

Date: Monday, June 13, 2005

Time: 9:00 a.m.

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



AGENDA

Orange County Transportation Authority Board Meeting
OCTA Headquarters
First Floor - Room 154, 600 South Main Street
Orange, California
Monday, June 13, 2005, at 9:00 a.m.

ACTIONS

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

Invocation

Director Monahan

Pledge of Allegiance

Director Correa

Agenda Descriptions

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

Public Comments on Agenda Items

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



AGENDA

ACTIONS

Special Matters

1. **Retiree Recognition**

2. **Public Hearing on the Orange County Transportation Authority's Fiscal Year 2005-06 Budget**
Andrew Oftelie/James S. Kenan

Overview

The Orange County Transportation Authority Fiscal Year 2005-06 Budget presents a balanced plan of sources and uses of funds while providing for the current and future transportation requirements of Orange County. The public hearing provides the public the opportunity to comment on the details of the budget. The Board of Directors may approve the fiscal year 2005-06 budget following the public hearing on June 13, 2005, at the regularly scheduled Board meeting on June 27, 2005, or in a special meeting convened prior to July 1, 2005, by when state law mandates budget approval.

Recommendations

- A. Conduct a public hearing on the Orange County Transportation Authority's Fiscal Year 2005-06 Budget on June 13, 2005.

- B. Approve by resolution the Orange County Transportation Authority's Fiscal Year 2005-06 Budget.

- C. Authorize the Chief Executive Officer to execute the software and hardware licensing, maintenance, and emergency support purchase orders and/or agreements.



AGENDA

ACTIONS

Consent Calendar (Items 3 through 21)

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 May 23, 2005.

4. Approval of Travel by Board Members

Approval of travel by Board Members to New York for the annual Rating Agency Trip and travel to Washington, D.C., for advocacy and Congressional meetings.

5. Measure M Extension Consultant Contract Amendments

Monte Ward/Arthur T. Leahy

Overview

On February 28, 2005, the Board of Directors authorized the Chief Executive Officer to enter into agreements with consultants to assist with the development of a Transportation Investment Plan to support a possible extension of the Measure M one-half cent transportation sales tax. The addition of the firm of Schubert Flint to the consultant team is recommended as well as an amendment to each of the consultant contracts to establish appropriate limits on outreach and communication activities in advance of a potential ballot measure.

Recommendations

- A. Direct the Chief Executive Officer to seek an addendum to Agreement C-50819 with the firm of Smith, Watts & Company to add the firm of Schubert Flint Public Affairs Inc. as a subcontractor to perform outreach services through April 30, 2006, and increase the overall contract amount by \$100,000 to \$250,000.



AGENDA

ACTIONS

5. (Continued)

- B. Adjust the maximum obligation for Agreement C-5-0870 with Townsend, Raimundo, Besler & Usher from \$90,000 to \$100,000 to cover potential reimbursement for actual expenses.
- C. Approve the addition of language to contracts with California Strategies, Smith, Watts & Company, and Townsend, Raimundo, Besler & Usher to conform to a recent Opinion of the California Attorney General regarding limits on outreach and communication activities of staff and consultants in advance of a ballot measure.

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

Kristine Murray/Richard J. Bacigalupo

Overview

The Orange County Transportation Authority's Fiscal Year 2005-2006 Budget includes the retention of federal legislative advocacy and consulting services. Requests for Proposals were solicited in accordance with applicable procurement procedures. Three firms submitted proposals in response and the Orange County Transportation Authority's evaluation committee has determined that all three meet the minimum requirements specified in the Request for Proposal. The Legislative and Government Affairs Committee will now finalize its recommendation to be submitted to the Board of Directors for contract award on June 13, 2005.

Committee Recommendations (reflects change from staff recommendation)

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



AGENDA

ACTIONS

7. **Annual Internal Audit Plan for Fiscal Year 2004-05 Third Quarter Update**
Robert A. Duffy/Richard J. Bacigalupo

Overview

The Orange County Transportation Authority Board of Directors adopted the Annual Internal Audit Plan for Fiscal Year 2004-05. This is the quarterly update for the third quarter of the fiscal year. Revisions to the plan are needed to incorporate changes to the original plan.

Recommendation

Approve the revised Annual Internal Audit Plan for Fiscal Year 2004-05.

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

Adam Raley/Ellen S. Burton

Overview

The Customer Relations Service Quality Report is submitted to the Orange County Transportation Authority Board of Directors on a quarterly basis. The report provides a statistical analysis of customer communications received during the quarter, as well as details proactive activities undertaken by staff to improve service to customers.

Recommendation

Receive information for discussion and possible action as deemed appropriate by the Board.



AGENDA

ACTIONS

9. Agreement for Coin and Currency Counting Services
Tom Wulf/James S. Kenan

Overview

As part of the Orange County Transportation Authority's proposed Fiscal Year 2005-06 Budget, approval by the Board of Directors is being requested for coin and currency counting services. Offers were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board approval is requested to execute an agreement.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-5-0745 between the Orange County Transportation Authority and Los Angeles Federal Armored Services, Incorporated, in an amount not to exceed \$900,000, for coin and currency counting services for the period July 1, 2005, through June 30, 2008.

10. Third Quarter Fiscal Year 2004-05 Procurement Report
Linda L. Hunter/James S. Kenan

Overview

The Third Quarter Procurement Report provides an update of the procurement activities for the fiscal year 2004-05, from July 1, 2004, through March 31, 2005. This report focuses on total dollars procured by each Orange County Transportation Authority division.

Recommendation

Receive and file as an information item.



AGENDA

ACTIONS

11. Third Quarter Fiscal Year 2004-05 Budget Status

Bruce Gilliland/James S. Kenan

Overview

The Orange County Transportation Authority's staff has implemented the fiscal year 2004-05 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 Fiscal Year 2004-05 Grant Status Report

Linda M. Gould/James S. Kenan

Overview

The Quarterly Grant Status Report summarizes grant activities for information purposes for the Orange County Transportation Authority Board of Directors. This report focuses on significant grant activity for the period of January through March 2005. The Quarterly Grant Status Report summarizes future grant applications, pending grant applications, executed grant awards, current grant agreements and closed-out grant agreements.

Recommendation

Receive and file as an information item.

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

James L. Cook, Jr./James S. Kenan

Overview

Orange County Transportation Authority recognizes the need for improved accountability and operational performance. With this in mind, the Bus Operations Monthly Performance Measurements report was developed in accordance with Executive Management direction. The Bus Operations Monthly Performance Measurements report serves as a tool to survey operational performance and as the nexus for process improvements.



AGENDA

ACTIONS

13. (Continued)

Recommendation

Receive and file as an information item.

14. **Agreement for Temporary Staffing Services**

Al Gorski/James S. Kenan

Overview

The Orange County Transportation Authority currently has agreements with Kimco Staffing Services Inc., and Corestaff Services to provide temporary staffing services, in the amount not to exceed a cumulative total of \$996,000, for a two-year period. The term of these agreements expires June 30, 2005.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-5-0938 with Corestaff Services; Agreement C-5-2439 with Focus on Temps, Inc., and Agreement C-5-2438 with PDQ Careers, in an amount not to exceed \$340,000, to provide temporary personnel services for a period of July 1, 2005, to June 30, 2006, with four option years.

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

Tina Giles-Potter/Marlene K. Heyser

Overview

An overall annual Disadvantaged Business Enterprise goal has been developed for participation in the Orange County Transportation Authority's Fiscal Year 2005-06 federally-assisted contracts in compliance with federal regulations set forth in 49 CFR Part 26 entitled "Participation by Disadvantaged Business Enterprises in U.S. Department of Transportation Programs." The recommended overall annual Disadvantaged Business Enterprises goal for contracts assisted by the Federal Transit Administration and Federal Highway Administration is 12 percent.



AGENDA

ACTIONS

15. (Continued)

Recommendation

Adopt the proposed fiscal year 2005-06 overall annual Disadvantaged Business Enterprise participation goal of 12 percent for contracts assisted by the U.S. Department of Transportation, in accordance with 49 CFR Part 26.

Orange County Service Authority for Abandoned Vehicles Consent Calendar Matters

16. **Service Authority for Abandoned Vehicles Program Overview**

Iain Fairweather/Paul C. Taylor

Overview

Orange County's Service Authority for Abandoned Vehicles Program provides funds to Orange County cities and the County for removing abandoned vehicles from public right-of-way and private property. This report provides an overview of the program.

Recommendation

Receive and file this report.

Orange County Transit District Consent Calendar Matters

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

Al Pierce/William L. Foster

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2004-05 Budget, the Board approved implementation of projects to improve the performance and reliability of the liquefied natural gas fuel system installed on 232 North American Bus Industries buses.



AGENDA

ACTIONS

17. (Continued)

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-4-1198 between the Orange County Transportation Authority and Chart Industries, Inc., in an amount not to exceed \$1,120,130, for the implementation of on-board fueling system hardware improvements.

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

Al Pierce/William L. Foster

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2004-05 Budget, the Board approved the installation of optical fire detection and suppression on 30 low floor articulated buses.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-4-0960 between the Orange County Transportation Authority and Complete Coach Works, in an amount not to exceed \$248,239, for the installation of optical fire detection and suppression on 30 low floor articulated buses.

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

Al Pierce/William L. Foster

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2004-05 Budget, the Board approved the purchase and placement of solar lights at selected bus stops.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-5-0468 between the Orange County Transportation Authority and Carmanah Technologies, Inc., in an amount not to exceed \$175,000, to manufacture and install 300 solar lighting units at selected bus stops.



AGENDA

ACTIONS

20. Selection of Consultant for On-Call Environmental Services
James J. Kramer/Stanley G. Phernambucq

Overview

As a part of the Orange County Transportation Authority's Fiscal Year 2004-05 Budget, the Board approved on-call environmental services for facility modifications. On-call environmental services will be required for the upcoming facility modification projects in the next fiscal year. Staff issued a Request for Proposals in accordance with the Orange County Transportation Authority's current procurement procedures for architectural and engineering services. These procedures are in accordance with both federal and state legal requirements.

Recommendations

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

21. Selection of a Consultant for Garfield-Gisler Bridge Preliminary Engineering and Supplemental Environmental Impact Report
Shohreh Dupuis/Paul C. Taylor

Overview

On August 23, 2004, the Board of Directors directed staff to develop a Scope of Work and release a Request for Proposals for the preparation and development of a Preliminary Engineering and Supplemental Environment Impact Report to assess the feasibility of the Garfield-Gisler Bridge crossing over the Santa Ana River. Offers were received in accordance with the Orange County Transportation Authority's procurement procedures.



AGENDA

ACTIONS

21. (Continued)

Recommendations

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

Regular Calendar

22. **Grade Crossing Safety Enhancement Program**

Shohreh Dupuis/Paul C. Taylor

Overview

Staff is seeking Board approval of an implementation strategy for the Grade Crossing Safety Enhancement Program.

Recommendations

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



AGENDA

ACTIONS

Orange County Transit District Regular Calendar Matters

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

Al Pierce/William L. Foster

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2004-05 Budget, the Board approved procurement of 50 alternative fuel buses and associated fueling infrastructure, with the preferred fuel being Compressed Natural Gas.

Committee Recommendations (reflects change from staff recommendation)

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

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

Curt Burlingame/William L. Foster

Overview

On April 12, 2004, the Board of Directors approved an agreement with Laidlaw Transit Services, Inc., in the amount of \$31,733,223, to provide ACCESS and Contracted Fixed Route services. While a procurement is underway for these services to be effective August 1, 2005, staff requests a four-month extension to the current agreement with Laidlaw Transit Services, Inc., to allow additional time for the evaluation of proposals for ACCESS and Contracted Fixed Route services. The current agreement expires July 31, 2005.



AGENDA

ACTIONS

24. (Continued)

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 5 to Agreement C-4-0301 between the Orange County Transportation Authority and Laidlaw Transit Services, Inc., in an amount not to exceed \$10,657,474, for the provision of ACCESS and Contracted Fixed Route services through November 30, 2005.

Other Matters

25. Chief Executive Officer's Report

26. Directors' Reports

27. 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.

28. Closed Session

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

29. Adjournment

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



BOARD COMMITTEE TRANSMITTAL

June 13, 2005

To: Members of the Board of Directors
From: ^{WV} Wendy Knowles, Clerk of the Board
Subject Public Hearing on the Orange County Transportation Authority's Fiscal Year 2005-06 Budget

Finance and Administration Committee

May 25, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

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



May 25, 2005

To: Finance and Administration Committee

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

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

Overview

The Orange County Transportation Authority Fiscal Year 2005-06 Budget presents a balanced plan of sources and uses of funds while providing for the current and future transportation requirements of Orange County. The public hearing provides the public the opportunity to comment on the details of the budget. The Board of Directors may approve the fiscal year 2005-06 budget following the public hearing on June 13, 2005, at the regularly scheduled Board meeting on June 27, 2005, or in a special meeting convened prior to July 1, 2005, by when state law mandates budget approval.

Recommendations

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

Background

Orange County Transportation Authority's (OCTA) staff has developed a balanced budget for fiscal year (FY) 2005-06 that defines the financial resources required to provide multi-modal transportation services to Orange County residents.

An informal budget workshop was conducted with the Board of Directors (Board) on Monday, May 9, 2005, during which staff made a presentation on the proposed plans for each of the OCTA's programs and services and their associated revenues and expenses.

Official notice of this public hearing was posted in accordance with OCTA policy. According to state law, the budget must be approved prior to July 1, 2005.

Discussion

The preparation of the OCTA annual budget began in December 2004 with the development of preliminary revenue projections for the upcoming fiscal year. Revenue projections are reviewed and refined throughout the process as additional information becomes available such as the release of revised economic forecasts, updates on the state budget and data collection on current year revenue performance.

The development of a service plan and program goals got underway in earnest in January 2005, as well as the input of budget requests into the OCTA's budget system. Following a brief period of review and consolidation, the initial budget request was presented to executive management with an emphasis on comparing revenue projections with proposed expenditures. It was determined early in the process that due to uncertainties regarding the fare adjustment, the new contract for ACCESS and the cost of diesel fuel, no fixed route bus service would be added in FY 2005-06.

Meetings between division directors/managers and the budget team to review budget requests followed soon after. The result of these meetings were to 1) agree on either keeping or eliminating budget items (staffing, services and supplies, and capital items) or 2) agreeing to disagree and continuing the discussion in formal presentations of divisional budgets with the Chief Executive Officer (CEO).

Discussions stretched into April and included successive meetings to bring service plans in line with available funding. Once final revisions were made, the budget team began producing and distributing budget documents.

The FY 2005-06 budget represents a balanced plan of sources and uses of funds. The combination of estimated revenues and use of reserves produces available funding of \$681.8 million, while proposed expenditures and designations yield a total use of funds of \$681.8 million (Attachment A and Attachment B).

The available funding includes revenues of \$612.4 million and reserve usage of \$69.5 million. The reserve usage is comprised of funds previously designated or reserved for operating and capital projects. The largest reserve utilization is in the Orange County Transit District (OCTD) (\$22.1 million) and is used for the local share of capital purchases.

The proposed use of funds consist of salaries and benefits of \$117.1 million, services and supplies of \$349.1 million, debt service of \$99.5 million, capital and fixed assets of \$104 million and designations for future operating and capital requirements of \$12.1 million. The largest designation is in the OCTD fund as a contribution to future bus procurements and totals \$5 million.

On a year-over-year comparison, the FY 2005-06 is 32.9 percent (\$334.2 million) lower than the FY 2004-05 budget. The design-build contract for the Garden Grove Freeway (\$390 million) budgeted in FY 2004-05 largely accounts for this year-over-year variance.

The budget has been presented to the following committees as well as to individual Board Members upon request.

Committee	Conducted	Scheduled
Finance and Administration	March 23 April 13 April 27 May 11	May 25 June 8
Regional Planning and Highways	May 16	June 6
Transit Planning and Operations	May 12	May 26 June 9
Legislative and Government Affairs/Public Communications	May 19	June 2
Executive	March 7 April 4 May 2	June 6

The Board may approve the FY 2005-06 budget following the June 13, 2005, public hearing at the regularly scheduled meeting on June 27, 2005, or in a special meeting convened prior to July 1, 2005, by when state law mandates budget approval.

Information Systems Licensing and Maintenance Agreements

Each year in conjunction with approving the budget, the Board approves OCTA's software and hardware licensing and maintenance agreements.

OCTA's investment in its software packages and hardware systems must be preserved to ensure proper maintenance and to receive critical product upgrades. The annual licensing and maintenance agreements are executed with each hardware and software developer on a sole source basis. The FY 2005-06 budget includes \$2 million for these licensing and maintenance agreements as well as \$0.7 million for emergency support during after hours, weekends, and holidays. A list of the agreements is included as Attachment C.

Summary

The Orange County Transportation Authority Fiscal Year 2005-06 Budget was reviewed by the Board of Directors in a workshop setting on May 9, 2005, and in each committee prior to the public hearing scheduled for June 13, 2005. The Board of Directors may approve the FY 2005-06 budget following the public hearing on June 13, 2005, at the regularly scheduled meeting on June 27, 2005, or in a special meeting convened prior to July 1, 2005, by when state law mandates budget approval.

Attachments

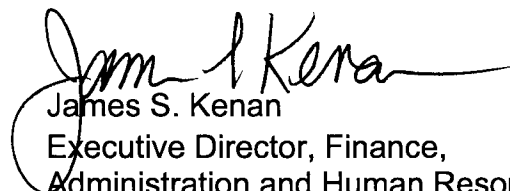
- A. A Resolution of the Board of Directors for the Orange County Transportation Authority Approving an Operating and Capital Budget for Fiscal Year 2005-06.
- B. Orange County Transportation Authority Fiscal Year 2005-06 Budget Summary.
- C. Orange County Transportation Authority Licensing and Maintenance Agreements Sole Source List.

Prepared by:



Andy Oftelie
Department Manager,
Financial Planning and Analysis
(714) 560-5649

Approved by:



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

**A RESOLUTION OF THE BOARD OF DIRECTORS FOR
THE ORANGE COUNTY TRANSPORTATION AUTHORITY
APPROVING AN OPERATING AND CAPITAL BUDGET
FOR FISCAL YEAR 2005-06.**

WHEREAS, the Chief Executive Officer and staff have prepared and presented to the Board of Directors a proposed operating and capital budget in the amount of \$681.8 million for Fiscal Year 2005-06;

WHEREAS, said Chief Executive Officer and staff did conduct a public workshop before the Board of Directors on May 9, 2005, in the Board Chambers, at which time the proposed budget was considered;

WHEREAS, a public hearing was conducted on June 13, 2005, at which the public was invited to express its views and objections to said budget; and,

WHEREAS, the original of said proposed budget will be revised to reflect each and all of the amendments, changes, and modifications which the Board of Directors, up to the time of the approval of this resolution, believes should be made in said proposed budget as so submitted and to correct any non-substantive errors or omissions.

NOW, THEREFORE BE IT RESOLVED, by the Board of Directors of the Orange County Transportation Authority as follows:

1. The operating and capital budget of the Orange County Transportation Authority and all affiliated agencies for the Fiscal Year July 1, 2005, through June 30, 2006, is hereby approved, a copy of which is on file with the Clerk of the Board.
2. The Clerk of the Board shall certify to the passage and approval of this resolution, and it shall thereupon be in full force and effect.

ADOPTED, SIGNED, AND APPROVED this 13th day of June 2005.

