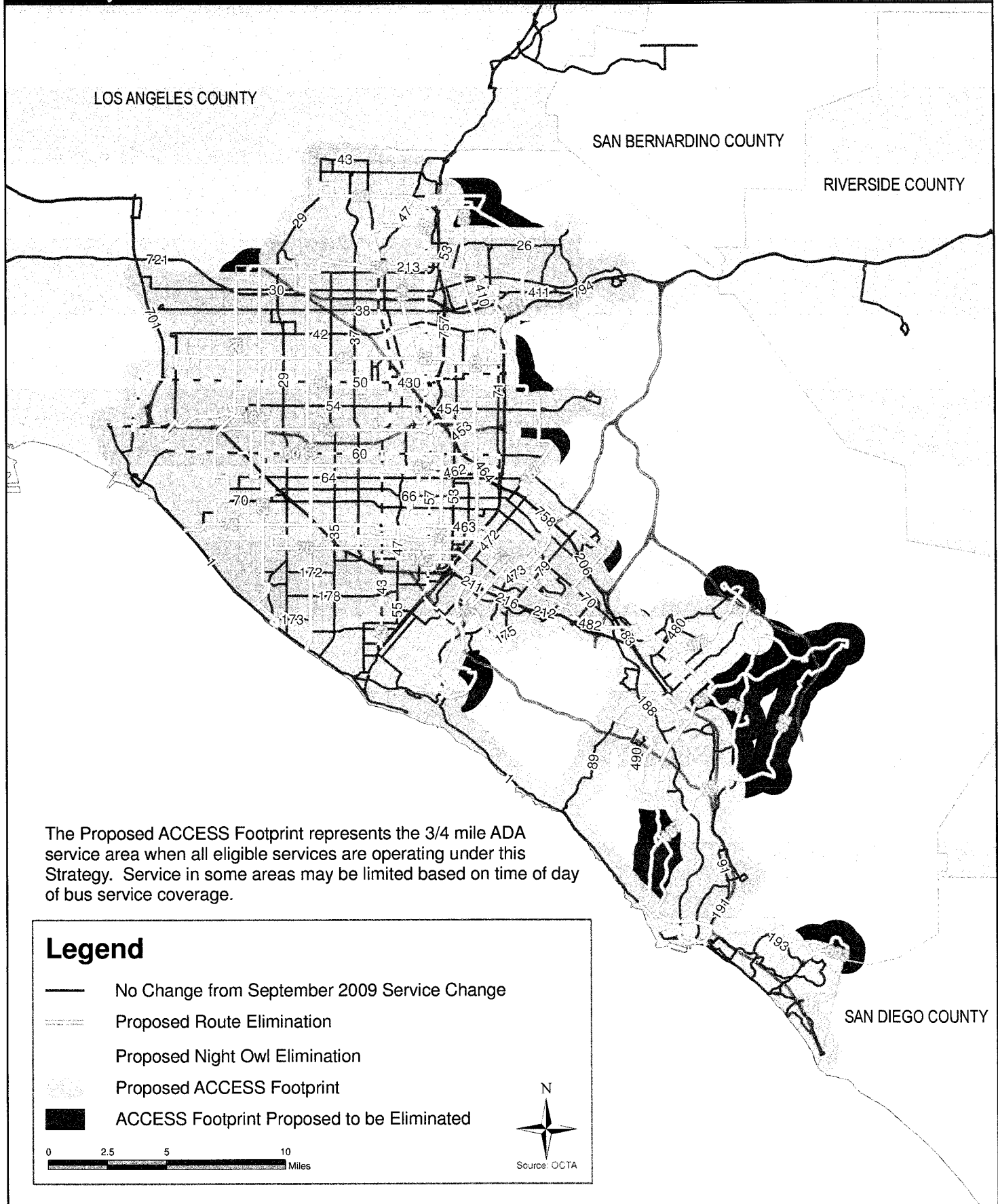
Strategy D - Combined Strategy

Sunday Network



Strategy A - ACCESS Footprint

Weekday Network



L:\PLANNING\ADavis\Service Reductions\MXD Maps\12.01 Strategy A - Weekday - Effect on ACCESS 092509.mxd

Strategy A - ACCESS Footprint

Saturday Network



LOS ANGELES COUNTY






SAN BERNARDINO COUNTY

RIVERSIDE COUNTY

SAN DIEGO COUNTY

The Proposed ACCESS Footprint represents the 3/4 mile ADA service area when all eligible services are operating under this Strategy. Service in some areas may be limited based on time of day of bus service coverage.

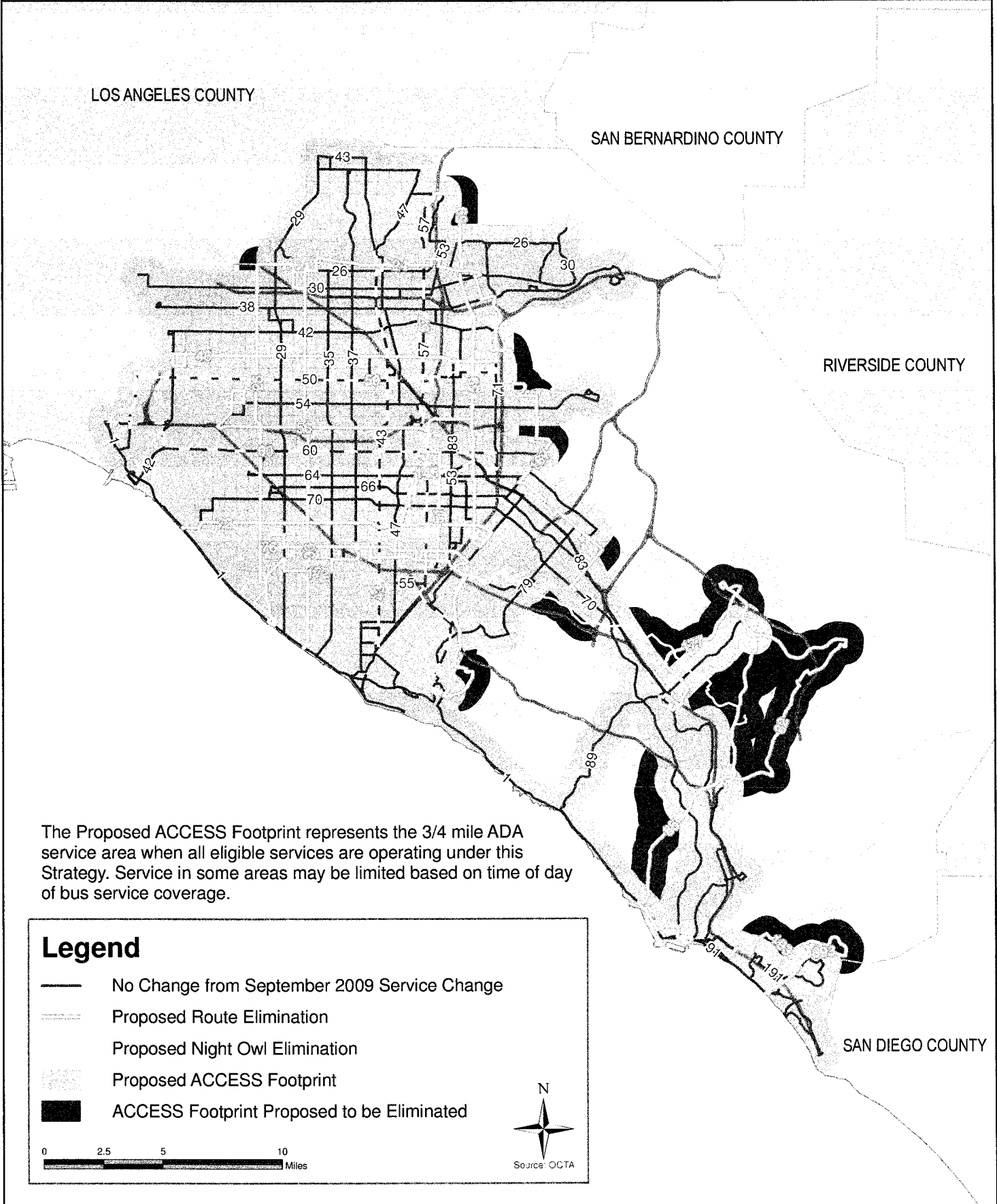
Legend

-  No Change from September 2009 Service Change
-  Proposed Route Elimination
-  Proposed Night Owl Elimination
-  Proposed ACCESS Footprint
-  ACCESS Footprint Proposed to be Eliminated



Strategy A - ACCESS Footprint

Sunday Network



The Proposed ACCESS Footprint represents the 3/4 mile ADA service area when all eligible services are operating under this Strategy. Service in some areas may be limited based on time of day of bus service coverage.

Legend

- No Change from September 2009 Service Change
- - - Proposed Route Elimination
- Proposed Night Owl Elimination
- Proposed ACCESS Footprint
- ACCESS Footprint Proposed to be Eliminated

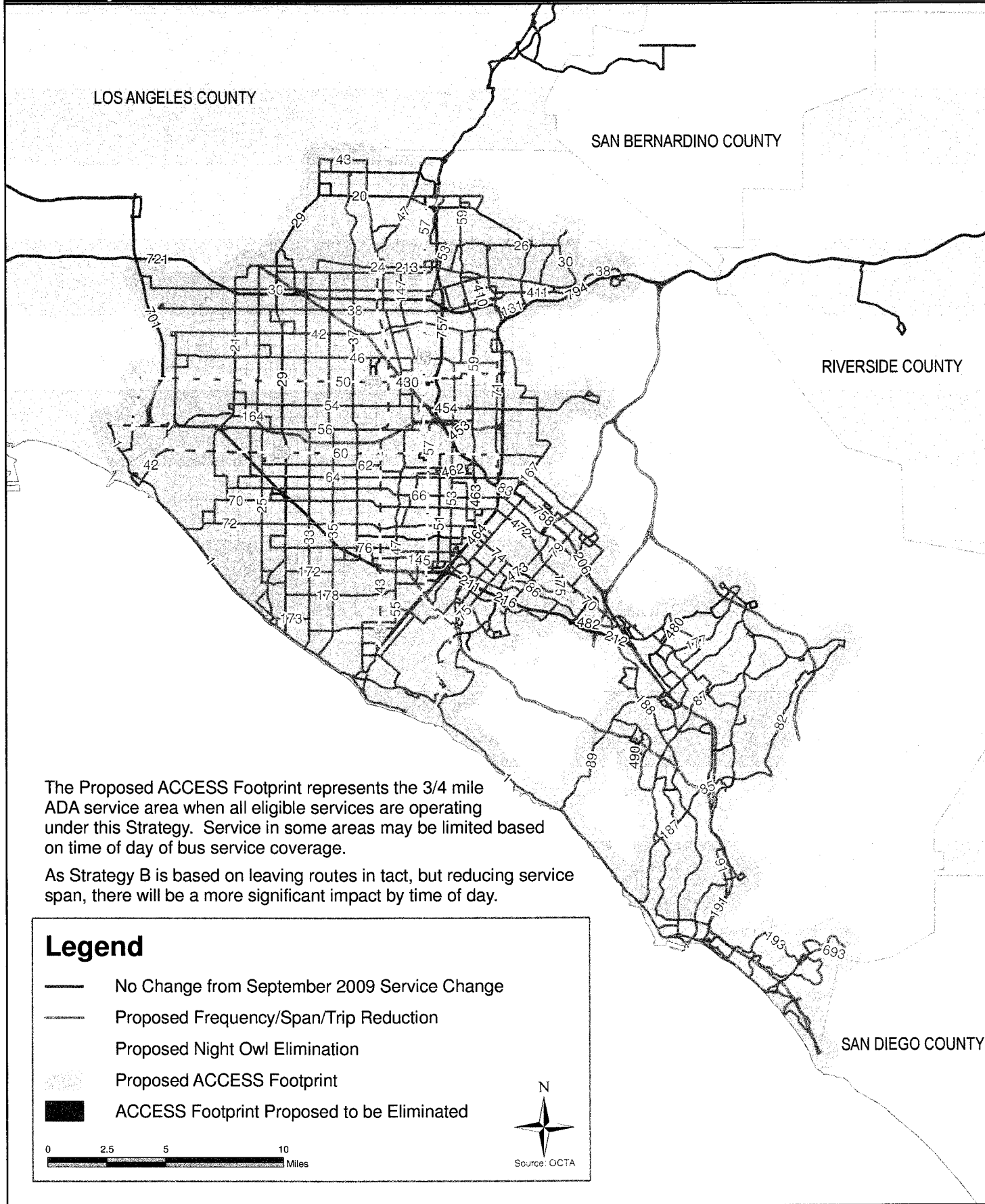
0 2.5 5 10 Miles



L:\PLANNING\A-Davis\Service Reductions\MXD Maps\12.03 Strategy A - Sunday - Effect on ACCESS 092509.mxd

Strategy B - ACCESS Footprint






Weekday Network



The Proposed ACCESS Footprint represents the 3/4 mile ADA service area when all eligible services are operating under this Strategy. Service in some areas may be limited based on time of day of bus service coverage.

As Strategy B is based on leaving routes in tact, but reducing service span, there will be a more significant impact by time of day.

Legend

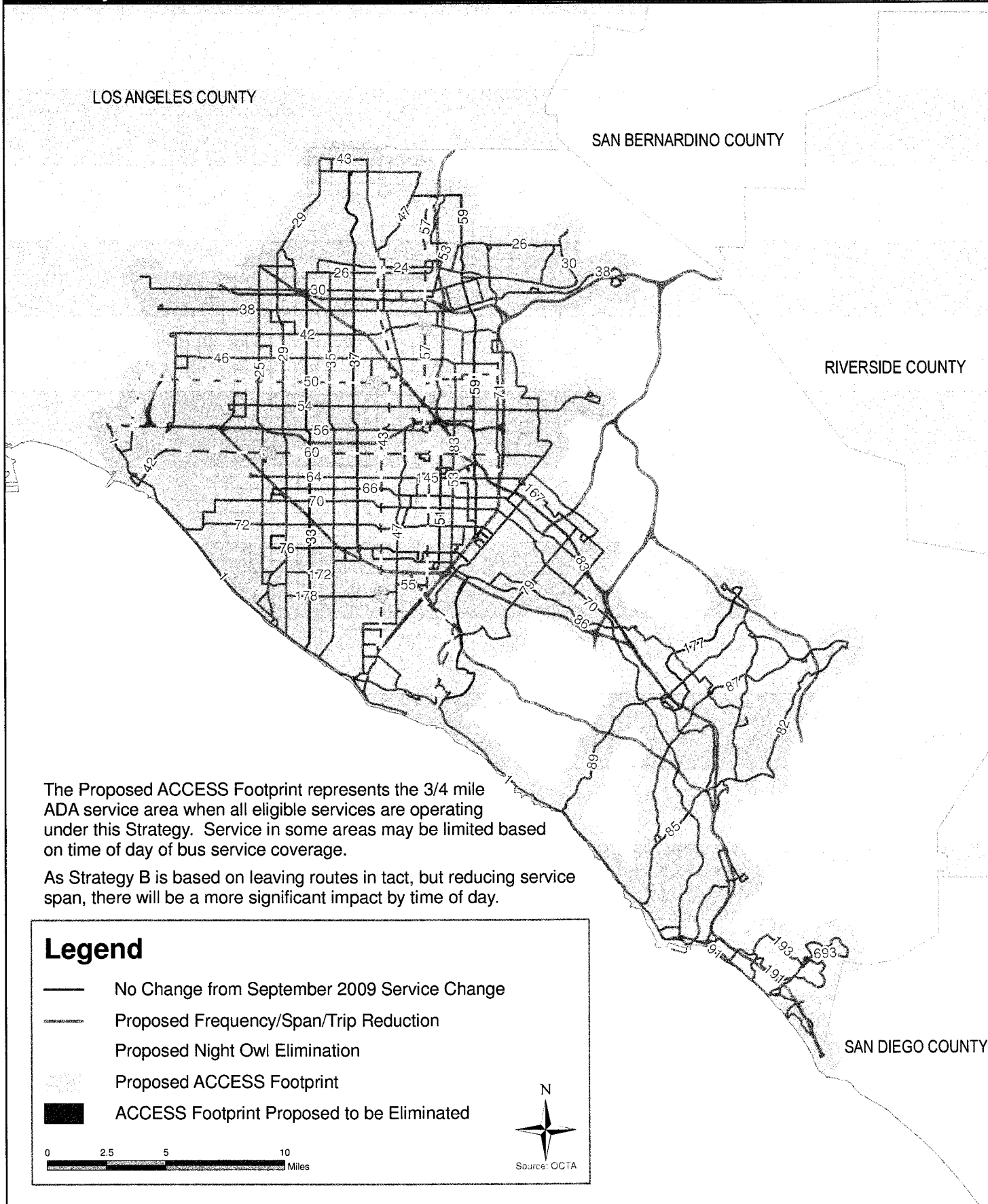
-  No Change from September 2009 Service Change
-  Proposed Frequency/Span/Trip Reduction
-  Proposed Night Owl Elimination
-  Proposed ACCESS Footprint
-  ACCESS Footprint Proposed to be Eliminated



L:\PLANNING\ADArms\Service Reductions\Map12.04 Strategy B - Weekday - Effect on ACCESS 082509.mxd

Strategy B - ACCESS Footprint

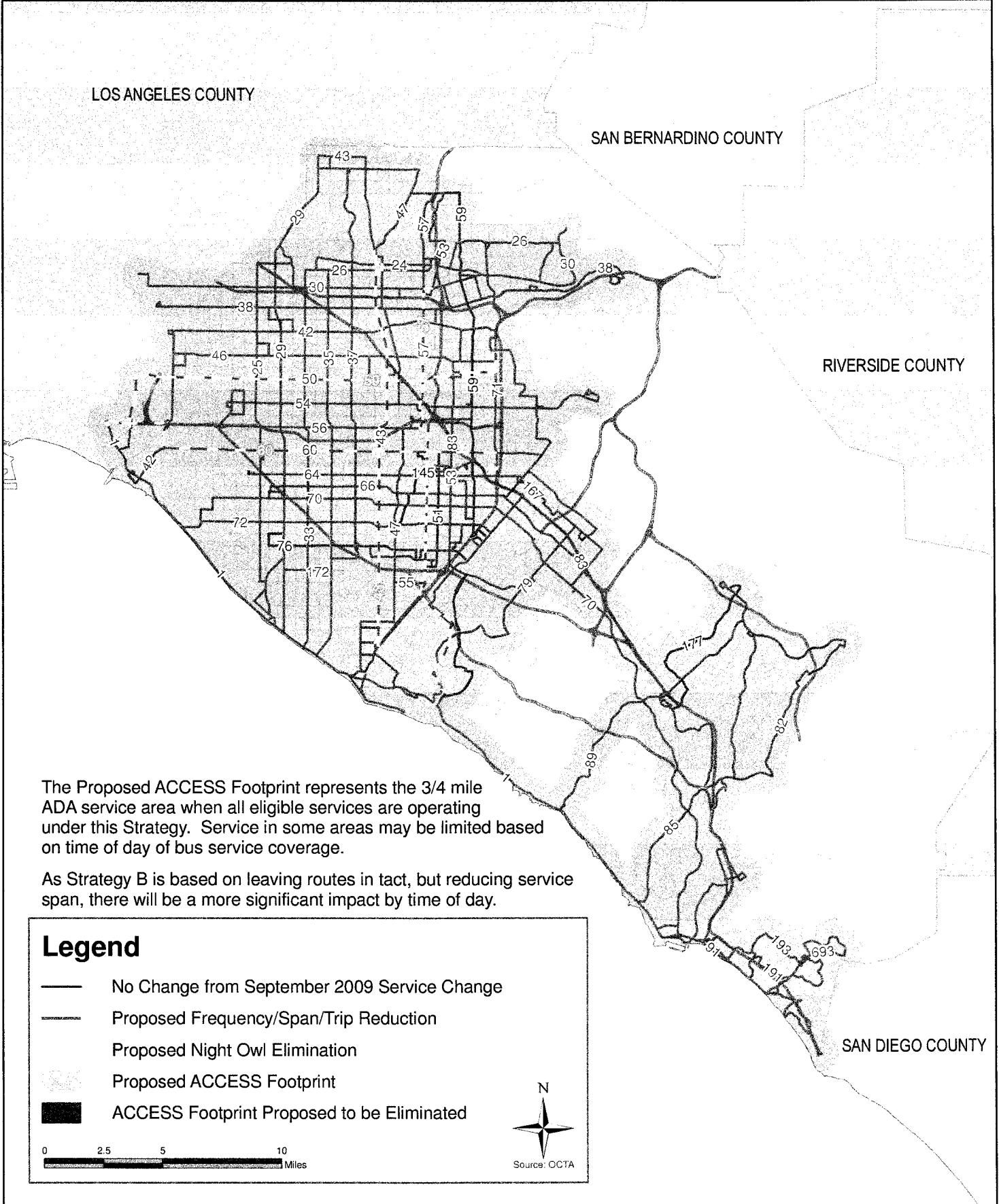
Saturday Network



L:\PLANNING\ADA\Service Reductions\Map12.05 Strategy B - Saturday - Effect ACCESS 092509.mxd

Strategy B - ACCESS Footprint

Sunday Network



The Proposed ACCESS Footprint represents the 3/4 mile ADA service area when all eligible services are operating under this Strategy. Service in some areas may be limited based on time of day of bus service coverage.

As Strategy B is based on leaving routes in tact, but reducing service span, there will be a more significant impact by time of day.

Legend

- No Change from September 2009 Service Change
- - - Proposed Frequency/Span/Trip Reduction
- Proposed Night Owl Elimination
- Proposed ACCESS Footprint
- ACCESS Footprint Proposed to be Eliminated

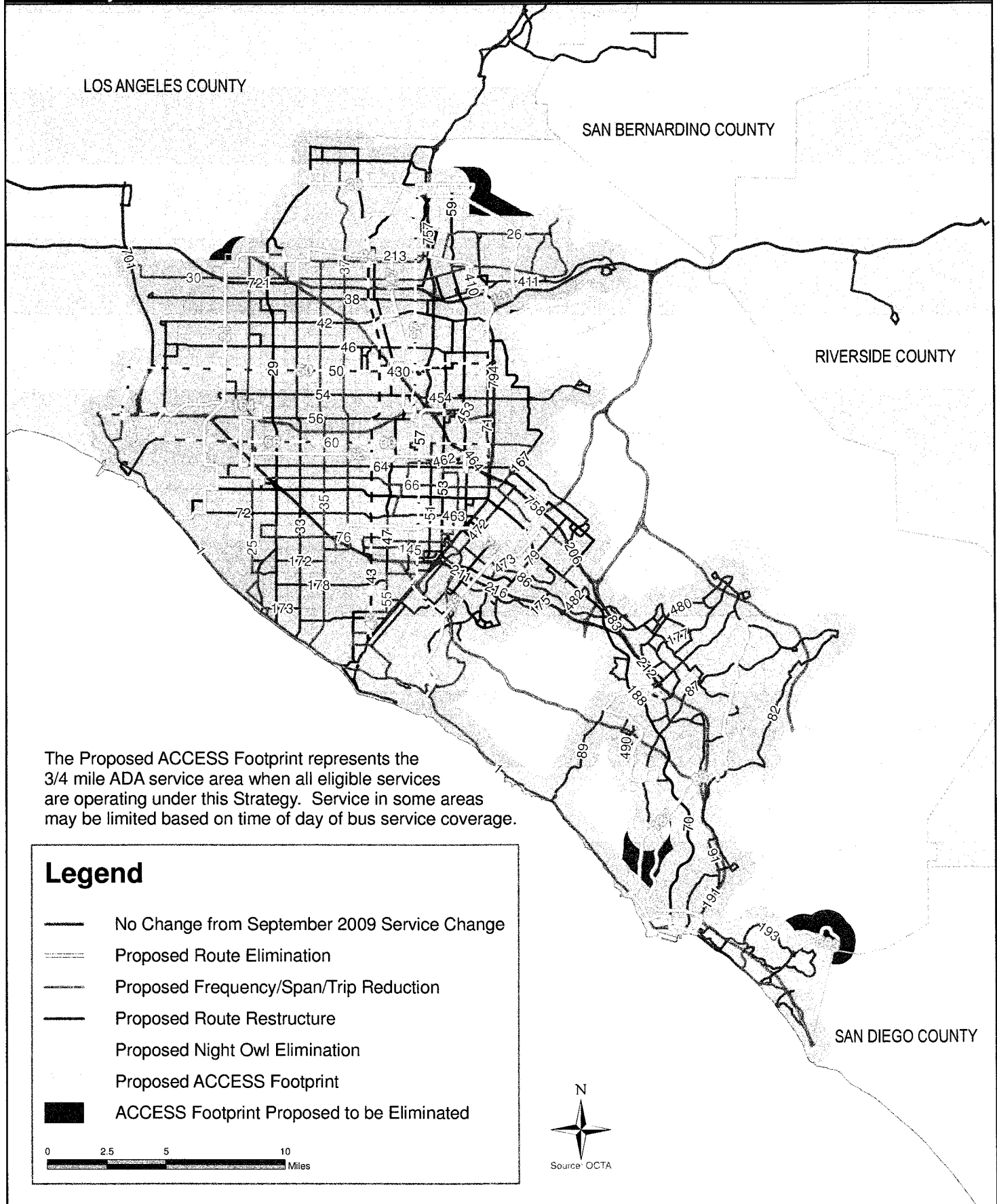
0 2.5 5 10 Miles



Source: OCTA

Strategy C - ACCESS Footprint

Weekday Network



Strategy C - ACCESS Footprint

Saturday Network



LOS ANGELES COUNTY








SAN BERNARDINO COUNTY

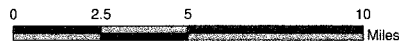
RIVERSIDE COUNTY

SAN DIEGO COUNTY

The Proposed ACCESS Footprint represents the 3/4 mile ADA service area when all eligible services are operating under this Strategy. Service in some areas may be limited based on time of day of bus service coverage.

Legend

-  No Change from September 2009 Service Change
-  Proposed Route Elimination
-  Proposed Frequency/Span/Trip Reduction
-  Proposed Route Restructure
-  Proposed Night Owl Elimination
-  Proposed ACCESS Footprint
-  ACCESS Footprint Proposed to be Eliminated



Source: OCTA

Strategy C - ACCESS Footprint

Sunday Network



LOS ANGELES COUNTY

SAN BERNARDINO COUNTY

RIVERSIDE COUNTY

SAN DIEGO COUNTY

The Proposed ACCESS Footprint represents the 3/4 mile ADA service area when all eligible services are operating under this Strategy. Service in some areas may be limited based on time of day of bus service coverage.

Legend

- No Change from September 2009 Service Change
- Proposed Route Elimination
- Proposed Frequency/Span/Trip Reduction
- Proposed Route Restructure
- Proposed Night Owl Elimination
- Proposed ACCESS Footprint
- ACCESS Footprint Proposed to be Eliminated

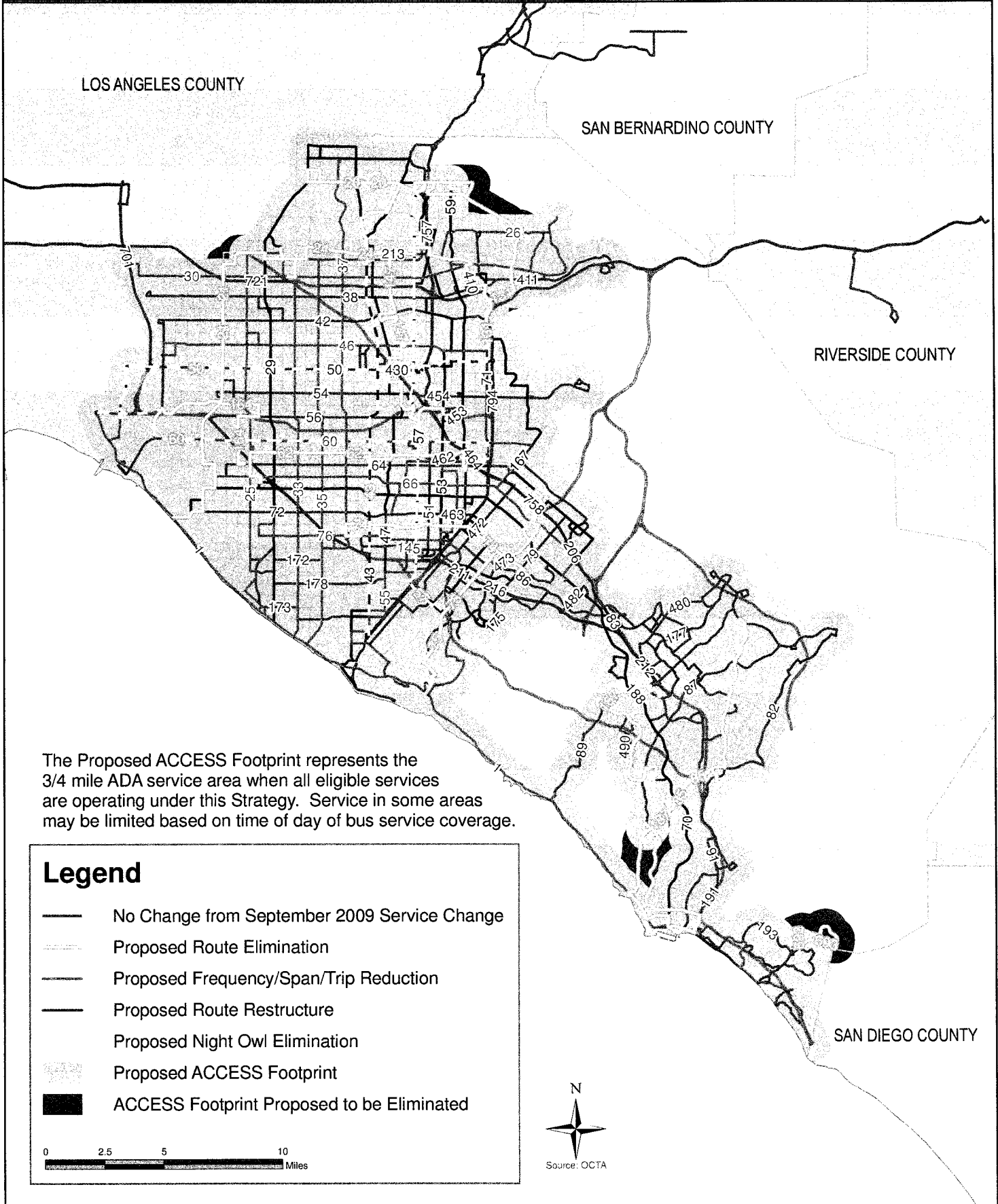


Source: OCTA

L:\PLANNING\ADavis\Service Reductions\MXD Maps\12.09 Strategy C - Sunday - Effect on ACCESS 092500.mxd

Strategy D - ACCESS Footprint

Weekday Network



The Proposed ACCESS Footprint represents the 3/4 mile ADA service area when all eligible services are operating under this Strategy. Service in some areas may be limited based on time of day of bus service coverage.

Legend

- No Change from September 2009 Service Change
- Proposed Route Elimination
- Proposed Frequency/Span/Trip Reduction
- Proposed Route Restructure
- Proposed Night Owl Elimination
- Proposed ACCESS Footprint
- ACCESS Footprint Proposed to be Eliminated



Source: OCTA

Strategy D - ACCESS Footprint

Saturday Network



LOS ANGELES COUNTY








SAN BERNARDINO COUNTY

RIVERSIDE COUNTY

SAN DIEGO COUNTY

The Proposed ACCESS Footprint represents the 3/4 mile ADA service area when all eligible services are operating under this Strategy. Service in some areas may be limited based on time of day of bus service coverage.

Legend

-  No Change from September 2009 Service Change
-  Proposed Route Elimination
-  Proposed Frequency/Span/Trip Reduction
-  Proposed Route Restructure
-  Proposed Night Owl Elimination
-  Proposed ACCESS Footprint
-  ACCESS Footprint Proposed to be Eliminated

0 2.5 5 10
Miles



Source: OCTA

Strategy D - ACCESS Footprint

Sunday Network










LOS ANGELES COUNTY

SAN BERNARDINO COUNTY

RIVERSIDE COUNTY

The Proposed ACCESS Footprint represents the 3/4 mile ADA service area when all eligible services are operating under this Strategy. Service in some areas may be limited based on time of day of bus service coverage.

Legend

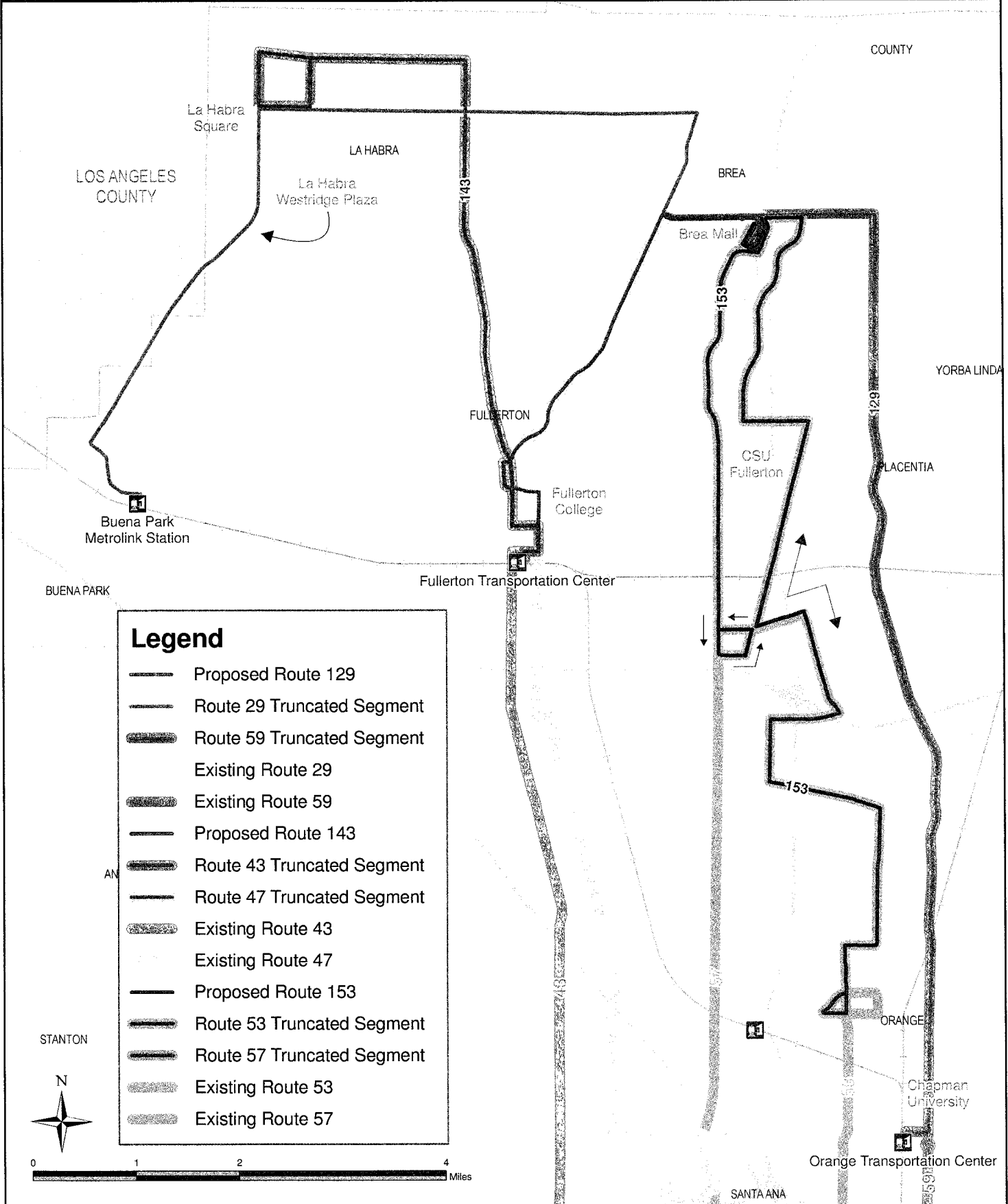
-  No Change from September 2009 Service Change
-  Proposed Route Elimination
-  Proposed Frequency/Span/Trip Reduction
-  Proposed Route Restructure
-  Proposed Night Owl Elimination
-  Proposed ACCESS Footprint
-  ACCESS Footprint Proposed to be Eliminated



Source: OCTA

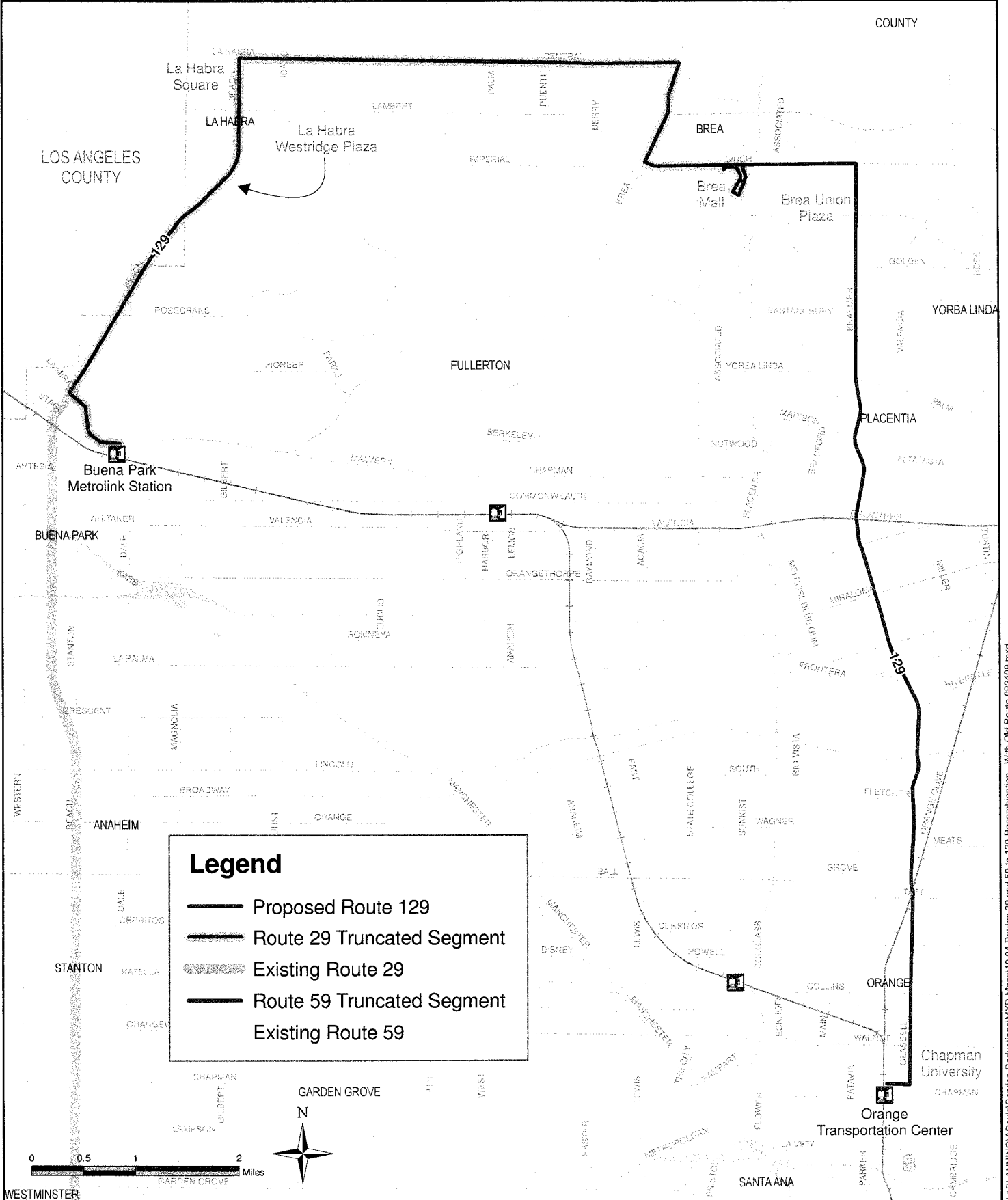
North County Restructuring

Proposed Routes 129, 143, and 153



Proposed Route 129

Buena Park Metrolink Station to Orange Transportation Center



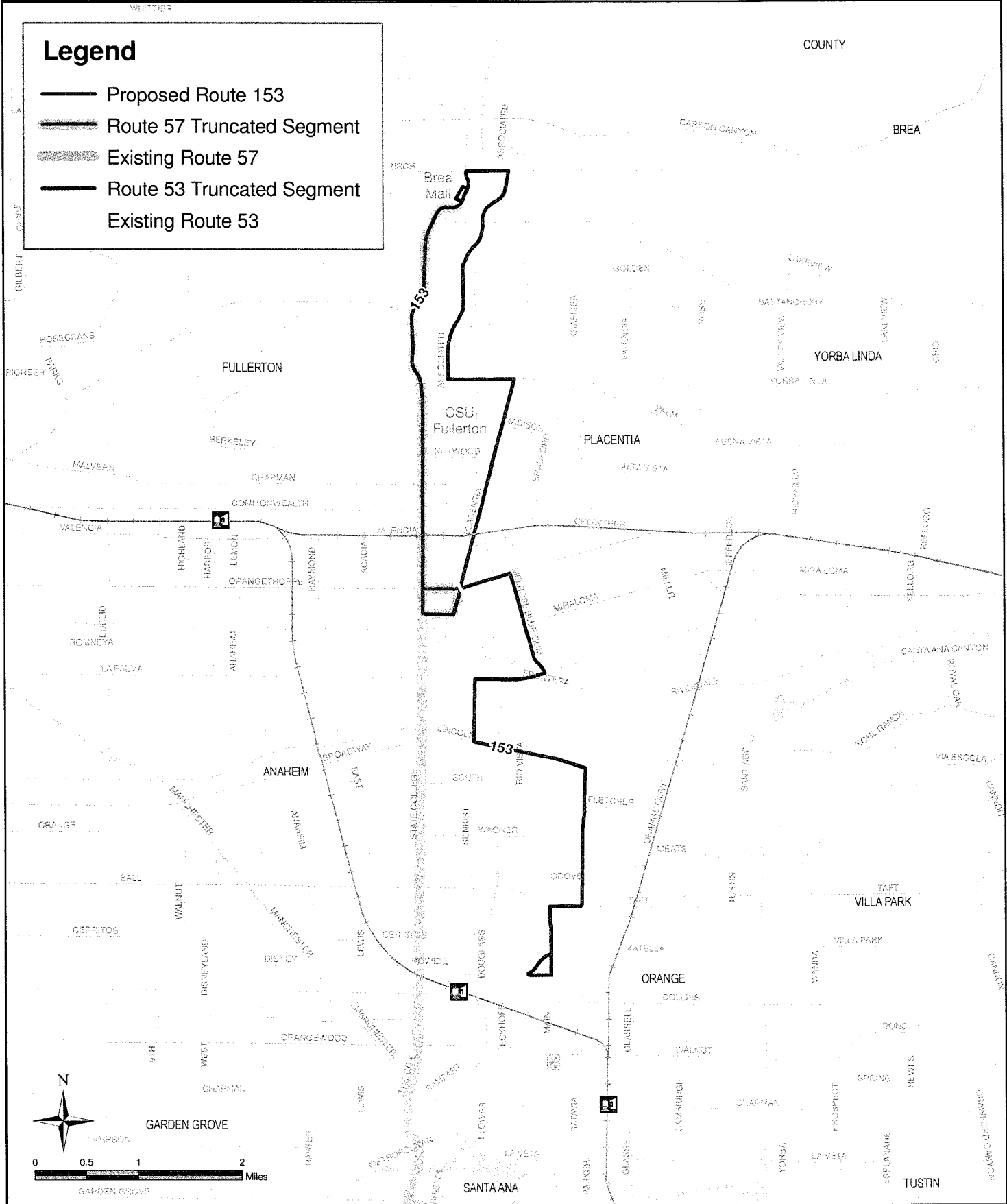
Proposed Route 153

Orangethorpe-State College to Main-Katella



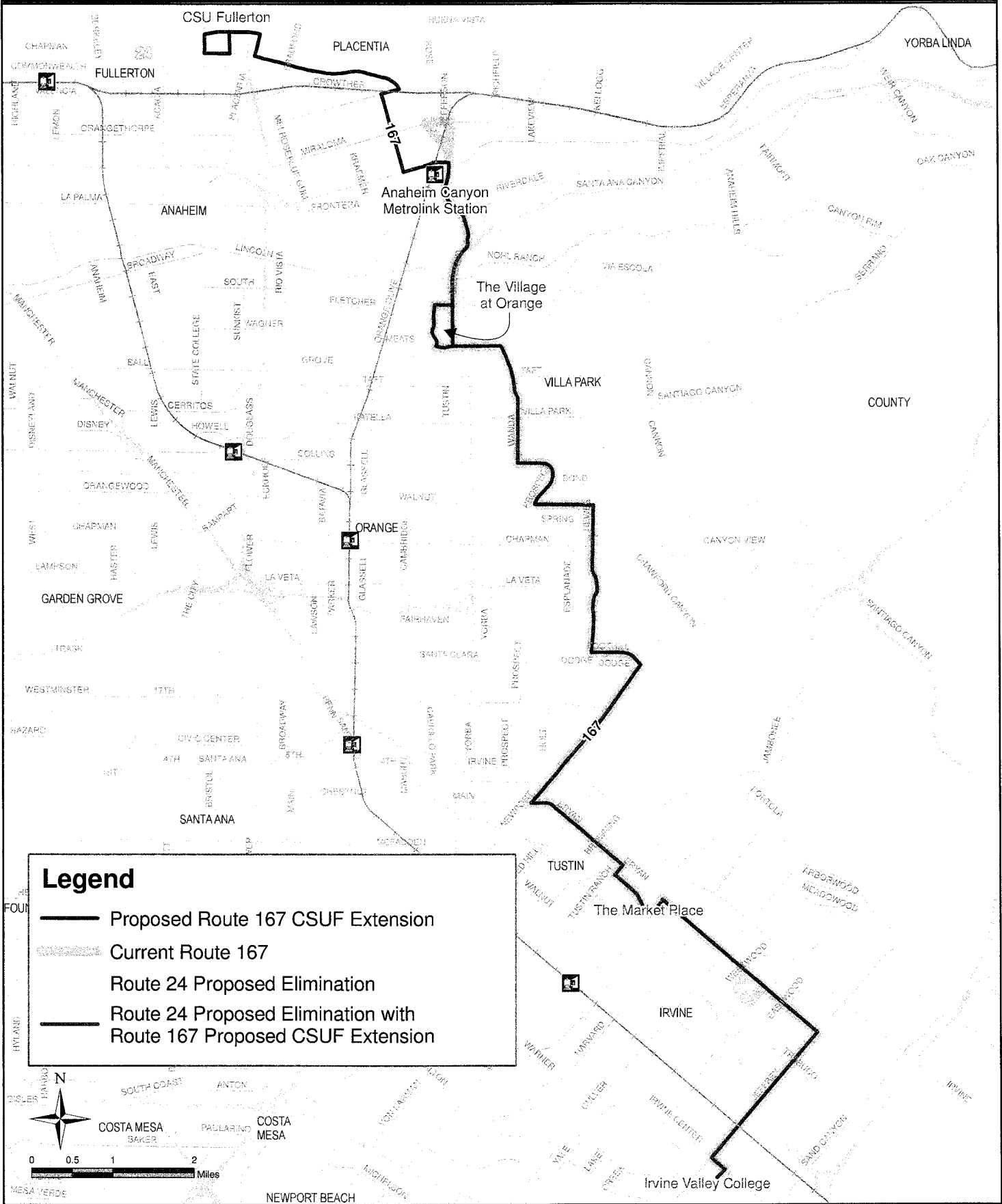
Legend

- Proposed Route 153
- Route 57 Truncated Segment
- Existing Route 57
- Route 53 Truncated Segment
- Existing Route 53



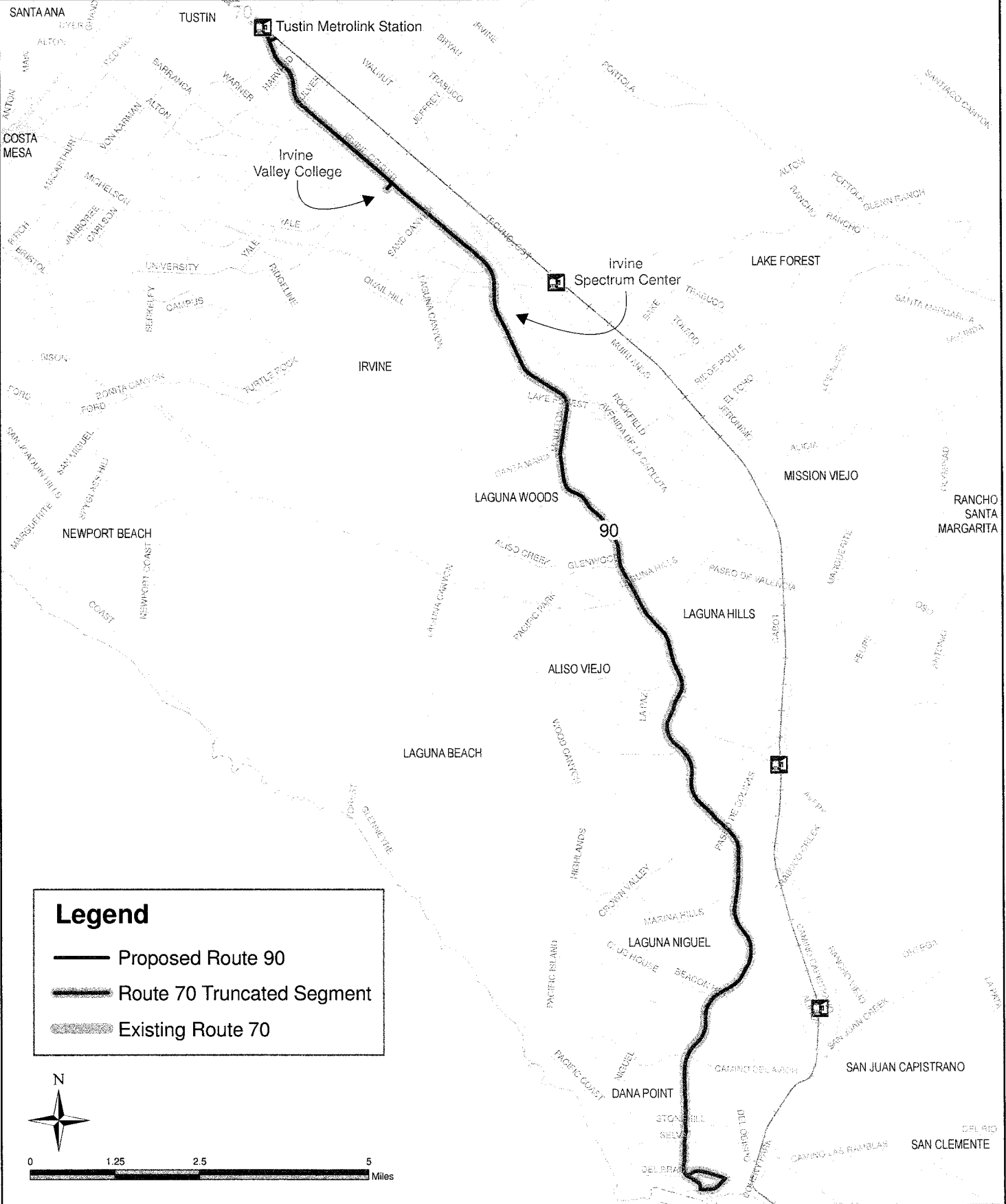
Proposed Route 167

CSU Fullerton to Irvine



Proposed Route 90

Tustin Metrolink Station to Dana Point





Notice of Public Hearing

ORANGE COUNTY TRANSPORTATION AUTHORITY
RE: Bus Service Reduction Programs
October 26, 2009

NOTICE IS HEREBY GIVEN that the OCTA Board of Directors will hold a public hearing at 9:00 a.m. on Monday, October 26, 2009, at OCTA Headquarters, 1st Floor, Room 154, 600 South Main Street, Orange, CA. The public hearing shall be for the purpose of considering service reductions.

Description of Bus Service Reductions:

Every bus route in the system is under evaluation and may be impacted by the following types of changes: reduction in frequency of service, deletion of selected trips, changes to the hours of operation, shortening entire routes, eliminating routes with the lowest ridership, and route restructuring.

Approved changes will become effective March 14, 2010 or later.

The potential service changes fall under Section 5 (i)(3) of the Urban Mass Transportation Act of 1964 (Federal Transit Act, as amended), as well as the Orange County Transportation Authority's Public Hearing Process for Service and Fare Changes Policy, and thus require a public hearing.

Description of Service Area: The service areas affected by the service reductions include Orange, Riverside, San Bernardino and Los Angeles counties.

Relocation: No person, families or businesses will be displaced by the service reductions.

Comprehensive Planning: The bus service reduction is necessary as a result of state and local revenue declines and an analysis of sustainable bus service levels conducted by OCTA.

Elderly and Persons with Disabilities: The bus service reductions may affect public transit availability for the elderly and persons with disabilities who utilize fixed-route bus and ACCESS paratransit service. ACCESS service will continue to be provided within $\frac{3}{4}$ miles of and during the same days and hours as the fixed route bus service.

Public Participation: Interested persons may submit, orally or in writing, comments and

feedback regarding the bus service reductions. A detailed description of the proposed bus service reductions will be available for public review between September 24, 2009 and October 26, 2009. Please contact the Clerk of the Board, Wendy Knowles, at the OCTA Administrative Offices, 550 South Main Street, P.O. Box 14184, Orange, CA 92863-1584. Telephone: (714) 560-5676.

ALL INTERESTED PARTIES for the public hearing are invited to submit, orally or in writing, comments and feedback regarding the bus service reductions. Written comments may be addressed to the Clerk of the Board:

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

Or call OCTA Customer Relations at (714) 636-RIDE, extension 2, or from South Orange County (800) 636-RIDE, extension 2.

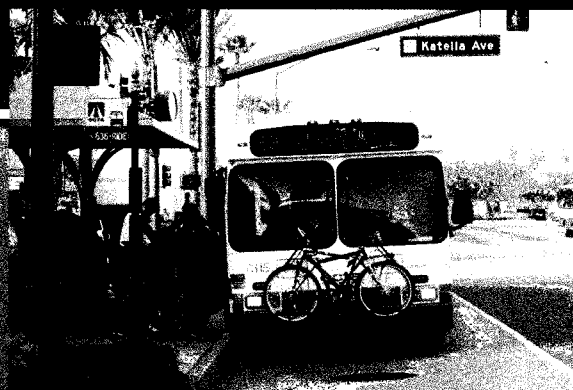
At the October 26, 2009 Public Hearing, the OCTA Board of Directors will afford interested persons or agencies an opportunity to submit, either orally or in writing, comments and feedback regarding the bus service reductions.

**POWERPOINT
PRESENTATION**



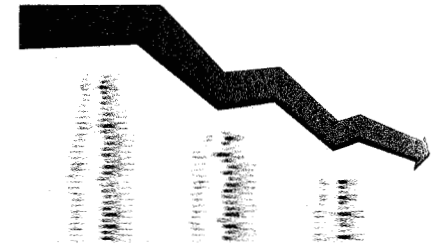
Public Hearing for March 2010 Service Change

Board of Directors Meeting
October 26, 2009



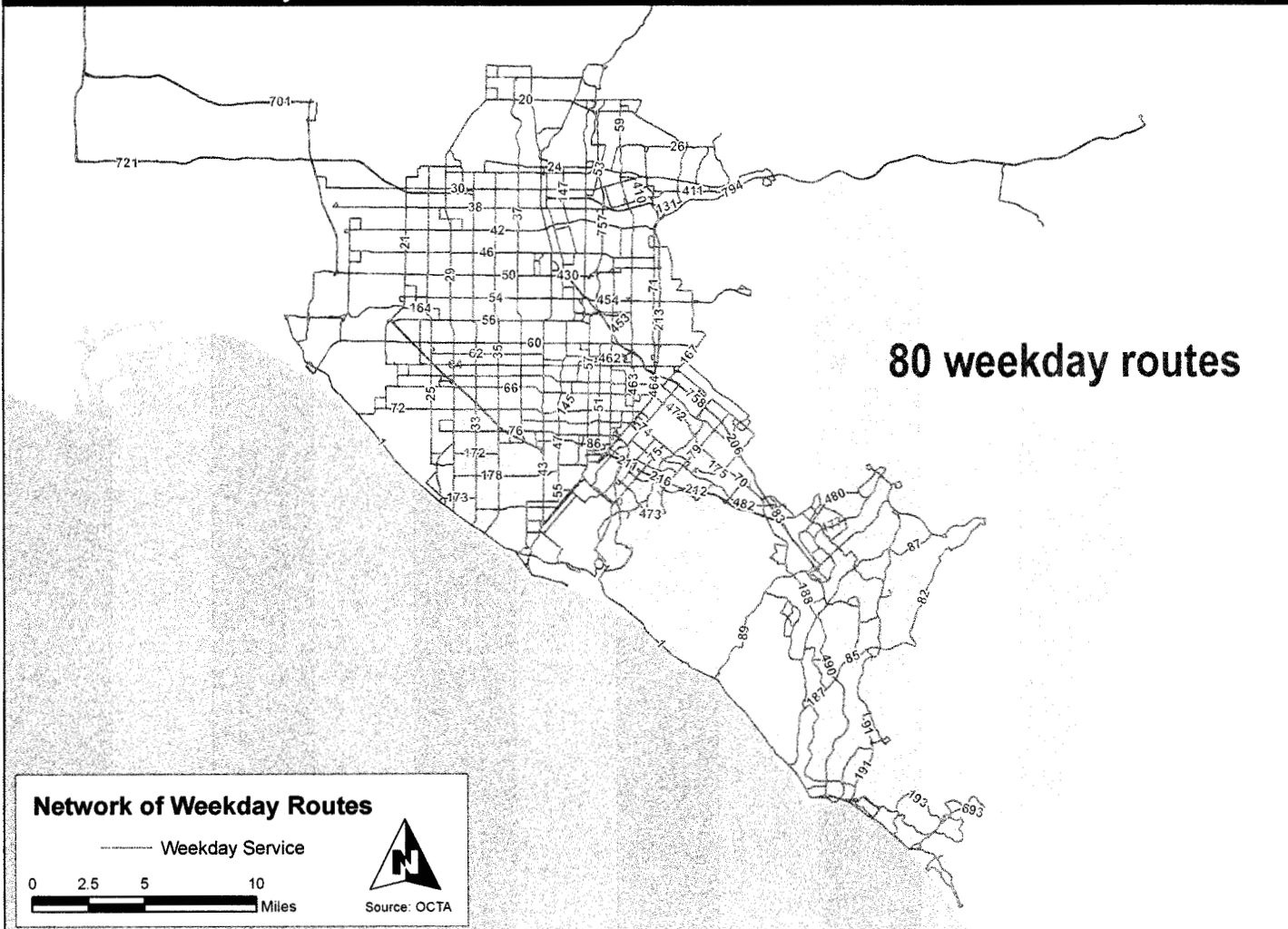
Budget Crisis Impact on Bus Service

- Major state funding cuts
- Significant tax revenue declines
- Ridership and fare revenue declines
- June '09 - Board declared fiscal emergency and authorized service reductions



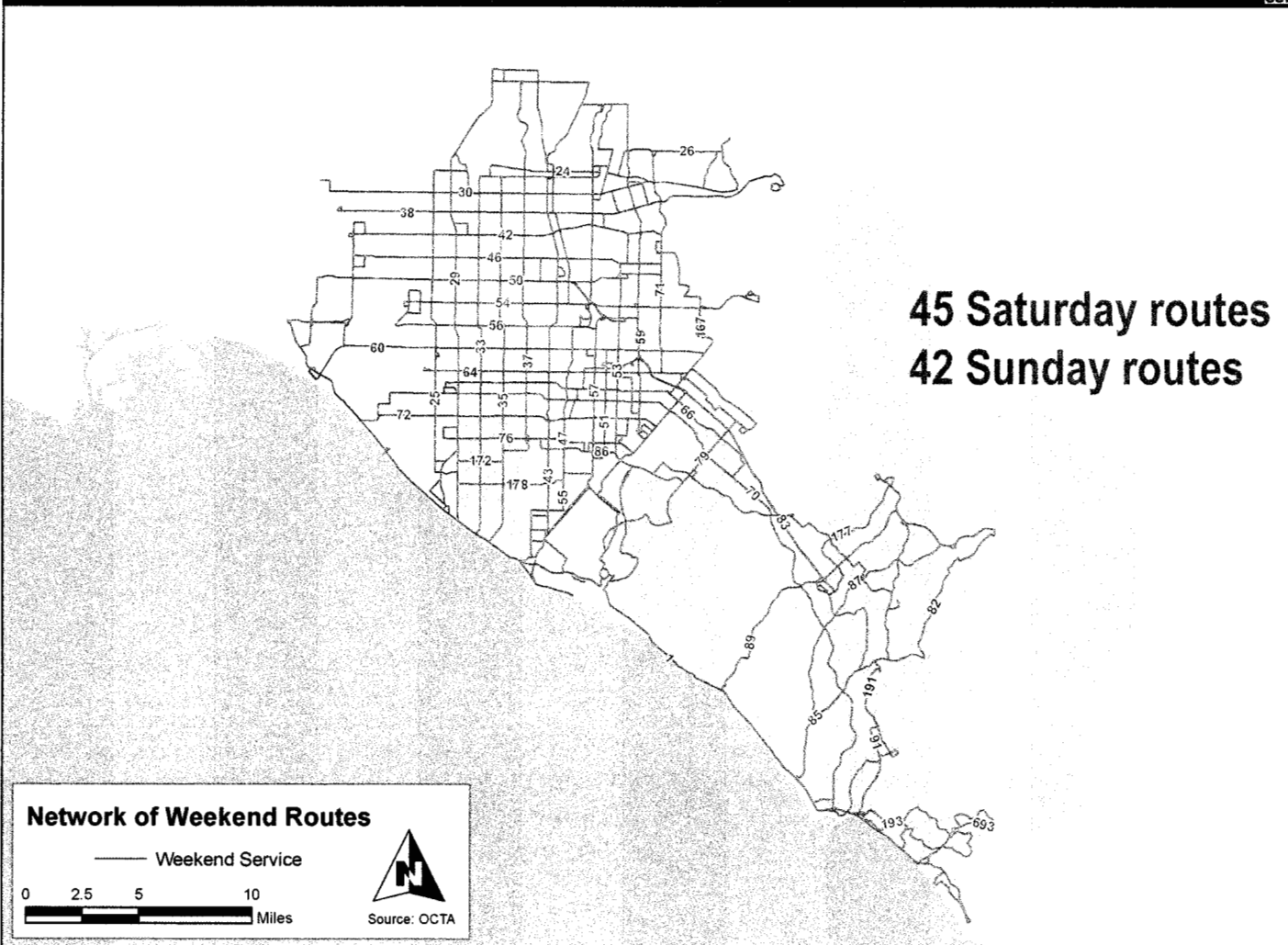
Current Weekday Bus System

Current Weekday Network




Current Weekend Bus System

Current Weekend Network



Service Levels Sept 13, 2009



Revenue Vehicle Hours (RVH)			
	Daily Hours	Annual Hours	Annual Percent
Weekday	5,421	1,382,490	81.4%
Saturday	3,066	159,441	9.4%
Sunday	2,692	156,116	9.2%

**Total
Annual
RVH 1,698,047**

Service Reduction Strategies for March 2010

- Preserve Service on Core Routes
- Reduce Service Proportionally System Wide
- Modify Days and/or Hours of Operations
- Combined Strategy



A) Preserve Core Service

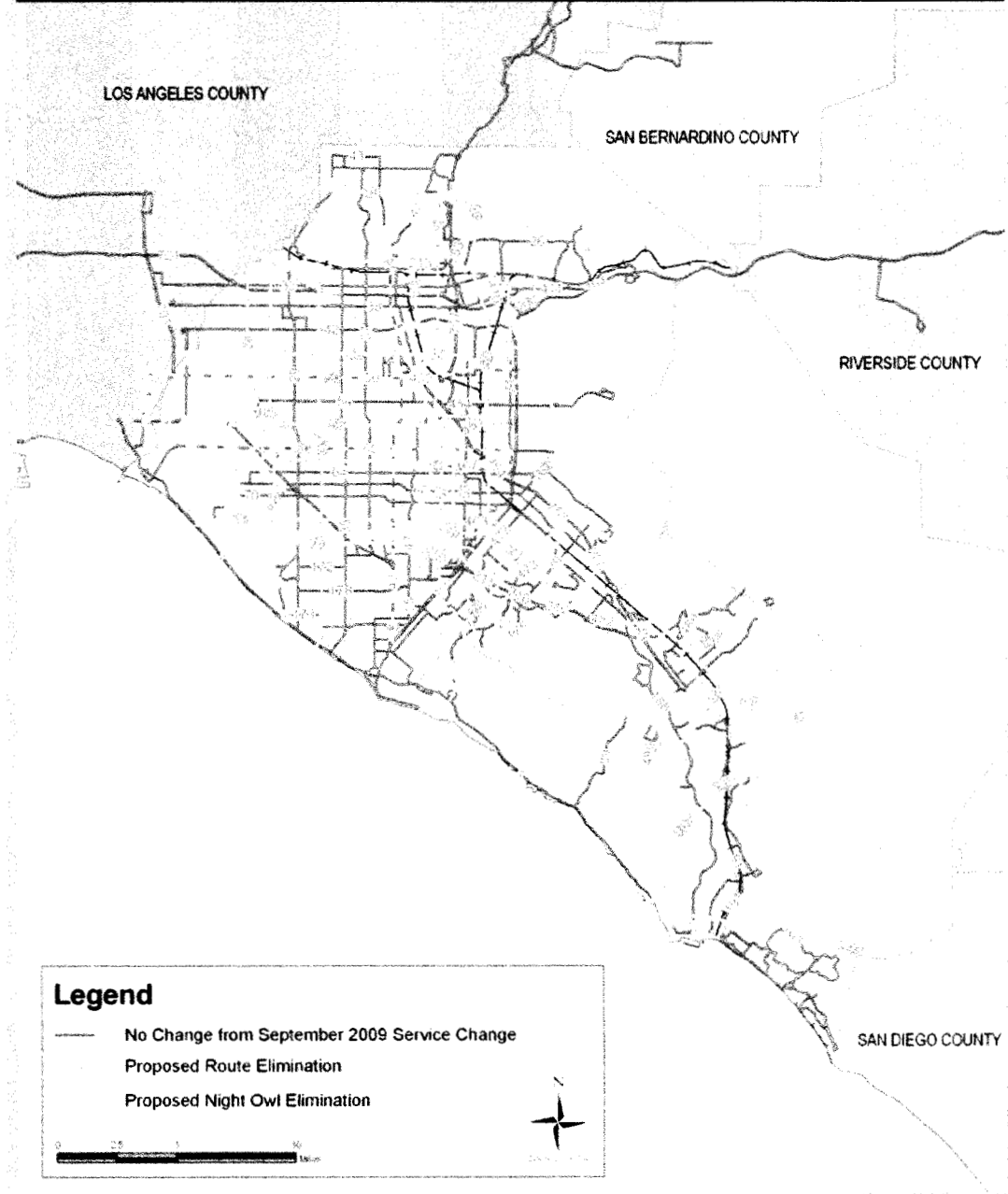
- Maintain high ridership routes
- Carries about 82% of rides
- Potentially greatest ACCESS impacts both to service area and trips by time of day