AYES:

NOES:

ABSENT:

ATTEST:

Wendy Knowles
Clerk of the Board

Bill Campbell, Chairman
Orange County Transportation Authority

**Orange County Transportation Authority
Fiscal Year 2005-06
Budget Summary**

\$ in millions

Estimated Revenues	\$	612.4
Utilization of Designated/Reserved Fund		69.5
		<hr/>
Total Sources of Funds	\$	681.8

Appropriate Funds to:

Salaries & Benefits	\$	117.1
Services & Supplies		349.1
Debt Service		99.5
Capital / Fixed Assets		104.0
		<hr/>
Total Expenses	\$	669.7
Designation of Funds	\$	12.1
		<hr/>
Total Uses of Funds	\$	681.8

**ORANGE COUNTY TRANSPORTATION AUTHORITY LICENSING
AND MAINTENANCE AGREEMENTS
SOLE SOURCE LIST**

The Standard Contracts

Vendor Name	Software / Hardware Product	Proposed Budgeted \$
ACL Services LTD	ACL Software	10,000
Alliance Systems	Interactive Intelligence Telephony System	50,000
Aperture	Data Center Management Software	7,450
Avotus	intelControl Maintenance / Enterprise Maintenance	13,320
Bargaining Power Inc.	Bargaining Power Software	4,500
BSI	Tax Factory (Lawson)	6,000
Caliper	Transcad	2,733
Capella Technologies	Formport	1,000
Carpa Datum	Budget Activity Reporting/ Budget System	30,000
Castelle	FaxPress Maintenance	12,650
Cetec	Hand Link/ ETOS	15,000
Citilabs	TRANPLAN, VIPER	3,008
Compusoft	Learning Management Systems, and SAAV, and Commuter Club Software	30,000
Computer Associates	Erwin, Test Bytes, Data Portal, Forest & Trees, Special Data Portal Consulting Support	55,000
Computronics	Peek	1,355
Dell Computer Inc.	91 Express Lanes Dell Computer Hardware	30,000
Devine Consulting	Mass Mailer - Openline Public Works Solution (CammNet)	11,000
Quest/ Data Systems World Wide	TOAD / Quest Central / SP Mgr/ TDBA / XPERT / Arch/ Spotlight / Central (Oracle -NT/ HP) Debugger / Formatter	11,000
Document Control Solutions	Image Trax Express - Smeadlink Tracking Software	3,000
EJWard	Fluid System	13,000
ESRI	ARC INFO / Arcview	22,545
Facilities Protection Systems	Data Center Fire Suppression Systems	2,000
Fitzgerald & Long	FAST for Universe	506
Frontrange	Heat	19,000
GFI Genfare	GFI Oddessey Farebox Far Collection System	75,000
Giro	Map / HASTUS / Vehicle/ Crew/ Crew Opt/ Roster/ Minbus/ ATP/ Interface Program/ Geo Hastus Map/ Hastinfo/ Hastinfo - Web	95,000
Guru Guides, LLC	OTS	40,000
Hitachi	Lawson Modifications and Interfaces	50,000
Hummingbird	Hummingbird 3 Exceed Licenses 3D, Hummingbird exceed 7.X	2,863
IBM	Universe, Universe GCI	18,000
Indus	MAPS	70,000
Information Technology Group	Arms Software	2,300
Insync Computer Solutions, Inc	Special Payroll Payments	8,000

**ORANGE COUNTY TRANSPORTATION AUTHORITY LICENSING
AND MAINTENANCE AGREEMENTS
SOLE SOURCE LIST**

The Standard Contracts - Continued

Vendor Name	Software / Hardware Product	Proposed Budgeted \$
Intellisec/Oliver Corporation	LENEL CARD System	5,000
Lawson Software Inc.	Lawson Software	130,000
M-Tech Information Technology, Inc.	Password Reset Software	2,600
M-Tech	Psynch	3,000
McGladrey & Pullen	Business Recovery Planning Software	886
Mincom	Ellipse Software	100,000
Mincom	Interface Special Consulting Support	50,000
Minolta	MS6000 Digital Microform Scanner	750
Northern Lakes Data Corp	Toll Pro	152,000
NetManage	FTP OnNet	19,872
Omega Contract Design	CIC Web Page Software (Trip Planner)/ ATB/ Center Line	25,000
On Group	MVON	22,000
On Group	Special Emergency Support	49,000
On-Time Consulting	Oracle Engine & OWB Support & 9ias Ridership Reporting module - Ops/Acct/Mkt	60,000
Orbital Sciences Corp.	ITCS/Smart Track	100,000
Pervasive Software Inc.	Data Junction	2,000
Prognos	Prognos Software	2,000
Querix / Sungard Bi -Tech	Hydra Compiler	5,000
Research In Motion	Blackberry	2,000
Scantron	Scantron Units	2,580
Seas Inc.	Episuite / TransPass	20,000
SIRIT Corporation	ETTM Systems	140,000
Software House International	Ghost Software	2,700
SPSS Inc.	SPSS statistics, Data analysis, Reporting	1,380
Vytek	Synchronous Engine	1,717
Third Wave Corporation	CAMM - NET	85,000
Thomas Bros,	Thomas Brothers, Maps	61,470
Thomas Brothers Maps	Interactive Mapping / Web Link (CIS)	15,000
Trapeze Software Group	Trapeze Software -PASS4 - Mapmaker	97,000
Trapeze Software Group	Trapeze MDT Software	65,000
Trapeze Software Group	Pass 4 - IVR	70,000
Van Den Heede	Batchmaster	2,484
Veritas	Veritas Annual support 24X7 - Net backup	14,984
Vianovus	Paragon PM Software	7,000
WebGain	WEBGain	3,500
West Group	Law Desk Software	1,616
	Subtotal	2,037,769

**ORANGE COUNTY TRANSPORTATION AUTHORITY LICENSING
AND MAINTENANCE AGREEMENTS
SOLE SOURCE LIST**

Standard Contracts W/ Emergency Support

(The vendors listed below have been detailed to reflect the cost of the emergency support that is required for these vendors. This support is not covered in the basic contract. It will be used for emergency support during after hours, weekends & holidays.)

Vendor Name	Software / Hardware Product	Proposed Budgeted \$
BiT-Tech/ Sungard	Emergency Support	5,000
	IFAS	65,000
Database Systems Corp.	(2) TRANSACT	15,000
	(2) PRILIB	
	(2) FAST	
	Tranview / Tranwriter / Easytran	
	Transact & Fast Emergency Support	5,000
Hewlett-Packard	Hewlett-Packard Computers Maintenance	280,800
	Computer Maintenance Emergency Support	21,600
Oracle	DB Engine & Mgt Packs & Gateway	140,000
	Oracle Emergency Support	20,000
Ken Ravazzolo & Assoc.	EASE (AVR)/AutoCard	3,500
	AVR Emergency Support	3,000
On Group	HP/9000;developer;security - Fussion	16,000
	Blacksmith Emergency Support	48,000
On Time	Oracle Forms & Reports	35,000
	Operations - Ridership	
	Allocation and Boarding Reports	
Subtotal		657,900

Total of Contracts 2,695,669

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
May 23, 2005

Call to Order

The May 23, 2005, regular meeting of the Orange County Transportation Authority and affiliated agencies was called to order at 9:00 a.m. at the Orange County Transportation Authority Headquarters, Orange, California; Chairman Campbell presided over the meeting.

Roll Call

Directors Present: Bill Campbell, Chairman
Arthur C. Brown, Vice Chairman
Carolyn Cavecche
Lou Correa
Michael Duvall
Cathy Green
Gary Monahan
Chris Norby
Susan Ritschel
James W. Silva
Thomas W. Wilson
Gregory T. Winterbottom
Jim Beil, Attending for Cindy Quon, Caltrans District 12

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

Directors Absent: Marilyn Brewer
Richard Dixon
Curt Pringle
Miguel Pulido
Mark Rosen
Cindy Quon, Governor's Ex-Officio Member

Invocation

Director Wilson gave the invocation.

Pledge of Allegiance

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

Public Comments on Agenda Items

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

Special Matters

1. Presentation of Resolutions of Appreciation for Employees of the Month for May 2005

Chairman Campbell presented Orange County Transportation Authority Resolutions of Appreciation to Coach Operator Michael R. Kohatsu, Duc Nguyen of Maintenance, and Cherie Finona of Administration, as Employees of the Month for May 2005.

2. Sacramento Representative Legislative Update

Chris Kahn, OCTA's Sacramento Legislative Representative, gave the Board an update of what has been taking place in the State Capitol.

Consent Calendar (Items 3 through 24)

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

Chairman Campbell pulled Item 14, Director Cavecche pulled Item 5, and Director Green pulled Item 10. Darrell Nolta, member of the public, requested that Items 12 and 21 be pulled.

Orange County Transportation Authority Consent Calendar Matters

3. Approval of Minutes

Motion was made by Director Wilson, seconded by Director Ritschel, and declared passed by those present, to approve the minutes of the Orange County Transportation Authority and affiliated agencies' regular meeting of May 9, 2005.

4. Approval of Resolutions of Appreciation for Employees of the Month of May 2005

Motion was made by Director Wilson, seconded by Director Ritschel, and declared passed by those present, to approve Orange County Transportation Authority Resolutions of Appreciation to Coach Operator Michael R. Kohatsu, Duc Nguyen of Maintenance, and Cherie Finona of Administration, as Employees of the Month for May 2005.

5. State Legislative Status Report

Director Cavecche pulled this item and commented that it appeared as if State Transportation Improvement Funds (STIP) would be available to go towards the Garden Grove Freeway project and inquired if the Imperial Highway overcrossing would be included.

Sue Zuhlke, Manager, State Government Relations, replied that with respect to the items that are listed on page 3 of the report, those items are specifically the traffic congestion relief projects (State Route 22 and OnTrac grade separation). With respect to the Imperial Highway grade separation, that project is programmed in the STIP. The dollars that will flow from Proposition 42 into the STIP will allow projects to remain in the STIP.

Kia Mortazavi, Director, Strategic Planning, addressed the Board and confirmed this information. He also indicated that the proposal is still working its way through the California Transportation Commission and converted into action and implemented through the STIP. When that process is complete, the dollars will be released.

Director Cavecche requested if an update of OnTrac could be provided, and staff responded they would provide that update. An estimate of when the money may be received will be included at that time.

Director Cavecche also asked that staff could look at getting funds for the LOSSAN Corridor for freight movement.

Motion was made by Director Cavecche, seconded by Vice Chairman Brown, and declared passed, to adopt specified projects that may be advocated for inclusion in a general obligation bond.

6. Federal Legislative Status Report

Motion was made by Director Wilson, seconded by Director Ritschel, and declared passed by those present, to adopt the following amendment to the Orange County Transportation Authority's Federal Legislative Program: "Support directly allocating funds to metropolitan planning organizations and maintain a neutral position on increased federal funding for these organizations."

7. Orange Freeway (State Route 57) Northbound Widening Project Preliminary Engineering and Environmental Services Consultant Selection

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

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

8. Goods Movement Update

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

- A. Authorize Orange County Transportation Authority staff to continue to monitor and be involved in goods movement issues at the county, regional, state, and federal levels.
- B. Provide policy direction on suggested goals and objectives to meet the future challenge of goods movement issues.

9. 91 Express Lanes March Status Report

Motion was made by Director Wilson, seconded by Director Ritschel, and declared passed by those present, to receive and file the 91 Express Lanes Status Report for the period ending March 31, 2005.

10. Amendment to the Master Plan of Arterial Highways

Director Green pulled this item for discussion and stated that she wishes to go on record as wanting to be sure the Hoover Gothard connection project is separate from this issue.

10. (Continued)

Motion was made by Director Green, seconded by Director Cavecche, and declared passed by those present, to approve amendment of the Master Plan of Arterial Highways to delete the proposed extension of Culver Drive between Portola Parkway and the Foothill Transportation Corridor in County of Orange, City of Irvine sphere of influence, subject to approval of a General Plan amendment by the City of Irvine.

11. Agreement for Disk Array and Support Services

Motion was made by Director Wilson, seconded by Director Ritschel, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Agreement C-5-0308 between the Orange County Transportation Authority and Nth Generation Computing, Inc., in an amount not to exceed \$159,643. This firm's offer best meets the Orange County Transportation Authority's requirements for the purchase of a Hewlett Packard EVA 8000 disk array including installation, configuration, training, data migration, and the first year of annual maintenance and support.

12. Agreement for Bus Advertising Program

Darrell Nolta, resident of Westminster, requested to address the Board on this item. Mr. Nolta stated that he felt it was "ironic" to have cars advertised on buses.

Director Norby requested that the bus shelter review, in regard to city policies, be sent to him, as he did not receive it. Staff agreed to send it to him.

Motion was made by Director Wilson, seconded by Director Duvall, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement No. C-5-0127 between the Orange County Transportation Authority and Titan Outdoor, with minimum guaranteed revenue to the Orange County Transportation Authority of \$3,800,000, for the period of September 1, 2005, to August 31, 2006. The agreement would be for a three-year term, plus two one-year option terms.

13. Measure M Citizens Oversight Committee Annual Public Hearing and Compliance Finding

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

14. Citizens Advisory Committee Appointments

Chairman Campbell pulled this item and stated that he had received a letter from Director Brewer and joins her in a request to have staff comment on how the committee is utilized and what is planned for the future.

Ellen Burton, Executive Director of External Affairs, addressed the Board and informed them that staff would like to work with the Executive Committee to develop what the role of the Citizens Advisory Committee should be and then work with the Chairman of that Committee to develop agenda topics and ask the Members where they feel they can contribute the most to OCTA. Staff will then come back on a routine basis to the Board and let the Committee address the Board.

Motion was made by Vice Chairman Brown, seconded by Director Winterbottom, and declared passed, to receive and file the 2005 Orange County Transportation Authority Citizens Advisory Committee appointments and direct staff to notify all appointees.

15. Selection of On-Call Consultants for Property Demolition and Clearance Services

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

- A. Approve the selection of Interior Demolition, Inc., J & G Industries, Inc., and Thomas Land Clearing Company, Inc. and authorize staff to open cost proposals and negotiate agreements for their services.
- B. Authorize the Chief Executive Officer to execute Agreement C-5-0739 with Interior Demolition, Inc., Agreement C-5-2407 with J & G Industries, Inc., and Agreement C-5-2408 with Thomas Land Clearing Company in a total amount not to exceed \$500,000.

16. Second Amended and Restated Memorandum of Understanding Regarding the Additional Retiree Benefit Account with the Orange County Employees Retirement System

Motion was made by Director Wilson, seconded by Director Ritschel, and declared passed by those present, to authorize the Chief Executive Officer to execute the Second Amended and Restated Memorandum of Understanding Agreement regarding the Additional Retiree Benefit Account with the Orange County Employees' Retirement System.

17. State Transit Assistance Fund Claims for Fiscal Year 2005-06

Motion was made by Director Wilson, seconded by Director Ritschel, and declared passed by those present, to adopt Orange County Transit District Resolution No. 2005-02 authorizing the filing of State Transit Assistance Fund claims, in the amount of \$7,918,413, to support public transportation.

18. Approve the Fiscal Year 2005-06 Local Transportation Fund Claim for Public Transportation and Community Transit Services

Motion was made by Director Wilson, seconded by Director Ritschel, and declared passed by those present, to approve the Orange County Transit District Fiscal Year 2005-06 Local Transportation Fund Claim for public transportation services, in the amount of \$84,444,154, and for community transit services, in the amount of \$4,444,429, for a total claim amount of \$88,888,583, and authorize the Chief Executive Officer to issue allocation/disbursement instructions to the Orange County Auditor-Controller in the full amount of the claims.

19. Health Maintenance Organization Medical Services and Prepaid Dental Services Agreements and Stop Loss Insurance

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

- A. Authorize the Chief Executive Officer to execute Agreement C-5-0455 with Kaiser Foundation Health Plan, Inc., in an amount not to exceed \$850,000, through June 30, 2006.
- B. Authorize the Chief Executive Officer to execute Agreement C-5-0457 with Health Net, Inc., in an amount not to exceed \$700,000, through June 30, 2006.
- C. Authorize the Chief Executive Officer to execute Agreement C-5-0458 with SmileSaver or Dental Health Services, in an amount not to exceed \$105,000, through June 30, 2007.
- D. Authorize the purchasing agent to issue Purchase Order C-5-0454 with Symetra, in an amount not to exceed \$315,000, through June 30, 2006.

20. Audit Report on Fourth Quarter Parts Inventory Cycle Count

Motion was made by Director Wilson, seconded by Director Ritschel, and declared passed by those present, to receive and file the Fourth Quarter Parts Inventory Cycle Count, Internal Audit Report No. 05-027.

Orange County Service Authority For Freeway Emergencies Consent Calendar Matters

21. Update on Service Authority for Freeway Emergencies Program

Darrell Nolta, Westminster, addressed the Board for public comment, and stated he opposes eliminating call boxes on the freeways and roads.

Director Green stated that she had concerns earlier similar to Mr. Nolta's, but stated that she now understands that the safety issues for certain areas with difficult reception will be addressed adequately.

Director Norby reiterated some of the Regional Planning and Highways Committee's discussions and that although the spacing of the call boxes will be changed, and while some people do not have cellphones, he believes many people have them that people support one another when there is a need for assistance. He stated that services are a trade-off and high costs can be incurred and then the funds are not available for other services which are needed more.

Director Silva stated that he feels call boxes have been very effective over the years and will not support the reduction in their placement on the freeways.

Director Cavecche inquired about the "#399 Program". Paul Taylor, Executive Director, Planning, Development, and Commuter Services, stated that there will be a program in the future that the motorist calls #399 on the cell phone and it is like a mobile callbox, thus relieving some of the load from 911 systems for non-emergency calls.

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

- A. Authorize the Chief Executive Officer to begin reducing the number of call boxes in service to ensure the long-term financial viability of the Freeway Service Patrol and Freeway Call Box programs.
- B. Direct the Chief Executive Officer to explore the Adopt-a-Highway Call Box program further and report back to the Board on the possibility of implementing the program, as a way to defray the operations and maintenance costs of the call boxes.

Directors Correa and Silva voted in opposition of these recommendations.

22. Call Box System Operation and Maintenance Services

Motion was made by Director Wilson, seconded by Director Ritschel, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement C-4-1176 between the Orange County Transportation Authority and Comarco Wireless Technologies, in an amount not to exceed \$3,000,000, for a four-year period, to operate and maintain the Orange County Call Box System.

23. Call Box Answering Services

Motion was made by Director Wilson, seconded by Director Ritschel, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement C-5-0091 between the Orange County Transportation Authority and Professional Communications Network, in an amount not to exceed \$370,711, for a three-year initial period, and \$111,680 for the first option year and \$114,560 for the second option year, for a total commitment of \$596,951 for a five-year period.

Orange County Transit District Consent Calendar Matters

24. Santa Ana Bus Base Construction Change Order Close-out to Remove Excess Soil

Motion was made by Director Wilson, seconded by Director Ritschel, and declared passed by those present, to authorize the Chief Executive Officer to execute a revision, in the amount of \$42,600, to Contract Change Order No. 28 with Swinerton Builders. The total amount approved to remove excess soil at the Santa Ana Bus Base for Change Order No. 28 will be \$312,600.

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

25. Refinement of Rapid Transit Package

Paul Taylor, Executive Director, Planning, Development, and Commuter Services, provided opening comments and a PowerPoint presentation to the Board. He informed the Board that the City of La Habra has come forward, expressing interest and a willingness to participate in the planning process to include their city. The City would be interested in an extension of Harbor Boulevard bus rapid transit (BRT) to Imperial Highway, extension of Beach Boulevard to Imperial Highway, and connecting the Brea Mall with the Los Angeles Metro Green Line via Imperial Highway.

25. (Continued)

Mr. Taylor stated that staff has been working on the package selected by the Board for further refinement and includes work on studying various projects regarding grade separations, commuter rail, and other transit projects such as the West and Central Orange county high occupancy vehicle (HOV) lane connectors and the HOV drop-ramps.

Darrell Nolta, Westminster, provided public comment, stating that he opposes Bus Rapid Transit, as he did CenterLine.

Motion was made by Director Winterbottom, seconded by Director Green, and declared passed by those present, to direct staff to develop additional information, including a phasing plan for implementation, on all elements of the Committee's rapid transit option package, including initial phases of projects which can be completed by 2010.

Chairman Campbell stated that former Board Member, Sarah Catz, met with him and discussed a project in the York Region of Canada, which is outside Toronto. The area has committed to a BRT system, and it is being marketed as a rail system, though it is a highway project. The project opens in September.

Orange County Transit District Regular Calendar Matters

26. Paratransit Growth Management Plan Progress

Chief Executive Officer (CEO), Arthur T. Leahy, provided opening comments, and gave background on this plan and the work performed over the past year.

Beth McCormick, Manager, Community Transportation Services, discussed the Growth Management Plan that was adopted last year and provided an update on the Plan. Ms. McCormick also provided an update on funding/resources, alternatives, and the modification of policies and procedures.

Ms. McCormick stated that a mini van has been received, which will be utilized for ACCESS service when a smaller vehicle is more appropriate. She further stated that travel training is being provided to encourage ACCESS users to use fixed route if that is feasible.

Ms. McCormick provided the procurement schedule and stated a 120-day contract extension will be requested to keep service steady during the contract bidding process. She stated that it is expected that contract award is expected in late July/early August.

26. (Continued)

CEO, Arthur T. Leahy, stated there was concern expressed for competition, and staff indicates there is plenty of competition for this contract. The Board had also expressed concern for flexibility, and the contract has been drawn such to allow for as much as possible.

Mr. Leahy stated that the choices are complex, and further stated he looks forward to good discussions coming forward concerning this service and contract.

Darrell Nolta, Westminster, presented public comment on this item, stating that he carried a message from his neighbor who has complaints and concerns regarding ACCESS service.

Director Duvall stated that he had previously addressed the “unbundling” of these issues, and appreciates seeing what has been done by staff in that regard.

Mr. Leahy indicated that plenty of time will be afforded Members to be briefed on all aspects of the issue, address any concerns, and finally, make a decision.

Director Winterbottom stated that it will be important to keep in mind a balance of money available and service needed.

Chairman Campbell stated that it is his hope that when possible, conversations with vendors can include discussion concerning alternatives that are being considered.

No action was taken on this item.

Other Matters

27. Chief Executive Officer’s Goals for 2005

CEO, Arthur T. Leahy, stated that the Santa Ana Bus Base was completed and opened last week.

He stated that revenue from the bus system will be reported on a quarterly basis so as to soften fluctuations which occur on a weekly or monthly basis. He noted that OCTA is very slightly under target, both in terms of the operating ratio and in the amount of revenue increase.