Strategy A	Weekday	Sat	Sun
No Change	50	22	21
Route Elimination	26	19	17
Frequency and/or Trip Reductions	0	0	0
Route Restructuring	0	0	0
Night Owl Elimination	4	4	4

Strategy A - Preserve Service on Core Routes

Weekday Network



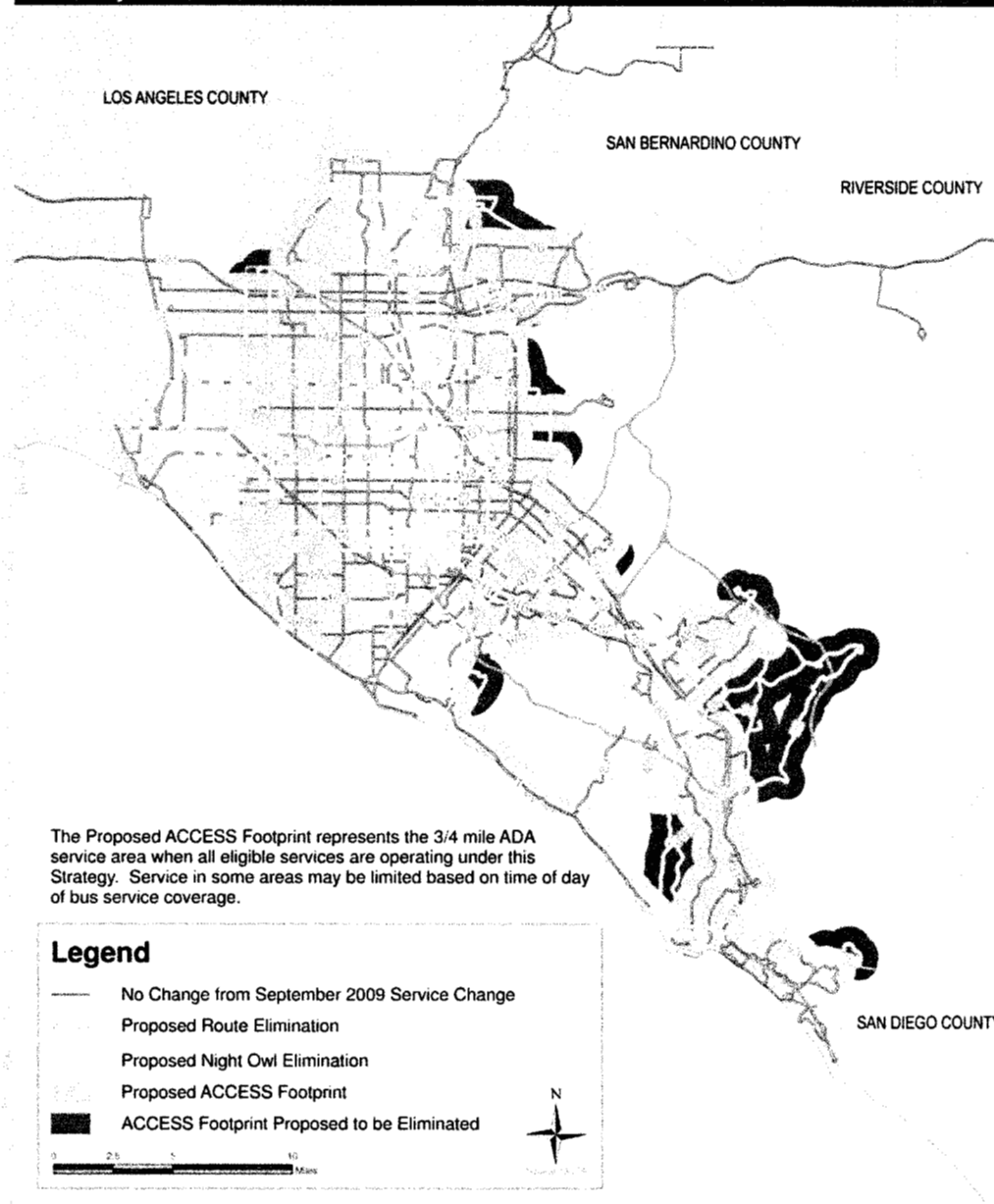
Legend

- No Change from September 2009 Service Change
- - - Proposed Route Elimination
- Proposed Night Owl Elimination

0 2.5 5 10 Miles

Strategy A - ACCESS Footprint

Weekday Network



B) Make Proportional Reductions

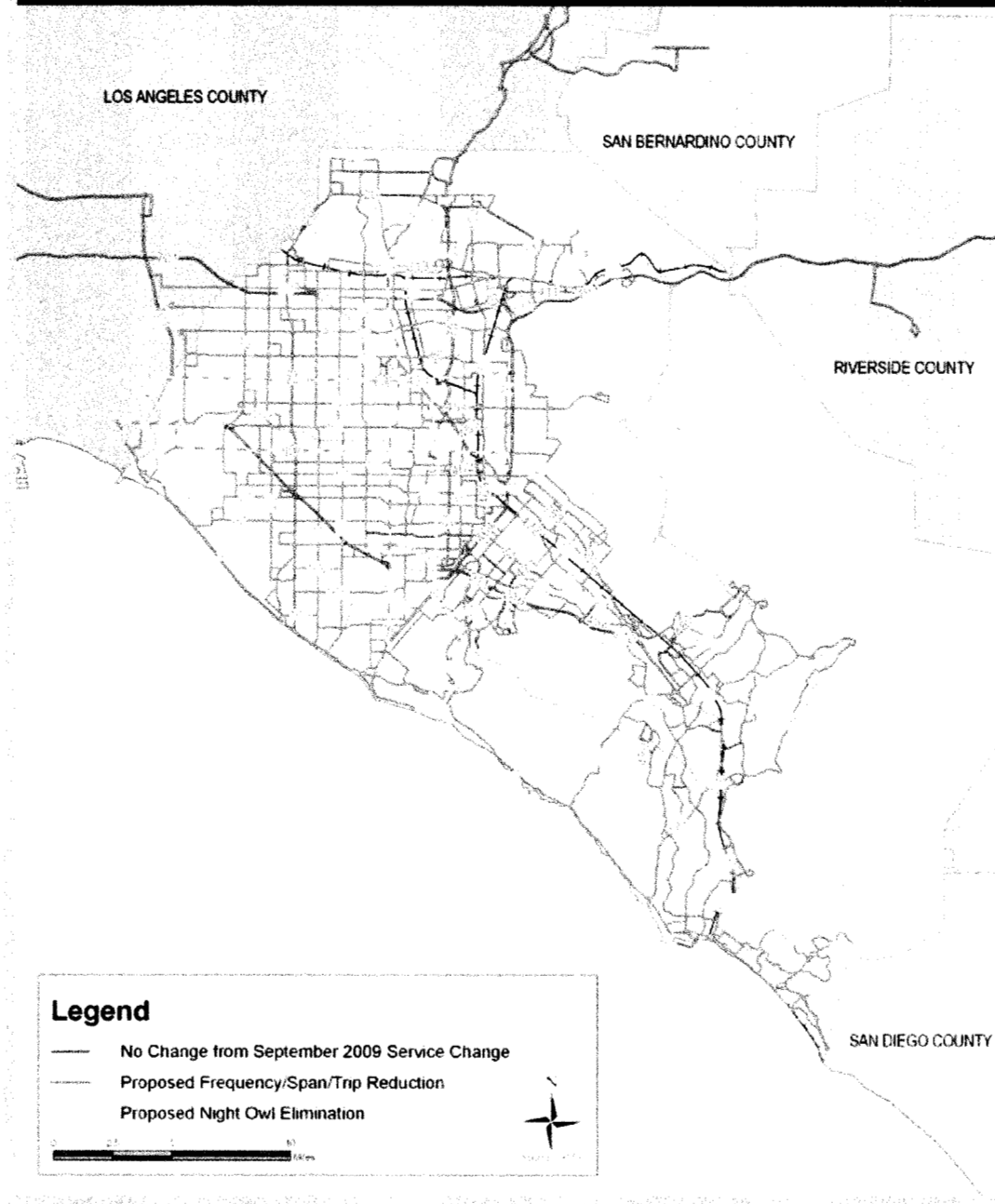
- Spread cut system wide
- Maintain current network
- Least likely to impact ACCESS service area, but could impact by time of day



Strategy B	Weekday	Sat	Sun
No Change	27	6	5
Route Elimination	0	0	0
Frequency and/or Trip Reductions	49	35	33
Route Restructuring	0	0	0
Night Owl Elimination	4	4	4

Strategy B - Reduce Service Proportionally System Wide

Weekday Network



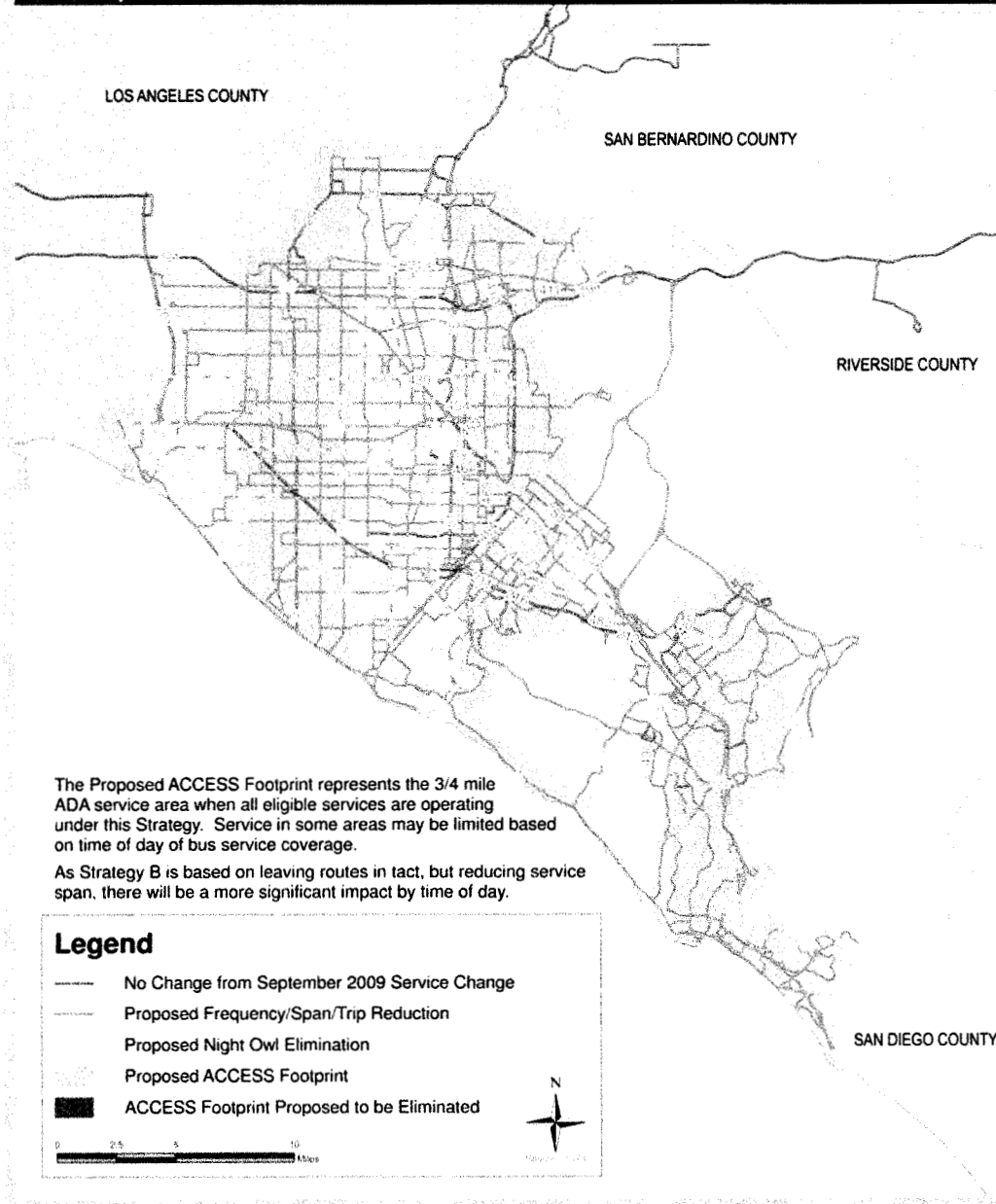
Legend

- No Change from September 2009 Service Change
- - - Proposed Frequency/Span/Trip Reduction
- Proposed Night Owl Elimination



Strategy B - ACCESS Footprint

Weekday Network



C) Modify Days/Hours of Operation

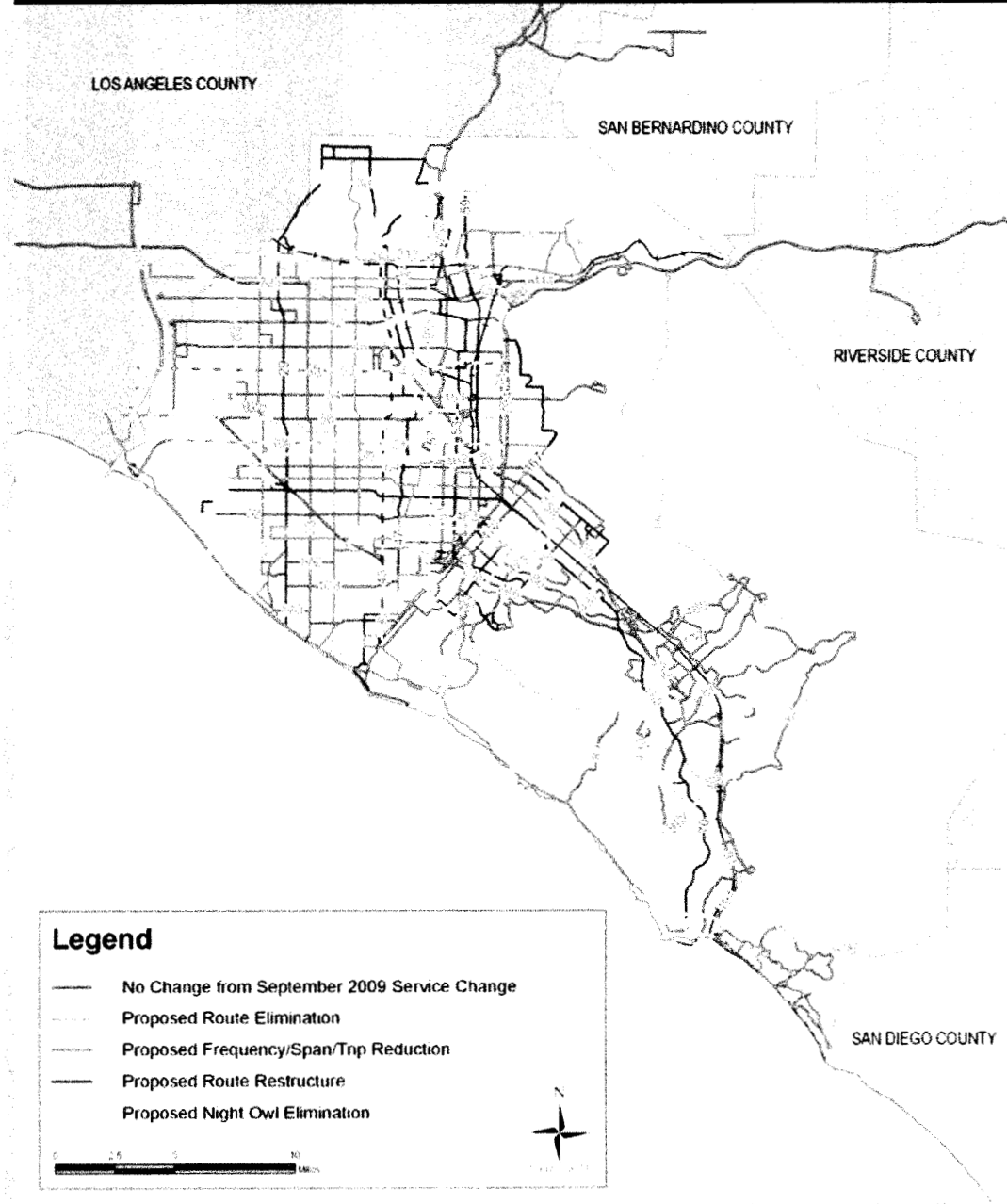
- ✳ Eliminate least used service
- ✳ Some route restructuring
- ✳ Potentially moderate ACCESS impacts to service area and trips by time of day



Strategy C	Weekday	Sat	Sun
No Change	48	2	1
Route Elimination	12	13	12
Frequency and/or Trip Reductions	10	21	20
Route Restructuring	12	11	11
Night Owl Elimination	4	4	4

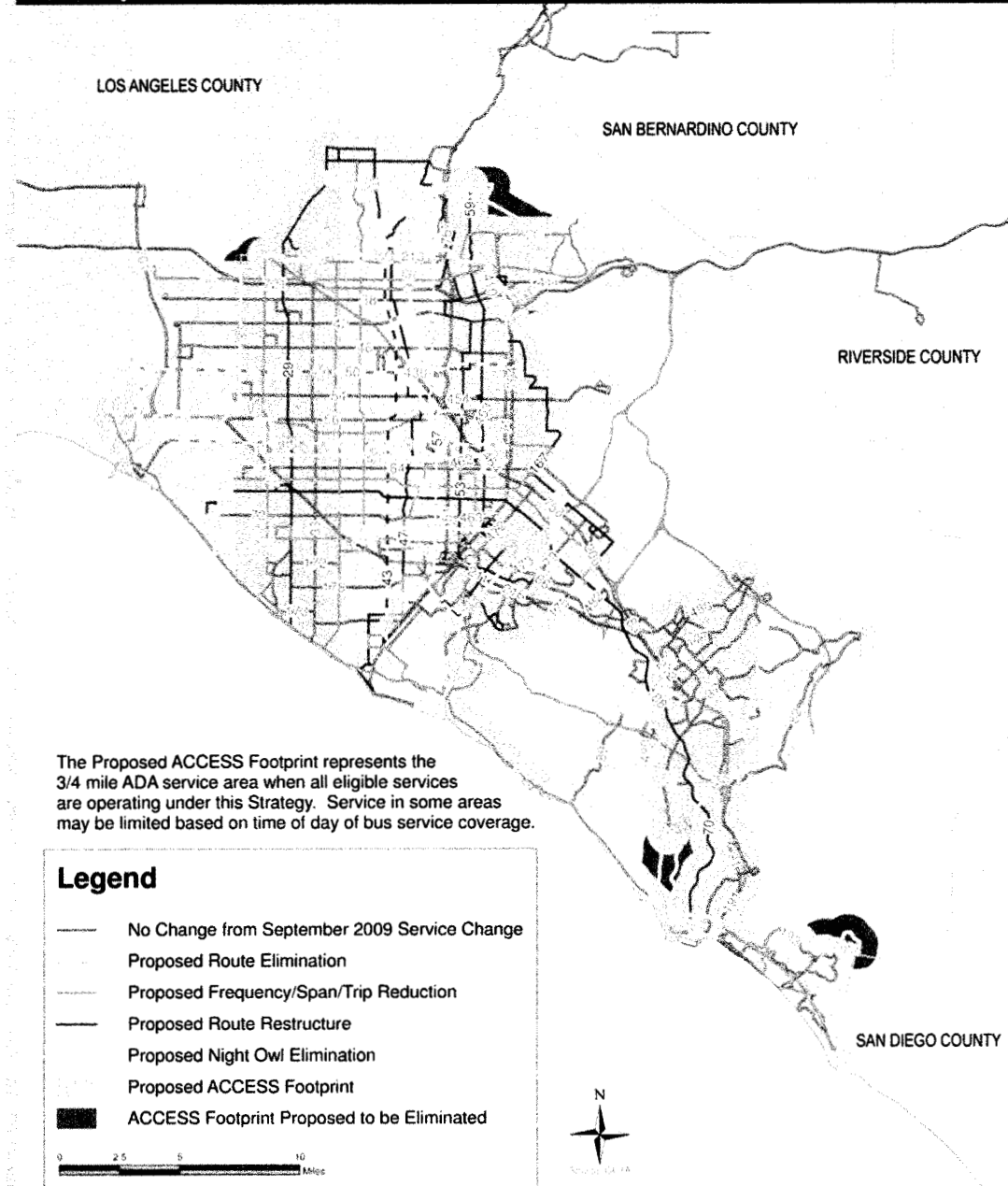
Strategy C - Modify Days and/or Hours of Operation

Weekday Network



Strategy C - ACCESS Footprint

Weekday Network



The Proposed ACCESS Footprint represents the 3/4 mile ADA service area when all eligible services are operating under this Strategy. Service in some areas may be limited based on time of day of bus service coverage.

Legend

- No Change from September 2009 Service Change
- - - Proposed Route Elimination
- Proposed Frequency/Span/Trip Reduction
- Proposed Route Restructure
- Proposed Night Owl Elimination
- Proposed ACCESS Footprint
- ACCESS Footprint Proposed to be Eliminated



D) Combined Strategy

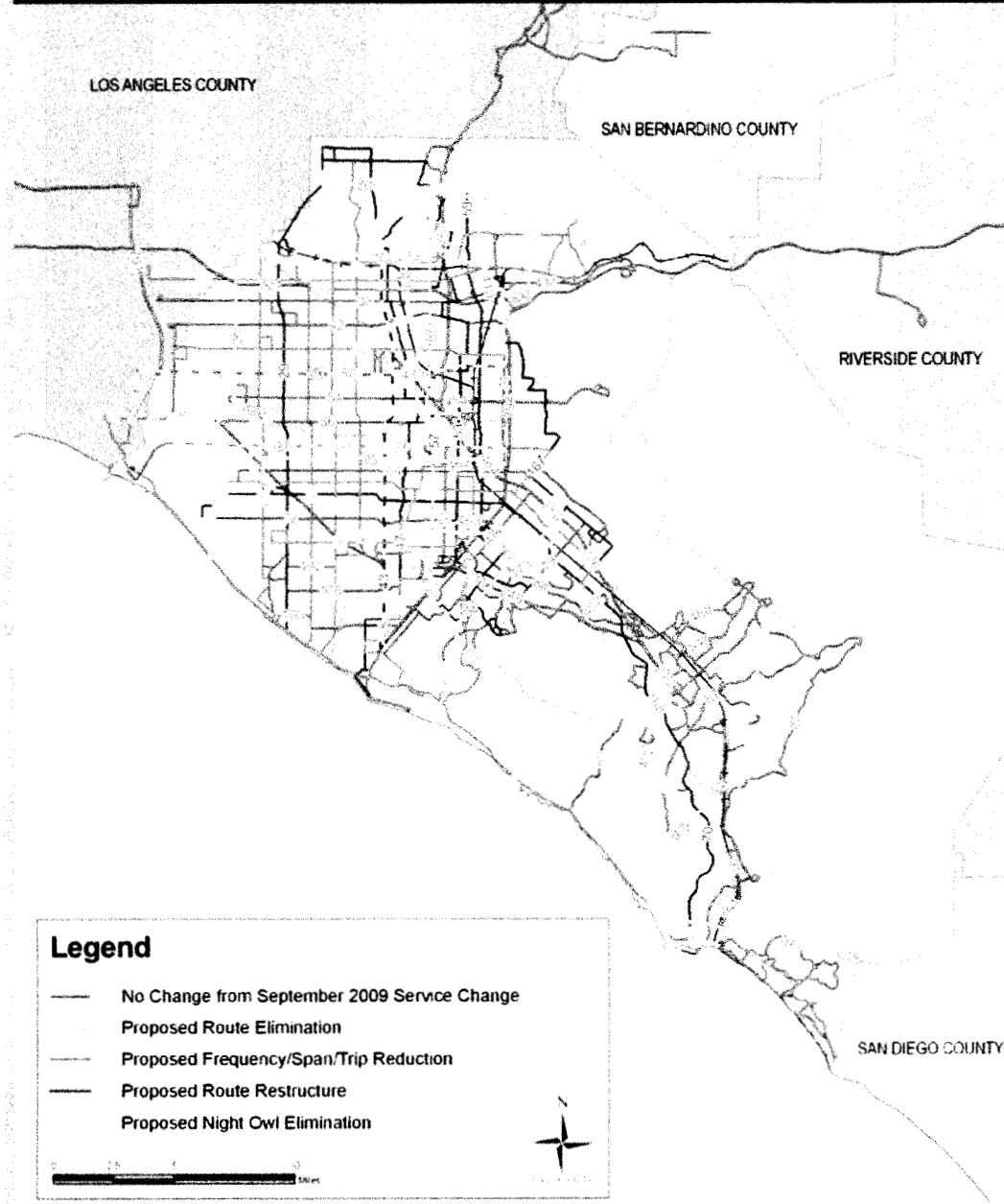
- Similar to Strategy C
- More focus on weekends
- Some route restructuring
- Potentially moderate ACCESS impacts to service area and trips by time of day



Strategy D	Weekday	Sat	Sun
No Change	46	0	0
Route Elimination	12	14	13
Frequency and/or Trip Reductions	12	23	21
Route Restructuring	12	10	10
Night Owl Elimination	4	4	4

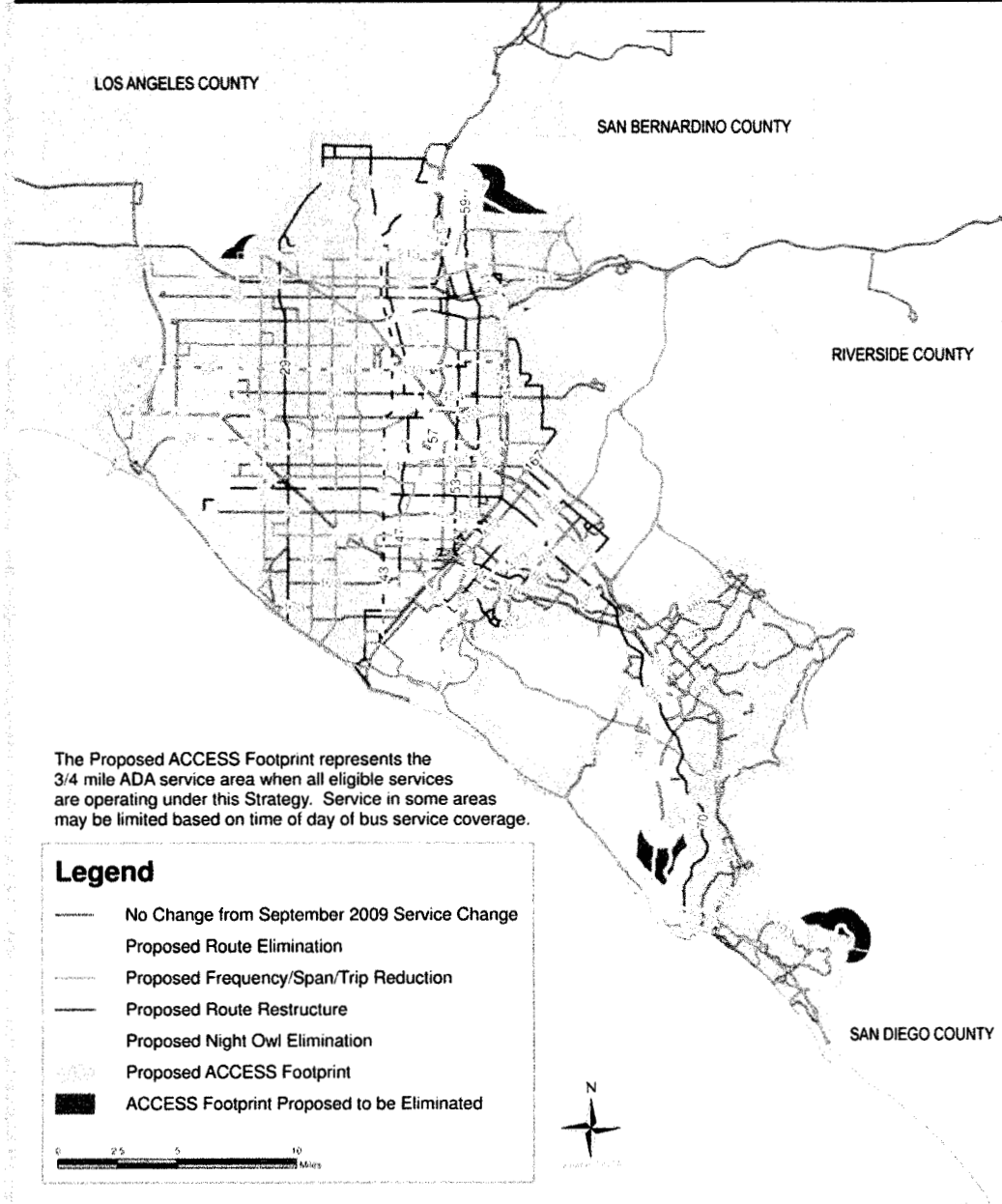
Strategy D - Combined Strategy

Weekday Network



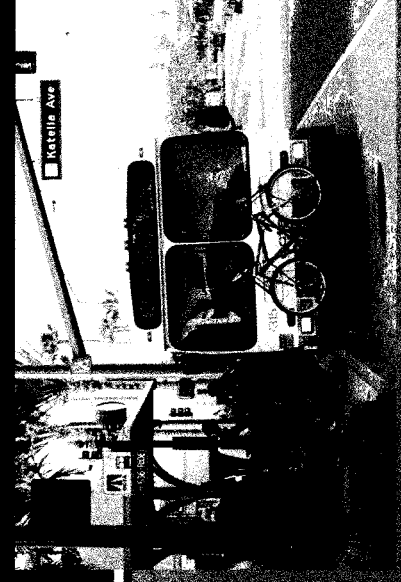
Strategy D - ACCESS Footprint

Weekday Network

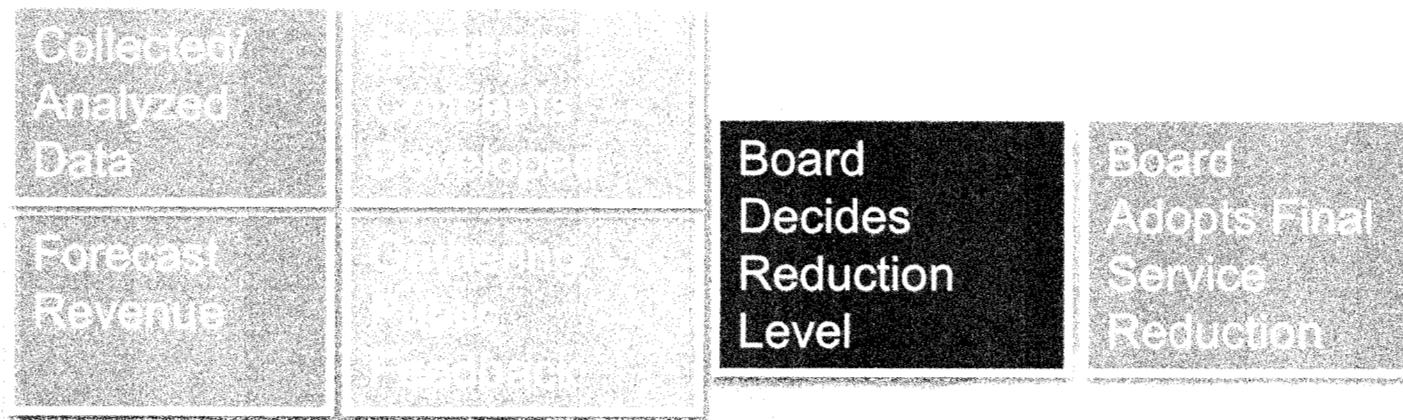




Public Outreach & Feedback



Service Reduction Process



June

Sept. - Oct.

Early Nov.

Nov. 23

●
We are here

Public Communications

March 2010 Bus Service Reduction Strategies
Estrategias de Reducción al Servicio de Autobuses Para Marzo 2010

See a Make for details on a Community card. See a poster para detalles en una Tarjeta de Comunidad.

Route	Start	End	Days	Frequency
101	10:00 a.m.	6:00 p.m.	Mon-Fri	15 min
102	10:00 a.m.	6:00 p.m.	Mon-Fri	15 min
103	10:00 a.m.	6:00 p.m.	Mon-Fri	15 min
104	10:00 a.m.	6:00 p.m.	Mon-Fri	15 min
105	10:00 a.m.	6:00 p.m.	Mon-Fri	15 min
106	10:00 a.m.	6:00 p.m.	Mon-Fri	15 min
107	10:00 a.m.	6:00 p.m.	Mon-Fri	15 min
108	10:00 a.m.	6:00 p.m.	Mon-Fri	15 min
109	10:00 a.m.	6:00 p.m.	Mon-Fri	15 min
110	10:00 a.m.	6:00 p.m.	Mon-Fri	15 min
111	10:00 a.m.	6:00 p.m.	Mon-Fri	15 min
112	10:00 a.m.	6:00 p.m.	Mon-Fri	15 min
113	10:00 a.m.	6:00 p.m.	Mon-Fri	15 min
114	10:00 a.m.	6:00 p.m.	Mon-Fri	15 min
115	10:00 a.m.	6:00 p.m.	Mon-Fri	15 min
116	10:00 a.m.	6:00 p.m.	Mon-Fri	15 min
117	10:00 a.m.	6:00 p.m.	Mon-Fri	15 min
118	10:00 a.m.	6:00 p.m.	Mon-Fri	15 min
119	10:00 a.m.	6:00 p.m.	Mon-Fri	15 min
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149	10:00 a.m.	6:00 p.m.	Mon-Fri	15 min
150	10:00 a.m.	6:00 p.m.	Mon-Fri	15 min

BROCHURE (PRINT & ONLINE)

2010년 3월 버스 교통편 축소 운영 커뮤니티 모임 및 공청회
Tháng Ba 2010 Các Giảm Dịch Vụ Xe Buses Các Buổi Họp Cộng Đồng và Điều Trần Công Cộng

March 2010 Bus Service Reductions
March 2010 Reducciones del Servicio de Autobuses

Community Meetings and Public Hearing Notice
Aviso de reuniones comunitarias y audiencia pública

社區會議和公開聽證會的通知
커뮤니티 모임 및 공청회 공지

Các Buổi Họp Cộng Đồng và Thông Báo về Buổi Điều Trần Công Cộng

MULTILINGUAL FLYER

www.octa.net/marchchange

Bus Service

March2010_PSA_English.mov

www.octa.net
(714) 560-5066

PUBLIC SERVICE ANNOUNCEMENT

March 2010 Potential Bus Service Reductions
COMMUNITY MEETINGS & PUBLIC HEARING

Thursday, September 24 6:00 - 8:00 p.m. OCTA Headquarters, Room 154 600 S. Main St., Orange, CA 92668 Bus Routes: 88, 89, 90, 142, 402, 757	Thursday, September 23 6:00 - 8:00 p.m. Anaheim Downtown Community Center Harris & B 250 E. Carter St., Anaheim, CA 92805 Bus Routes: 42, 43, 47, 147	Thursday, October 1 6:00 - 8:00 p.m. Laguna Hills Community Center Heritage Rooms B & C 25666 Alicia Parkway Laguna Hills, CA 92653 Bus Routes: 87, 91	Monday, October 20 8:00 a.m. Public Hearing OCTA Headquarters, Rooms 154 600 S. Main St., Orange, CA 92668 Bus Routes: 88, 89, 90, 142, 402, 757
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BILINGUAL BUS INTERIOR CARD

Hotline: (714)-560-5066

MARCH 2010 POTENTIAL BUS SERVICE REDUCTIONS
Community Meetings and Public Hearing

The following information is for informational purposes only. It is subject to change. Community meetings and public hearings will be held on the dates listed below. If you have any questions, please call the OCTA Customer Service Center at (714) 560-5066. Please note that the availability of OCTA Community Meetings and Public Hearings is subject to change. Please allow us to contact you if you have any questions.

Community Meeting
Thursday, September 24, 6:00 - 8:00 p.m.
OCTA Headquarters, Rooms 154
600 S. Main St., Orange, CA 92668
Bus Routes: 88, 89, 90, 142, 402, 757

Monday, September 23, 6:00 - 8:00 p.m.
Anaheim Downtown Community Center
Harris & B
250 E. Carter St., Anaheim, CA 92805
Bus Routes: 42, 43, 47, 147

Thursday, October 1, 6:00 - 8:00 p.m.
Laguna Hills Community Center
Heritage Rooms B & C
25666 Alicia Parkway
Laguna Hills, CA 92653
Bus Routes: 87, 91

Public Hearing
Monday, October 20, 8:00 a.m.
OCTA Headquarters, Rooms 154
600 S. Main St., Orange, CA 92668
Bus Routes: 88, 89, 90, 142, 402, 757

MULTILINGUAL ADS

Public Feedback

- Online and On-board Comment Card
- Customer Service
 - (714) 636-RIDE, ext. 2
 - (949) 636-RIDE, ext. 2 (South County)
- Community and Public meetings



BUS SERVICE REDUCTIONS FEEDBACK
COMENTARIOS SOBRE REDUCCIONES DE SERVICIO DE AUTOBUS

Please enter your information. / Incorpore por favor su información.

Name / Nombre: _____
Address / Dirección: _____
City / Ciudad: _____
Zip Code / Código Postal: _____
Phone Number / Teléfono: _____
Email Address / Correo Electrónico: _____
What bus route(s) do you use? / ¿Cuál(es) ruta(s) de autobús utilizas? _____

Your comments are important to us. Please provide your comments about the March 2010 proposed service reductions below. / Sus comentarios son importantes para nosotros. Proporcione por favor sus comentarios sobre las reducciones propuestas el marzo de 2010 del servicio abajo.

www.octa.net/march2010feedback

Comment Card
Tarjeta Para Comentarios

Please enter your information. / Incorpore por favor su información. _____
Name / Nombre: _____
Address / Dirección: _____
City / Ciudad: _____
Zip Code / Código Postal: _____
Phone Number / Teléfono: _____
Email Address / Correo Electrónico: _____
What bus route(s) do you use? / ¿Cuál(es) ruta(s) de autobús utilizas? _____

Would you like to receive future OCTA e-mails? If yes, please include e-mail address. / ¿Le gustaría recibir futuras e-mails de OCTA? Si es así, incluya dirección de correo electrónico en su comentario. _____

Date: _____

General Concerns

Inability to make trips for:

Work, School, Medical, Recreation

Only means of transportation

Loss of independence & quality of life

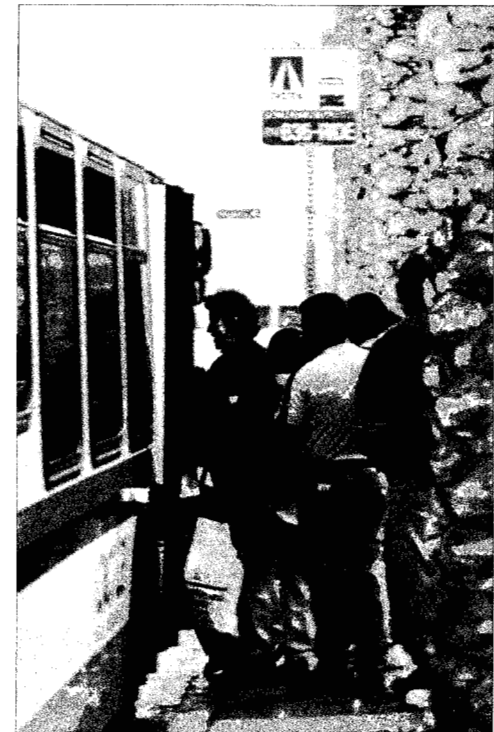
Loss of service for special needs customers

Employment loss (might lose my job)



Overall Feedback

- In core, already overcrowded buses
- Retain Night Owl
- Preserve span
- Remove off-peak trips (retain span)
 - Midday
 - Weekends
- Add revenue to maintain service
- Preserve footprint of network
- Minimize ACCESS impacts



Transit Advocates' Feedback

- No span reductions
- Maintain Night Owl until the 1 am trip
- Avoid cuts to overcrowded routes
- Refine restructuring proposals
 - Adjust terminals and headways



Next Steps

Service Level

- Finance & Admin. Committee Oct. 28
- Board of Directors Nov. 9

Service Plan

- Transit Committee Nov. 12
- Board of Directors Nov. 23

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
October 9, 2009

Call to Order

The October 9, 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
Bill Campbell
Carolyn Cavecche
William J. Dalton
Paul Glaab
Cathy Green
Allan Mansoor
John Moorlach
Janet Nguyen
Chris Norby
Miguel Pulido
Gregory T. Winterbottom
Cindy Quon, Governor's Ex-Officio Member

Also Present: 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: Patricia Bates
Arthur C. Brown
Richard Dixon
Curt Pringle

Invocation

Director Cavecche gave the invocation.

Pledge of Allegiance

Director Campbell 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. Consideration of Public Member Appointment

Director Norby opened this discussion and invited Mr. Sergio Munoz, who had applied for consideration for this appointment, to address the Board at this time.

Mr. Munoz, a community artist, stated that since his interview earlier in the week at the Executive Committee meeting, he had contemplated that perhaps he is not yet experienced in the right areas for this position. However, he also stated that if appointed, he would embark on various areas of dialog within the County on behalf of OCTA.

Director Campbell extended this appreciation to Mr. Munoz for his interest in OCTA and encouraged him to become familiar with and begin participation in OCTA public participation committees, and suggested other ways to Mr. Munoz in which he might serve.

A motion was made by Director Campbell, seconded by Director Green, and declared passed unanimously by those present, to appoint current Chairman Peter Buffa as a public member of the OCTA Board of Directors for the term commencing October 14, 2009, through October 13, 2013.

Vice Chairman Amante and Director Pulido were not present for this vote. As current public members, Chairman Buffa and Director Winterbottom were not able to participate in this vote.

The Oath of Office was administered to Chairman Buffa by General Counsel, Kennard R. Smart, Jr.

2. Presentation of the “Mobility 21 Leader of the Year” Award to Director Carolyn Cavecche

Chairman Buffa presented OCTA Director and City of Orange Mayor Carolyn Cavecche with the Mobility 21 Leader of the Year Award. OCTA Chairman Buffa and other officials voiced remarks about Director Cavecche’s dedication and leadership in advocating for transportation improvements for Southern California.

Consent Calendar (Items 3 through 9)

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

3. Approval of Minutes

A motion was made by Director Green, seconded by Director Moorlach, and declared passed by those present, to approve the minutes of the Orange County Transportation Authority and affiliated agencies' regular meeting of September 28, 2009.

Vice Chairman Amante and Director Pulido were not present for this vote.

4. Approval of Board Member Travel

A motion was made by Director Green, seconded by Director Moorlach, and declared passed by those present, to approve travel for Director Art Brown to go to Vancouver, B.C., October 18 - 20, 2009, to participate in the International Air/Rail Organization (IARO) Light Rail Conference.

Vice Chairman Amante and Director Pulido were not present for this vote.

5. Amended Cooperative Agreement with the Orange County Council of Governments for SB 375 Planning Requirements

Chairman Buffa stated he had been contacted by Director Dixon, who could not be present at this meeting, and asked that this item concerning the Orange County Council of Governments (OCCOG) be continued and returned to the full Board for discussion.

A motion was made by Chairman Buffa, seconded by Director Green, and declared passed by those present, to continue this item for future discussion.

Vice Chairman Amante and Director Pulido were not present for this vote.

5. (Continued)

Director Cavecche inquired as to who will provide administrative duties until this is brought back to the Board and issues resolved.

Kristine Murray, Executive Director of Government Relations and Executive Director of OCCOG, responded that OCTA would continue in that capacity until further direction by the OCTA Board of Directors. Director Cavecche requested that staff track the costs involved for administrative support for OCCOG. She further stated that she hopes an agreement can be arrived at with both Boards in the interest of the entire County.

Orange County Service Authority for Freeway Emergencies Consent Calendar Matters

6. Amendment to Agreement No. C-5-2927 with Cingular Wireless for Call Box Digital Wireless Service

Director Moorlach pulled this item and commented on the overcharges during the past months for service which was not being used. He inquired if Cingular has made an overture for repayment of the charges.

Sue Zuhlke, Director of Motorist Services and Special Projects, responded that when this was brought to AT&T's (then Cingular Wireless) attention, they had no way to determine whether or not there was service being provided during that time period as it was OCTA's responsibility to notify them as phones were removed. Therefore, if OCTA did not provide that notification, they had no way to know which numbers were to be deleted.

Ms. Zuhlke stated that she found other billing errors with respect to being charged for text messaging, and those issues were corrected as that service was not part of the contract, and OCTA received a credit in full for those errors.

Director Moorlach inquired if Verizon could be considered as an alternative for service. Ms. Zuhlke responded that the current contract runs through calendar year 2010, and Verizon could bid on the contract at that time.

A motion was made by Director Green, seconded by Director Campbell, and declared passed by those present, to authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement No. C-5-2927 between the Orange County Transportation Authority and AT&T Mobility, in an amount not to exceed \$75,000, for digital wireless service to support the Orange County Service Authority for Freeway Emergencies call box system, bringing the total contract value to \$375,000.

Director Moorlach voted in opposition to this motion; Vice Chairman Amante and Director Pulido were not present to vote on this item.

6. (Continued)

Director Campbell thanked Ms. Zuhlke for bringing this issue to the Board's attention and asked for confirmation that a new procedure is in place that a notice will be provided to the wireless communications service when service is canceled.

Ms. Zuhlke confirmed that a procedure is now in place and informed the Board that 72 lines were canceled after determining there is no service to those lines.

Orange County Local Transportation Authority Consent Calendar Matters

7. Approval to Release Request for Proposals for Preparation of Project Study Report Equivalents for Five At-Grade Rail-Highway Crossings Along the Orange County Portion of the Los Angeles – San Diego – San Luis Obispo Rail Corridor

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

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 9-0769 for selection of consultant services.
- B. Approve the release of Request for Proposals 9-0769 for consultant services to prepare a project study report equivalent for each of the five at-grade rail-highway crossings along the Los Angeles – San Diego – San Luis Obispo rail corridor.

Vice Chairman Amante and Director Pulido were were not present for this vote.

8. Agreement for Public Outreach Consultant to Support Right-of-Way, Final Design, and Construction Phases of Grade Separation Projects

A motion was made by Director Green, seconded by Director Moorlach, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement No. C-9-0250 between the Orange County Transportation Authority and Arellano Associates, in an amount not to exceed \$610,000 over a four-year term, for comprehensive public outreach services during the right-of-way, final design and construction phases of the five grade separation projects.

Vice Chairman Amante and Director Pulido were not present for this vote.

Orange County Transit District Consent Calendar Matters

9. Agreement for Bus Stop Maintenance Program

Director Norby pulled this item, expressed his concern regarding this contract, and stated he is unclear as to what service is being received through this contract. He expressed concern for policy implications for different treatment for different cities. He stated that his understanding, based on recent discussions, was that some cities have taken responsibility for maintaining their bus stops, and others have not done so.

Ryan Erickson, Facilities Maintenance Manager, responded and stated that the bus stop maintenance that is being performed at all of the bus stops is on OCTA's equipment, which is not the shelter or benches, but is for the post, signs, routing information, solar lighting, etc.

Discussion followed regarding this bid in relation to the costs presented by other bidders and their level of responsiveness to all areas of questions in the Request for Proposals.

Director Nguyen requested information on cities' level of participation in bus stop maintenance, how much time is needed to get cities responsible for their bus stops, and costs involved for OCTA in the interim.

A motion was made by Director Campbell, seconded by Director Norby, and declared passed by those present, to continue this item for at least two weeks.

Director Glaab was not present to vote on this item.

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

10. Central County Corridor Major Investment Study Update - Reduced Set of Alternative Strategies

Vice Chairman Amante provided background on this issue; Tami Warren, Project Manager, provided an update on the Major Investment Study and presented each of the alternative strategies and details of the elements of each.

9. (Continued)

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

- A. Approve the initial screening report recommending a reduced set of five alternative strategies for additional engineering and environmental analysis.
- B. Direct staff to return to the Board of Directors in the winter 2009-10 to provide an update on the analysis of the reduced set of alternative strategies.

Directors Glaab and Norby were not present to vote on this item.

Discussion Items

11. American Recovery and Reinvestment Act Program Update

Abbe McClenahan provided an update on the American Recovery and Reinvestment Act (ARRA) of 2009 Program status and discussed recent developments related to high-speed rail.

Darrell Johnson, Executive Director of Rail Programs, provided an update on rail programs and project.

Chairman Buffa requested a status be provided on funding for high-speed rail along the Anaheim to Las Vegas, Nevada, segment.

Director Quon highlighted Orange County's accomplishment of having met the federal obligation on the ARRA funding. She stated that on the highway infrastructure side, over 55 projects have been identified to receive funding, 53 of which are fully-obligated well within the federal requirement of the March 2, 2010, date.

12. 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.

No comments were offered at this time.

13. Chief Executive Officer's Report

James S. Kenan, Deputy Chief Executive Officer, advised the Board that Chief Executive Officer, Will Kempton, is on vacation this week and will return to the office on October 15th.

He further informed the Board of upcoming meetings and events.

14. Directors' Reports

Director Quon reported that Caltrans has recently restriped lanes along the southbound State Route 57 high-occupancy vehicle lanes between Chapman Avenue and State Route 91 as a safety project.

Director Moorlach referred back to Item 7, regarding grade crossings, and stated that the grade crossing for Santa Ana Boulevard is not on the chart and inquired why that is the case.

Darrell Johnson, Executive Director of Rail Programs, responded that as staff went through the prioritization process, there were a couple crossings that made sense to be on the list, but were actually already being studied through other projects, and this was one of them.

Mr. Johnson stated that earlier this year, the Board made a grant award to the City of Santa Ana to do planning and analysis at the Santa Ana Regional Transportation Intermodal Center, and that included work to look at the grade separation on Santa Ana Boulevard.

Director Moorlach reported that he attended two of the four scoping meetings regarding the Interstate 405 project, and thanked staff for the work performed for those meetings.

15. Closed Session

A Closed Session was not conducted.

16. Adjournment

The meeting was adjourned at 10:27 a.m. The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, October 26, 2009**, at the OCTA Headquarters.

ATTEST

Wendy Knowles
Clerk of the Board

Peter Buffa
OCTA Chairman



BOARD COMMITTEE TRANSMITTAL

October 26, 2009

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Communications by Independent Financial Statement Auditor

Finance and Administration Committee Meeting of October 14, 2009

Present: Directors Amante, Bates, Green, and Moorchach
Absent: Directors Brown, Buffa, and Campbell

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Receive and file as an information item.



October 14, 2009

To: Finance and Administration Committee
From: Will Kempton, Chief Executive Officer
Subject: Communications by Independent Financial Statement Auditor

Overview

Mayer Hoffman McCann, P.C., the independent financial statement auditor of the Orange County Transportation Authority, is in the process of conducting the fiscal year 2008-09 audit. In connection with the audit, Mayer Hoffman McCann, P.C. is communicating the planned scope and timing of the audit as well as soliciting input on any matters of which the Finance and Administration Committee has knowledge that may have a bearing on the Orange County Transportation Authority's financial statements for the year ended June 30, 2009.

Recommendation

Receive and file as an information item.

Background

In connection with its annual audit of the Orange County Transportation Authority's (OCTA) financial statements for the fiscal year ended June 30, 2009, Mayer Hoffman McCann P.C. (MHM) is required to make certain inquiries and communications.

Discussion

MHM has prepared a memorandum (Attachment A) to the Finance and Administration Committee (Committee) of the Board of Directors of OCTA with the purpose of making certain inquiries and communications. Specifically, MHM has requested that the Committee inform MHM of any matters of which the Committee may be aware that could have a significant impact to the financial statements of OCTA taken as a whole. OCTA staff have provided the auditors with information related to claims, liabilities, and contingencies;

however, the auditors would also welcome input from the Committee were the Committee to have additional concerns.

Secondly, MHM is required to provide certain communications to those charged with governance with regard to audit scope and timing. Page two of Attachment A reflects MHM's plan to complete the audit and issue an opinion on the financial statements no later than January 2010. MHM's planned scope includes procedures to detect fraud, improper revenue recognition, improper classification of expenditures, inaccurate capital asset accounting, and noncompliance with certain legal requirements and grant agreements.

Summary

OCTA's independent financial statement auditors are making certain inquiries and communications in relation to their audit of the financial statements of OCTA as of June 30, 2009.

Attachment

- A. Annual Financial Audit of Orange County Transportation Authority for the year ended June 30, 2009.

Prepared by:

Kathleen M. O'Connell
Executive Director, Internal Audit
(714) 560-5669



Mayer Hoffman McCann P.C.

An Independent CPA Firm

2301 Dupont Drive, Suite 200
Irvine, California 92612
949-474-2020 ph
949-263-5520 fx
www.mhm-pc.com

September 24, 2009

Finance and Administration Committee
Orange County Transportation Authority
600 S. Main Street
Orange, California 92868

**RE: ANNUAL FINANCIAL AUDIT OF ORANGE COUNTY TRANSPORTATION
AUTHORITY FOR THE YEAR ENDED JUNE 30, 2009**

We are in the process of conducting the annual financial audit of the Orange County Transportation Authority (OCTA) for the year ended June 30, 2009. Professional auditing standards require that, as a part of our audit, we inquire of those in governance to ascertain whether or not the Finance and Administration Committee (Committee) has knowledge of matters that might have a bearing on our risk assessment for the annual audit of OCTA's financial statements. Examples of these matters include:

- Known or suspected instances of employee fraud;
- Areas in which the internal controls of OCTA are thought by the Committee to be weak;
- Known or suspected misstatements in the accounting records of OCTA;
- Known or suspected use of improper accounting practices by OCTA;
- Any awareness of pressure upon OCTA or its management with respect to achieving certain financial results;
- Matters that warrant particular attention during the audit; and
- Information about unusual transactions or other matters relevant to the audit.

Generally, the scope of the audit is limited to matters involving amounts that would be significant to the financial statements of OCTA taken as a whole. If additional time is required to respond to the concerns of OCTA, we will estimate for OCTA the costs involved. Please contact me at (949) 474-2020 extension 244, or by email at mddavis@cbiz.com, within 30 days from the date of this letter if the Board has any matters to report that meet the above criteria.

Statement on Auditing Standards (SAS) No. 114 requires the auditors to communicate the planned scope and timing of the audit. Additionally, at the conclusion of the audit, we will provide the Board with a letter communicating certain matters related to the audit, such as:

- Auditors' responsibility relative to the audit;
- Significant findings from the audit;
- Qualitative aspects of OCTA's accounting policies;
- Significant difficulties encountered during the audit;

- Uncorrected misstatements;
- Disagreements with management;
- Management's consultations with other accountants; and
- Significant issues discussed with management.

Timing of Audit

The interim portion of the audit was conducted from March 23, 2009 to April 24, 2009. The interim audit consists of gaining an understanding of OCTA, documenting internal controls and testing the effectiveness of key controls. We also began testing of OCTA's Federal programs. The final portion of the audit is underway and scheduled to be completed in early November 2009. Financial statements are planned to be issued to the Committee at a meeting in either December 2009 or January 2010.

Planned Scope of Audit

Risks of material misstatement addressed by our planned auditing procedures include:

- Fraud risk for cash receipts and cash disbursements – We plan to identify key internal controls and perform tests of those controls to determine if they are operating effectively to reduce the risk of material misstatement.
- Risk of improper revenue recognition – We plan to test material accrued revenues for collectability and meeting applicable revenue recognition criteria.
- Risk of improper classification of expenditures – We plan to test expenditures for proper fund assignment, proper support, approval, and cut-off.
- Risk of errors associated with identifying capital asset additions and deletions – We plan to test the internal controls of OCTA to properly identify capital asset additions and deletions and to record them in the proper amounts.
- Risk of unallowable transfers between funds – We plan to test material transfers from restricted funds for conformity to legal requirements.
- Risk of non-compliance with federal grant requirements – We plan to complete a single audit in accordance with Office of Management and Budget (OMB) Circular A-133 to ensure that OCTA has complied with the applicable compliance areas associated with its Federal Transportation Administration funding, as well as any other federal grants that may qualify as major programs for the year ended June 30, 2009.

Finance and Administration Committee
Orange County Transportation Authority
September 24, 2009

If any member of the Board has information relevant to our audit (matters involving amounts that would be significant to the financial statements of OCTA taken as a whole), please contact me at (949) 474-2020 extension 244, or by email at mddavis@cbiz.com.

Sincerely,

MAYER HOFFMAN McCANN P.C.

A handwritten signature in black ink, appearing to read 'MDD', with a long horizontal stroke extending to the left.

Marcus D. Davis, CPA
Shareholder



October 26, 2009

To: Members of the Board of Directors
From: Will Kempton, ^{W.K.} Chief Executive Officer
Subject: Federal Legislative Status Report

Overview

This report provides information regarding the status of federal authorization and appropriation legislation as of the close of the federal fiscal year on September 30, 2009.

Recommendation

Receive and file as an information item.

Discussion

The United States (U.S.) Senate and the U.S. House of Representatives (House) passed its Transportation, Housing and Urban Development (THUD) appropriations bills for the new federal fiscal year (FFY) 2010. However, differences between the two bills were not resolved in conference prior to the September 30, 2009, deadline. With other federal departments also lacking final passage of the respective appropriations, the House and the Senate both passed a Continuing Resolution to continue the expenditure of funds at FFY 2009 levels for another 30 days.

The end of year negotiations were greatly complicated by two additional issues: Expiration of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) on September 30, 2009; and a provision in SAFETEA-LU (Section 10212) that rescinds \$8.7 billion in highway program funding authorization, called contract authority, on September 30, 2009, the last day of SAFETEA-LU.

The rescission language was originally written into the bill in 2004 at the request of the Bush administration to meet its concern that contract authority spending provided by the authorizing committees matched the obligation limits, or funding ceilings, set by the appropriations committees.

To achieve this goal, there were several rescissions of contract authority throughout the life of SAFETEA-LU. These adjustments are traditionally accomplished without reaching the lower and more critical level for authority to obligate federal funds to a project (referred to as "obligation authority"). However, as more and more contract authority was removed from SAFETEA-LU and new requirements were placed on how the funds could be programmed, the flexibility to shift the rescission burden between programs was reduced.

As a result, if the rescission language is not reversed by Congress, there will be significant impacts to obligation authority for major projects in Orange County and across the state. One of the projects potentially impacted is the West Orange County Connector (WCC) project, which will link the high-occupancy vehicle (HOV) lanes/carpool lanes on the San Diego Freeway (Interstate 405) and those of the Garden Grove Freeway (State Route 22), and the San Gabriel Freeway (Interstate 605).

Congress is aware of the adverse impacts and has been working to address them. Major stakeholders across the nation have also weighed in to express concerns about the rescission and impacts to projects, jobs, and the economy. On July 28, 2009, the California Department of Transportation (Caltrans) sent a letter to U.S. Senator Barbara Boxer (D-CA), Chair of the Senate Environment and Public Works Committee (EPW), the senate committee of primary jurisdiction for SAFETEA-LU, regarding the impact on California. On September 24, 2009, the Orange County Transportation Authority (OCTA) sent a letter to the Chair and Ranking Member of the House Transportation and Infrastructure Committee, copying the Orange County delegation, explaining the potential impact of the rescission on the WCC project, including the fact that failure to obligate funds for this project would also jeopardize the ability to obligate \$50 million in federal economic stimulus funding American Recovery and Reinvestment Act (ARRA) for the project. The National Governors Association and the American Association of State Highway Transportation Officials also urged congress to repeal the rescission.

Senator Boxer assured her colleagues earlier in the summer that the matter would be resolved. Despite her best efforts and the efforts of EPW ranking member, U.S. Senator James Inhofe (R-OK), and bipartisan leadership in the senate, the matter was not resolved before SAFETEA-LU sunsetted on September 30, 2009. The House and Senate have been in disagreement over whether to pass a new authorization at this time, favored by the house, or extend SAFETEA-LU for an additional 18 months, favored by the senate and the administration. With this in mind, the House passed and sent over to the senate the shortest possible SAFETEA-LU extension in order to continue

pressure for a new authorization bill. In addition, the House has indicated that it will not repeal the Section 10212 rescission without a substitute source of funding to offset the rescission and therefore, did not include repeal of the rescission as a part of the House extension bill.

Although there remains strong sentiment to repeal the rescission in the Senate, time ran out on the ability to accomplish this before midnight on September 30, 2009. Staff will continue to update the Board on any additional Congressional actions to address this matter.


Summary

Congress passed a 30-day continuing resolution to fund government operations during the month of October 2009. A specific transportation appropriations bill has not been completed. Efforts to repeal the rescission of \$8.7 billion required by SAFETEA-LU or to pass an extension of the transportation authorization program have thus far have been unsuccessful. The August monthly reports for Potomac Partners, Smith, Dawson and Andrews, and the May-July quarterly report of Scott Baugh are included as Attachments A, B, and C.


Attachments

- A. Smith, Dawson and Andrews August, 2009 Monthly Report to OCTA
- B. Potomac Partners August, 2009 Monthly Report to OCTA
- C. Scott Baugh Quarterly Report , May 1 to July 30, 2009 to OCTA

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Smith, Dawson and Andrews August, 2009
Monthly Report to OCTA

ATTACHMENT A

Report
to the
ORANGE COUNTY TRANSPORTATION AUTHORITY

From
Smith, Dawson & Andrews

Focus: Presidential, Congressional & DOT Action regarding Appropriations,
Reauthorization & ARRA
September 2009

Highlights

Congress returned from their six-week-summer recess, after major focus was drawn to the controversies over health care reform in towns and cities across the country. The health care debate is notable, because it will ultimately impact the attention of Congressional decision makers, the political climate and inclination to deal with the 2010 budget in addition to solutions for transportation programs in this country over the long term.

Before they left town, the House approved a \$7 billion transfer of general revenue funds to sustain the Highway Trust Fund through the end of fiscal year 2009. This is a short-term fix, and the ball is in the Senate's court as to whether the fix will remain short term or be increased. The Senate Transportation Appropriations Subcommittee included transferring \$8-billion to HTF on July 10, but further action on the bill later in the month stopped after review and approval by the full committee.

Both chambers are expected to continue action on their respective appropriations bill in the month of September. The full Senate is expected to consider the transportation appropriations bill in the week Members return. Conference with the House bill will then move quickly.

The House Highways & Transit Subcommittee approved Surface Transportation Reauthorization Act of 2009 is expected to move to full committee deliberation within the first two weeks of the Members' return to work. The measure continues to outpace the efforts of House Ways & Means to provide a funding source measure, Select Revenue Subcommittee Chairman Richard Neal (MA) is reported to be working diligently on the matter.

House Highways & Transit Subcommittee Chairman Pete DeFazio has introduced bills to create an alternative source of funding for transportation projects through oil futures. HR 3379 is called, "The Lowering Oil Price Speculation for Infrastructure Dedicated to Economic Development Act of 2009" or the "LOPSIDED Oil Prices Act of 2009." No other measures have emerged thus far. Transportation reauthorization cannot proceed to House floor debate

until its funding source companion bill has been reported out of the Ways & Means Committee.

The 18-month extension of current federal transportation programs that was reported out by the Senate Environment & Public Works Committee on July 15 still stands as the only measure of record on the subject. House Transportation & Infrastructure Chairman Jim Oberstar continues to vigorously and publicly object to the length of time. Reports indicate he will move something in the House that is a much shorter timeframe to continue to press for full reauthorization sooner rather than later.

No Senate Environment & Public Works hearings on transportation reauthorization were held after the 18-month extension was approved. Senate Banking, Housing and Urban Affairs conducted an August 4 hearing : Rail Modernization/Getting Transit Funding Back on Track, which is archived at http://banking.senate.gov/public/index.cfm?FuseAction=Hearings.Hearing&Hearing_ID=c5974f0c-d925-4ee2-b35c-8cecc6476215 . Federal Transit Administrator Peter Rogoff led off the witnesses and discussed safety and the FTA's April 2009 State of Good Repair report. His testimony did not discuss reauthorization.

The Senate EPW Committee is expected to continue its focus on climate change with reports that Chairwoman Barbara Boxer will introduce a version of climate change legislation that does not mirror the House-passed ACES-- American Clean Energy and Security Act. It is expected to be introduced later in September and include a larger emissions allocation---up to 10%--as a new revenue source for surface transportation projects. If the transit revenue source provision is not included in this bill, then S. 575—Clean Tea, as introduced by Sens. Tom Carper (DE) and Arlen Specter (PA), include this provision, which could be added during committee action. The House-passed bill contains use of up to one percent of these allocations for potential transit projects. These measures provide funds for capital improvement projects and do not address the pressures that the current economy has cost service and operations.

Final applications for American Reinvestment and Recovery Act activity high speed rail grants were submitted August 24. The first round of awards is still expected in the fall.