27. (Continued)

Mr. Leahy stated the goal for the operating ratio (percent of cost borne by the user) is 25 percent, and we are at 23.5 percent currently. He stated that he believes that improvement in that goal will be seen as the year progresses.

Mr. Leahy informed Members that there continues to be a delay in the negotiations on the mechanics' contract due to the Orange County Employees' Retirement System situation.

Staff is continuing to delay the review of the State Route 55/Interstate 405 problem, pending the resolution of the issues with Caltrans.

28. Chief Executive Officer's Report

CEO, Arthur T. Leahy, stated that the opening of the bus base went quite smoothly; however, there were difficulties with the diesel fueling system, and those problems are being addressed.

Mr. Leahy stated that he attended the American Public Transportation Association's conference in Ohio, partially to promote the conference for 2006, which will be in Anaheim. OCTA expects over 1,000 attendees, which will generate considerable money for Orange County.

Mr. Leahy advised that OCTA is approximately 225 days into the State Route 22 (Garden Grove) Freeway Project, and the Citizens' Oversight Committee toured the project last Friday.

Mr. Leahy requested that Paul Taylor come forward and introduce the newest member of management at OCTA. Mr. Taylor introduced Daryl Watkins, who joined the staff last week as the Toll Road Manager.

29. Directors' Reports

Director Correa stated that he noted that the traffic volume is up 18 percent over 2004 on the 91 Express Lanes, and Mr. Leahy indicated that the demand continues to be strong. OCTA is paying for improvements to the Express Lanes.

Vice Chairman Brown stated he has been requested to start a Metrolink update from time to time at the Board meetings. He noted:

- √ Month-to-date up to May 15, the on-time performance has been 94.46 percent.
- √ The Orange County line has suffered a number of delays – a total of one hour and 55 minutes during the past week, mostly due to freight delays with Burlington Northern Santa Fe, and some delays with Amtrak.

29. (Continued)

- √ New track was just laid from La Veta to Fairhaven. Storm damage repair has started in the San Clemente area to clean up the mudslide which occurred during the winter storms.

30. Public Comments

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

Darrell Nolta, Westminster, offered public comment regarding an open house in Westminster which took place May 17 regarding a potential widening of the Interstate 405 freeway, stating he did not feel it was well-organized.

Director Silva stated that a meeting is currently scheduled with the Mayor and various elected officials from the City to discuss this issue.

Director Correa stated that the Board needs to listen to the constituents in that area regarding what is going on.

Chairman Campbell requested that a report be brought to the Executive Committee regarding what occurred at the meeting and what is being done to anticipate any future problems.

31. Closed Session

There was no Closed Session conducted at this meeting.

32. Adjournment

The meeting was adjourned at 10:42 a.m. The next regularly scheduled meeting of the OCTA/OCTD/OCLTA/OCSAFE/OCSAAV Board will be held at **9:00 a.m. on June 13, 2005**, at OCTA Headquarters, 600 South Main Street, First Floor - Room 154, Orange, California.

ATTEST

Wendy Knowles
Clerk of the Board

Bill Campbell
OCTA Chairman

OUT-OF-STATE TRAVEL

Board Member Only - Travel Authorization/Request For Payment



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

CONFERENCE/SEMINAR INFORMATION

Name: Bill Campbell **Job Title:** Chairman

Department: _____ **Destination:** New York, NY

Program Name: New York Annual Rating Agency Trip – June 2005

Description/Justification: Each year the Orange County Transportation Authority conducts a series of meetings with rating agencies, insurance companies, and investors in New York. This year the trip will take place the week of June 20, 2005. The financial community will be interested in the performance of sales tax collections, the 91 Express Lanes, Measure M projects, any plans for reauthorization of Measure M, bus ridership, and the Orange County economy. Authority representatives are scheduled to meet with Moody's Investor Services, Standard & Poor's, Fitch IBCA, FGIC, Ambac, MBIA, Dexia Public Finance Bank, J.P. Morgan, and a number of institutional investors.

COMMENTS

Other- Ground Transportation

Conference/Seminar Date:	Departure Date: 6/20/05	<input type="checkbox"/> Mail <input type="checkbox"/> Hand Carry
Payment Due Date:	Return Date: 6/24/05	Course Hours:

ESTIMATED EXPENDITURES

Transportation	\$350.00
Meals	\$375.00
Lodging	\$1,125.00
Registration	\$0.00
Other	\$50.00
Total	\$1,900.00

APPROVALS

Please Initial:

 Ao
Finance*

 5/18/05
Date

* Funds are available for this travel request.

Please Sign:

Clerk of the Board

Date

ACCOUNTING CODES

Org. Key: 1210 **Object:** 7655 **Job Key:** A0001 **JL:** 9DS

Ref #: 2005-152 **Board Date:** June 13, 2005 **T/A #:**



OUT-OF-STATE TRAVEL

Board Member Only - Travel Authorization/Request For Payment

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Travel will not be processed until all information is received.

CONFERENCE/SEMINAR INFORMATION

Name: Art Brown Job Title: Vice Chairman

Department: _____ Destination: New York, NY

Program Name: New York Annual Rating Agency Trip – June 2005

Description/Justification: Each year the Orange County Transportation Authority conducts a series of meetings with rating agencies, insurance companies, and investors in New York. This year the trip will take place the week of June 20, 2005. The financial community will be interested in the performance of sales tax collections, the 91 Express Lanes, Measure M projects, any plans for reauthorization of Measure M, bus ridership, and the Orange County economy. Authority representatives are scheduled to meet with Moody's Investor Services, Standard & Poor's, Fitch IBCA, FGIC, Ambac, MBIA, Dexia Public Finance Bank, J.P. Morgan, and a number of institutional investors.

COMMENTS

Other- Ground Transportation

Conference/Seminar Date:	Departure Date: 6/20/05	<input type="checkbox"/> Mail <input type="checkbox"/> Hand Carry
Payment Due Date:	Return Date: 6/24/05	Course Hours:

ESTIMATED EXPENDITURES

Transportation	\$350.00
Meals	\$375.00
Lodging	\$1,125.00
Registration	\$0.00
Other	\$50.00
Total	\$1,900.00

APPROVALS

Please Initial:

Ad 5/18/05
 Finance* Date

* Funds are available for this travel request.

Please Sign:

_____ Date _____
 Clerk of the Board

ACCOUNTING CODES

Org. Key: 1210	Object: 7655	Job Key: A0001	JL: 9DS
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Ref #: 2005-153	Board Date: June 13, 2005	T/A #:
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OUT-OF-STATE TRAVEL

Board Member Only - Travel Authorization/Request For Payment

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

CONFERENCE/SEMINAR INFORMATION

Name: Tom Wilson Job Title: Board Member

Department: _____ Destination: New York, NY

Program Name: New York Annual Rating Agency Trip – June 2005

Description/Justification: Each year the Orange County Transportation Authority conducts a series of meetings with rating agencies, insurance companies, and investors in New York. This year the trip will take place the week of June 20, 2005. The financial community will be interested in the performance of sales tax collections, the 91 Express Lanes, Measure M projects, any plans for reauthorization of Measure M, bus ridership, and the Orange County economy. Authority representatives are scheduled to meet with Moody's Investor Services, Standard & Poor's, Fitch IBCA, FGIC, Ambac, MBIA, Dexia Public Finance Bank, J.P. Morgan, and a number of institutional investors.

COMMENTS

Other- Ground Transportation

Conference/Seminar Date:	Departure Date: 6/20/05	<input type="checkbox"/> Mail <input type="checkbox"/> Hand Carry
Payment Due Date:	Return Date: 6/24/05	Course Hours:

ESTIMATED EXPENDITURES

Transportation	\$350.00
Meals	\$375.00
Lodging	\$1,125.00
Registration	\$0.00
Other	\$50.00
Total	\$1,900.00

APPROVALS

Please Initial:

AO 5/18/05
 Finance* Date

* Funds are available for this travel request.

Please Sign:

 Clerk of the Board Date

ACCOUNTING CODES

Org. Key: 1210	Object: 7655	Job Key: A0001	JL: 9DS
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Ref #: 2005-151	Board Date: June 13, 2005	T/A #:
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OUT-OF-STATE TRAVEL

Board Member Only - Travel Authorization/Request For Payment

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

CONFERENCE/SEMINAR INFORMATION

Name: Carolyn Cavecche **Job Title:** Board Member
Department: _____ **Destination:** New York, NY
Program Name: New York Annual Rating Agency Trip – June 2005

Description/Justification: Each year the Orange County Transportation Authority conducts a series of meetings with rating agencies, insurance companies, and investors in New York. This year the trip will take place the week of June 20, 2005. The financial community will be interested in the performance of sales tax collections, the 91 Express Lanes, Measure M projects, any plans for reauthorization of Measure M, bus ridership, and the Orange County economy. Authority representatives are scheduled to meet with Moody's Investor Services, Standard & Poor's, Fitch IBCA, FGIC, Ambac, MBIA, Dexia Public Finance Bank, J.P. Morgan, and a number of institutional investors.

COMMENTS

Other- Ground Transportation

Conference/Seminar Date:	Departure Date: 6/20/05	<input type="checkbox"/> Mail <input type="checkbox"/> Hand Carry
Payment Due Date:	Return Date: 6/24/05	Course Hours:

ESTIMATED EXPENDITURES

Transportation	\$350.00
Meals	\$375.00
Lodging	\$1,125.00
Registration	\$0.00
Other	\$50.00
Total	\$1,900.00

APPROVALS

Please Initial:

CO
Finance*

5/18/05
Date

* Funds are available for this travel request.

Please Sign:

Clerk of the Board

Date

ACCOUNTING CODES

Org. Key: 1210	Object: 7655	Job Key: A0001	JL: 9DS
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Ref #: 2005-154	Board Date: June 13, 2005	T/A #:
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OUT-OF-STATE TRAVEL

Board Member Only - Travel Authorization/Request For Payment

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

CONFERENCE/SEMINAR INFORMATION

Name: Mike Duvall Job Title: Board Member

Department: _____ Destination: New York, NY

Program Name: New York Annual Rating Agency Trip – June 2005

Description/Justification: Each year the Orange County Transportation Authority conducts a series of meetings with rating agencies, insurance companies, and investors in New York. This year the trip will take place the week of June 20, 2005. The financial community will be interested in the performance of sales tax collections, the 91 Express Lanes, Measure M projects, any plans for reauthorization of Measure M, bus ridership, and the Orange County economy. Authority representatives are scheduled to meet with Moody's Investor Services, Standard & Poor's, Fitch IBCA, FGIC, Ambac, MBIA, Dexia Public Finance Bank, J.P. Morgan, and a number of institutional investors.

COMMENTS

Other- Ground Transportation

Conference/Seminar Date:	Departure Date: 6/20/05	<input type="checkbox"/> Mail <input type="checkbox"/> Hand Carry
Payment Due Date:	Return Date: 6/24/05	Course Hours:

ESTIMATED EXPENDITURES

Transportation	\$350.00
Meals	\$375.00
Lodging	\$1,125.00
Registration	\$0.00
Other	\$50.00
Total	\$1,900.00

APPROVALS

Please Initial:

Ad 5/18/05
 Finance* Date

* Funds are available for this travel request.

Please Sign:

 Clerk of the Board Date

ACCOUNTING CODES

Org. Key: 1210	Object: 7655	Job Key: A0001	JL: 9DS
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Ref #: 2005-155	Board Date: June 13, 2005	T/A #:
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OUT-OF-STATE TRAVEL

Board Member Only - Travel Authorization/Request For Payment

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

CONFERENCE/SEMINAR INFORMATION

Name: Susan Ritschel Job Title: Board Member
Department: Executive Division Destination: Washington, DC
Program Name: Advocacy and Congressional Meetings

Description/Justification: To attend Legislative and Government Affairs Committee Member Meetings with the Orange County Delegation. She will also be attending other meetings with the federal advocacy representatives.

COMMENTS

Other-Airport Parking and Ground Transportation

Conference/Seminar Date: 6/29/05 Departure Date: 6/28/05 Mail Hand Carry
Payment Due Date: _____ Return Date: 7/01/05 Course Hours: _____

ESTIMATED EXPENDITURES

Transportation	\$516.90
Meals	\$200.00
Lodging	\$504.00
Registration	
Other	\$120.00
Total	\$1,340.90

APPROVALS

Please Initial:

AR
Finance*

5/31/05
Date

* Funds are available for this travel request.

Please Sign:

Clerk of the Board Date

ACCOUNTING CODES

Org. Key: 1460 Object: 7655 Job Key: A0001 JL: F01

Ref #: 2005-166 Board Date: June 13, 2005 T/A #: _____



OUT-OF-STATE TRAVEL

Board Member Only - Travel Authorization/Request For Payment

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

CONFERENCE/SEMINAR INFORMATION

Name: James Silva **Job Title:** Board Member
Department: Executive Division **Destination:** Washington, DC
Program Name: Advocacy and Congressional Meetings

Description/Justification: To attend Legislative and Government Affairs Committee Member Meetings with the Orange County Delegation. He will also be attending other meetings with the federal advocacy representatives.

COMMENTS

Other-Airport Parking and Ground Transportation

Conference/Seminar Date: 6/29/05	Departure Date: 6/28/05	<input type="checkbox"/> Mail <input type="checkbox"/> Hand Carry
Payment Due Date:	Return Date: 7/01/05	Course Hours:

ESTIMATED EXPENDITURES

Transportation	\$345.30
Meals	\$200.00
Lodging	\$504.00
Registration	
Other	\$120.00
Total	\$1,169.30

APPROVALS

Please Initial:

AS
Finance*

5/31/05
Date

* Funds are available for this travel request.

Please Sign:

Clerk of the Board

Date

ACCOUNTING CODES

Org. Key: 1460	Object: 7655	Job Key: A0001	JL: F01
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Ref #: 2005-167	Board Date: June 13, 2005	T/A #:
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BOARD COMMITTEE TRANSMITTAL

June 13, 2005

To: Members of the Board of Directors
From: WK
Wendy Knowles, Clerk of the Board
Subject: Measure M Extension Consultant Contract Amendments

Transportation 2020 Committee

May 27, 2005

Present: Chairman Pringle, Directors Campbell, Cavecche, Correa, Green, and Winterbottom
Absent: Directors Brewer, Brown, and Dixon

Committee Vote

The item was passed unanimously by those present.

Committee Recommendations

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



May 27, 2005

To: Transportation 2020 Committee
From: Arthur T. Leahy, ^{Mr} Chief Executive Officer
Subject: Measure M Extension Consultant Contract Amendments

Overview

On February 28, 2005, the Board of Directors authorized the Chief Executive Officer to enter into agreements with consultants to assist with the development of a Transportation Investment Plan to support a possible extension of the Measure M one-half cent transportation sales tax. The addition of the firm of Schubert Flint to the consultant team is recommended as well as an amendment to each of the consultant contracts to establish appropriate limits on outreach and communication activities in advance of a potential ballot measure.

Recommendations

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

Background

On February 28, 2005, the Orange County Transportation Authority's (Authority) Board of Directors upon the recommendation of the Transportation 2020 Committee, authorized the Chief Executive Officer to enter into agreements with the firms of California Strategies, Smith, Watt & Company, and Townsend, Raimundo, Besler & Usher to provide strategic planning, investment plan development and communications services to support the development of a Transportation Investment Plan that could form the basis for a possible extension of the Measure M one-half cent transportation sales tax. This consultant team has been retained and organized to accomplish this task on a timetable that would permit a Measure M extension to be on the ballot as early as November 2006.

Three developments subsequent to the February 28 Board of Directors action have led to additional recommendations regarding consultant services for the Measure M extension effort. First is an assessment by staff and the consultant team that additional resources are needed to assist with outreach to key stakeholders. The second is recognition of a need to make an adjustment in two agreements to allow for reimbursement of actual expenses. The third is a recent legal opinion by the State Attorney General that clarifies the types of outreach and communication activities that a public agency and its consultants may undertake in advance of a ballot measure.

Discussion

Consultant Resources

Staffing and consultant resources currently in place to support the development and approval of a Transportation Investment Plan for a Measure M extension are shown in Attachment A. Initial meetings with the consultant team, staff, members of the Transportation 2020 Committee and key business and local government leaders have underscored the need for regular and intensive contact with a large group of stakeholders who will influence content of a Transportation Investment Plan and its approval by cities, the Board of Supervisors and the Authority.

Accordingly, it is recommended that the consultant team be augmented with the addition of the firm of Schubert Flint Public Affairs Inc. as a subcontractor under the main contract with Smith, Watts & Company. Jeff Flint and Frank Schubert, the principals at Schubert Flint, both have extensive experience with

strategic communications and coalition building. Schubert Flint has offices both in Sacramento and Orange County.

Schubert Flint will focus on development and maintenance of a stakeholder database and on facilitating strategic and focused contact between members of the Board of Directors and staff with a wide range of stakeholders, including media, community leaders, interest groups and business leaders. The objective of their efforts will be to help achieve consensus among local elected officials for a possible Measure M extension on the November 2006 ballot.

The schedule for development of a Transportation Investment Plan calls for the Board of Directors to adopt a Plan in April 2006 for consideration during May and June by the 34 Orange County cities and the Board of Supervisors. Since Schubert Flint's outreach services will be centered on the plan development, they will be retained only through April 30, 2006, at a cost not to exceed \$100,000.

In addition, on February 28, when the Board of Directors directed that the Chief Executive Officer enter into agreements with Smith, Watts & Company and Townsend, Raimundo, Besler & Usher, no accommodation was made for reimbursement of actual expenses, such as travel, in the staff recommendations for the costs of the agreements. Both firms are located in Sacramento and regular travel by the principals to and from Orange County will be necessary through at least May 2006. Consequently, it is recommended that the maximum obligation for both of these agreements be adjusted upward by \$10,000 from that established on February 28, 2005. This would put the maximum obligation of the Smith, Watts & Company agreement, inclusive of Schubert Flint, at \$250,000, and the maximum obligation of the Townsend, Raimundo, Besler & Usher agreement at \$100,000. Only claims for actual expenses would be paid under the agreements.

Contract Language

On April 7, 2005, the Attorney General for the State of California issued a legal opinion regarding activities permitted by a community college district in preparation for submitting a bond measure to the electorate. In essence, this opinion provides some clarification regarding what a public agency may and may not do in advance of placing a measure on the ballot. The elements of the opinion that apply to the Authority and a potential extension of Measure M are as follows:

1. A public agency is permitted to use its funds to hire consultants to conduct research such as polling and focus groups.
2. A public agency may not use its funds to hire consultants for activities that form the basis for a campaign to promote approval of a ballot measure.

The Authority's legal counsel has reviewed this opinion in light of the ongoing effort to develop a Transportation Investment Plan for a possible ballot measure to extend Measure M. No activities that would be in conflict with the opinion were contemplated or specified for the consultant team retained to assist with the Measure M extension effort. Nevertheless, it is the advice of counsel that language be added to existing and any future contracts that makes clear the limitations as specified by the Attorney General's opinion. Accordingly, it is recommended that a clause be added to the contracts with California Strategies, Smith, Watts & Company and Townsend, Raimundo, Besler & Usher as follows:

"Notwithstanding any other provisions of this agreement, funds provided under this agreement shall not be used for any actions or activities that serve to develop or implement a strategy for building a possible coalition in support of or for the financial support of a campaign to promote or to advocate approval of a measure by the electorate."

Summary

Additional consultant resources to develop a Transportation Investment Plan for the extension of Measure M is recommended along with the addition of clarifying language to consultant contracts to conform with a recently issued legal opinion by the State Attorney General.

Attachment

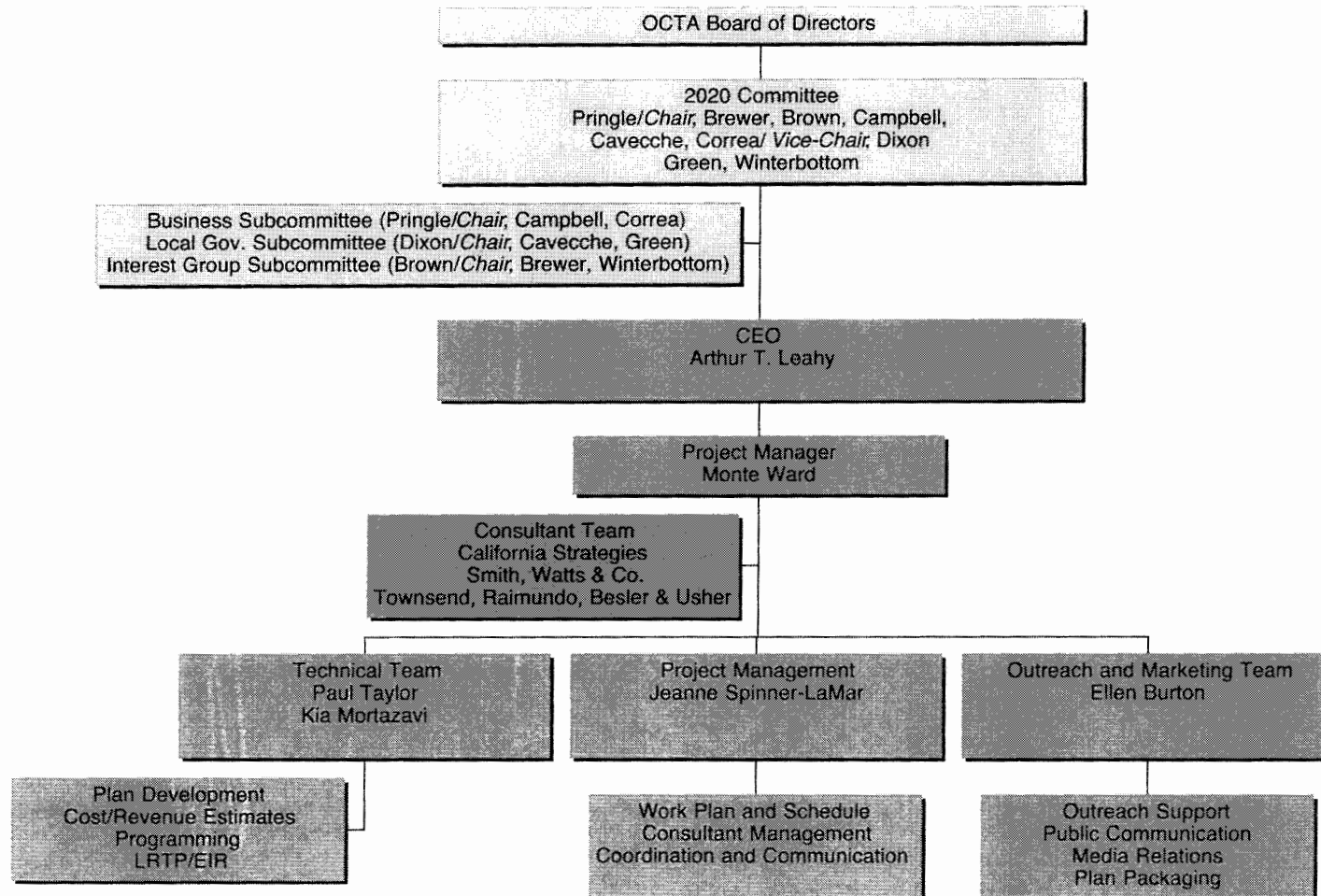
- A. Measure M Extension OCTA Organization

Prepared by:



Monte Ward
Special Projects Manager
(714) 560-5582

Measure M Extension OCTA Organization





BOARD COMMITTEE TRANSMITTAL

June 13, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Selection of Firm to Recommend to the Board of Directors for Federal Legislative Advocacy and Consulting Services

Legislative and Government Affairs/Public Communications
Committee

June 2, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation (reflects change from staff recommendation)

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

Note: Proposals were provided to Committee Members for purpose of interviews. Available upon request.



June 2, 2005

To: Legislative and Government Affairs/Public Communications Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Selection of Firm to Recommend to the Board of Directors for Federal Legislative Advocacy and Consulting Services

Overview

The Orange County Transportation Authority's Fiscal Year 2005-2006 Budget includes the retention of federal legislative advocacy and consulting services. Requests for Proposals were solicited in accordance with applicable procurement procedures. Three firms submitted proposals in response and the Orange County Transportation Authority's evaluation committee has determined that all three meet the minimum requirements specified in the Request for Proposal. The Legislative and Government Affairs Committee will now finalize its recommendation to be submitted to the Board of Directors for contract award on June 13, 2005.

Recommendations

- A. Select a firm to recommend to the Board of Directors for contract award for federal legislative advocacy and consulting services.
- B. Authorize the Chief Executive Officer to execute Agreement C-5-2315 between the Orange County Transportation Authority and the selected firm for federal legislative advocacy and consulting services.

Background

The Orange County Transportation Authority (OCTA) currently retains James F. McConnell, Attorney at Law, Peter Peyser and Associates, and Rick Alcalde, Potomac Partners DC, LLC as its legislative advocates in Washington DC. The current agreement with Rick Alcalde expires on June 30, 2005. The federal legislative advocate represents OCTA's positions on legislation, policy issues and funding priorities before the Congress and Administration. The advocate also assists in the preparation of the federal legislative platform; notifies staff of legislation and proposed regulations; coordinates meetings with

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

Page 2

Members of Congress, the Administration, and staff as appropriate; and provides monthly updates on the events occurring in Washington DC.

Discussion

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

The RFP was issued on May 2, 2005. A classified advertisement was placed in *The Orange County Register*.

The three proposals received were evaluated by an evaluation committee consisting of four internal OCTA staff from Government Relations and Contracts Administration and Materials Management. It was determined that all three meet the minimum criteria specified in the RFP.

Fiscal Impact

This service was included in OCTA's Fiscal Year 2005-06 Budget, in the Grant and Federal Relations account code 1460-7519-A0001-9GE. The contract amount can be accommodated within the fiscal year 2006 budgeted line item.

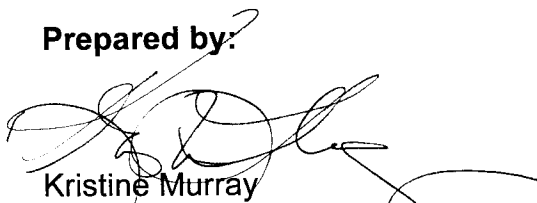
Summary

After interviewing the firms that submitted proposals for federal legislative advocacy and consulting services, the Legislative and Government Affairs Committee will select a firm to recommend to the Board of Directors for contract award.

Attachments

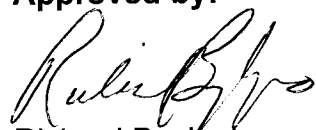
- A. Request for Proposal (RFP) 5-2315 (provided to committee members only)
- B. Three proposals to RFP 5-2315 (provided to committee members only)

Prepared by:



Kristine Murray
Federal Relations Manager
(714) 560-5906

Approved by:



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

MEMORANDUM



June 13, 2004

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board ^{WK}
Subject: Annual Internal Audit Plan for Fiscal Year 2004-05 Third Quarter Update

This item will be considered by the Finance and Administration Committee on June 13, 2005. Following Committee consideration of this matter, staff will provide you with a summary of the discussion and action taken by the Committee.

Please call me if you have any comments or questions concerning this correspondence.



June 8, 2005

To: Finance and Administration Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Annual Internal Audit Plan for Fiscal Year 2004-05
Third Quarter Update

Overview

The Orange County Transportation Authority Board of Directors adopted the Annual Internal Audit Plan for Fiscal Year 2004-05. This is the quarterly update for the third quarter of the fiscal year. Revisions to the plan are needed to incorporate changes to the original plan.

Recommendation

Approve the revised Annual Internal Audit Plan for Fiscal Year 2004-05.

Background

The Internal Audit Department is an independent appraisal function whose purpose is to examine and evaluate the Orange County Transportation Authority's (OCTA) operations and activities as a tool for management and to assist management in the discharge of its duties and responsibilities.

Discussion

The Internal Audit Department performs a wide range of auditing services that includes overseeing the annual financial audit, operational reviews, contract compliance reviews, internal control assessments, investigations, pre-award Buy America Award reviews, and pre-award price reviews. Internal Audit also monitors and provides guidance in computer software system implementation to help ensure that proper controls are built into systems prior to implementation. All audits initiated by entities outside of OCTA are coordinated through the Internal Audit Department.

The revised Internal Audit Plan for Fiscal Year 2004-05 (Attachment A) reflects the status of each of the projects. Two projects (Santa Ana Base and the 91 Express Lanes accounting reviews) have been delayed. The Santa Ana Base review was delayed to be closer to the completion of the project. The 91 Express Lanes accounting review was delayed to allow for the planned interfaces with the OCTA's accounting systems to be implemented and become operational.

During the third quarter, four audit reports (Attachment B) and six price reviews were completed. Of the four audit reports, three have been presented to the Committee, and one is planned to be presented in July.

Summary

The Internal Audit Department will continue to implement the Annual Internal Audit Plan for Fiscal Year 2004-05, and report on a quarterly basis the status of the plan to the Board of Directors.

Attachments

- A. Revised Internal Audit Plan for Fiscal Year 2004-05
- B. Listing of Audit Reports Issued

Prepared by:



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

Approved by:



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

Revised Internal Audit Plan for Fiscal Year 2004-05

<u>Audits</u>	<u>Description</u>	<u>Minimum Frequency</u>	<u>Reason</u>	<u>Quarter Work Starts</u>	<u>Status</u>	<u>Planned Hours</u>	<u>Hours to Date</u>	<u>Under (over)</u>
OCTA								
Annual Financial Audit	Annual Financial Audit contracted to CPA firm with oversight and assistance provided by Internal Audit	Annually	Mandatory	1st	FY2004 Complete	480	440	40
COC	Time allowed to coordinate audit activities with the Audit Committee of the Measure M Citizen's Oversight Committee	Continually	Monitoring	All	In-Process	80	51	29
Contract Audits	Compliance reviews of various contracts selected based on staff input during the year.	Annually	Compliance, Cost Recovery	2nd, 3rd & 4th	N/A	720	35	685
Follow-up Reviews	Reviews to ensure recommendations as agreed to, are implemented.	As needed	Compliance	All	N/A	96	44	52
LTF City Audits (Article 3.5, 4.0, 4.5)	Legally required annual audits of the recipients of LTF Funds, primarily Senior Mobility participating cities.	Annually	Mandatory	1st	Complete	760	861	(101)
Payroll Distributions	Unannounced payroll distributions to ensure the accuracy of the payroll files	Random During the Year	Internal Control (I/C)	All	3rd Qtr. Complete	120	195	(75)
Price Reviews	Cost and Price analysis as required per Board Policy	As needed	Cost avoidance	All	12 Completed	1800	363	1437
Projects - Carryover	Projects started in FY04 to be completed in FY05.	N/A		1st	4 Reports Issued 1 In-Process	200	298	(98)
Projects - Unallocated	Time allowed for requests from management	Annually		All		240	574	(334)
Finance, Administration and Human Resources								
Accounts Payable/Receiving	Compliance and operational review to ensure policies and practices are being followed and to evaluate opportunities make the process more efficient	Every Three Years	I/C	3rd	In-Process	200	81	119
Cycle Counts	Unannounced inventory cycle counts to ensure the accuracy of the inventory balances	Once per Quarter	I/C	All	Complete	320	492	(172)
Family Medical Leave Act (FMLA)	Review of the internal controls and operating practices over the Family Medical Leave Act (FMLA).	As needed	I/C and Operational Improvement (O/P)	2nd	Complete	280	293	(13)

Revised Internal Audit Plan for Fiscal Year 2004-05

<u>Audits</u>	<u>Description</u>	<u>Minimum Frequency</u>	<u>Reason</u>	<u>Quarter Work Starts</u>	<u>Status</u>	<u>Planned Hours</u>	<u>Hours to Date</u>	<u>Under (over)</u>
Fixed Asset Inventory Observation	Observation of the annual physical inventory of fixed assets to ensure assets are physically present, properly recorded and are in working condition.	Annually	I/C	4th	Postponed to FY2006	200	1	199
General Accounting	Review of internal controls and an evaluation of operational efficiencies.	Every Three Years	I/C and O/P	3rd	In-Process	160	15	145
HRIS	Review of internal controls during the first year of implementation to ensure the proper procedures and practices are established and implemented.	During Implementation	I/C	3rd	Postponed to 4th Qtr.	240	38	202
Information Systems	Review of internal controls and an evaluation of operational efficiencies.	Every Three Years	I/C	1st	Complete	160	216	(56)
MAPS	Participation during the implementation of the new inventory, maintenance and procurement system to help ensure proper internal controls are established prior to implementation.	During Implementation	Monitoring	All	In-Process	160	135	25
Pass Sales	Review of the pass sales activities including the various programs, outside sales outlets, pass usage and front end program evaluation process.	Every Three Years	O/P, I/C, Cost Control	2nd	In-Process	240	258	(18)
Procurement	Compliance and operational review of the procurement process to ensure that Board adopted policies and procedures are being followed, and to identify opportunities to improve operational efficiencies.	Every Three Years	Compliance, O/P	2nd	In-Process	240	5	235
Systems Development Reviews	Review of internal controls and an evaluation of operational efficiencies in regards to system development.	As needed	I/C	2nd	N/A	80	0	80
Third Party Administrator - Health	Compliance, internal control and operational review to identify opportunities for improved processes and reductions to costs.	Every Three Years	Compliance, I/C, O/P and cost recovery	2nd	In-Process	320	27	293
Third Party Administrator - Workers Compensation	Compliance, internal control and operational review to identify opportunities for improved processes and reductions to costs.	Every Three Years	Compliance, I/C, O/P and cost recovery	2nd	In-Process	240	308	(68)
Treasury Reviews - Quarterly	Financial and compliance reviews of the OCTA treasury function.	Minimum Quarterly	I/C	All	2nd Qtr. Report Issued	120	124	(4)
Transit Operations								

Revised Internal Audit Plan for Fiscal Year 2004-05

<u>Audits</u>	<u>Description</u>	<u>Minimum Frequency</u>	<u>Reason</u>	<u>Quarter Work Starts</u>	<u>Status</u>	<u>Planned Hours</u>	<u>Hours to Date</u>	<u>Under (over)</u>
Bus Observations	Coach Operator observations to ensure compliance with the operating practices of OCTA.	As needed	I/C	All	In-Process	360	36	324
Buy America Pre-award Review	Pre-award review to ensure the vendor meets the 60% US cost content requirements.	As needed	Mandatory	2nd	Report Issued	120	55	65
Farebox Testing/GFI Analysis	Random testing of the accuracy of the GFI fareboxes and analysis of data contained in the database.	Continually	I/C	1st	In-Process	280	173	107
Laidlaw Contract Audit	Contract compliance review of the ACCESS provider	Biennially	Compliance, Cost Recovery	3rd	In-Process	680	5	675
Maintenance	Operational review of the maintenance process to improve operational efficiencies.	Annually	O/P	1st	Report Issued	320	426	(106)
Operations	Operational review of bus operations to improve efficiencies and to ensure compliance with established practices.	Annually	O/P	2nd	In-Process	320	38	282
Planning, Development and Communications								
CTFP	Review of project costs at time of closeout by the cities.	Annually	Compliance, Cost Recovery	1st	In-Process	400	1354	(954)
SCRRRA	Time to monitor and to assist SCRRRA operations	Continually	Monitoring	All	In-Process	60	33	27
Construction and Engineering								
Centerline	Coordinating with staff to ensure Internal Audit is informed about this project.	During Final Design and Construction (if needed)	Monitoring	All	In-Process	160	14	146
Centerline Audits	Compliance review of the consultants	During Final Design and Construction (if needed)	Compliance, Cost Recovery	3rd	In-Process	1000	26	974
Real Estate Administration	Compliance and operational review to ensure policies and practices are being followed and to evaluate opportunities make the process more efficient. This includes contract compliance and management of the process.	Every Three Years	Compliance, O/P	2nd	In-Process	200	183	17
Santa Ana Base	Compliance review of the contractors during construction.	During Construction	Compliance, Cost Recovery	2nd	In-Process	440	3	437

Revised Internal Audit Plan for Fiscal Year 2004-05

<u>Audits</u>	<u>Description</u>	<u>Minimum Frequency</u>	<u>Reason</u>	<u>Quarter Work Starts</u>	<u>Status</u>	<u>Planned Hours</u>	<u>Hours to Date</u>	<u>Under (over)</u>
SR22	Coordinating with staff to ensure Internal Audit is informed about this project.	During Construction	Monitoring	All	In-Process	120	17	103
SR22 Contract Audits	Compliance review of the consultants	During Construction	Compliance, Cost Recovery	4th	N/A	900	2	898
Labor Relations and Civil Rights								
Toll Road and Motorist Services								
91 Express Lanes	Coordinating with staff to ensure Internal Audit is informed about this project.	Continually	Monitoring	All	In-Process	80	36	44
91 Express Lanes - Accounting	Compliance review of contracted operations, determine cost recovery opportunities and evaluate operational efficiencies.	Every Three Years	Compliance, Cost Recovery, O/P	1st	Delay to 4th Qrt.	280	15	265
Total Audit Hours						13176	7270	5906

LISTING OF AUDIT REPORTS ISSUED***Completed Internal Audit Reports***

<i>Issue Date</i>	<i>Report No.</i>	<i>Name of Report</i>	<i>Date to Finance and Administration Committee</i>
03/04/05	05-013	Financial and Compliance Audit of Combined Transportation Funding Programs, The City of Mission Viejo – El Toro-Widening Project	Tentatively in July
03/18/05	05-022	Third Quarter Payroll Distribution Review	4/13/05
03/23/05	05-021	Third Quarter Parts Inventory Cycle Count	4/13/05
03/23/05	05-026	Review of Investment Activities for October through December 2004	4/13/05



BOARD COMMITTEE TRANSMITTAL

June 13, 2005

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Customer Relations Service Quality Report for Third Quarter Fiscal Year 2004-2005

Transit Planning and Operations Committee

May 26, 2005

Present: Directors Winterbottom, Brown, Silva, Pulido, Dixon, Duvall, and Green
Absent: None

Committee Vote

This item was passed by all Committee Members present.

Director Pulido was not present for this vote.

Committee Recommendation

Receive information for discussion and possible action as deemed appropriate by the Board.



May 26, 2005

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, ^{ML} Chief Executive Officer
Subject: Customer Relations Service Quality Report for Third Quarter Fiscal Year 2004-05

Overview

The Customer Relations Service Quality Report is submitted to the Orange County Transportation Authority Board of Directors on a quarterly basis. The report provides a statistical analysis of customer communications received during the quarter, as well as details proactive activities undertaken by staff to improve service to customers.

Recommendation

Receive information for discussion and possible action as deemed appropriate by the Board.

Background

The Customer Relations Department is responsible for identifying and resolving service quality issues through the use of proactive and responsive methods. Customer Relations staff disseminates information to customers concerning Orange County Transportation Authority (OCTA) services and policies and serves as the channel through which customers' opinions about those services and policies are transmitted to OCTA.

Discussion

Responsibilities within the Customer Relations Department are varied. Communications from customers are input into a database, and staff interacts closely with numerous departments to obtain resolution to customers' concerns. Customer Relations staff participates in monthly meetings with both Fixed Route Operations and Community Transportation Services (CTS), as well as with the contractor responsible for providing ACCESS service, to ensure customer concerns are heard and problems are resolved. Staff also interacts closely with Scheduling and Logistics to accommodate the needs of

riders. Other functions of the Department include: oversight of the Customer Information Center (CIC); sale of bus passes and ACCESS coupons to the public via mail, phone, online, and at the OCTA Store; addressing customer service issues at 91 Express Lanes team meetings, as well as resolving complaints from customers about toll violations received on the 91 Express Lanes; oversight of the OCTA Store; production of Riders' Alerts to notify customers of changes to bus routes and schedules; production of the "Between the Lines" newsletter; updating the internal Information Boards; visiting new vendors selling OCTA fare media; oversight of the Special Needs in Transit Advisory Committee; and the issuance of Reduced Fare Identification Cards to seniors and persons with disabilities. Below is an outline of Customer Relations activity during the period of January 1 through March 31, 2005.

- **Night Owl Service**

Customer Relations staff joined staff from Fixed Route Operations, Transit Police Services, and Orange County Social Services to discuss the issue of persons that ride buses all night. The group established policies and procedures for handling any issues. Transit Police Services agreed to play an active role in assisting coach operators and working with county mental health staff to provide assistance to special needs riders, especially those with mental health problems.

- **Customer Service Training**

During the quarter, staff from the ACCESS Eligibility section and Customer Relations participated in a customer service training session that focused on dealing with complex customer issues. This program identified methods to recognize and respond to the needs of customers and to handle challenging customer situations.

- **C3 Training**

Staff received additional training on the customer comment tracking system (C3) during the quarter. The training covered improvements and modifications to the software for recording customer comments and also addressed specific changes that will help the Operations Department categorize and respond to customer comments.

- **Citizens' Advisory Committee (CAC)**

Staff participated in ongoing discussions regarding what the terms should be for volunteers on this committee, as well as other public committees.

- **Coach Operator Complaints**

The Customer Relations Manager continued to meet with the Executive Director of Bus Operations and the three base managers concerning coach operators with excessive numbers of customer comments. These operators are closely monitored and actions taken in an attempt to improve their performance.

- **"Hiring for a Service Attitude" Committee**

Customer Relations participated on this committee which is responsible for developing new behavior-based questions that will be utilized during coach operator interviews. The goal is to hire operators who are customer-service oriented.

- **Special Needs in Transit Advisory Committee**

A Customer Relations staff member presented eligibility criteria for Reduced Fare Identification Cards for special education students. The Committee was provided with information about changes to the application form and application process that will help ensure only special education students who meet the qualifications receive the Reduced Fare Identification Card.