SDA Outreach

Contact on Capitol Hill on behalf of OCTA

-Smith with appropriations and authorizing committee staff on recovery funding distributions, 2010 appropriations as well as movement on reauthorization and climate change legislation;

-Andrews & Burrell with *Sen. Patty Murray* and *Rep. John Olver* staff on status on fiscal 2010 appropriations process and reauthorization;

- Gaines with *Sen. Barbara Boxer* and *Rep. Loretta Sanchez* staff on climate change legislation, transportation reauthorization
- Gaines with *Rep. Loretta Sanchez* staff on reprogramming
- Garson with House T&I staff on reauthorization, freight and financing mechanism for federal transportation programs
- Newman with House Energy & Commerce Committee staff on timeline for Committee-passed version of climate change legislation; FRA action on high speed rail
- SDA group--review of important Congressional hearings and press conferences related to OCTA goals; information about Administration official travel and other events to grow awareness of OCTA solutions, opportunities and challenges to providing 21st century mobility options.

Contact with Administration on behalf of OCTA

- Burrell with David Kim, DOT Deputy Secretary for Intergovernmental Affairs

Contact with relevant organizations on behalf of OCTA

- Burrell, Andrews, Gaines, Garson with Southern California transportation Washington reps on September 1
- Garson participation with CAGTC on September 2 & 3 hill visits
- Burrell with National League of Cities on reauthorization and appropriations
- Garson and Lopez--US Conference of Mayors and National Association of Counties update meetings
- SDA group--outreach to Republican and Democratic leadership and Administration officials regarding activities related to ARRA funds distribution, appropriations preparations and reauthorization discussions.

**Potomac Partners DC
August 2009**

Partners contributing to the work in this report include: Rick Alcalde, Dan Feliz, and Lesli McCollum Gooch.

The House adjourned on July 31st and the Senate one week later for the August recess. Both Chambers are scheduled to reconvene on September 8th. During this recess period, Members returned to their districts to interact with constituents and primarily discuss health care reform in a variety of town hall forums, while Congressional staff focused on preparing for Congress's September return.

At the start of the session, President Obama plans to address a joint session of Congress on September 9th to lay out specifics of his proposed healthcare overhaul. With Health Care and Cap and Trade becoming politically vexing for some Democrats, it is likely these issues will not receive floor time in the Senate right away in September and instead shift Congress's focus on other legislative items like completing the FY 10 appropriations and the extension of SAFETEA LU. To date none of the appropriations bills have been reconciled in a House-Senate conference, though Senate Appropriations subcommittees have been working during the recess to set up a conference schedule for mid-September. During August PPDC met with Senate Appropriations staff who indicated that they will likely proceed with the Transportation Housing and Urban Development appropriations bill on the Senate floor the second week of September and with the remaining bills quickly thereafter.

With the passing of Senator Edward Kennedy there will also be a shake up of committee assignments in the Senate. Kennedy's chairmanship of the Health Education, Labor and Pensions (HELP) committee will likely be taken up by either Senator Chris Dodd (CT) or Senator Tom Harkin (IA). If Senator Dodd assumes the chairmanship of HELP, this would open up the Chairmanship of the Banking, Housing, and Urban Affairs to Sen. Tim Johnson (SD) or Sen. Jack Reed (RI). The chairmanship roster should be sorted out in September.

Surface Transportation Authorization Act (STAA) of 2009 Update

Despite Chairman Oberstar's efforts to drive legislative action on a multi-year authorization bill, STAA of 2009, the House Ways and Means committee has indicated it has no time in September to develop a comprehensive plan to finance a multi-year transportation authorization bill. The Ways and Means committee has also echoed the Administration's concern over a possible federal

gas tax increase, which could force President Obama to go back on his promise not to raise taxes on the middle class. There is also a concern that any additional spending on top of the any proposed health care overhaul, the FY09 ARRA legislation (stimulus) and the annual appropriations bills would be politically difficult and also put in jeopardy the bi-partisan support the Transportation authorization process currently enjoys. In August for example, the Administration acknowledged a \$1.5 trillion deficit this year, with a 10 year projected deficit of nearly \$10 trillion highlighting the recent stimulus spending in a negative way.

As a result of the current legislative financing roadblocks on a multi-year authorization, T&I Committee will soon begin work on an extension bill of the current SAFETEA LU. Senior T&I staff have indicated that Chairman Oberstar will not be calling for an 18-month extension in order to maintain leverage on the Senate to continue working toward his multi-year bill by the end of the year. The House T& I committee also plans on having a potential mark-up of a draft multi-year authorization bill to help perfect some of the policy aspects of the current bill, but not report out a final bill until the revenue piece is added by the House Ways and Means committee. This draft bill will also not include any member designated projects, funding amounts, or funding formulas at this time.

**Scott Baugh
Quarterly Report
May 1 to July 30, 2009 to OCTA**

Pursuant to discussions with members of the Legislative And Communications Committee and Orange County Transportation Authority (OCTA) staff, I undertook the following activities on behalf of OCTA during this period:

1. Regarding Senate Bill 375: Redesigning Communities to Reduce Greenhouse Gases:
 - a. Worked with state officials and Los Angeles County representatives on the need to develop strategy for calculating compliance impacts.
 - b. Delivered OCTA message to state and local officials that increasing the requirements for more public transportation as a way to reduce greenhouse gas emissions is inconsistent with state funding reductions for transit.

2. Regarding H.R. 2454, American Clean Energy and Security Act of 2009 (ACES) passed by the House on June 26, 2009
 - a. Held discussions with Congressman Cardoza (D-CA), as a leader of “Blue Dog” Democrats in California, and Congressman Nunes (R-CA), a member of the House Ways and Means Committee, to describe the regulatory impact of ACES on the transportation sector and the lack of sufficient funding from the bill to fund increased need for public transportation stemming from the bill’s requirements.
 - b. Met with Senate Minority Leader, Mitch McConnell, regarding the regulatory burden of ACES and the need for greater transportation funding to reduce greenhouse gas emissions
 - c. Met with Senator Pat Roberts (R-KS), and John Cornyn (R-TX), both members of the Senate Finance Committee, regarding the regulatory burden of ACES and the need for greater transportation funding to reduce greenhouse gas emissions.

3. Regarding the American Recovery and Reinvestment Act (ARRA) passed by Congress on February 17, 2009:
 - a. Conduct meeting with Department of Transportation Deputy Assistant Secretary and OCTA to provide briefing of OCTA stimulus projects and High Speed Rail project from Anaheim to Los Angeles

4. Participated in OCTA meetings with Congressman Bill Shuster (R-PA) to discuss goods movement, high speed rail and transportation reauthorization legislation.



October 26, 2009

To: Members of the Board of Directors
From: Will Kempton ^{JPK: WJK} Chief Executive Officer
Subject: State Legislative Status Report

Overview

An overview of the Regional Targets Advisory Committee recommendations to the Air Resources Board for factors and methodologies to be considered in setting regional greenhouse gas emission reduction targets under SB 375 (Chapter 728, Statutes of 2008) is provided.

Recommendation

Receive and file as an information item.

Discussion

Under SB 375 (Chapter 728, Statutes of 2008), the California Air Resources Board (ARB) is to provide each region with greenhouse gas (GHG) emission reduction targets for light trucks and automobiles for 2020 and 2035 by September 30, 2010. Each region will then develop a sustainable communities strategy (SCS) to be integrated into the regional transportation plan (RTP), that will seek to achieve such targets through the integration of transportation, housing, and land use planning. If a region is unable to achieve the designated regional target, the region must create an alternative planning strategy (APS) which details how the targets could be achieved and describes any current constraints, such as funding, which prevent the targets from being achieved.

In order to assist in the task of setting regional GHG emission reduction targets, SB 375 required the ARB to appoint a Regional Targets Advisory Committee (RTAC) to recommend factors to be considered and methodologies to be used in setting the targets. On January 23, 2009, the ARB appointed a 21-member RTAC, which consisted of members representing a variety of stakeholders, including metropolitan planning organizations (MPOs), county transportation commissions, air districts, environmental groups, social equity

groups, and homebuilders. For a complete list of members, please refer to Attachment A.

RTAC Recommendations

After meeting at least once a month since February, for a total of 14 meetings, the RTAC released its final recommendations to the ARB on September 29, 2009. In its report titled, Recommendations of the RTAC Pursuant to SB 375 (Report), the RTAC proposes both methods for setting the targets and also recommends complimentary policies for implementation. Below is a synopsis of the major recommendations included in the Report.

Target Setting Process

RTAC's Report outlines a seven-step process for creating the targets, ending with the ARB's final adoption of the targets in September 2010. The Report recommends a collaborative process, emphasizing heavy communication between the MPOs and ARB, as well as the inclusion and buy-in of various stakeholders including local jurisdictions; county transportation commissions, especially within the Southern California Association of Governments (SCAG) region; and air districts.

Within this process MPOs will first do an independent analysis of its fiscally constrained RTP to estimate GHG emissions for 2020 and 2035, using a 2005 base year. ARB will then use this analysis to create GHG emission projections for the same years, resulting in a "baseline" from which future, alternative MPO-created scenarios will be measured against. Using this data, the MPOs and ARB will then work together to identify and test the effectiveness of alternative scenarios and strategies which will lead to the most ambitious achievable GHG emission reduction targets. These scenarios could include increased transportation funding and investment in alternative modes of transportation, improved integration of land use and transportation policies, increased use of pricing options including express lanes, and fuel taxes.

MPOs will then forward the resulting outputs from the above analysis to the ARB, who will then use the data, in conjunction with other empirical studies and relevant information, to prepare draft targets. At this time, MPOs can also submit its own proposed draft targets. All of these steps are to be finished by April 30, 2010, for the SCAG region, and March 1, 2010, for the other MPOs.

The ARB will then consider feedback from MPOs and other stakeholders in creating revisions to these preliminary targets, based on a "reasonably tough test." ARB staff will then propose draft targets to its board by June 30, 2010, with final approval by its board required by September 30, 2010.

The Report recommends that in setting the targets, the ARB use a 2005 baseline, deeming that to be the year that most MPOs relied on for their last RTP cycle. In addition, by using current year data, this will allow regions to take into account GHG emission reduction measures that have occurred within the last few years. When set, the target will be expressed as a percent per-capita reduction from the 2005 baseline.

Overall, this target, per the ARB direction in adopting the Scoping Plan under AB 32 (Chapter 488, Statutes of 2006), is to be ambitious and achievable. The Report attempts to define this goal by stating that the targets should not be set low simply to allow regions to adopt a SCS. Rather, the targets should be set at a level which forces regions to stretch and do all feasible measures to reduce GHG emissions. In order to accomplish this, the Report recommends that the fiscal constraints of the federal planning process should not be a barrier for the ARB target setting process. Rather, regions should review how key economic and funding assumptions may change during the implementation process. To assist in this process, the Report recommends that the RTAC meet once more, early in 2010, to review the regions' initial modeling data, which will provide additional information as to what may be deemed ambitious and achievable.

Tools for Meeting and Setting the Targets

Three specific tools will be used in the target setting process: empirical studies, modeling, and best management practices (BMP). Empirical studies will be used to derive the expected range of GHG emission reductions that would result from various policies, assist in creating policies for BMPs, and to calibrate travel demand models.

A great deal of time was spent at RTAC meetings discussing the state of current modeling tools. Overall, it was agreed that the sensitivity of current models was not at a level where all possible GHG emissions could accurately be measured. In addition, it was acknowledged that although every MPO uses modeling tools, some regions had more advanced programs than others. Thus, in order to create additional consistency across regions, the Report recommends that each MPO do a self-assessment of its current modeling capabilities. From that assessment, MPOs would create a model improvement program that addresses needed improvements, including if possible, the ability to quantify co-benefits and emission reductions from social equity measures, such as additional affordable housing.

Recognizing that improvements to current models will take time and additional funding, the Report recommends that for the first cycle of RTPs, regions also use BMPs to compliment their modeling results. The Report recommends the

creation of a list of BMPs within the next four to six months to be used for different objectives including the target setting process, regional GHG reduction strategy development, target compliance demonstration by small MPOs in the first round of RTPs, and as a method to more easily convey various strategies to the public. In addition, the Report envisions that local cities and counties could apply such tools to implement SCS strategies.

Underlying the use of each of these tools, is the need to account for specific assumptions, including current economic conditions. The Report recommends, to the extent possible, MPOs and the ARB use consistent assumptions when creating its strategy, including gasoline prices, and population and employment growth. In addition, the Report states that forecasting methods currently used in creating the RTP will account for economic fluctuations as implementation occurs.

Expert Consultation

Because of the need for continuous technical input as models are calibrated and BMPs are created, the Report recommends that the ARB consult with a group of technical experts and practitioners from the land use and transportation sectors in these endeavors. Specifically, this group would be used to help create the list of BMPs, review analytical tools and assist with ARB's review of MPO strategies. However, the Report does not identify how this group will be created, who will be included, and whether there will be any oversight over the group's conclusions.

Public Participation

Throughout the RTAC process, one of the most voiced comments was the need for enhanced public participation throughout the implementation process. Otherwise, the legitimacy of the process could be questioned. Recognizing this need, the RTAC report recommends that the ARB continue to allow for public comment opportunities including through the ARB's public comment website. In addition, in its recommendation that the RTAC meet one additional time, the Report expresses the belief that this will allow for an additional public comment opportunity. Finally, the Report specifically states that in each step of the target setting process, an opportunity for public involvement shall be provided.

Transit Funding

The Report specifically recognizes that one of the most significant barriers to regions meeting the GHG emission reduction targets, is insufficient transit funding. In order to emphasize the importance of this issue, the RTAC chose

to make the need for a secure source of transit funding one of its guiding principles. In addition, the state diversion of transit funding is repeatedly mentioned within the Report, with emphasis on the disconnect between these diversions and the state imposed emission reduction requirements. In order to address this issue, the Report specifically urges the state to address this discontinuity, and attempts to make additional recommendations for other funding sources, including through the federal transportation funding process.

In addition, the Report repeatedly recognizes increased transit service as a key mechanism for reducing emissions, including as a performance indicator. Recognizing the significance of this emission reduction tool, the Report recommends that transit funding levels be specifically analyzed as a key underlying assumption in creating the targets, and when modeling regional strategies.

Federal Legislation

With the impending federal re-authorization of the transportation spending bill, and potential adoption of a federal climate change bill, the Report makes specific recommendations in hopes of positioning California at the forefront of these proposals. In regards to the future federal climate change legislation, the Report recommends that some portion of revenues from any cap-and-trade program go to fund regional transportation planning that reduces GHG emissions; improvements to research, data collection, and related tools; and a significant portion should be allocated competitively, based on performance, to regions that adopt and demonstrate progress to attaining regional GHG emission reduction targets.

For the re-authorization process, the Report recommends that any new transportation spending bill should include the objectives of reducing carbon emissions, oil dependence, and congestion. The Report specifically recommends that the bill include regional GHG reduction goals with funding tied to implementing projects. Furthermore, it is also recommended that the bill create a new program to provide incentive grants to local governments to update zoning and related policies to conform to such goals. Finally, the Report also makes specific recommendations for including increased flexibility in future federal transportation funding bills for funding transit capital projects and operations.

Incentives

In addition to the need for a secure source of transit funding, one of the guiding principles adopted by the RTAC was the goal of providing incentives to local governments and regional agencies to maximize GHG reductions. The Report

recognizes that there should be ways to reward regions for implementing SB 375 beyond the California Environmental Quality Act (CEQA) streamlining provisions already included. The Report concludes that by creating further incentives this will increase the chances that regions will be able to meet the GHG emission reduction targets through a SCS. Examples of possible incentives that the Report recommends include: additional CEQA streamlining or other regulatory relief for regions that exceed the targets or local jurisdictions that meet specified standards related to SB 375 implementation, the establishment of a statewide award and recognition program, discretionary funding awards for local governments; and monetary grants from future cap-and-trade program revenues.

Role of Local Government

Repeatedly, the Report refers to local government as a key partner in the implementation of SB 375. The Report also recognizes that local governments have a variety of challenges to successfully implementing SB 375, predominately related to funding shortages. In order to address some of these challenges, the Report makes various recommendations with regards to funding, including the creation of additional local revenue raising authority, availability of loans and credits, and secure state sources of local transportation, transit, and redevelopment funds. Furthermore, the Report also recommends that transportation revenues available to the regions for expansion and capital improvements should be targeted to cities and counties with general plans and programs consistent with regional plans that achieve GHG emission reduction targets.

Beyond the funding shortages, the Report also attempts to address other issues related to local government implementation of SB 375. The Report specifically states that SB 375 should not be perceived as a “no growth” bill. However, the Report also recognizes that in order for SB 375 to be successfully implemented, the law envisions that local governments will ultimately amend its general plans and zoning to implement the SCS. In order to successfully do this, in addition to additional funding, the Report recommends that conflicting state mandates must be resolved and implementation must be done in a manner that is easily understandable.

Housing and Social Equity

One of the most discussed issues at the RTAC meetings was how, and if, to integrate social equity factors in target setting and compliance. Although there was little dissent that social equity played a role in reducing GHG emissions, with the RTAC adopting social equity as one of its guiding principles there was concern that current modeling tools did not have the ability to measure GHG

emission reductions from various social equity based policies. In order to balance these beliefs, the Report recommended additional research and model development to appropriately measure resulting GHG emission reductions from such policies, including increased affordable housing and job-housing balance. However, recognizing the importance of social equity concerns, the Report also recommends that social equity factors play a role in creating the regional GHG emission reduction targets, to the extent that modeling and off-modeling tools exist to measure such impacts. Furthermore, the Report also recommends that as SB 375 is implemented, steps should be taken to ensure that adverse social equity consequences be avoided, or mitigated to the extent feasible.

Participation in RTAC Process

Orange County Transportation Authority (OCTA) Director Carolyn Cavecche attended most RTAC meetings, as an alternate RTAC member for Art Leahy, Chief Executive Officer of the Los Angeles Metropolitan Transportation Authority. In addition, staff from OCTA attended each RTAC meeting, and wrote comment letters on applicable draft Reports.

At most RTAC meetings, Director Cavecche provided verbal comments on behalf of OCTA, emphasizing the need for secure, state source of transit funding for implementing SB 375 and the support of incentives for implementation, such as streamlined CEQA review of transportation projects. A complete list of comments made by OCTA during this process, and resulting outcome is attached (Attachment B).

Timeline for Creating Regional GHG Emission Reduction Targets per SB 375

- ARB staff brings RTAC Report to their Board – November 2009,
- RTAC meets to review initial regional modeling results – Early 2010,
- ARB creates preliminary draft targets and MPOs submit proposed targets to the ARB – March 1, 2010 (April 30, 2010 for SCAG),
- ARB staff recommends draft targets to its Board – June 30, 2010,
- ARB adopts GHG emission reduction targets – September 30, 2010.

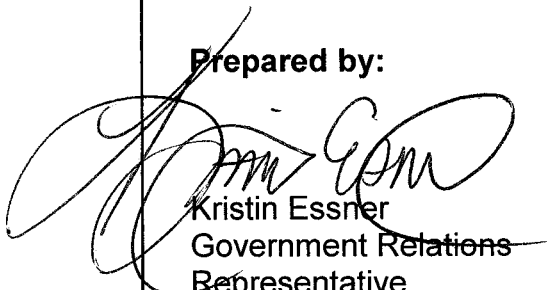
Summary

An overview of recommendations by the Regional Targets Advisory Committee related to setting regional greenhouse gas emission reduction targets is provided.

Attachments

- A. Regional Targets Advisory Committee Members
- B. Matrix of Orange County Transportation Authority Comments on Regional Targets Advisory Committee Recommendations

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Regional Targets Advisory Committee Members

Mike McKeever (Chair), Executive Director, Sacramento Area Council of Governments

Andrew Chesley, Executive Director, San Joaquin Council of Governments

Stuart Cohen, Executive Director, TransForm

Greg Devereaux, City Manager, City of Ontario

Roger Dickinson, Supervisor, County of Sacramento

Stephen Doyle, President, Brookfield San Diego Builders, Inc.

Amanda Eaken, Policy Analyst, Natural Resources Defense Council

Gary Gallegos, Executive Director, San Diego Association of Governments

Steve Heminger, Executive Director, Bay Area Metropolitan Transportation Commission

Richard Katz, Board Member, Los Angeles County Metropolitan Transportation Authority

Arthur Leahy, former Orange County Transportation Authority; current Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority

Shari Libicki, Principal, Environ Environmental Consultants

Pete Parkinson, Vice President of Policy and Legislation, American Planning Association, California Chapter

Linda Parks, Supervisor, County of Ventura and SCAG Regional Council Member

Manuel Pastor Jr., Professor of Geography and American Studies and Ethnicity, University of Southern California

Michael Rawson, Co-Director, Public Interest Law Project

Barry Wallerstein, Executive Officer, South Coast Air Quality Management District & Board Member, California Air Pollution Control Officers Association

Jerry Walters, Principal, Fehr & Peers Transportation Consultants

Carol Whiteside, Founder and President Emeritus, Great Valley Center

Michael Woo, Los Angeles City Planning Commissioner

Jim Wunderman, President and Chief Executive Officer, Bay Area Council

Matrix of Orange County Transportation Authority Comments on Regional Targets Advisory Committee Recommendations

	Orange County Transportation Authority Comment	Resulting Regional Targets Advisory Committee Recommendation
1.	<p>The need for a secure state transit funding source for transit should be included in the Regional Targets Advisory Committee (RTAC) guiding principles and the resulting recommendations should call for a full restoration of state transit funding, acknowledging its necessity to meet the requirements of SB 375 (Chapter 728, Statutes of 2008).</p>	<ul style="list-style-type: none"> • The need for a secure source of transit funding is included as a RTAC guiding principle. • RTAC specifically acknowledges the disconnect between the requirements of SB 375, and the state diversion of transit funding. • RTAC urges State to address this discontinuity, and also points to federal re-authorization as another potential source of funding. • RTAC recommends the Air Resources Board (ARB) review transit funding levels as a key underlying assumption when setting targets.
2.	<p>Support the use of incentives for meeting and exceeding greenhouse gas (GHG) emission reduction targets, and recommend that a possible incentive include California Environmental Quality Act (CEQA) streamlining for transportation projects.</p>	<ul style="list-style-type: none"> • RTAC includes providing incentives to maximize GHG emission reductions as a guiding principle. • Among the incentives the RTAC recommends includes the State providing additional environmental review or regulatory relief for regions that exceed targets, or local jurisdictions that meet specified standards related to SB 375 implementation. • RTAC agreed not to specify specific types of projects.
3.	<p>RTAC's recommendations should recognize the role of subregional councils of government and county transportation commissions within the Southern California Association of Governments (SCAG) region to do subregional plans under SB 375, require input from the subregions in the target setting process, and acknowledge the need for funding and tools within the subregions.</p>	<ul style="list-style-type: none"> • Introduction in Recommendations of the RTAC Pursuant to SB 375 (Report) includes brief description of subregional process. • Description of target setting process states that direct participation and buy-in from county transportation commissions within the SCAG region is particularly important. • Report recognizes the overall need for funding and model development, but refers mainly to the MPOs.

	Orange County Transportation Authority Comment	Resulting Regional Targets Advisory Committee Recommendation
4.	In any monitoring tools recommended by the RTAC, caution should be exercised, recognizing that funding levels are not identified for implementation, and that penalties are not envisioned under the framework of SB 375.	<ul style="list-style-type: none"> • Report recommends the development of a set of standard performance indicators to track performance, adopted after a public process. • Recommended performance indicators include percentage increase in transportation funding. • Report recommends, as an incentive, to target transportation funding to cities and counties whose general plans are consistent with regional plans that reduce GHG emissions per SB 375.
5.	Revise language within the draft Report which states that a RTP should be revised as soon as new tools and data come available. This requirement does not recognize the costly and time consuming nature of amending a RTP.	<ul style="list-style-type: none"> • Report revised to state that the RTP should be revised to reflect this new information during the regular RTP update process.
6.	If pricing options, such as the use of express lanes, are used during the target setting process, this work should be coordinated with entities that have already implemented these types of projects, like OCTA with the 91 Express Lanes.	<ul style="list-style-type: none"> • Report does not specify it will work with specific entities during this process. • Report does state that this data will be made public, and calls for public participation throughout the target setting process.
7.	The Report, if it recommends the creation of expert panels, should clearly state how such panels would be appointed, who would serve on the panels, the source of funding identified for such panels, and any oversight. Recommend the inclusion of county transportation commissions on such panels, if created.	<ul style="list-style-type: none"> • Report does not include details about how the panel will be appointed, source of funding or recommendations regarding oversight. • Report only specified that technical experts and practitioners within the land use and transportation sectors will be included on the expert panel.
8.	Support the consideration of a variety of empirical studies, including international studies.	<ul style="list-style-type: none"> • Report revised to delete references to specific empirical studies. • Report does not include specific recommendation to look at international studies.

	Orange County Transportation Authority Comment	Resulting Regional Targets Advisory Committee Recommendation
9.	Report should state how best management practices (BMP) will be reconciled with modeling results, if they conflict. Caution should be exercised when creating BMPs, basing them on realistic planning assumptions, rather than on tools like blueprints, which are not always binding.	<ul style="list-style-type: none"> • Report does not state a process for reconciling BMPs and modeling results. • Blueprints continue to be a recommended tool for creating BMPs, in addition to empirical studies and modeling.
10.	Report should reflect that not only is ARB required under SB 375 to consider emission reductions from improved vehicle efficiency standards and changes in fuel composition when setting targets, but is also required to consider other measures it has approved to reduce emissions in affected regions.	<ul style="list-style-type: none"> • Report specifies that ARB must consider reductions from “other sources” in addition to improved vehicle efficiency standards and the low carbon fuel standard.
11.	When determining what is ambitious and achievable, the RTAC should take into account the current economic situation and other assumptions behind the target, including transit funding, so that any resulting target can be feasibly achieved.	<ul style="list-style-type: none"> • Report states that current forecasting tools used to create the RTP should take into account future economic changes. • Report includes transit funding as a key underlying assumption that ARB is to evaluate when creating targets. • Report recommends that the meaning of ambitious and achievable does not mean that the target should be set low purposely so that regions could meet the targets; rather regions should have to do everything feasible to reduce emissions.
12.	Recommendations should not support specific pieces of state or federal legislation, and not recommend specific standards for federal re-authorization or climate change legislation that have yet to be proven, or ties to transportation funding.	<ul style="list-style-type: none"> • Final Report deletes references to specific pieces of legislation, but continues to support goals of certain, existing legislative proposals. • Report recommends that federal legislation base a percentage of funding on performance in reducing emissions. • Report includes specific goals for federal legislation, including setting aside a certain amount of cap-and-trade revenues for transportation.

	Orange County Transportation Authority Comment	Resulting Regional Targets Advisory Committee Recommendation
13.	Although social equity and housing factors can be considered during the development of the sustainable communities strategy (SCS), they should not be part of the target setting process.	<ul style="list-style-type: none"> • Report recommends that social equity factors be considered in the target setting process, to the extent that modeling and off-modeling tools for measuring the impacts exist.
14.	The Report should not recommend the re-prioritization of transportation funding to projects consistent with SB 375.	<ul style="list-style-type: none"> • Report recommends, as an incentive, to target transportation funding to cities and counties whose general plans are consistent with regional plans that reduce GHG emissions per SB 375. • Report recommends that federal legislation base a percentage of funding on performance in reducing emissions.
15.	Before new modeling tools are created, the ARB and other stakeholder should focus on improving existing models.	<ul style="list-style-type: none"> • While the Report does recommend the improvement of existing models, and suggests that MPOs should create a plan for improving such, it also recommends the development of other modeling tools that go beyond traditional travel demand models.
16.	Vehicles miles traveled (VMT) is one part of measuring GHG emission reductions, and should not be used interchangeably.	<ul style="list-style-type: none"> • The Report does not clarify that VMT is part of measuring GHG emissions, and although it does not use them interchangeably, it does often refer to them as distinct from each other rather than one being subsumed under the other.
17.	Public input should be solicited throughout the target setting and implementation to ensure the legitimacy of the process.	<ul style="list-style-type: none"> • The Report specifically recommends that public participation occur throughout the target setting process and implementation. • The Report recommends that the ARB continue the solicitation of public comments on their website.
18.	Support of a bottoms up approach in implementing SB 375, with regional flexibility.	<ul style="list-style-type: none"> • While the Report often refers to a bottoms-up approach and regional flexibility, many recommendations, including that related to the use of transportation funds, negate that discretion.



BOARD COMMITTEE TRANSMITTAL

October 26, 2009

To: Members of the Board of Directors

From:  Wendy Knowles, Clerk of the Board

Subject: Draft 2009 Orange County Congestion Management Program
Release for Public Review

Highways Committee Meeting of October 19, 2009

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

Absent: Director Pringle

Committee Vote

This item was passed by all Committee Members present.

Director Mansoor was not present to vote.

Committee Recommendation

Direct staff to release the draft 2009 Orange County Congestion Management Program report for public review.



October 19, 2009

To: Highways Committee
From: Will Kempton, ^{WKC}Chief Executive Officer
Subject: Draft 2009 Orange County Congestion Management Program
Release for Public Review

Overview

The Orange County Transportation Authority is responsible for monitoring and reporting on the Orange County Congestion Management Program every two years, in accordance with state law. A draft 2009 Orange County Congestion Management Program report has been prepared for public review and will be circulated to local agencies with direction by the Board of Directors.

Recommendation

Direct staff to release the draft 2009 Orange County Congestion Management Program report for public review.

Background

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

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

Discussion

Staff has developed a draft 2009 Orange County CMP report (Attachment A) in compliance with state law. To assist Orange County cities, OCTA funds and administers the collection of traffic count data at the 95 intersections within the Orange County CMP highway system. The count data was used to calculate intersection capacity utilization (ICU) ratings, which represent the percent of capacity used at each intersection when demand is highest (morning and evening peak hours). Based on the ICU ratings, level of service (LOS) grades are assigned to each intersection. Local jurisdictions reviewed and approved all of the intersection performance data.

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

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

The 2009 CMP report identifies two intersections that have exceeded the LOS standard. The California Department of Transportation (Caltrans) controls both of these intersections, which statutorily exempts the respective local jurisdictions from preparing a deficiency plan. As a result, no deficiency plans are required from any Orange County local agencies in response to the 2009 Orange County CMP report.

Improvements at the San Diego Freeway (Interstate 5)/Ortega Highway (State Route 74) interchange are in final design and scheduled to be implemented by 2014. This project will eliminate a chokepoint, reduce congestion, and accommodate forecast traffic demand.

Jurisdiction	Responsible Agency	Intersection/Interchange	ICU	
			2009 AM	2009 PM
Laguna Beach	Caltrans	Laguna Canyon Road/San Joaquin Transportation Corridor (State Route 73) northbound ramps	1.08	0.98
San Juan Capistrano	Caltrans	Interstate 5 southbound ramps/ State Route 74	0.93	1.06

Compared to the baseline year data, which represents the first year CMP data was collected for any given intersection (1991, in most cases), Orange County congestion conditions have improved. The average morning ICU rating showed a 10.59 percent improvement and the average evening ICU rating showed a 9.35 percent improvement. Note, the Imperial Highway (State Route 90) intersections at Orangethorpe Avenue, the Riverside Freeway (State Route 91) northbound ramps, and State Route 91 southbound ramps were not included in the analysis due to the ongoing construction of a rail grade separation project. The ICU data for these remaining intersections will be collected, once the construction is complete, and included in future CMP reports.

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

Next Steps

Upon direction by the OCTA Board of Directors (Board), the draft 2009 Orange County CMP report will be released for a three-week public review period. Once released, the draft 2009 Orange County CMP report will be circulated to local agencies for review, hardcopies will be available in-house for review by the public, and an electronic version will be available on the OCTA website. Any comments received will be incorporated into the final 2009 Orange County CMP report, as appropriate.

The final 2009 Orange County CMP report will be brought to the Board for adoption at a noticed public hearing. Upon adoption by the Board, the final 2009 Orange County CMP report will be submitted to the Southern California Association of Governments to ensure consistency with regional transportation plans, which will allow local agencies to continue receiving gas tax funds, per Proposition 111 (1990).

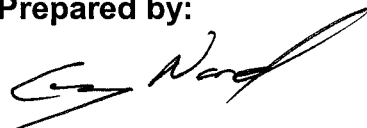
Summary

A draft 2009 Orange County CMP report has been prepared in accordance with state legislation, and developed through cooperative efforts involving local jurisdictions and public agencies. Upon Board direction, staff will circulate the draft 2009 Orange County CMP report for a three-week public review period and return with a final report for adoption at a public hearing.

Attachment

- A. Draft 2009 Orange County Congestion Management Program

Prepared by:



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DRAFT
**2009 Orange County
Congestion Management Program**

October 1, 2009

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Chapter 1: Introduction

Purpose & Need

In June 1990, the passage of the Proposition 111 gas tax increase required California's urbanized areas – areas with populations of 50,000 or more – to adopt a Congestion Management Program (CMP). The following year, Orange County's local governments designated the Orange County Transportation Authority (OCTA) as the Congestion Management Agency (CMA) for the County. As a result, OCTA is responsible for the development, monitoring, and biennial updating of Orange County's CMP.

The passage of Assembly Bill 2419, in July 1996, provided local agencies the option to elect out of the CMP process without the risk of losing state transportation funding. However, local jurisdictions in Orange County expressed a desire to continue the existing CMP process, because the requirements are similar to those of the Orange County Measure M Growth Management Program, and because it contributes to fulfilling federal requirements for the Congestion Management System (CMS), prepared by the Southern California Association of Governments (SCAG). The OCTA Board of Directors affirmed the decision to continue with the existing CMP process on January 13, 1997.

CMP Goals

The goals of Orange County's CMP are to support regional mobility and air quality objectives by reducing traffic congestion; provide a mechanism for coordinating land use and development decisions that support the regional economy; and determine gas tax fund eligibility.

To meet these goals, the CMP contains a number of policies designed to monitor and address system performance issues. OCTA developed the policies that makeup Orange County's CMP with local jurisdictions, the California Department of Transportation, and the South Coast Air Quality Management District.

State Legislation

Required Elements

California Government Code Section 65089(b) requires the CMP to include specific elements, which determine the nature of OCTA's CMP policies, and ensure that SCAG's CMS meets federal requirements. The government code statute for each required element is summarized below. The full text of the Government Code can be viewed at www.leginfo.ca.gov/calaw.html, sections 65088-65089.10.

Traffic Level of Service Standards – §65089(b)(1)(A) & (B)

Establish traffic level of service (LOS) standards for a system of highways and roadways. The highways and roadway system is designated by OCTA and shall include, at minimum, all state highways and principal arterials. None of the designated facilities may be removed, and new state highways and principal arterials must be added, except if it is within an infill opportunity zone. The LOS must be measured using a method that is consistent with the Highway Capacity Manual.

The LOS standards must not be below level of service “E”, unless the levels of service from the baseline CMP dataset were lower. If the LOS does not meet the minimum standard, and is outside an infill opportunity zone, a deficiency plan must be adopted.

Chapter two specifically addresses this element.

Performance Measures – §65089(b)(2)

Establish measures to evaluate the current and future performance of the transportation system. At minimum, the measures must be established for the highway and roadway system, frequency and routing of public transit, and for the coordination of transit service with separate operators. These measures will be used to support improvements to mobility, air quality, land use, and economic objectives, by being incorporated into the Capital Improvement Program, the Land Use Analysis Program, and any required deficiency plans.

Chapters two and three specifically address this element.

Travel Demand – §65089(b)(3)

Promote alternative transportation methods, improve the balance between jobs and housing, and other strategies. These methods and strategies may include, but are not limited to, carpools, vanpools, transit, bicycles, park-and-ride lots, flexible work hours, telecommuting, parking management programs, and parking cash-out programs.

Chapter six specifically addresses this element.

Land Use Analysis Program – §65089(b)(4)

Analyze the impacts of land use decisions on the transportation system, using the previously described performance measures. The analysis must also include cost estimates associated with mitigating those impacts. To avoid duplication, this program may require implementation through the requirements and analysis of the California Environmental Quality Act.

Chapter four specifically addresses this element.

Capital Improvement Program – §65089(b)(5)

Use the performance measures, described above, to determine effective projects that mitigate impacts identified in the land use analysis program, through an adopted seven-year capital improvement program. This seven-year program will conform to transportation-related air quality mitigation measures, and include any projects that will increase the capacity of the transportation system. Furthermore, consideration will be given to maintaining or improving bicycle access and safety within the project areas. Projects necessary for preserving investments in existing facilities may also be included.

Chapter five specifically addresses this element.

CMA Requirements

As Orange County's CMA, OCTA is responsible for the administration of the CMP, as well as providing data and models that are consistent with the Southern California Association of Governments (SCAG) region, and developing the deficiency plan processes. These requirements are described in the legislation, and are summarized below.

Modeling and Data Consistency – §65089(c)

In consultation with the SCAG and local governments, OCTA shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model. Moreover, OCTA shall approve transportation models of areas within the county that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system, which are based on the countywide model and standardized modeling assumptions and conventions. All models and databases shall be consistent with SCAG.

Appendix D, Attachment 1, addresses this requirement.

Deficiency Plan Procedures – §65089.4

OCTA is responsible for preparing and adopting procedures for local deficiency plan development and implementation responsibilities. OCTA must also incorporate into its deficiency plan procedures, a methodology for determining if deficiency impacts are caused by more than one local jurisdiction within Orange County; in which case a multi-jurisdictional deficiency plan, adopted by all participating local jurisdictions, may be required. As a precaution, OCTA must establish a conflict resolution process for addressing conflicts or disputes between local jurisdictions in meeting the multi-jurisdictional deficiency plan responsibilities.

Chapter two discusses this requirement in more detail.

Chapter 2: Highway Level of Service

Level of Service Standards

In 1991, the Orange County Transportation Authority (OCTA) implemented an Intersection Capacity Utilization (ICU) monitoring method, developed with technical staff members from local and State agencies, for measuring the Level of Service (LOS) at CMP Highway System (CMPHS) intersections. The CMP LOS grade chart is illustrated in Figure 1.

Figure 1: LOS Grade Chart

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

The first LOS measurement recorded for the CMP, which was in 1992 for most CMP intersections, sets the baseline for comparing future measurements. During subsequent LOS monitoring, CMP statute requires that CMPHS intersections maintain a LOS grade of ‘E’ or better, unless the baseline is lower than ‘E’; in which case, the ICU rating cannot increase by more than 0.1. The *Highway & Roadway System Performance Measures* section discusses the ICU method in more detail.

OCTA has an established CMPHS, consisting of Orange County’s state highways and arterials from OCTA’s Smart Street network (Figure 2). For any CMPHS intersection performing below the LOS standards, discussed above, the responsible agency must identify improvements necessary to meet the LOS standards. This is accomplished either through existing plans, or through the development of a deficiency plan. This is described in more detail in the *Deficiency Plans* section below.

The 2009 freeway monitoring results, provided by the California Department of Transportation (Caltrans) District 12, are located in Appendix A. Caltrans is responsible for monitoring freeway performance, and addressing any deficiency issues on state-operated facilities.

Highway & Roadway System Performance Measures

This section discusses the process for determining ICU ratings, as well as how ICU ratings determine the LOS at CMPHS intersections. This method is generally consistent with the Highway Capacity Manual.

Overview of Intersection Capacity Utilization (ICU) Methodology

Traffic counts are manually collected at CMPHS intersections to initiate the ICU calculation process. The counts monitor the traffic flow, including the approach (northbound, eastbound, southbound, or westbound) and movement (left turn, through, or right turn) for each vehicle.

Each intersection has counts conducted in 15-minute increments, during peak periods in the AM (6:00-9:00) and PM (3:00-7:00) on three separate mid-week days (Tuesday, Wednesday, or Thursday). Irregular conditions (inclement weather, holidays, construction, etc.) will postpone counts.

The highest count total during any four consecutive 15-minute count intervals within a peak period represents the peak-hour count set. For each intersection, a peak-hour count set is determined for each day's AM and PM peak period, resulting in a group of three AM peak-hour count sets and a group of three PM peak-hour count sets.

The group of AM peak-hour count sets is averaged, as is the group of PM peak-hour count sets. The results are the volumes used to determine AM and PM volume-to-capacity (V/C) ratios for each movement through the intersection. A number of assumptions determine the capacities for each movement.

An example of an assumption used to determine capacity is the saturation flow-rate, which represents the theoretical maximum number of vehicles that can use a lane to move through an intersection. In 1991, OCTA and the technical staff members from local and state agencies agreed upon a saturation flow-rate of 1,700 vehicles per lane per hour. However, other factors can adjust this assumption.

Such factors include right turn lanes, which can increase the saturation flow-rate by 15% in specific circumstances. Right turn overlaps (signalized right turn lanes that are green during the cross traffic's left turn movements) and free right turns (the lane allows vehicles to turn right without stopping, even when the through signal is red) are some of the circumstances that will increase the saturation flow-rate. If right turns on red are permitted, a *de facto* right turn lane (approaches that do not have designated right turn lanes, but on-street parking is prohibited during peak hours, and the width from the curb through the rightmost through lane is at least 19 feet) may also increase the saturation flow rate.

The capacity can also be reduced under certain conditions. For example, if a lane is shared for through and turn movements, the saturation flow-rate of 1700 could be reduced. This occurs only when the turn movement volumes reach a certain threshold that is calculated for each intersection with shared lanes. The reduction represents the slower turning movements interfering with through movements.

Finally, if field observations indicate the presence of more than 100 pedestrians per hour at an intersection, then pedestrian counts are conducted simultaneously with vehicle counts. Saturation flow-rate calculations then

factor impacts of pedestrian activity for effected lanes, using standard reductions, in accordance with Chapter 16 of the Highway Capacity Manual.

Once the V/C ratios are determined for each movement, critical V/C ratios are calculated. Conflicting movements determine which V/C ratios are included in the calculation of the critical V/C ratios. Conflicting movements represent a situation where a movement from one approach prevents a movement from the opposite approach. For example, if through movements are being made from the southbound approach, left turn movements cannot simultaneously be made from the northbound approach. For each set of opposing approaches (north/south and east/west), the two conflicting movements with the greatest summed V/C ratios are identified. These summed V/C ratios then become known as the critical V/C ratios.

OCTA and technical staff members from local and State agencies also agreed upon a lost time factor of 0.05, in 1991. The lost time factor represents the assumed amount of time it takes a vehicle to travel through an intersection. For each intersection, the critical V/C ratios are summed (north/south + east/west), and the lost time factor is added to the sum, producing the ICU rating for the intersection.

Based on a set of ICU rating ranges, which were agreed upon by OCTA and technical staff members from local and State agencies, grades are assigned to each intersection. The grades indicate the LOS for intersections, and are used to determine if the intersections meet the performance standards described at the beginning of the chapter.

The 2009 LOS ratings for the CMP intersections have been mapped in Figure 3. The map in Figure 4 displays the LOS changes since the 2007 CMP report. Finally, a spreadsheet of the baseline and 2009 LOS ratings for the CMP intersections, and corresponding ICU measurements, is located in Figure 5.

Note that in Figure 5, Orange County's average ICU rating has improved over the baseline. The average AM ICU improved from 0.68 to 0.61 (a 10.29 percent improvement), and the PM ICU improved from 0.73 to 0.66 (a 9.59 percent improvement). The ICU improvements indicate that Orange County agencies are effectively operating, maintaining, and improving the CMP Highway System.

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Figure 3:
2009 CMP Intersection Level of Service

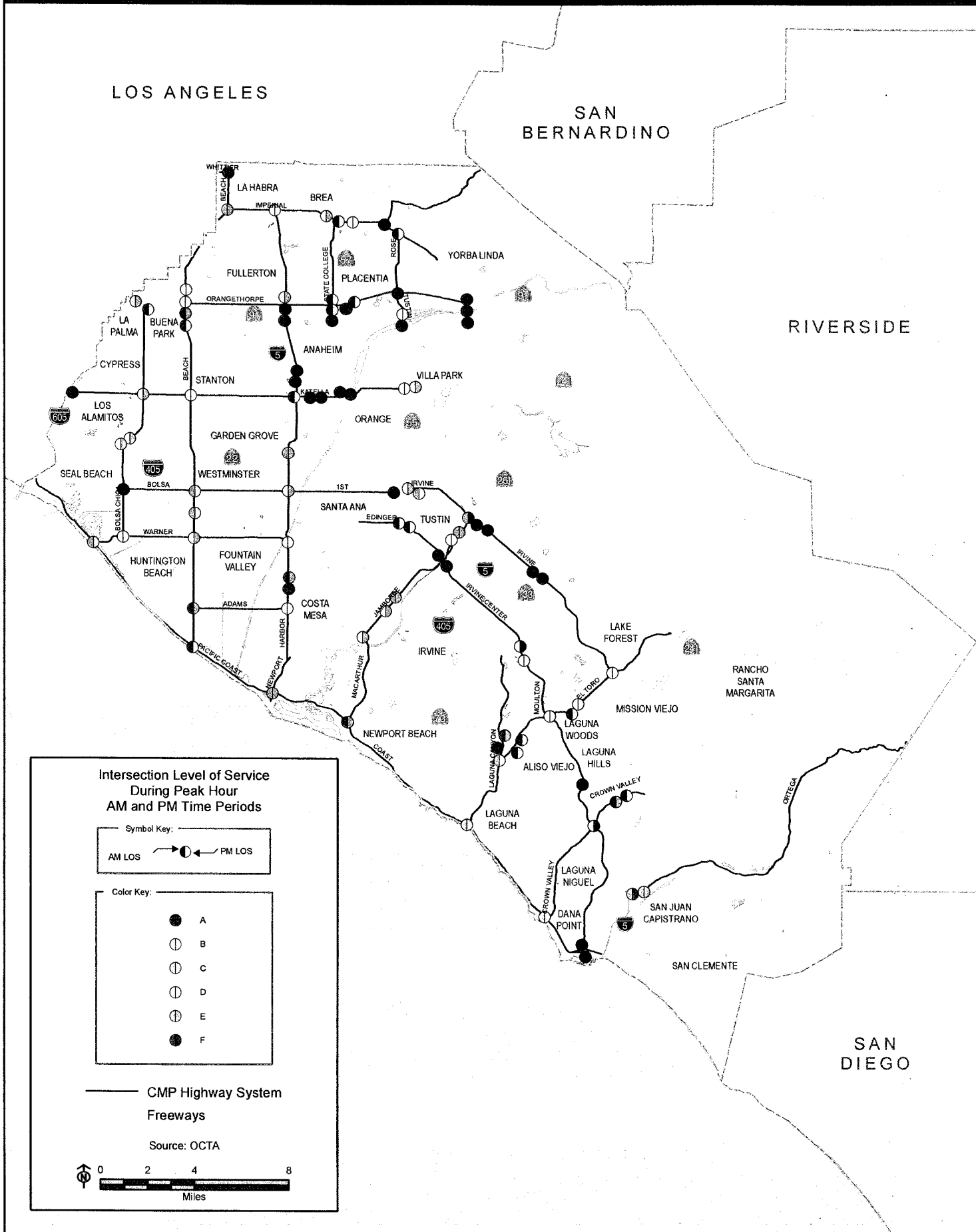


Figure 4:
2007 vs. 2009 CMP Intersection Level of Service

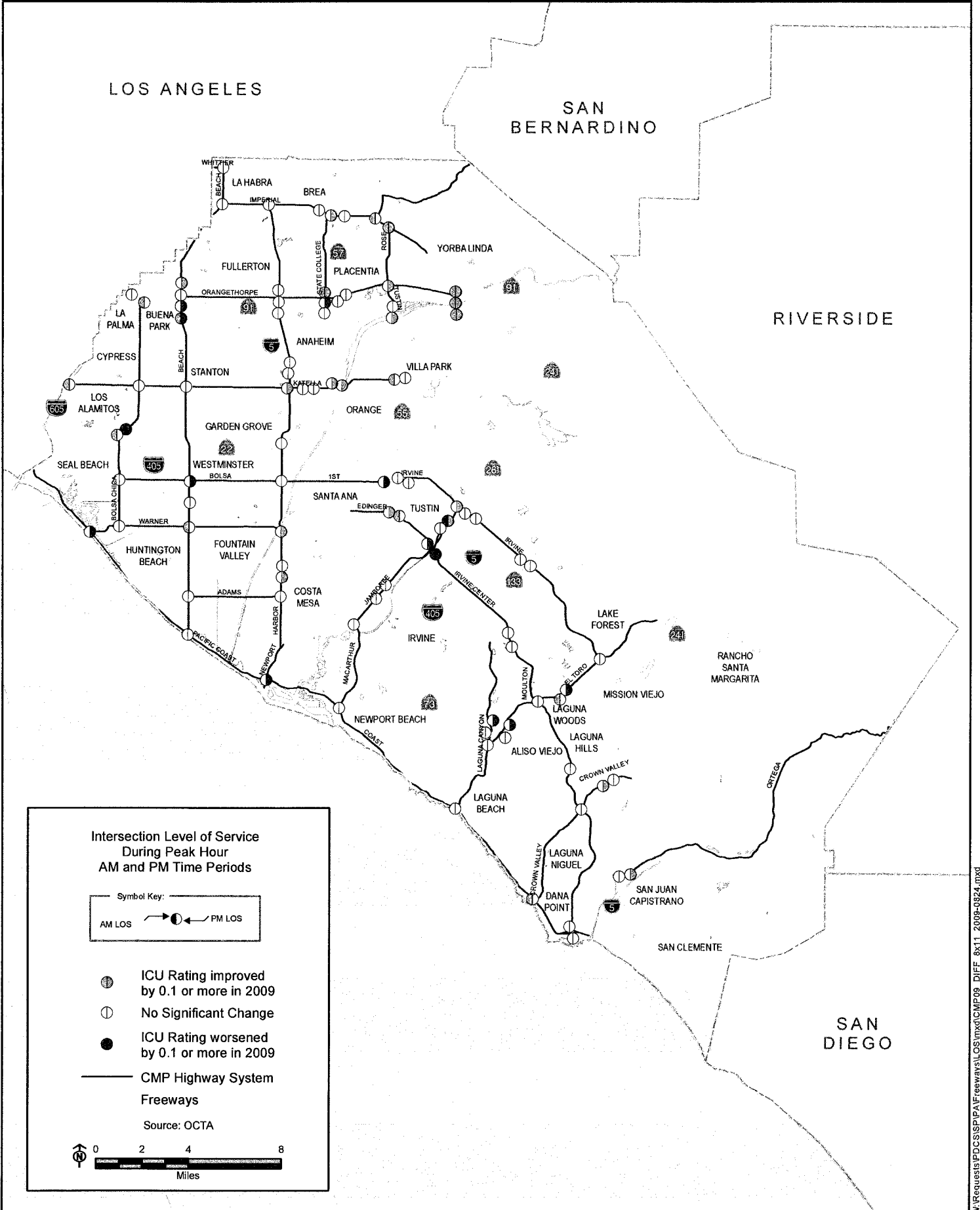


Figure 8: Page 1 of 3

**Orange County Congestion Management Program
LEVEL OF SERVICE 2009**

Intersection/Interchange	Jurisdiction	Baseline AM		2009 AM		Baseline PM		2009 PM		Percent Change*	
		LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	AM ICU	PM ICU
Anaheim Blvd-I-5 NB Ramp/Katella Avenue	Anaheim	A	0.49	A	0.43	D	0.82	A	0.50	-12.24%	-39.02%
Harbor Blvd./Katella Avenue	Anaheim	A	0.53	A	0.50	B	0.67	B	0.61	-5.66%	-8.96%
I-5 NB Ramp/Harbor Boulevard	Anaheim	A	0.52	A	0.47	A	0.54	A	0.56	-9.62%	3.70%
I-5 SB Ramp/Katella Avenue	Anaheim	A	0.48	A	0.54	A	0.41	A	0.48	12.50%	17.07%
I-5 SB Ramp/Harbor Boulevard	Anaheim	A	0.29	A	0.23	A	0.31	A	0.29	-20.69%	-6.45%
Imperial Highway/Orangethorpe Avenue	Anaheim	B	0.67	A	0.90	D	0.89	A	0.90	-100.00%	-100.00%
SR-57 NB Ramps/Katella Avenue	Anaheim	A	0.51	A	0.37	A	0.41	A	0.36	-27.45%	-12.20%
SR-57 SB Ramps/Katella Avenue	Anaheim	A	0.52	A	0.42	A	0.51	A	0.36	-19.23%	-29.41%
SR-91 EB Ramp/Harbor Boulevard	Anaheim	A	0.46	A	0.47	A	0.52	A	0.57	2.17%	9.62%
SR-91 EB Ramp/Imperial Highway	Anaheim	C	0.73	A	0.90	C	0.79	A	0.90	-100.00%	-100.00%
SR-91 EB Ramps/State College Boulevard	Anaheim	B	0.69	A	0.47	D	0.82	A	0.58	-31.88%	-29.27%
SR-91 EB Ramps/Tustin Avenue	Anaheim	B	0.66	A	0.55	D	0.84	A	0.47	-16.67%	-44.05%
SR-91 WB Ramp/Harbor Boulevard	Anaheim	B	0.61	A	0.53	C	0.77	A	0.58	-13.11%	-24.68%
SR-91 WB Ramp/Imperial Highway	Anaheim	C	0.71	A	0.90	B	0.63	A	0.90	-100.00%	-100.00%
SR-91 WB Ramp/State College Boulevard	Anaheim	A	0.55	A	0.44	B	0.63	B	0.63	-20.00%	0.00%
SR-91 WB Ramps/Tustin Avenue	Anaheim	B	0.64	D	0.84	A	0.60	D	0.85	31.25%	41.67%
SR-57 NB Ramps/Imperial Highway	Brea	C	0.78	B	0.61	E	0.91	B	0.62	-21.79%	-31.87%
SR-57 SB Ramps/Imperial Highway	Brea	B	0.68	A	0.56	B	0.70	B	0.63	-17.65%	-10.00%
State College Boulevard/Imperial Highway	Brea	C	0.73	B	0.62	E	0.93	C	0.77	-15.07%	-17.20%
Valencia Avenue/Imperial Highway	Brea	A	0.56	A	0.56	A	0.59	A	0.50	0.00%	-15.25%
Beach Boulevard/Orangethorpe Avenue	Buena Park	C	0.76	B	0.63	D	0.87	B	0.66	-17.11%	-24.14%
I-5 SB Ramps/Beach Boulevard	Buena Park	C	0.72	B	0.62	C	0.78	B	0.64	-13.89%	-17.95%
SR-91 EB Ramp/Beach Boulevard	Buena Park	C	0.74	A	0.52	D	0.84	B	0.70	-29.73%	-16.67%
SR-91 EB Ramp/Valley View Street	Buena Park	A	0.58	A	0.46	D	0.86	B	0.61	-20.69%	-29.07%
SR-91 WB Ramp/Beach Boulevard	Buena Park	A	0.58	A	0.59	A	0.59	C	0.79	1.72%	33.90%
SR-91 WB Ramp/Valley View Street	Buena Park	C	0.80	B	0.65	E	0.94	C	0.73	-18.75%	-22.34%
Harbor Boulevard/Adams Avenue	Costa Mesa	E	0.99	B	0.66	F	1.09	D	0.81	-33.33%	-25.69%
I-405 NB Ramps/Harbor Boulevard	Costa Mesa	E	0.95	A	0.55	F	1.07	C	0.72	-42.11%	-32.71%
I-405 SB Ramps/Harbor Boulevard	Costa Mesa	A	0.53	A	0.46	B	0.63	A	0.56	-13.21%	-11.11%
Valley View Street/Katella Avenue	Cypress	B	0.63	B	0.63	D	0.87	C	0.76	0.00%	-12.64%
Crown Valley Parkway/Bay Drive/PCH	Dana Point	F	1.41	B	0.62	F	1.62	B	0.61	-56.03%	-62.35%
Street of the Golden Lantern/Del Prado Avenue	Dana Point	A	0.32	A	0.36	A	0.53	A	0.47	12.50%	-11.32%
Street of the Golden Lantern/PCH	Dana Point	A	0.42	A	0.45	A	0.55	A	0.55	7.14%	0.00%
Harbor Boulevard/Orangethorpe Avenue	Fullerton	A	0.60	B	0.67	E	0.94	C	0.79	11.67%	-15.96%
State College Boulevard/Orangethorpe Avenue	Fullerton	C	0.80	A	0.55	D	0.86	B	0.64	-31.25%	-25.58%

Figure 8: Page 2 of 3

**Orange County Congestion Management Program
LEVEL OF SERVICE 2009**

Intersection/Interchange	Jurisdiction	Baseline AM		2009 AM		Baseline PM		2009 PM		Percent Change*	
		LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	AM ICU	PM ICU
SR-22 WB Ramp/Valley View Street	Garden Grove	C	0.76	D	0.82	D	0.87	E	0.92	7.89%	5.75%
SR-22 WB Ramps/Harbor Boulevard	Garden Grove	F	1.10	C	0.74	F	1.16	C	0.75	-32.73%	-35.34%
Beach Boulevard/405 SB Ramp/Edinger Avenue	Huntington Beach	B	0.63	C	0.79	E	1.03	D	0.85	25.40%	-17.48%
Beach Boulevard/Adams Avenue	Huntington Beach	A	0.55	A	0.54	C	0.67	C	0.72	-1.82%	7.46%
Beach Boulevard/Pacific Coast Highway	Huntington Beach	A	0.45	A	0.55	A	0.47	B	0.64	22.22%	36.17%
Beach Boulevard/Warner Avenue	Huntington Beach	C	0.78	B	0.69	E	0.93	C	0.79	-11.54%	-15.05%
Bolsa Chica Street/Bolsa Avenue	Huntington Beach	B	0.66	A	0.59	A	0.53	A	0.56	-10.61%	5.66%
Bolsa Chica Street/Warner Avenue	Huntington Beach	A	0.57	B	0.65	D	0.81	B	0.68	14.04%	-16.05%
Pacific Coast Highway/Warner Avenue	Huntington Beach	D	0.81	C	0.77	B	0.72	E	0.91	-4.94%	26.39%
I-405 NB Ramps/Enterprise/Irvine Center Drive	Irvine	E	0.95	B	0.69	A	0.39	A	0.60	-27.37%	53.85%
I-405 NB Ramps/Jamboree Road	Irvine	F	1.03	C	0.77	C	0.78	C	0.78	-25.24%	0.00%
I-405 SB Ramps/Irvine Center Drive	Irvine	E	1.00	B	0.66	A	0.57	B	0.61	-34.00%	7.02%
I-405 SB Ramps/Jamboree Road	Irvine	E	0.92	D	0.88	B	0.66	C	0.79	-4.35%	19.70%
I-5 NB Ramps/Jamboree Road	Irvine	A	0.54	C	0.79	C	0.75	C	0.77	46.30%	2.67%
I-5 SB Ramps/Jamboree Road	Irvine	A	0.40	D	0.88	A	0.35	D	0.83	120.00%	137.14%
MacArthur Boulevard/Jamboree Road	Irvine	B	0.61	B	0.69	B	0.69	C	0.79	13.11%	14.49%
SR-261 NB Ramps/Irvine Boulevard	Irvine	A	0.38	A	0.45	A	0.53	A	0.55	18.42%	3.77%
SR-261 SB Ramps/Irvine Boulevard	Irvine	A	0.42	A	0.43	A	0.40	A	0.43	2.38%	7.50%
SR-133 NB Ramps/Irvine Boulevard	Irvine	A	0.37	A	0.43	A	0.33	A	0.44	16.22%	33.33%
SR-133 SB Ramps/Irvine Boulevard	Irvine	A	0.37	A	0.38	A	0.29	A	0.38	2.70%	31.03%
El Toro Road/SR-73 NB Ramps	Laguna Beach	E	0.91	A	0.57	A	0.59	B	0.66	-37.36%	11.86%
El Toro Road/SR-73 SB Ramps	Laguna Beach	A	0.41	A	0.46	B	0.67	B	0.66	12.20%	-1.49%
Laguna Canyon Rd/SR-73 NB Ramps	Laguna Beach	C	0.73	F	1.08	C	0.72	E	0.98	47.95%	36.11%
Laguna Canyon Rd/SR-73 SB Ramps	Laguna Beach	A	0.32	A	0.33	A	0.33	A	0.40	3.13%	21.21%
Laguna Canyon Road/El Toro Road	Laguna Beach	F	1.54	E	0.95	F	1.16	D	0.84	-38.31%	-27.59%
Laguna Canyon Road/Pacific Coast Highway	Laguna Beach	D	0.84	E	0.92	C	0.74	B	0.70	9.52%	-5.41%
I-5 SB Ramp/Avenue de la Carlotta/El Toro Road	Laguna Hills	F	1.18	A	0.46	F	1.13	B	0.63	-61.02%	-44.25%
Moulton Parkway/Crown Valley Parkway	Laguna Niguel	A	0.56	B	0.62	B	0.65	A	0.59	10.71%	-9.23%
Moulton Parkway/SR-73 SB Ramps	Laguna Niguel	A	0.45	A	0.38	A	0.38	A	0.44	-15.56%	15.79%
Moulton Parkway/El Toro Road	Laguna Woods	E	0.94	D	0.82	F	1.26	D	0.86	-12.77%	-31.75%
Beach Boulevard/Imperial Highway	La Habra	D	0.85	C	0.71	D	0.87	C	0.71	-16.47%	-18.39%
Beach Boulevard/Whittier Boulevard	La Habra	A	0.33	A	0.41	A	0.29	A	0.45	24.24%	55.17%
Harbor Boulevard/Imperial Highway	La Habra	D	0.81	B	0.65	D	0.86	B	0.69	-19.75%	-19.77%
I-5 NB/Bridger/El Toro Road	Lake Forest	A	0.56	B	0.61	D	0.81	D	0.83	8.93%	2.47%
Trabuco Road/El Toro Road	Lake Forest	F	1.03	B	0.66	C	0.80	B	0.67	-35.92%	-16.25%

Figure 8: Page 3 of 3

**Orange County Congestion Management Program
LEVEL OF SERVICE 2009**

Intersection/Interchange	Jurisdiction	Baseline AM		2009 AM		Baseline PM		2009 PM		Percent Change*	
		LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	AM ICU	PM ICU
I-605 NB Ramps/Katella Avenue	Los Alamitos	B	0.69	A	0.44	B	0.65	A	0.59	-36.23%	-9.23%
I-5 NB Ramps/Crown Valley Parkway	Mission Viejo	B	0.68	A	0.56	B	0.69	B	0.66	-17.65%	-4.35%
I-5 SB Ramps/Crown Valley Parkway	Mission Viejo	D	0.86	A	0.59	F	1.01	C	0.74	-31.40%	-26.73%
MacArthur Boulevard/Pacific Coast Highway	Newport Beach	A	0.51	A	0.60	B	0.70	C	0.73	17.65%	4.29%
Newport Boulevard/Pacific Coast Highway	Newport Beach	A	0.56	C	0.77	A	0.49	C	0.73	37.50%	48.98%
SR-55 NB Ramps/Sacramento/Katella Avenue	Orange	C	0.75	B	0.61	D	0.85	C	0.75	-18.67%	-11.76%
SR-55 SB Ramps/Katella Avenue	Orange	C	0.73	D	0.86	E	0.95	D	0.82	17.81%	-13.68%
Rose Drive/Imperial Highway	Placentia	E	0.95	A	0.58	E	0.99	B	0.70	-38.95%	-29.29%
Rose Drive/Tustin Avenue/Orangethorpe Avenue	Placentia	C	0.76	A	0.54	F	1.03	A	0.51	-28.95%	-50.49%
SR-57 NB Ramps/Orangethorpe Avenue	Placentia	B	0.67	A	0.58	C	0.80	B	0.70	-13.43%	-12.50%
SR-57 SB Ramps/Iowa Place/Orangethorpe Avenue	Placentia	C	0.74	A	0.53	B	0.69	A	0.52	-28.38%	-24.64%
I-5 NB Ramps/Ortega Highway	San Juan Capistrano	A	0.52	E	0.98	A	0.58	E	0.91	88.46%	56.90%
I-5 SB Ramps/Ortega Highway	San Juan Capistrano	B	0.61	E	0.93	C	0.77	F	1.06	52.46%	37.66%
Harbor Boulevard/1st Street	Santa Ana	A	0.48	B	0.68	D	0.81	C	0.76	41.67%	-6.17%
Harbor Boulevard/Warner Avenue	Santa Ana	E	0.93	B	0.68	E	0.98	B	0.66	-26.88%	-32.65%
I-5 SB Ramps/1st Street	Santa Ana	A	0.29	A	0.44	A	0.46	A	0.56	51.72%	21.74%
SR-55 SB Ramp/Auto Mall/Edinger Avenue	Santa Ana	D	0.90	A	0.56	F	1.06	B	0.63	-37.78%	-40.57%
SR-55 SB Ramps/Irvine Boulevard (Fourth Street)	Santa Ana	B	0.68	D	0.82	D	0.83	C	0.72	20.59%	-13.25%
Beach Boulevard/Katella Avenue	Stanton	D	0.89	B	0.70	F	1.02	B	0.70	-21.35%	-31.37%
Jamboree Road/Edinger Avenue-NB Ramp	Tustin	A	0.28	A	0.39	A	0.32	A	0.51	39.29%	59.38%
Jamboree Road/Edinger Avenue-SB Ramp	Tustin	D	0.81	A	0.39	A	0.41	A	0.51	-100.00%	-100.00%
Jamboree Road/Irvine Boulevard	Tustin	B	0.65	C	0.72	A	0.59	A	0.60	10.77%	1.69%
SR-55 NB Ramps/Edinger Avenue	Tustin	C	0.72	A	0.49	B	0.65	B	0.69	-31.94%	6.15%
SR-55 NB Ramps/Irvine Boulevard	Tustin	A	0.59	C	0.74	A	0.45	D	0.81	25.42%	80.00%
Beach Boulevard/Bolsa Avenue	Westminster	F	1.09	C	0.80	F	1.11	D	0.86	-26.61%	-22.52%
Bolsa Chica Road/Garden Grove Boulevard	Westminster	E	0.91	D	0.81	E	0.97	E	0.92	-10.99%	-5.15%
COUNTY AVERAGE			0.68		0.61		0.73		0.66	-10.59%	-9.35%

Deficiency Plans

If an intersection does not meet the LOS standards, then a deficiency plan is in order, as described under Government Code Section 65089.4. The deficiency plan identifies the cause of congestion, the improvements needed to solve the problem, and the cost and timing of the proposed improvements.