- **OCTA Store**

During this quarter, the OCTA Store had sales totaling \$126,127 versus the \$83,924 in sales during the previous quarter. Two-hundred-thirty 91 Express Lane new accounts were established during the quarter.

- **Pass Sales**

During the quarter, the Pass Sales section of the Customer Relations Department sold \$421,385 in passes, compared to the \$316,067 sold last quarter. The increase in sales is partially attributable to the overwhelming response to the replacement of the 30-Day Student Pass with the 30-Day Youth Pass. Increased revenue is also attributed to the fare increase that was implemented January 2.

Communications from Customers

During the quarter, communications from customers were received in the form of telephone calls (8,802), emails (538), and letters (62), for a total of 9,402 communications on a variety of topics.

Fixed Route Operations

During this quarter, there were 15,164,003 fixed route boardings. Based on the customer communications received, there were 5.78 complaints per 100,000 boardings, which is within the Operations Division's goal of 6 complaints per 100,000 boardings.

Continuing key issues for fixed route service include:

1. Pass-bys

A total of 187 complaints were received from passengers who reported being passed by OCTA buses. This is identical to the 187 received last quarter.

2. Driver Judgment (any questionable decision, action, or omission on the part of a coach operator)

There were 133 complaints received about the judgment displayed by OCTA coach operators, versus the 147 complaints received last quarter.

3. Buses Behind Schedule

There were 123 complaints about coach operators running late, which is 22 less than the 145 complaints received in the previous quarter.

Contracted Fixed Route Service and ACCESS Service

During the quarter, there were 548,701 contracted service boardings. Of these boardings, 295,033 were on ACCESS service, while 253,668 were on contracted fixed route. Based on communications received from customers, there were 11.24 complaints for every 10,000 boardings. These complaints-per-boardings figures remain within performance standards established in the contract with the provider, Laidlaw Transit, Inc.

Continuing key issues for contracted service include:

1. Vehicles Not Arriving

Customer Relations staff received 158 complaints from riders about contracted vehicles not arriving to pick them up, compared to the 286 complaints reported in the previous quarter. Seventeen of the complaints were for contracted fixed routes, while 141 were from ACCESS riders.

Twenty-eight of the 141 ACCESS complaints were about late night ACCESS service provided by Independent Taxi.

2. Vehicles Running Behind Schedule

There were 127 complaints about contracted drivers running late, versus 203 in the previous quarter. Nineteen of these complaints were for Laidlaw-operated fixed route service and 108 were about ACCESS rides. Of the 108 complaints about ACCESS, ten were from late night riders complaining about Independent Taxi.

3. Driver Judgment (any questionable decision, action, or omission on the part of the Contracted Service driver)

Seventy-three (73) complaints were received from riders about the judgment displayed by contracted drivers, compared to the 87 received last quarter. Sixty-three of these complaints were reported by ACCESS riders (four regarding late night ACCESS service) and ten from riders of Laidlaw-operated fixed route service.

Summary

During the quarter, both OCTA and Laidlaw staff continued to address service quality issues by initiating various measures intended to improve customer service.

Customer comments for the third quarter of the fiscal year, as well as a comparison with other quarters, are shown in the attachments following this report.

Attachments

- A. Customer Relations Most Frequently Reported Customer Comments
- B. Fixed Route Operations Complaints
- C. Contracted Service Complaints
- D. Total Compliments, Complaints, and Comments
- E. OCTA Store Revenue 2004/2005
- F. Pass Sales Section Monthly Sales Totals/Pass-By-Mail, Telephone, On-Line Orders

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CUSTOMER RELATIONS

Most Frequently Reported Customer Comments

Types of Communications Received

Month	# of Calls	# of Emails	# of Letters	Total
Apr-04	3359	141	39	3539
May-04	2885	128	44	3057
Jun-04	3013	215	30	3258
Jul-04	3014	197	31	3242
Aug-04	2926	162	27	3115
Sep-04	3604	160	30	3794
Oct-04	3421	167	35	3623
Nov-04	2044	161	27	2232
Dec-04	2940	171	32	3143
Jan-05	3031	171	16	3218
Feb-05	2854	204	11	3069
Mar-05	3363	156	35	3554

Pass Sales Total

# of Calls	# Transactions	Sales Totals
1901	2109	\$129,383.90
1871	2025	\$123,636.55
1667	2343	\$151,209.85
1667	1580	\$98,999.32
1911	721	\$111,468.50
2338	1912	\$121,720.36
1952	1911	\$117,148.55
1709	1872	\$106,560.55
2075	1613	\$92,358.75
2559	2075	\$139,600.70
1904	2021	\$119,842.75
1961	2229	\$161,941.80

Pass By: The coach operator drove by a designated stop and did not pick up one or more waiting customers.

Month	Current	Previous YR	% Change	Current Fiscal YTD	Previous Fiscal YTD	% YTD Change	Complaints per 100,000 Boardings	Top Routes () Indicates total comments per route.
Apr-04	91	71	28%	702	718	-2%	1.59	43(8); 29/50/60(7); 46/53/205(4)
May-04	71	76	-7%	773	794	-3%	1.23	42(6); 50/57/60(5); 1/29/46/71(3)
Jun-04	80	84	-5%	853	876	-3%	1.44	29(12); 43(10); 60(8); 71(7); 57(4)
Jul-04	67	68	-1%	67	68	-1%	1.19	1(7); 57(6); 43/42/60(5); 29(4)
Aug-04	61	67	-9%	128	135	-5%	1.07	71/53(5); 1/29/57(4)
Sep-04	69	69	0%	191	204	-6%	1.2	43(12); 29(7); 57/70(6); 60(5)
Oct-04	81	79	3%	272	283	-4%	1.44	60(12); 57(10); 70(5); 29/47/64(4)
Nov-04	48	47	2%	320	330	-3%	0.88	43(5); 60(4); 1/29/42/47/55/59(3)
Dec-04	55	80	-31%	375	410	-9%	1.05	29(7); 57(5); 1/60(4); 43/53/59(3)
Jan-05	52	49	6%	427	459	-7%	1.07	59/60(6); 38(5); 29/43/50(4)
Feb-05	68	59	15%	495	519	-5%	1.46	60(7); 57(5); 1/37/55(4)
Mar-05	74	71	4%	569	589	-3%	1.3	55(5); 29/35/47/60(4)
Base 4	28	19	47%					
Base 6	26	36	-28%					
Base 7	20	16	25%					

ATTACHMENT A

Judgment: An inappropriate or unprofessional decision, action, or omission on the part of the coach operator.

Month	Current	Previous YR	% Change	Current Fiscal YTD	Previous Fiscal YTD	% YTD Change	Complaints per 100,000 Boardings	Top Routes () Indicates total comments per route.
Apr-04	61	47	30%	479	526	-9%	1.06	53(10); 57/64(5); 29(4)
May-04	41	51	-20%	520	577	-10%	0.71	57(4); 42/43/53/60/64(3); 1/89/205(2)
Jun-04	37	47	-21%	557	629	-11%	0.66	43(5); 60/50/29(3); 47/59/205/71/64(2)
Jul-04	51	64	-20%	51	64	-20%	0.9	60(6); 42(5); 66(4); 71/72/462(3)
Aug-04	46	40	15%	97	104	-7%	0.81	43(7); 50(4); 38/47/53/71/87(3)
Sep-04	34	49	-31%	131	153	-14%	0.59	43/60(5); 29(4); 38(3); 35/46/53/54/57(2)
Oct-04	52	57	-9%	183	210	-13%	0.92	57(6); 42(4); 43/46/60(3)
Nov-04	47	36	31%	230	246	-7%	0.86	55(5); 29/47/54(4); 43/57(3)
Dec-04	45	40	13%	275	280	-2%	0.86	29(11); 47(4); 46/53/57(3)
Jan-05	35	23	52%	310	303	2%	0.72	57(5); 43(4); 42(3)
Feb-05	44	31	42%	354	334	6%	0.96	60/66/91(3)
Mar-05	54	29	86%	408	363	12%	0.95	43(8); 53(5); 59(4); 29/42/50/55/71(3)
Base 4	26	12	117%					
Base 6	20	10	100%					
Base 7	8	7	14%					

Behind Schedule: The coach operator arrives at or departs from a time check-point more than 15 minutes behind the scheduled time.

Month	Current	Previous YR	% Change	Current Fiscal YTD	Previous Fiscal YTD	% YTD Change	Complaints per 100,000 Boardings	Top Routes () Indicates total comments per route.
Apr-04	49	61	-20%	483	641	-25%	0.85	71(6); 24/42/43/50/62/177(3)
May-04	62	52	19%	545	693	-21%	1.07	26/60/62(6); 38/57(5); 59(4)
Jun-04	48	64	-25%	593	757	-22%	0.86	71(9); 57(5); 43(3)
Jul-04	47	45	4%	47	45	4%	0.83	71(10); 43(9); 30/38(4); 29/47/57(3)
Aug-04	38	40	-5%	85	85	0%	0.67	29(6); 57/71(5)43(4)
Sep-04	55	64	-14%	140	149	-6%	0.96	24(13); 43(8); 47(5); 71(4); 29/76/757(3)
Oct-04	69	57	21%	209	206	1%	1.22	47(9); 24(6); 29/43/50(5)
Nov-04	41	29	41%	250	235	6%	0.75	24/57(6); 47(5); 43(3)
Dec-04	36	46	-22%	286	281	2%	0.69	29(9); 50(6); 53(4); 47(3)
Jan-05	35	26	35%	321	307	5%	0.72	25/57/60(4); 91(3)
Feb-05	36	40	-10%	357	347	3%	0.77	47(10); 24,57(3)
Mar-05	42	45	-7%	399	392	2%	0.74	43/47(5); 59(4); 599/50/57/71(3)
Base 4	14	17	-18%					
Base 6	18	18	0%					
Base 7	10	10	0%					

Driving Techniques: Any poor driving skills or vehicle code infractions reported by passengers and motorists.

Month	Current	Previous YR	% Change	Current Fiscal YTD	Previous Fiscal YTD	% YTD Change	Complaints per 100,000 Boardings	Top Routes () Indicates total comments per route.
Apr-04	50	64	-22%	440	417	6%	0.87	42/53(4); 43/57/60(3)
May-04	41	37	11%	481	451	7%	0.71	43(4); 64(3); 46/57/66/71(2)
Jun-04	34	31	10%	516	482	7%	0.61	43(5); 38(3); 35/46/60(2)
Jul-04	38	41	-7%	38	41	-7%	0.67	29/38/42/43/47(3); 26/33/60/71/85(2)
Aug-04	39	38	3%	77	79	-3%	0.69	29(6); 57(4); 46/60(3)
Sep-04	37	33	12%	114	112	2%	0.64	47(6); 43(4); 29/37(3); 42/60(2)
Oct-04	49	48	2%	163	160	2%	0.87	42(5); 71(4); 29/35/43/57/205(3)
Nov-04	25	38	-34%	188	198	-5%	0.46	1/42/43/71/721(2);
Dec-04	44	44	0%	232	242	-4%	0.84	43(7); 60(3); 20/29/47/50/55/70(2)
Jan-05	36	31	16%	268	273	-2%	0.74	43(6); 35/57(4); 53/54(2)
Feb-05	46	28	64%	314	301	4%	0.99	54(4); 47/53/60/178(3)
Mar-05	44	33	33%	358	334	7%	0.78	43(7); 70/89/721(3)
Base 4	11	13	-15%					
Base 6	13	13	0%					
Base 7	20	7	186%					

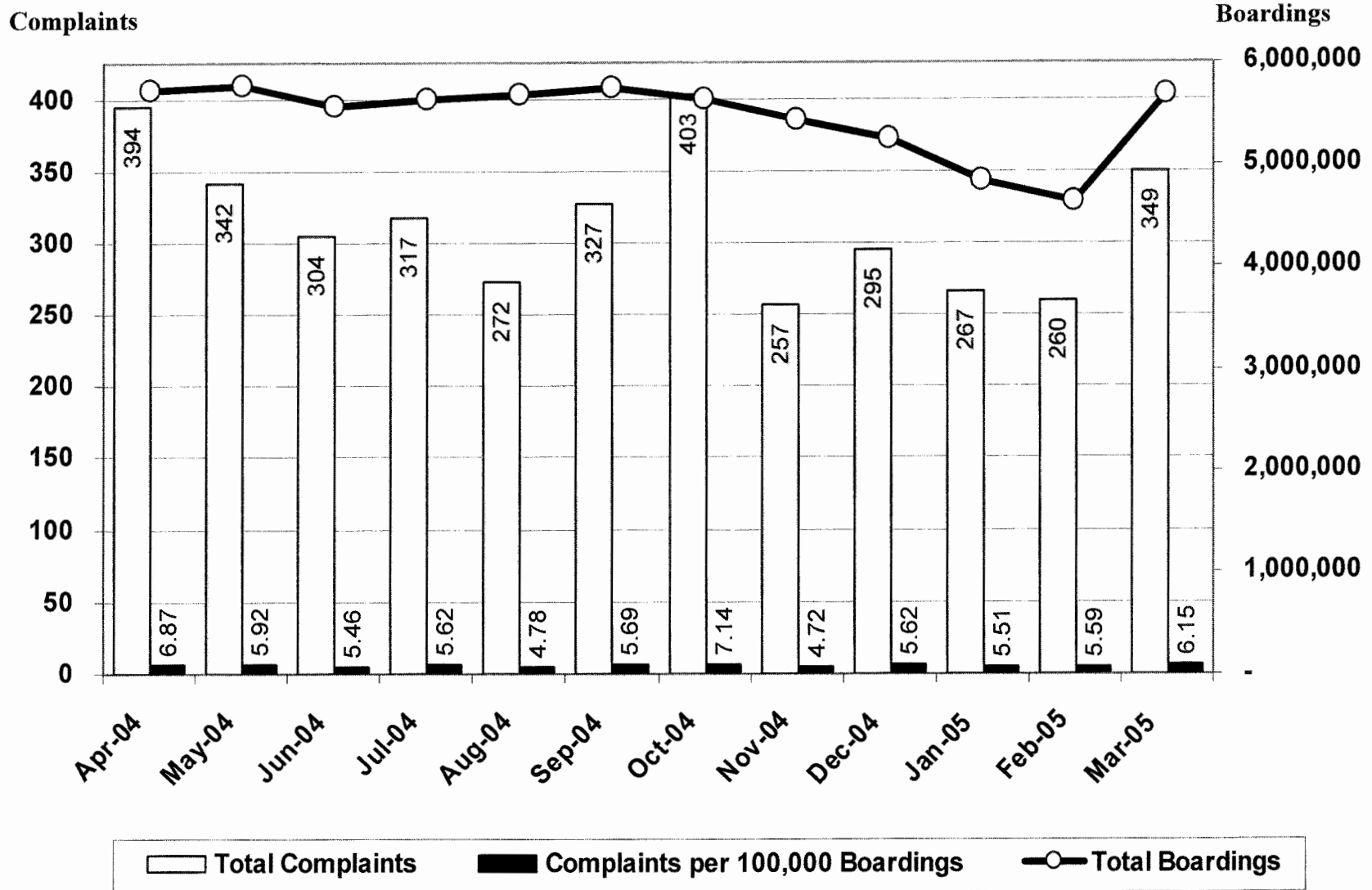
Discourtesy: Any rude or offensive remark or behavior on the part of the coach operator, even when upholding policy.

Month	Current	Previous YR	% Change	Current Fiscal YTD	Previous Fiscal YTD	% YTD Change	Complaints per 100,000 Boardings	Top Routes () Indicates total comments per route.
Apr-04	33	45	-27%	337	319	6%	0.58	57/60(3); 24/29/43/54/56/64/91(2)
May-04	38	35	9%	375	356	5%	0.66	42(7); 43(5); 46(3); 26/29/64/66(2)
Jun-04	44	38	16%	419	394	6%	0.79	29(7); 60(6); 43(4); 57(3)
Jul-04	27	24	13%	27	24	13%	0.48	29(4); 43/47/53/57/64(2)
Aug-04	21	31	-32%	48	55	-13%	0.37	29/57/60(4); 55(2)
Sep-04	34	35	-3%	82	90	-9%	0.59	1/29/47/53/55(3); 43/56/57/64/85(2)
Oct-04	22	25	-12%	104	115	-10%	0.39	54(4); 53(3); 46/57/60(2)
Nov-04	31	29	7%	135	144	-6%	0.57	43(5); 38/42(3)
Dec-04	29	36	-19%	164	180	-9%	0.55	38/46/53/57/47/59(2)
Jan-05	39	25	56%	203	205	-1%	0.81	43(5); 29/30/57/60/64(3)
Feb-05	22	28	-21%	225	233	-3%	0.47	29(3); 30/86(2)
Mar-05	41	34	21%	266	267	0%	0.72	43/57/60(4); 64/71(3)
Base 4	16	16	0%					
Base 6	12	8	50%					
Base 7	13	10	30%					

No Show: When a scheduled bus does not arrive at a stop before the next scheduled bus arrives, or if the last scheduled bus of the day does not arrive.

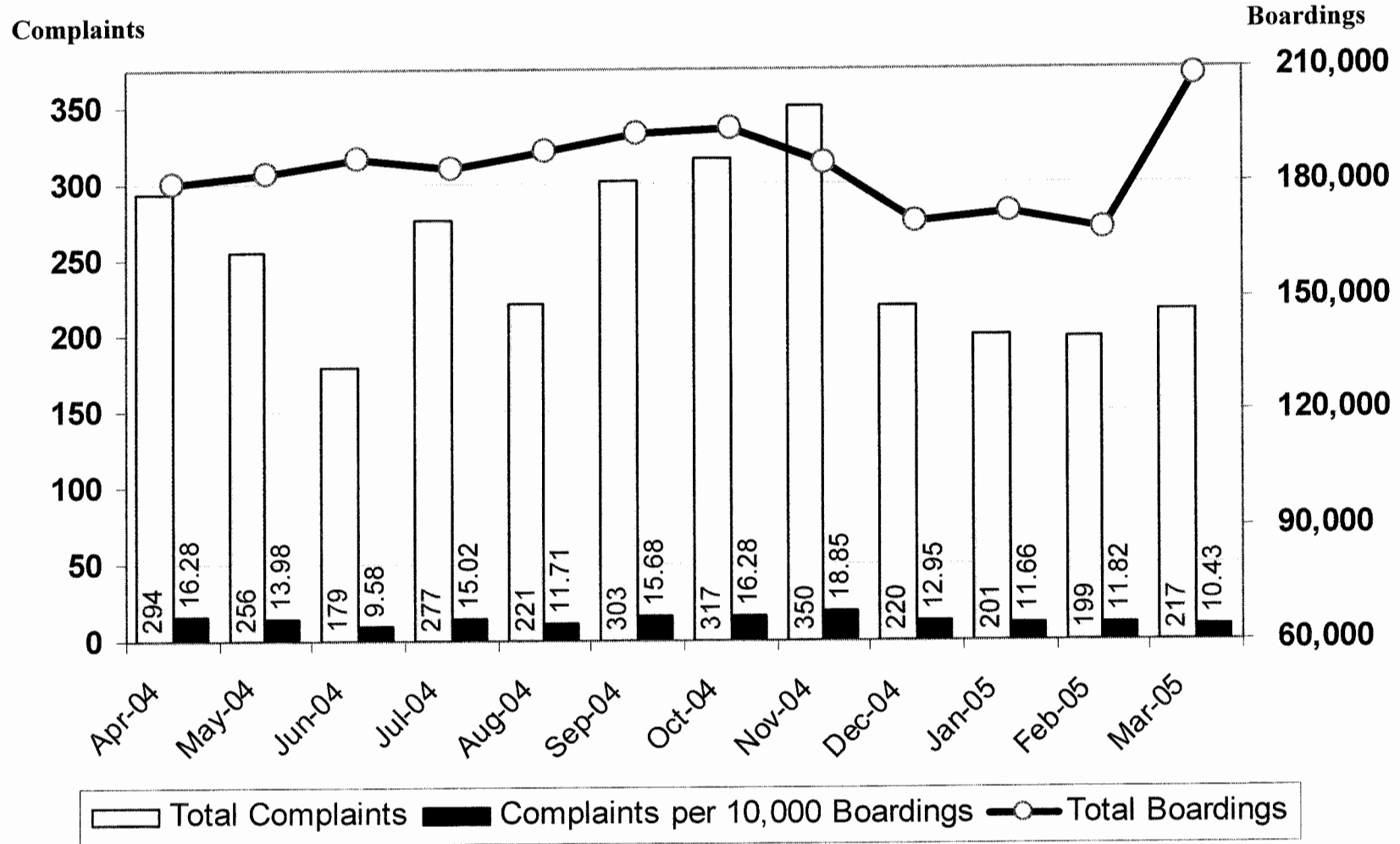
Month	Current	Previous YR	% Change	Current Fiscal YTD	Previous Fiscal YTD	% YTD Change	Complaints per 100,000 Boardings	Top Routes ()Indicates total comments per route.
Apr-04	24	10	140%	184	221	-17%	0.42	50(4); 53/71(3); 60/70/79(2)
May-04	28	28	0%	212	249	-15%	0.49	43(4); 29/37/60/205(3); 47/62/71(2)
Jun-04	18	20	-10%	231	269	-14%	0.32	38/47/37(2)
Jul-04	12	14	-14%	12	14	-14%	0.21	29(4); 462(2)
Aug-04	12	23	-48%	24	27	-11%	0.21	59(4); 46(3); 53(2)
Sep-04	22	21	5%	46	58	-21%	0.38	60(4); 29(3); 43/51/54/71(2)
Oct-04	13	31	-58%	59	89	-34%	0.23	24(3)
Nov-04	10	7	43%	69	96	-28%	0.18	43(2)
Dec-04	15	20	-25%	84	116	-28%	0.29	43(3); 29/37/55(2)
Jan-05	14	14	0%	98	130	-25%	0.29	25/35/47(2)
Feb-05	12	5	140%	110	135	-19%	0.26	24/447/60/70(2)
Mar-05	15	13	15%	125	148	-16%	0.26	50(4); 57(2)
Base 4	6	7	-14%					
Base 6	8	5	60%					
Base 7	1	1	0%					