A deficiency plan process has been developed by the CMP Technical Advisory Committee to provide local jurisdictions with a framework for maintaining compliance with the CMP when a portion of the CMPHS fails to meet its established LOS standard (Appendix C-1). The Deficiency Plan Decision Tree (Appendix C-2) illustrates the individual steps that must be taken in order for a local jurisdiction to meet CMP deficiency plan requirements.

Deficiency plans are not required if a deficient intersection is brought into compliance within 18 months of its initial detection, using improvements that have been previously planned and programmed in the CMP Capital Improvement Program. In addition, CMP legislation specifies that the following shall be excluded from deficiency determinations:

- Interregional travel (trip origins outside the Orange County CMPHS)
- Construction, rehabilitation, or maintenance of facilities that impact the system
- Freeway ramp metering
- Traffic signal coordination by the state, or multi-jurisdictional agencies
- Traffic generated by the provision of low-income and very low-income housing
- Traffic generated by high-density residential development located within one-quarter mile of a fixed rail passenger station; and
- Traffic generated by any mixed-use development located within one-quarter mile of a fixed rail passenger station, but only if more than half of the land area, or floor area, of the mixed-use development is used for high-density residential housing.

Figure 6 identifies the two Orange County CMP intersections that exceeded their CMP level of service standard in 2009; however, they are both State controlled and, therefore, are statutorily exempt from the deficiency plan process.

Figure 6: Status of 2009 CMP Intersections Not Meeting Standards

Jurisdiction	Intersection/ Interchange	ICU						Status
		Baseline AM	2007 AM	2009 AM	Baseline PM	2007 PM	2009 PM	
Laguna Beach	Laguna Canyon Rd/ SR-73 NB Ramps	0.73	1.02	1.08				Statutorily exempt. Signal controlled by State
San Juan Capistrano	I-5 SB Ramps/ Ortega Highway				0.77	1.16	1.06	Statutorily exempt. Signal controlled by State

Chapter 3: Transit Service

As Orange County's transit provider, the Orange County Transportation Authority (OCTA) continually monitors the frequency and routing of its transit services. Bus and rail transit are essential components of Orange County's transportation system, and are important tools for achieving a balanced multi-modal transportation system capable of maintaining level of service standards.

Unfortunately, since the adoption of the 2007 Congestion Management Program (CMP) report, OCTA has reduced revenue vehicle hours (hours of service provided by all fixed route buses in operation) by seven percent, due to a downturn in the economy and the complete loss of State Transit Assistance funds that has resulted in transit budget cuts. Additionally, fixed route bus ridership has decreased by ten percent.

The CMP performance measures provide an index of both the effectiveness and efficiency of Orange County's fixed-route bus and commuter rail services. ACCESS, OCTA's paratransit service, is not included in the CMP analysis because it is not considered a congestion management service.

Indices used in OCTA's long-range planning process are the basis for the performance measures included in the CMP. The performance measures allow for identification of areas in need of improved transit service. Furthermore, once adequate transit operating funds are available, the transit performance measures will work to ensure that bus and rail services meet demand and are coordinated between counties.

Fixed-Route Bus Service

OCTA's fixed route bus service includes local routes, express routes, community routes, rail feeder routes and shuttles.

- Local routes provide a basic level of transit access; they operate primarily in the arterial corridors and are intended to provide intra-county service to meet the minimum service standard.
- Express routes provide limited-stop, freeway-based service to major employment areas in Orange and Los Angeles counties.
- Community routes feed the local fixed route network, and provide greater access and relatively high levels of service during peak periods, and off-peak periods when warranted by demand.
- Rail feeder routes provide access to and from employment centers for commuters using Metrolink commuter rail service.

- Shuttles serve local areas, connecting to specialty destinations.

Currently (May 2009), OCTA's fixed route bus service has a total of 80 routes which is comprised of 42 local routes, 14 community routes, 5 intra-county and 5 inter-county express routes, 13 rail feeder routes (StationLink), and 1 shuttle route.

Service Standards and Measures

Service Standards

OCTA bus service standards direct the development, implementation, monitoring, and modification of OCTA bus services. These standards are intended to govern the planning and design of the service; and, as such, they depict a desirable state against which existing service is assessed. The standards currently in place were adopted by the OCTA Board of Directors in 1994 and are summarized in Figure 7.

The current (May 2009) adherence to these standards is detailed below:

- Eighty-eight percent of OCTA bus routes (excluding Express, Shuttle, and Rail Feeder service) fall within the minimum span of service standards. Not all routes meet the performance standards because the highest demand routes use a large portion of the limited resources, resulting in some shortcomings for other routes.
- Sixty-five percent of OCTA bus routes (excluding Express, Shuttle and Rail Feeder service) meet the minimum headway (frequency) standard. Again, this is primarily due to the need to allocate limited resources to service with the greatest demand.

Service standards are important instruments to ensure transit service meets the needs of the users while allowing for the balance of those needs against the cost effectiveness of the system. The real service levels often reflect conditions and changes that have occurred in the operating, policy, and financial environments. At this time, existing performance standards are under review with a goal to update them within calendar year 2009.

Figure 7: Service Standards for the OCTA Bus System

OCTA Bus System Improvement Project		Service Standards for OCTA Bus System					FY95
STANDARDS	BASIC NETWORK		SUPPORT SYSTEM				
	BASE ROUTES	CONNECTOR ROUTES	LOCAL FIXED ROUTES	COMMUNITY SERVICE	EXPRESS SERVICE	RAIL FEEDER SERVICE	
SERVICE STANDARDS							
WALKING DISTANCE CRITERIA: % OF POPULATION WITHIN 1/4 MILE OF BUS ROUTE							
• INCREMENT	50%	10%	30%		n/a	n/a	
• ACCUMULATIVE	50%	60%	90%		n/a	n/a	
MINIMUM SPAN OF SERVICE							
• WEEKDAY AND SATURDAY	5:30am-8:30pm	5:30am-8:30pm	(1)	(1)	(1)	(1)	
• SUNDAY	7:00am-7:00pm	7:00am-7:00pm	(1)	(1)	(1)	(1)	
MINIMUM HEADWAYS							
• PEAK WEEKDAY PERIOD (6-9a, 3-6p)	30 min.	30 min.	30 min.	30 min.	(2)	(2)	
• SATURDAY	30 min.	60 min.	60 min.	60 min.	n/a	n/a	
• SUNDAY	30 min.	60 min.	(1)	(1)	n/a	n/a	
MAXIMUM TRANSFER WAIT TIME							
• PEAK WEEKDAY PERIOD	15 min.	15 min.	15 min.	15 min.	n/a	n/a	
• OTHER PERIODS (3)	15 min.	30 min.	30 min.	30 min.	n/a	n/a	
LOADING STANDARDS (MAX)							
• PEAK 60 MINUTES	125%	125%	125%	125%	100%	125%	
• PEAK AND OFF PEAK PERIODS	100%	100%	100%	100%	100%	100%	
PERFORMANCE STANDARDS (4)							
BOARDINGS / RVH							
• ROUTE	30	20	20	10	20	10	
• SYSTEM	40	25	25	25	n/a	n/a	

(1) Based on demand.

(2) Minimum of two (2) trips each way per peak weekday period.

(3) May be reduced by interlining and/or timed transfers.

(4) Performance standards apply to changed existing routes and new routes after one year.

Performance Measures

While service standards guide the delivery of service, performance measures evaluate the effectiveness of the service.

Performance Measure 1: Productivity

As a widely accepted industry measure, productivity measures the average number of riders using a bus route for each hour of service that is provided. At OCTA, productivity standards range from 10 to 30 riders per RVH, depending on the type of service. Specialized services such as rail feeders, community routes and shuttles are not expected to handle as many riders as high demand services operating on major arterials. For the month of February 2009, 84 percent of the Local routes, 72 percent of the Community routes, and 85 percent of the Rail feeder routes met the productivity standards. None of the Express routes met the productivity standards.

Performance Measure 2: Vehicle Load Factor

Vehicle load factor is the ratio of the average number of passengers on-board buses to the average number of seats scheduled for a given time period. Generally, a route with a high load factor is very productive, has a high fare box recovery, and a high boardings per service hour ranking. Load factor is often used to justify service levels and vehicle size on a route as it gives perspective on seat utilization, crowding, and compulsory bypass. Establishing a reasonable balance between the high cost of operating service and the comfort of passengers using the service is an important factor in transit service planning.

Maximum load standards differ among the classes of service operated by the OCTA and are either 100 percent or 125 percent of seated capacity depending on the type of service, and the time interval measured. The exception to this is express service where passengers generally travel much greater distances and remain on-board longer than the average local bus rider. In the case of OCTA express service, trips are scheduled to average no more than 100 percent of seated capacity.

The most recent load factor analysis (2006) revealed that less than 1 percent of OCTA's fixed route trips exceed the maximum load of 125 percent.

Performance Measure 3: On-time Performance (OTP)

The OTP goal is set at 85 percent of all bus trips system-wide, at the line level, and at the base level. Failure to achieve the goal will trigger activities to move the target service into compliance.

Currently, the OTP measurement is applied to the time-point nearest the maximum load point (MLP) of the bus route under review. As more automated measurement tools become available, measurements will be made at all time-points in the system, not just the MLP for each route.

OTP is reported to executive leadership and bus operations management on a monthly basis in the On-Time Performance Report. Currently (February 2009), system-wide 87.4 percent of OCTA's fixed route bus trips are on-time.

Other Bus Service Measures

General Service Expansion Measures

OCTA considers a service expansion of any of its family of bus services by determining its potential to achieve a specific minimum productivity level for that type of service within one year of operation. New lines or major extensions of established lines usually are associated with the development of major employment locations, large new residential centers or increased residential density, large retail centers or educational centers, or major medical facilities. A major consideration of service expansion to serve new markets is to ensure that the benefit of the new service will outweigh that of the established service that may have to be deleted or modified to provide resources for the new service.

General Service Contraction Measures

Routes or parts of routes that perform consistently below performance measures are candidates for service reduction or deletion to provide resources to (1) maintain measures on more productive routes, and (2) provide new services. A major consideration of service reduction is to insure that the benefits of re-deployed resources outweigh that of retaining the service. Other considerations to be taken into account include service area coverage and service span.

Coordination of Transit Service with Other Carriers

OCTA coordinates the delivery of transit services with several other transit agencies. They include Laguna Beach Transit, Riverside Transit Agency, Norwalk Transit System, Los Angeles County Metropolitan Transportation Authority, Long Beach Transit, North County Transit District, Omnitrans, various specialized charter bus services, and commuter rail services. Except for charter services, OCTA has interagency agreements with these agencies, which allow riders to transfer from one agency's services to another. In addition, OCTA coordinates schedules and bus stops with neighboring agencies and commuter rail service.

Commuter Rail Service

Metrolink is Southern California's commuter rail system that links residential communities to employment and activity centers. Metrolink is operated by the Southern California Regional Rail Authority (SCRRA), a joint powers authority of five member agencies representing the counties of Los Angeles, Orange, Riverside, San Bernardino and Ventura.

Currently, Metrolink provides service on seven routes, covering 512 miles through six counties in Southern California. On an average weekday, there are 149 trains operating, serving roughly 45,000 riders (one-way trips) at 55 stations. Orange County plays an important, and growing, role within this system.

As one of the five SCRRA member agencies, OCTA administers and funds Orange County's portion of the Metrolink commuter rail system. Orange County's share of Metrolink service covers 68 route miles and sees approximately 15,000 average weekday boardings, comprising more than 30 percent of Metrolink's total system-wide boardings. There are eleven stations in Orange County that serve a total of 44 round trips each weekday on three lines:

- Orange County (OC) Line: with daily service from Los Angeles Union Station to Oceanside;
- Inland Empire-Orange County (IEOC) Line: with daily service from San Bernardino, Riverside, via Orange to Oceanside; and,
- 91 Line: serving Riverside, Fullerton and Los Angeles Union Station.

On June 3, 2006, Metrolink Weekends service was introduced on the OC Line, and Sunday service began July 2, 2006. Metrolink Weekends Saturday and Sunday service on the IEOC Line started July 15, 2006.

OCTA also has 13 dedicated bus routes that connect with Orange County Metrolink stations in Anaheim Canyon, Anaheim, Orange, Santa Ana, Tustin, Irvine and Laguna Niguel/Mission Viejo. These StationLink routes offer Metrolink ticket holders free connections between stations and major employment and activity centers, with schedules designed to meet Metrolink weekday train arrivals and departures.

Performance Measures

SCRRA publishes a Strategic Assessment document that examines a number of performance measures and identifies preferred strategies for future improvements. The performance measures examined within the Strategic Assessment include the following:

- Available capacity (i.e. – the number of trains operating)
- Annual train miles
- Expenses and revenues per train mile
- Increase in service frequency per \$1000 invested
- Average weekday ridership
- Passenger miles carried
- Passenger miles traveled per \$1000 invested
- Expenses and revenues per passenger mile
- Farebox recovery

Future Transit Improvements

The OCTA Board of Directors adopted the 2006 Long-Range Transportation Plan (LRTP), which presents a balanced, multi-modal approach to improve Orange County's transportation. OCTA is continuing to work towards implementing all of the components presented in the LRTP, although timelines will likely need adjustments due to the current economic conditions.

The components of the Balanced Plan, as presented in the 2006 LRTP, include transit improvements, such as: (1) implementing bus rapid transit service on three high-demand corridors, (2) expanding the level of Metrolink commuter rail service to Los Angeles, (3) improving local connections to and from Metrolink stations, (4) expanding community shuttles, and (5) connecting Metrolink service to new regional transportation systems and centers.

Fixed-Route Bus Service Improvements

- Improve bus frequency, thereby reducing headways on major routes within the core service area, including those zones with the highest transit demand;
- Expand local bus service into areas outside the urbanized core;
- Accommodate Orange County's growing and aging population;

- Implement three new Bus Rapid Transit routes by 2011;
- Expand Express Bus service routes;
- Increase rail feeder service to complement anticipated increases in Metrolink rail service;
- Increase speed, reliability, and frequency of commuter rail service through improved infrastructure (i.e. adding rail track, building new strategically located stations, adding more daily and reverse service trains, and increasing parking supply at Metrolink stations).

While the improvements listed above remain long-term goals for OCTA, the loss of transit operation funds, and reduced sales tax revenues, have required OCTA to implement a transit service reduction plan. It is currently estimated that OCTA will experience a transit operations funding loss of \$272 million; therefore, the service reduction program must adjust OCTA transit services accordingly.

Bus Rapid Transit Service

Bus Rapid Transit (BRT) typically includes bus services that are, at a minimum, faster than traditional 'local bus' service and, at a maximum, include separate facilities for bus operations. BRT represents a way to improve mobility at relatively low cost through incremental investment in a combination of bus infrastructure, equipment, operational improvements, and technology. OCTA's BRT system will eventually include transit signal priority, customized bus shelters that display real-time bus arrival information, and a branded system image that is uniquely identifiable to the public.

Three BRT routes, known as Harbor (Route 543), Westminster/17th (Route 560) and 28-mile (Route 557), are programmed to begin service by 2010. Additionally, five more BRT corridors have been identified, along Beach Boulevard, Katella Avenue, La Palma Avenue, Imperial Highway and Edinger Avenue. Also included in the BRT program is Irvine's *i*-Shuttle, which will provide feeder service to the 28-mile BRT in the Irvine Business Complex, and currently provides feeder service to the Tustin Metrolink station.

The first BRT service, Route 543 – Harbor, is anticipated to begin in June 2010. This 19-mile route will link Fullerton, Anaheim, Garden Grove, Santa Ana, Fountain Valley, Costa Mesa, and Newport Beach; and, it will provide regional connections to Amtrak and Metrolink rail services and other OCTA bus services at the Fullerton Transportation Center. This BRT service will operate weekdays from 5 a.m. to 8 p.m., every 15

minutes between Fullerton and Costa Mesa, and every 30 minutes between Costa Mesa and Newport Beach.

Express Bus Service

In addition to increased Local Fixed Route service and implementing a new BRT service, OCTA is planning to expand its express bus service. Traffic congestion is anticipated to increase as new residential construction in neighboring counties, especially in Riverside County, continues to provide affordable housing for individuals employed in Orange County. To address the problem, OCTA is preparing to add more new express routes to the ten existing OCTA express routes. The planned new express service includes three intracounty routes and five intercounty routes. Corridors to be served by these routes include:

- San Clemente to Laguna Hills (Route 214)
- San Clemente to South Coast Metro (Route 215)
- Rancho Santa Margarita to Irvine (Route 217)
- Riverside/Corona to Irvine (Route 793)
- Long Beach to South Coast Metro (Route 723)
- Long Beach to Orange (Route 722)
- Riverside to California State University at Fullerton (Route 791)
- Riverside to Anaheim Resort (Route 792)

The new services will be implemented as resources are available.

Commuter Rail Service Improvements

Metrolink commuter rail service in Orange County is being enhanced through OCTA's Metrolink Service Expansion Program (MSEP). SCRRA and OCTA staff have developed an implementation plan to provide high-frequency Metrolink service on the OC Line between the Laguna Niguel/Mission Viejo station and Fullerton station. This new service is scheduled to begin operating in late 2010. The increased Orange County Metrolink service will provide additional passenger capacity as well as new off-peak trips, making Metrolink a more convenient travel alternative.

The MSEP also includes significant track and switch improvements, railroad signal and communication upgrades, station and platform improvements, including added parking capacity, and safety enhancements, as well as the addition of a new Metrolink station in the city of Placentia. These improvements will be needed to accommodate the expected growth in ridership that will come with the service expansion. Funding for the MSEP is being provided through Measure M, Orange County's ½-cent sales tax for transportation improvements.

Chapter 4: Land Use Impact Analysis

The Congestion Management Program (CMP) Traffic Impact Analysis (TIA) measures impacts of development project submittals on the CMP Highway System (CMPHS). Each jurisdiction in Orange County selected either the process outlined in the CMP TIA guidelines (Appendix B-1), or their existing traffic-environmental analysis process, as long as consistency is maintained with the CMP TIA guidelines.

Since 1994, the selected TIA process has been consistently applied to all development projects meeting the adopted trip generation thresholds (i.e., 2,400 or more daily trips for projects adjacent to the CMPHS, and 1,600 or more daily trips for projects that directly access the CMPHS).

OCTA allowed exemptions from this requirement for selected categories of development projects, consistent with state legislation (Appendix B-2 for a listing of exempt projects). For each of the traffic impact analyses conducted, focus was on:

- Identifying locations where, and the extent to which, trips generated by the proposed project cause CMPHS intersections to exceed their Level of Service (LOS) standards;
- Assessing feasible mitigation strategies capable of reducing the identified impact, thereby maintaining the LOS standard; and,
- Utilizing existing environmental processes and inter-jurisdictional forums to conduct cooperative, inter-jurisdictional discussion when proposed CMP mitigation strategies include modifications to roadway networks beyond the jurisdiction's boundaries; and/or, when a proposed development is identified that will increase traffic at CMPHS locations outside the jurisdiction's boundaries.

The biennial reporting process enables jurisdictions to report any locations where projected measurements would exceed CMPHS LOS standards; as well as the projected impacts from development projects undergoing CMP traffic impact analyses. All jurisdictions in Orange County comply with the CMP land use coordination requirement.

Chapter 5: Capital Improvement Program

The Capital Improvement Program (CIP) is a seven-year program of projects and programs that is adopted by each Orange County jurisdiction and integrated into a countywide CIP by the Orange County Transportation Authority. It includes projects that will help to maintain, or improve, traffic conditions on the Congestion Management Program Highway System (CMPHS) and adjacent facilities. In addition to traditional capital projects, which preserve investments in existing facilities, the CIP can include projects that increase the capacity of the multi-modal system and provide air quality benefits, such as transit projects. Consistency with statewide standards is emphasized in order for projects in the CIP to adequately compete for state funding.

The CIP projects, prepared by local jurisdictions for inclusion in the Orange County Congestion Management Program (CMP), mitigate transportation impacts identified in the Land Use Impact Analysis component of the CMP, and preserve and maintain CMPHS infrastructure. Many types of CIP projects have been submitted by local jurisdictions in the past, including freeway ramp widenings, transportation systems management projects such as bus turnouts, intersection improvements, roadway widenings, signal coordination projects, and roadway resurfacing projects.

Each Orange County jurisdictions' CIP is included in Appendix E, which is published separately. In addition, projects in the CIP that are state or federally funded, as well as locally funded projects of regional significance, are included in the Orange County portion of the Regional Transportation Improvement Program (RTIP), and are consistent with the Regional Transportation Plan (RTP).

Chapter 6: Transportation Demand Management

Transportation Demand Management (TDM) strategies are geared toward increasing vehicle occupancy, promoting the use of alternative modes, reducing the number of automobile trips, and decreasing overall trip lengths. The adoption of a TDM ordinance was required of every local jurisdiction for Orange County's 1991 Congestion Management Program (CMP). These ordinances are no longer a statutory requirement, however Orange County Transportation Authority (OCTA) continues to support that local jurisdictions maintain these ordinances as a means of reducing greenhouse gas emissions.

TDM Ordinances

The model TDM ordinance, prepared by OCTA, aims to promote carpools, vanpools, alternate work hours, park and ride facilities, telecommuting, and other traffic reduction strategies. OCTA updated the model ordinance in 2001 to reflect the adoption of Rule 2202 by the South Coast Air Quality Management District (SCAQMD), which requires employers with 250 or more employees at a worksite to develop an emission reduction program projected to meet an emission reduction target set by the SCAQMD.

Principal provisions of the TDM model ordinance are as follows:

- applies to non-residential public and private development proposals expected to generate more than 250 employees;
- contains a methodology for determining projected employment for specified land use proposals;
- includes mandatory facility-based development standards (conditions of approval) that apply to proposals that exceed the established employment threshold;
- presents optional provisions for implementing operational TDM programs and strategies that target the property owner or employer, and requires annual reporting on the effectiveness of programs and strategies proposed for facilities;
- contains implementation and monitoring provisions;
- includes enforcement and penalty provisions.

Transportation Demand Management

Several jurisdictions have adopted ordinances that go beyond those contained in the model TDM ordinance. Such strategies include:

- encouraging employers to establish and help subsidize telecommuting, provide monetary incentives for ridesharing, and implement alternative work hour programs;
- proposing that new development projects establish and/or participate in Transportation Management Associations (TMAs);
- implementing bus loading facilities at worksites;
- implementing pedestrian facilities such as sidewalks, paved pathways, and pedestrian grade separations over arterial streets to connect a worksite to shopping, eating, recreation, parking, or transit facilities; and,
- participating in the development of remote parking facilities and the high-occupancy vehicles (i.e., shuttles, etc.) to serve them.

Additional TDM Programs

TDM efforts in Orange County are not just limited to the implementation of the TDM ordinance provisions. Other TDM efforts, as described below, are also active throughout the County.

Freeway Construction Mitigation

OCTA and the California Department of Transportation (Caltrans) developed a comprehensive public outreach program for commuters impacted by construction projects and improvements on Orange County freeways. The outreach program alleviates traffic congestion during freeway construction by providing up-to-date ramp, lane, and bridge closure information; as well as suggestions for alternate routes and travel modes.

Outreach efforts include public workshops, open houses, fast fax construction alerts, flyers and newsletters, as well as other materials and presentation events. Also, OCTA's website (www.octa.net), and the Orange County Freeway Construction Helpline (1-800 724-0353), make detour and closure information available.

Transit/Shuttle Services

Local fixed-route bus service comprises the largest portion of OCTA's transit services. In addition, OCTA provides fixed-route bus service to commuter rail (Metrolink) stations. Express bus service provides patrons with longer routes that utilize freeways to connect residential areas to

Transportation Demand Management

Orange County's main employment centers. Furthermore, ACCESS provides elderly and disabled residents with a convenient paratransit service for daily commutes.

Jobs/Housing Balance

To satisfy the Measure M Growth Management Program requirements, all local jurisdictions in Orange County developed Growth Management Programs that address a jobs/housing balance as it relates to transportation demand. The adopted policies represent a commitment towards achieving balanced land usage, where residential, non-residential, and public land uses are proportionally balanced.

Transportation Management Associations

Transportation Management Associations (TMAs) are comprised of groups of employers who work together to solve mutual transportation problems by implementing programs to increase average vehicle ridership. Presently, Orange County has TMAs located in the following areas:

- Newport Beach (Newport Center TMA)
- Irvine (Irvine Spectrum TMA)
- Anaheim (Anaheim Transportation Network)

Park-and-Ride Lots

Currently there are 33 park-and-ride lots in Orange County providing over 6,000 parking spaces. Of the 33 lots, 11 are located at Metrolink stations, accounting for about 3,700 of the parking spaces. Also, four of the lots are located at OCTA transit centers, which account for another 1,180 parking spaces.

Park-and-ride lots serve as transfer points for commuters to change from one mode of travel (usually single-occupancy automobile) to another, higher capacity mode (bus, train, carpool, or vanpool). Providing a convenient system of park-and-ride transfer points throughout Orange County encourages the use of higher capacity transit systems, which improves the efficiency of the transportation system. Park-and-ride lots are also a natural companion to Orange County's network of High Occupancy Vehicle (HOV) lanes and transitways on the freeways.

Parking Cash-Out Programs

Parking cash-out programs should also be considered by employers in an effort to reduce automobile trips. These are employer-funded programs that provide cash incentives to employees who do not drive to work. The

incentive should be in an amount equivalent to the parking subsidy the employer would otherwise need to pay to provide the employee with parking.

Bicycle and Pedestrian Facilities

Between 1990 and 2009, OCTA allocated more than \$53 million for bicycle and bus stop improvement projects. Historically, OCTA solicited and allocated funding to bicycle and pedestrian facility projects from Orange County local jurisdictions. Unfortunately, due to the recent loss of transit operation resources, the funds traditionally used by OCTA to support bicycle and pedestrian projects has been diverted to transit operations. However, OCTA is continually looking for funding sources that can once again support bicycle and pedestrian projects.

Currently, the 2008 Regional Transportation Improvement Program has approximately \$24 million programmed for trail investment projects in Orange County. In an effort to encourage this type of investment, OCTA developed a Commuter Bikeways Strategic Plan (CBSP), with Orange County agencies and groups, to provide local jurisdictions with easier access to the state funded Bicycle Transportation Account program. The primary focus of the plan is to provide an attractive alternative to driving, with bicycle facilities that link residential areas with activity centers and intermodal transportation centers.

OCTA recently updated the plan in 2009 to ensure consistency with the requirements of California Streets and Highways Code 891.2. Local jurisdictions may choose to adopt the 2009 CBSP as their own bicycle transportation plan, which will allow them to apply for the State Bicycle Transportation Account funds.

In addition, OCTA has shown support for bicycling by launching a successful demonstration project in 1995 to install bicycle racks on buses along four routes that served work sites, schools, shopping malls, and the beach. The success of the demonstration program led to a decision to equip all large buses in the OCTA fleet with bicycle racks. OCTA completed this program in June 1998. Also, Metrolink trains provide bicycle racks; and bicycle lockers are available at Metrolink stations in Fullerton, Tustin, Santa Ana, and Orange, as well as at OCTA owned park-and-ride lots.

Chapter 7: CMP Conformance

As Orange County's Congestion Management Agency, the Orange County Transportation Authority (OCTA) is legislatively required to monitor the implementation of all elements of the Congestion Management Program (CMP), and biennially determine conformance. In so doing, OCTA consults with local jurisdictions in meeting these requirements.

OCTA determines if the local jurisdictions are in conformance with the CMP by monitoring the following:

- consistency with level of service standards;
- adoption of Capital Improvement Programs;
- adoption and implementation of a program to analyze the impacts of land use decisions, including an estimate of the costs associated with mitigating those impacts; and
- adoption and implementation of deficiency plans when highway and roadway level of service standards are not maintained.

OCTA gathers local traffic data to determine the levels of service (LOS) at intersections throughout the CMP Highway System (CMPHS), as discussed in Chapter 2. In addition, the local jurisdictions complete a set of checklists, developed by OCTA, that guide the local jurisdictions through the CMP conformity process (Appendix D). The checklists address the legislative requirements of the CMP, including land use coordination, the Capital Improvement Program, and transportation demand management strategies.

Based on the LOS data and CMP checklists completed by the local jurisdictions, as summarized in Figure 8, the following was determined:

Level of Service

The LOS data, collected by OCTA, was provided to local jurisdictions for verification. A few discrepancies in LOS reporting occurred as a result of slight variations in the data collection methodology used by the cities and OCTA, or due to erroneously reported intersection geometry. Any discrepancies in the LOS reporting were resolved through an interactive, cooperative process, between the cities and OCTA. The data shows that all local jurisdictions are in compliance with the established LOS standards.

Transportation Demand Management (TDM)

OCTA has developed a travel demand element that promotes alternative transportation methods. In developing this element, the cash-out parking strategy was discussed as an option for employers.

Capital Improvement Program

All local jurisdictions submitted adopted seven-year capital improvement programs that included projects to maintain or improve the traffic LOS on the CMPHS or adjacent facilities, which benefit the CMPHS.

Land Use Coordination

All local jurisdictions have adopted CMP Traffic Impact Analysis (TIA) processes for analyzing the impacts of land use decisions on the CMP Highway System. All local jurisdictions applied their TIA processes to development projects that met the CMP minimum threshold of 2,400 or more daily trips (1,600 or more trips per day for development projects that will directly access the CMPHS).

Deficiency plans

Based on the data exhibited in Figure 5, all intersections on the CMP highway system were found in compliance with LOS requirements. Therefore, no deficiency plans were required for the 2009 CMP.

OCTA Transit Performance Measures

OCTA has an established set of performance measures and standards used to monitor transit services. Moreover, in 2007, OCTA agreed to cooperative procedures for carrying out regional transit planning and programming by signing a memorandum of understanding with the Southern California Association of Governments.

Regional Consistency

To ensure consistency between CMPs within the Southern California Association of Governments (SCAG) region, OCTA submits each biennial update of the Orange County CMP to SCAG. As the regional agency, SCAG evaluates consistency with the Regional Transportation Plan and with the CMPs of adjoining counties, and incorporates the program into the Regional Transportation Improvement Program (RTIP), once consistency is determined.

Figure 8: Summary of Compliance

Jurisdiction	Capital Improvement Program	Deficiency Plan	Land Use	Level of Service	2009 Compliance
Aliso Viejo *	Yes	N/A	Yes	N/A	Yes
Anaheim	Yes	N/A	Yes	Yes	Yes
Brea	Yes	N/A	Yes	Yes	Yes
Buena Park	Yes	N/A	Yes	Yes	Yes
Costa Mesa	Yes	N/A	Yes	Yes	Yes
Cypress	Yes	N/A	Yes	Yes	Yes
Dana Point	Yes	N/A	Yes	Yes	Yes
Fountain Valley *	Yes	N/A	Yes	N/A	Yes
Fullerton	Yes	N/A	Yes	Yes	Yes
Garden Grove	Yes	N/A	Yes	Yes	Yes
Huntington Beach	Yes	N/A	Yes	Yes	Yes
Irvine	Yes	N/A	Yes	Yes	Yes
La Habra	Yes	N/A	Yes	Yes	Yes
La Palma*	Yes	N/A	Yes	N/A	Yes
Laguna Beach	Yes	N/A	Yes	Yes	Yes
Laguna Hills	Yes	N/A	Yes	Yes	Yes
Laguna Niguel	Yes	N/A	Yes	Yes	Yes
Laguna Woods	Yes	N/A	Yes	Yes	Yes
Lake Forest	Yes	N/A	Yes	Yes	Yes
Los Alamitos	Yes	N/A	Yes	Yes	Yes
Mission Viejo	Yes	N/A	Yes	Yes	Yes
Newport Beach	Yes	N/A	Yes	Yes	Yes
Orange	Yes	N/A	Yes	Yes	Yes
Placentia	Yes	N/A	Yes	Yes	Yes
Rancho Santa Margarita *	Yes	N/A	Yes	N/A	Yes
San Clemente *	Yes	N/A	Yes	N/A	Yes
San Juan Capistrano	Yes	N/A	Yes	Yes	Yes
Santa Ana	Yes	N/A	Yes	Yes	Yes
Seal Beach *	Yes	N/A	Yes	N/A	Yes
Stanton	Yes	N/A	Yes	Yes	Yes
Tustin	Yes	N/A	Yes	Yes	Yes
Villa Park *	Yes	N/A	Yes	N/A	Yes
Westminster	Yes	N/A	Yes	Yes	Yes
Yorba Linda *	Yes	N/A	Yes	N/A	Yes
County *	Yes	N/A	Yes	Yes	Yes

*No CMP intersections within jurisdiction

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Appendix A: Freeway Levels of Service

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Appendix B-1: Meeting CMP Traffic Impact Analysis Requirements

AN OPTIONAL GUIDANCE FOR LOCAL JURISDICTIONS

Prepared for:

**Orange County Environmental Management Agency
Orange County Transportation Commission
Orange County Transit District
League of Cities, Orange County Division
Transportation Corridor Agencies**

Prepared by:

**Kimley-Horn and Associates, Inc.
and
The Planning Center**

June 11, 1991

CMP-TIA REQUIREMENTS

Requirements of CMP legislation

- Analyze impacts of land use decisions on CMP Highway System.
- Estimate costs associated with mitigation of impacts on CMP Highway System.
- Exclude costs associated with mitigating the impacts of interregional travel.
- Allow credits against mitigation costs for local public and private contributions to improvements to the CMP Highway System.
 - For toll road facilities, allow credits only for local public and private contributions which will not be reimbursed from toll revenues or other state or federal sources.
- Report annually on actions taken to adopt and implement a program to analyze the impacts of land use decisions on the CMP Highway System and to estimate the costs of mitigating those impacts.

Year One Goal

- Identify the impacts of development anticipated to occur over the next 7 years on the CMP Highway System and the projected costs of mitigating those impacts.

Actions Required of Local Jurisdictions

- A TIA will be required for CMP purposes for all proposed developments generating 2,400 or more daily trips. For developments which will directly access a CMP Highway System link, the threshold for requiring a TIA should be reduced to 1,600 or more trips per day.
- Document procedures used to identify and analyze traffic impacts of new development on CMP Highway System. This documentation should include the following:
 - Identification of type of development proposals which are subject to a traffic impact analyses (TIA);
 - Description of required or acceptable TIA methodology; and
 - Description of inter-jurisdictional coordination process used when impacts cross local agency boundaries.
- Document procedures/standards used to determine the costs of mitigation requirements for impacts of new development on CMP Highway System.
- Document methodology and procedures for determining applicable credits against mitigation costs including allowable credits associated with contributions to toll road facilities.

SECTION 1 – INTRODUCTION

Purpose

State legislation creating the Congestion Management Program (CMP) requires that the program contain a process to analyze the impacts of land use decisions by local governments on the regional transportation system. Once impacts of a land use decision are identified, the CMP also requires that the costs to mitigate the impacts be determined.

For CMP purposes, the regional transportation system is defined by the legislation as all state highways and principal arterials at a minimum. This system is referred to as the CMP Highway System. The identification and analysis of impacts along with estimated mitigation costs are determined with respect to this CMP Highway System.

The objectives of this report are to:

- Provide guidance to local agencies in conducting traffic impact analyses.
- Assist local agencies in maintaining eligibility for funds through documentation of CMP compliance.
- Make available minimum standards for jurisdictions wishing to use them for identifying and analyzing impacts on CMP Highway System.
- Establish CMP documentation requirements for those jurisdictions which elect to use their own TIA methodology.
- Establish a baseline from which TIA standardization may evolve as experience is gained in the CMP process.
- Cause the analysis of impacts on the CMP Highway System to be integrated into the local agency development review process.
- Provide a method for determining the costs associated with mitigating development impacts.
- Provide a framework for facilitating coordination between agencies when appropriate.

Background

Through a coordinated effort among local jurisdictions, public agencies, business and community groups, Orange County has developed a Congestion Management Program framework in response to the requirements of Assembly Bill 1791. This framework is contained in the Congestion Management Program Preparation Manual which was issued in January 1991 as a joint publication of the following agencies:

- County of Orange
- Orange County Division, League of California Cities
- Orange County Transportation Commission
- Orange County Transit District
- Transportation Corridor Agencies

The CMP Manual describes the CMP Program requirements for each component prescribed by the CMP provision of AB 1791. The components include one entitled Land Use Coordination, which sets forth the basic requirements for the assessment, mitigation, and monitoring of traffic impacts to the CMP Highway System which are attributable to development projects.

Consolidation of Remaining Issues

This report is intended to present a useful reference in addressing the remaining issues associated with the identification and treatment of development impacts on the CMP Highway System. It is desirable that a standardized approach be utilized for determining which projects require analysis and in carrying out the resulting traffic impact analysis (TIA). It is also desirable that a reasonably uniform approach be utilized in determining appropriate mitigation strategies and estimating the associated costs.

TIA Survey History

In 1989, Kimley-Horn and Associates, Inc. conducted a survey of TIA procedures being used at the time by local jurisdictions within Orange County. The survey revealed that although there were some commonalities, there was considerable variation in approach, scope, evaluation methodology, and project disposition.

As part of the CMP process, it was determined that the identification of TIA elements which can or should be standardized should be accomplished. Additional documentation of cost estimating practices and the development of standardized costs and estimating procedures will be valuable in achieving desired consistency among jurisdictions.

In order to accomplish these objectives, Kimley-Horn's previous TIA survey was updated and additional information was solicited from each local agency within Orange County. The information was obtained through telephone interviews with City Engineers and Planners after they had an opportunity to examine the survey questionnaire which was mailed to them in advance of the interview. The information obtained was used in preparing the methodology recommendations contained in this report. A summary of the update survey results is provided in the Appendix.

Relationships with Other Components

In addition to being an integral part of the Land Use Coordination component of the CMP, the traffic impact analysis requirements also relate to all other CMP components to a greater or lesser degree. These components include the following:

- Modeling
- Level of Service
- Transit Standards
- Traffic Demand Management
- Deficiency Plans
- Capital Improvement Program

The Land Use Coordination section in Chapter 3 of the CMP Preparation Manual dated January, 1991 contains a detailed description of each of the component linkages listed above.

SECTION 2- REQUIREMENTS OF CMP LEGISLATION

The complete text of CMP legislation is contained in Appendix A to the Preparation Manual for the Congestion Management Program for Orange County dated January, 1991. For ease of reference, the requirements of this legislation related to analysis of the impacts of land use decisions made by local jurisdictions are summarized as follows:

- Analyze impacts of land use decisions on CMP Highway System.
- Estimate costs associated with mitigation of impacts on CMP Highway System.
- Exclude costs associated with mitigating the impacts of interregional travel.
- Allow credits against mitigation costs for local public and private contributions to improvements to the CMP Highway System.
 - For toll road facilities, allow credits only for local public and private contributions which will not be reimbursed from toll revenues or other state or federal sources.
- Report annually on actions taken to adopt and implement a program to analyze the impacts of land use decisions on the CMP Highway System and to estimate the costs of mitigating those impacts.

SECTION 3 - ACTIONS REQUIRED OF LOCAL AGENCIES

The provisions of CMP legislation, as summarized in the preceding section, impose a requirement on local jurisdictions to carry out certain actions in order to demonstrate their compliance with the CMP program. This compliance will maintain eligibility to receive state gas tax funds made available by the voter approved Proposition 111. The actions and documentation requirements related to the identification and analysis of traffic impacts include the following:

- A TIA will be required for CMP purposes for all proposed developments generating 2,400 or more daily trips. For developments which will directly access a CMP Highway System link, the threshold for requiring a TIA should be reduced to 1,600 or more trips per day.
- Document procedures used to identify and analyze traffic impacts of new development on CMP Highway System. This documentation should include the following:
 - Identification of type of development proposals which are subject to a traffic impact analyses (TIA);
 - Description of required or acceptable TIA methodology; and
 - Description of inter-jurisdictional coordination process used when impacts cross local agency boundaries.
- Document procedures/standards used to determine the costs of mitigation requirements for impacts of new development on CMP Highway System.
- Document methodology and procedures for determining applicable credits against mitigation costs including allowable credits associated with contributions to toll road facilities.
- Establish annual monitoring and reporting process to summarize activities performed in analyzing the impacts of land use decisions on the CMP Highway System and in estimating the associated mitigation costs. Procedures for incorporating mitigation measures into the Capital Improvement Program should also-be established.
- For the first year, local jurisdictions may assume that all interregional travel occurs on the freeway system or they may develop an analysis methodology to determine the amount of interregional travel occurring on arterials which are part of the CMP Highway System. During the first year, TIAs need to analyze only the impacts to arterial portions of the CMP Highway System.

SECTION 4 - CMP TRAFFIC IMPACT ANALYSIS METHODOLOGY

In order to assure that the CMP Program meets its objectives of linking land use decisions with the adequate evaluation of impacts related to those decisions, traffic impact analyses must often be undertaken. There are a number of essential elements which should be included in traffic impact analyses (TIA) used to support the program. Many local jurisdictions already employ development review processes which will be adequate for addressing CMP requirements. For those jurisdictions wishing technical guidance in carrying out the analysis of traffic impacts on the CMP Highway System, this section offers an appropriate TIA methodology.

PROJECTS REQUIRING TIA ANALYSIS

All development in Orange County will use the CMP Network to a greater or lesser extent from time-to-time. The seven-year capital improvement program, together with deficiency plans to respond to deficiencies which cannot be resolved in the 7-year timeframe, are developed in response to anticipated growth in travel within a jurisdiction. Thus, a certain level of travel growth is addressed in the normal planning process and it is not necessary to evaluate relatively small projects with a TIA or to rely on TIA's as the primary means of identifying needed CMP Highway System improvements. Furthermore, County voters have approved a sales tax increase which will fund major improvements to the transit and highway systems serving the County.

Many jurisdictions will require an EIR for a proposed development project. When required, the EIR should include steps necessary to incorporate the required CMP analysis. Most or all of the TIA elements described in this section would normally be incorporated into the typical EIR traffic analysis.

Certain development projects not requiring an EIR should still be evaluated through a TIA process due to their land use type, intensity, proximity to the CMP network, and/or duration of development timeframe. In other words, developments which will significantly alter the anticipated demand on a CMP roadway should be evaluated through a TIA approach.

At the present time, there is a wide-ranging approach to determining which projects will require a TIA. In some jurisdictions, there are formal guidelines, while in others it depends primarily on the judgment of a member of staff relative to the probable significance of the project's impact on the surrounding road system.

The OCTC TIA guidelines recommended defining three percent of the level of service standard as significant impact. This seems reasonable for application for CMP purposes. Thus, project impacts of three percent or less can be mitigated by impact fees or other revenues. Projects with a potential to create an impact of more than three percent of Level of Service E capacity will require TIA's. On this basis, it is recommended that all development projects which generate more than 2,400 daily trips be subject to a TIA for CMP evaluation. For projects which will directly access or be in close proximity to a CMP Highway System link a reduced threshold of 1,600 trips/day would be appropriate. Appendix B provides background information of the derivation of these threshold values.

TIA PROCESS

There are a number of essential elements in the TIA process itself. It is desirable that all of these elements be evaluated within an acceptable range of criteria in order to assure the objectives of the CMP process and to maintain a reasonable degree of equity from jurisdiction to jurisdiction. It is recognized, however, that for certain of the elements, some variations relating to professional judgment and local criteria and characteristics are necessary and appropriate to the process. These factors have been fully considered in developing the descriptions of the following elements:

- Evaluation of existing conditions
- Trip generation
- Internal capture and passer-by traffic
- Trip distribution and assignment
- Radius of development influence
- Background traffic
- Capacity analysis methodology
- Impact costs/mitigation

Evaluation of Existing Conditions

In order to evaluate the relative impacts of a proposed development, determine CMP Highway System status and define appropriate mitigation for new impacts, it is necessary to understand the existing conditions on the affected roadway network. Evaluation of existing conditions is common to nearly all jurisdictions in Orange County. Given that most jurisdictions use link and intersection capacity analysis techniques compatible with the techniques identified in the level-of-service component, no changes in existing local jurisdiction procedures should be necessary in connection with the CMP Program.

Trip Generation

At the foundation of traffic impact analyses is the quantification of trip generation. Use of the ITE Trip Generation Manual is common throughout Orange County. In addition, other widely accepted practices are being used when appropriate to supplement the lit data. These practices include use of acceptable rates published by local agencies and surveys conducted at similar sites, subject to approval of the reviewing agency. Given the uniformity of practice in Orange County to date, no major adjustments in this procedure should be required. It would be desirable however to establish a central library for reporting the results of special trip generation studies and making these results available to all other jurisdictions who wish them.

Internal Capture and Passer-by Traffic

Techniques for identifying the internal relationship of travel within mixed-use developments and the degree to which development captures passer-by trips as opposed to creating new trips are being applied by approximately 2/3 of the local jurisdictions within Orange County. The use of

guidelines in the ITE Trip Generation Manual and appropriate professional judgment are the predominant techniques employed. To supplement the guidance available through ITE documentation, local jurisdictions are encouraged to undertake additional studies to document rates applicable within their jurisdiction. The determination of applicable rates should be undertaken by experienced transportation engineering professionals with thorough documentation of the methodology, data, and assumptions used. It is recommended that those jurisdictions which do not currently allow these adjustments establish revised TIA procedures incorporating this element. As with trip generation data, a central library would be desirable for reporting of data and analyses performed locally related to determination of appropriate factors.

Trip Distribution and Assignment

Several appropriate distribution and assignment techniques are used in Orange County, depending on the size of the development and the duration of buildout. Manual and computer modeling approaches are used as appropriate. Manual methods based on the best socio-economic information available to the agency and applicant should be acceptable except when a development's size makes a modeling approach more appropriate. Sources of this information include demographic surveys, market analyses, and previous studies.

Radius of Development Influence

There are numerous ways to identify the study area to be evaluated in a TIA. These include both qualitative and quantitative approaches. One of the most effective ways is through the determination of the quantity of project traffic on CMP roadway links compared to a selected level of impact. The goal of a quantitative approach is to be sure that all elements of the CMP network are addressed in a comparable manner from jurisdiction to jurisdiction. This is important due to the potential for overlapping impacts among jurisdictions. It is also important to maintain flexibility within a quantitative process to allow transportation professionals at local jurisdictions to add areas to the study which are of specific concern. It is not intended that CMP practices should restrict this aspect of each agency's existing TIA process.

It is recommended that the study area for CMP Highway System links be defined by a measure of significant impact on the roadway links. As a starting point, it is proposed that the measure be three percent of existing roadway capacity. Thus, when a traffic impact analysis is being done it would require the inclusion of CMP roadway links that are impacted by 3 percent or more of their LOS E capacity. If a TIA is required only for CMP purposes, the study area would end when traffic falls below three percent of capacity on individual roadway links. If the TIA is also required for other purposes, additional analysis can be required by the local jurisdiction based on engineering judgment or local regulation as applicable.

Background Traffic

In order for a reasonable assessment of the level of service on the CMP network, it is necessary to not only identify the proposed development impact, but also the other traffic which can be expected to occur during the development of the project. There are numerous methods of evaluating background traffic. The implications of these alternative methods are that certain methodologies may result in deficiencies, while other methodologies may find an acceptable operating conditions.

The cost to mitigate impacts of a land use decision is unrelated to background traffic. Rather, it is related to the cost of replacing the capacity which is consumed by the proposed development. However, it is necessary to understand background traffic in order to evaluate level-of-service. Background traffic is composed of existing traffic demands and growth from new development which will occur over a specific period of time. Both the existing and the growth elements of background traffic contain sub-elements. These include traffic which is generated within Orange County, that which begins and/or ends within the County, and interregional traffic which has neither end in Orange County. CMP legislation stipulates that interregional traffic will not be considered in CMP evaluations with respect to LOS compliance or determining costs of mitigation.

Given that the CMP process is new, there is no existing practice of separating interregional traffic from locally generated traffic. Until a procedure for identifying interregional traffic is developed, local jurisdictions may assume that all interregional traffic occurs on the freeway system. Initially TIA's required for CMP purposes need only analyze the impacts to arterial portions of the CMP Highway System.

Local governments in Orange County are generally consistent in their approach to background traffic. There are three major approaches used. The first is to use historical growth factors which are applied to existing traffic volumes to project future demands. The second is to aggregate the impacts of specific individual projects which have been approved or planned but not built to identify the total approved background traffic on the study area roadway system. A third method is to use computer modeling to identify total traffic demands which represent both background traffic and project impact traffic. For the present CMP program, it is recommended that the discretion for the appropriate process lie within the local jurisdiction, however, the method to be used in the jurisdiction should be clearly defined in the agency's TIA rules and procedures. In addition, it is recommended that all jurisdictions create a listing of approved development projects and a map showing their locations which would be updated frequently and be available to other jurisdictions on request. The listing should include information related to type and size of land use and phasing for each project.

It is appropriate to periodically update long range forecasts based on development approvals and anticipated development growth in the region and plan a transportation system which will provide the necessary level-of-service for this amount of development. When a development proposal will significantly alter this long-term plan, it will be necessary to address the aggregate of all approved development to assure that there is a long-term solution. However, from a TIA perspective, it is reasonable and practical to consider only that development traffic which can be expected to exist at the time of buildout of a new development proposal. That is to say, for CMP purposes background traffic should be limited to that traffic which is generated by development which will exist at the time of buildout of a proposed development. CEQA requirements may dictate that other background traffic scenarios be analyzed as well.

Capacity Analysis Methodology

Once the projected traffic demands are known, it is necessary to evaluate these demands relative to available and planned roadway capacity. The methodology used in capacity determination in Orange County is relatively uniform. Additionally, the level of service (LOS) component of the CMP Program has identified specific criteria which are to be used in determining level-of-service on the CMP Highway System.

Impact Costs/Mitigation

This element is at the heart of the CMP process; that is to identify the costs of mitigating a land development decision on the CMP System.

The current practice throughout Orange County is to require mitigation only when the level-of-service standard is exceeded. However, some jurisdictions require regular impact mitigation fees and phasing road improvements with development. The growth management requirement of the sales tax Measure M mandates a traffic phasing program. Often, mitigation is equated to construction of roadway improvements to maintain an acceptable level-of-service and/or to maintain the existing level-of-service. In some instances, a pay and go mitigation approach is allowed. This means that new development may pay its fair share and go forward and the provision of improvements remain the responsibility for the local jurisdiction.

In order to assess responsibility for impacts, there are a variety of approaches. One approach is to consider impact traffic as a percent of total traffic. Impact traffic may also be taken as a percentage of existing capacity. Another common approach is to use the net impact of development as a percent of total future traffic demand.

Since CMP legislation requires the identification of costs of land use decisions and impacts across jurisdictional lines, it is desirable that the CMP program have a consistent method for identifying the costs of development impacts. On the other hand, a wide variety of mitigations can occur from jurisdiction to jurisdiction.

It is recommended that the impact costs be calculated as the total of new development traffic on a roadway link requiring improvement divided by the capacity of the improvement times the cost of the improvement. This can be expressed in a formula as follows:

$$\text{Impact Cost} = \frac{\text{development traffic}}{\text{capacity of improvement}} \times \text{improvement cost}$$

Improvements to be included in the cost analysis should be those identified in the jurisdiction's adopted Circulation Element and any additional improvements identified in the development TIA. The total impact cost for a development would be the sum of costs for all significantly impacted links. Funds collected from these assessments could be aggregated and applied to specific projects on an annual basis in accordance with locally established priorities. If project impacts extend across jurisdictional boundaries the impact costs calculated for significantly impacted links in an adjacent jurisdiction should be allocated to that jurisdiction for use in its program of prioritized improvements.

Through this process, progress can be achieved in implementing system improvements without having to wait for 100% of the funds being collected for each individual improvement. In theory, all required improvements will be accomplished over time as new developments are approved which will generate traffic to utilize available and planned system capacity. The costs should be based on recent Unit cost experience in Orange County and may include planning, permitting, preliminary engineering, design, right-of-way, construction, landscaping, construction inspection, and, if applicable, financing costs.

There are two approaches to mitigation. One is traffic reduction and the other is to build improvements to accommodate the new traffic. Traffic reduction through transportation demand ordinances or other regulations which will reduce impacts can be calculated in the same way a development impact would be calculated. But in this case, it would be taken as a credit or a reduction in impact. Mitigation techniques such as TDM or phasing or reduction in project intensity merely reduce for a new development the amount of impact which must be mitigated and are changes which should occur prior to the calculation of project impact costs. A monitoring program should be established to confirm that anticipated reductions are realized.

To comply with the CMP process, a local jurisdiction should accomplish two things. First, it should demonstrate that it is analyzing and mitigating the impact of new development on the CMP Highway System. Second, it should maintain the level-of-service standards or adopt a deficiency plan consistent with CMP legislation. In order to demonstrate the mitigation which has been undertaken, the local jurisdiction should maintain a record of the cumulative impact cost of all development approvals and the cumulative mitigation value of improvements provided by the local jurisdiction. These could be construction programs or credits from a TDM ordinance or other traffic reduction measures. It is then only necessary to show on an annual basis that the total improvement costs plus traffic reduction credits are equal to or greater than the total impact cost of new development approvals to prove mitigation compliance.

The maintenance of level-of-service would come through implementation of improvements contained in the 7-year capital improvements element, Measure M and state-funded improvements, additional improvements which may be made in conjunction with development approvals, and from deficiency plans which may be required from time to time. From a TIA perspective, it would be necessary to document the following:

- a. the level-of-service on the CMP network at buildout of the proposed development will be: 1) level—of-service “E or better, or 2) will not result in a cumulative increase of more than 0.10 in v/c ratio if the established LOS standard is worse than LOS E.
- b. a deficiency plan exists to address the links for which level-of-service is not provided, and
- c. a deficiency plan will be developed for a new link when a deficiency will occur.

DOCUMENTATION OF RULES AND PROCEDURES

To assure a clear understanding of the TIA procedures which are necessary to support a viable CMP program, it is recommended that a set of rules and procedures be established by each local jurisdiction. Ideally, these rules and procedures would cover the requirements for the full TIA analysis and would include minimum requirements for the CMP process. Local jurisdictions which prefer not to adopt separate CMP TIA standards could implement standards for CMP requirements within a TIA and maintain their existing approach for all other aspects of their existing TIA process. The following is a summary of the elements which should be included in CMP procedures documentation and the methodologies applicable to each element:

1. **Thresholds for Requiring a TIA for CMP** - Projects with the potential to create an impact of more than 3% of LOS “E” capacity on CMP Highway system links should require a TIA. All projects generating 2,400 or more daily trips should require a TM for CMP evaluation. If a project will have direct access to a CMP link this threshold should be reduced to 1,600 or more daily trips. A TIA should not be required again if one has already been performed for the project as part of an earlier development approval which takes the impact on the CMP Highway System into account.
2. **Existing Conditions Evaluation** - Identify current level-of-service on CMP roadways and intersections where the proposed development traffic will contribute to 3 percent of the existing capacity. Use procedures defined in the level-of-service component for evaluation of level—of-service.
3. **Trip Generation** - ITE trip generation rates or studies from other agencies and locally approved studies for specific land uses.
4. **Internal Capture and Passerby Traffic** - Justification for internal capture should be included in the discussion. Passerby traffic should be calculated based upon ITE data or approved special studies.
5. **Distribution and Assignment** - Basis for trip distribution should be discussed and should be linked to demographic or market data in the area. Quantitative and/or qualitative information can be used depending on the size of the proposed development. As the size of the project increases, there should be a tendency to use a detailed quantitative approach for trip distribution. Trip assignment should be based on existing and projected travel patterns and the future roadway network and its travel time characteristics.
6. **Radius of Impact/Project Influence** - The analysis should identify the traffic assignment on all CMP roadway links until the impact becomes less than 3 percent of level of service E capacity.
7. **Background Traffic** - Total traffic which is expected to occur at buildout of the proposed development should be identified.
8. **Impact Assessment Period** - This should be the buildout timeframe of the proposed development.
9. **Capacity Analysis Methodology**- The methodology should be consistent with that specified in the level-of—service component of the CMP Program.
10. **Improvement Costs** - The cost of roadway improvements should include all costs of implementation including studies, design, right-of-way, construction, construction inspection, and financing costs, if applicable.
11. **Impact Costs and Mitigation** - The project impact divided by the capacity of a roadway improvement times the cost of the improvement should be identified for each significantly impacted CMP link and summed for the study area.
12. **Projected Level-of-Service** - The TIA should document that the projected level-of-service on all CMP links in the study area will be at Level-of-Service “E” or the existing level-of-service whichever is less, or that a deficiency plan exists or will be developed to address specific links or intersections.

SECTION 5 – APPENDICES

Appendix A – Summary of TIA Update Survey Results (Available Upon Request)

Appendix B – Deviation of Thresholds for Projects Requiring TIA Analysis

APPENDIX B**DERIVATION OF THRESHOLDS FOR PROJECTS
REQUIRING TRAFFIC IMPACT ANALYSIS**

The TIA process recommendation is to require a TIA for any project generating 2,400 or more daily trips. This number is based on the desire to analyze any impacts which will be 3% or more of the existing capacity. Since most CMP Highway System will be four lanes or more, the capacity used to derive the threshold is a generalized capacity of 40,000 vehicles/day. The calculations are as follows:

$$40,000 \text{ veh./day} \times 3\% = 1,200 \text{ veh./day}$$

Assuming 50/50 distribution of project traffic on a CMP link

$$1,200 \times 2 = 2,400 \text{ veh./day total generation}$$

As can be seen, a project which will generate 2,400 trips/day will have an expected maximum link impact on the CMP system of 1,200 trips/day based on a reasonably balanced distribution of project traffic. On a peak-hour basis, the 3% level of impact would be 120 peak-hour trips. For intersections, a 3% level of impact applied to the sum of critical volume (1,700 veh./hr.) would be 51 vehicles per hour.

A level of impact below 3% is not recommended because it sets thresholds which are generally too sensitive for the planning and analytical tools available. Minor changes in project assumptions can significantly alter the results of the analysis and the end result can be additional unnecessary cost to the developer and additional review time by staff with little benefit. Additionally, a lower threshold of significance will expand the study area, which also increases effort and costs, and increases the probability that the analysis would extend beyond jurisdictional boundaries.

The following illustration shows that the 2,400 trip/day threshold would be expected to produce a 3% impact on the CMP System only when the project has relatively direct access to a CMP link. As a project location moves further off the CMP System the expected impacts is reduced. With a more directional distribution of project traffic a development with direct CMP System access could produce a 3% impact with somewhat lower daily trip generation.

The table included on the following page illustrates the daily trip generation thresholds which would produce various levels of impact on the CMP System for project locations with and without direct access to the system. Based on a 3% impact the trip generation thresholds for requiring a TIA are 1,600 veh./day with direct CMP System access and 2,400 veh./day if a project does not have direct CMP System access.

**CMP Highway System Impacts for Development Generating 2,400 trips/day
Based on proximity to CMP System**

	50		50		250	
	80	80		280	80	
100	100	100		300	100	300
200	600	800	2400	800	600	100
300	100	300		200	100	200

MAXIMUM IMPACT < 1%

400						200
200	600	700			600	800
	200	300	1200	1200	300	200
			2400			200

MAXIMUM = 1.8%

	400				100		200
200	800	1000	1200	1200	900	700	300
	200		2400		100		200

MAXIMUM = 3%
COULD BE 4.5% WITH 75/25 SPLIT

Alternative Criteria

Assume 75/25 distribution

For direct access to CMP System:
 $1,200 / .75 = 1,600 \text{ veh./day}$

For no direct CMP System Access:
Approximately 1/3 less impact on CMP System
 $1,600 \times 3/2 = 2,400 \text{ veh./day}$

Daily Trip Generation

Significant Impact	Direct Access	No Direct Access
1%	500	800
2%	1,100	1,600
3%	1,600	2,400

Appendix B-2: Traffic Impact Analysis Exempt Projects

Projects exempt from the requirements of a mandatory, CMP Traffic Impact Analysis are listed below. This list is not meant to be all-inclusive. Any inquiries regarding additional exemptions shall be transmitted in writing to the Orange County Transportation Authority, attention CMP Program Manager.

Project Not Requiring a CMP TIA Analysis:

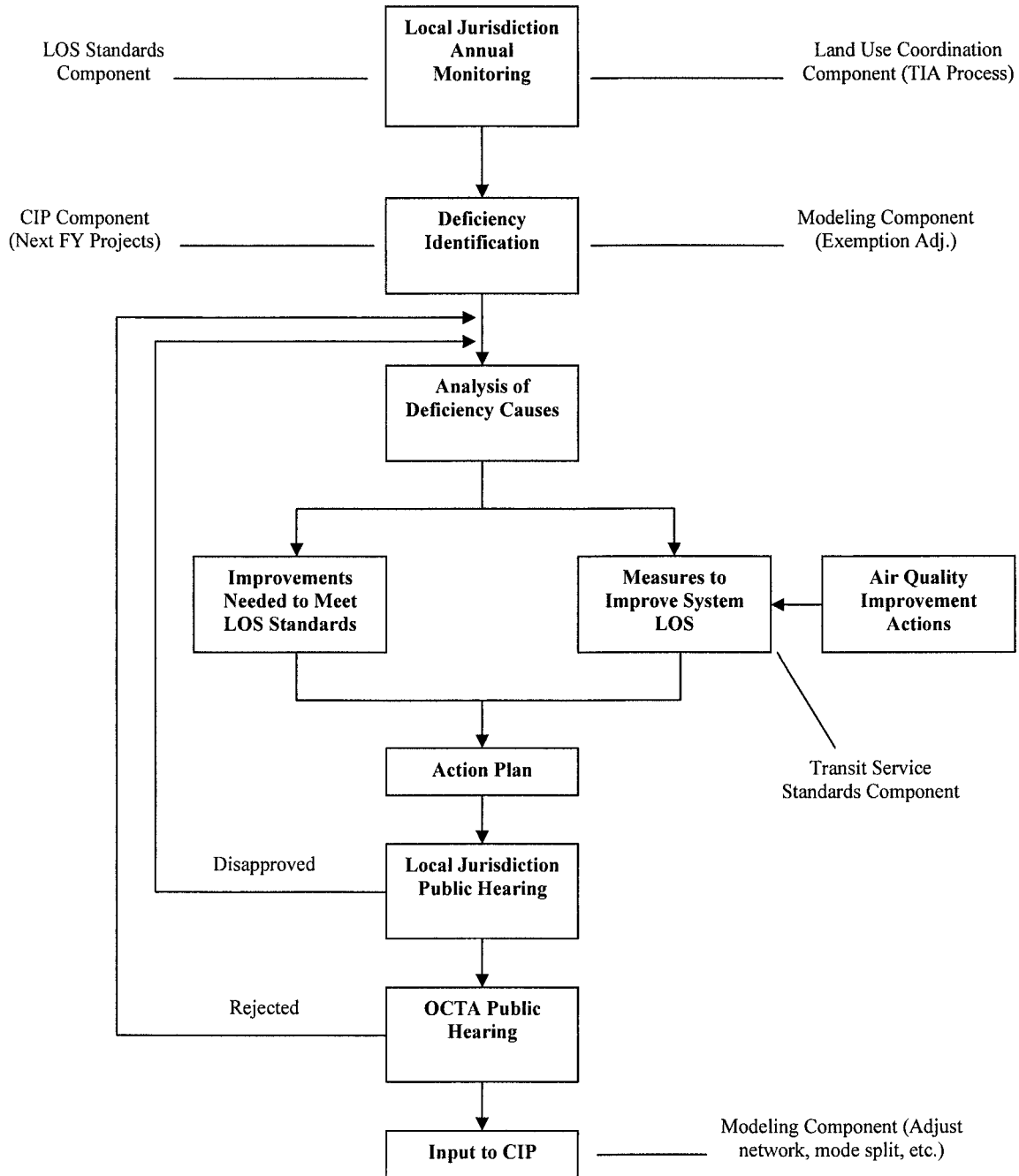
1. Applicants for subsequent development permits (i.e., conditional use permits, subdivision maps, site plans, etc.) for entitlement specified in and granted in a development agreement entered into prior to July 10, 1989.¹
2. Any development application generating vehicular trips below the Average Daily Trip (ADT) threshold for CMP Traffic Impact Analysis, specifically, any project generating less than 2,400 ADT total, or any project generating less than 1,600 ADT directly onto the CMPHS.^{1, 2}
3. Final tract and parcel maps.^{1, 2, 3}
4. Issuance of building permits.^{1, 2, 3}
5. Issuance of certificates of use and occupancy.^{1, 2, 3}
6. Minor modifications to approved developments where the location and intensity of project uses have been approved through previous and separate local government actions prior to January 1, 1992.^{1, 2, 3}

¹ Vehicular trips generated by CMP TIA-exempt development applications shall not be factored out in any traffic analyses or levels of service calculations for the CMPHS.