Fixed Route Operations Complaints



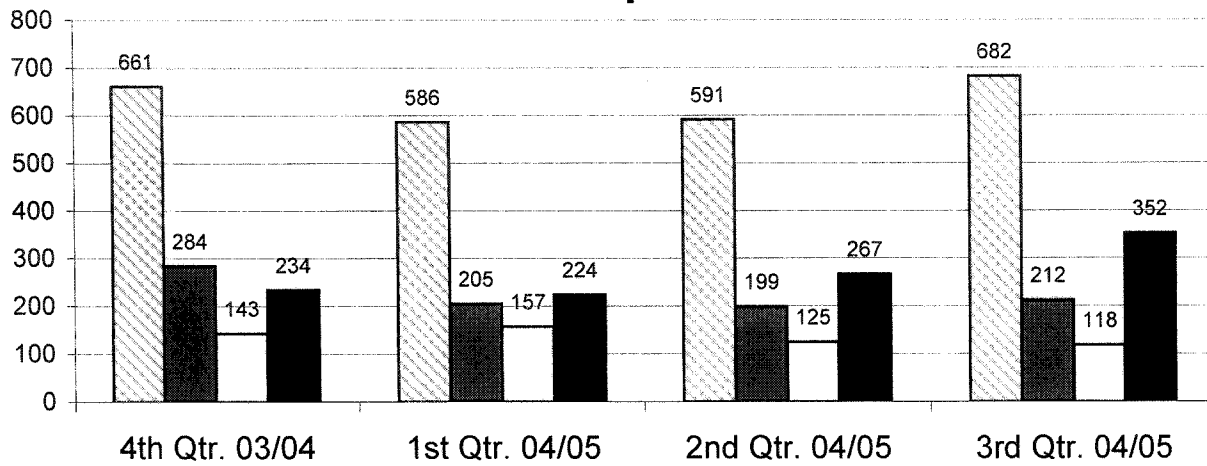
ATTACHMENT B

Contracted Service Complaints

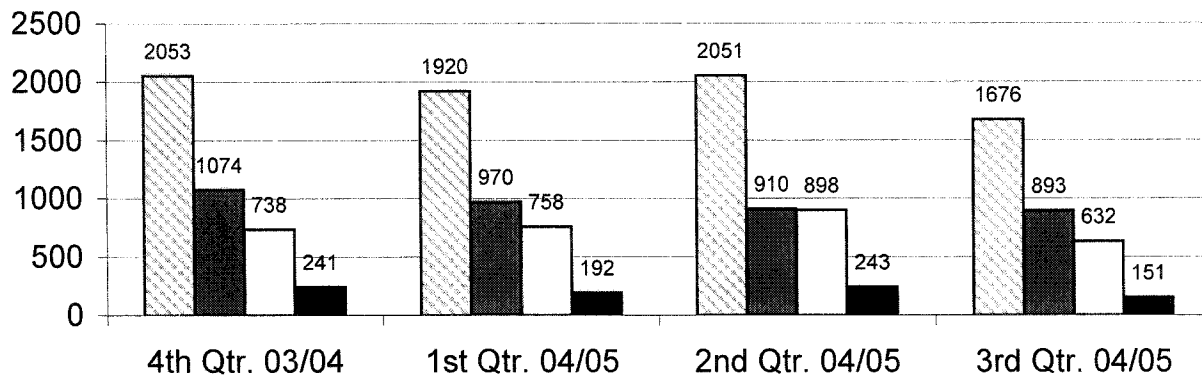


ATTACHMENT C

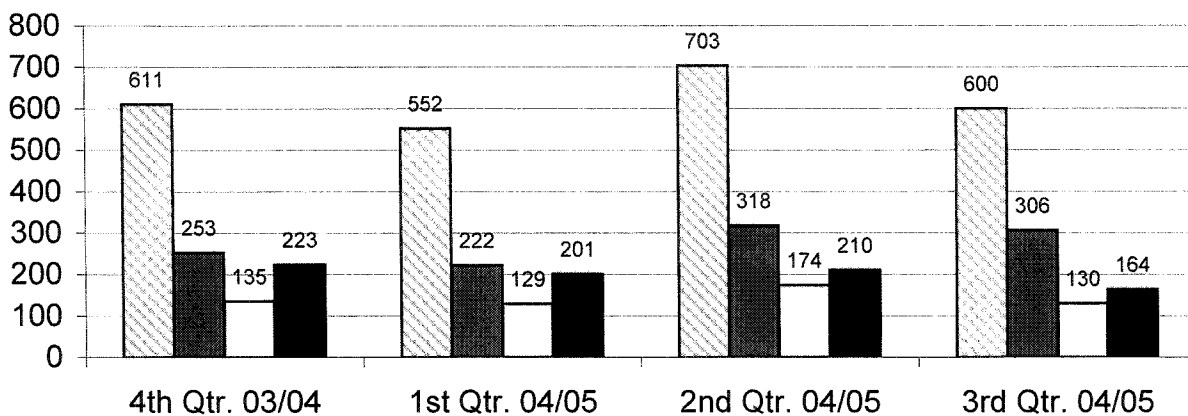
Total Compliments



Total Complaints

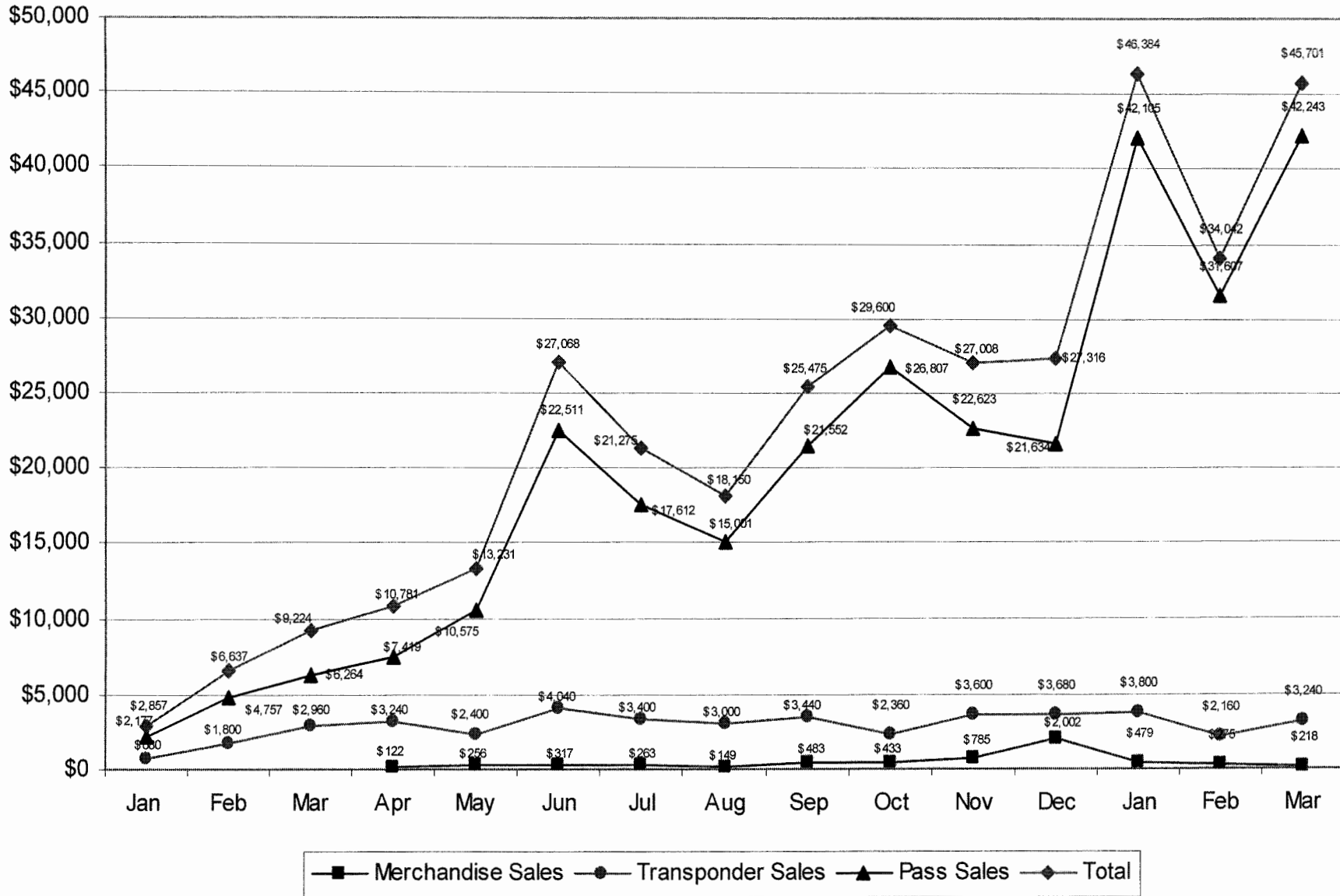


Total Comments



Total
 Fixed Route Operations
 Contracted Service
 Other

OCTA Store Revenue 2004/2005



ATTACHMENT E

**Pass Sales Section Monthly Sales Totals
Pass-By-Mail, Telephone, On-Line Orders**

PASS TYPE	Oct-04	Nov-04	Dec-04	Jan-05	Feb-05	Mar-05
	QUANTITY SOLD	QUANTITY SOLD	QUANTITY SOLD	QUANTITY SOLD	QUANTITY SOLD	QUANTITY SOLD
Senior/Disabled Pass	284	618	592	363	601	671
Student Pass	512	442	303	12	0	0
Regular Pass	804	185	474	483	489	607
Youth Pass				223	699	689
Summer Youth Pass	0	0	0	0	0	0
Regular PP Day Pass	4756	6295	5668	7610	4557	8082
Sr/Disabled PP Day Pass	360	2068	840	1225	721	626
7-Day pass	9	13	26	8	8	51
7-Day Sr/Dis pass	5	3	2	1	5	0
15-Day Pass	17	22	23	39	23	33
15-Day Pass	677	5	7	4	8	8
ACCESS Coupons	2948	2882	2041	2902	2303	3177
Door-to-Door Cpns	169	114	84	129	107	325
Express Pass	34	33	39	38	33	57
Beach Train Tickets	0	0	0	0	0	0
RFID Duplicates	55	463	302	223	51	66
Number of Transactions	1911	1872	1613	2075	2021	2229
On-line Sales <small>(Included in Sales Totals below)</small>	\$12,483.50	\$17,270.50	\$8,085.00	\$15,055.50	\$21,077.50	\$24,290.40
Sales Totals	\$117,148.55	\$ 106,560.55	\$92,358.75	\$139,600.70	\$119,842.75	\$161,941.80

Prior Year Monthly Sales	Mar-05
Senior/Disabled Pass	558
Student Pass	536
Regular Pass	685
Summer Youth Pass	0
Regular PP Day Pass	8,018
Sr/Disabled PP Day Pass	510
ACCESS Coupons	3172
Door-to-Door Cpns	243
Express Pass	30
RFID Duplicates	95
Number of Transactions	2192
Sales Totals	\$124,232.34



BOARD COMMITTEE TRANSMITTAL

June 13, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Agreement for Coin and Currency Counting Services

Finance and Administration Committee

May 25, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Agreement C-5-0745 between the Orange County Transportation Authority and Los Angeles Federal Armored Services, Incorporated, in an amount not to exceed \$900,000, for coin and currency counting services for the period July 1, 2005, through June 30, 2008.



May 25, 2005

To: Finance and Administration Committee
From: ^{ATL/EB} Arthur T. Leahy, Chief Executive Officer
Subject: Agreement for Coin and Currency Counting Services

Overview

As part of the Orange County Transportation Authority's proposed Fiscal Year 2005-06 Budget, approval by the Board of Directors is being requested for coin and currency counting services. Offers were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board approval is requested to execute an agreement.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-5-0745 between the Orange County Transportation Authority and Los Angeles Federal Armored Services, Incorporated, in an amount not to exceed \$900,000, for coin and currency counting services for the period July 1, 2005, through June 30, 2008.

Background

Orange County Transportation Authority (OCTA) began contracting for coin and currently counting services for bus farebox collections to supplement internal resources in 1999. This decision to begin outsourcing this activity was made to minimize increasing levels of overtime and the need to employ temporary employees caused by increasing revenue volume, as well as to minimize OCTA's exposure to worker's compensation claims associated with repetitive motion injuries. Currently, OCTA has four remaining union employees dedicated to coin counting. The bulk of the counting, however, is handled through a service contract. The current contract with Brinks, Incorporated, expires on June 30, 2005.

Discussion

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

The project was advertised on March 21, 2005, and March 28, 2005, in a newspaper of general circulation. Request for Proposals were sent to 98 firms on March 21, 2005.

On April 11, 2005, two offers were received. An evaluation committee comprised of staff from Accounting and Financial Reporting Department, Treasury Department, Internal Audit Department, Contracts Administration and Materials Management Department and Maintenance Department was established to review all offers submitted. The offers were evaluated based on qualifications, management approach, work plan and cost. In addition to scoring the two proposals, the evaluation committee conducted interviews and site visits for both firms. The firms that submitted proposals were:

Firm and Location

Brinks, Incorporated
Garden Grove, California

Los Angeles Federal Armored Services, Incorporated
Los Angeles, California

Based upon the proposal evaluation, interviews and site visits, the evaluation committee determined that Los Angeles Federal Armored Services, Incorporated provided the best overall proposal and the most competitive pricing.

Fiscal Impact

This project was approved in the Authority's Fiscal Year 2005-06 Budget, Finance, Administration and Human Resources Division, Accounting and Financial Reporting Department, Account 7629, and is funded through the Orange County Transit District.

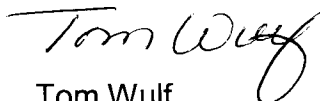
Summary

Based on the material provided, interviews and site visits, staff recommends award of Agreement C-5-0745 to Los Angeles Federal Armored Services, Incorporated, in an amount not to exceed \$900,000, for coin and currency counting services.

Attachment

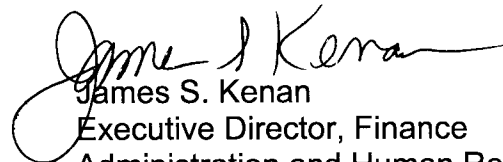
None.

Prepared by:



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Manager, Accounting and
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(714) 560-5659

Approved by:



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



BOARD COMMITTEE TRANSMITTAL

June 13, 2005

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject Third Quarter Fiscal Year 2004-05 Procurement Report

Finance and Administration Committee

May 25, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Member Correa and Committee Vice Chairman Duvall were not present to vote on this item.


Committee Recommendation

Receive and file as an information item.



May 25, 2005

To: Finance and Administration Committee

From:  Arthur T. Leahy, Chief Executive Officer

Subject: Third Quarter Fiscal Year 2004-05 Procurement Report

Overview

The Third Quarter Procurement Report provides an update of the procurement activities for the fiscal year 2004-05, from July 1, 2004, through March 31, 2005. This report focuses on total dollars procured by each Orange County Transportation Authority division.

Recommendation

Receive and file as an information item.

Background

Staff has prepared a cumulative summary of all signed contracts and purchase orders completed July 1, 2004, through March 31, 2005, (Attachment A and Attachment B). The report represents both fixed assets and professional services that the Orange County Transportation Authority (OCTA) executed against authorized line items approved in the fiscal year (FY) 2004-05 budget.

Discussion

Through the third quarter of FY 2004-05, OCTA has procured 46 fixed assets valued at \$417,020,263. The total value of all budgeted fixed assets equates to \$467,069,214. These assets represent 89 percent of the total fixed asset budget.

This fiscal year a total of \$4,560,000, in fixed assets will not be procured. These projects have been re-budgeted in the FY 2005-06 budget. They include articulated bus repair bays at the Garden Grove Base, automated coach operator reporting system re-engineering project, two brake check systems, and the 91 Express Lanes Equipment Upgrade.

There are currently 48 fixed assets being procured. It is anticipated that the fourth quarter will total around \$17,037,819. This amount would bring the fixed asset fiscal year-end total to \$434,058,082.

The largest procurements during this quarter were construction for American with Disabilities Act bus stop modifications (phase 3, construction package 4) at a value of \$1,524,004. These bus stop modifications are for the Cities of Brea, Yorba Linda, La Habra, Garden Grove, Westminster, Fountain Valley, La Palma, Buena Park, Cypress, Los Alamitos and Stanton.

During the same period, the OCTA Board of Directors approved increases in the professional services budget totaling \$2,550,000. These increases were amendments to existing contracts for The Centerline Project; \$300,000 for project management services and \$2,250,000 for a preliminary engineering consultant. The amended professional services budget for FY 2004-05 is valued at \$96,755,074. OCTA has procured 185 professional services valued at \$22,089,890, which represents 23 percent of the total professional services budget.

This fiscal year a total of \$4,981,725, in professional services will also not be procured. These have been re-budgeted in the FY 2005-06 budget. Some of the larger items include the southbound Santa Ana Freeway (Interstate 5) off ramps at Oso Parkway and Culver Drive, the Interstate 5 South Corridor Major Investment Study, bus rapid transit signal priority design, Commuter Rail capital project feasibility study and the Riverside Freeway (State Route 91), Costa Mesa Freeway (State Route 55) project definition study.

Currently there are 69 professional services being processed with an anticipated total of \$7,982,917. By the end of the fiscal year, professional services would total \$30,072,807.

There were two large professional services procured during the third quarter. One was for project management services to complete the preliminary engineering and environmental documentation phase for the 91 Express Lanes eastbound auxiliary lane project, at a cost of \$1,664,419. The other was for an engineering consultant to perform extended preliminary engineering for the CenterLine and analyze other transit options at \$2,250,000.

Summary

This report provides an update of the procurement activities for the fiscal year 2004-05, from July 1, 2004, through March 31, 2005. Staff recommends this report be received and filed as an information item.

Attachments

- A. Third Quarter Fixed Assets, Purchased by Line Item, July 1, 2004, through March 31, 2005.
- B. Third Quarter Professional Services, Purchased by Line Item, July 1, 2004, through March 31, 2005.

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ATTACHMENT A

THIRD QUARTER FIXED ASSETS Purchased by Line Item July 1, 2004 through March 31, 2005

		Line Item	Amount
		Total	Purchased
Description of Line Item			
FINANCE, ADMINISTRATION, AND HR DIVISION			
INFORMATION SYSTEMS TECHNICAL SERVICES	TELECOMMUNICATIONS SYSTEMS UPGRADE	\$70,000	\$45,196
INFORMATION SYSTEMS TECHNICAL SERVICES	DATA CENTER HARDWARE/SOFTWARE	60,000	52,482
INFORMATION SYSTEMS TECHNICAL SERVICES	HEWLETT PARCKARD PROLIANT SERVERS	60,000	26,416
INFORMATION SYSTEMS TRANSIT ASSETS	TELEPHONE SYSTEM - SANTA ANA BASE	174,963	174,963
GENERAL SERVICES	MICROFILM CAMERA	15,000	11,565
MATERIALS MGMT ADMIN	NARROW ISLE FORKLIFT	34,000	31,980
ACCOUNTING TRANSIT ASSETS	PAYROLL SOFTWARE-POST IMPLEMENTATION SUPPORT	450,000	250,000
DIVISION TOTAL		\$863,963	\$592,603
EXTERNAL AFFAIRS DIVISION			
MARKETING AND CUSTOMER RELATIONS	WEB SERVER	15,000	10,208
DIVISION TOTAL		\$15,000	\$10,208
TRANSPORTATION SYSTEMS DEVELOPMENT DIVISION			
LOCAL TRANSPORTATION AUTHORITY	FREEWAY SERVICE PATROL TOW SERVICES FOR GARDEN GROVE FREEWAY	\$500,000	\$500,000
LOCAL TRANSPORTATION AUTHORITY	GARDEN GROVE FREEWAY DESIGN/BUILD PROJECT POLICE AND TRAFFIC ENGINEE	250,000	100,000
LOCAL TRANSPORTATION AUTHORITY	PACIFIC ELECTRIC RIGHT-OF-WAY LANDSCAPE CONSTRUCTION	75,000	66,852
LOCAL TRANSPORTATION AUTHORITY	SANTA ANA FREEWAY FAR NORTH RIGHT-OF-WAY ACQUISITION	19,955,000	15,000,000
LOCAL TRANSPORTATION AUTHORITY	SANTA ANA FREEWAY FAR NORTH RIGHT-OF-WAY UTILITIES	1,500,000	1,000,000
LOCAL TRANSPORTATION AUTHORITY	PERALTA HILLS SOUNDWALL CONSTRUCTION	2,290,000	1,355,339
LOCAL TRANSPORTATION AUTHORITY	SAN DIEGO FREEWAY/COSTA MESA FREEWAY MOS 2&3 CALTRANS CONSTR. MGMT	645,000	645,000
LOCAL TRANSPORTATION AUTHORITY	SAN DIEGO FREEWAY/COSTA MESA FREEWAY MOS 2&3 CONSTRUCTION MGMT	1,300,000	690,000
LOCAL TRANSPORTATION AUTHORITY	SANTA ANA FREEWAY FAR NORTH CONSTRUCTION MANAGEMENT	200,000	200,000
LOCAL TRANSPORTATION AUTHORITY	PERALTA HILLS SOUNDWALL CONSTRUCTION	300,000	271,810
LOCAL TRANSPORTATION AUTHORITY	COSTA MESA FREEWAY, 17TH ST LANDSCAPE CONSTR. MGMT	25,000	25,000
LOCAL TRANSPORTATION AUTHORITY	GARDEN GROVE FREEWAY HOV LANE DESIGN/BUILD PROJECT	395,081,000	391,274,000
ENGINEERING	CONSTRUCTION MGMT - SANTA ANA BASE	550,000	5,000
ENGINEERING	SANTA ANA BASE CONSTRUCTION - CHANGE ORDERS	2,000,000	592,119
ENGINEERING	AMERICANS DISABILITIES ACT MODIFICATIONS ALL BASES	125,000	60,384
ENGINEERING	AMERICANS W/DISABILITIES ACT-BUS STOP MODIFICATIONS	2,701,500	1,524,004
SAN DIEGO FREEWAY / COSTA MESA FREEWAY TRANSIT WAY CAPITAL PROJECT	SAN DIEGO FREEWAY/COSTA MESA FREEWAY MINIMUM OPERATING SEGMENT	140,000	140,000
DIVISION TOTAL		\$427,837,500	\$413,449,508
PLANNING DEVELOPMENT AND COMMUTER SERVICES DIVISION			
Riverside Freeway Toll Road	ANAHEIM LEASEHOLD IMPROVEMENTS	\$300,000	\$69,500
DIVISION TOTAL		\$300,000	\$69,500
OPERATIONS DIVISION			
CONTRACT TRANSPORTATION SERVICES-ADMIN	FIRE DETECTORS ON NATURAL GAS BUSES	579,251	579,251
CENTRAL COMMUNICATIONS	CONSULTING INTEGRATED TRANSP COMMUNICATION SYSTEM PROJECT	207,500	57,500
TRANSIT OPERATIONS-TRANSIT TECH SERVICES	CUMMINS NATURAL GAS ENGINE	30,000	25,000
TRANSIT OPERATIONS-TRANSIT TECH SERVICES	ENGINE REPLACEMENT - SERIES (5000/5100)	1,165,500	1,147,023
TRANSIT OPERATIONS-TRANSIT TECH SERVICES	NABI/LNG FUEL SYSTEM DEVELOPMENT	25,000	12,114
TRANSIT OPERATIONS-TRANSIT TECH SERVICES	TEST ALTERNATIVE NATURAL GAS SYSTEMS	100,000	87,500
TRANSIT OPERATIONS-TRANSIT TECH SERVICES	TEST/TRANSITION OF LNG NOZZLE AND RECEPTACLE	175,000	148,500
TRANSIT OPERATIONS-TRANSIT TECH SERVICES	TRAVEL FOR 96 PARATRANSIT BUSES	75,000	75,000
TRANSIT SECURITY	FULL SIZED SHERIFF SEDANS	70,000	52,430
TRAINING AND DEVELOPMENT - BUS MAINTENANCE	THERMO KING HVAC TRAINER	26,000	21,426
FACILITIES MAINTENANCE	SECURITY UPGRADE	995,760	10,919
FACILITIES MAINTENANCE	VACUUM PUMP AND MASPECTROMETER	150,000	149,126
FACILITIES MAINTENANCE	PAN AND TILT CAMERA ISSUES	1,500	1,500
MAINTENANCE SANTA ANA ADMIN	FURNITURE, FIXTURES & EQUIPMENT	125,000	100,000
MAINTENANCE SANTA ANA ADMIN	COMPUTER WORK STATIONS	80,000	6,356
BUS OPERATIONS ADMIN	ACORS RE-ENGINEERING	980,305	165,761
MAINTENANCE RESOURCE MANAGEMENT	ELECTRIC CARTS	44,000	40,080
MAINTENANCE RESOURCE MANAGEMENT	FIELD OPERATIONS SEDANS	140,000	103,964
MAINTENANCE RESOURCE MANAGEMENT	FORKLIFT, YARD EQUIPMENT	150,000	100,753
MAINTENANCE - IRVINE	TIRE BALANCER	14,240	14,240
DIVISION TOTAL		\$5,134,056	\$2,898,445
GRAND TOTAL		\$433,950,519	\$417,020,263
TOTAL FIXED ASSET BUDGET FOR FISCAL YEAR 2004/05		\$467,069,214	
BUDGET REMAINING:		\$50,048,951	
PERCENT OF ANNUAL BUDGET SPENT TO DATE:		89%	

	Description of Line Item	Purchased Line Item Total	Amount Purchased
TRAINING AND DEVELOPMENT - ADMINISTRATION	CONFLICT RESOLUTION & COMMUNICATION SKILLS	14,000	10,018
TRAINING AND DEVELOPMENT - ADMINISTRATION	LEADERSHIP TRAINING - ADMIN	30,000	14,000
TRAINING AND DEVELOPMENT - ADMINISTRATION	LEADERSHIP TRAINING - OPERATIONS	18,000	7,800
TRAINING AND DEVELOPMENT - ADMINISTRATION	MANAGEMENT FORUM	12,300	3,100
TRAINING AND DEVELOPMENT - ADMINISTRATION	TIME MANAGEMENT & EFFICIENCY TRAINING	6,000	5,708
TRAINING AND DEVELOPMENT - ADMINISTRATION	CONSULTANT SERVICES	9,000	3,000
TRAINING AND DEVELOPMENT - RIDESHARE	ANNUAL VEHICLE RIDERSHIP SURVEYS	6,000	6,000
TRAINING AND DEVELOPMENT - RIDESHARE	COMMUTER CLUB SYSTEM SUPPORT & MAINT	2,000	600
COMPENSATION & EMPLOYMENT	COMPENSATION CONSULTING SERVICES	25,000	25,000
EMPLOYMENT AND DIVERSITY	PRE-EMPLOY BACKGROUND CHECKS	60,000	60,000
BENEFITS	DMV MEDICAL RECERTIFICATIONS/ DRUG TESTING / PHYSICALS	105,000	105,000
LABOR RELATIONS	COURT REPORTING SERVICES	3,500	1,750
RISK MANAGEMENT	ACCIDENT RECONSTRUCTION	5,000	5,000
RISK MANAGEMENT	INVESTIGATIVE SERVICES	5,500	5,500
RISK MANAGEMENT	PROPERTY DAMAGE APPRAISERS	3,000	2,500
	DIVISION TOTAL	\$3,340,610	\$2,367,795
LABOR RELATIONS / CIVIL RIGHTS DIVISION			
EXECUTIVE DIRECTOR LABOR RELATIONS / CIVIL RIGHTS	CONSULTANT - LABOR RELATIONS TRAINING	\$6,000	\$6,000
	DISADVANTAGE BUSINESS ENTERPRISE VENDOR CERTIFICATION		
EXECUTIVE DIRECTOR LABOR RELATIONS / CIVIL RIGHTS	AND COMPLIANCE	100,000	99,069
	DIVISION TOTAL	\$106,000	\$105,069
TRANSPORTATION SYSTEMS DEVELOPMENT DIVISION			
LOCAL TRANSPORTATION AUTHORITY	ENVIRONMENTAL SERVICES	\$425,000	\$310,714
LOCAL TRANSPORTATION AUTHORITY	I-5 FAR NORTH ROW SUPPORT SERVICES	1,655,000	1,500,000
LOCAL TRANSPORTATION AUTHORITY	CTFP APPLICATION REVIEWS	50,000	50,000
LOCAL TRANSPORTATION AUTHORITY	CTFP PAYMENT REQUEST REVIEWS	75,000	75,000
LOCAL TRANSPORTATION AUTHORITY	FINANCIAL ADVISOR	120,000	120,000
LOCAL TRANSPORTATION AUTHORITY	GEOGRAPHIC INFORMATION SYSTEM TECHNICAL STAFF SUPPORT	115,000	115,000
LOCAL TRANSPORTATION AUTHORITY	GMP/CMP TRAFFIC COUNTS	350,000	296,960
LOCAL TRANSPORTATION AUTHORITY	HEAVY DUTY TRUCK MODEL	50,000	49,980
LOCAL TRANSPORTATION AUTHORITY	PAVEMENT REHAB NEEDS/MEANS ASSESSMENT	75,000	74,300
LOCAL TRANSPORTATION AUTHORITY	PROGRAMMING DATABASE	85,000	67,669
LOCAL TRANSPORTATION AUTHORITY	SMART STREET ENGINEERING FEASIBILITY STUDY	500,000	90,050
LOCAL TRANSPORTATION AUTHORITY	SR-22 D/B PROJ MGMT SERVICES	9,000,000	99,514
LOCAL TRANSPORTATION AUTHORITY	SR-22 D/B PUBLIC AWARENESS CAMPAIGN	350,000	90,000
LOCAL TRANSPORTATION AUTHORITY	ADVOCACY SERVICES TO SECURE FULL FUNDING GRANTS	150,000	80,000
LOCAL TRANSPORTATION AUTHORITY	TRANSPORTATION MODELING SUPPORT	430,000	428,836
LOCAL TRANSPORTATION AUTHORITY	COLOR COPIES	10,000	10,000
LOCAL TRANSPORTATION AUTHORITY	GRAPHIC DESIGN	80,000	43,500
LOCAL TRANSPORTATION AUTHORITY	GRAPHIC DESIGN SERVICES	40,000	10,000
LOCAL TRANSPORTATION AUTHORITY	MAILHOUSE FOR MM ANNUAL RPT & COLLATERAL	30,000	16,000
LOCAL TRANSPORTATION AUTHORITY	PHOTOGRAPHERS	20,000	13,000
LOCAL TRANSPORTATION AUTHORITY	TRANSLATION	2,000	2,000
LOCAL TRANSPORTATION AUTHORITY	TRANSLATION	2,500	2,500
LOCAL TRANSPORTATION AUTHORITY	MAINTENANCE OF OCTA-OWNED EXCESS LAND-ANAHEIM/ ORANGE/ BUENA PARK	95,000	95,000
CENTERLINE	RIGHT OF WAY ENVIRONMENTAL SERVICES	1,250,000	500,000
CENTERLINE	CENTERLINE EXTENDED PE	4,650,000	2,250,000
CENTERLINE	FTA COMPLIANCE	30,000	29,820
CENTERLINE	PROJECT MANAGEMENT	1,400,000	1,400,000
CENTERLINE	FINAL ENVIRONMENTAL IMPACT STUDY	300,000	100,000
CENTERLINE	GEOGRAPHIC INFORMATION SYSTEM TECHNICAL SUPPORT STAFF	50,000	50,000
CENTERLINE	OUTREACH SUPPORT	475,000	50,000
CENTERLINE	VIDEOGRAPHY	50,000	33,333
CENTERLINE	COLOR COPIES	5,000	5,000
CENTERLINE	COLOR COPIES & MOUNTING - CENTERLINE	10,000	2,000
CENTERLINE	GRAPHIC DESIGN - CENTERLINE	60,000	50,000
CENTERLINE	PHOTOGRAPHERS - CENTERLINE	40,000	5,000
CENTERLINE	TRANSLATION - CENTERLINE	3,000	3,000
CURE ORANGE CTY/INLAND EMPIRE	RIGHT-OF-WAY FILE AUDIT REVIEW SERVICES	150,000	2,500
CURE ORANGE CTY/INLAND EMPIRE	COMMUTER RAIL SUPPORT	300,000	300,000
ENGINEERING	PACIFIC ELECTRIC ROW MAINT	100,000	29,800
ENGINEERING	ADA BUS STOP MODS PHASE III - DESIGN CCOs	125,000	81,297
ENGINEERING	CONTAMINATED SOIL REMEDIATION	60,000	300
ENGINEERING	TESTING & INSPECTION SERVICES	60,000	30,000
SAN DIEGO FREEWAY / COSTA MESA FREEWAY TRANSIT CAPITAL PROJECT	BRIDGE REPAIR SERVICES	60,000	60,000
	DIVISION TOTAL	\$22,887,500	\$8,622,074

THIRD QUARTER PROFESSIONAL SERVICES
Purchased by Line Item
July 1, 2004 through March 31, 2005

ATTACHMENT B

	Description of Line Item	Purchased Line Item Total	Amount Purchased
EXECUTIVE DIRECTOR DIVISION			
CLERK OF THE BOARD	COURT REPORTING SERVICES	\$5,000	\$4,405
CLERK OF THE BOARD	PROFESSIONAL FRAMING SERVICES	3,000	2,398
CLERK OF THE BOARD	PUBLICATION OF PUBLIC NOTICES	5,000	338
FEDERAL GOVERNMENT RELATIONS	WASHINGTON LOBBYIST	515,000	480,000
GOVERNMENT RELATIONS	STATE LOBBYIST CONTRACT	339,984	339,984
INTERNAL AUDIT	GENERAL AUDITING SERVICES	325,000	20,000
SAFETY AND ENVIRONMENTAL COMPLIANCE	HEALTH & WELLNESS	20,921	16,921
SAFETY AND ENVIRONMENTAL COMPLIANCE	OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION COMPLIANC	32,500	10,355
SAFETY AND ENVIRONMENTAL COMPLIANCE	WELLNESS PROGRAM	16,579	6,491
SAFETY AND ENVIRONMENTAL COMPLIANCE	WELLNESS PROGRAM	20,000	3,238
ORANGE COUNTY TRANSIT DISTRICT - SAFETY	BUS WASH CLARIFIER REGULATORY UPDATE	40,000	4,965
ORANGE COUNTY TRANSIT DISTRICT - SAFETY	COACH OPERATOR HEALTH PROMOTIONS	20,000	16,400
ORANGE COUNTY TRANSIT DISTRICT - SAFETY	FITNESS CENTER STAFFING	80,000	77,000
	DIVISION TOTAL	\$1,422,984	\$982,494
FINANCE, ADMINISTRATION, AND HUMAN RESOURCES DIVISION			
EXECUTIVE DIRECTOR FINANCE, ADMINISTRATION & HUMAN RESOURCES	MANAGEMENT STUDIES	\$25,000	\$2,000
TREASURY	INVESTMENT ADVISORY	12,000	12,000
ACCOUNTING & FINANCIAL REPORTING	COMMERCIAL BANKING SERVICES	100,000	48,692
CENTRAL COUNTING FACILITY	ARMORED CAR SERVICE	265,000	66,450
CENTRAL COUNTING FACILITY	COIN PROCESSING/COUNTING	275,000	75,000
FINANCIAL PLANNING & ANALYSIS	ECONOMIC ADVISORY SERVICES	15,000	9,580
CONTRACTS ADMIN & MATERIALS MANAGEMENT	PUBLIC WORKS/LABOR COMPLIANCE CONSULTANT	85,000	85,000
CONTRACTS ADMIN & MATERIALS MANAGEMENT	ONLINE PUBLIC WORKS BIDDING SERVICE	7,500	7,500
CONTRACTS ADMIN & MATERIALS MANAGEMENT	SMALL BUSINESS CONFERENCE & VENDOR FAIR	146,060	146,060
CONTRACTS ADMIN & MATERIALS MANAGEMENT	VENDOR OUTREACH PROGRAMS	20,000	150
CONTRACTS ADMIN & MATERIALS MANAGEMENT	TEAMBUILDING CONSULTANT	10,000	10,000
CONTRACTS ADMIN & MATERIALS MANAGEMENT	REDESIGN PROCUREMENT POLICY AND PROCEDURE MANUAL	10,000	10,000
MATERIALS MANAGEMENT ADMIN	FREIGHT TRANSPORT SERVICES	40,250	40,000
INFORMATION SYSTEMS ADMINISTRATION	MAPS PROGRAMMING SUPPORT	50,000	50,000
INFORMATION SYSTEMS ADMINISTRATION	MAPS REPLACEMENT ASSISTANCE	140,000	140,000
INFORMATION SYSTEMS ADMINISTRATION	TECHNOLOGY ADVISORY SERVICES	20,000	18,054
INFORMATION SYSTEMS APPLICATION DEVELOPMENT	ORACLE/SPECIALIZED CONSULTING	185,000	50,000
INFORMATION SYSTEMS APPLICATION DEVELOPMENT	OUTSOURCED DEVELOPMENT SERVICES	445,000	440,000
INFORMATION SYSTEMS APPLICATION DEVELOPMENT	TECHNICAL CONSULTING SUPPORT	30,000	30,000
INFORMATION SYSTEMS TECHNICAL SERVICES	DISASTER RECOVERY "HOT SITE" SERVICES	50,000	50,000
INFORMATION SYSTEMS TECHNICAL SERVICES	OUTSOURCED COMPUTER OPERATOR	75,000	75,000
BUSINESS SUPPORT SERVICES	END USER COMPUTER SOFTWARE TRAINING	42,000	6,447
BUSINESS SUPPORT SERVICES	OPERATIONAL PROJECT MANAGEMENT SERVICES	50,000	2,600
BUSINESS SUPPORT SERVICES	OUTSOURCED DESKTOP TECHNICIAN	95,000	95,000
BUSINESS SUPPORT SERVICES	TECHNICAL RESOURCE SUPPORT FOR PROJECTS	140,000	83,487
GENERAL SERVICES	OFFICE EQUIPMENT / RELOCATION SERVICES	12,000	12,000
GENERAL SERVICES	REAL ESTATE SERVICE	50,000	50,000
INTERNAL SERVICE FUND - PUBLIC LIABILITY AND PROPERTY DAMAGE	INSURANCE BROKER FEE	50,000	45,000
INTERNAL SERVICE FUND - WORKERS COMP	THIRD PARTY ADMIN - SELF-INSURED WORKER'S COMP	242,500	122,000
INTERNAL SERVICE FUND - HEALTH (ADMIN)	THIRD PARTY ADMIN - SELF-FUNDED MED/DENTAL PLN	120,000	105,000
INTERNAL SERVICE FUND - HEALTH (ADMIN)	HEALTH CARE BROKERAGE SERVICES	180,000	180,000
INTERNAL SERVICE FUND - HEALTH (COACH)	ADMIN FEE FOR VISION SERVICE PLAN	31,000	30,000
TRAINING AND DEVELOPMENT - ADMINISTRATION	CAREER DEVELOPMENT	18,000	15,800

	Description of Line Item	Purchased Line Item Total	Amount Purchased
OPERATIONS DIVISION			
EXECUTIVE DIRECTOR TRANSIT OPERATIONS	AMERICAN PASSENGER COUNTING DATA MINING	\$69,400	\$19,400
TRANSIT OPERATIONS-TRANSIT TECH SERVICES	PROFESSIONAL FLEET TECHNICAL SUPPORT	53,000	52,995
BUS OPERATIONS ADMIN	UNDERCOVER INVESTIGATORS / EVALUATORS	50,000	35,600
SCHEDULES & OPERATIONS PLANNING	MANUAL RIDECHECK DATA COLLECTION	244,675	122,337
COMMUNITY TRANSPORTATION SERVICES	LOST & FOUND DEPT	63,000	62,976
COMMUNITY TRANSPORTATION SERVICES	ACCESS - ADA CERTIFICATIONS	510,000	510,000
COMMUNITY TRANSPORTATION SERVICES	ACCESS - PERFORMANCE MONITORING	112,000	106,169
COMMUNITY TRANSPORTATION SERVICES	ACCESS - TRAPEZE MAP UPGRADE	15,000	15,000
COMMUNITY TRANSPORTATION SERVICES	ADULT DAY HEALTH CARE TRANSPORTATION PLAN	60,000	59,970
COMMUNITY TRANSPORTATION SERVICES	METROWHEELS ON BOARD MONITORING	50,772	50,737
COMMUNITY TRANSPORTATION SERVICES	WORKPLAN DEVELOPMENT & IMPLEMENTATION	15,000	15,000
COMMUNITY TRANSPORTATION SERVICES	MAIL HOUSE - POSTAGE & STUFFING	50,000	615
FACILITIES MAINTENANCE	HAZARDOUS WASTE DISPOSAL SERVICES	141,600	96,700
FACILITIES MAINTENANCE	LAMINATING SERVICES	5,000	5,000
FACILITIES MAINTENANCE	PEST CONTROL SERVICES	10,000	10,000
FACILITIES MAINTENANCE	RUBBISH COLLECTION SERVICES	65,000	51,000
FACILITIES MAINTENANCE	TREE PRUNING SERVICES	25,000	25,000
FACILITIES MAINTENANCE	UNDERGROUND TANK TESTING	50,000	50,000
FACILITIES MAINTENANCE	WASTE OIL REMOVAL SERVICES	1,725	1,725
	DIVISION TOTAL	\$1,591,172	\$1,290,224
	GRAND TOTAL	\$40,279,266	\$22,089,890
	TOTAL PROFESSIONAL SERVICES BUDGET FOR FISCAL YEAR 2004/05	\$96,755,074	
	BUDGET REMAINING:	\$74,665,184	
	PERCENT OF ANNUAL BUDGET SPENT TO DATE:	23%	