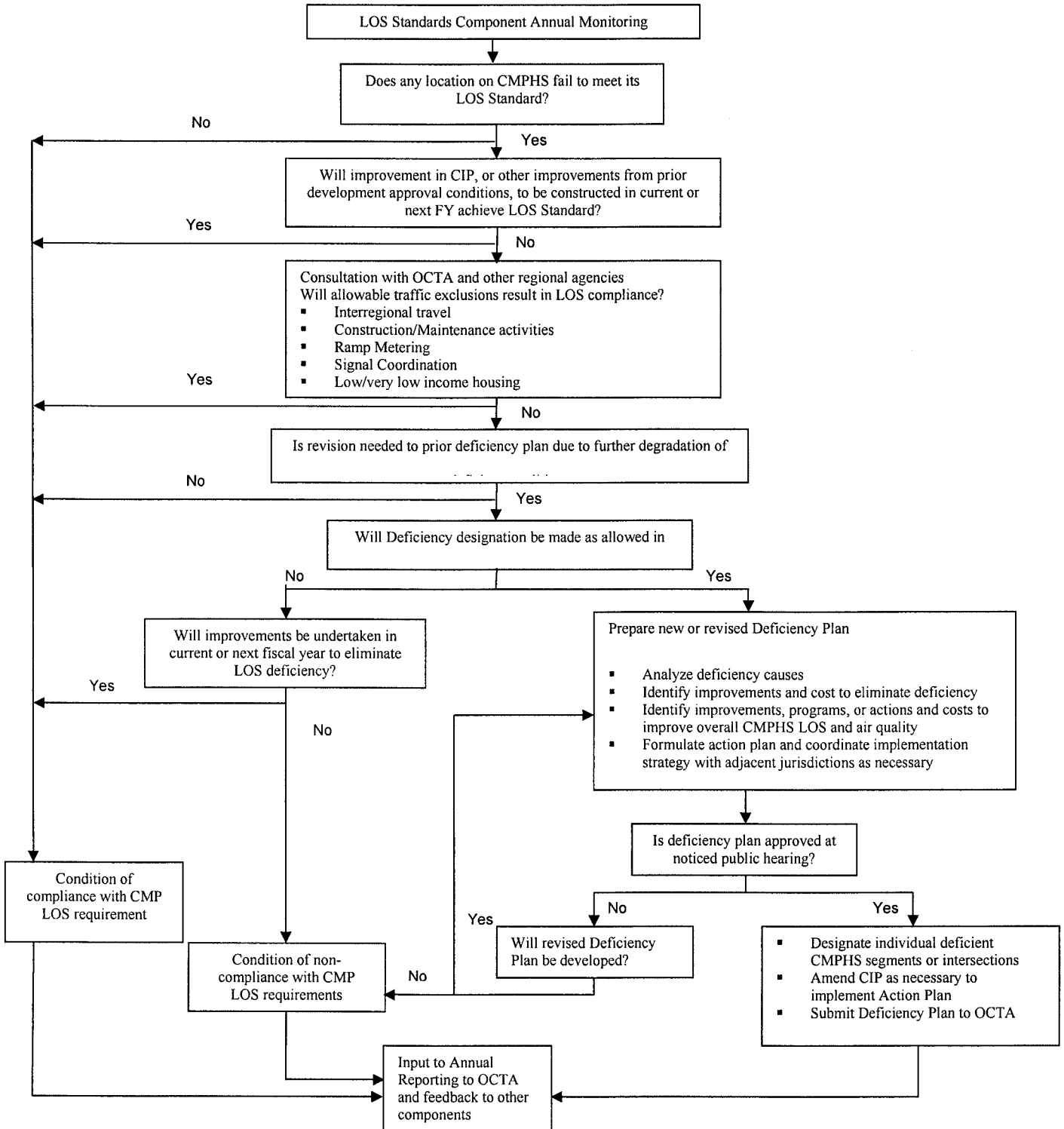
² Exemption from conduction a CMP TIA shall not be considered an exemption from such projects' participation in approved, transportation fee programs established by the local jurisdiction.

³ A CMP TIA is not required for these projects only in those instances where development approvals granting entitlement for the project sites were granted prior to the effective date of CMP TIA requirements (i.e., January 1992).

APPENDIX C-1: CMP Deficiency Plan Flow Chart



APPENDIX C-2: Deficiency Plan Decision Flow Chart



APPENDIX D: CMP Monitoring Checklists

CMP MONITORING CHECKLIST CAPITAL IMPROVEMENT PROGRAM

Responsibility: Cities, County, Caltrans, transit operators

2009 CMP CHECKLIST

		YES	NO
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30, 2009?	<input type="checkbox"/>	<input type="checkbox"/>
a.	Does it include projects that will maintain or improve the traffic LOS on the CMPHS or adjacent facilities which benefit the CMPHS?	<input type="checkbox"/>	<input type="checkbox"/>
b.	Are maintenance, rehabilitation, and reconstruction projects excluded for CMP purposes?	<input type="checkbox"/>	<input type="checkbox"/>
c.	Was the CIP Development Program, distributed with the Measure M eligibility package, used to prepare the CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>
e.	Have projects included as part of a deficiency plan been identified as such in the CIP?	<input type="checkbox"/>	<input type="checkbox"/>

**CMP MONITORING CHECKLIST
DEFICIENCY PLANS**

Responsibility: Cities, County

2009 CMP CHECKLIST

	YES	NO*
1. After adjustments, were any locations on the CMPHS identified as failing to meet the LOS standard through the data collection and calculation process?	<input type="checkbox"/>	<input type="checkbox"/>
a. If so, which?		

NOTE: Only those agencies which answered question #1 affirmatively need to answer the remaining questions.

2. Will the deficiencies at these locations be corrected by improvements scheduled for completion during the next 18 months?	<input type="checkbox"/>	<input type="checkbox"/>
3. Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to OCTA?	<input type="checkbox"/>	<input type="checkbox"/>
4. Does the deficiency plan fulfill the statutory requirements:		
a. include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>
b. include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>

		YES	NO*
c.	include a list of improvements, programs, or actions, and estimates of their costs, that will improve LOS on the CMPHS and improve air quality?	<input type="checkbox"/>	<input type="checkbox"/>
1)	do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>
d.	include an action plan and implementation schedule?	<input type="checkbox"/>	<input type="checkbox"/>
5.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>
6.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>
7.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>
8.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>
9.	Please describe any innovative programs included in the deficiency plan:		

* Submitting jurisdiction is encouraged to provide a brief explanation of those questions answered "No."

**CMP MONITORING CHECKLIST
LAND USE COORDINATION**

Responsibility: Cities, County

2009 CMP CHECKLIST

	YES	NO*
CMP Traffic Impact Analysis:		
1. Have you changed the CMP traffic impact analysis (TIA) process you selected for the 2007 CMP?	<input type="checkbox"/>	<input type="checkbox"/>
2. If you answered "Yes" to the above question, have you submitted documentation of the revised TIA approach and methodology used to OCTA?	<input type="checkbox"/>	<input type="checkbox"/>
3. Was your CMP TIA process applied to applicable development projects filed and approved by the local jurisdiction between July 1, 2007 and June 30, 2009?	<input type="checkbox"/>	<input type="checkbox"/>
a. How many approved development projects were required to conduct a CMP TIA?		
b. Did the TIA process identify whether any CMPHS links/intersections would exceed their established LOS standard as a result of project related traffic?	<input type="checkbox"/>	<input type="checkbox"/>
c. If so, which CMPHS links/intersections?		

d. Which, if any, of these impacted CMPHS links/intersections are located outside the boundaries of your jurisdiction?		

	YES	NO*
e. Did your agency participate in inter-jurisdictional discussions with other affected jurisdictions to develop a mitigation strategy for each impacted link/intersection?	<input type="checkbox"/>	<input type="checkbox"/>
4. Did you use, or do you anticipate using, a local model for your traffic impact analysis on any projects initiated between July 1, 2007 and June 30, 2009?	<input type="checkbox"/>	<input type="checkbox"/>
5. If you answered "Yes" to the above question, did you follow the modeling consistency process outlined in Attachment 1?	<input type="checkbox"/>	<input type="checkbox"/>

* Submitting jurisdiction is encouraged to provide a brief explanation of those questions answered "No" (with the exception of questions 1 and 4).

Attachment 1
(under separate cover)

**CMP MONITORING CHECKLIST
LEVEL OF SERVICE**

Responsibility: Cities, County

2009 CMP CHECKLIST

	YES	NO*
<p>1. In your jurisdiction, are all of the intersections on the CMPHS operating at LOS E (or the baseline level, if worse than E) or better?</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p style="padding-left: 20px;">a. If not, have the impacts of traffic which are categorically exempt under the CMP legislation (interregional travel, traffic generated by the provision of low and very low income housing, construction rehabilitation or maintenance of facilities that impact the system, freeway ramp metering, or traffic signal coordination) been factored out of the LOS traffic counts?</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>2. After adjustments have been included, which intersections, if any, are operating below LOS E (or the baseline level, if worse than E)?</p> <hr/> <hr/> <hr/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>3. Will the LOS at those intersections be improved by mitigation measures which will be implemented in the next 18 months or improvements programmed in the first year of any FY 2009/2010 funding program (i.e., local agency CIP, CMP CIP, Measure M CIP)?</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p style="padding-left: 20px;">a. If not, has a deficiency plan been developed for each intersection which will be operating below LOS E (or the baseline level, if worse than E)?</p>	<input type="checkbox"/>	<input type="checkbox"/>

* Submitting jurisdiction is encouraged to provide a brief explanation of those questions answered "No."

CMP MONITORING CHECKLIST TDM ORDINANCE

Responsibility: Cities, County

2009 CMP CHECKLIST

- | | YES | NO |
|--|--------------------------|--------------------------|
| 1. Have you made revisions to the TDM ordinance used to satisfy the TDM requirements of the last CMP reporting cycle (i.e. 2007)? | <input type="checkbox"/> | <input type="checkbox"/> |
| a. If so, please attach a copy of the revised ordinance and adopting resolution. | | |
| 2. Have you applied your TDM ordinance to development projects? | <input type="checkbox"/> | <input type="checkbox"/> |
| a. If not, please provide a brief explanation. | | |
| | | |
| | | |
| | | |
| | | |

APPENDIX E: Capital Improvement Programs
(Under Separate Cover)

APPENDIX F: Orange County Subarea Modeling Guidelines

(Under Separate Cover)



BOARD COMMITTEE TRANSMITTAL

October 26, 2009

To: Members of the Board of Directors

From: *for me*
Wendy Knowles, Clerk of the Board

Subject: Cooperative Agreement with the City of Fullerton for Railroad Grade Separation Projects

Highways Committee Meeting of October 19, 2009

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

Absent: Director Pringle

Committee Vote

This item was passed by all Committee Members present.

Director Mansoor was not present to vote.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-0576 with the City of Fullerton for the implementation of the railroad grade separation projects located at Raymond Avenue and State College Boulevard.



October 19, 2009

To: Highways Committee

From: Will Kempton, Chief Executive Officer

Subject: Cooperative Agreement with the City of Fullerton for the Railroad Grade Separation Projects

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the City of Fullerton to establish roles, responsibilities, and processes for the design, right-of-way, and construction of the railroad grade separation projects located at Raymond Avenue and State College Boulevard. This agreement also commits Renewed Measure M funding to the City of Fullerton for the two projects.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-0576 with the City of Fullerton for the implementation of the railroad grade separation projects located at Raymond Avenue and State College Boulevard.

Discussion

The Orange County Transportation Authority (Authority) and City of Fullerton (City) have mutually agreed to execute a cooperative agreement where the City will serve as the implementing agency for the design, right-of-way (ROW), construction, and construction administration of the two railroad grade separation projects at Raymond Avenue and State College Boulevard.

The City is responsible for entering into a construction and maintenance agreement with the Burlington Northern Santa Fe Railway (BNSF) to establish the rights and obligation of each party relating to the construction and maintenance of the subject at-grade crossings. In addition, the City is responsible for the schedule and budget performance of these projects and must conform to the requirements of the Trade Corridor Improvement Fund (TCIF) Program as established by the California Transportation Commission (CTC). The Authority will serve as the

sponsoring agency and oversee the City's efforts and coordinate the schedules of these projects with the development of the remaining five grade separation projects in the City.

The proposed cooperative agreement also identifies the funding sources, amounts of each funding source, fiscal year (FY) availability of funds, and subsequent approvals required for use of the funds (Attachment A). The funding allocation plan for the railroad grade separation projects at Raymond Avenue and State College Boulevard consist of five funding sources, and each funding source must adhere to eligibility guidelines, programming requirements, and timely use of fund provisions. The proposed cooperative agreement includes the following sources and fund availability schedule:

Funding Source	Phase	FY Funding Availability	Funding Amount
Renewed Measure M (M2), Project O	Design, ROW, and Construction	FY 2009-10, FY 2012-13	\$50,982,000
TCIF	Construction	FY 2012-13	\$43,488,000
Regional Surface Transportation Program (RSTP)	ROW and Construction	FY 2010-11, FY 2012-13	\$7,922,000
Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU)	ROW	FY 2010-11	\$12,800,000
Local (City)	ROW	FY 2010-11, FY 2012-13	\$10,630,000
Total			\$125,822,000

The M2 funds come from the Regional Capacity Program and will fund the initial stages of the design phase currently underway with the City for FY 2009-10. The remaining M2 fund allocation will be budgeted and available in subsequent years to align with the project delivery schedule.

TCIF funds are available for construction and are subject to CTC allocation and bond sales by the Pooled Money Investment Board. TCIF funds should be expended or encumbered prior to July 1, 2013, otherwise the legislature could reallocate the funds to any other railroad grade separation project in the state.

The RSTP funds and SAFETEA-LU funds are currently programmed in the 2008 Federal Transportation Improvement Program. The RSTP funds are

available in FY 2010-11 and FY 2012-13, and the SAFETEA-LU funds are available in FY 2010-11. Additionally, the City is required to provide matching funds for the design, ROW, and construction of the projects. The City is the direct recipient of the TCIF, RSTP, and SAFETEA-LU funds and is also responsible for maintaining the approved project budget of \$125,822,000 for the projects.

Additionally, the Authority and the City acknowledge that development of the projects is in a preliminary stage at the time of this cooperative agreement and that costs related to requirements of BNSF (construction of a railroad shoofly and related work) are unknown and may add significant costs to the projects.

The M2 funds for the projects are committed by the Authority for a not-to-exceed amount of \$50,982,000. This amount is a grant to the City under the M2 Regional Capacity Program. Funds will be released on a periodic basis based on the project needs as requested by the City and approved by the Authority.

Fiscal Impact

The M2 funding for the design services is included in the Authority's FY 2009-10 Budget, Development Division, Account 0017-7831-SO202-QKC, and by funds transfer from Account 0017-7831-SO202-QKD, Contributions to Other Agencies. The remaining amount of M2 funds will be budgeted in subsequent years to align with the project delivery schedule.

Summary

Staff is seeking Board of Directors approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-0576 with the City to establish roles, responsibilities, and processes for the implementation of the railroad grade separation projects at Raymond Avenue and State College Boulevard. An amount of \$50,982,000 is committed under this agreement from the M2 Regional Capacity Program. The funding allocations are subject to CTC approval. The total project cost shall not exceed \$125,822,000.

Attachment

- A. Draft Cooperative Agreement No. C-9-0576 Between Orange County
Transportation Authority and City of Fullerton

Prepared by:



M. Joseph Toolson
Program Manager
714-560-5406

Approved by:



Kia Mortazavi
Executive Director, Development
714-560-5741



Virginia Abadessa
Director, Contracts Administration &
Materials Management
714-560-5623

COOPERATIVE AGREEMENT NO. C-9-0576

BETWEEN

ORANGE COUNTY TRANSPORTATION AUTHORITY

AND

CITY OF FULLERTON

THIS AGREEMENT, is effective this _____ day of _____, 2009, by and between the Orange County Transportation Authority, 550 South Main Street, P.O. Box 14184, Orange, California 92863-1584, a public corporation of the State of California (hereinafter referred to as "AUTHORITY"), and the City of Fullerton, 303 W. Commonwealth, Fullerton, CA 92832, a municipal corporation (hereinafter referred to as "CITY"), which are sometimes individually referred to as "Party", as collectively referred to as "Parties".

RECITALS:

WHEREAS, AUTHORITY and CITY desire to enter into a Cooperative Agreement (Agreement) to define the roles and responsibilities related to the funding between the AUTHORITY and CITY for environmental, final design, right-of-way acquisition, and construction of the two grade separation projects (hereinafter referred to as "PROJECTS") to alleviate the potential traffic impacts and enhance safety at existing at-grade rail crossings located at Raymond Avenue as shown in Exhibit A and State College Boulevard as shown in Exhibit B; and

WHEREAS, on April 10, 2008, the California Transportation Commission (CTC) adopted the Trade Corridors Improvement Fund (TCIF) program of projects, which included the two projects in CITY, in the amount of \$43.5 million; and

WHEREAS, CITY agrees to act as the lead agency for environmental, design, right-of-way acquisition, construction management, and construction of PROJECTS; and

WHEREAS, CITY will, prior to allocation of any construction funding or commencement of any construction activity, enter into a separate Construction and Maintenance Agreement

1 (C&M Agreement) with Burlington Northern Santa Fe (BNSF), establishing the rights and
2 obligations of each party for the construction and maintenance of PROJECTS; and

3 **WHEREAS**, AUTHORITY and CITY agree that the CTC's approval is required for
4 AUTHORITY's programming request to amend and allocate the TCIF funds for performance
5 under this Agreement; and

6 **WHEREAS**, AUTHORITY shall, subject to AUTHORITY's Board of Directors approval,
7 seek alternative funding sources to replace TCIF funds that may be reallocated by the
8 Legislature, and;

9 **WHEREAS**, AUTHORITY has agreed to designate CITY as the direct recipient for the
10 TCIF, Regional Surface Transportation Program (RSTP), and Safe, Accountable, Flexible,
11 Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) funds; and

12 **WHEREAS**, AUTHORITY and CITY agree that the full funding for Raymond Avenue
13 including environmental, design, right-of-way acquisition, construction management, and
14 construction shall be Sixty Three Million and Seven Hundred Thirty Nine Thousand Dollars
15 (\$63,739,000) in accordance with the funding schedule shown in Exhibit C, and for State
16 College Boulevard including design, right-of-way acquisition, construction management, and
17 construction shall be Sixty Two Million and Eighty Three Thousand Dollars (\$62,083,000) in
18 accordance with the funding schedule shown in Exhibit D, for a total funding of One Hundred
19 Twenty Five Million and Eight Hundred Twenty Two Thousand Dollars (\$125,822,000); and

20 **WHEREAS**, CITY will maintain, at its own cost and expense those portions of the
21 PROJECTS lying within CITY right-of-way; and

22 **WHEREAS**, this Cooperative Agreement defines the specific terms, conditions and
23 funding responsibilities between the AUTHORITY and CITY for the completion of PROJECTS;
24 and

25 **WHEREAS**, the AUTHORITY's Board of Directors approved this Agreement on
26 October 26, 2009;

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

3 **ARTICLE 1. COMPLETE AGREEMENT**

4 This Agreement, including all exhibits and documents incorporated herein and made
5 applicable by reference, constitutes the complete and exclusive statement of the terms and
6 conditions of the Agreement between AUTHORITY and CITY and supersedes all prior
7 representations, understandings and communications. The invalidity in whole or in part of any
8 term or condition of this Agreement shall not affect the validity of other terms or conditions.

9 **ARTICLE 2. RESPONSIBILITES OF AUTHORITY**

10 AUTHORITY agrees to the following responsibilities:

11 A. AUTHORITY shall act as the sponsoring agency and provide oversight for
12 PROJECTS, ensuring that all standards and requirements set forth by the CITY, BNSF, and
13 CTC Baseline Agreements are adhered to.

14 B. AUTHORITY shall coordinate with BNSF and CITY to cooperate with AUTHORITY
15 in the development and construction of PROJECTS.

16 C. AUTHORITY shall formally request on behalf of CITY to CTC to support an
17 allocation request for construction funds for PROJECTS in or prior to fiscal year (FY) 2012-13,
18 whereby AUTHORITY's performance under this Agreement is contingent upon CTC approval.

19 D. AUTHORITY shall remit to CITY within thirty (30) days of receipt of an acceptable
20 invoice, reimbursement for environmental, design, right-of-way, and construction of eligible
21 Renewed Measure M (M2) project costs in accordance with funding schedule shown in
22 Exhibit C. Funds will be released on a periodic basis based on the project needs as requested
23 by CITY and approved by AUTHORITY. Only Raymond Avenue related costs are eligible for
24 reimbursement. Such project costs shall not exceed the sum of Fifty Million and Nine Hundred
25 Eighty Two Thousand Dollars (\$50,982,000) of M2 funds without an amendment to this
26 Agreement.

1 E. AUTHORITY shall seek alternative funding sources to replace the TCIF funds that
2 may be reallocated by the Legislature, and subject to AUTHORITY's Board of Directors
3 approval.

4 F. AUTHORITY agrees to provide CITY with necessary assistance in requesting the
5 allocation of TCIF funds from CTC and the obligation of RSTP and SAFTEA-LU funds from the
6 Department of Transportation (Caltrans)/Federal Highways Administration (FHWA).

7 G. AUTHORITY shall process any required Regional Transportation Improvement
8 Program (RTIP) amendments.

9 H. AUTHORITY shall process any required amendments through the CTC.

10 I. AUTHORITY shall process any documents through the CTC that AUTHORITY would
11 be required to process as the Regional Transportation Planning Agency.

12 J. AUTHORITY shall immediately notify CITY in writing of any changes that would
13 jeopardize the full funding of PROJECTS.

14 K. AUTHORITY shall coordinate the TCIF funding allocation request with CITY's
15 procurement schedule and submit the TCIF funding requests to the CTC which will include the
16 request to designate CITY as the recipient for these funds.

17 **ARTICLE 3. RESPONSIBILITIES OF CITY**

18 CITY agrees to the following responsibilities for PROJECTS:

19 A. CITY shall act as the lead agency for environmental, design, right-of-way acquisition,
20 solicitation and award, construction, and construction management of PROJECTS, and adhere
21 to all standards and requirements set forth by CITY, BNSF, the approved environmental
22 documents, and the CTC baseline agreements.

23 B. CITY shall be the designated recipient for TCIF, RSTP, and SAFETEA-LU funds.

24 C. CITY shall be responsible for completing PROJECTS in accordance with the funding
25 schedules (Exhibits C and D), timely use of funds requirements, and to abide by all TCIF,
26 RSTP, and SAFETEA-LU programming guidelines and any and all other requirements of the

1 federal, state, Caltrans, and the CTC related to these funding programs.

2 D. CITY shall collaborate and cooperate with the AUTHORITY staff, its consultants,
3 employees, agents, and contractors during design and construction of PROJECTS, including
4 CITY staff participation in PROJECTS and hold monthly steering committee meetings with
5 AUTHORITY.

6 E. CITY shall provide all staff, employees, agents, consultants, and contractors deemed
7 necessary and appropriate by CITY to manage, administer, coordinate, and oversee
8 environmental, engineering design, right-of-way, and construction management of
9 PROJECTS.

10 F. CITY shall process the allocation request for TCIF funds through the AUTHORITY
11 and the CTC in order to receive a TCIF allocation no later than the 2012 CTC meeting.
12 Performance of this Agreement is subject to CTC approval and bond sales by the state Pooled
13 Money Investment Board.

14 G. CITY shall immediately notify AUTHORITY in writing of any changes to PROJECTS
15 schedules that would jeopardize funding of PROJECTS.

16 H. CITY agrees that the budget for Raymond Avenue is a not-to-exceed amount of
17 Sixty Three Million and Seven Hundred Thirty Nine Thousand Dollars (\$63,739,000) and State
18 College Boulevard is a not-to-exceed amount of Sixty Two Million and Eighty Three Thousand
19 Dollars (\$62,083,000), for a total overall budget of One Hundred Twenty Five Million and Eight
20 Hundred Twenty Two Thousand Dollars (\$125,822,000); contingent upon full funding from
21 AUTHORITY.

22 I. CITY shall coordinate with AUTHORITY for all work to be done on the BNSF right-of-
23 way.

24 J. CITY agrees that the programmed amounts for the TCIF, M2, and RSTP funds shall
25 not be exceeded without a written amendment to this Agreement.

26 K. CITY shall provide PROJECTS closeout activities, including walk-through, punch list,

1 as-built records and final payment accounting.

2 L. CITY shall provide all necessary permits to construct PROJECTS. All other
3 regulatory permits shall be included as part of PROJECTS costs.

4 M. CITY agrees to report online to the CTC on a quarterly basis on the progress made
5 toward the implementations of PROJECTS, including scope, cost, and schedule.

6 N. CITY shall notify AUTHORITY of all significant changes related to PROJECTS and
7 obtain approval from AUTHORITY on all contract change orders over fifty thousand dollars
8 (\$50,000), prior to implementation, except when necessary for the safety of motorists and/or
9 pedestrians or where immediate approval by CITY will avoid construction delay claims.

10 O. CITY shall be responsible for the schedule and budget performance of PROJECTS
11 and to conform to all requirements of the TCIF program.

12 P. CITY shall provide AUTHORITY with a monthly progress report relative to scope,
13 cost, schedule and all related issues of PROJECTS no later than the 10th day of the month
14 following the reporting period. AUTHORITY may request additional information to supplement
15 AUTHORITY's reporting requirement.

16 Q. CITY shall process the obligation request for federal funds through Caltrans/FHWA.

17 R. CITY shall provide Public Outreach to inform public of PROJECTS status and to
18 maintain good public relation throughout design and construction of PROJECTS. This shall
19 include keeping the Authority Public Outreach staff informed on all key project elements.

20 S. CITY shall be responsible for, and coordinate activities relating to right-of-way
21 acquisition, temporary construction easements, and certification deemed necessary and
22 appropriate by CITY, including eminent domain, if needed, necessary for the construction of
23 PROJECTS.

24 T. CITY shall maintain and manage any excess land acquired as a result of
25 PROJECTS until disposed of by CITY in a manner acceptable to AUTHORITY. If excess land
26 is disposed of prior to the termination of this Agreement, net proceeds, after accounting for

1 CITY's expenses as well as closing costs paid through escrow, shall in their entirety, be
2 returned to PROJECTS. After termination of this Agreement, remaining excess land shall be
3 conveyed to the CITY, the net proceeds from any sale of excess land shall be returned to
4 PROJECTS.

5 U. CITY shall report to the CTC on the progress, on a quarterly basis, and outcomes, at
6 the end of the environmental phase, of the environmental process with regard to air quality
7 impacts due to emissions from diesel or other particulates and related mitigation strategies.

8 V. CITY agrees to comply with all applicable federal and state third party contracting
9 laws and regulations, and shall include all laws and regulations in any PROJECTS related
10 contracts entered into by CITY.

11 W. CITY shall be responsible for the relocation, protection, and construction of all
12 utilities, including any utilities that are the subject of franchise agreements, necessary for the
13 construction of PROJECTS.

14 X. CITY shall be responsible for the investigation of potential hazardous material sites
15 within and outside of PROJECTS limits. If CITY encounters hazardous material or
16 contamination or protected cultural materials within PROJECTS limits during the said
17 investigation or in the course construction, CITY shall notify the AUTHORITY and responsible
18 control agencies of such discovery.

19 Y. CITY shall stop work in any area of PROJECTS where hazardous materials, cultural,
20 archeological, paleontological, biological, or other protected resources are encountered during
21 construction of PROJECTS, until a qualified professional evaluates the nature significance of
22 the find and a plan is approved by both CITY and AUTHORITY for the removal or protection
23 that contaminant or resource. The cost for any removal or protection shall be covered as
24 PROJECTS cost.

25 Z. CITY shall develop record of survey, final maps and all necessary title transfers
26 relative to PROJECTS.

1 AA. CITY shall, upon PROJECTS completion, own constructed work of PROJECTS
2 and, at its sole cost and expense, maintain the roads and structures at PROJECTS locations
3 within CITY boundaries.

4 **ARTICLE 4. PAYMENT**

5 A. Funds will be released on a periodic basis based on the project needs as requested
6 by CITY and approved by AUTHORITY. Such project costs shall not exceed the sum of Fifty
7 Million and Nine Hundred Eighty Two Thousand Dollars (\$50,982,000) of M2 funds for
8 Raymond Avenue. CITY invoice shall be submitted in duplicate to AUTHORITY's Account
9 Payable department, and include the following information:

- 10 a. Agreement Number C-9-0576;
11 b. The time period covered by the invoice;
12 c. Progress Report which includes a detailed description of the progress of
13 PROJECTS;
14 d. Total invoice amount; and
15 e. Such other information as requested by AUTHORITY.

16 **ARTICLE 5. DELEGATED AUTHORITY**

17 The actions required to be taken by CITY in the implementation of this Agreement are
18 delegated to its City Manager, or designee, and the actions required to be taken by
19 AUTHORITY in the implementation of this Agreement are delegated to AUTHORITY's Chief
20 Executive Officer or designee.

21 **ARTICLE 6. AUDIT AND INSPECTION**

22 AUTHORITY and CITY shall maintain a complete set of records in accordance with
23 generally accepted accounting principles. Upon reasonable notice, AUTHORITY and CITY
24 shall permit each Party's authorized representatives to inspect and audit all work, materials,
25 payroll, books, accounts, and other data and records of the other Party for a period of four (4)
26 years after final payment, or until any on-going audit is completed. For purposes of audit, the

1 date of completion of this Agreement shall be the date of AUTHORITY's payment of CITY's
2 final billing (so noted on the invoice) under this Agreement. Each Party shall have the right to
3 reproduce any such books, records, and accounts of the other Party relative to PROJECTS.
4 The above provision with respect to audits shall extend to and/or be included in contracts with
5 CITY's contractors, including BNSF and its contractors.

6 **ARTICLE 7. INDEMNIFICATION**

7 A. AUTHORITY shall defend, indemnify and hold harmless CITY and CITY's officers,
8 agents, elected officials and agents, and employees, from all liability, claims, losses and
9 demands, including defense costs and reasonable attorneys' fees, whether resulting from
10 court action or otherwise, arising out of the acts or omissions of AUTHORITY, its officers,
11 agents, or employees, in the performance of this Agreement, excepting acts or omissions
12 directed by CITY, officers, agents, or employees, acting within the scope of their employment,
13 for which the CITY agrees to defend and indemnify AUTHORITY in a like manner. This
14 indemnity shall survive even after the termination of this Agreement.

15 B. CITY shall defend, indemnify and hold harmless AUTHORITY and AUTHORITY's
16 officers, agents, elected officials and agents, and employees, from all liability, claims, losses
17 and demands, including defense costs and reasonable attorneys' fees, whether resulting from
18 court action or otherwise, arising out of the acts or omissions of CITY, officers, agents, or
19 employees, in the performance of this Agreement, excepting acts or omissions directed by
20 AUTHORITY, officers, agents, or employees, acting within the scope of their employment, for
21 which the AUTHORITY agrees to defend and indemnify CITY in a like manner. This indemnity
22 shall survive even after the termination of this Agreement.

23 **ARTICLE 8. ADDITIONAL PROVISIONS**

24 AUTHORITY and CITY agree to the following mutual responsibilities for PROJECTS:

25 A. CITY will form a Steering Committee (COMMITTEE) that consists of a senior staff
26 member from the AUTHORITY, BNSF, and other impacted agencies (*Raymond Avenue*

1 only). COMMITTEE will provide guidance and input on the following:

- 2 • Major design elements within CITY's jurisdiction.
- 3 • Estimated traffic volumes and traffic management plans and studies.
- 4 • Construction staging and phasing plans, construction detour plans and sequencing,
5 including sequencing of construction and monitoring contractor's compliance with
6 the schedule to minimize impacts to CITY.
- 7 • Visual aesthetics and landscaping.
- 8 • Railroad temporary track (shoofly) design.
- 9 • Right of way acquisition and relocation assistance plans.
- 10 • Community involvement and outreach, including business outreach.
- 11 • Responsibilities for relocation or modification of CITY-owned facilities or utilities.

12 The COMMITTEE will serve as a forum to resolve any issues regarding the impact of
13 PROJECTS construction on CITY facilities, businesses, and residences, including CITY street
14 closures during construction. The COMMITTEE members will negotiate in good faith to
15 resolve the issues, allow affected members to express their interests and concerns, and
16 ensure consistency with CITY standards to reach understanding and agreement on such
17 issues. COMMITTEE will meet as requested by CITY to review the status of PROJECTS and
18 discuss and resolve policy issues affecting PROJECTS. COMMITTEE members agree to
19 participate in COMMITTEE meetings and maintain a good record of attendance.

20 B. If CITY chooses to form an underground utility district for the purpose of removing
21 overhead facilities within the project limits, CITY and AUTHORITY shall jointly agree on the
22 incremental increase in the cost of undergrounding that will be the responsibility of CITY. In
23 addition, if AUTHORITY believes that the formation and execution of an underground program
24 shall have a significant adverse affect on the overall project schedule and cost, AUTHORITY
25 shall so notify CITY and the PROJECTS shall proceed without formation of an underground
26 utility district.

1 C. Project development, implementation and close out shall conform to the provisions
2 of the Renewed Measure M Regional Capacity Program Manual.

3 D. AUTHORITY and CITY acknowledge that development of PROJECTS is in a
4 preliminary stage at the time of this Agreement and that costs related to requirements of BNSF
5 (construction of a railroad shoofly and related work) are unknown and may add significant
6 costs to PROJECTS.

7 E. This Agreement shall continue in full force and effect through final acceptance of
8 PROJECTS by AUTHORITY or August 1, 2016, whichever is later. This Agreement may be
9 extended upon mutual written agreement by both Parties.

10 F. This Agreement may be amended in writing at any time by the mutual consent of
11 both Parties. No amendment shall have any force or effect unless executed in writing by both
12 Parties.

13 G. The persons executing this Agreement on behalf of the Parties hereto warrant that
14 they are duly authorized to execute this Agreement on behalf of said Parties and that, by so
15 executing this Agreement, the Parties hereto are formally bound to the provisions of this
16 Agreement.

17 H. All notices hereunder and communications regarding this Agreement, shall be
18 effected by delivery of said notices in person or by depositing said notices in the U.S. mail,
19 registered or certified mail, and addressed as follows:

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<p>To CITY:</p> <p>City of Fullerton</p> <p>303 W. Commonwealth Avenue</p> <p>Fullerton, CA 92832-1775</p> <p>Attention: Donald K. Hoppe</p> <p>Director of Engineering</p> <p>714-738-6864</p> <p>e-mail: DonH@ci.fullerton.ca.us</p>	<p>To AUTHORITY:</p> <p>Orange County Transportation Authority</p> <p>P. O. Box 14184</p> <p>Orange, CA 92863-1584</p> <p>Attention: Reem Hashem</p> <p>Principal Contract Administrator</p> <p>714-560-5446</p> <p>e-mail: rhashem@octa.net</p>
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H. The headings of all sections of this Agreement are inserted solely for the convenience of reference and are not part of and not intended to govern, limit or aid in the construction or interpretation of any terms or provision thereof.

I. The provisions of this Agreement shall bind and inure to the benefit of each of the Parties hereto and all successors or assigns of the Parties hereto.

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

K. This Agreement may be executed and delivered in any number of counterparts, each of which, when executed and delivered shall be deemed an original, and all of which together shall constitute the same Agreement. Facsimile signatures will not be permitted.

L. Each Party shall promptly notify the other Party in writing of any legal impediment, change of circumstance, pending litigation, or any other event, occurrence, or condition that may adversely affect such party's ability to carry out and perform any of the duties, services, and/or obligations under the Agreement.

1 M. The terms of this Agreement are intended to confer benefits only on the Parties to
2 this Agreement and to their successors and/or assigns. No rights of action shall accrue to any
3 other persons or entities under this Agreement.

4 N. Neither AUTHORITY nor CITY shall delegate or assign its rights or otherwise
5 transfer its obligations, in whole or in part, under this Agreement to any other person or entity
6 without the prior written consent of the other Party.

7 O. In addition to any other rights or remedies, either Party may take legal action, in law
8 or in equity, to cure, correct or remedy any default, to recover damages for any default, to
9 compel specific performance of this Agreement, to obtain injunctive relief, a declaratory
10 judgment or any other remedy consistent with the purposes of this Agreement.

11 P. This Agreement shall be governed and construed in accordance with the laws of the
12 State of California. In the event of any legal action to enforce or interpret this Agreement, the
13 sole and exclusive venue shall be a court of competent jurisdiction located in Orange County,
14 California, and the Parties hereto agree to and do hereby submit to the jurisdiction of such
15 court, notwithstanding Code of Civil Procedure Section 394.

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

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement No.C-9-0576 to be executed on the date first above written.

CITY OF FULLERTON

ORANGE COUNTY TRANSPORTATION AUTHORITY

By: _____

By: _____

Chris Meyer
City Manager

Will Kempton
Chief Executive Officer

ATTEST:

APPROVED AS TO FORM:

By: _____

By: _____

Beverley White
City Clerk

Kennard R. Smart, Jr.
General Counsel

APPROVED AS TO FORM:

APPROVAL RECOMMENDED:

By: _____

By: _____

Richard D. Jones
City Attorney

Kia Mortazavi
Executive Director, Development

Dated: _____

ATTACHMENTS

Exhibit A – Project Location Map – Raymond Avenue Undercrossing

Exhibit B – Project Location Map – State College Boulevard Undercrossing

Exhibit C - Raymond Avenue Funding Schedule

Exhibit D – State College Boulevard Funding Schedule

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Project Location Map
Raymond Avenue Undercrossing



Project Location Map
State College Boulevard Undercrossing



Funding Schedule

Raymond Avenue

Funding Source	Fiscal Year (FY) Funding Available	Funding Amount	Phase	State and Federal Funds Recipient
TCIF (State) ¹	FY 2012-13	\$12,757,000	Construction	City direct recipient
Renewed Measure M (OCTA)	FY 2009-10 and FY 2012-13	\$50,982,000	Environmental, Design, ROW, and Construction	
Total		\$63,739,000		

1. Construction funding subject to CTC allocation, funds expire 2013

Funding Schedule
State College Boulevard

Funding Source	Fiscal Year (FY) Funding Available	Funding Amount	Phase	State and Federal Funds Recipient
TCIF (State) ¹	FY 2012-13	\$30,731,000	Construction	City direct recipient
RSTP (Federal) ²	FY 2010-11 and FY 2012-13	\$7,922,000	ROW	City direct recipient
SAFETEA-LU (Federal) ³	2012-13	\$12,800,000	Construction	City direct recipient
Local (CITY) ⁴	FY 2007-08, FY 2010-11, and FY 2012-13	\$10,630,000	Environmental, Design, ROW, and Construction	
Total		\$62,083,000		

1. Construction funding subject to CTC allocation, funds expire 2013
2. Subject to federal appropriations
3. Subject to federal appropriations
4. City funds



BOARD COMMITTEE TRANSMITTAL

October 26, 2009

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Agreement for GFI Data Systems Upgrade Implementation

Finance and Administration Committee Meeting of October 14, 2009

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Agreement No. C-9-0515 between the Orange County Transportation Authority and GFI Genfare, a SPX Division, in the amount of \$349,218, for implementation of the farebox computing infrastructure upgrade. The scope of this effort will include project management, computing equipment, software, configuration, training, testing, and go-live support.



October 14, 2009

To: Finance and Administration Committee
From: Will Kempton, Chief Executive Officer
Subject: Agreement for GFI Data Systems Upgrade Implementation

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2009-10 Budget, an implementation of an upgrade to the GFI Genfare fare collection computing infrastructure is planned. A proposal was solicited and received from GFI Genfare in accordance with the Orange County Transportation Authority's sole source procurement procedures.

Recommendation

Authorize the Chief Executive Officer to execute Agreement No. C-9-0515 between the Orange County Transportation Authority and GFI Genfare, a SPX Division, in the amount of \$349,218, for implementation of the farebox computing infrastructure upgrade. The scope of this effort will include project management, computing equipment, software, configuration, training, testing, and go-live support.

Discussion

The original GFI Genfare (GFI) turnkey fare collection system was purchased May 2001.

The turnkey fare collection system collects data regarding fares and ridership. As the equipment has aged, the accuracy of gathered data has deteriorated. During fiscal year (FY) 2007-08, the Orange County Transportation Authority (Authority) identified major data anomalies reported by the software. The anomalies caused ridership and collection data to be overstated. For example, an audit of variances between the fare collections reported by the GFI Data System and actual deposits, noted a growing trend of shortages. Upon in-depth investigation, it was determined that the GFI Data System reported duplicate collection numbers, and that the frequency of duplication

had increased dramatically over time. GFI claims that the data problems encountered have been corrected in Version 2 of the software.

The Authority has also experienced downtime due to failures of the hardware operating the software. At times, failures have disrupted bus maintenance operations. For example, when data collection computers are inoperable, service workers are unable to probe and open the farebox to withdraw the collected fares. Service personnel must call the electronics and rebuild supervisor to open the fareboxes, withdraw the fares and place the fares in the vault. The interruption adds time to the duration of the farebox probing process.

Most of the computing hardware and software is approaching eight years of age. Respective manufacturers no longer support the underlying platform technologies such as the computer hardware, operating system, and database software. As the equipment ages, it becomes more prone to failure and harder to repair and maintain. In addition, GFI no longer supports the current version of the software being used at the Authority. Due to these reasons, an upgrade to Version 2 of the software has been included in the FY 2009-10 budget. No changes are anticipated to the onboard farebox equipment as a result of the upgrade.

Complete and accurate data reporting is critical for effective management, planning, and secure fare collection control. Version 2 of the GFI revenue software provides enhanced functionality to support maintenance and revenue collection activities. Functionality enhancements include capabilities to produce custom reports, editors to facilitate implementation of future fare changes, and a simplified user interface for fast, easy data access.

The technology behind the fare collection computing infrastructure is comprised of six data systems computers, one central database server, two notebook computers, and portable probes. Additionally, included in this procurement are all computer operating systems, network manager, and data systems transactional software. The Information Systems Department has support responsibility for the computing technology.

Procurement Approach

This procurement was handled in accordance with the Authority's sole source policies and procedures governing professional and technical services. Award is recommended to GFI to implement a computing system upgrade. GFI has expertise relating to the technical aspects of this upgrade and is uniquely qualified to perform the services. The application software involved is GFI's original work product and is developed and licensed through GFI. The

computer hardware and platform software technology is commercially and readily available in the market; however, it is generally the practice at the Authority to have vendors provide hardware when procuring complex, mission critical applications. Having the vendor provide and configure the hardware creates a single point of accountability should issues arise, and in the long-term creates a more reliable and cost effective support model.

There are three phases necessary for the implementation of the upgrade. The first phase is the procurement of hardware and software according to the bill of materials and delivery to the Authority; the second phase is the configuration of the computing equipment and staging equipment at each bus base and central data center; and the third phase is training, testing, deployment, and final acceptance.

The contract is firm-fixed price in the amount of \$349,218 to perform all three phases.

Due to the fact that this is a sole source request over \$50,000, the Orange County Transportation Authority's Internal Audit Department has conducted a price review and has found the price quoted by GFI to be fair and reasonable.

Based on the above and given the proprietary nature of GFI's product, this award is recommended to GFI Genfare.

Fiscal Impact

The project was approved in the Authority's Fiscal Year 2009-10 Budget, Information Systems, Finance and Administration, Accounts: 2928-A5351-JXT-9028, \$323,343, hardware, software, and implementation, 2928-A5351-JXT-7612, \$10,875, maintenance support, 2928-A0012-S81-7657, \$15,000, systems training, and is funded through Federal Transit Administration Section 5307 funding.

Summary

Based on the information provided, staff recommends award of Agreement No. C-9-0515 to GFI Genfare, in the amount of \$349,218, for the implementation of the fare collection system.

Attachment

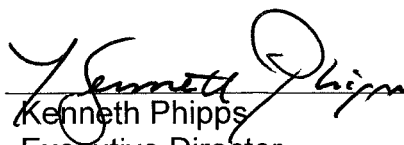
None .

Prepared by:

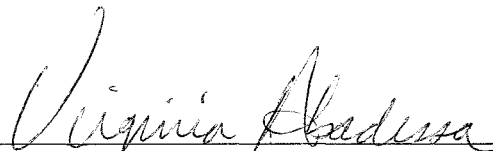


Lloyd Sullivan
Section Manager
Information Systems
(714) 560-5957

Approved by:



Kenneth Phipps
Executive Director,
Finance and Administration
(714) 560-5637



Virginia Abadessa
Director, Contracts Administration and
Materials Management
(714) 560-5623



BOARD COMMITTEE TRANSMITTAL

October 26, 2009

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Microsoft Enterprise Software

Finance and Administration Committee Meeting of October 14, 2009

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Agreement No. 9-0607 between the Orange County Transportation Authority and Dell Marketing, the lowest responsive, responsible bidder, in an amount of \$802,766, for Microsoft enterprise software. The scope of this procurement is to obtain licenses and three years of maintenance for Microsoft products used to support the computing infrastructure for the Orange County Transportation Authority.



October 14, 2009

To: Finance and Administration Committee

From: Will Kempton, Chief Executive Officer

Subject: Microsoft Enterprise Software

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2009-10 Budget, an implementation of an enterprise upgrade to Microsoft computing infrastructure is planned. An Invitation For Bids 9-0607 was solicited and three responses were received.

Recommendation

Authorize the Chief Executive Officer to execute Agreement No. 9-0607 between the Orange County Transportation Authority and Dell Marketing, the lowest responsive, responsible bidder, in an amount of \$802,766, for Microsoft enterprise software. The scope of this procurement is to obtain licenses and three years of maintenance for Microsoft products used to support the computing infrastructure for the Orange County Transportation Authority.

Discussion

The Orange County Transportation Authority (Authority) has established Microsoft products as the core computing infrastructure to support its business needs. Microsoft is the dominant business suite with a market share far exceeding its competitors for its core operating systems and office productivity tools such as Microsoft Office. The Authority has relied on Microsoft for its core infrastructure tools since 1995.

A competitive procurement was performed in fiscal year 2001 to purchase software and consulting services needed to complete an upgrade to the Authority's Microsoft infrastructure. In that procurement, the Information Systems (IS) Department upgraded the server infrastructure to Windows 2000 Server; corporate email and calendaring was upgraded to Exchange 2000. At the same time, the desktop productivity suite was upgraded to Microsoft Office XP. This computing environment is showing signs of aging, stress, lowered

reliability, and is becoming increasingly costly and complicated to manage. Additionally Microsoft support of the Authority's current products will expire as noted below:

- Windows Server 2000 mainstream support ended on June 6, 2005, with extended support ending on July 13, 2010.
- Exchange 2000 mainstream support ended on December 31, 2005, and extended support will end on December 31, 2010
- Office XP suite mainstream support ended on July 11, 2006, and extended support will end on July 11, 2011

Mainstream support is the period of time in which the Authority receives optimal support and updates from Microsoft. After mainstream support expires, extended support provides security-related hot fixes. After extended support expires, Microsoft no longer offers support. As noted above, extended support for Windows Server 2000 and Exchange 2000 will cease by the end of 2010 exposing the Authority to additional security risks. To remain in compliance with Authority established security standards and to maintain a stable and secure computing infrastructure, the Authority must migrate to Exchange 2007 and Windows Server 2008.

In addition, administrative staff uses Microsoft Office XP suite for word-processing, spreadsheets, presentations, databases, electronic mail, contacts, and calendaring. These general productivity tools are used extensively in various degrees of complexity to conduct Authority business. Compatibility issues exist when sharing documents created with Office 2007 with staff who are using Office XP. As Office 2007 becomes the industry standard, there is an increase in compatibility issues when documents are shared with other agencies and vendors. Upgrading to Office 2007 will keep the Authority on supported software while enhancing overall collaboration and productivity.

Microsoft offers multiple programs for purchasing software. In the past, the Authority purchased software under a select agreement. The select agreement did not include software assurance (Microsoft's comprehensive maintenance agreement). At that time, the select agreement was the most economical choice since we were purchasing software only when replacing personal computer (PC) hardware. The Authority has since moved to an "as needed" software migration and rolling PC hardware migration.

Another purchase program offered by Microsoft is the enterprise agreement. This program offers software assurance and enhanced features such as larger email boxes, managed mailbox folders, unified messaging, forefront security

for exchange, home use program, staff e-training, administrative training vouchers, planning services, timely software upgrades, and more. These additional features are necessary to support the existing number of PC and evolving staff computing needs.

The Authority has selected the enterprise agreement. Additional benefits of the Enterprise Agreement include cost savings beyond standard license pricing, payments spread out over three years, standardized technology across the Authority, simplified license management, and comprehensive software assurance benefits to help the Authority be more productive.

By purchasing the software included in this enterprise agreement, the IS Department will also obtain software that can replace existing software at a cost savings. Microsoft Forefront security products will replace McAfee security products and SPAM filtering currently provided by the Authority's internet provider for a total annual savings of \$17,000.

With this agreement, the Authority will purchase Microsoft's premier business collaboration tool "SharePoint". Microsoft SharePoint server is a collaboration tool used to host web sites that access shared workspaces, information stores and documents, as well as host defined applications such as wikis and blogs. SharePoint establishes the infrastructure needed for the Authority to share information and collaborate internally as staff has become accustomed to using common tools available externally via the world wide web.

Unlike previous Microsoft upgrades, no additional professional services will be needed above and beyond the planning services provided within the software assurance benefits included in the enterprise agreement. Existing internal resources will be used to plan, deploy, and support the software purchased.

User training will be a compilation of e-learning courses provided in a self-paced electronic format mixed with basic transitional training conducted by internal staff. Additionally, software assurance's home use program entitles the user of a licensed computer to one copy of Microsoft Office Enterprise Edition for use at home for the basic cost of media (estimated at \$20). If staff chooses, they will be able to become familiar with the product prior to implementation at work, resulting in increased efficiencies.

This procurement aligns with the Authority's IS Strategic Plan.

Procurement Approach

This procurement was handled in accordance with the Authority's procedures for capital purchases. These projects are handled as sealed bids and award is made to the lowest responsive, responsible bidder.

Invitation For Bids 9-0607 was released on August 14, 2009, and posted on CAMM NET with an electronic notification sent to 2,059 firms. The project was advertised on August 14, 2009 and August 16, 2009, in a newspaper of general circulation. A pre-bid conference was held on August 19, 2009. Addendum No. 1 was issued to post pre-bid attendee sheets and answer questions that were received. Addenda 2 and 3 were issued to revise the list of software requirements. On September 15, 2009, three bids were received.

All bids were reviewed by staff from the IS Department and the Contracts Administration and Materials Management Department to ensure compliance with the terms and conditions, specifications, and federal requirements. Upon the evaluation of the three bids received, all are responsive and responsible bidders for Microsoft Enterprise Software and are identified below. State law requires award to the lowest responsive, responsible bidder.

<u>Firm and Location</u>	<u>Bid Price</u>
Dell Marketing Round Rock, Texas	\$802,765.80
Compucom Systems Dallas, Texas	\$823,849.59
En Pointe Technologies, Inc. Gardena, California	\$834,750.81

The project manager's estimate for this project is \$825,256. The recommended firm's bid is almost 3 percent below the technical estimate and is considered fair and reasonable. Staff recommends award of the Microsoft Enterprise Software contract to Dell Marketing, the lowest responsive, responsible bidder, in an amount not to exceed \$802,765.80.

Fiscal Impact

The project was approved in the Orange County Transportation Authority's Fiscal Year 2009-10 Budget, Finance and Administration/IS, Account 1283-7669-A5352-7F3, and is funded through Federal Transit Administration Section 5307 funding.

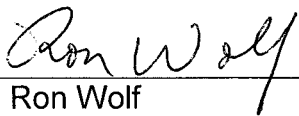
Summary

Based on the information provided, staff recommends award of Agreement No. C-9-0607 to Dell Marketing, in the amount of \$802,766, for Microsoft Enterprise Software.

Attachment

None.

Prepared by:

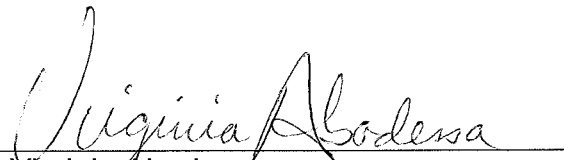


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BOARD COMMITTEE TRANSMITTAL

October 26, 2009

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Fiscal Year 2008-09 Fourth Quarter Budget Status Report

Finance and Administration Committee Meeting of October 14, 2009

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Receive and file as an information item.



October 14, 2009

To: Finance and Administration Committee
From: Will Kempton, ~~Chief~~ Executive Officer
Subject: Fiscal Year 2008-09 Fourth Quarter Budget Status Report

Overview

The Orange County Transportation Authority's staff has implemented the fiscal year 2008-09 budget. This report summarizes the material variances between the budget plan and actual revenues and expenses.

Recommendation

Receive and file as an information item.

Background

The Board of Directors (Board) approved the Orange County Transportation Authority (OCTA) Fiscal Year (FY) 2008-09 Budget on June 9, 2008. The approved budget itemized the anticipated revenues and expenses necessary to meet OCTA's transportation programs and service commitments. The OCTA budget is a compilation of individual budgets for each of OCTA's funds, including the General Fund; three enterprise funds; eight special revenue funds; two capital project funds; one debt service fund; four trust funds; and two internal service funds.

The approved revenue budget is \$1.06 billion comprised of \$768 million in current year revenues and \$290 million in use of reserves. The approved expenditure budget is \$1.06 billion with \$1.03 billion of current year expenditures and \$26 million of designations.

Discussion

Staff monitors and analyzes current year revenues and expenditures versus the amended budget. The attached report will provide a summary level of amendments, staffing levels, and provide explanations for any material budget-to-actual variances within each of the OCTA's programs and funds. The OCTA's programs include; Measure M Program, Renewed Measure M

Program, Transit Program, 91 Express Lanes Program, Commuter and Urban Rail Endowment Fund, General Fund, Motorist and Taxi Services Program, and Internal Services Funds.

The variance explanation section of the report is comprised of three sections. The first covers total OCTA information, amendments, staffing, revenues, operating, and capital expenditures. The second focuses on variance explanations by program or fund. Finally, the third is a high level closing summary of the variances within the report.

Variances within each of the three major categories (revenues, operating, and capital expenses) by program or fund, are explained when the dollar variance within each program is \$1 million or greater. It is important to note that the fourth quarter report is a year-end report based on un-audited actual revenues and expenses that are subject to change.

Attachment

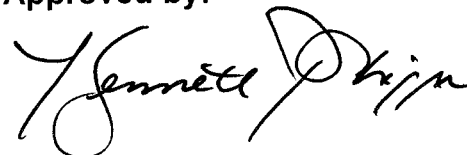
- A. Quarterly Budget Status Report Fourth Quarter of Fiscal Year 2008-2009

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Quarterly Budget Status Report

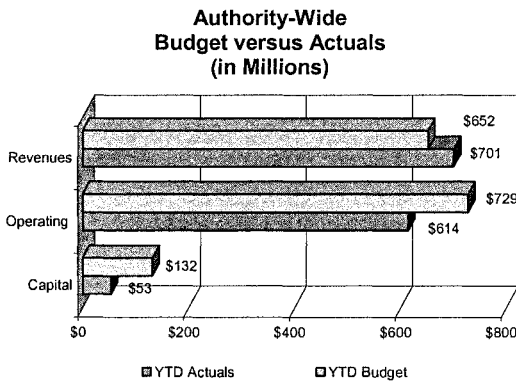
Fourth Quarter of Fiscal Year 2008-2009

Overview

The Board of Directors (Board) approved the Orange County Transportation Authority (OCTA) Fiscal Year (FY) 2008-09 Budget on June 9, 2008. The approved budget itemized the anticipated revenues and expenses necessary to deliver OCTA's transportation programs and meet service commitments.

As a result of the continuing downturn in the economy, OCTA has faced severe reductions in revenues. In response to this, OCTA had to reduce several services and supplies as well as capital line items during the fiscal year. In addition, OCTA implemented a hiring limit that is expected to carry on at least through FY 2009-10.

This report summarizes the material variances between the budget plan and unaudited actual revenues and expenses for the fiscal year.



Amendments

In fiscal year 2008-09, there were nine Board-approved budget amendments.

Fiscal Year 2008-09 Amended Budget

Description	Amount (in thousands)
Approved Budget	\$ 1,057,845
Integrated Financial Accounting System Upgrade	488
Laguna Hills Transportation Center Roof Access System	51
Santa Ana Bus Base Natural Gas Line Installation	1,662
Eastbound State Route 91 Riverside Freeway Right-of-Way Support Services	308
Mid-Year Budget Amendment	(64,997)
91 Express Lanes Debt Rating Fees	510
Architectural, Engineering Design, and Construction Support Services	1,000
Renewed Measure M Project Management Staffing Requirements	42
Final Budget Amendment	(136,829)
Total Amended Budget	\$ 860,078

Staffing

A staffing plan of 1,983 full-time equivalent (FTE) positions was approved in the FY 2008-09 budget. The Board amended the staffing plan by two positions associated with right-of-way requirements to deliver the Renewed Measure M Early Action Plan, which increased the budgeted FTE's to 1,985. At the close of the fiscal year, 1,836 of these positions were filled.

Amended Full-Time Equivalent Vacancy Rate

Staffing Description	Budget	Filled	Vacant	Vacancy Rate
Coach Operators	1,164.0	1,080.0	84.0	7.2%
Maintenance Union	264.0	234.0	30.0	11.4%
Transportation Communications				
International Union	49.0	47.0	2.0	4.1%
<i>Union Subtotal</i>	<i>1,477.0</i>	<i>1,361.0</i>	<i>116.0</i>	<i>7.9%</i>
Direct Transit Operations Support	201.0	190.0	11.0	5.5%
Other Administrative	307.0	285.0	22.0	7.2%
<i>Administrative Subtotal</i>	<i>508.0</i>	<i>475.0</i>	<i>33.0</i>	<i>6.5%</i>
Total Authority	1,985.0	1,836.0	149.0	7.5%

Total Authority Revenues

At the end of the fiscal year, actual revenues of \$701 million were \$48.9 million over the budget of \$652.1 million. Material variances are explained below by program or fund group.

**Revenues
Budget versus Actuals
(in thousands)**

	Budget	Actual	\$ Variance	% Variance
Measure M	\$298,496	\$279,362	\$ (19,134)	-6.4%
General Fund	25,362	16,361	(9,001)	-35.5%
Renewed				
Measure M	5,558	163	(5,395)	-97.1%
Motorist & Taxi Services	9,496	9,111	(385)	-4.1%
Internal Service	2,223	3,060	837	37.6%
91 Express	44,922	46,889	1,968	4.4%
Lanes Commuter and Rail	3,600	9,271	5,671	157.5%
Endowment				
Fund Transit	262,481	336,825	74,344	28.3%
Total	\$652,137	\$701,041	\$ 48,904	7.5%

Note: It is not uncommon for revenue reimbursements related to federal and state grants to be received in future years rather than the year in which they were originally budgeted.

Total Authority Operating Expenses

At the end of the fiscal year, actual operating expenses of \$614.3 million were \$114 million under the budget of \$728.3 million. Material variances are explained below by program or fund group.

Operating Expenses Budget versus Actuals (in thousands)				
	Budget	Actual	\$ Variance	% Variance
Measure M	\$242,511	\$192,244	\$ 50,267	20.7%
Renewed Measure M	63,359	37,241	26,118	41.2%
General Fund	86,684	69,460	17,224	19.9%
Transit	252,288	241,311	10,976	4.4%
Commuter and Rail				
Endowmnet Fund	33,418	26,943	6,475	19.4%
91 Express Lanes	29,582	27,308	2,274	7.7%
Motorist & Taxi Services	9,530	7,334	2,196	23.0%
Internal Service	10,973	12,503	(1,531)	-13.9%
Total	\$728,344	\$614,345	\$ 113,999	15.7%

Total Authority Capital Expenses

At the end of the fiscal year, actual capital expenses of \$53.4 million were \$78.3 million under the budget of \$131.7 million. Material variances are explained below by program or fund group.

Capital Expenses Budget versus Actuals (in thousands)				
	Budget	Actual	\$ Variance	% Variance
Measure M	\$101,627	\$ 46,178	\$ 55,449	54.6%
Renewed Measure M	8,000	132	7,868	98.3%
General Fund	8,836	1,704	7,132	80.7%
91 Express Lanes	4,785	493	4,292	89.7%
Transit	7,986	4,934	3,052	38.2%
Commuter and Rail				
Endowmnet Fund	500	-	500	100.0%
Internal Service	-	-	-	0.0%
Motorist & Taxi Services	-	-	-	0.0%
Total	\$131,734	\$ 53,442	\$ 78,292	59.4%

General Fund Variance Explanations

General Fund (In Thousands)				
	Budget	Actual	\$ Variance	% Variance
Revenues	\$ 25,362	\$ 16,361	\$ (9,001)	-35.5%
Operating	86,684	69,460	17,224	19.9%
Capital	8,836	1,704	7,132	80.7%
Total	\$ 95,520	\$ 71,164	\$ 24,356	25.5%

Revenues: General Fund Revenues underran the budget by \$9 million. The variance is attributed to Proposition 1B funds (\$5.5 million)

and Congestion Mitigation and Air Quality (CMAQ) funds (\$2.7 million).

The underrun in State Assistance revenue is primarily attributed to Proposition 1B funds that were anticipated to be received as reimbursement for expenses associated with the Irvine business complex shuttle project. However, it was determined that the most cost effective way to address this project was to provide the City of Irvine with 12 new Compressed Natural Gas (CNG) buses from the Authority's most recent delivery of buses. This eliminated the need for the Authority buying additional new buses and as a result have reallocated the revenues.

The underrun in CMAQ funds is related to the Irvine Fixed Guideway Demonstration Project. A final invoice for this project was posted in June 2009. Reimbursement for expenses is being sought and is expected to be received by the second quarter of FY 2010.

Operating: The General Fund Operating Expenses underran the budget by \$17.2 million. The variance is primarily attributed to Contributions to other Agencies (\$11.3 million) and Professional Services (\$4.3 million).

Contributing to the \$11 million underrun in contributions to other agencies is the Bristol Street Widening Project (\$7 million) and the Irvine Transportation Center Project (\$4.3 million).

The Bristol Street Widening Project is moving forward but at a slower pace than initially anticipated as a result of delays in reviewing street widening plans and specifications in the early part of the year. The design phase of the project is complete and a contractor has begun work on the project. The underrun and additional funds were budgeted in fiscal year 2010 to accommodate the forecasted expenditures for the year.

Final invoices for the Irvine Transportation Center project were credited against a FY 2008 accrual due to the time period in which the project was complete.

Professional Services are contributing \$4.3 million to the variance due to: Bus Rapid Transit (BRT) Project management services (\$1.9 million), the City of Tustin Parking Expansion Project (\$1.1 million), Orange and Los Angeles County Inter-county Corridor Study (\$0.6 million), and planning support services (\$0.3 million).

Measure M Program
Variance Explanations

BRT project management services are contributing approximately \$1.5 million to the overall variance within the General Fund. This underrun is attributed to invoices that have been posted at a lower cost than anticipated. The lower cost of invoices is due to unanticipated consulting staff changes as a result of reassessment of the project.

The City of Tustin parking expansion project is contributing \$1.1 million to the underrun. This project was delayed due to negotiations with the City on maintenance and operations of the facility. However, these issues are expected to be resolved and the project to be completed in FY 2010.

The Orange and Los Angeles County Inter-County Corridor Study is contributing \$0.6 million to the underrun due to additional technical studies. These additional technical studies were expected to be completed in June 2009. As a result, these funds were re-budgeted in FY 2010.

Planning support services are contributing \$0.3 million to the variance. These services are budgeted on an as needed basis and their usage was less than anticipated throughout the fiscal year.

Capital: The General Fund Capital Expenses underran the budget by \$7.1 million. The underrun is due to the purchase of 12 buses for the Irvine Business Complex (\$5.5 million) and the BRT bus painting project (\$1.1 million).

After further review, the purchase of 12 shuttle buses for the Irvine Business Complex was canceled. It was determined that the most cost effective way to address this project was to provide the City of Irvine with 12 new CNG buses from OCTA's most recent delivery of buses.

The painting of 92 BRT buses has an underrun of \$1.1 million. After thoroughly reviewing the paint facilities currently operated by the OCTA and after conducting a cost-benefit analysis, staff has determined the project will be completed in-house. The only expenses for this line item will be for materials and hardware required to complete the project.

Measure M Program (In Thousands)				
	Budget	Actual	\$ Variance	% Variance
Revenues	\$298,496	\$279,362	\$ (19,134)	-6.4%
Operating	242,511	192,244	50,267	20.7%
Capital	101,627	46,178	55,449	54.6%
Total	\$344,138	\$238,422	\$ 105,716	30.7%

Revenues: Measure M Revenues underran the budget by \$19.1 million. The variance is attributed to Federal Capital Assistance Grants (\$18.7 million).

The underrun in Federal Capital Assistance Grants is related to CMAQ funds that have not yet been received. The delay in reimbursement of these revenues is primarily due to the West County Connector (WCC) right-of-way (ROW) utility relocation project. The project has been re-budgeted in FY 2010 as a result of longer than anticipated approval of the authorization to proceed (E76 documentation) by the Federal Highway Administration (FHWA).

Note: It is important to note that, as a result of the downturn in the economy, Measure M sales tax revenue was originally budgeted at \$282.5 million and throughout the year was revised on two separate occasions reducing the budgeted amount by \$39.4 million. Furthermore, as the year concluded sales tax revenue decreased by an additional \$5.7 million bringing the working budget down to \$237.4 million or a total reduction of \$45.1 million from the original budget.

Operating: Measure M Operating Expenses underran the budget by \$50.3 million. The variance is attributed to Contributions to Other Agencies (\$33.2 million) and Professional Services (\$16.4 million).

The underrun within Contributions to Other Agencies is primarily due to the Metrolink locomotives and rail cars project. This project is on schedule but contributing \$22 million to the variance. The Southern California Regional Rail Authority (SCRRA) is the lead agency on the project and has elected to utilize other sources of funds available for the project before beginning to invoice OCTA. Once these other sources of funds are fully utilized, OCTA expects to begin receiving invoices. These expenses have been re-budgeted in FY 2010.

The Metrolink Service Expansion Plan (MSEP) infrastructure improvements project is

contributing \$10.6 million to the variance. The project is being led by SCRRA and these funds were initially anticipated to be expensed on a quarterly basis. However, after further review of the project and its funding requirements, it has been re-budgeted in FY 2010.

of the utility companies. This item has been re-budgeted in FY 2010.

**Renewed Measure M Program
Variance Explanations**

The underrun in Professional Services is due to on-call ROW support services (\$5.8 million), the WCC Project (\$4.3 million), and \$1.9 million in MSEP ROW support services.

Renewed Measure M Program				
<i>(In Thousands)</i>				
	Budget	Actual	\$ Variance	% Variance
Revenues	\$ 5,558	\$ 163	\$ (5,395)	-97.1%
Operating	63,359	37,241	26,118	41.2%
Capital	8,000	132	7,868	98.3%
Total	\$ 71,359	\$ 37,373	\$ 33,986	47.6%

The variance (\$5.8 million) under ROW support services is related to a settlement agreement with Union Pacific on the Santa Ana Freeway (Interstate 5) Gateway Project in FY 2008. The payment was originally posted as an operating expense in FY 2008. However, in November 2008 of the current fiscal year, it was determined that the cost should have been capitalized and an adjustment to operating and capital expenses were required. Due to the time lapse between two fiscal years, operating expenses were credited in the current fiscal year.

Revenues: Renewed Measure M revenues underran the budget by \$5.4 million. The variance is attributed to Federal Capital Assistance Grants.

Professional services related to the WCC projects are contributing \$4.3 million to the variance primarily due to longer than anticipated approval to proceed from FHWA. These services include, on-call ROW support services and design support services, both of which have been re-budgeted in FY 2010.

The underrun in Federal Capital Assistance Grants is related to the San Diego Freeway (Interstate 405) from San Gabriel Freeway (Interstate 605) to the Costa Mesa Freeway (State Route 55) project acceptance/environmental design phase. Contract negotiations for this phase are in the final stage. Expenses are expected to continue into FY 2010. Expenses have been incurred and reimbursement is being sought but is expected to be received in FY 2010.

Also, contributing \$1.9 million to the variance is MSEP ROW support services. These services are utilized on an as needed basis and were not utilized as originally anticipated in the current fiscal year.

Operating: Renewed Measure M Operating Expenses underran the budget by \$26.1 million. The variance is primarily attributed to Professional Services (\$24.7 million).

Capital: Measure M Capital Expenses underran the budget by \$55.4 million. The variance is attributed to property for the MSEP (\$20.3 million), the WCC ROW utility relocation project (\$15.5 million), and the Interstate 5 (I-5) gateway capital construction and utility relocation (\$14.5 million).

The primary reason for the \$24.7 million variance is related to the Grade Separation project, which is contributing \$17.8 million to the overall variance. The design phase is currently on-hold pending the review and approval of environmental documents by the FHWA. Approval of the environmental documents has taken longer than expected. As a result, the design phase of the project has been re-budgeted in FY 2010.

The purchase of property for the MSEP project has taken longer than anticipated due to negotiations and the value of two major parcels not yet determined due to condemnation.

Also contributing \$1 million to the variance is the grade crossing and quiet zone ROW support services and \$0.8 million of the variance is related to highway delivery project management services. Both of these services are on-call services and their actual usage was less than initially anticipated.

The WCC ROW utility relocation project is contributing \$15.5 million to the variance due to a longer than anticipated time line for the FHWA to issue the approval to proceed.

Capital: Renewed Measure M capital expenses underran the budget of \$8 million by \$7.9 million. The underrun is attributed to the grade crossing and quiet zone ROW (\$4.9 million) and the

The I-5 Gateway project underrun is primarily due to unpredictability of work required by each

grade separations ROW acquisition of land and improvements (\$3 million).

The grade crossing and quiet zone ROW was delayed due to the timing in which the design plans were complete. ROW acquisition of required parcels is expected in FY 2010.

The grade separations ROW acquisition of land and improvements was delayed due to the discovery of hazardous materials at a site. As a result, escrow was delayed pending an estimation of costs associated with the removal of the hazardous material.

Transit Program Variance Explanations

Transit Program (In Thousands)				
	Budget	Actual	\$ Variance	% Variance
Revenues	\$262,481	\$336,825	\$ 74,344	28.3%
Operating	252,288	241,311	10,976	4.4%
Capital	7,986	4,934	3,052	38.2%
Total	\$260,274	\$246,245	\$ 14,029	5.4%

Revenues: Transit Revenues overran the budget by \$74.3 million. The variance is attributed to Federal Capital Assistance Grants (\$37.7 million), Federal Operating Assistance Grants (\$20.9 million), and Proposition 1B funds (\$15 million)

The overrun (\$37.7 million) in Federal Capital Grants is directly attributed to federal fund reimbursements related to prior year bus purchases related to our directly operated fixed route service.

The overrun (\$20.9 million) in Federal Operating Grants is attributed to reimbursement from the Federal Transit Administration (FTA) for FY 2007-08 preventive maintenance related to OCTA's paratransit service.

The overrun in Proposition 1B funds (\$15 million) is related to prior year paratransit bus purchases.

Note: It is important to note that, as a result of the downturn in the economy, Local Transportation Fund sales tax revenue was originally budgeted at \$112.7 million and throughout the year was revised on two separate occasions reducing the budgeted amount by \$18.9 million. Furthermore, as the year concluded sales tax revenue decreased by an additional \$4.1 million bringing the working budget down to \$89.7 million or a total reduction of \$23 million from the original budget.

Operating: Transit Operating Expenses underran the budget by \$11 million. The variance is primarily attributed to fuels and lubricants (\$4.1 million), coach operator salaries (\$2.3 million), outside services (\$1.6 million), leases (\$1 million), maintenance salaries and benefits (\$0.9 million), and revenue vehicle maintenance expense (\$0.9 million).

The underrun within fuels and lubricants can be attributed to lower than anticipated costs per gallon for liquefied natural gas (LNG), compressed natural gas (CNG), and diesel fuel. These fuels were originally budgeted at \$0.76 cents, \$1.02, and \$3.64 per gallon, respectively. However, the current average cost per gallon for LNG is \$0.27 cents, \$0.56 cents for CNG, and \$2.28 per gallon of diesel fuel.

As for coach operator salaries and benefits, the underrun of \$2.3 million can be attributed to the service reductions and hiring limit implemented during the fiscal year. On average, bus operations operated with 36 fewer coach operators than originally budgeted.

Outside services are contributing \$1.6 million to the underrun. This is primarily due to on-call architectural, engineering, and testing and inspection services. These services are all budgeted to support capital projects and be expensed on a monthly basis. However, because of a re-evaluation of all capital projects due to economic downturn, these services were not required as anticipated.

The underrun (\$1 million) in leases is primarily due to delayed implementation of the CNG fueling station at the Irvine Base. The fueling station was expected to go online in August, but the project was delayed due to the construction of a natural gas line. The station was complete in March 2009. As a result, expenses were only incurred for four months instead of the 11 months initially anticipated.

Maintenance salaries and benefits are contributing \$0.9 million to the variance. This is due to maintenance management setting a goal of reducing overtime as a result of declining levels of revenue available for bus operations. As a result, overtime costs were \$0.5 million less than originally budgeted. Also, as a result of attrition coupled with the hiring limit, health care plans were under the budget by \$0.4 million. The maintenance group operated with an average of 22 fewer employees during the fiscal year.

Quarterly Budget Status Report - OCTA

Fourth Quarter of FY 2008 – 2009

Contributing \$0.9 million to the variance is revenue vehicle maintenance expense. This underrun is primarily attributed to the visor installation project and the interior-exterior bus repair services line item.

The visor installation project was significantly less expensive than initially anticipated cost of \$250,000. The project was completed for only \$64,000.

Capital: Transit capital expenses actuals were \$3.1 million below the budget of \$8 million. The variance is primarily due to the purchase of 47 gasoline cutaway buses anticipated to cost approximately \$4.5 million. After further evaluation, the procurement timeline and the quantity of buses to be purchased this fiscal year was changed. Expenses for 33 buses were posted (\$3.4 million), thus contributing \$1.1 million of the \$3.1 million variance.

Also contributing \$1 million to the variance is the overhead Safety Systems at the Anaheim, Garden Grove, and Santa Ana bases. Requests for bids for this project were released in March 2009. However the results of those bids prompted three protests, thus pushing back the time frame in which the project was anticipated to be awarded. As a result of the protests, general counsel gave direction to re-bid the project and it was rebudgeted in FY 2010.

Another project contributing \$0.2 million to the variance is contract change orders (CCO) related to the CNG fueling station at the Irvine Sand Canyon Base. After further evaluation, no additional changes were required to complete the project.

Finally, contributing \$0.2 million to the variance are building modification CCO's related to the Irvine Construction Circle Base. There are minor change orders that have not been submitted by the contractor and are currently being prepared. Expenses are expected in FY 2010.

Motorist and Taxi Services Program Variance Explanations

Motorist and Taxi Services Program (In Thousands)				
	Budget	Actual	\$ Variance	% Variance
Revenues	\$ 9,496	\$ 9,111	\$ (385)	-4.1%
Operating	9,530	7,334	2,196	23.0%
Capital	-	-	-	0.0%
Total	\$ 9,530	\$ 7,334	\$ 2,196	23.0%

Operating: Motorist and Taxi services underran the budget by \$2.2 million. The variance is primarily due to the Freeway Service Patrol (FSP) Big Rig Pilot Program (\$1 million), Abandoned Vehicle Abatement Program (\$0.4 million), call box equipment and maintenance (\$0.3 million), and the #511 and #399 project (\$0.2 million).

The FSP big rig pilot program is contributing \$1 million to the overall variance due to a re-evaluation of the scope of work and the need for the project.

The Abandoned Vehicle Abatement Program is contributing \$0.4 million to the variance. The cause of this variance is related to timing in which accruals are posted and reviewed. The accruals for FY 2010 have yet to be posted for this program. Once posted, the program will not have a variance.

The call box equipment and maintenance line item is required on an as needed basis. It is often difficult to project when a call box will require maintenance above and beyond the normal wear and tear. This contributed to the \$0.3 million underrun.

The #511 and #399 project is contributing \$0.2 million to the variance. Plans for implementation are taking longer than initially anticipated as discussions between the five participating agencies continue. The project was re-budgeted in FY 2010.

91 Express Lanes Program Variance Explanations

91 Express Lanes Program (In Thousands)				
	Budget	Actual	\$ Variance	% Variance
Revenues	\$ 44,922	\$ 46,889	\$ 1,968	4.4%
Operating	29,582	27,308	2,274	7.7%
Capital	4,785	493	4,292	89.7%
Total	\$ 34,367	\$ 27,801	\$ 6,565	19.1%

Revenues: The 91 Express Lanes revenues overran the budget by \$2 million. The variance is attributed to miscellaneous toll road revenues (\$0.9 million), and interest income revenues (\$0.8 million).

The overrun within miscellaneous toll road revenues is attributed to higher than expected toll road violation processing fees. This is a result of further efforts to go after one-toll violators via the Franchise Tax Board Intercept Program.

The budget for interest income revenue was developed based on the assumption of a 4 percent return for the fiscal year. However, OCTA's investment performance was higher than forecasted levels during the fiscal year due to the increase in market value of high quality securities. FY 2009 was characterized by unprecedented volatility and government intervention in the fixed-income market. Treasury, agency, high-quality corporate and asset-backed securities, which comprised approximately 75 percent of OCTA's portfolio, continue to perform well as safety in the fixed-income market was highly valued throughout the year.

Operating: 91 Express Lanes operating expenses underran the budget by \$ 2.3 million. The variance is attributed to several line items including: consultants for operation-technical support services (\$0.6 million), public liability (PL) and property damage (PD) expenses (\$0.5 million), California Highway Patrol (CHP) roadway law enforcement (\$0.3 million), systems maintenance and support (\$0.3 million), marketing (\$0.3 million), and liquidity fees for variable debt (\$0.2 million).

Operation-technical support services were not utilized as initially anticipated, but the services when required are crucial and therefore have been re-budgeted in FY 2010. PL/PD expenses are budgeted on an as needed basis. However, actual expenses are difficult to forecast due to the uncertainty in the number of claims or their severity.

CHP roadway law enforcement services were budgeted in anticipation of supplemental enforcement hours, but after further review were not required.

Maintenance and support services are all contracted on a time and expense basis. Although these services are crucial to the operations of the 91 Express Lanes in the event that a system breaks down, the actual events

are unpredictable. As a result, these services were not required as originally anticipated.

Marketing for the 91 Express Lanes was placed on-hold during this fiscal year as projects were being re-evaluated as a result of the downturn in the economy.

Finally, liquidity and fees for variable debt were not required as a result of the decision to privately place the debt with the County of Orange Treasurer's Office.

Capital: The 91 Express Lanes underran the budget of \$4.8 million by \$4.3 million. The primary drivers of the underrun are the electronic toll system technology upgrade (\$1.9 million), variable message signs (\$0.8 million), transponders (\$0.4 million), toll pro major version upgrade (\$0.3 million), and phase II of the Anaheim facility leasehold improvements (\$0.3 million).

The electronic toll system technology upgrade for the 91 Express Lanes underran by \$1.9 million. The RFP for this project was originally scheduled to be released in the first half of the fiscal year. However, after further review by the project manager and updates to the scope of work, the RFP was released in the third quarter. A recommendation to the Board is expected in the first part of FY 2010.

Variable message signs for the 91 Express Lanes are contributing \$0.8 million to the variance. The variance is due to a project delay while recruiting for a vacant Information Technology position. A staff member was recruited towards the end of FY 2009 and the project is now scheduled to take place in FY 2010.

The upgrade to the toll pro software was not required because Cofiroute is developing its own software.

Finally, the Anaheim facility leasehold improvements project has been postponed to FY 2010, pending the evaluation of all required improvements to accommodate the needs of the 91 Express Lanes.

Internal Services Funds
Variance Explanations

Internal Services Funds (In Thousands)				
	Budget	Actual	\$ Variance	% Variance
Revenues	\$ 2,223	\$ 3,060	\$ 837	37.6%
Operating	10,973	12,503	(1,531)	-13.9%
Capital	-	-	-	0.0%
Total	\$ 10,973	\$ 12,503	\$ (1,531)	-13.9%

Operating: Internal Service Funds overran the budget by \$1.5 million. The variance is attributed to PL/PD. This account is often very difficult to project due to the unpredictability in the number of claims and their severity.

Commuter and Rail Endowment Fund
Variance Explanations

Commuter and Rail Endowment Fund (In Thousands)				
	Budget	Actual	\$ Variance	% Variance
Revenues	\$ 3,600	\$ 9,271	\$ 5,671	157.5%
Operating	33,418	26,943	6,475	19.4%
Capital	500	-	500	100.0%
Total	\$ 33,918	\$ 26,943	\$ 6,975	20.6%

Revenues: Commuter and Rail Endowment Fund (CURE) revenues overran the budget of \$3.6 million by \$5.7 million. This overrun is due to interest income revenue (\$3.3 million) and Federal Capital Assistance Grants (\$1.9 million).

The budget for interest income revenue was developed based on the assumption of a 4 percent return for the fiscal year. However, OCTA's investment performance was higher than forecasted levels during the fiscal year due to the increase in market value of high quality securities. FY 2009 was characterized by unprecedented volatility and government intervention in the fixed-income market. Treasury, agency, high-quality corporate and asset-backed securities, which comprised approximately 75 percent of OCTA's portfolio, continue to perform well as safety in the fixed-income market was highly valued throughout the year.

The overrun in Federal Capital Assistance Grants is related to partial reimbursements for the Keller Street yard storage facility (\$1.5 million) and the relocation of the Los Angeles Unified School District (LAUSD) mail dock (\$0.4 million). These projects are both on track but other agencies have continued to fund the majority of expense efforts thus far. OCTA

is anticipated to incur the remaining portion of expenses in FY 2010 and once expenses are incurred, reimbursement will be sought.

Operating: CURE operating expenses underran the budget by \$6.5 million. The variance is attributed to the relocation of the LAUSD mail dock (\$2.3 million), Metrolink fiber optics (\$1.2 million), the Keller Street yard storage facility (\$1.8 million), and the Los Angeles/San Diego Rail Corridor (LOSSAN) south strategic assessment (\$0.5 million).

The LAUSD mail dock, Metrolink fiber optics, and the Keller Street yard storage facility are all on track with partial expenses incurred by OCTA to-date. The underrun is due to other agencies continuing to fund their portion of these expenses before OCTA. These items were both re-budgeted in FY 2010 in anticipation that OCTA will be next to contribute to expenses related to these projects.

The LOSSAN south strategic assessment project was delayed due to planning efforts taking longer than initially anticipated. Funding for this project has been re-budgeted in FY 2010.

Closing Summary

Revenues

In summary, OCTA's revenues overran the budget primarily due to Federal reimbursements related to prior year bus purchases and prior year expenses related to preventative maintenance and paratransit services. The receipt of these reimbursements are strictly a timing issue. All of these revenues were accounted for and anticipated to be received in prior years but were actually received in the current year.

The actual anticipated receipt of revenues for the current fiscal year was significantly less than anticipated as a result of the downturn in the economy. The current economic climate has resulted in a significant decrease in sales tax, an elimination of State Transit Assistance Fund revenues, and a decrease in bus ridership. Measure M sales tax revenues were \$237.4 million, \$45.1 million less than originally anticipated. LTF sales tax revenues, which support bus service, were \$23 million less than originally anticipated, down from \$112.7 million to \$89.7 million. STAF revenues were \$17.4 million less than originally anticipated, down from \$25.8 to \$8.4 million as a result of the economic challenges facing the State with the

program entirely suspended for five years. Finally, farebox revenues were also under budget by \$3 million due to lower than anticipated ridership. These underruns in revenues and lower ridership in the current fiscal year required OCTA to implement a hiring limit on staffing levels, reduce overhead costs and decrease fixed route services levels. Further reductions are anticipated to continue throughout FY 2010.

Operating

Total operating expenditures underran the budget by \$114 million. The Measure M Program (\$50.3 million), Renewed Measure M Program (\$26.1 million), General Fund (\$17.2 million), and the Transit program (\$11 million) account for \$104.6 million of the underrun within operating expenses.

The primary drivers include the Metrolink locomotives and rail cars project, the MSEP, WCC project, and the I-5 Gateway Project. All projects are underway, but the timing of expenditures is being affected by the stage of each project, and the time required for any unforeseen activities.

Capital

Capital expenses underran the budget by \$78.3 million. The main drivers are the Measure M Program (\$55.4 million), Renewed Measure M Program (\$7.9 million), General Fund (\$7.1 million), and the 91 Express Lanes Program (\$4.3 million).

As in operating expenses, the underrun in capital expenditures is primarily driven by timing issues related to projects within the Measure M Program.



October 26, 2009

To: Members of the Board of Directors
From: Will Kempton, Chief Executive Officer
Subject: Third Quarter 2009 Debt and Investment Report

Overview

The California Government Code authorizes the Orange County Transportation Authority Treasurer to submit a quarterly investment report detailing the investment activity for the period. This investment report covers the third quarter of 2009, July through September, and includes a discussion on the Orange County Transportation Authority's debt portfolio.

Recommendation

Receive and file the Quarterly Investment Report prepared by the Treasurer as an information item.

Discussion

The Treasurer is currently managing the Orange County Transportation Authority's (Authority) investment portfolio totaling \$940.2 million as of September 30, 2009. The portfolio is divided into two managed portfolios: the liquid portfolio for immediate cash needs and the short-term portfolio for future budgeted expenditures. In addition to these portfolios, the Authority has funds invested in debt service reserve funds for the various outstanding debt obligations.

The Authority's debt portfolio had an outstanding principal balance of \$381.6 million as of September 30, 2009. Approximately 42 percent of the outstanding balance is comprised of Measure M (M1) debt, 13 percent is associated with the Renewed Measure M (M2) Program, and the remaining 45 percent is for the 91 Express Lanes.

Economic Summary: During the last meeting of the quarter, the Federal Open Market Committee (Fed) reiterated its pledge to keep the Fed funds rate at or near zero to 25 basis points in an effort to promote economic recovery. In

recent comments, Federal Reserve Board Chairman Ben Bernanke confirmed his continued belief that, "accommodative policies will likely be warranted for an extended period." Further, the Fed has stated that when the economy takes hold, monetary policy will be tightened and lending rates will be raised to prevent the emergence of inflation.

Economic data during the quarter remained consistent with the early stages of a modest recovery. Gross Domestic Product is forecasted to have grown at a 2.2 percent annualized rate following the three previous quarters of -0.7, -5.37, and -6.43 respectively. Labor markets which typically lag the broader economy, still struggle. While first-time unemployment claims have declined in recent weeks, overall unemployment reached 9.8 percent, the highest level since 1983.

Debt Portfolio Activity: On August 17, 2009, the Authority remitted a debt service payment for the 91 Express Lanes in the amount of \$8.8 million. Of this amount, \$4.5 million was used to retire principal. Currently, there remains \$170.4 million outstanding on the 91 Express Lanes Tax-Exempt Bonds.

Also occurring on August 17, 2009, the Authority remitted a debt service payment to M1 investors in the amount of \$4.5 million. The total amount remitted represented interest on the M1 debt. Principal payments for the M1 Program are paid in February of each year. The outstanding balances for each of the Authority's debt securities are presented in Attachment A.

Staff continues to monitor the situation regarding Lehman Brothers Holdings Company (Lehman). Lehman served as one of the Authority's counterparties for the swap component of the variable rate bonds. Lehman has not made their counterparty payments to the Authority since September 1, 2008 (the last payment date prior to the bankruptcy filing). In return, the Authority has not remitted the amounts owed to Lehman as part of the swap agreement on February 15, 2009 and August 17, 2009. The net amount owed (by the Authority) between the two parties totals \$2.2 million. The Authority will continue to work with bond counsel and monitor the legal options available for the swap.

Investment Portfolio Compliance: As of September 30, 2009, the Authority's portfolio was in compliance with its investment policy. The Authority continues its policy of reviewing the contents of the investment portfolio on a daily basis to ensure compliance. Attachment B provides a comparison of the portfolio holdings as of September 30, 2009, to the diversification guidelines of the policy.

Investment Portfolio Performance Versus Selected Benchmarks: The Authority's investment managers provide the Authority and its financial advisor, Sperry Capital, with monthly performance reports. The investment managers' performance reports calculate monthly total rates of return based upon the market value of the portfolios they manage at the beginning of the month versus the market value at the end of the month. The market value of the portfolio at the end of the month includes the actual value of the portfolio based upon prevailing market conditions as well as the interest income accrued during the month.

The Authority has calculated the total returns for each of the investment managers for short-term operating monies and compared the returns to specific benchmarks as shown in Attachment C. Attachment D contains an annualized total return performance comparison by investment manager for the previous two years. Attachment E provides a two-year yield comparison between the short-term portfolio managers, the Orange County Investment Pool, and the Local Agency Investment Fund.

The returns for the Authority's short-term operating monies are compared to the Merrill Lynch 1-3 year Treasury Index benchmark. The Merrill Lynch 1-3 year Treasury Index is one of the most commonly used short-term fixed income benchmarks. Each of the four managers invests in a combination of securities that all conform to the Authority's 2009 Annual Investment Policy. For the quarter ending September 30, 2009, the weighted average total return for the Authority's Short-term Portfolio was 1.14 percent, 36 basis points above the benchmark return of 0.78 percent. For the 12-month period ending September 30, 2009, the portfolio's return totaled 5.38 percent, 192 basis points above the benchmark return of 3.46 percent for the same period.

The Authority outperformed the benchmark for both the quarter and trailing 12-month period as a result of decreased volatility in the financial markets. With corporate profits climbing, demand for non-treasury sectors, including corporate medium-term notes and asset-backed securities, increased during the quarter resulting in strong performance for these sectors relative to treasuries. A more traditional demand for treasury and agency securities has led to a more normalized fixed income market.

Investment Portfolios: A summary of each investment manager's investment diversification, performance, and maturity schedule is provided in Attachment F. These summaries provide a tool for analyzing the different returns for each manager.

A complete listing of all securities is provided in Attachment G. Each portfolio contains a description of the security, maturity date, book value, market value, and current yield provided by the custodial bank.

Cash Availability for the Next Six Months: The Authority has reviewed the cash requirements for the next six months. It has been determined that the liquid and the short-term portfolios can fund all projected expenditures during the next six months.


Summary

As required under the California Government Code, the Orange County Transportation Authority is submitting its quarterly investment report to the Board of Directors. The investment report summarizes the Orange County Transportation Authority's Treasury activities for the period July 2009 through September 2009.


Attachments

- A. Orange County Transportation Authority Outstanding Debt September 30, 2009.
- B. Orange County Transportation Authority Investment Policy Compliance September 30, 2009.
- C. Orange County Transportation Authority Short-term Portfolio Performance Review Quarter Ending September 30, 2009.
- D. Orange County Transportation Authority Short-term Portfolio Performance as of September 30, 2009.
- E. Orange County Transportation Authority Comparative Yield Performance as of September 30, 2009.
- F. Investment Manager Diversification and Maturity Schedules September 30, 2009.
- G. Orange County Transportation Authority Portfolio Listing as of September 30, 2009.

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(714) 560-5637

**Orange County Transportation Authority
Outstanding Debt
September 30, 2009**

Orange County Local Transportation Authority (OCLTA) - M1 Program

	<u>Issued</u>	<u>Outstanding</u>	<u>Final Maturity</u>
2001 Second Senior Sales Tax Revenue Bonds	\$ 48,430,000	\$ 32,970,000	2011
1998 Second Senior Sales Tax Revenue Bonds	213,985,000	45,385,000	2011
1997 Second Senior Sales Tax Revenue Refunding Bonds	57,730,000	30,145,000	2011
1992 First Senior Sales Tax Revenue Bonds	350,000,000	52,700,000	2011
Sub-total	\$ 670,145,000	\$ 161,200,000	

Orange County Local Transportation Authority (OCLTA) - M2 Program

	<u>Issued</u>	<u>Outstanding</u>	<u>Final Maturity</u>
2008 Tax-Exempt Commercial Paper - Series A1	\$ 25,000,000	\$ 25,000,000	2011
2008 Tax-Exempt Commercial Paper - Series A2	\$ 25,000,000	\$ 25,000,000	2011

91 Express Lanes *

	<u>Issued</u>	<u>Outstanding</u>	<u>Final Maturity</u>
2003 Toll Road Revenue Refunding Bonds	\$ 195,265,000	\$ 170,425,000	2030

* Not reflected is the intra-agency borrowing (subordinated debt) for the purchase of the 91 Express Lanes in the amount of \$25,621,645

TOTAL OUTSTANDING BALANCE **\$ 381,625,000**

**ORANGE COUNTY TRANSPORTATION AUTHORITY
Investment Policy Compliance
September 30, 2009**

<u>Investment Instruments</u>	<u>Dollar Amount Invested</u>	<u>Percent Of Portfolio</u>	<u>Investment Policy Maximum Percentages</u>
U.S. Treasuries	\$313,525,118	33.3%	100%
Federal Agencies & U.S. Government Sponsored	232,033,354	24.7%	100%
State of California & Local Agencies *	-	0.0%	25%
Money Market Funds & Mutual Funds	145,221,856	15.4%	20%
Bankers Acceptances	0	0.0%	30%
Negotiable Certificates of Deposit	13,330,707	1.4%	30%
Commercial Paper	0	0.0%	25%
Medium Term Maturity Corporate Securities	122,977,288	13.1%	30%
Mortgage and Asset-backed Securities	53,415,410	5.7%	20%
Repurchase Agreements	0	0.0%	75%
Investment Agreements Pursuant To Indenture	0	0.0%	100%
Local Agency Investment Fund	53,706	0.0%	\$ 40 Million
Orange County Investment Pool	4,708,096	0.5%	\$ 40 Million
CAMP	0	0.0%	10%
Variable & Floating Rate Securities	17,555,668	1.9%	30%
Debt Service Reserve Funds - Investment Agreements	16,148,012	1.7%	Not Applicable
Cash Equivalents	21,200,419	2.3%	Not Applicable
Derivatives (hedging transactions only)	0	0.0%	5%
	<hr/>		<hr/>
TOTAL	<u>\$940,169,634</u>	100.0%	

* Balance does not include intra-agency borrowing for the purchase of the 91 Express Lanes in the amount of \$25,621,645

**Orange County Transportation Authority
Short-term Portfolio Performance Review*
Quarter Ending September 30, 2009**

Month Ending	Merrill Lynch Treasury 1-3 Year Index Benchmark		JP Morgan		Payden & Rygel		Western Asset Mgmt		State Street Global Advisors	
	Monthly Return	Duration	Monthly Return	Duration	Monthly Return	Duration	Monthly Return	Duration	Monthly Return	Duration
7/31/2009	0.13%	1.90 years	0.34%	1.79 years	0.42%	1.73 years	0.43%	1.99 years	0.17%	1.80 years
8/31/2009	0.40%	1.93 years	0.48%	1.78 years	0.41%	1.67 years	0.58%	1.90 years	0.40%	1.93 years
9/30/2009	0.24%	1.93 years	0.36%	1.83 years	0.34%	1.54 years	0.32%	1.83 years	0.28%	1.93 years

Jul 09 - Sep 09 Total Return	0.78%	1.18%	1.17%	1.34%	0.85%
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HISTORICAL QUARTERLY RETURNS

Oct 08 - Dec 08 Total Return	2.69%	3.25%	2.97%	2.85%	2.83%
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Jan 09 - Mar 09 Total Return	0.09%	0.61%	0.88%	0.68%	0.10%
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Apr 09 - Jun 09 Total Return	-0.11%	0.90%	0.56%	1.01%	-0.01%
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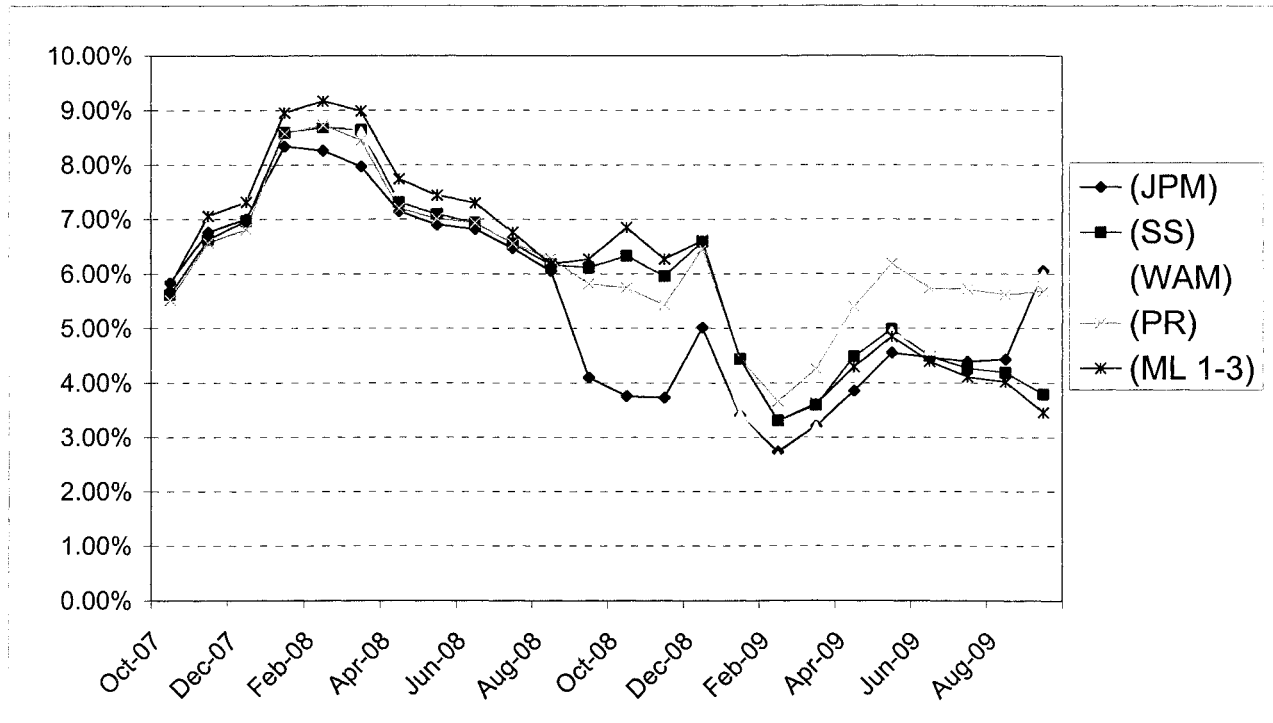
Jul 09 - Sep 09 Total Return	0.78%	1.18%	1.17%	1.34%	0.85%
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12-Month Total Return	3.46%	6.06%	5.68%	6.00%	3.79%
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* - Month End Rates of Return are Gross of Fees

Orange County Transportation Authority Short-Term Portfolio Performance September 30, 2009

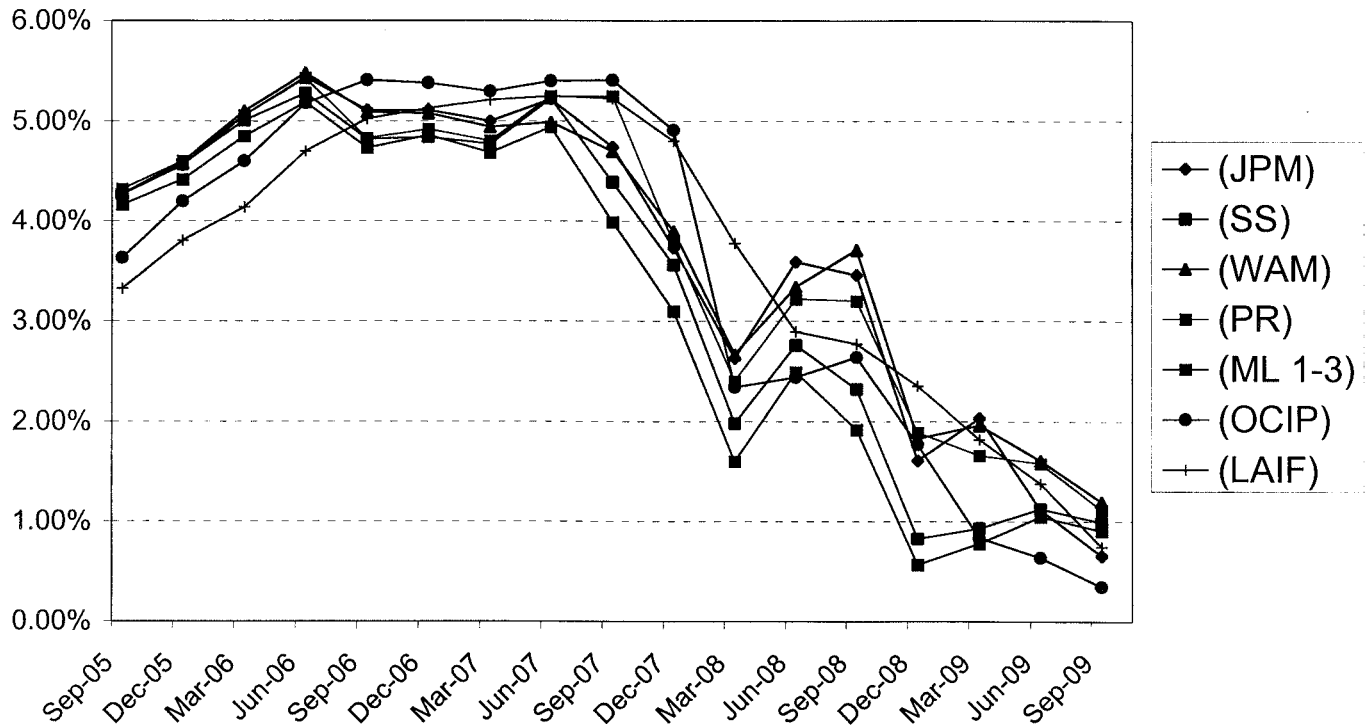
**Trailing 1-Year Total Return
Vs. The Merrill Lynch 1-3 Treasury Benchmark**



	JP Morgan (JPM)	State Street (SS)	Western Asset Mgmt (WAM)	Payden Rygel (PR)	Merrill Lynch 1-3 Yr (ML 1-3)
Oct-07	5.84%	5.62%	6.10%	5.52%	5.78%
Nov-07	6.76%	6.63%	7.07%	6.57%	7.06%
Dec-07	7.01%	6.97%	7.35%	6.81%	7.32%
Jan-08	8.34%	8.59%	8.99%	8.57%	8.95%
Feb-08	8.26%	8.69%	8.89%	8.73%	9.17%
Mar-08	7.97%	8.64%	8.60%	8.45%	8.99%
Apr-08	7.15%	7.31%	7.54%	7.20%	7.74%
May-08	6.90%	7.09%	7.45%	7.02%	7.44%
Jun-08	6.82%	6.94%	7.45%	6.94%	7.30%
Jul-08	6.47%	6.56%	6.89%	6.56%	6.76%
Aug-08	6.05%	6.17%	6.41%	6.29%	6.18%
Sep-08	4.10%	6.12%	4.86%	5.82%	6.27%
Oct-08	3.76%	6.33%	4.33%	5.75%	6.85%
Nov-08	3.73%	5.96%	4.15%	5.43%	6.27%
Dec-08	5.01%	6.59%	5.27%	6.46%	6.61%
Jan-09	3.41%	4.44%	3.42%	4.45%	4.43%
Feb-09	2.73%	3.31%	2.64%	3.66%	3.30%
Mar-09	3.21%	3.59%	3.19%	4.25%	3.61%
Apr-09	3.85%	4.48%	4.16%	5.40%	4.29%
May-09	4.55%	4.98%	4.93%	6.19%	4.85%
Jun-09	4.46%	4.49%	4.62%	5.74%	4.39%
Jul-09	4.39%	4.27%	4.65%	5.72%	4.11%
Aug-09	4.43%	4.19%	4.81%	5.62%	4.02%
Sep-09	6.06%	3.79%	6.00%	5.68%	3.46%

Orange County Transportation Authority Comparative Yield Performance September 30, 2009

**Historical Yields
Vs. The Merrill Lynch 1-3 Treasury Benchmark**

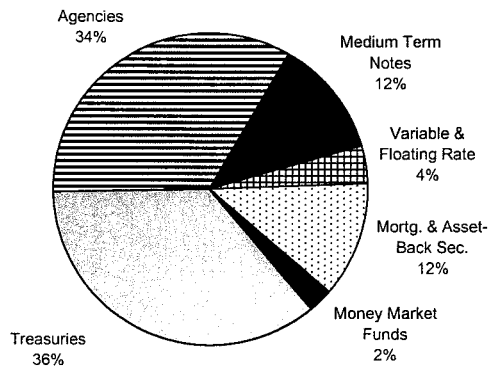


	JP Morgan (JPM)	State Street (SS)	Western Asset Mgmt (WAM)	Payden Rygel (PR)	Merrill Lynch 1-3 Yr (ML 1-3)	(OCIP)	(LAIF)
Sep-05	4.27%	4.27%	4.27%	4.32%	4.17%	3.63%	3.32%
Dec-05	4.56%	4.57%	4.59%	4.60%	4.41%	4.20%	3.81%
Mar-06	5.06%	5.01%	5.10%	5.06%	4.85%	4.60%	4.14%
Jun-06	5.44%	5.28%	5.48%	5.43%	5.19%	5.18%	4.70%
Sep-06	5.11%	4.82%	5.09%	4.83%	4.73%	5.41%	5.02%
Dec-06	5.11%	4.84%	5.08%	4.92%	4.86%	5.38%	5.13%
Mar-07	5.00%	4.77%	4.94%	4.80%	4.68%	5.30%	5.21%
Jun-07	5.22%	5.23%	4.99%	5.25%	4.94%	5.40%	5.25%
Sep-07	4.74%	4.39%	4.70%	5.25%	3.99%	5.41%	5.23%
Dec-07	3.73%	3.56%	3.90%	3.78%	3.10%	4.91%	4.80%
Mar-08	2.63%	1.98%	2.67%	2.40%	1.60%	2.34%	3.78%
Jun-08	3.59%	2.76%	3.34%	3.22%	2.49%	2.44%	2.89%
Sep-08	3.46%	2.32%	3.71%	3.20%	1.92%	2.64%	2.77%
Dec-08	1.61%	0.83%	1.83%	1.89%	0.57%	1.77%	2.35%
Mar-09	2.03%	0.93%	1.96%	1.66%	0.78%	0.84%	1.82%
Jun-09	1.12%	1.13%	1.61%	1.58%	1.05%	0.64%	1.38%
Sep-09	0.66%	0.99%	1.20%	1.12%	0.91%	0.35%	0.75%

Investment Manager Diversification and Maturity Schedules

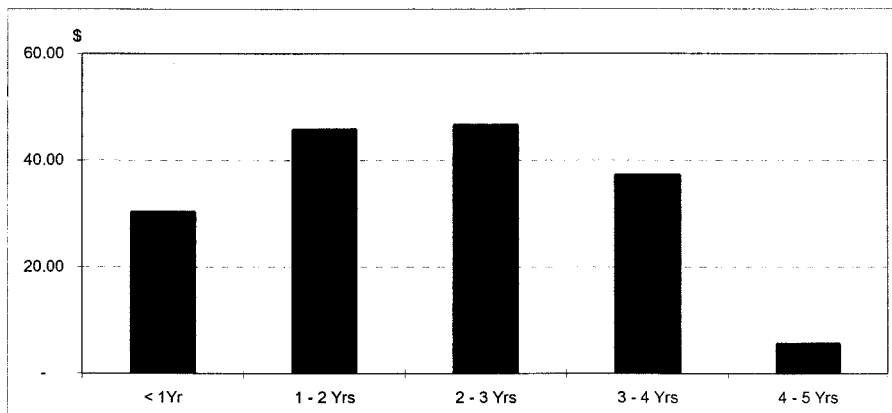
**JP Morgan
September 30, 2009**

SHORT-TERM PORTFOLIO (\$165.9 M)



	<u>Book Value</u>	<u>Market Value</u>
Treasuries	\$59,516,814	\$60,326,279
Agencies	55,636,556	56,812,063
Medium Term Notes	20,310,983	20,464,552
Variable & Floating Rate	6,402,835	6,683,290
Mortg. & Asset-Back Sec.	19,995,283	20,635,603
Money Market Funds	4,034,919	4,034,919
	<u>\$165,897,389</u>	<u>\$168,956,706</u>

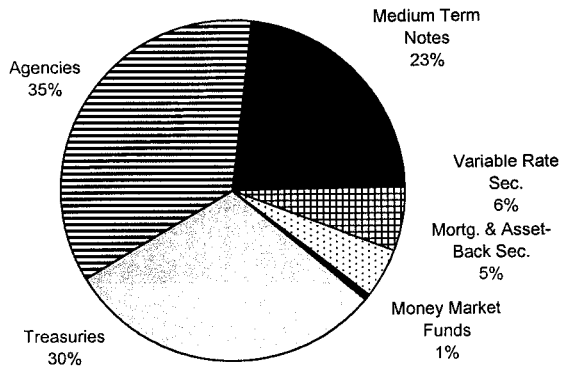
Wtd Avg Maturity	2.10 Yrs
Duration	1.83 Yrs
Quarter-end Yield	0.66%
Benchmark Comparison	0.91%
Quarter Return	1.18%
Benchmark Comparison	0.78%
12 Month Return	6.06%
Benchmark Comparison	3.46%



Investment Manager Diversification and Maturity Schedules

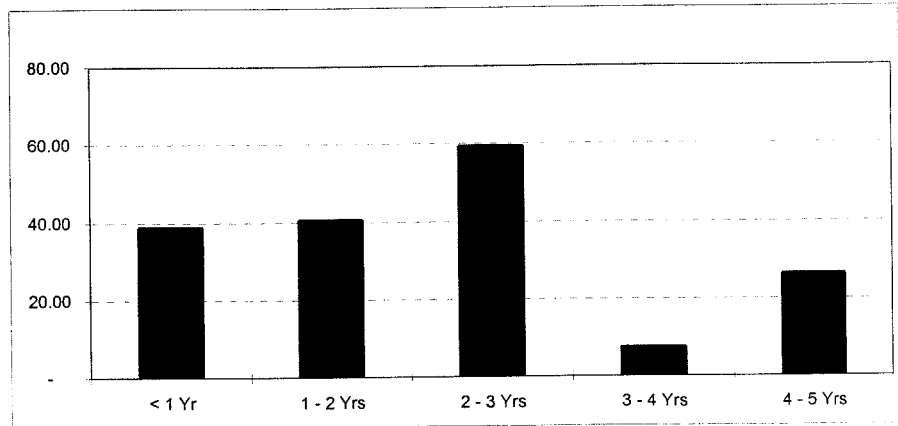
Western Asset Management September 30, 2009

SHORT-TERM PORTFOLIO (\$173.4 M)



	Book Value	Market Value
Treasuries	\$52,571,930	\$53,252,424
Agencies	61,761,357	60,809,881
Medium Term Notes	39,114,117	38,756,185
Variable Rate Sec.	10,651,661	12,584,431
Mortg. & Asset-Back Sec.	8,385,656	8,571,867
Money Market Funds	<u>867,253</u>	<u>867,253</u>
Total	<u>\$173,351,974</u>	<u>\$174,842,040</u>

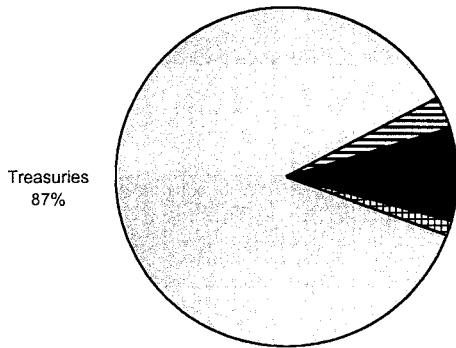
Wtd Avg Maturity	2.16 Yrs
Duration	1.83 Yrs
Quarter-end Yield	1.20%
Benchmark Comparison	0.91%
Quarter Return	1.34%
Benchmark Comparison	0.78%
12 Month Return	6.00%
Benchmark Comparison	3.46%



Investment Manager Diversification and Maturity Schedules

State Street
September 30, 2009

SHORT-TERM PORTFOLIO (\$168.9 M)



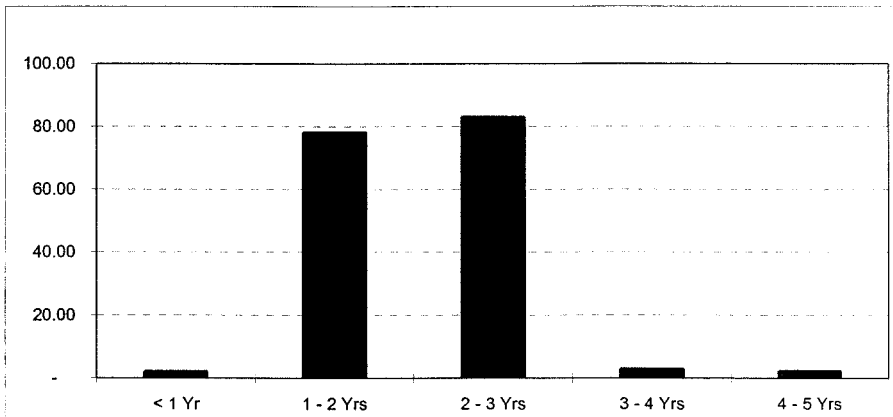
Agencies
3%

Medium Term
Notes
9%

Money Market
Funds
1%

	<u>Book Value</u>	<u>Market Value</u>
Treasuries	\$146,348,513	\$146,473,184
Agencies	5,050,000	5,039,063
Medium Term Notes	15,342,642	15,676,100
Money Market Funds	2,111,649	2,111,649
Cash Equivalents	<u>617</u>	<u>617</u>
	<u>\$168,853,422</u>	<u>\$169,300,613</u>

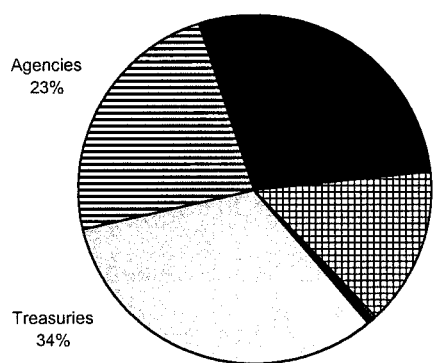
Wtd Avg Maturity	1.97 Yrs
Duration	1.93 Yrs
Quarter-end Yield	0.99%
Benchmark Comparison	0.91%
Quarter Return	0.85%
Benchmark Comparison	0.78%
12 Month Return	3.79%
Benchmark Comparison	3.46%



Investment Manager Diversification and Maturity Schedules

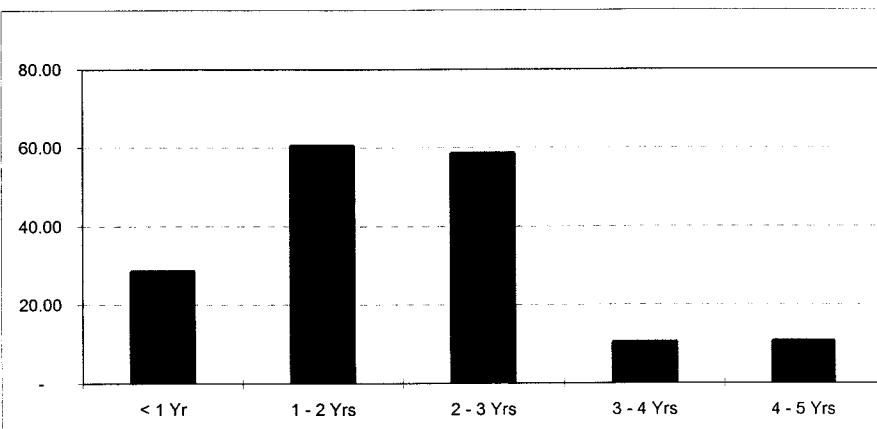
Payden & Rygel
September 30, 2009

SHORT-TERM PORTFOLIO (\$168.3 M)



	<u>Book Value</u>	<u>Market Value</u>
Treasuries	\$55,087,860	\$55,232,126
Agencies	39,698,540	39,794,630
Medium Term Notes	48,209,546	49,306,322
Mortg. & Asset-Back Sec.	25,034,471	25,598,860
Variable & Floating Rate	501,172	505,480
Money Market Funds	<u>808,515</u>	<u>808,515</u>
	<u>\$169,340,105</u>	<u>\$171,245,932</u>

Wtd Avg Maturity	1.94 Yrs
Duration	1.54 Yrs
Quarter-end Yield	1.12%
Benchmark Comparison	0.91%
Quarter Return	1.17%
Benchmark Comparison	0.78%
12 Month Return	5.68%
Benchmark Comparison	3.46%



**Orange County Transportation Authority
Portfolio Listing
As of September 30, 2009**

LIQUID PORTFOLIO

<u>Description</u>	<u>Maturity Date</u>	<u>Book Value</u>	<u>Market Value</u>	<u>Yield</u>
<i>Cash Equivalents</i>				
Cash Equivalent - Earnings Credit	10/1/2009	21,199,801.49	15,030,295.28	N/A
FHLB Discount Note	2/12/2009	6,532,087.73	6,536,384.40	0.21%
FHLB Discount Note	2/16/2010	6,531,679.54	6,588,704.00	0.91%
FNMA Discount Note	2/12/2009	26,126,580.72	26,198,516.40	0.39%
FNMA Discount Note	2/16/2010	6,532,182.71	6,541,727.50	0.30%
Fidelity Funds Treasury I	N/A	13,125,018.50	13,125,018.50	0.14%
First American Treasury Obligations	N/A	173,928.56	173,928.56	0.04%
Goldman Sachs Financial Govt Fund	N/A	5,433,420.52	5,433,420.52	0.06%
Milestone Funds Treasury Obligations	N/A	74,777,680.71	74,777,680.71	0.06%
<i>Sub-total</i>		<u>160,432,380.48</u>	<u>154,405,675.87</u>	
<i>Local Agency Investment Fund (LAIF)</i>	N/A	53,706.07	53,706.07	0.93%
<i>Orange County Investment Pool (OCIP)</i>	N/A	4,708,096.20	4,708,096.20	0.50%
Liquid Portfolio - Total		<u>\$ 165,194,182.75</u>	<u>\$ 159,167,478.14</u>	

SHORT-TERM PORTFOLIO

<u>Description</u>	<u>Maturity Date</u>	<u>Book Value</u>	<u>Market Value</u>	<u>Yield</u>
<i>Cash Equivalents</i>				
FHLB Discount Note	2/23/2010	3,496,255.00	3,509,843.75	1.04%
FHLB Discount Note	5/18/2010	2,000,000.00	2,000,625.00	0.49%
US Treasury Bills	12/10/2009	19,174,696.88	19,186,117.58	0.23%
Milestone Funds Treasury Obligations	N/A	7,822,952.43	7,822,952.43	0.06%
<i>Sub-total</i>		<u>32,493,904.31</u>	<u>32,519,538.76</u>	
<i>U.S. Government & Agency Obligations</i>				
FFCB	1/10/2013	425,556.00	423,750.00	3.65%
FFCB	4/8/2013	997,400.00	1,002,812.50	2.19%
FFCB	4/17/2014	496,855.00	501,875.00	2.61%
FHLB	9/10/2010	10,942,239.00	11,237,109.38	4.90%
FHLB	12/10/2010	21,211,211.80	22,111,912.50	3.38%
FHLB	12/17/2010	4,093,920.00	4,142,500.00	3.50%
FHLB	5/16/2011	1,999,180.00	2,018,750.00	1.36%
FHLB	6/24/2011	4,517,312.50	4,682,812.50	3.24%
FHLB	7/11/2011	1,011,883.00	1,047,500.00	3.46%
FHLB	9/16/2011	5,051,895.00	5,264,062.50	3.44%
FHLB	4/13/2012	1,496,518.50	1,532,812.50	2.20%
FHLB	7/27/2012	5,900,000.00	5,920,281.25	1.99%
FHLB	7/27/2012	3,000,000.00	3,010,312.50	1.99%
FHLB	8/22/2012	495,473.50	501,562.50	1.74%
FHLB	2/27/2013	419,333.60	419,000.00	3.22%
FHLB	8/15/2013	1,095,600.00	1,105,000.00	4.52%
FHLB	9/16/2013	652,685.40	651,937.50	4.14%
FHLB	12/13/2013	2,033,300.00	2,061,250.00	3.03%
FHLB	6/18/2014	1,116,040.00	1,121,250.00	4.68%
FHLMC	4/11/2011	5,107,089.00	5,253,000.00	2.66%
FHLMC	4/26/2011	4,145,050.91	4,198,837.50	1.60%
FHLMC	6/29/2011	5,026,620.00	5,262,500.00	3.68%
FHLMC	1/15/2012	2,225,188.00	2,208,750.00	5.20%
FHLMC	3/23/2012	5,050,000.00	5,039,062.50	2.48%

Orange County Transportation Authority
Portfolio Listing
As of September 30, 2009

FHLMC	4/27/2012	3,995,000.00	4,034,480.00	1.98%
FHLMC	10/25/2012	5,466,210.00	5,434,375.00	4.25%
FHLMC	9/27/2013	2,962,377.90	2,894,906.25	3.84%
FHLMC	1/30/2014	8,708,000.00	8,775,000.00	4.55%
FNMA	1/15/2010	2,534,894.40	2,449,500.00	7.10%
FNMA	2/15/2011	10,296,284.10	10,481,703.13	4.27%
FNMA	5/15/2011	2,537,752.88	2,512,125.00	5.54%
FNMA	4/20/2012	2,097,354.00	2,128,218.75	1.85%
FNMA	4/20/2012	4,993,700.00	5,067,187.50	1.85%
FNMA	7/30/2012	5,098,725.00	5,123,906.25	2.04%
FNMA	11/19/2012	6,609,876.00	6,553,125.00	4.34%
FNMA	2/21/2013	954,908.50	948,281.25	4.38%
FNMA	7/17/2013	322,263.00	325,031.25	4.03%
FNMA	12/11/2013	8,168,800.00	8,150,000.00	2.82%
FNMA	12/11/2013	2,800,710.00	2,750,625.00	2.82%
FNMA	5/15/2014	592,990.80	598,687.50	2.50%
US Treasury Note	12/15/2009	922,202.99	956,460.00	3.47%
US Treasury Note	2/28/2010	4,110,573.25	4,075,175.70	1.98%
US Treasury Note	4/15/2010	14,868,059.24	14,749,025.96	0.87%
US Treasury Note	9/30/2010	4,136,941.71	4,180,854.67	1.96%
US Treasury Note	10/31/2010	910,233.48	910,053.00	1.48%
US Treasury Note	10/31/2010	25,783,671.74	25,784,835.00	1.48%
US Treasury Note	11/15/2010	6,249,554.15	6,217,512.00	4.30%
US Treasury Note	11/30/2010	4,033,919.65	4,035,320.00	1.23%
US Treasury Note	11/30/2010	10,100,814.75	10,088,300.00	1.23%
US Treasury Note	12/31/2010	12,933,148.70	12,955,470.00	0.87%
US Treasury Note	1/31/2011	500,157.93	502,090.00	0.87%
US Treasury Note	2/28/2011	11,041,248.89	11,021,484.38	4.26%
US Treasury Note	4/15/2011	526,737.93	558,616.04	2.30%
US Treasury Note	4/30/2011	4,698,680.52	4,712,831.00	0.87%
US Treasury Note	6/30/2011	215,891.30	215,024.00	4.76%
US Treasury Note	6/30/2011	22,757,796.59	22,685,032.00	4.76%
US Treasury Note	7/31/2011	3,487,980.48	3,509,975.00	0.99%
US Treasury Note	7/31/2011	4,293,211.89	4,312,255.00	0.99%
US Treasury Note	10/31/2011	1,616,430.81	1,611,915.00	4.30%
US Treasury Note	11/15/2011	11,132,641.06	11,247,086.40	1.72%
US Treasury Note	11/15/2011	12,127,767.88	12,180,960.00	1.72%
US Treasury Note	11/30/2011	10,959,034.62	11,124,050.00	4.19%
US Treasury Note	12/15/2011	14,853,463.71	14,815,096.00	1.12%
US Treasury Note	1/15/2012	9,954,721.00	10,000,000.00	1.12%
US Treasury Note	2/15/2012	401,016.97	402,092.00	1.36%
US Treasury Note	2/15/2012	14,539,397.84	14,590,913.45	1.36%
US Treasury Note	4/15/2012	301,381.38	329,934.75	1.93%
US Treasury Note	4/15/2012	6,006,184.16	6,763,662.30	1.93%
US Treasury Note	5/15/2012	4,006,888.40	4,013,440.00	1.37%
US Treasury Note	5/15/2012	20,297,987.50	20,328,073.60	1.37%
US Treasury Note	6/15/2012	27,613,337.54	27,726,562.50	1.84%
US Treasury Note	8/31/2012	3,020,290.63	3,019,856.00	3.82%
US Treasury Note	3/31/2013	11,744,765.63	12,345,960.00	2.42%
US Treasury Note	5/31/2013	3,979,535.83	3,932,693.00	3.29%
US Treasury Note	8/31/2013	2,117,187.50	2,096,100.00	2.98%
US Treasury Note	1/31/2014	195,844.42	197,500.00	1.77%
US Treasury Note	4/30/2014	4,961,718.75	4,940,625.00	1.89%
US Treasury Note	8/31/2014	2,950,000.00	2,961,062.50	2.36%
<i>Sub-total</i>		<u>451,000,618.61</u>	<u>455,043,688.76</u>	

Medium Term Notes

3M Company	11/6/2009	1,999,120.00	2,008,880.00	5.10%
3M Company	11/1/2011	1,482,871.00	1,546,106.00	4.22%
Abbott Labs	5/15/2011	1,051,630.00	1,070,040.00	5.23%

Orange County Transportation Authority
Portfolio Listing
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Alabama Power Co	11/15/2013	1,080,490.00	1,104,650.00	5.25%
Amgen Inc	11/18/2009	1,373,316.00	1,407,378.00	3.97%
AT&T	11/15/2013	796,075.00	793,072.00	5.91%
Bank America Corp	4/30/2012	1,779,466.00	1,804,973.40	2.07%
Bank America Corp	6/15/2012	5,191,950.00	5,200,400.00	3.00%
Bank America Corp	6/22/2012	1,997,780.00	2,039,340.00	2.32%
Bank America Corp	9/15/2012	2,413,872.00	2,464,272.00	4.74%
Bank America Corp	5/15/2014	745,850.00	778,859.38	6.62%
Bank New York Inc	4/1/2013	200,622.00	212,922.00	4.22%
BB&T Corp	10/1/2012	195,174.00	208,592.00	4.55%
BB&T Corp	9/25/2013	79,928.80	80,320.00	3.36%
Berkshire Hathaway Financial Corp	1/15/2010	1,484,487.10	1,518,420.00	4.07%
Berkshire Hathaway Financial Corp	4/15/2012	1,795,806.00	1,887,084.00	3.81%
Berkshire Hathaway Inc	5/15/2012	631,692.00	642,384.00	4.43%
Bottling Group	11/15/2013	70,350.80	70,461.95	4.61%
Campbell Soup Co	2/15/2011	1,879,535.00	1,877,925.00	6.29%
Caterpillar Financial Services	12/1/2010	2,790,788.00	2,899,456.00	4.87%
Chevron Corp	3/3/2012	1,219,658.00	1,249,284.00	3.31%
Cisco Systems Inc	2/22/2011	2,562,850.00	2,635,100.00	4.98%
Citigroup Inc	2/27/2012	408,840.00	410,840.00	5.11%
Citigroup Inc	4/30/2012	3,373,442.80	3,427,827.00	2.09%
Citigroup Inc	5/7/2012	498,695.00	503,310.00	1.86%
Citigroup Inc	7/12/2012	498,845.00	505,520.00	2.10%
Citigroup Inc	10/17/2012	289,161.00	309,525.00	5.13%
Citigroup Inc	12/10/2012	2,991,600.00	3,040,380.00	2.22%
CME Group Inc	8/1/2013	181,622.00	189,180.25	4.99%
Conoco Phillips	2/1/2014	698,033.00	753,109.00	4.41%
Credit Suisse First Boston USA	1/15/2010	301,644.00	302,748.00	4.08%
Credit Suisse First Boston USA	8/15/2010	984,054.65	977,284.00	4.73%
Credit Suisse First Boston USA	11/15/2011	320,629.00	323,847.00	5.67%
Electronic Data System Corp	8/1/2013	250,391.25	251,059.50	5.37%
Eli Lilly & Co	3/6/2012	399,592.00	418,884.00	3.38%
General Electric Capital Corp	12/1/2010	629,166.00	620,178.00	4.83%
General Electric Capital Corp	2/22/2011	2,122,400.00	2,110,300.00	5.80%
General Electric Capital Corp	3/11/2011	1,006,290.00	1,012,420.00	1.77%
General Electric Capital Corp	12/9/2011	309,110.30	320,837.60	2.89%
General Electric Capital Corp	6/8/2012	6,283,999.90	6,350,686.84	2.16%
General Electric Capital Corp	12/28/2012	253,646.75	256,137.50	2.56%
General Electric Capital Corp	5/13/2014	719,200.80	772,048.80	5.50%
Goldman Sachs Group	6/15/2010	488,545.00	512,860.00	4.38%
Goldman Sachs Group	1/15/2012	1,301,708.00	1,303,044.00	6.07%
Goldman Sachs Group	6/15/2012	1,992,240.00	2,087,260.00	3.11%
Goldman Sachs Group	6/15/2012	358,603.20	375,706.80	3.14%
Goldman Sachs Group	8/1/2012	264,793.30	272,049.00	3.53%
Goldman Sachs Group	7/15/2013	166,966.40	166,975.00	4.55%
Goldman Sachs Group	5/1/2014	1,780,749.44	1,849,905.54	5.51%
Heller Financial Inc	11/1/2009	2,081,240.00	2,009,900.00	7.33%
Hewlett Packard Co	5/27/2011	1,184,642.20	1,202,030.60	2.20%
Hewlett Packard Co	2/24/2012	799,648.00	845,250.00	4.02%
Honeywell International Inc	8/1/2012	163,887.00	164,562.00	5.12%
Household Financial Corp	5/15/2012	208,420.00	216,052.00	6.47%
HSBC USA Inc	4/1/2014	99,052.00	103,207.00	4.48%
IBM	11/29/2012	127,898.75	135,203.75	4.39%
IBM International Group Capital LLC	10/22/2012	628,494.00	652,986.00	4.64%
John Deere Capital Corp	4/3/2013	1,557,441.60	1,649,325.60	4.25%
Johnson & Johnson	8/15/2012	1,859,018.00	1,871,859.38	4.67%
JP Morgan Chase & Co	12/1/2011	2,463,471.70	2,557,757.95	3.01%
JP Morgan Chase & Co	6/15/2012	1,234,234.30	1,256,130.85	2.16%
JP Morgan Chase & Co	1/2/2013	1,059,110.00	1,067,310.00	5.38%
Kimberly Clark Corp	2/15/2012	84,393.10	91,420.05	5.22%

**Orange County Transportation Authority
Portfolio Listing
As of September 30, 2009**

Lehman Brothers Holdings	1/24/2013	1,013,340.00	176,250.00	0.00%
Lowes Company Inc	6/1/2010	127,993.75	131,192.50	7.86%
McDonalds Corp	3/1/2012	1,522,612.00	1,523,354.00	5.28%
Medtronic Inc	9/15/2010	1,389,312.00	1,391,809.50	4.24%
Merrill Lynch & Co Inc	8/15/2012	1,034,500.00	1,066,490.00	5.67%
Metropolitan Life Global	4/10/2013	2,851,458.40	2,944,597.20	4.94%
Morgan Stanley Co	3/13/2012	873,766.25	891,012.50	2.20%
Morgan Stanley Co	4/1/2012	1,075,180.00	1,086,690.00	6.07%
Morgan Stanley Co	6/20/2012	4,992,450.00	5,050,500.00	1.93%
Morgan Stanley Co	5/13/2014	1,554,886.00	1,596,915.00	5.63%
National City Bank	12/15/2011	432,021.10	437,810.30	5.80%
National Rural Utilities Financial	9/16/2012	34,947.85	35,187.60	2.61%
Northern Trust Corp	8/29/2011	106,909.00	106,810.00	4.96%
Oracle Corp	1/15/2011	1,309,368.71	1,359,644.00	4.79%
Oracle Corp	4/15/2013	161,491.50	183,992.70	4.57%
Pepsico Inc	3/1/2014	764,851.75	796,525.65	3.60%
Pfizer Inc	3/15/2012	1,098,493.00	1,168,442.00	4.18%
PNC Corp	6/22/2012	3,028,920.00	3,053,850.00	2.25%
Principal Life Income Fundings	12/14/2012	174,044.30	180,951.40	4.97%
Protective Life Secured Trust	8/16/2010	167,720.85	167,313.30	4.78%
Shell International	9/22/2011	879,964.80	882,384.80	1.29%
Suntrust Bank Senior Notes	11/16/2011	1,233,590.40	1,242,300.00	2.89%
United Parcel Service Inc	1/15/2013	1,094,668.30	1,125,796.88	4.19%
United Technologies Corp	3/1/2011	1,515,668.00	1,489,642.00	5.96%
US Bancorp Notes	3/13/2012	1,599,808.00	1,629,664.00	2.20%
US Bancorp Notes	2/15/2013	1,096,579.00	1,094,984.00	2.13%
USAA Capital Corp	3/30/2012	453,366.00	456,673.50	2.20%
Verizon Global Corp	12/1/2010	2,990,512.00	2,979,984.00	6.81%
Verizon Global Corp	5/20/2011	2,073,381.50	2,140,839.75	3.63%
Wachovia Corp	10/15/2011	619,793.55	638,872.47	5.00%
Wal Mart Stores	5/1/2013	707,024.20	723,137.70	4.21%
Walt Disney Co	12/1/2012	619,986.00	647,280.00	4.35%
Wells Fargo	6/21/2010	771,652.50	784,515.00	7.21%
Wells Fargo	8/9/2010	2,064,493.50	2,117,404.00	4.47%
Wells Fargo	12/9/2011	189,777.70	196,768.75	2.89%
Wells Fargo	6/15/2012	4,133,924.90	4,194,295.90	2.09%
World Savings Bank	12/15/2009	1,970,600.00	2,013,500.00	4.09%
<i>Sub-total</i>		122,977,287.95	124,454,218.14	

Variable Rate Notes

Allstate Life Global	2/26/2010	1,000,000.00	998,560.00	0.97%
American Express Credit Corp	6/19/2013	930,000.00	905,429.40	1.95%
American Honda Financial Corp	2/5/2010	1,230,000.00	1,228,757.70	0.87%
Bank America Corp	6/22/2012	1,002,362.00	1,005,130.00	0.71%
Bank New York Inc	2/5/2010	500,000.00	500,775.00	0.87%
Caterpillar Financial Services	2/8/2010	1,000,000.00	1,001,660.00	0.91%
Citigroup Inc	4/30/2012	422,352.00	423,498.60	0.71%
FFCB Note	9/3/2010	1,999,972.00	2,004,080.00	0.46%
Goldman Sachs Group	11/9/2011	1,003,504.84	1,007,480.00	0.71%
John Deere Capital Corp	2/26/2010	1,200,000.00	1,202,028.00	0.83%
JP Morgan Chase & Co	6/22/2010	1,750,000.00	1,743,332.50	0.87%
Lloyds TSB Bank	4/1/2011	3,543,470.00	3,494,855.00	1.10%
Morgan Stanley	5/14/2010	501,172.00	505,480.00	1.10%
Wachovia Bank NA	12/2/2010	1,472,835.00	1,500,450.00	0.42%
<i>Sub-total</i>		17,555,667.84	17,521,516.20	

Mortgage And Asset-Back Securities

American Express Issuance Trust	1/18/2011	190,000.00	202,080.56	3.97%
American Honda Auto Lease Trust	9/15/2010	1,299,941.63	1,312,822.42	2.63%
American Honda Auto Lease Trust	10/15/2010	4 102,644.21	102,568.82	5.10%

**Orange County Transportation Authority
Portfolio Listing
As of September 30, 2009**

American Honda Auto Lease Trust	12/21/2010	313,500.00	315,388.17	5.29%
American Honda Auto Lease Trust	5/23/2011	106,526.61	106,084.07	5.37%
American Honda Auto Lease Trust	8/15/2011	981,531.25	985,917.04	1.49%
American Honda Auto Lease Trust	1/23/2012	817,340.20	848,159.85	5.18%
American Honda Auto Lease Trust	5/15/2013	139,976.27	142,149.11	2.27%
Bank of America Auto Trust	12/20/2010	1,120,629.27	1,169,164.40	5.10%
Capital Auto Receivables Asset	8/15/2012	204,312.50	204,661.34	3.77%
Capital One Prime Auto	7/15/2012	457,932.37	472,264.74	4.82%
Carmax Auto Owner Trust	12/15/2011	269,778.74	276,746.24	5.12%
Carmax Auto Owner Trust	3/15/2013	723,734.38	727,923.84	3.96%
Caterpillar Financial Trust	12/27/2010	171,004.48	174,572.79	4.07%
Chase Issuance Trust	11/15/2011	1,785,937.50	1,800,938.70	0.86%
Chase Issuance Trust	11/15/2013	1,700,646.09	1,720,435.61	0.27%
Citibank Credit Card Issuance	10/22/2012	313,094.06	350,089.96	4.57%
CNH Equipment Trust	3/15/2013	524,925.87	533,632.63	2.92%
Daimler Chrysler Auto Trust	6/8/2012	712,687.50	713,333.53	3.63%
FHLB Mortgage Pool	11/25/2009	2,377,345.30	2,478,689.60	3.82%
FHLB Mortgage Pool	10/25/2010	4,640,428.16	4,784,602.49	4.58%
FHLMC Mortgage Pool	1/1/2010	938,243.19	984,561.76	3.92%
FHLMC Mortgage Pool	12/1/2010	1,025,699.81	1,064,668.66	4.37%
FHLMC Mortgage Pool	12/1/2010	981,994.38	1,010,985.59	4.84%
FHLMC Mortgage Pool	2/1/2011	1,178,049.12	1,192,208.58	4.31%
FHLMC Mortgage Pool	4/1/2011	1,276,241.52	1,298,755.43	4.29%
FHLMC Mortgage Pool	4/1/2011	1,311,339.71	1,350,599.72	5.33%
FHLMC Mortgage Pool	5/1/2011	2,738,297.58	2,772,595.62	4.41%
FHLMC Mortgage Pool	6/1/2011	2,422,055.47	2,492,827.40	3.89%
FHLMC Mortgage Pool	8/15/2011	2,540,189.04	2,643,712.28	5.05%
FHLMC Mortgage Pool	9/15/2011	1,437,551.66	1,483,317.21	5.21%
FHLMC Mortgage Pool	8/15/2012	6,028,125.00	6,221,259.60	4.33%
FHLMC Mortgage Pool	6/15/2014	1,356,630.77	1,364,788.06	1.99%
FHLMC Mortgage Pool	6/15/2014	1,947,414.63	1,954,163.70	1.99%
FNMA Mortgage Pool	5/1/2010	963,516.61	1,015,944.39	4.39%
Ford Credit Auto Owner Trust	8/15/2011	2,046,183.90	2,051,102.06	5.29%
GS Auto Trust	12/15/2010	26,773.84	24,557.39	5.35%
Harley-Davidson Motorcycle Trust	5/15/2012	127,133.82	130,036.97	5.02%
Harley-Davidson Motorcycle Trust	6/15/2013	375,375.00	415,913.20	5.02%
HSBC Automotive Trust	11/18/2013	247,812.50	253,274.00	5.26%
Hyundai Auto Receivables	1/17/2012	395,705.63	398,540.21	4.92%
Hyundai Auto Receivables	12/17/2012	436,378.13	464,616.40	4.72%
Nissan Auto Receivables 2006-A	7/15/2011	86,942.53	87,335.68	4.73%
Nissan Auto Receivables 2008-A	7/15/2010	161,582.71	165,827.20	3.82%
Nissan Auto Receivables 2008-B	4/16/2012	893,250.00	930,368.70	4.31%
USAA Auto Owner Trust	2/15/2012	59,490.00	63,166.63	5.26%
USAA Auto Owner Trust	10/15/2012	293,772.66	305,270.72	1.93%
USAA Auto Owner Trust	10/15/2012	130,200.00	144,995.31	4.48%
Volkswagen Auto Enhanced Trust	7/20/2012	531,667.50	569,301.00	4.36%
Vwalt 2009	7/15/2011	999,992.10	1,013,168.00	1.00%
World Omni Auto Trust	10/17/2011	294,082.94	296,155.77	4.95%
World Omni Auto Trust	4/15/2013	1,209,801.88	1,220,086.64	4.88%
<i>Sub-total</i>		53,415,410.02	54,806,329.79	
Short-Term Portfolio - Total		\$ 677,442,888.73	\$ 684,345,291.65	

DEBT SERVICE RESERVE FUNDS

<u>Description</u>	<u>Maturity Date</u>	<u>Book Value</u>	<u>Required Amount</u>	<u>Yield</u>
<u>91 Express Lanes 2003 Refunding Bonds</u>	2030		24,962,436.16	

**Orange County Transportation Authority
Portfolio Listing
As of September 30, 2009**

First American Treasury Obligations	N/A	798,065.83	0.04%
FNMA Discount Note	12/30/2009	12,653,895.02	0.26%
FNMA Discount Note	12/23/2009	11,510,475.31	0.25%
<i>91 Express Lanes 2003 Refunding Bonds - Operating & Maintenance Reserves</i>			13,330,707.04
Operating Reserve - Bank of the West CD		3,223,415.72	0.07%
Maintenance Reserve - Bank of the West CD		10,107,291.32	0.07%
<i>Measure M Second Senior Sales Tax Bonds</i>			56,910,357.63
<i>1992 Sales Tax Bonds - 2011</i>			
FSA GIC	2/15/2011	8,998,875.61	3.88%
Fidelity Funds Treasury I	N/A	5,597,900.12	0.14%
<i>1994 Sales Tax Bonds - 2011</i>			
CSFP Agmt - Various Treasury Securities		5,899,593.67	5.98%
Fidelity Funds Treasury I	N/A	5,845,540.17	0.14%
<i>1997 Sales Tax Bonds - 2011</i>			
FSA GIC	2/15/2011	1,249,542.82	3.88%
Fidelity Funds Treasury I	N/A	777,585.88	0.14%
<i>1998 Sales Tax Bonds - 2011</i>			
Fidelity Funds Treasury I		24,602,306.19	0.14%
<i>2001 Sales Tax Bonds - 2011</i>			
Fidelity Funds Treasury I	2/15/2011	6,268,073.01	0.14%
Debt Service Reserve Funds - Total		<u>\$ 97,532,560.67</u>	

	<u>Book Value</u>	<u>Market Value</u>
TOTAL PORTFOLIO	<u>\$ 940,169,632.15</u>	<u>\$ 941,045,330.46</u>

FFCB - Federal Farm Credit Banks
 FHLB - Federal Home Loan Banks
 FHLMC - Federal Home Loan Mortgage Corporation
 FNMA - Federal National Mortgage Association
 SLMA - Student Loan Marketing Association



BOARD COMMITTEE TRANSMITTAL

October 26, 2009

To: Members of the Board of Directors
From: ^{WIK} Wendy Knowles, Clerk of the Board
Subject: Information Systems Disaster Recovery Solution

Finance and Administration Committee Meeting of October 14, 2009

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Agreement No. C-9-0552, between the Orange County Transportation Authority and FusionStorm Inc., in an amount not to exceed \$366,287, for Information Systems Disaster Recovery Managed Services for a term of one year with two, two-year option terms.



October 14, 2009

To: Finance and Administration Committee
From: Will Kempton ^{W.K.} Chief Executive Officer
Subject: Information Systems Disaster Recovery Solution

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2009-10 Budget, the Board of Directors approved professional services to implement a disaster recovery solution for critical Orange County Transportation Authority information technology systems. Offers were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. The Board of Directors' approval is requested to execute an agreement.

Recommendation

Authorize the Chief Executive Officer to execute Agreement No. C-9-0552, between the Orange County Transportation Authority and FusionStorm Inc., in an amount not to exceed \$366,287, for Information Systems Disaster Recovery Managed Services for a term of one year with two, two-year option terms.

Discussion

Since the terrorist attacks on September 11, 2001, Hurricane Katrina, and other disasters, information security and emergency management professionals have faced a daunting challenge with implementing seamless disaster recovery solutions for their organizations. Prior to these events, most businesses were poorly prepared for any major event, and many of those who were prepared, rapidly realized that their programs were severely deficient. Not only did many businesses' disaster recovery (DR) plans fall short in their capabilities, the ability for business to find cost effective tools prior to these catastrophic events was highly limited.

The Orange County Transportation Authority (Authority) has recently completed a comprehensive analysis of its ability to recover its critical business applications and systems. During the analysis, it was identified that there were

several deficiencies in the existing information systems DR plan that would place the organization at risk for meeting its compliance and service delivery obligations. In addition, the Authority needed to consider its role for supporting local government and sister agencies in case of a regional disaster, and without a resilient and highly redundant information systems DR solution in place, this would be problematic.

Meetings were conducted with key members of management and Authority subject matter experts during the analysis to determine which critical systems were necessary during a disaster scenario. Twelve critical business systems were identified including communication systems such as e-mail and OCTA's primary website, the transit business systems used to coordinate the agency's fleet of fixed route and paratransit buses, procurement and inventory systems, and financial and payroll systems. It should be noted that the radio system, a major component of the agency's bus operations, was considered out of scope for this initiative as there already is a current project underway to address its DR needs.

Currently, the Authority has limited capabilities to recover only one of its 12 critical business applications using its existing DR solution. In order to recover the 12 business systems needed to properly run the agency's operations during a disaster, a new technology solution was necessary. The proposed solution takes advantage of the new technologies available to the Authority, such as near real time system replication and synchronization, which will help reduce manual efforts, improve recovery time objectives, and improve the likelihood of recovering the necessary systems. In addition, the new solution will alleviate the need to fly staff to a distant remote recovery facility, by providing a highly secure and resilient facility with all the necessary connectivity and computing power.

The Authority's current information systems DR solution costs \$50K per year, for recovering one system, and only provides one allotted test per year. Further, this cost does not include the disaster recovery declaration fee and run time cost for an actual disaster event. Considering that the existing solution only has one system in scope versus the 12 identified requires the systems be fully configured before restoring at the new location and requires use of a location that provides the service on a first come first serve basis; it was quickly determined that the current solution no longer satisfies the Authority's needs.

With the new design and available technology, the Authority can have access to all 12 critical systems in less than one business day for less than \$200K per year. It also provides additional functions to support normal operations by the

IS Department, such as quick system backups, data restores, and application testing tools currently not available.

The Authority will be taking advantage of Federal Transit Administration Section 5307 grant funding to cover the cost of this capital purchase. It should also be noted that implementation of this solution will address a major top five security initiative listed in the IS Department's security portfolio and is an executive management supported priority.

Procurement Approach

This procurement was handled in accordance with the Authority's procedures for professional and technical services. On July 17, 2009, Request for Proposals (RFP) No. 9-0552 was released and sent electronically to 2,725 firms registered on CAMM NET. The competitive firm fixed-price RFP was advertised in a newspaper of general circulation on July 17, 2009 and July 21, 2009. The budget is \$370,000 for a term of one year with two, two-year option terms. A pre-proposal conference was held on July 22, 2009, and was attended by 17 firms.

Addenda were issued to post the pre-proposal conference registration sheet, respond to questions, and advise of administrative changes.

The following evaluation criteria and weights were used to evaluate the proposals received:

- Qualifications of the Firm 30 percent
- Work Plan 30 percent
- Staffing and Project Organization 20 percent
- Cost and Price 20 percent

The standard 25 percent for each criterion was not used for this procurement. The weights are consistent with the weights developed for similar disaster recovery managed services. The qualifications of the firm as well as a sound work plan for providing these services were the most important factors. Therefore, each was weighted at 30 percent. The qualifications for the firm were critical, because it was important for the firm to show a proven track record for providing companies with disaster recovery services and solutions. The work plan was essential to demonstrate how the firm can successfully implement and support the Authority's disaster recovery solution needs.

On August 14, 2009, four proposals were received. An evaluation committee comprised of staff from Information Systems, Security and Emergency

- FusionStorm - Irvine, California
- IBM Corporation - Coppell, Texas
- MIS Sciences Corporation - Burbank, California
- Sungard - Scottsdale, Arizona

All four proposing firms are experienced in providing disaster recovery solutions. Three of the four proposing firms did not meet the overall level of requirements for this project and as such, were considered non-responsive. Three firms did not provide minimum facility requirements or exclusive technical and staffing resources as required in the RFP. The firms did not propose staff who would be dedicated to the project and did not have certifications as related to this project. The firms were required to respond to questions regarding facility and storage capabilities as well as proposing a comprehensive work plan to provide a disaster recovery solution. Three of the four firms did not completely answer the questions or provide the required work plan.

One firm met all the requirements of the RFP and scored much higher than the other firms and was invited to interview.

Firm and Location

FusionStorm
Irvine, California

On September 8, 2009, the evaluation committee interviewed FusionStorm. During the interview, the firm presented an overview of its organization, the proposed disaster recovery facilities, and its approach for implementing and supporting the Authority's needs. Based on the proposal evaluation and interview, staff recommends FusionStorm to provide the Authority with its Information Systems disaster recovery solution.

Qualifications of the Firm

FusionStorm demonstrated extensive and relevant experience in providing disaster recovery solutions of similar complexity as requested in the RFP. FusionStorm submitted an excellent proposal detailing its ability to support the stringent disaster recovery and managed services requirements, both for government customers and private corporations. FusionStorm's advanced recovery facility provides the highest level of safety and security, meeting one of the most rigorous control standards in the industry, the Statement on Auditing Standards (SAS) 70, Type II Compliance. SAS 70 is an internationally

recognized auditing standard developed by the American Institute of Public Accountants (AICPA). A Type II Compliance demonstrates that a managed services provider has adequate controls and safeguards when hosting or processing data belonging to its customers. This compliance is an added benefit for the Authority to prevent loss of data. The interview expanded on the proposal and provided more detail on how the firm's approach benefits and protects the Authority from loss of data. A detailed visual of the facility, how it works, and the recovery center were presented at the interview. The firm's team provided comprehensive responses to the interview questions.

The other firms did not meet the overall level of requirements for this project. The firms did not guarantee exclusive technical facility resources to the Authority and do not provide the minimum tier four facility required as part of this RFP. Limited information was provided about the firms. The firms have no partnerships with major equipment firms, which was a requirement of the RFP, because of the importance of relationships with the equipment vendors.

Staffing and Project Organization

FusionStorm has a highly experienced project team to cover all aspects of the Authority's implementation and operational disaster recovery needs. In order to reduce any operational risk to the services being offered, all original FusionStorm project members will remain for the entire duration of the contract. The consistency ensures that the project team is familiar with the Authority's computing environment throughout the contract term, which results in faster resolution to issues. The firm's project team meets all the Authority's license and certification requirements for this project. All support is provided domestically and includes 24 hours per day, seven days per week technical-response capability. The project manager provides support during project deployment. After deployment, the support is transferred to the primary engineering support team. FusionStorm's quality audit process reports to the executive level to ensure independent review. During the interview, staffing qualifications and project support were discussed in greater detail.

The other firms provided limited information on staffing experience and did not indicate a dedicated staff for the deployment phase, which is crucial for consistency during set-up. The staffs do not have replication experience, which is essential to reduce manual efforts and improve recovery-time objectives, and were not certified in equipment systems required by the Authority.

Work Plan

FusionStorm proposed a detailed, comprehensive project work plan and responded to all the questions. The work plan detailed multiple redundancies for security protection and strong compliance with facility storage and replication requirements. The firm's disaster recovery site in Las Vegas, Nevada is the most highly desirable and safest location according to United States Geological Survey. The recovery site is fully staffed 24 hours per day, seven days per week and does not pose any over-subscription or "first come, first serve" issues discussed in other firms' proposals. FusionStorm proposes to provide the Authority with dedicated processing power and other resources required by the RFP and not offered by the other proposing firms.

The other firms' work plans were extremely limited and did not detail how the work would be performed. The firms proposed recovery solutions in which the Authority would share services with other companies. The firms did not respond to all the RFP questions and took major exceptions to some of the project requirements. The firms did not explain how the work would be accomplished and proposed only half of the required number of servers, which would not support the Authority's data storage. The firms proposed a data center that cannot support the project power requirements, did not provide an explanation of how the Authority's equipment would be maintained, and provided a replication solution that does not meet the Authority's needs.

Cost and Price

Pricing scores are based on a formula which assigns the highest weight of 5.0 to the lowest proposed value and weights the remaining proposal prices based on its relation to the lowest price weight. Based on this calculation FusionStorm scored 4.6.

Based on the evaluation of the written proposals, FusionStorm's extensive and relevant experience in providing disaster recovery solutions of similar complexity, its highly experienced project team, a detailed, comprehensive project work plan, and the team's interview presentation and responses to the interview questions, it is recommended that FusionStorm be awarded the contract.

Fiscal Impact

The project was approved in the Orange County Transportation Authority's Fiscal Year 2009 Budget, Finance and Administration, Information Systems

The project was approved in the Orange County Transportation Authority's Fiscal Year 2009 Budget, Finance and Administration, Information Systems Department, Account 1281-7519-IX061-S2Y, and is funded through 80 percent Federal Transit Administration Section 5307 grant and 20 percent local transportation funds.

Summary

Based on the information provided, staff recommends award of Agreement No. C-9-0552 to FusionStorm, in the amount of \$366,287, for one year with two, two-year option terms for Information Systems disaster recovery solution.

Attachments

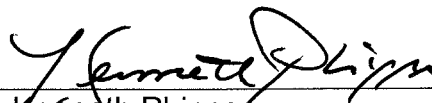
- A. Request for Proposals No. 9-0552 Information Systems Disaster Recovery Solution, Review of Proposals
- B. Proposal Evaluation Criteria Matrix After Interview
- C. Contract History for the Past Two Years, RFP No. 9-0552

Prepared by:

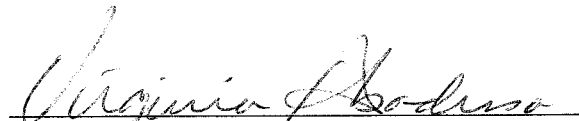


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Request for Proposal 9-0552 "INFORMATION SYSTEMS DISASTER RECOVERY SOLUTION"

Review of Proposals

PRESENTED TO THE FINANCE AND ADMINISTRATION COMMITTEE MEETING OCTOBER 14, 2009

4 proposals were received, 1 firm was interviewed

Overall Ranking	Overall Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Proposed Price
1	85	FusionStorm Irvine, California	None	Excellent experience with disaster recovery and managed services requirements. Advanced recovery facility provides highest level of safety and security. Highly experienced project team meets all license and certification requirements. Quality audit process ensures compliance through independent review. Detailed, comprehensive work plan including answers to all matrix questions. Excellent presentation detailed visual of the recovery center and how it works. Detailed information on how project approach benefits and protects the Authority. Second lowest proposed price for initial term.	\$366,287.00

Evaluation Panel

OCTA
Information Systems (2)
Security and Emergency Preparedness (1)
Transit (1)
CAMM (1)

Proposal Criteria

Qualifications of the Firm
Work Plan
Staffing/Project Organization
Cost and Price

Weight Factor

30%
30%
20%
20%

PROPOSAL EVALUATION CRITERIA MATRIX AFTER INTERVIEW							
RFP 9-0552 "INFORMATION SYSTEMS DISASTER RECOVERY SOLUTION"							
FUSIONSTORM						Weights	Overall Score
Evaluation Number	1	2	3	4	5		
Qualifications of Firm	4.00	4.00	4.00	4.00	4.00	6	24.00
Staffing/Project Organization	4.00	4.00	4.00	4.00	4.00	4	16.00
Work Plan	4.50	4.50	4.50	4.00	4.50	6	26.40
Cost and Price	4.60	4.60	4.60	4.60	4.60	4	18.40
	85.40	85.40	85.40	82.40	85.40		85
Scores of non short-listed firms ranged 47 to 65.							

CONTRACT HISTORY FOR THE PAST TWO YEARS
RFP 9-0552 - "Information Systems Disaster Recovery Solution"

Firm - Prime Only	Contract No.	Description	Contract Start Date	Contract Completion Date	Contract Amount
FusionStorm	None	No Contracts Awarded	NA	NA	\$0
Sub Total					\$0
IBM Corporation	None	No Contracts Awarded	NA	NA	\$0
Sub Total					\$0
MIS Science Corporation	None	No Contracts Awarded	NA	NA	\$0
Sub Total					\$0
Sungard Availability Services	None	No Contracts Awarded	NA	NA	\$0
Sub Total					\$0



MEMO

October 21, 2009

To: Members of the Board of Directors

From:  Wendy Knowles, Clerk of the Board

Subject: **Board Committee Transmittal for Agenda Item**

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

Thank you.



October 22, 2009

To: Transit Committee
From: Will Kempton, ^{WK}Chief Executive Officer
Subject: March 2010 Bus Service Change Public Involvement Program Update

Overview

To respond to a significant reduction in transit operating revenues, the Orange County Transportation Authority Board of Directors has approved a bus service change program for fiscal year 2009-2010. The next service change is scheduled for March 2010. To assist with developing the proposal, an extensive public involvement program is being implemented. This report provides a summary of the outreach efforts as well as the feedback received as of October 6, 2009.

Recommendation

Receive and file as an information item.

Background

As a result of significant declines in bus transit operating funds, the Orange County Transportation Authority (OCTA) has declared a fiscal emergency and to date, bus service has been reduced 233,000 revenue vehicle hours on a base of approximately 1.9 million hours. Another 300,000 revenue vehicle hours are scheduled to be reduced in March 2010. Public outreach is an important element in developing the recommendations for the March 2010 service change and a communications program was created to inform and engage the public (Attachments A and B). The public involvement program was launched in August 2009 and continues through early November.

Discussion

OCTA has invited customers, advocates, and the general public to provide comments and suggestions using mail-in comment cards, telephone communications through OCTA's Customer Relations Department, and/or

on-line at www.octa.net/marchfeedback. In addition, verbal and/or written comments have been received at three community meetings and a public hearing is scheduled for October 26, 2009. Upon gathering and analyzing the public comments, staff will develop a final March 2010 service change recommendation. This recommendation, along with a final public involvement program report, will be presented to the OCTA Board of Directors on November 23, 2009. Below is a summary of findings to date.

Coach Operator Roundtable - July 28, 2009

About a dozen coach operators participated in a roundtable discussion in July to help staff determine ways to enhance customer communications. Some of the suggestions included putting OCTA ambassadors on buses and at transit centers, producing attention-grabbing information materials for buses, launching a dedicated service change telephone hotline, and producing a tear-off tablet with the hotline phone number. All of the suggestions have been implemented.

Customer Focus Group - August 12, 2009

The 14 customers who attended the customer focus group in August were briefed on the financial challenges facing OCTA, the three tiers of bus service, and five basic service reduction techniques. The techniques they learned about were:

1. Make selected trip reductions – either span (hours of operation change) or non-span reductions
2. Reduce frequency - make headway changes
3. Shorten entire routes (truncate routes)
4. Make short turns where some bus trips do not go the entire length of a route
5. Eliminate routes

Customers were asked to weigh-in on service reduction techniques and provide their perspective and comments as to how OCTA should approach these issues.

Their ideas were used to help craft initial service change concepts that could be shared with a broader audience. Participant comments are included as Attachment C, but in general:

- All participants agreed some level of geographic coverage should remain.

- Most participants wanted to maintain the span of bus service operations.
- Most participants believed service reductions should be made during off-peak periods as long as they do not affect the overall span of service.

The consensus was for OCTA to look for ways to minimize the impact on the largest number of riders as well as consider the level of impact on bus riders with the least opportunities for transportation alternatives.

Recent Outreach

In early September 2009, OCTA's bus service planning team completed work on four concepts to making service reductions. The preliminary concepts include:

- A) Preserve service on core routes
- B) Reduce service proportionally systemwide
- C) Modify days and hours of operation
- D) Combined strategy (hybrid of A, B and C)

The current outreach effort focuses on gathering public feedback to these approaches, as well as to surface new route restructuring concepts. Route-by-route detail has been made available and specifics have been delivered to transit advocates and advisory committee members. Details are posted on OCTA's website and summary information has been placed on OCTA buses. In addition, information has been provided to a wide range of stakeholders.

Public outreach is being conducted at schools, colleges, universities, senior centers, and employers located along OCTA bus routes, as well as at major bus stops. Both on-line and mail-in comments are being received daily and findings will be included in the final report in November.

Three Community Meetings - September 24, 29 and October 1, 2009

A total of 185 customers participated in three community meetings and 63 public comments were recorded. People spoke of their dependence on bus service for work, school, doctor visits, and recreation and there was some feedback that OCTA should retain the Night Owl service. There were also comments about overcrowded buses and a need to find other funding sources for bus transit. A summary of comments is provided in Attachment D and actual

transcripts from these meetings will be included in the final public involvement report in November 2009.

Citizens' Advisory Committee - September 15, 2009

Staff presented preliminary bus service reduction approaches for the March 2010 Bus Service Reduction Program to the Citizens' Advisory Committee for its review. A follow-up meeting is scheduled for October 20, 2009, and findings will be presented with the final public involvement program report in November.

Special Needs in Transit Advisory Committee - October 6, 2009

The Special Needs in Transit Advisory Committee is comprised of members that represent organizations that help seniors and people with special needs. Many use ACCESS service.

Staff presented service reduction strategies and techniques and asked for feedback. In addition, the group was asked to prioritize how they would approach reducing bus service. A ranking scale was provided; the scale was from one to nine with one being the most favored approach and nine being the least favored approach (Attachment E). Collectively, the group ranked the following approaches to reducing service:

1. Ensure geographic coverage (most favored)
2. Implement short turns
3. Reduce off-peak service but maintain span
4. Shorten routes
5. Reduce span, hours of operation
6. Preserve as much service as possible on routes that carry the most people
7. Eliminate least productive routes
8. Reduce peak hours
9. Eliminate routes (least favored)

The group gravitated to strategies that maintain the bus service network to ensure there are transit choices for all and to minimize the impact to ACCESS service. The Special Needs in Transit Advisory Committee is expected to provide formal comments to the OCTA Board of Directors during the public hearing.

Summary

An extensive public involvement program is being conducted to gather feedback about the March 2010 Bus Service Reduction Program. This preliminary report provides an update as of October.

Attachments

- A. March 2010 Bus Service Change – Public Involvement Program
- B. March 2010 Bus Service Change – Public Outreach Matrix (September – November 2009)
- C. March 2010 Potential Bus Service Reduction Program – Customer Focus Group Summary
- D. Community Meetings Summary
- E. Special Needs in Transit Advisory Committee Ranking – March 2010 Bus Service Change Program Reduction Approaches

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March 2010 Bus Service Change – Public Involvement Program

Community Meeting & Public Hearing Print Advertisements	Date
Community meetings advertising - Orange County Register, Excelsior, Chinese Daily News, Korean Daily, Nguoi Viet & La Opinion	9/11, 9/12, 9/18 & 9/19
Community meeting (Aug), Public Hearing (Sept) mentions in regular "OCTA Transportation Update" posted in Orange County Register, Excelsior, Chinese Daily News, Korean Daily & Nguoi Viet	8/28, 9/26
Official Public Hearing Notice - Orange County Register & Excelsior (Legal section)	9/18
Service & Fare Change Information Collaterals	
Bilingual information brochure with feedback mechanism	9/15
"The Transit Connection" newsletter (for ACCESS customers / stakeholders)	9/15
On bus interior card – English & Spanish (Community Meetings and Public Hearing)	9/15
Public Service Announcements through local agency cable news stations	9/15 – 10/20
Service & Fare Change E-Communications, Web Updates, On-Line Survey, Hotline	
Pre-recorded info hotline + card with hotline number for coach operators to handout	Sept
Multi-lingual section OCTA web site – include interactive map and comment tool	9/15
eConnection newsletter	9/15 – 9/20
Email blasts to stakeholders, customers, employers, schools and pass sales vendors	9/16 – 9/20
Updates through Twitter, Facebook (OCTA Fan Page)	Sept / Oct
Outreach to Customers, Public, Stakeholders and Media	
Press release (community meetings, public hearings, service reduction / fare proposals)	9/10
Customer & stakeholder outreach (on bus, transportation centers, community gatherings, senior centers, employers, schools)	Sept / Oct
ACCESS customers / stakeholder outreach	Sept / Oct
Local jurisdiction mailing (mayors, city managers) / briefings	Sept / Oct
Stakeholder notification / mailing	9/15
Special Needs in Transit & Citizens Advisory Committee (CAC) meetings	9/15, 10/6
Internal Communications	
Coach operators communications – peer to peer, tailgate meetings	Sept / Oct
Coach Operator/Customer Discussions/Community Meetings/Public Hearing	
Coach operator roundtable discussion – best ways to reach customers	7/28
Customer roundtable - discussion - help develop options	8/12
Customer advocate meetings	Ongoing
Community Meeting – Central - OCTA Headquarters 600 S. Main St., 1 st Floor, Room 154, Orange - 6:00 – 8:00 p.m.	9/24
Community Meeting – North - Anaheim Downtown Community Center 250 E. Center St., Anaheim - 6:00 – 8:00 p.m.	9/29
Community Meeting – South - Laguna Hills Community Center 25555 Alicia Pkwy., Heritage Room B&C, Laguna Hills - 6:00 – 8:00 p.m.	10/1
Public Hearing – OCTA Headquarters – 9:00 a.m.	10/26

**March 2010 Bus Service Change
Public Outreach Matrix (September - November 2009)**

Route Number	Origin/Destination	Major Employers	Schools	Community, Transportation, Seniors
1	Long Beach to San Clemente	Cal State Long Beach, VA Hospital	Ethel Dwyer Middle School, Ensign Intermediate School, Newport Harbor HS, Laguna Beach HS, Shorecliffs Middle School, Cal State Long Beach	Newport Transportation Center, San Clemente Metrolink Station
20	La Habra-Yorba Linda	American Suzuki Motor Co, Mercury Insurance, Union Bank of California, Krystal Coach Inc, Wal-Mart	Imperial Middle School Yorba Linda Middle School	Yorba Linda Community Center
21	Fullerton-Huntington Beach		Buena Park HS, John F. Kennedy HS, Cypress HS, Cypress College, Hilton D. Bell Intermediate School, Marina HS	
24	Fullerton-Orange	Anaheim Canyon Business Center, The Village at Orange	Fullerton HS, Ladera Vista Jr. High, Sunny Hills HS, Troy HS, Fullerton College, Cal State Fullerton, Kraemer Middle School, Valencia HS, Buena Park HS	Fullerton Park-N-Ride, Lincoln Park-N-Ride
25	Fullerton-Huntington Beach	Westminster Mall, Huntington Beach Pier	Buena Park HS, Buena Park Jr. High School, Western HS, Orangeview Jr. HS, Pacifica HS, Westminster HS, Goldenwest College, Oceanview HS, Mesa View Middle School, Huntington Beach HS	Fullerton Park-N-Ride, Huntington Beach Civic Center
26	Fullerton-Yorba Linda	Cal State Fullerton	Buena Park HS, Fullerton College, Cal State Fullerton, Fullerton HS, Ladera Vista Jr High, Troy HS, Valencia HS, Kraemer Middle School, El Dorado HS, Bernardo Yorba Middle School, Yorba Linda Middle School, North OC Community District	Fullerton Transportation Center, Fullerton Civic Center, Yorba Linda Civic Center
29	Brea- Huntington Beach	Huntington Beach Medical Center, Target, Access Business Group LLC, Nutrilite, Wal-Mart, Wal-Mart, Knott's Berry Farm	Brea Junior HS, Sonora HS, Washington Middle School, La Habra HS, Whittier Christian High School, Rancho Alamitos HS, Alamitos Intermediate School, Warner Middle School, Golden West College	Brea Civic Center, Buena Park Civic Center, Westminster Civic Center, La Habra SR Center, Goldenwest Transportation Center
30	Cerritos-Anaheim	Anaheim Canyon Business Center	Nicolas Jr HS, Buena Park HS, Buena Park Junior High, Bernardo Yorba Middle School	Fullerton Park-N-Ride
33	Fullerton-Huntington Beach	Little Saigon	Buena Park HS, Dale Jr HS, Savanna HS, Magnolia HS, Bolsa Grande HS, Vista View Middle School, Harry C Fulton School, Talbert Middle School, Isaac Sowers Middle School, Edison HS	County Community Center
35	Fullerton-Huntington Beach	Garden Grove Promenade, Talbert Medical Center	Buena Park HS, Brookhurst Jr HS, Savanna HS, Donald S Jordan Intermediate, Warner Middle School, Sarah McGarvin Intermediate, La Quinta HS, Fountain Valley HS	Fullerton Park-N-Ride, Fountain Valley Civic Center, Miles Square Park-N-Ride
37	La Habra-Fountain Valley	Fountain Valley Community Hospital, WalMart	Washington Middle School, Imperial Middle School, D Russell Jr HS, Sunny Hills HS, Nicolas Jr HS, Trident Continuation HS, Ball Junior HS, Loara HS, Louis Lake Intermediate School, Garden Grove HS, Ralston Intermediate School, James Irvine Intermediate, La Quinta HS, Sarah McGarvin School, Stephen Fitz Intermediate School, Los Amigos HS, Masuda Middle School	NONE
38	Lakewood-Anaheim Hills	OC Teacher's Federal Credit Union, Anaheim Memorial Hospital, Hightech Rubber Ink, Fry's Electronic, Singular Wireless and AT&T, County of Orange Anaheim Regional Ctr, NBTY Manufacturing, LLC, Wal-Mart, US Gov. Postal Service-Anaheim P&TC, Digital Graphics Advantage	Sycamore Junior HS, Servite HS, Brookhurst Junior HS, Savanna HS, Walker Junior HS, Kennedy HS, Artesia HS	La Palma Civic Center
42	Seal Beach-Orange	Knott's Berry Farm, Boeing, The Village at Orange	South Jr HS, Sycamore Junior HS, Anaheim HS, Savanna HS, Cypress College, Los Alamitos HS, Oak Middle School	Lincoln Park-N-Ride, Anaheim Civic Center, Cypress SR Center, Los Alamitos Civic Center, Leisure World, Seal Beach Civic Center

**March 2010 Bus Service Change
Public Outreach Matrix (September - November 2009)**

Route Number	Origin/Destination	Major Employers	Schools	Community, Transportation, Seniors
43	La Habra-Costa Mesa	Target, Costco, Target, TTM Technologies, Walt Disney Company, Disneyland Unit 05, Fairview Development Center, Pacific Care of California, Hyatt Regency OC, Filenet Corp., Home Depot, USA Inc, Beckman Colter, American Procurement & Logistic Co	Whitter Christian HS, La Habra HS, Washington Middle School, Sonora HS, Fullerton College, Fullerton Union HS, Anaheim HS, Garden Grove HS, Izaak Walton Intermediate School, Santiago HS, Argosy University, Segerstrom HS, Los Amigos HS, Charles W Tewinkle Middle School, Estancia HS	Fullerton Transportation Center
46	Los Alamitos to Orange	Weyerhaeuser Co, Power Paragon	Ball Jr HS, Trident School, Loara HS, Magnolia HS, Dale Jr HS, Cypress HS, Oxford Academy, Lexington Jr HS, Los Alamitos HS, Oak Middle School	Brea Civic Center, Anaheim Civic Center, Costa Mesa Civic Center
47 Sat/Sun	Brea to Newport Beach	Macy's, Brea Mall, Nordstrom, Anaheim City, United Western Medical Center Inc, Automobile Club of Southern California, Goodwill Ind of OC, Orange Coast College	Sonora HS, Brea Jr HS, Fullerton Union HS, Fullerton College, Leroy Intermediate School, Santiago HS, Spurgeon Intermediate, Gerald Intermediate School, Valley HS, Segerstrom HS, Orange Coast College, Estancia HS, Costa Mesa HS	Fullerton Transportation Center
50	Long Beach to Orange	Mitsubishi Motor Sales of America, Yamaha Motor Corp, Los Alamitos Medical Center, Vesper Corp, Verizon Info Services, Pacific Care of California, Shurflow Pump Manufacturing	Yorba Middle School, Louis Lake Intermediate School, Rancho Alamitos HS, Oak Middle School, Cal State Long Beach University	Stanton Civic Center
51	Santa Ana to Costa Mesa	Santa Ana College, South Coast Plaza	Santa Ana College, Santa Ana High School, Mendez Intermediate School, Willard Intermediate School, Saddleback HS	Santa Ana SR Center
53	Brea-Irvine	Cal State Fullerton, Anaheim Canyon Business Center, St. Joseph's Hospital, OCTA, CHOC, Westfield Mall	Southern California School of Optometry, Cal State Fullerton, South Jr HS, Katella HS, Portola Middle School, Willard Intermediate School, Orange County HS of the Arts, Santa Ana HS, Julia C Lathrop Intermediate School, Saddleback HS, Douglas MacArthur Fundamental Intermediate School, Woodbridge HS	Brea Civic Center, Fullerton Community Center, Santa Ana Civic Center
54	Garden Grove to Orange	Crystal Cathedral Ministries, Rancho Santiago Community College, Orange City Hall, Chapman General Hospital	El Modena HS, Santiago Canyon College, Portola Middle School, Izaak Walton Intermediate School, Dr. Walter C Ralston Intermediate, Alamitos Intermediate School, Pacific HS, Hilton D. Bel Intermediate School	Orange Civic Center, Orange Transportation Center
55	Santa Ana to Newport Beach	Hilton Costa Mesa, Sears Roebuck & Co, Macy's Southcoast Plaza, Health Resources of America, Coastal Com, Nordstrom, Goodwill Ind of OC, Orangecoast College, Automobile Club of Southern California, Target, Rancho Santiago College, OC Health Service Agency	Orange County HS of the Arts, Santa Ana HS, Raymond Villa Fundamental School, Century HS, Douglas MacArthur Fundamental, Costa Mesa HS, Newport Harbor HS	Santa Ana Civic Center, Newport Transportation Center
56	Garden Grove to Orange	Medical Center Garden Grove	Garden Grove HS, Pacifica HS, Hilton D. Bell Intermediate School, Johnson Middle School	Garden Grove Civic Center, Orange Transportation Center
57	Brea to Newport Beach	Brea Mall, Cal State Fullerton, UCI Medical Center, The Block at Orange, South Coast Plaza	Santa Ana College, Mendez Intermediate School, Mater Dei HS, Katella HS, South Junior HS	Newport Beach Transportation Center
59	Brea to Irvine	Cytech Engineered Materials, Beckman Coulter, Vault Information Sciences, OC General Services Agency Operation, OC Register, Parker Hannifin Co, New Century Mortgage Co, Washington Mutual, Irvine Marriott Hotel, Earnst and Young	Valencia HS, El Dorado HS, Col. J.K. Tuffree School, Kraemer Middle School, Yorba Middle School, Orange HS, Raymond School, Century HS, UC Irvine	Brea Civic Center, Placentia Civic Center, Orange Transportation Center
60	Long Beach to Tustin	Cal State Long Beach, VA Hospital	Cal State Long Beach	

**March 2010 Bus Service Change
Public Outreach Matrix (September - November 2009)**

Route Number	Origin/Destination	Major Employers	Schools	Community, Transportation, Seniors
62	Huntington Beach to Santa Ana	Goodwill, Goldenwest College, County Courthouse	Raymond Villa Intermediate School, Orange County HS of Arts, Willard Intermediate School, Santa Ana HS, Spurgeon Intermediate School, James Irvine Intermediate School, Bolsa Grande HS, Warner Middle School, Westminster HS, Golden West College	Santa Ana Civic Center, Golden West Transportation Center
64	Huntington Beach-Tustin	County Courthouse, Goodwill, Boeing	Columbus Tustin Middle School, Tustin HS, Nova Academy, Raymond A Avilla Fundamental Intermediate School, Santa Ana HS, Sprugeon Intermediate School, Stephen R Fitz Intermediate School, James Irvine Intermediate School, La Quinta HS, Sarah McGarvin Intermediate School, Marina HS	Tustin Civic Center, Santa Ana Civic Center
66	Huntington Beach-Irvine	Irvine Valley College, Tustin Hospital, Goldenwest College, Boeing	Irvine Valley College, Irvine HS, Tustin HS, AG Currie Middle School, McFadden Learning and Tech Center, Century HS, Julia C Lathrop Intermediate School, Stephen R Fitz Intermediate School, La Quinta HS, Sarah McGarvin Intermediate School, Golden West College, Marina HS, Coastline College	Jeffrey Park-N-Ride, Goldenwest Transportation Center
70	Sunset Beach-Dana Point	Dana Point City Hall, Tustin Legacy, Irvine Spectrum, Bella Terra Shopping Center, Goldenwest Transportation Center, Laguna Woods City Hall	Dana Hills HS, Niguel Hills Middle School, Aliso Viejo Middle School, La Monte Academie HS, Irvine HS, Venado Middle School, La Quinta HS, Marina HS, Golden West College, Lakeside Middle School, Irvine Valley College, CSUF Irvine Institute, AG Currie Middle School, Century HS, Vista View Middle School, Julia C Lathrop Intermediate School, Stephen R Fitz Middle School, Los Amigos HS	Leisure World, Laguna Hills SR Center, Tustin Metrolink, Golden West Transportation Center
71 Sunday	Yorba Linda to Balboa	Western Medical Center Santa Ana, Secured Funding	Orange HS, Columbus Tustin Middle School, Tustin HS, AG Currie Middle School, Costa Mesa HS	NONE
72 Saturday	Sunset Beach to Tustin	Royal Healthcare Center, Express Manufacturing Inc, US Gov Post Office, The Home Depot Inc, Cherry Aerospace LLC	Saddleback HS, McFadden Intermediate School, Los Amigos HS, Masuda Middle School, Ocean View HS, Spring View Middle School, Marine View Middle School	NONE
74	Fountain Valley to Irvine	Conexant Systems Inc, Downey Savings, Fletcher Jones Motocars, Newport Fab LLC, The Regency Irvine	Woodbridge HS, Douglas MacArthur Fundamental Intermediate School, Saddleback HS, McFadden Intermediate School, Masuda Middle School	NONE
75	Tustin-Newport Beach	The Market Place, Tustin Auto Center, The District, Fashion Island, Harbor Justice Center	Venado Middle School, Corona Del Mar HS	Tustin Metrolink Station, Newport Transportation Center
76	Huntington Beach to Newport Beach	Hyundai Motor America, Orangeoast Memorial Medical Center, Wal-Mart, OCTA, Fairmont Newport Beach, Glidewell Laboratories	Calvary Chapel HS, Saddleback HS, Douglas MacArthur Fundamental Intermediate School, Segerstrom HS, Fountain Valley HS, Fulton Middle School, Ocean View HS	Newport Transportation Center
79	Tustin-Newport Beach	UCI, Fashion Island	Columbus Tustin Middle School, Tustin HS, Beckman HS, Sierra Vista Middle School, Irvine HS, Venado Middle School, Woodbridge HS, University HS, UCI, Corona Del Mar HS	Newport Transportation Center
82	Foothill Ranch to Laguna Niguel	Foothill Marketplace, The Shops at Mission Viejo, Saddleback College, Mission Hospital	Saddleback College, Trabuco Hills HS, Rancho Santa Margarita School, Los Flores Middle School	NONE
83	Anaheim to Laguna Hills	OCTA, Macy's Main Place, Wells Fargo & Co, Edwin C. Paul, Children's Hospital of OC, Nordstrom	Ball Junior HS, Willard Intermediate School, Orange County HS of Arts, Santa Ana HS	Laguna Hills Transportation Center
85	Mission Viejo to Dana Point	Shops at Mission Viejo, Mission Hospital, Saddleback College, Ritz Carlton (Dana Point), Mission Viejo City Hall, MV Rec Center	Trabuco Hills HS, Newhart Middle School, La Paz Intermediate School, Saddleback College, Dana Hills HS	Mission Viejo Recreation Center
86	Costa Mesa-Mission Viejo	Kaiser Permanente, Norman Murray Community Center, Irvine Spectrum, South Coast Plaza	Newhart Middle School, La Paz Intermediate School, Serano Intermediate School, Woodbridge HS, South Lake Middle School	Norman Murry Community Center, Irvine Civic Center, Lakeview SR Center, Irvine Metrolink/Amtrak Station

**March 2010 Bus Service Change
Public Outreach Matrix (September - November 2009)**

Route Number	Origin/Destination	Major Employers	Schools	Community, Transportation, Seniors
87	Rancho Santa Margarita to Laguna Niguel	Wal-Mart	Los Alisos School, Laguna Hills HS, Aliso Viejo Middle School, Aliso Niguel HS	Laguna Hills Transportation Center
89	Mission Viejo to Laguna Beach	Consumer Portfolio Services, Inc 491 K	El Toro HS, Serrano Intermediate School, Laguna Beach HS	Laguna Hills Transportation Center
91	Laguna Hills to San Clemente	Laguna Hills Mall, Saddleback Hospital, Saddleback College, Shops at Mission Viejo	Laguna Hills HS, Mission Viejo HS, Saddleback College, Capistrano Valley High, Marco Forster Middle School, Shorecliffs Middle School, San Clemente HS	Laguna Hills Transportation Center
131	Yorba Linda-Orange	Yorba Linda Library, Kaiser-Permanente Med Center, The Village at Orange		Lincoln Park-N-Ride
145	Santa Ana to Costa Mesa	Orange Coast College, Automobile Club of Southern California, Goodwill Ind of OC	Willard Intermediate School, Orange County HS of Arts, Santa Ana HS, Gereald Intermediate School, Valley HS, McFadden School, Segerstrom HS	Santa Ana SR Center Santa Ana Civic Center
147	Brea-Santa Ana	Allstate Insurance, American Suzuki, Bank of America, Brea Mall, St. Jude Hospital, Fullerton College, Crystal Cathedral, UCI Med Center, The Block at Orange, OCTA, St. Josephs Hospital, CHOC	Fullerton HS, Ladera Vista Jr High, Fullerton College	Fullerton Transportation Center, Anaheim Civic Center
164	Seal Beach-Westminster	Westminster Mall	Westminster HS, Johnson Middle School, Pacifica HS, Hilton D Bell Intermediate School	West Ed Park-N-Ride Leisure World
167	Anaheim to Irvine	OC Social Services Agency, The Villa at Orange, Irvine Valley College	Irvine Valley College, Beckman HS, Sierra Vista Middle School, Tustin HS, CE Utt Middle School, Columbus Tustin Middle School, Foothill HS, Hillview High, Hewes Middle School, Santiago Middle School, El Modena HS, Villa Park HS, Cerro Villa Middle School	West Ed Park-N-Ride Leisure World
172	Huntington Beach to Costa Mesa	South Coast Plaza, Costco Plaza	Segerstrom HS, Talbert Middle School, Huntington Beach HS, Ethel Dwey Middle School	Huntington Beach Civic Center
173	Huntington Beach to Costa Mesa	South Coast Plaza, OC Fair	Segerstrom HS, Costa Mesa HS, Vanguard University, Estancia HS, Edison HS	Costa Mesa Civic Center
175	Irvine	Irvine Valley College, UCI	Sierra Vista Middle School, Irvine HS, Irvine Valley College, Lakeside Middle School, Woodbridge HS, South Lake Middle School, Rancho San Joaquin Middle School, University HS, UC Irvine	Shepard of the Peace Lutheran Church Park and Ride, Jefferey Park and Ride, Lakeview SR Center, Rancho SR Center
177	Foothill Ranch to Laguna Hills	Western Digital Co, CC Sterling Ins. Agency Inc	Los Alisos Intermediate School	Laguna Hills Transportation Center
178	Huntington Beach to Irvine	Target	Huntington Beach HS, Costa Mesa HS, University of California, Irvine	Huntington Beach Civic Center
187	Laguna Hills to Dana Point	NONE	Aliso Viejo Middle School, Don Juan Avila Middle School, Aliso Niguel HS, Dana Hills HS	Laguna Hills Transportation Center
188	Laguna Hills to Irvine	Irvine Spectrum, Wild Rivers, Saddleback Hospital	Serrano Intermediate School, El Toro HS, Laguna Hills HS	Irvine Station Area (Metrolink/Amtrak) Laguna Hills Transportation Center Leisure World
191	Mission Viejo to San Clemente	The Shops at Mission Viejo, Sears Plaza, San Clemente Pier, Saddleback College, San Clemente Hospital, South County Health Clinic	Saddleback College, Capistrano Valley HS, Shorecliffs Middle School, San Clemente HS	Junipero Serra Park and Ride, San Clemente Metrolink Station, San Clemente Amtrak Station, Casa de Seniors, San Clemente SR Center
193	San Clemente	Sears Plaza, Wal-Mart, San Clemente Hospital	San Clemente HS	San Clemente Metrolink
693	San Clemente	Wal-Mart	Vista Del Mar Middle School	

**March 2010 Potential Bus Service Reduction Program
Customer Focus Group Summary**

August 12, 2009

6:00 p.m. – 7:30 p.m.

Conference Room 103/104

Number of Participants: 14 (only 13 voted)

Observations/Findings:

Top three questions where participants were unanimous on their vote:

- All participants agree that OCTA should ensure some level of geographic coverage.
- Most participants (11 out of 13) want OCTA to maintain the span of service hours.
- Most participants (11 out of 13) believe service reductions should be made during off-peak periods (non-span).

Other comments from participants:

- Preserve a person's ability to get to and from work.
- Help transit dependent individuals maintain their independence.
- Preserve a person's access to medical care.
- Prefer to wait longer for service and modify schedule rather than having no bus service.
- Do not eliminate Tier III because ACCESS service would be greatly affected in South County.
- Elimination of Night Owl service should be considered by the type of use. If used for work, keep the service. If used for entertainment, consider eliminating those trips.
- Think outside of the box. Even though it seems like the logical choice to eliminate certain hours of Night Owl service based on ridership, Night Owl commuters have less chance of finding alternative transportation if those trips are eliminated.
- If necessary, eliminate lowest ridership hours for Night Owl.
- Preserve service on the routes that carry the most passengers.
- Service reductions should be based on trip by trip productivity (non-span).
- Service reductions should not be achieved by shortening entire routes.
- No reductions should be made during weekday peak hours.

The overall consensus was for OCTA to keep some level of geographical equity, look for ways to minimize the impact to the largest number of riders, and consider the level of impact to the smaller group of people with the least opportunities for transportation alternatives.

Community Meetings Summary

The comments below reflect speakers' issues at three community meetings:

- 9/24/09 OCTA Headquarters
- 9/29/09 Anaheim Downtown Community Center
- 10/1/09 Laguna Hills Community Center

These are a summary of comments. Verbatim minutes will be available with the final public involvement report in November.

September 24, 2009

- Customer requested that OCTA retain service to South County, Anaheim, and Cypress College.
- Service cuts are too draconian; the ethical choice would be Strategy B.
- Consider replacing larger buses with smaller ones to save money.
- Customer disagrees with eliminating bus service.
- Customer uses buses less often due to overcrowding.
- Buses are overcrowded. Specifically, Route 42 is consistently full.
- Customer has heard about money issues for 19 years and feels OCTA does not know how to manage money.
- Customer requested no more service cuts. Also, the buses need to be spaced out.
- OCTA should increase bus routes to increase ridership.
- Do not make cuts to Night Owl service, it is a lifeline service.
- Customer supports Strategy D.
- Customer favors route restructuring and thinks OCTA should streamline bus routes.
- Customer uses Night Owl service to get home from work. Needs it to run until 1 a.m. at Chapman and Brookhurst.
- Customer wants Strategy B. He travels to UCI and lives in Orange.
- Customer stated there is no low hanging fruit and questions funding.
- Customer requested timely transfers and wants OCTA to save Routes 56 and 59.
- Transit advocate requested that OCTA "soften the blow" to service reductions.
- OCTA should be creative about saving money, not just implement service reductions, e.g. replace sheriff deputies with sheriff special officers.
- Customer needs more clarification on funding options for bus service. Not satisfied that all funding options have been explored.

- Transit advocate said it wasn't communicated that Route 74 is being cut. When service is reduced, ridership decreases. OCTA needs to address funding issues to "soften the blow".
- Requested that OCTA look at Transit Advocates' ideas seriously.
- Customer representing the Dale McIntosh center stated that any route elimination will be a problem for ACCESS riders. Wants ACCESS maintained because it is not a luxury service.
- Disabled customer does not want routes cut because it will affect ACCESS service.
- Route 29 needs articulated buses because it is very crowded.

September 29, 2009

- Disabled customer needs buses to get around.
- Disabled customer needs buses to get to work. Service reductions worry him due to additional walking and he is concerned about safety.
- Customer says buses are too close together and drivers should be in sync with the schedule.
- Customer requested preservation of span and Night Owl service until at least 1 a.m.
- Customer is willing to pay more and feels OCTA should charge a fare for children on bus.
- Three-fourths of the proposals mention eliminating routes. Customer goes to Saddleback College. Has OCTA reached out to schools and/or employees?
- Don't cut span, need this level of service or it will impact ACCESS. OCTA should consider restructuring.
- Disabled customer takes buses everywhere and is praying for service to be saved.
- CA State University Long Beach student needs bus service and wants span to be retained. He does not understand the funding issues and asked if there was outreach to CA State University Long Beach.
- Customer wants cassettes reinstalled. He asked OCTA to not severely cut service.
- Customer requested full coverage on late night service and suggested raising taxes for funding.
- Customer uses the Night Owl service on Route 43 to get to work and does not want that service to be eliminated.
- Transit advocate encouraged OCTA to use another option and hopes the cuts will not be necessary.
- Customer's special-needs son uses the Night Owl service to go to work.

October 1, 2009

- Customer says Routes 85 and 86 are important for disabled persons and ACCESS service. Strategy A would not only limit service on Route 85 but also cause job losses for the disabled community.
- Customer takes ACCESS to work, wants more service on ACCESS, weekends, Routes 86 & 87 and Night Owl. Customer was concerned about a lack of weekend service.
- Customer complained about long trips, lack of service and no interconnecting service, e.g. no bus to John Wayne Airport. He also indicated that inter-county service to Riverside takes 5 buses on Sunday and 5 ½ hours.
- Disabled customer needs ACCESS for school. Also requested Route 82 to be kept in service.
- Customer suggested reducing frequency of buses and not eliminating service.
- Customer stated that “straight lining” did not work and there is less service since the “straight lining”.
- Thousands of Saddleback college students use Routes 82 and 85 in the morning and Silverado High School students use Route 86. Please don't take away these buses.
- Customer says North County has more service. Doesn't want OCTA to cut service because students will not be able to get to school. Customer requested that OCTA look into additional funding.
- Please do not cut Routes 87 and 91 to Saddleback, 83 and 89 to John Wayne Airport. Customer uses these routes to get to school and work.
- Student depends on buses to get to jobs and classes.
- Customer who is unable to drive needs service to maintain independence.
- Customer says if cuts continue he will have to use his car instead of taking bus.
- Customer has a son in the Freedom Program where independent-living is taught. Like many special-needs customers, his son cannot drive and he takes the bus everywhere.
- Please don't eliminate Route 47.
- Customer's son is in the Freedom Program where he learned to be independent. Individuals in this program need bus service.
- Customer stated that OCTA should be able to provide transit service for everyone. OCTA needs to raise their own funds and keep Night Owl service until 1 a.m.
- Customer's nephew is in the Freedom Program where he is taught independent-living and he takes the buses everywhere. The buses offer dignity and helps people socialize.
- Customer's son is in the Freedom Program. Please don't take buses away from him.

- Transit advocate says to keep Night Owl service as well as span.
- If service reductions continue, customer will have to buy a car but others are not that privileged. If service cuts are made, people will emigrate out of Orange County.
- Customer's son needs the bus to get to Saddleback College, please don't cut this service.

**Special Needs in Transit Advisory Committee –
Ranking March 2010 Bus Service Change Program
Reduction Approaches**

<p><i>Please use a ranking scale of 1 to 9 to prioritize the following 9 service reduction techniques – with 1 being your most favored choice and 9 being your least favored choice.</i></p>	<p>Rank from 1 to 9</p>
<p>a. Preserve as much service as possible on the routes that carry the most passengers. <i>(serves the most people; reduces geographic coverage; likely to have the highest impact on ACCESS)</i></p>	
<p>b. Ensure there is some level of countywide geographic coverage/equity for bus service. <i>(maintains existing route network, lower impact on ACCESS; higher impact on the core fixed route service, likely to cause overloads and pass bys in high usage areas)</i></p>	
<p>c. Shorten some routes completely. <i>(truncate links that are low ridership)</i></p>	
<p>d. Implement short-turns. <i>(Do not travel the entire length of a route all the time – have buses short turn during non-busy times)</i></p>	
<p>e. Reduce service during peak ridership periods (weekday rush hours). <i>(likely to cause overloads and pass bys)</i></p>	
<p>f. Reduce service during off-peak periods including early morning, midday, late night and weekends, but maintain span or hours of operation.</p>	
<p>g. Eliminate least productive routes.</p>	
<p>h. Reduce the span of service or hours of operation. <i>(typically early and late trips have low ridership; however, transit advocates feel it's important for riders to have an early morning and/or late-night choice)</i></p>	
<p>i. Eliminate certain service <u>altogether</u> such as weekend service where ridership is lower than peak periods.</p>	

Do you have any other suggestions for strategies that would help OCTA reach the necessary budget cuts?



BOARD COMMITTEE TRANSMITTAL

October 26, 2009

To: Members of the Board of Directors
From: *for all* Wendy Knowles, Clerk of the Board
Subject: Renewed Measure M Project V Update

Transportation 2020 Committee Meeting of October 12, 2009

Present: Directors Amante, Brown, Buffa, Cavecche, and Pringle
Absent: Directors Campbell, and Dixon

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations (reflects change from staff recommendation)

- A. Approve the Renewed Measure M Project V mixed-flow bus/shuttle service concepts recommended for advancement and incorporation into Go Local Step Two service planning.
- B. Amend the Project V list to include the concept submitted by the city team of Fullerton, Brea, and La Habra as a bus/shuttle system and defer the Garden Grove fixed-guideway concept for a future rail discussion as an extension of the Santa Ana fixed-guideway project.



October 12, 2009

To: Transportation 2020 Committee
From: Will Kempton, ^{W.K.} Chief Executive Officer
Subject: Renewed Measure M Project V Update

Overview

Renewed Measure M Project V provides funding for community-based transit circulators. In June 2009, the Transportation 2020 Committee directed staff to notify all Orange County cities of the opportunity to submit service planning requests for analysis of city-initiated transit services that may be eligible for funding under Renewed Measure M Project V. A summary of these requests is presented for consideration of advancement and incorporation into Go Local Step Two detailed service planning.

Recommendation

Approve the Renewed Measure M Project V mixed-flow bus/shuttle service concepts recommended for advancement and incorporation into Go Local Step Two service planning.

Background

On June 15, 2009, the Transportation 2020 Committee directed staff to initiate planning efforts for community-based transit circulators under Renewed Measure M (M2) Project V. A letter and service planning request form was sent to all Orange County city managers and public works directors in July 2009, inviting cities to submit concept outlines for potential review, analysis, and incorporation into the Go Local Step Two bus/shuttle detailed service planning effort. Follow-up phone calls and meetings were conducted by Orange County Transportation Authority (Authority) staff and The Solis Group, the Go Local bus/shuttle project management consultant, to assess city interest and address questions in advance of the September 11, 2009, submittal deadline.

Discussion

Letters of interest and service planning request forms for Project V were submitted by 13 cities/teams (Attachment A). The cities of Aliso Viejo, Mission Viejo, and the city team of Westminster, Fountain Valley, Huntington Beach, and Stanton are requesting an evaluation of concepts previously submitted and advanced into Step Two service planning under the Go Local Project S program. These cities indicated their desire to explore a potential realignment of these concepts without a Metrolink connection to assess viability as a community circulator. Performing service planning under both alternatives allows cities to evaluate concepts and funding potential as either Project S or Project V candidates. Several cities are exploring concepts to meet community transit needs identified during the Go Local Step One process, such as downtown circulators, shopping shuttles, and new or expanded senior transportation services.

In addition to the bus/shuttle concepts, two rail concepts were submitted under Project V. A light-rail concept was submitted by the city team of Fullerton, Brea, and La Habra. This concept was previously submitted under Go Local Step One and was not advanced to the Step Two service planning process. Consideration of this concept was deferred and could be included in a future north county corridor study. In addition, the City of Garden Grove submitted a proposal to extend the Santa Ana Go Local fixed-guideway project. Consideration of this extension can be deferred to future phases of the Santa Ana fixed-guideway project. As a result, the two rail concepts are not recommended for advancement into Step Two bus/shuttle service planning under Project V.

Go Local Step Two bus/shuttle service planning is currently underway. The County has been divided into six service planning sub-regions organized geographically and in accordance with one or more Metrolink stations (Attachment B). Organizing the planning effort in this manner is intended to facilitate coordination among participating cities and provide a more efficient analysis and evaluation of both Project S and Project V service concepts within the sub-regions. Four consulting firms are participating in Step Two service planning activities which are scheduled to conclude in spring 2010 (Attachment C). Staff will return to this committee in early 2010 with a recommended Project S and V policy framework and project evaluation criteria for review and consideration to be used in a potential 2010 call for projects under Project S and/or Project V.

Summary

Cities were invited to submit letters of interest and service planning requests for community-based transit circulator concepts under M2 Project V. Thirteen cities/teams have submitted concepts for analysis and incorporation into the Go Local Step Two service planning effort. The concepts have been summarized and are presented to the committee for consideration.

Attachments

- A. Go Local Project V Summary
- B. Go Local Step Two Sub-Regions
- C. Go Local – Bus Shuttle Program Step Two Project Schedule

Prepared by:



Dana Wiemiller
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Approved by:



Beth McCormick
General Manager, Transit
(714) 560-5964

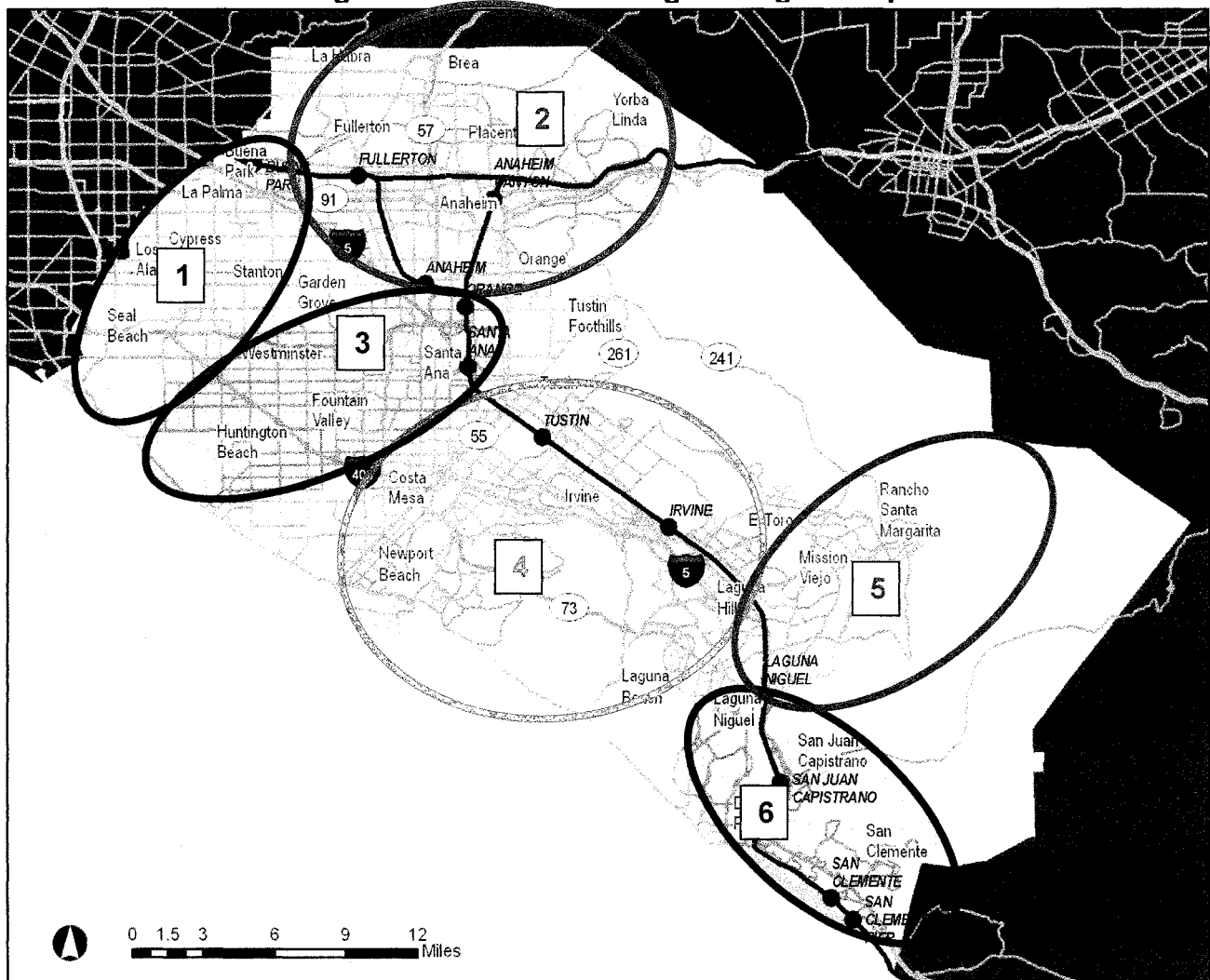
Go Local Project V Summary		
City/Team	Concept Summary	Step Two Recommendation
Aliso Viejo	Evaluation of current Project S submittal.	√
Anaheim	Two concepts: 1. West Anaheim to resort area 2. Expansion of current Senior Mobility Program	√
Buena Park	Shuttle connecting Buena Park Metrolink station and potential Stanton Ave. satellite park-and-ride lot.	√
Dana Point	Joint project with OC Dana Point Harbor for harbor shuttle service.	√
Fullerton Team (Fullerton, Brea, La Habra, Placentia)	Three concepts in partnership with Fullerton, La Habra & Placentia: 1. Imperial line light rail (Brea/Fullerton/La Habra) 2. Downtown Loop (Brea/Fullerton) 3. Commuter Loop (Brea/Fullerton/Placentia)	Downtown Loop & Commuter Loop only. Defer Imperial Line concept to future north county corridor study.
Garden Grove	Extension of Santa Ana fixed guideway to Garden Grove.	Defer to future phases of Santa Ana fixed guideway project.
Huntington Beach	Two potential HB only concepts: 1. City circulator to connect key activity centers & expand coastal access. Route not defined. 2. Expansion of current Senior Mobility Program. Also included in joint project with FV, Westminster & Stanton.	√
Irvine	Community-based transit circulators: 1. Mid-day circulators serving several key destinations 2. Evening circulators serving several key destinations	√
Laguna Woods	El Toro Road shuttle serving key destinations in Laguna Woods, Laguna Hills and Lake Forest.	√
Mission Viejo	Evaluation of current Project S concepts with -consideration of expanded or additional circulator routes -potential Lake Forest and Rancho Santa Margarita connections	√
Rancho Santa Margarita	Intra-city senior circulator.	√
Tustin	Potential concepts still being evaluated include: -downtown trolley -mid-day circulator -senior transportation services	√
Westminster Team (Westminster, Huntington Beach, Fountain Valley & Stanton)	Joint project with Huntington Beach, Fountain Valley & Stanton for concepts identified in the Step One transit needs assessment but not submitted for Go Local Project S Step Two advancement.	√

Go Local Step Two Sub-Regions

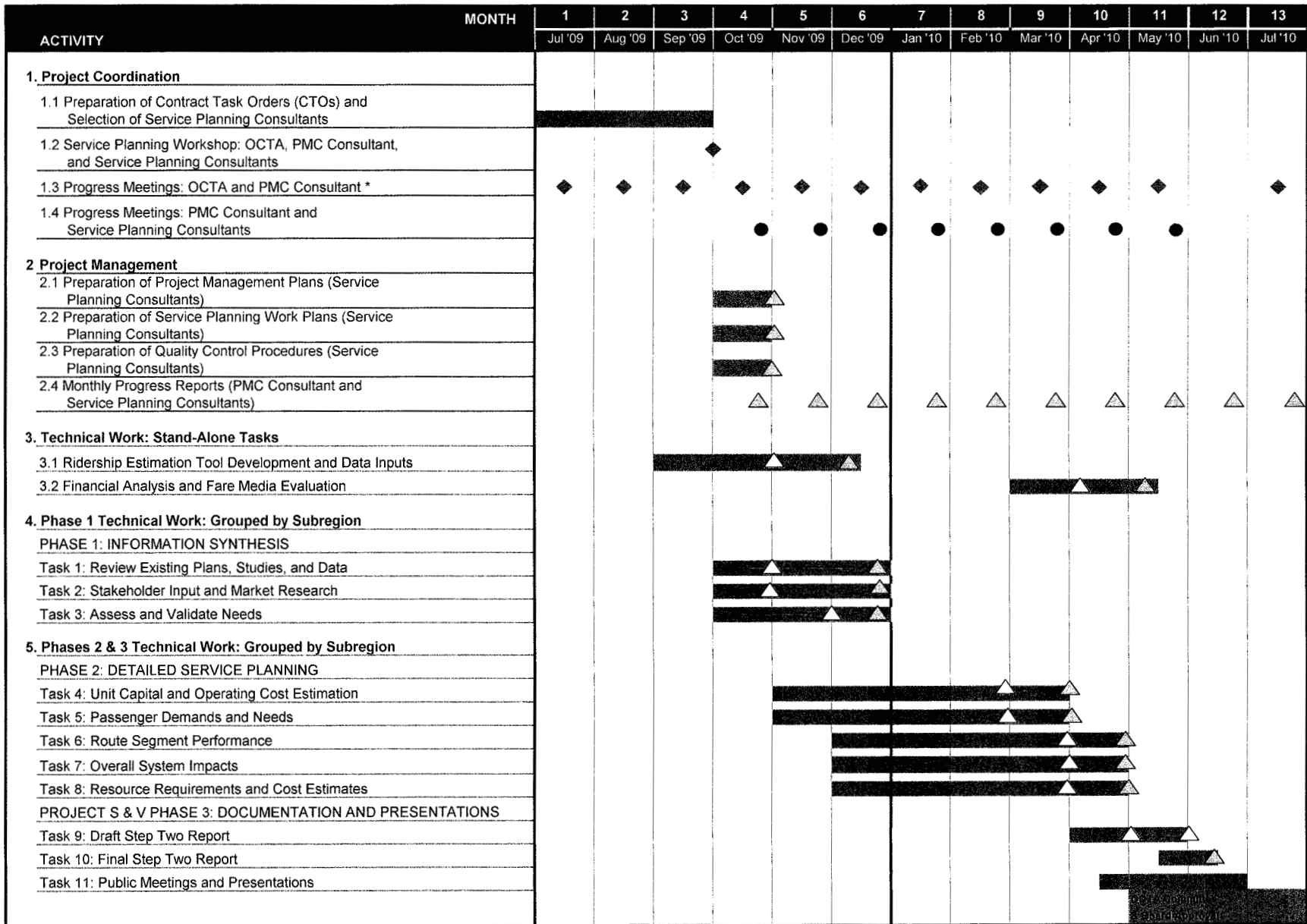
Figure 1 provides a general map of the six defined service planning sub-regions for both Project S and Project V, which are organized geographically and in accordance with one or more Metrolink station(s) in Orange County. The six subregions are:

- **Sub-Region 1: Target Station - Buena Park**
Buena Park, Cypress, La Palma
- **Sub-Region 2: Target Stations – Anaheim, Anaheim Canyon, Fullerton**
Anaheim, Brea, Fullerton, La Habra, Placentia, Yorba Linda
- **Sub-Region 3: Target Stations – Orange, Santa Ana**
Fountain Valley, Garden Grove, Huntington Beach, Stanton, Westminster
- **Sub-Region 4: Target Stations – Irvine, Tustin**
Irvine, Laguna Beach, Laguna Hills, Laguna Woods, Lake Forest, Tustin
- **Sub-Region 5: Target Station – Laguna Niguel/Mission Viejo**
Aliso Viejo, Laguna Niguel, Mission Viejo, Rancho Santa Margarita
- **Sub-Region 6: Target Stations – San Clemente, San Juan Capistrano**
Dana Point, San Clemente, San Juan Capistrano

Figure 1: Service Planning Subregion Map



Go Local - Bus/Shuttle Program Step Two Project Schedule



● Meeting with Service Planning Consultants ▲ Draft Deliverable ▲ Final Deliverable



BOARD COMMITTEE TRANSMITTAL

October 26, 2009

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Go Local Step One Proposals from the Cities of Irvine and Laguna Woods

Transportation 2020 Committee Meeting of October 12, 2009

Present: Directors Amante, Brown, Buffa, Cavecche, and Pringle
Absent: Directors Campbell and Dixon

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Approve the advancement of the City of Irvine's bus/shuttle proposals entitled, "Tustin Station 1", "Tustin Station 2", "Tustin Station 3", "Tustin Station 4", and "Irvine Station 1" to Go Local Step Two service planning.
- B. Approve the advancement of the City of Laguna Woods' bus/shuttle proposal entitled, "Laguna Woods – Laguna Hills – Lake Forest to Irvine Station Route" to Go Local Step Two service planning.



October 12, 2009

To: Transportation 2020 Committee
From: Will Kempton *W. K.* Chief Executive Officer
Subject: Go Local Step One Proposals from the Cities of Irvine and Laguna Woods

Overview

The deadline for Go Local Step One was June 30, 2008. Consistent with prior direction by the Orange County Transportation Authority Board of Directors, Go Local Step One final reports received after the deadline would receive consideration in the order the reports were received. The City of Laguna Woods has submitted a final report and has requested that its bus/shuttle proposal be considered for Step Two. In addition, the City of Irvine has submitted a revised Go Local Step One final report as a result of the termination of its fixed-guideway project and re-assignment of Proposition 116 funds. Consistent with prior evaluation of Go Local Step One final reports, the proposals from the cities of Irvine and Laguna Woods have been screened against the Board of Directors-approved Go Local criteria and the results of the screening are presented for approval.

Recommendations

- A. Approve the advancement of the City of Irvine's bus/shuttle proposals entitled, "Tustin Station 1", "Tustin Station 2", "Tustin Station 3", "Tustin Station 4", and "Irvine Station 1" to Go Local Step Two service planning.
- B. Approve the advancement of the City of Laguna Woods' bus/shuttle proposal entitled, "Laguna Woods – Laguna Hills – Lake Forest to Irvine Station Route" to Go Local Step Two service planning.

Background

The Orange County Transportation Authority (OCTA) Board of Directors (Board) directed staff to screen the submission of Step One final reports according to the Board-approved Go Local evaluation criteria (Attachment A). On July 28, 2008, the Board directed that reports received before the June 30, 2008,

Step One deadline would receive timely consideration and those received after the deadline may receive delayed consideration. The city teams that submitted proposals by the deadline and requested advancement into Step Two were evaluated and presented to the Board for consideration in May and October 2008. Aliso Viejo and Fullerton submitted final reports after the deadline and were presented to the Board for consideration and approved for Step Two in January 2009.

The City of Laguna Woods submitted a Go Local Step One final report and requested Step Two consideration in June 2009. In July 2009, the City of Irvine submitted a revised Step One final report to replace the further study of a fixed-guideway system with a more comprehensive rubber-tire transit system that would serve the Irvine Spectrum and Irvine Business Complex. The revised Step One final report was submitted as part of an agreement between OCTA and the City of Irvine and the exchange of Proposition 116 funds. For historical reference, a timeline of activities that summarizes prior action with the City of Irvine and transit funds is provided in Attachment B.

Discussion

City of Laguna Woods

The City of Laguna Woods has submitted a bus/shuttle concept that proposes to extend the Lake Forest and Laguna Hills bus/shuttle proposal, that was previously approved by the Board in October 2008, into the City of Laguna Woods. The proposed extension would connect prominent gates in the Laguna Woods community to the Laguna Hills Transportation Center, and then to the Irvine Station, making stops at key destinations in Laguna Woods, Laguna Hills, and Lake Forest. A summary of the concept is included in Attachment C. Consistent with prior Step One activities, the concept was evaluated by the Go Local Step One screening panel. The panel determined that the concept met the evaluation criteria by providing regional benefits, offering a link from the Irvine station to Laguna Woods' major population centers, and demonstrated preliminary financial commitment on behalf of the city and general support from neighboring cities, businesses, and activity centers and recommends advancement into Step Two.

City of Irvine

As part of the Proposition 116 agreement, the City of Irvine was permitted to submit a revised Go Local Step One final report that is a 30-year citywide transit vision that proposes expansion of existing and new transit service to

connect employees, residents, and visitors to the Irvine and Tustin Metrolink stations. In total, the City of Irvine has proposed seven bus/shuttle concepts. Five of the seven concepts are new transit services that were screened by the Go Local screening panel consistent with the program criteria. A detailed summary of those concepts is provided in Attachment C. The screening panel determined that the concepts met the program criteria by providing regional benefits, offering a link from the Tustin and Irvine Metrolink stations to Irvine's major population centers, and demonstrated preliminary financial commitment on behalf of the city and surrounding businesses and activity centers. Based upon this assessment, the panel recommends advancement of the five bus/shuttle concepts into Step Two for detailed service planning.

The remaining two concepts that comprise the citywide transit vision, include the existing I-shuttle and the Spectrum Shuttle. For the I-shuttle, the City is requesting funding for operations and maintenance of the existing service. This request is recommended to be deferred until the Board approves the availability of M2 funds for operations of Go Local bus/shuttle projects, which is expected in spring/summer 2010. For the Spectrum Shuttle, the Board previously approved this concept to be advanced to Step Two in October 2008 as part of the City's original Step One final report; therefore, no additional action is required for this concept.

Summary

The cities of Irvine and Laguna Woods have requested Step Two consideration for its mixed-flow bus/shuttle proposals emerging from the Go Local Step One final reports. The proposals have been screened and are presented to the Board for consideration.

Attachments

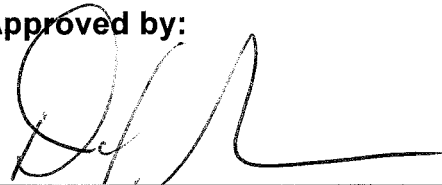
- A. Board-Approved (August 8, 2006) Evaluation Criteria Go Local Program – Final Version
- B. Timeline of Prior Actions for City of Irvine and Transit Funding
- C. Go Local Program – Step One Mixed-Flow Bus/Shuttle Proposals Recommended for Step Two Service Planning

Prepared by:



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Approved by:



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Board-Approved (August 8, 2006) Evaluation Criteria Go Local Program – Final Version

This criteria will evaluate results of the Step One effort as documented in the city’s final report that will serve as the city’s Step Two funding application.

Criterion	Priority	Purpose	Performance Measures
1. Local Jurisdiction Funding Commitments	High	To appropriately invest scarce Measure M resources and ensure that the project is a high priority for the host cities.	<ul style="list-style-type: none"> • Proof of local funding commitments (e.g. City council actions, city budgets, grant applications, memorandums of understanding [MOUs], etc.) • Level of local funding match
2. Proven Ability to Attract Other Financial Partners	High	To ensure that Measure M dollars are being invested in areas which others have determined warrants investment and to ensure that Measure M dollars are being leveraged to maximize their return to the public.	<ul style="list-style-type: none"> • Cooperative agreements, MOUs, council actions, grants • Funding agreements with private parties, if any, to demonstrate private sector financial participation in the proposed project related to the area served or affected by the project • Projected increase in land values of lands affected by the proposed project • Percent of proposed project funding not from Measure M • Action plan for obtaining commitments in Step Two • Employer rideshare commitments from employers along the route
3. Proximity to Jobs and Population Centers	High	Coordinated planning of transit and land use to increase pedestrian safety and access to Metrolink	<ul style="list-style-type: none"> • Recommendations for policies, general plan amendments, etc. applied within 1500’ of station • Recommendations for short or long-term local transit strategies coordinated with land use • Increase the number of people who can get to work/home from Metrolink in 15 minutes using transit or 10 minutes walking (total transit travel time includes walk + wait + in vehicle time)

Criterion	Priority	Purpose	Performance Measures
<p>4.</p> <p>Regional Benefits</p>	<p>High</p>	<p>Effectively deliver Metrolink riders to regional employment and activity destinations utilizing convenient locally-oriented transit.</p> <p>Expand transit's appeal to those who own autos.</p>	<ul style="list-style-type: none"> • Number of cities served by the proposed project. • Number of existing and planned "regional" employment and activity centers within 15 minutes total transit travel time or 10 minutes walking time of the nearest Metrolink station. Definition of regional activity center to be determined, but examples are California State University Fullerton, Disneyland, UCI Medical Center, Civic Center, John Wayne Airport, regional malls such as South Coast Plaza, Orange Coast College, etc. • Agreements regarding intent to pursue program to develop cooperative ridership development programs (or letters of intent to pursue same in Step Two) etc. with activity centers and/or employers
<p>5.</p> <p>Ease and Simplicity of Connections</p>	<p>High</p>	<p>To close gaps between existing transit services especially during peak demand hours</p> <p>To maximize ridership by making sure the project includes the optimum number, ease and user-friendly design considerations regarding connections between the project and Metrolink.</p>	<ul style="list-style-type: none"> • Linkage assessment within project area • Number of new transit connections • Number and clarity of transfers required to travel 15 minutes of total transit travel time to/from the nearest Metrolink station • Attention devoted to customer service planning • Ease of access from the Metrolink platform to boarding location of proposed new service or to new land uses • Amount of integration between Metrolink fares and fares of proposed project. • Apply sample trips for comparative purposes • Evaluate the amount and type of research done or proposed, and/or considerations given to site design to make connections easy
<p>6.</p> <p>Cost-Effectiveness</p>	<p>Medium</p>	<p>Assess the benefit for each public dollar spent</p>	<ul style="list-style-type: none"> • Total cost per new rider • Measure M cost per new rider • Total cost per passenger-mile • Measure M cost per passenger-mile. • Private investment attracted per passenger mile. • Non-transit funding attracted per passenger mile

Criterion	Priority	Purpose	Performance Measures
7. Traffic Congestion Relief	Medium	Reduce congestion so streets and freeways can work better, especially in the local community/project area.	<ul style="list-style-type: none"> • Projected number of “new” transit riders • Estimated reduction in daily vehicle miles of travel (VMT) • Projected ridership in year 2015 (or 2030?; or year of opening?) • Projected number of new pedestrian-oriented uses within ½ mile • Projected reduction in parking requirements • Projected benefits to local street network • Complementary congestion relief efforts (signal synchronization, etc.) are proposed for the project to make it work better with the transit connection(s) in place
8. Right-of-Way (ROW) Availability	Medium	To accurately assess what is needed to build a project and thereby maximize the likelihood of cost effective, timely project delivery.	<ul style="list-style-type: none"> • Proof of ROW availability (if required). Appropriate letters of agreement, contracts or ownership records (public ROWs, easements, property donations, etc.) • Action Plan and schedule for obtaining the necessary commitments in step two.
9. Sound Long-Term Operating Plan	Medium	Experience elsewhere has shown that early operations planning can be overlooked and is a high priority. The framework of an operating plan can and must be established early to ensure public funds are invested well.	<ul style="list-style-type: none"> • 5+year operating plan • Projected farebox recovery compared with OCTA or other relevant operation’s history • Qualitative assessment of the proposed funding sources • Demonstrations of partnering agreements (letters of intent, MOUs, etc) or intent to pursue same in step two for sustained cooperative agreements to utilize service as a connection to Metrolink for employees, etc.
10. Compatible and Approved Land Use	Medium	Ensure that transportation and land use are working in concert to maximize the return on transit investment and land values	<ul style="list-style-type: none"> • Qualitative assessment of the transit supportiveness of land uses served by the proposed project (e.g. pedestrian friendly, integration of transit stops with development, mixed uses, etc.) • Qualitative assessment of ease of pedestrian connectivity to transit stops of proposed new service and/or to the Metrolink station • Letters of support from affected interests (e.g. homeowner associations, community associations, chambers of commerce, developers)

Criterion	Priority	Purpose	Performance Measures
11. Project Readiness	Low	To assess when a project could reasonably benefit a community.	<ul style="list-style-type: none"> • Ability of proposed project or concept to be implemented within 5 years of submittal of the Go Local Step One final report, as documented in the proposed schedule of project development activities • The proposed implementation schedule will be compared to existing, similar projects from Orange County or other metro areas
12. Safe and Modern Technologies	Low	Increase the project's public appeal, increase ridership, and reduce liability and maintenance costs	<ul style="list-style-type: none"> • Actual experience from existing operations or manufacturer's data • Qualitative assessment of the safety of proposed technology • Qualitative assessment of the reliability of the proposed technology

Timeline of Prior Actions for City of Irvine and Transit Funding

- In 1990, the City of Irvine (City) received a transportation grant of \$125 million in Proposition 116 (P116) funds for the construction of a guideway demonstration project. The California Transportation Commission (CTC) P116 guidelines required that these funds be allocated by July 1, 2010; otherwise funds may be redirected to other projects in the state.
- The City initially provided a portion of the P116 funds to the Orange County Transportation Authority (OCTA) for development of the CenterLine Project, which was subsequently canceled by the Board of Directors (Board) in October 2005.
- As a result of the Board action, the City then redirected its P116 allocation to the development of its own fixed-guideway demonstration project.
- In November 2006, Orange County voters approved Renewed Measure M (M2), providing revenue for countywide transit programs including transit extensions to Metrolink (Project S), conversion of Metrolink stations to regional gateways that connect Orange County with high-speed rail systems (Project T), and community based transit/circulators (Project V).
- The P116 funds required a local match, and while M2 would serve as a potential source, the funds were not available until 2011. To further the development and evaluation of the City's fixed-guideway project, the OCTA Board approved the use of up to \$5.2 million of Congestion Mitigation and Air Quality funds in October 2007.
- As the P116 deadline approached to encumber the funds by July 2010, the City determined that it was in the best interest to preserve the remaining \$121.3 million of P116 funds and advance a more viable project by replacing the fixed-guideway with another project.
- Because the P116 funds were not eligible for a non-dedicated guideway system, the City and OCTA entered into a cooperative agreement on January 26, 2009, to transfer the P116 lead agency designation and funding recipient status to OCTA (or the appropriate city lead) for use on rail projects, such as the Metrolink Service Expansion Program, the Anaheim Regional Transportation Intermodal Center, and other rail-related projects. Retaining these funds has been a priority for OCTA and the City since the passage of P116 in 1990. The CTC approved this designation transfer in February 2009.
- Also as part of the January 2009 action, the OCTA Board agreed to provide funds as credit against the City's local match requirements for projects submitted by the City and approved by the Board under M2 transit Project S (transit extensions to Metrolink), Project T (conversion of Metrolink stations to regional gateways that connect Orange County with high-speed rail systems), and Project V (community

based transit/circulators). The credit will be equal to the amount of P116 funds made available to OCTA. The Board also agreed to allow the City additional time to refine and re-submit its Go Local final report with a bus/shuttle transit system.

- In July 2009, the City submitted a city-wide transit vision as a revised Step One final report that replaces the fixed-guideway system with five new bus/shuttle routes, requested funds for the existing I-shuttle, and reaffirmed its commitment to advancing the Spectrum Shuttle.

Go Local Program - Step One Mixed-Flow Bus/Shuttle Proposals Recommended for Step Two Service Planning

September 21, 2009

CITY OR TEAM	PROJECT DESCRIPTION	TARGET STATION	EVALUATION CRITERIA	KEY STOPS*	MEETS (✓) DOES NOT MEET (*)												
					GO LOCAL BOARD APPROVED EVALUATION CRITERIA					High Priority			Medium Priority			Low Priority	
					Local Jurisdiction Funding Commitments	Proven Ability to Attract other Financial Partners	Proximity to Jobs and Population Centers	Regional Benefits	Ease and Simplicity of Connections	Cost Effectiveness	Traffic Congestion Relief	Right-of-Way Availability	Sound Long-Term Operating Plan	Compatible and Approved Land Use	Project Readiness	Safe and Modern Technologies	
LAGUNA WOODS	Laguna Woods/Laguna Hills/Lake Forest Irvine Station: Bus route linking Laguna Woods into proposed Lake Forest/Laguna Hills Go Local concept providing service into the Irvine Metrolink Station.	Irvine	Meets	Irvine Metrolink Station The Arbor Laguna Hills Transportation Center Laguna Woods Gate #3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		
*Source: City of Laguna Woods - Go Local Project Step 1 Transportation Needs Assessment - June 2009																	
IRVINE	Tustin Station 1: Route connecting to the Tustin Metrolink Station serving UCI, Westpark residents, and employees along Harvard Ave., portions of Turtle Rock, University Park, and University High School.	Tustin	Meets	Tustin Station Irvine Civic Center University High School UC Irvine	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		
	Tustin Station 2: Route connecting to the Tustin Metrolink Station serving portions of Lower Peters Canyon, Northwood, Woodbury, and Stonegate neighborhoods.	Tustin	Meets	Tustin Station Irvine Technology Center Irvine Marketplace Beckman High School Woodbury Retail Center	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		
	Tustin Station 3: Residential bi-directional loop serving the Woodbridge neighborhood and adjacent residential villages connecting to the Tustin Metrolink Station.	Tustin	Meets	Tustin Station Woodbridge Community Center Woodbridge High School Irvine Valley College	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		
	Tustin Station 4: Route connecting to the Tustin Metrolink Station serving the Walnut Village, Northwood, and Woodbury neighborhoods.	Tustin	Meets	Tustin Station Irvine High School Community Parks Retail centers	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		
	Irvine Station 1: Route connecting the Irvine Station with the Great Park and surrounding neighborhoods, Woodbury, Woodbury East, and Stonegate.	Irvine	Meets	Irvine Station Proposed Great Park Shuttle (Internal) Lifelong Learning Center	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		
*Source: City of Irvine Revised Go Local Report - July 27, 2009																	



MEMO

October 21, 2009

To: Members of the Board of Directors

From: *WJK* Wendy Knowles, Clerk of the Board

Subject: **Board Committee Transmittal for Agenda Item**

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

Thank you.



October 22, 2009

To: Transit Committee
From: Will Kempton, Chief Executive Officer
Subject: Cooperative Agreement with the City of La Habra for Go Local Step Two Bus/Shuttle Service Planning

Overview

The Orange County Transportation Authority Board of Directors has approved 27 bus/shuttle proposals submitted under Go Local Step One to be advanced to Step Two. As part of Step Two, each bus/shuttle proposal will undergo detailed service planning. Cooperative agreements are needed to outline roles and responsibilities for the Step Two service planning effort. A cooperative agreement with the City of La Habra for service planning of the city's bus/shuttle proposals is presented for review and approval.

Recommendation

Authorize the Chief Executive Officer to execute Cooperative Agreement No. C-9-0729 between the Orange County Transportation Authority and the City of La Habra to define each party's roles and responsibilities for service planning of the bus/shuttle proposals entitled, "Brea Employee Shuttle", "Yorba Linda and Placentia Park-and-Ride Shuttle" and "La Habra Community Bus/Neighborhood Circulator."

Discussion

On October 27, 2008, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved 25 bus/shuttle proposals submitted under Go Local Step One to be advanced to Step Two. Two bus/shuttle proposals were submitted and approved for Step Two by the Board on January 12, 2009. As part of a separate report to be presented to the Board on October 26, 2009, the City of Irvine is seeking approval of five bus/shuttle concepts and the City of Laguna Woods is requesting consideration of one bus/shuttle concept for Step Two service planning.

For the Step Two service planning, OCTA will utilize a bench of consultants that were retained through a competitive procurement process. The four firms on the bench will assist OCTA staff in assessing the feasibility of the proposals by evaluating areas such as, but not limited to, potential demand and customer needs, route segment and system performance, potential impacts to existing OCTA fixed-route bus and paratransit service, boarding/revenue vehicle hours, resources, budgets, policies, and technical aspects of the proposed service. Using OCTA's pre-selected bench of consultants is intended to ensure consistency and standardization in the evaluation process for all participating cities.

As part of Go Local Step One, cooperative agreements were executed with participating cities to specify the roles and responsibilities of the initial needs assessment phase. OCTA encouraged cities to partner with neighboring cities in an effort to develop optimal regional connections to Metrolink stations. When the cities came together as a team, a lead agency was identified as the point of contact to OCTA. Prior to initiation of the Step Two service planning work, new cooperative agreements with the lead agencies are needed as a result of the expiration of the Step One cooperative agreements and to identify any modifications to teaming arrangements.

Currently there are 13 cities/teams participating in the Go Local Step Two bus/shuttle service planning effort. For the past quarter, staff has brought forward cooperative agreements with each of the lead agencies for Board consideration. The order in which the agreements are brought to the Board is dependent upon when the lead agency approved the agreement as shown in Attachment A. To date, the Board has approved cooperative agreements with the cities of Aliso Viejo, Anaheim, Buena Park, Fullerton, Irvine, Laguna Beach, Lake Forest, Mission Viejo, San Clemente, Tustin, and Westminster. Subsequently, an additional team, the City of La Habra, acting as lead agency on behalf of the cities of Brea, Fullerton, Placentia, and Yorba Linda, has approved the agreement and is being presented to the Board for consideration. A brief summary of the bus/shuttle proposals submitted by the additional team is included in Attachment B.

The general purpose and content of the Go Local Step Two cooperative agreement is to identify the roles and responsibilities of both OCTA and the lead agency for the service planning effort. The cooperative agreements are similar for each lead agency, except for a few minor differences in language to meet city-specific requirements.

OCTA's principal responsibilities described in the cooperative agreements include:

- Procure and manage consultant support to work directly with the lead agency to develop comprehensive service plans for the bus/shuttle proposals as identified in the respective Go Local Step One final reports.
- Participate in service planning team meetings with consultant and city/teams and provide transit planning data and support.
- Evaluate final Go Local Step Two reports summarizing service-planning activities and funding plans for each of the bus/shuttle proposals that have been approved by the city council.

The lead agency's principal responsibilities described in the cooperative agreements include:

- Work collaboratively with consultant selected by OCTA and supply all requested data necessary to support the service planning.
- Participate in the development of a comprehensive service planning report, which will be led by the consultant for each bus/shuttle proposal that addresses all the service planning activities. The report must be accompanied by a city council resolution indicating support and approving the final service planning report and funding plan for each bus/shuttle proposal.
- Provide eligible local matching funds, excluding in-kind sources, for the city's proportionate share. Consistent with previous Board action, cities are required to provide a local funding match of 10 percent of the actual service planning activities cost, up to \$100,000, for each bus/shuttle proposal.

Fiscal Impact

Funding for this project is currently included in OCTA's Fiscal Year 2009-10 Budget, Account 0010-6062-T5410-3SB. This is a reimbursable agreement as cities are responsible for reimbursing OCTA 10 percent of consultant work for this phase of study.

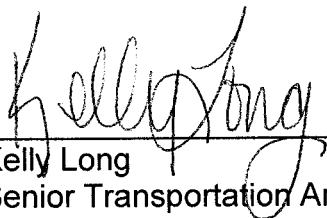
Summary

Staff is seeking Board authorization to execute cooperative agreements with the City of La Habra to initiate service planning for the city's Board-approved bus/shuttle proposals.

Attachments

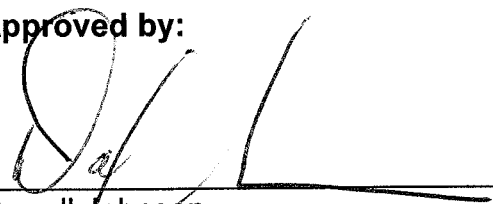
- A. Status of Go Local Step Two Bus/Shuttle Cooperative Agreements
- B. Summary of Go Local Bus/Shuttle Proposals – Lead Agency: City of La Habra
- C. Cooperative Agreement No. C-9-0729 Between Orange County Transportation Authority and City of La Habra for Go Local Bus/Shuttle Service Planning

Prepared by:

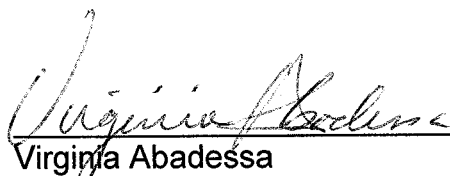


Kelly Long
Senior Transportation Analyst
(714) 560-5725

Approved by:



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



Virginia Abadessa
Director, Contracts Administration and
Materials Management
(714) 560-5623

Status of Go Local Step Two Bus/Shuttle Cooperative Agreements

Current as of October 1, 2009

Lead Agency	City Confirmed Step Two Participation	City Received Cooperative Agreement	City Council/Staff Consideration	OCTA Transit Committee Consideration	OCTA Board Consideration
Aliso Viejo	√	√	3/4	3/26	4/13
Irvine	√	√	3/15	3/26	4/13
Anaheim	√	√	3/31	4/23	4/27
Lake Forest*	√	√	4/7	4/23	4/27
San Clemente	√	√	4/7	4/23	4/27
Fullerton	√	√	4/21	5/14	5/22
Mission Viejo	√	√	5/18	6/11	6/22
Westminster	√	√	5/27	6/11	6/22
Laguna Beach	√	√	6/16	7/9	7/13
Buena Park	√	√	8/11	9/10	9/14
Tustin	√	√	9/1	9/10	9/14
La Habra	√	√	9/21	10/22	10/26

NOTES:

* City of Lake Forest is acting as lead agency for two separate bus/shuttle proposals. One on its own and the other in partnership with the City of Laguna Hills.

**Summary of Go Local Bus/Shuttle Proposals
Lead Agency: City of La Habra**

Approved by the Board: October 27, 2008

CITY/ TEAM	PROJECT DESCRIPTION	TARGET STATION	KEY STOPS
LA HABRA TEAM (BREA, FULLERTON, PLACENTIA, AND YORBA LINDA)	Brea Employee Shuttle - Shuttle service is proposed to connect the Fullerton Transportation Center (FTC) with key employment sites and activity centers within the City of Brea.	Fullerton	FTC Brea Civic Center Brea Mall
	Yorba Linda and Placentia Park-and-Ride Shuttle - Shuttle will accommodate reverse commute needs of Metrolink (from both the FTC and Anaheim Canyon Station), riders needing to access activity centers in Savi Ranch and other locations in Yorba Linda or Placentia, and community-based travel needs within the cities of Placentia and Yorba Linda.	Fullerton Anaheim Canyon	FTC Anaheim Canyon Station Nixon Library Yorba Linda/Placentia Civic Center
	La Habra Community Bus/Neighborhood Circulator - Community bus/neighborhood circulator which will connect to key activity centers in the City of La Habra and will also accommodate commuters accessing the Buena Park Metrolink Station.	Buena Park	Buena Park Station La Habra Civic Center Beach/Imperial Commercial Hub

1 **WHEREAS**, the AUTHORITY will evaluate bus/shuttle proposals that undergo Step Two
2 detailed service planning for Step Three implementation; and

3 **WHEREAS**, the AUTHORITY has agreed to contract directly with a bench of consultants, which
4 the AUTHORITY has retained, to perform Step Two detailed service planning for the BUS/SHUTTLE
5 PROPOSALS; and

6 **WHEREAS**, this Cooperative Agreement (hereinafter referred to as "AGREEMENT") defines
7 the specific terms, conditions, and roles and responsibilities between the AUTHORITY and CITY only
8 as they may relate to the evaluation of the BUS/SHUTTLE PROPOSALS for Step Two of the
9 AUTHORITY'S Go Local Program and no other purpose; and

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

12 **ARTICLE 1. COMPLETE AGREEMENT**

13 AGREEMENT, including any exhibits and documents incorporated herein and made applicable
14 by reference, constitutes the complete and exclusive statement of the terms and conditions of the
15 Agreement between AUTHORITY and CITY concerning the BUS/SHUTTLE PROPOSALS and
16 supersedes all prior representations, understandings, and communications between the parties. The
17 above-referenced Recitals are true and correct and are incorporated by reference herein.

18 **ARTICLE 2. RESPONSIBILITIES OF AUTHORITY**

19 AUTHORITY agrees to the following responsibilities for the BUS/SHUTTLE PROPOSALS:

20 A. Procure and manage consultant of the AUTHORITY to work directly with the CITY to
21 develop comprehensive service plans for the BUS/SHUTTLE PROPOSALS to include an analysis of
22 Passenger Demands and Needs; Route Segment Performance; System Performance; Analysis of
23 Impacts to Existing Fixed Route Service, including transit centers and transfer points; Compliance with
24 American Disabilities Act (ADA) and Impacts to Paratransit Service; Boardings/Revenue Vehicle Hour
25 and Passenger Loads; Market Research and Segmentation Analysis; and Resource Requirements and
26

1 Financial Parameters, including fare type and farebox recovery estimate, operating and capital costs
2 and service cost-benefit analysis (hereinafter, referred to as "SERVICE PLANNING ACTIVITIES"); and

3 B. Participate in service planning team meetings with CITY and consultant for
4 BUS/SHUTTLE PROPOSALS and provide AUTHORITY-generated transit planning data and transit
5 planning support where AUTHORITY deems necessary; and

6 C. Receive and evaluate final Go Local Step Two Report summarizing SERVICE
7 PLANNING ACTIVITIES and funding plans for the CITY's BUS/SHUTTLE PROPOSALS upon approval
8 by a CITY Council resolution and in anticipation of CITY's request to advance the BUS/SHUTTLE
9 PROPOSALS to Step Three of the Go Local Program; and

10 D. Invoice CITY on a quarterly basis for proportionate share, ten percent (10%), of actual
11 SERVICE PLANNING ACTIVITIES cost for each of the CITY's BUS/SHUTTLE PROPOSALS; and

12 E. AUTHORITY does not guarantee that the BUS/SHUTTLE PROPOSALS will be selected
13 to advance to Step Three of the Go Local Program; and

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

20 **ARTICLE 3. RESPONSIBILITIES OF CITY**

21 CITY agrees to the following responsibilities for the BUS/SHUTTLE PROPOSALS:

22 A. Work collaboratively with AUTHORITY's consultant to perform the SERVICE
23 PLANNING ACTIVITIES for the BUS/SHUTTLE PROPOSALS; and

24 B. Supply all requested data, reports and plans to support service planning of
25 BUS/SHUTTLE PROPOSALS in a timely manner; and

26 /

1 C. Participate in service planning team meetings for BUS/SHUTTLE PROPOSALS with
2 AUTHORITY and consultant; and

3 D. Participate in the development of a comprehensive service planning report, which will be
4 led by the consultant, for the BUS/SHUTTLE PROPOSALS that addresses all the SERVICE
5 PLANNING ACTIVITIES and is accompanied by a CITY Council resolution indicating support and
6 approving the final service planning report and funding plan for the BUS/SHUTTLE PROPOSALS; and.

7 E. Provide eligible local matching funds, excluding in-kind sources, for CITY's proportionate
8 share (ten percent (10%) of actual SERVICE PLANNING ACTIVITIES cost for each of the
9 BUS/SHUTTLE PROPOSALS); and

10 F. Pay AUTHORITY, on a quarterly basis, within 30 days of receipt of invoice for CITY's
11 proportionate share (ten percent (10%) of actual SERVICE PLANNING ACTIVITIES cost for each of
12 the BUS/SHUTTLE PROPOSALS); and

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

19 **ARTICLE 4. IT IS MUTUALLY UNDERSTOOD AND AGREED:**

20 All parties agree to the following mutual responsibilities regarding BUS/SHUTTLE
21 PROPOSALS:

22 A. This Agreement shall continue in full force and effect through acceptance of final service
23 planning report for the BUS/SHUTTLE PROPOSALS or 18 months from effective date of this
24 agreement, whichever is sooner. This Agreement may only be extended upon written mutual
25 agreement by both parties.

26 /

1 B. This Agreement may be amended in writing at any time by the mutual consent of both
2 parties. No amendment shall have any force or effect unless executed in writing by both parties.

3 C. The persons executing this Agreement on behalf of the parties hereto warrant that they
4 are duly authorized to execute this Agreement on behalf of said parties and that, by so executing this
5 Agreement, the parties hereto are formally bound to the provisions of this Agreement.

6 D. All notices hereunder and communications regarding the interpretation of the terms of
7 this Agreement, or changes thereto, shall be effected by delivery of said notices in person or by
8 depositing said notices in the U.S. mail, registered, or certified mail and addressed as follows:

9 To CITY:

10 Community Development Department

11 City of La Habra

12 201 East La Habra Boulevard

13 La Habra, California 90633-0337

14 Attention: Chris Johansen

15 City Engineer

16 Telephone: (562) 905-9720

17 Email: chrisj@lahabracity.com

To AUTHORITY:

Orange County Transportation Authority

550 South Main Street

P. O. Box 14184

Orange, California 92863-1584

Attention: Meena Katakia

Manager, Capital Projects

cc: Jennifer Bergener

Manager, Local Initiatives

Telephone: (714) 560-5694

Email:mkatakia@octa.net

18
19
20 E. The headings of all sections of this Agreement are inserted solely for the convenience of
21 reference and are not part of and not intended to govern, limit, or aid in the construction or interpretation
22 of any terms or provision thereof.

23 F. The provision of this Agreement shall bind and insure to the benefit of each of the
24 parties hereto and all successors or assigns of the parties hereto.

25 G. If any term, provision, covenant, or condition of this Agreement is held to be invalid, void
26 or otherwise unenforceable, to any extent, by any court of competent jurisdiction, the remainder to this

1 Agreement shall not be affected thereby, and each term, provision, covenant or condition of this
2 Agreement shall be valid and enforceable to the fullest extent permitted by law.

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

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

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

18 /

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

IN WITNESS WHEREOF, the parties hereto have caused this Agreement No. C-9-0729 to be executed on the date first above written.

CITY OF LA HABRA

**ORANGE COUNTY TRANSPORTATION
AUTHORITY**

By: _____

By: _____

Don Hannah
City Manager

Will Kempton
Chief Executive Officer

ATTEST:

APPROVED AS TO FORM

By: _____

By: _____

Tamara Mason
City Clerk

Kennard R. Smart, Jr.
General Counsel

APPROVED AS TO FORM:

APPROVAL RECOMMENDED:

By: _____

By: _____

Richard D. Jones
City Attorney

Darrell Johnson
Executive Director, Rail Programs


Dated: _____

Dated: _____



BOARD COMMITTEE TRANSMITTAL

October 26, 2009

To: Members of the Board of Directors
From:  Wendy Knowles, Clerk of the Board
Subject: Fiscal Year 2009-10 Measure M Eligibility

Highways Committee Meeting of October 19, 2009

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

Committee Vote

This item was passed by all Committee Members present.

Director Mansoor was not present to vote on this item.

Committee Recommendation

Approve the Measure M turnback and competitive funding eligibility for all local jurisdictions in Orange County.



October 19, 2009

To: Highways Committee
From: Will Kempton, ^{JK} Chief Executive Officer
Subject: Fiscal Year 2009-10 Measure M Eligibility Review

Overview

In order to remain eligible to receive Measure M turnback and competitive funds, all local jurisdictions in Orange County are required to submit elements of the Growth Management Program in accordance with the Measure M Ordinance No. 2 for review to determine compliance. The eligibility review process for fiscal year 2009-10 has been completed and is presented for Board of Directors' consideration and approval.

Recommendation

Approve the Measure M turnback and competitive funding eligibility for all local jurisdictions in Orange County.

Background

In November 1990, the Revised Traffic Improvement and Growth Management Ordinance, known as Measure M, was passed. This implemented a one-half of 1 percent sales tax collection for the purpose of funding local transportation improvements.

Measure M includes an apportionment of 32 percent of revenues to local jurisdictions for street maintenance and improvements, which includes both turnback (formula distribution) and competitive programs. The turnback of sales tax money is apportioned by applying a formula using population, miles of existing Master Plan of Arterial Highways (MPAH) designated roadways located within the jurisdiction, and taxable sales. The competitive grants are awarded through a call for projects.

To maintain eligibility for fiscal year (FY) 2009-10 Measure M funds, all local jurisdictions are required to submit a seven-year Capital Improvement Program (CIP) and a maintenance of effort (MOE) certification. Some

jurisdictions, based on an alternating year schedule, are required to submit a pavement management plan (PMP).

The Orange County Transportation Authority (OCTA) maintains this annual eligibility process and provides a checklist to local agencies to assist with the eligibility submissions (Attachment A). In addition to specifying the requirements for local jurisdictions, the Measure M Ordinance outlines a role of oversight to the Taxpayers Oversight Committee (TOC) and the Technical Advisory Committee (TAC). During this review cycle, the TOC was responsible for reviewing and approving the local agencies' CIPs and the TAC was responsible for approving the MOE, PMP, and MPAH consistency documentation. The determinations of these committees are forwarded to the OCTA Board of Directors (Board) for final eligibility determination.

Discussion

All jurisdictions submitted documentation required by the Measure M Ordinance. OCTA staff reviewed the submittals to ensure each eligibility package was complete and accurate and worked with the local jurisdictions to obtain additional information and/or backup materials as needed.

The TOC found all local agencies to be in compliance with the expenditure of Measure M funds and approved a recommendation to forward its findings to the OCTA Board. Likewise, the TAC found all local agencies to be in compliance with the reporting requirements of Measure M and approved a recommendation to forward its findings to the OCTA Board.

A finding of compliance with eligibility requirements allows local agencies to continue to receive Measure M funds for use in funding local streets and roads projects. It is estimated that \$35.6 million in turnback funds will be provided to local agencies in FY 2009-10. In addition local agencies have \$67.4 million in competitive grants in FY 2009-10.


Summary

All local jurisdictions in Orange County have submitted FY 2009-10 Measure M eligibility packages. The information was reviewed and approved by the appropriate committees. OCTA staff is presenting the committees' findings of compliance and recommends a final finding of turnback and competitive eligibility for all local agencies.

Attachment

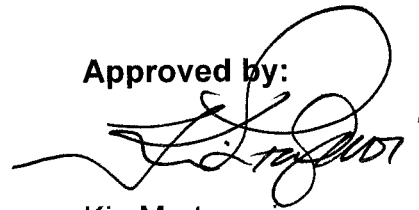
- A. Measure M Eligibility Checklist for Fiscal Year (FY) 2009-10

Prepared by:



Monica Giron
Transportation Funding Analyst
(714) 560-5905

Approved by:



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

MEASURE M ELIGIBILITY CHECKLIST FOR FISCAL YEAR (FY) 2009-10

Responsibility: Cities and County

FY 2008-09 MEASURE M CHECKLIST

YES NO

Capital Improvement Program (CIP)

- | | | | |
|----|---|--------------------------|--------------------------|
| 1. | Did you submit your draft Measure M seven-year CIP for FY 2009-10 through FY 2015-16 to the Orange County Transportation Authority (OCTA) by June 30, 2009? | <input type="checkbox"/> | <input type="checkbox"/> |
| | a. Did you utilize the required CIP development software? | <input type="checkbox"/> | <input type="checkbox"/> |
| | b. Have you indicated what percentage of funding will come from each source for each of the projects? | <input type="checkbox"/> | <input type="checkbox"/> |
| | c. Have you listed projects in current year (2009) dollars? | <input type="checkbox"/> | <input type="checkbox"/> |
| | d. Did you include all projects that are partially, fully or potentially funded by Measure M? | <input type="checkbox"/> | <input type="checkbox"/> |
| | e. Have you established an estimated target date prior to August 8, 2009, for submitting your final, adopted Measure M seven-year CIP to OCTA? | <input type="checkbox"/> | <input type="checkbox"/> |

Maintenance of Effort (MOE)

- | | | | |
|----|--|--------------------------|--------------------------|
| 2. | Did you submit your MOE certification and supporting budget documentation to OCTA by June 30, 2009? | <input type="checkbox"/> | <input type="checkbox"/> |
| | a. Did you use the MOE reporting form included in the Growth Management Program (GMP) preparation manual for FY 2009-10? | <input type="checkbox"/> | <input type="checkbox"/> |

Pavement Management Program (PMP)

- | | | | |
|----|---|--------------------------|--------------------------|
| 3. | Did you submit a PMP update to OCTA in 2008? | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. | If you answered "no" to question #3, did you submit a PMP update to OCTA for FY 2009-10 by June 30, 2009? | <input type="checkbox"/> | <input type="checkbox"/> |
| | a. Did you use the current PMP certification form? | <input type="checkbox"/> | <input type="checkbox"/> |
| | b. Is the PMP consistent with the Arterial Highway Rehabilitation Program standards? | <input type="checkbox"/> | <input type="checkbox"/> |

Resolution of Master Plan of Arterial Highway (MPAH) Consistency

- 5. Did you submit a resolution demonstrating consistency with the MPAH in 2008?
 - a. If not, did you submit an MPAH consistency resolution to OCTA for FY 2009-10 by June 30, 2009?
- 6. Have you enclosed a figure representing your most current circulation element?

Development Monitoring

- 7. Has your jurisdiction established and followed performance monitoring mechanisms for development projects qualifying under the Measure M Development Phasing Program requirements?
- 8. Please check the appropriate box(es) that explain how your jurisdiction has assessed project traffic demand in relation to circulation infrastructure capacity. Has this information been included in:
 - a. Environmental documentation?
 - b. Site plan review documents?
 - c. General plan amendments?
 - d. Other (please explain below).

YES NO

<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>

Deficient Intersection List

- 9. Has your jurisdiction identified any intersections which do not meet the established Measure M level of service standard (LOS D)?
- 10. If yes, has your jurisdiction adopted a deficient intersection list through a noticed public hearing of elected officials and submitted the list to the GMA's and OCTA?

Submitted by:

Name (Print)	Signature	Title
Jurisdiction	Telephone Number	Date



BOARD COMMITTEE TRANSMITTAL

October 26, 2009

To: Members of the Board of Directors

From: *WJK* Wendy Knowles, Clerk of the Board

Subject: Proposition 116 Program of Projects Amendment

Transportation 2020 Committee Meeting of October 12, 2009

Present: Directors Amante, Brown, Buffa, Cavecche, and Pringle

Absent: Directors Campbell, and Dixon

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations (reflects change from staff recommendations)

- A. Authorize the Chief Executive Officer to submit project amendments to the California Transportation Commission redirecting \$58.8 million of Proposition 116 funds for commuter and intercity rail corridor improvements in Orange County from the Anaheim Regional Transportation Intermodal Center to: (1) the Fullerton Transportation Center Parking Structure for \$2.3 million; (2) the signal component of the Metrolink Service Expansion and Grade Crossing Improvements project for \$29 million; (3) to the Orange County Metrolink Fiber Optics Installation Project for \$12.3 million; and (4) Positive Train Control for \$15.2 million.

- B. Authorize the Chief Executive Officer to submit Public Transportation Modernization, Improvement, and Service Enhancement Account project nominations to the California Department of Transportation for fiscal year 2010-11 and fiscal year 2011-12 in the amount of \$36.3 million for rolling stock acquisition for the Metrolink Service Expansion Program.



- C. Approve using \$58.8 million for the Anaheim Regional Transportation Intermodal Center from the following projects and funding sources: (1) \$2.3 million in Measure M offset from the Fullerton Transportation Center Parking Structure project made available by increasing Proposition 116 on this project; (2) \$17.6 million in Renewed Measure M offset from the Metrolink Service Expansion and Grade Crossing Improvements made available by increasing Proposition 116 funds for this project; (3) \$2.6 million in Federal Transportation Administration, Section 5309 funds offset from the Metrolink Fiber Optics Installation project made available by using Proposition 116 funds on this project; and (4) \$36.3 million in Measure M funding from the rolling stock acquisition made available by using Proposition 1B Public Transportation Modernization, Improvement and Enhancement Account funding on this project.
- D. Authorize the Chief Executive Officer to negotiate and execute amendments to cooperative funding agreements No. C-9-0404 and No. C-9-0448 related to the Proposition 116 program of projects.
- E. Authorize staff to process all necessary amendments to the Regional Federal Transportation Improvement Program, submit necessary Federal Transit Administration grant applications, and execute all necessary agreements to facilitate the above actions.

Committee Discussion

The Committee requested that when the report goes to the Board of Directors, the list of recommendations is expanded to include the projects referenced as well as where the shift of funds will occur.

Note: Recommendations D and E do not need to be expanded and remain unchanged.



October 12, 2009

To: Transportation 2020
From: Will Kempton, ^{W.K.}~~Chief~~ Executive Officer
Subject: Proposition 116 Program of Projects Amendment

Overview

In January 2009, the Board of Directors approved the transfer of \$121.3 million of Proposition 116 funds from the City of Irvine to the Orange County Transportation Authority for a program of rail projects. An amendment to the program of projects is presented for Board of Directors' review and approval.

Recommendations

- A. Authorize the Chief Executive Officer to submit project amendments included in this report to the California Transportation Commission for Proposition 116 funds for commuter and intercity rail corridor improvements in Orange County.
- B. Authorize the Chief Executive Officer to submit Public Transportation Modernization, Improvement, and Service Enhancement Account project nominations to the California Department of Transportation for fiscal year 2010-11 and fiscal year 2011-12 for rolling stock acquisition for the Metrolink Service Expansion Program.
- C. Approve using \$36.3 million in Measure M funding (offset from the rolling stock acquisition) for the Anaheim Regional Transportation Intermodal Center.
- D. Authorize the Chief Executive Officer to negotiate and execute amendments to cooperative funding agreements No. C-9-0404 and No. C-9-0448 related to the Proposition 116 program of projects.
- E. Authorize staff to process all necessary amendments to the Regional Federal Transportation Improvement Program, submit necessary Federal Transit Administration grant applications, and execute all necessary agreements to facilitate the above actions.

Background

In 1990, through the Proposition 116 Clean Air and Transportation Act, the City of Irvine (City) received an earmark of \$125 million in Proposition 116 funding from the State of California for construction of a guideway demonstration project (Public Utilities Code 99645). In 2008, approximately \$121.3 million remained of the original earmark and according to statute, if the funds are not allocated prior to July 1, 2010, the legislature may reallocate the funds for other passenger rail projects in the state.

In late 2008, the City determined that it would not be able to move forward with the guideway project to meet the timing requirements of the funding and turned the remaining \$121.3 million over to the Orange County Transportation Authority (OCTA) in exchange for consideration of a local match credit under the Renewed Measure M (M2) transit programs. In January 2009, the OCTA Board of Directors (Board) approved a Proposition 116 program of projects that could meet the timing requirements for the program based on existing California Transportation Commission (CTC) practices at that time. The Anaheim Regional Transportation Intermodal Center (ARTIC) was one of those projects and in April 2009, the Board approved increasing the Proposition 116 commitment to \$58.8 million for this project.

In February 2009, the Board approved hiring a consultant for the environmental phase for ARTIC. This action was built on the assumption that the final approval for the environmental process would occur before the end of 2010, allowing CTC allocation to occur by June 2010 and construction award by December 2010. In May 2009, OCTA received notification from the California Department of Transportation addressed to local agencies, regional transportation planning agencies, and metropolitan planning organizations that the CTC would require formal approval of final environmental documents prior to CTC allocation approval. The letter cited provisions in existing statute that require environmental approval before a CTC allocation vote. Based on this clarification, the ARTIC project will not meet the July 1, 2010, allocation deadline since the environmental clearance is schedule for fall 2010.

Discussion

Over the last few months, OCTA has pursued a number of options, including legislation and pursuit of a potential waiver of the environmental requirement, to allow the Proposition 116 funds to remain on the ARTIC project. To date, these efforts have not provided a guarantee the Proposition 116 funding programmed to ARTIC will meet the required July 2010 allocation date. Given the limited time that remains to find eligible projects for Proposition 116

funding and meet the allocation deadline, staff is proposing that the \$58.8 million in Proposition 116 funding move to the projects identified in Attachment A. These projects can meet the timing requirements for Proposition 116 funding.

This Board action will transfer \$58.8 million in Proposition 116 funding from the ARTIC project to the amended program of projects including:

- \$2.325 million for the Fullerton Transportation Center Parking Structure offsetting Measure M (M1) funds of \$2.325 million to go back into ARTIC.
- \$29 million for the signal component of the Metrolink Service Expansion and Grade Crossing Improvements (MSEP) project, which supports an \$11.4 million overall project increase and offsets \$17.6 million in Renewed Measure M (M2) funds to go back into ARTIC.
- \$12.3 million for the Orange County Metrolink Fiber Optics Installation Project, which supports a \$9.7 million project cost increase and offsets \$2.62 million in Federal Transportation Administration (FTA), Section 5309 funds to go back into ARTIC.
- \$15.22 million for positive train control (PTC), which will help OCTA meet its funding share required to implement PTC.

In summary, the funds offset from the first three projects as noted above will make available \$22.5 million in M1, M2 and FTA, Section 5309 funds to backfill the Proposition 116 funding taken out of the ARTIC project. This leaves a funding gap for ARTIC of \$36.3 million.

In order to address the funding gap for ARTIC, staff is recommending that the Board commit \$36.3 million in FY 2010-11 and FY 2011-12 Proposition 1B, Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) funding for the budgeted Metrolink rolling stock acquisition. The rolling stock project is currently budgeted to be paid from M1 revenues. Using PTMISEA on the rolling stock purchase will free up local M1 funds that can be used for the ARTIC project. The M1 funds will also address a funding gap for the ARTIC project in pre-construction phases that need funding prior to FY 2010-11 when the PTMISEA funds would become available.

Proposition 116 Project Funding Details

OCTA proposes increasing the Proposition 116 funding for the Orange County Grade Crossing Safety Improvement Program (OCX) and the Fullerton Transportation Center Parking Structure. The increased Proposition 116 commitment for both projects will decrease the local funds required and become available to the ARTIC project to backfill the transfer of the Proposition 116 funds. In the case of the OCX, Proposition 116 will also cover an \$11.4 million cost increase on this project. The OCX requires additional funds to complete the

program as currently designed. Recent updates to the Southern California Regional Rail Authority (SCRRA) grade crossing safety standards to include improvements for increased safety and quiet zone requirements have led to additional features and increased right-of-way requirements at most locations. The railroad signal materials needed to support the construction efforts were substantially greater than the engineer's estimate. Furthermore, SCRRA's construction policy now requires an additional signal engineer to provide construction oversight of signal system installation for operational safety. The details of the project cost increase will be presented for Board approval in a separate item related to the cooperative agreement with SCRRA.

OCTA would also use Proposition 116 funding for the Orange County Metrolink Fiber Optic Installation Project and PTC projects. The fiber optic project was presented to the Board on April 28, 2008, as part of the MSEP cooperative agreement amendment. A systemwide program has been proposed by SCRRA to replace and upgrade the existing communications system with fiber optics on all rail lines used by Metrolink trains. This program had been proposed to be implemented over a multi-year period; however, due to the planned increase in rail service in Orange County, staff is proposing to initiate this program in concert with the MSEP projects. The fiber optic project will result in improved safety and reliability of railroad operations and in the ability for Metrolink, Amtrak, and freight trains to operate under PTC. The fiber optic project will enhance signaling and dispatching communications needed to support the movement of trains through Orange County, as well as support the installation of PTC.

The SCRRA's original estimate for the fiber project was \$15 million. The new cost estimate for Orange County is approximately \$25 million. The original estimate was limited to installing fiber between Fullerton and Laguna Niguel, the MSEP project limits. However, due to the implementation of PTC, the entire Orange County subdivision will be included in the fiber project, which adds approximately 21 miles of fiber optics, a 50 percent increase to the total length of the project. SCRRA also examined the condition of the existing conduit installed on the Orange subdivision and found that much of it is in need of repair. The conduit on this corridor was initially installed in the early 1990s. The extension of the fiber optics throughout Orange County, along with repairs to the existing conduit, is estimated to cost \$10 million over the original project cost and will be included in the Metrolink operating budget.

Next Steps

Upon Board direction, staff will submit project amendments as identified in Attachment A to the CTC, as well as amend the funding cooperative agreements with the respective project lead agencies.


Summary

In January 2009, the Board approved using \$121.3 million in Proposition 116 funds for a program of rail projects. One of the projects in the program will no longer meet the requirements due to recent clarifications in the CTC approval process. Staff is requesting the Board endorse an amendment to the Proposition 116 program of projects by replacing Proposition 116 funding for ARTIC with M1, M2, and FTA, Section 5309 funds, and authorize the Chief Executive Officer to submit the amendment request to the CTC and project nominations for PTMISEA to the California Department of Transportation.

Attachment

- A. Proposition 116 Program of Projects - Existing and Proposed - October 2009

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**Proposition 116 Program of Projects - Existing and Proposed
October 2009**

Existing Project Funding:	in thousands		(committed funds in thousands)					
	Total Project Cost	Proposition 116	M1	M2	Other Local/ Outside Federal(1)	Prop 1B	STIP	Federal
Fullerton Transportation Center Parking Structure	\$ 41,970	\$ 13,035	\$ 16,185		\$ 1,500		\$ 11,250	
Tustin Rail Station Parking Expansion	\$ 17,600	\$ 8,250	\$ 8,250				\$ 1,100	
Sand Canyon Avenue Grade Separation	\$ 54,604	\$ 22,004	\$ 348	\$ 8,488	\$ 15,017	\$ 8,000		\$ 747
Anaheim Regional Intermodal Transportation Center (ARTIC)	\$ 178,863	\$ 58,842	\$ 6,000	\$ 81,600			\$ 29,219	\$ 3,202
Metrolink Service Track Expansion & Grade Crossing Improvements	\$ 165,000	\$ 19,169	\$ 41,147	\$ 51,600	\$ 8,400	\$ 37,084		\$ 7,600
Orange County Metrolink Fiber Optics Installation Project	\$ 14,919		\$ 5,000					\$ 9,919
Positive Train Control	\$ 271,600				\$ 20,347			\$ 1,578
OCTA's Share of the Metrolink Rolling Stock Acquisition	\$ 158,009		\$ 119,646					\$ 38,363
TOTAL:	\$ 902,565	\$ 121,300	\$ 196,576	\$ 141,688	\$ 45,264	\$ 45,084	\$ 41,569	\$ 61,407

Proposed Project Funding:	(in thousands)							
	Total Project Cost	Proposition 116	M1	M2	Other Local/ Outside Federal(1)	Prop 1B	STIP	Federal
Existing Projects:								
(2) Fullerton Transportation Center Parking Structure	\$ 41,970	\$ 15,360	\$ 13,860		\$ 1,500		\$ 11,250	
(3) Tustin Rail Station Parking Expansion	\$ 17,600	\$ 8,250	\$ 8,250				\$ 1,100	
(4) Sand Canyon Avenue Grade Separation	\$ 54,604	\$ 22,004	\$ 348	\$ 8,488	\$ 15,017	\$ 8,000		\$ 747
(5) Anaheim Regional Intermodal Transportation Center	\$ 178,863	\$ -	\$ 44,625	\$ 99,200			\$ 29,219	\$ 5,819
(6) Metrolink Service Track Expansion & Grade Crossing Improvements	\$ 176,400	\$ 48,169	\$ 41,147	\$ 34,000	\$ 8,400	\$ 37,084		\$ 7,600
New Projects:								
(7) Orange County Metrolink Fiber Optics Installation Project	\$ 24,600	\$ 12,300	\$ 5,000					\$ 7,300
(8) Positive Train Control	\$ 271,600	\$ 15,217			\$ 20,347			\$ 1,578
(9) OCTA's Share of the Metrolink Rolling Stock Acquisition	\$ 158,009		\$ 83,346			\$ 36,300		\$ 38,363
TOTAL (10):	\$ 923,646	\$ 121,300	\$ 196,576	\$ 141,688	\$ 45,264	\$ 81,384	\$ 41,569	\$ 61,407

M1 - Measure M

M2 - Renewed Measure M

ARRA - American Recovery Reinvestment Act

(1) Funding provided by non-OCTA sources such as city funds or ARRA funds distributed to other regions and used for project (8).

(2) Fullerton Transportation Center Proposition 116 funding will increase by \$2.325 million. The match is being provided by prior phase local funding contributions to the project. The overall cost for this project is not increasing. The Proposition 116 funding will offset \$2.325 million in Measure funds which will transfer to the Anaheim Regional Transportation Intermodal Center (ARTIC) project (5).

(3) No change to the Tustin Rail Station Parking Expansion.

(4) No change to the Sand Canyon Avenue Grade Separation.

(5) ARTIC - \$58.843 million in Proposition 116 funding is being transferred to projects (1), (6), (7), and (8). The \$58.843 million will be back filled with M1, M2 and Federal Transit Administration (FTA) Section 5309 funds from projects (1), (6), and (7) and additional M1 funds which are made available by using Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) on the Metrolink Rolling Stock Acquisition (9) in FY 2010-11 and FY 2011-12.

(6) Signal construction and materials acquisition as referenced in the staff report is part of the Metrolink Service Expansion & Grade Crossing Improvements Project. The additional Proposition 116 is funding one component of the overall project. The match will be provided through funding already provided by OCTA for other components of this project. There was an \$11.4 million cost increase to the Orange County grade crossing project which will be supported by these Proposition 116 funds. \$17.6 million is made available in M2 funds to backfill funding for the ARTIC project. Project cost increases will be presented for Board review and approval in subsequent staff reports.

(7) Orange County Metrolink Fiber Optics Installation Project (Construction) - This project was originally presented to the Board as being funded with FTA Section 5309 funding. The Proposition 116 funding will support a project cost increase of \$10 million. \$2.619 million in FTA, Section 5309 funding will be made available to backfill funding for the ARTIC project..

(8) Positive Train Control (Construction) - this is a project that OCTA is supporting with American Recovery and Reinvestment Act Funding. It is estimated that this contribution will be within OCTA's funding share.

(9) OCTA's Share of the Metrolink Rolling Stock Acquisition - OCTA will use \$36.3 million in PTMISEA funds for the rolling stock acquisition which will offset M1 funds which can be used on the ARTIC project (5).

(10) The increase in total overall cost is a result of increases in project costs for project (6) and (7).