	Description of Line Item	Purchased Line Item Total	Amount Purchased
PLANNING, DEVELOPMENT AND COMMUTER SERVICES			
SERVICE AUTHORITY FOR FREEWAY EMERGENCIES	ADMINISTRATIVE AND SAFE CONSULTANT	\$100,000	\$75,000
SERVICE AUTHORITY FOR FREEWAY EMERGENCIES	FREEWAY SERVICE PATROL TRUCK SERVICES	3,300,000	2,767,438
SERVICE AUTHORITY FOR ABANDONED VEHICLES	TECHNICAL SUPPORT CONSULTANT	50,000	25,000
RIVERSIDE FREEWAY TOLL ROAD	GENERAL COUNSEL ADVICE-TOLL ROAD ISSUES	150,000	20,079
RIVERSIDE FREEWAY TOLL ROAD	GENERAL AUDITING SERVICES	50,000	15,000
RIVERSIDE FREEWAY TOLL ROAD	91 AUX LANE ENVIRON/PRELIM ENG/PROJ MGMT	2,500,000	1,664,419
RIVERSIDE FREEWAY TOLL ROAD	FINANCIAL ADVISORY CONSULTANT SERVICES	24,000	24,000
RIVERSIDE FREEWAY TOLL ROAD	CONSULTANT FOR OPERATIONAL & TECH SUPPORT	150,000	150,000
RIVERSIDE FREEWAY TOLL ROAD	CONSULTANT FOR TRAFFIC & REVENUE STUDY/ANALYSIS	200,000	200,000
RIVERSIDE FREEWAY TOLL ROAD	ENGINEERING TECH SUPPORT & PROJ MGMT	100,000	99,995
RIVERSIDE FREEWAY TOLL ROAD	PAVEMENT MANAGEMENT REPORT	40,000	22,798
RIVERSIDE FREEWAY TOLL ROAD	PROJECT MGMT SERVICES	50,000	50,000
RIVERSIDE FREEWAY TOLL ROAD	GRAPHIC DESIGN/COPYWRITING	30,000	21,470
CAPITAL PLANNING & GRANT MANAGEMENT	REGIONAL FUNDING PROGRAM MGMT SUPPORT	50,000	37,015
LONG RANGE PLANNING	LONG RANGE TRANSPORTATION MASTER PLAN	200,000	200,000
LONG RANGE PLANNING	TECHNICAL & COORDINATION SUPPORT	165,000	154,800
LONG RANGE PLANNING	TOLL ROAD CAPACITY EVALUATION	200,000	147,000
PROJECT PLANNING	N ORANGE COUNTY PROJ DEFINITION STUDY	65,000	14,700
PROJECT DEVELOPMENT	CHOKEPOINT PROGRAM SUPPORT SVCS	145,000	145,000
PROJECT DEVELOPMENT	SOUNDWALL PROGRAM NOISE BARRIER SCOPING SUMMARY	150,000	50,000
TRANSIT PLAN/TRANSIT ASST	GEOGRAPHIC INFORMATION SYSTEM TECHNICAL STAFF SUPPORT	185,000	115,000
	DIVISION TOTAL	\$7,904,000	\$5,998,714
EXTERNAL AFFAIRS DIVISION			
EXECUTIVE DIRECTOR OF EXTERNAL AFFAIRS	ORGANIZATIONAL ASSESSMENT OF EXTERNAL AFFAIRS DIVISION	\$75,000	\$75,000
MEDIA RELATIONS	AUDIO VISUAL REPORTING SERVICES	7,500	7,500
MEDIA RELATIONS	CLIPPING SERVICE	6,000	6,000
MEDIA RELATIONS	TV REPORTING SERVICE	50,000	23,000
MARKETING & CUSTOMER RELATIONS	DESIGN OCTA ANNUAL REPORT	25,000	24,990
MARKETING & CUSTOMER RELATIONS	NEW RESIDENT PROGRAM	55,000	45,000
MARKETING & CUSTOMER RELATIONS	VIDEOGRAPHY	5,000	250
MARKETING & CUSTOMER RELATIONS	COLOR COPIES & MOUNTING	8,000	8,000
MARKETING & CUSTOMER RELATIONS	GRAPHIC DESIGN SERVICE	79,000	30,000
MARKETING & CUSTOMER RELATIONS	PHOTOGRAPHERS	8,000	8,000
MARKETING & CUSTOMER RELATIONS	TIMES IN EDUCATION	30,000	19,500
MARKETING & CUSTOMER RELATIONS	TRANSLATION SERVICE	4,000	4,000
MARKETING & CUSTOMER RELATIONS	WEBSITE DEVELOPEMENT	20,000	20,000
CUSTOMER RELATIONS	MAILHOUSE - BETWEEN THE LINES NEWSLETTER	5,000	5,000
OCTD CUSTOMER RELATIONS	CUSTOMER INFORMATION CENTER	1,300,000	1,300,000
OCTD CUSTOMER RELATIONS	MESSENGER SERVICE	4,500	404
MARKETING & CUSTOMER RELATIONS	TRANSIT MARKETING & OUTREACH	120,000	39,999
MARKETING & CUSTOMER RELATIONS	TRANSIT MARKETING PROGRAM	425,000	425,000
MARKETING & CUSTOMER RELATIONS	BUS BOOK GRAPHIC DESIGN SERVICE	300,000	300,000
MARKETING & CUSTOMER RELATIONS	COLOR COPYING & MOUNTING	50,000	32,478
MARKETING & CUSTOMER RELATIONS	FILM & TYPESETTING	5,000	275
MARKETING & CUSTOMER RELATIONS	GRAPHIC DESIGN SERVICE	34,500	33,500
MARKETING & CUSTOMER RELATIONS	MURAL APPLICATION SERVICES	84,000	34,000
MARKETING & CUSTOMER RELATIONS	PHOTOGRAPHERS	20,000	10,000
MARKETING & CUSTOMER RELATIONS	TAPE DUPLICATION	10,500	7,000
MARKETING & CUSTOMER RELATIONS	TRANSLATION	4,000	4,000
MARKETING & CUSTOMER RELATIONS	WEBSITE DEVELOPEMENT	30,000	30,000
RIDESHARE	DATABASE MANAGEMENT BY RIVERSIDE COUNTY TRANSIT COMMISSION	70,000	70,000
RIDESHARE	DATA ENTRY SERVICE	9,000	8,430
RIDESHARE	GRAPHIC DESIGN	10,000	10,000
RIDESHARE	MOUNTING & COLOR COPIES	2,000	905
RIDESHARE	PHOTOGRAPHY	1,000	1,000
PUBLIC COMMUNICATIONS	PUBLIC OPINION POLL	50,000	40,000
PUBLIC COMMUNICATIONS	VIDEO SERVICE	25,000	16,667
PUBLIC COMMUNICATIONS	COLOR COPIES	8,500	5,123
PUBLIC COMMUNICATIONS	GRAPHIC DESIGN	61,000	54,000
PUBLIC COMMUNICATIONS	MAILHOUSE SERVICE	8,000	7,000
PUBLIC COMMUNICATIONS	PHOTOGRAPHY	7,500	7,500
PUBLIC COMMUNICATIONS	TRANSLATION	10,000	10,000
	DIVISION TOTAL	\$3,027,000	\$2,723,521



BOARD COMMITTEE TRANSMITTAL

June 13, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board ^{WK}
Subject Third Quarter Fiscal Year 2004-05 Budget Status

Finance and Administration Committee

May 25, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Member Correa and Committee Vice Chairman Duvall were not present to vote on this item.

Committee Recommendation

Receive and file as an information item.



May 25, 2005

To: Finance and Administration Committee

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

Subject: Third Quarter Fiscal Year 2004-05 Budget Status Report

Overview

The Orange County Transportation Authority's staff has implemented the fiscal year 2004-05 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) 2004-05 Budget on June 14, 2004. The approved budget itemizes the anticipated revenues and expenses necessary to meet OCTA's transportation programs and service commitments. The OCTA budget is comprised of individual budgets for each of OCTA's funds, including: the General Fund; three enterprise funds (Orange County Transit District (OCTD), Orange County Taxicab Administration Program (OCTAP), and Riverside Freeway (State Route 91); seven special revenue funds; three capital project funds; one debt service fund; six trust funds; and five internal service funds.

The approved revenue budget is \$613.3 million comprised of \$572.1 million in current year revenues and \$41.2 million in use of reserves. The approved expenditure budget is \$613.3 million with \$603.1 million of current year expenditures and \$10.2 million of designations. This report will analyze the variance between the current year budget and year-to-date actuals for both revenues and expenditures.

During the first nine months, the Board approved seven budget amendments (revenue and expense). The amendments added requirements to the budget plan that were unanticipated in the budget development process. A summary of each amendment follows:

FY 2004-05 Budget Amendments

		Total
Approved Budget		\$ 613,316,310
Date	Amendment Description	
16-Aug-04	Garden Grove Freeway Design-Build contract	395,081,000
23-Aug-04	Installation of Optical Fire Detectors in Liquefied Natural Gas Buses	579,251
13-Sep-04	Payroll System Consulting	250,000
15-Oct-04	Santa Ana Pedestrian Bridge, Project Management and Preliminary Engineering Consultant Services for CenterLine, Telecommunications Systems for Santa Ana Base and Passenger Information System for San Juan Capistrano Train Station	5,749,963
22-Nov-04	Mid-Year Amendment	998,721
13-Dec-04	Project Manager for Local Programs	48,000
28-Mar-05	Paratransit Vehicle Service Hours and Diesel cost increase	3,083,246
Total Amendments		\$ 405,790,181
Total Amended Budget		\$ 1,019,106,491

Discussion

Staff monitors and analyzes current year revenues and expenditures versus the amended budget. This report will provide budget-to-actual explanations for material variances.

Staffing

A staffing plan of 1,900 full-time equivalent (FTE) positions was approved in the FY 2004-05 budget. During the first nine months, the Board approved two amendments that added a net of eight positions to the staffing plan. The adjusted full year staffing plan total is now 1,908 FTEs. The average budgeted positions through the end of March 2005 are 1,892.1 due to the fluctuating number of non-transit operations administration support. At the end of the third quarter, the vacancy rate for the OCTA was 1.9 percent. A breakdown of the vacancy rate by job category is indicated in the table below.

Full-Time Equivalent Average Vacancy Rate

	Amended	Actual	Vacancy Rate
Coach Operators	1,113.9	1,104.2	-0.9%
Mechanics and Service Workers	256.0	253.0	-1.2%
Revenue/Parts Clerks and Facilities Maintenance	45.0	44.3	-1.5%
Union subtotal	1,414.9	1,401.6	-0.9%
Transit Operations Support	202.0	196.3	-2.8%
Non-Transit Operations Admin Support	275.2	258.7	-6.0%
Administrative subtotal	477.2	455.1	-4.6%
Total Authority	1,892.1	1,856.6	-1.9%

Revenue Summary

During the first nine months, OCTA augmented its revenue budget by \$129.6 million with additional funding and \$276.2 million with reserve funds. As the table below indicates, the amended current year revenue budget for FY 2004-05 is \$1,019 million. This report focuses on variances between budgeted and actual year-to-date revenues and expenditures for the third quarter.

FY 2004-05 Amended Revenue Budget

In Thousands

	Revenues		
	Current Year	Reserves	Total
Approved Budget	\$ 572,104	\$ 41,212	\$ 613,316
Amendments	129,600	276,190	\$ 405,790
Total Amended Budget	\$ 701,704	\$ 317,402	\$ 1,019,106

Third quarter year-to-date revenue actuals of \$443.5 million are 3 percent over the third quarter year-to-date amended budget of \$430.8 million. Variances at the summary object level are presented in the table on the next page.

Third Quarter Revenue Summary

In Thousands

Sources	Amended Budget	Actuals	Variance *	%
Interest Income	29,700	13,198	(16,501)	-55.6%
Sales Tax Revenue	268,315	256,756	(11,559)	-4.3%
Farebox Revenue	32,723	32,120	(603)	-1.8%
Department of Motor Vehicles Fees Revenue	2,720	2,163	(558)	-20.5%
Miscellaneous	21,052	20,832	(220)	-1.0%
Fees & Fines	116	98	(18)	-15.3%
Advertising Revenue	9,400	9,400	-	0.0%
Property Tax Revenue	5,285	5,506	221	4.2%
Rental Income	799	1,203	404	50.5%
State Grants	-	941	941	0.0%
Gas Tax Exchange	14,589	17,046	2,457	16.8%
Federal Grants	20,710	23,933	3,224	15.6%
Toll Road Revenue	22,733	26,232	3,500	15.4%
Other Financial Assistance	2,620	34,080	31,460	1200.7%
Total Revenues	\$430,762	\$443,509	\$ 12,747	3.0%

*(under) / over

Revenues – Interest Income: Third quarter year-to-date actuals of \$13.2 million are 55.6 percent below the budget of \$29.7 million for the same period. The reason for this variance is because:

Interest rates earned on investments were lower than the anticipated budgeted rate, 2.5 versus 3.5 percent. Interest yields have been increasing steadily over the past few months and the forecasted rate targeted for year-end is 3 percent.

Revenues – Sales Tax Revenue: Third quarter year-to-date actuals of \$256.8 million are 4.3 percent below the budget of \$268.3 million for the same period. Actuals are lower than budget due to timing issues related to cash receipts from the State Board of Equalization and due to year-end accrual adjustments from the prior year. It is anticipated that sales tax revenues will be approximately 2.2 percent higher than budget at year-end.

Revenues – Gas Tax Exchange: Third quarter year-to-date gas tax exchange revenues of \$17 million are 16.8 percent higher than the amended budget of \$14.6 million largely due to the timing of the exchange process. It has been budgeted and forecasted that by the end of the fiscal year revenues received will amount to \$23 million and there will be no variance.

Revenues in both of the following categories are received on a reimbursement basis, revenues budgeted here can be received in future years rather than the year in which they are reflected in the budget. In addition, reimbursements

budgeted in a prior year can be received in the current year. This will lead to a variance between budgeted revenues and actual cash receipts primarily due to revenues not being recorded in the same period as encumbrances. Revenues received include reimbursements from the Federal Transit Administration (FTA), California Department of Transportation (Caltrans), cities, and other agencies.

Revenues – Federal Grants: Third quarter year-to-date revenues of \$23.9 million were 15.6 percent higher than the amended budget of \$20.7 million. The variance is due to reimbursement for OCTA's Santa Ana Bus Base construction (\$11.5 million). This grant was budgeted in FY 2003-04 to match the encumbrance. OCTA was also reimbursed in this period for paratransit vans (\$4.4 million) that were procured in FY 2002-03. Also, second quarter year-to-date budgeted revenue of \$9 million for preventative maintenance will not be received until the fourth quarter of this year.

Revenues – Other Financial Assistance: Third quarter year-to-date actuals of \$34.1 million are \$31.5 million more than the amended budget of \$2.6 million. This is due to receiving Traffic Congestion Relief Program (TCRP) money that was not budgeted in the current year (\$31.6 million) for the Garden Grove Freeway (State Route 22) project. This money was budgeted as revenue in FY 2002-03.

Revenues – Toll Road: Third quarter year-to-date actuals of \$26.2 million are 15.4 percent greater than the third quarter year-to-date amended budget of \$22.7 million. This variance is due to more revenue (\$1.5 million) than budgeted received from the interoperating agreement with the Transportation Corridor Agencies (TCA) and non-toll revenue actuals (\$4.2 million) being \$1.1 million more than the budgeted (\$3.1 million). The increase in toll revenue can mainly be attributed to the 12 percent increase in traffic volume.

Expense Summary

During the first nine months of FY 2004-05, the expenditure budget was increased by \$405.8 million to accommodate the award of the State Route 22 (SR-22) Design-Build contract, increase in paratransit vehicle service hours and diesel costs, and other current year activities. As the table on the next page indicates, the amended current year expenditure budget is \$1,019 million. The following section focuses on variances between the amended budget and year-to-date expenses.

FY 2004-05 Amended Expenditure Budget

In Thousands

	Expenditures		
	Current Year	Designations	Total
Approved Budget	\$ 603,112	\$ 10,204	\$ 613,316
Amendments	405,790	-	405,790
Total Amended Budget	\$ 1,008,902	\$ 10,204	\$ 1,019,106

Third quarter year-to-date expenditure actuals of \$757.8 million represent a 10.1 percent under-run to the year-to-date amended budget of \$843.1 million. Variances at the object summary level are presented in table form on the next page.

Third Quarter Expenditure Summary

In Thousands

	Amended Budget	Actuals	Variance *	%
Salaries and Benefits				
Salaries	\$ 61,710	\$ 61,978	\$ 268	0.4%
Compensated Absences	7,519	7,365	(154)	-2.1%
Total Salaries	69,229	69,342	113	0.2%
Other Benefits	2,888	2,781	(107)	-3.7%
Insurances	1,191	1,515	324	27.2%
Pensions	9,584	10,436	852	8.9%
Total Benefits	13,663	14,731	1,069	7.8%
Total Salaries & Benefits	82,892	84,074	1,182	1.4%
Services and Supplies				
Contributions to Other Agencies	86,987	57,987	(29,000)	-33.3%
Professional Services	44,194	27,305	(16,889)	-38.2%
Contract Transportation	28,602	20,528	(8,073)	-28.2%
Insurance Claims Expense	22,026	19,082	(2,944)	-13.4%
Outside Services	24,699	22,303	(2,396)	-9.7%
Office Expense	2,875	1,772	(1,103)	-38.4%
Debt Service	97,183	96,471	(712)	-0.7%
Tires & Tubes	1,021	812	(209)	-20.4%
Advertising Fees	490	321	(169)	-34.6%
Utilities	1,356	1,191	(165)	-12.2%
Miscellaneous Expense	887	807	(80)	-9.1%
Travel, Training, Mileage	369	315	(54)	-14.6%
Taxes	569	613	44	7.8%
Leases	3,521	3,652	130	3.7%
Other Materials & Supplies	861	1,225	364	42.2%
Maintenance Expense	5,892	6,539	647	11.0%
Insurance	-	774	774	0.0%
Fuels & Lubricants	6,131	7,858	1,727	28.2%
Total Services & Supplies	327,664	269,556	(58,108)	-17.7%
Capital and Fixed Assets				
Construction in Progress	19,671	4,039	(15,632)	-79.5%
Work In Process	403,596	397,248	(6,348)	-1.6%
Capital Expense-Local Funding	9,203	2,858	(6,345)	-68.9%
Capital Expense-Grant Funding	99	26	(73)	-73.9%
Total Capital and Fixed Assets	432,569	404,171	(28,397)	-6.6%
Total All Expenses	\$ 843,124	\$ 757,801	\$ (85,323)	-10.1%

* (under) / over

Expenses – Salary and Benefits: Third quarter year-to-date actuals of \$84.1 million are 1.4 percent or \$1.2 million over the amended budget of \$82.9 million. The reason for this variance is due to the coach operators overtime costs (\$1.4 million) coming in over budget. However, these costs are being offset by under-runs in regular administrative salaries (\$0.5 million) and coach operator regular salaries (\$1.1 million). Furthermore, coach operators received a lump sum retro pay (\$0.8 million) as a result of their newly

negotiated contract. In addition, the second part of this variance can be attributed to pension costs which came in at \$0.9 million over budget.

Expenses – Services and Supplies: Third quarter year-to-date services and supplies actuals of \$269.6 million are 17.7 percent below the amended budget of \$327.7 million. The main contributors to this under-run were contribution to other agencies (\$29 million), professional services (\$16.9 million), contract transportation (\$8.1 million), insurance claims expense (\$3 million), outside services (\$2.4 million), and office expense (\$1.1 million).

Expenses – Contributions to Other Agencies: The Measure M competitive projects and turnback program comprise 69 percent of the "Contributions to Other Agencies" line item (40 percent and 29 percent respectively). Under-runs in the competitive program total \$21.2 million or 73.1 percent of this line item variance and are the result of cities not requesting reimbursements at the rate OCTA has anticipated. The OCTA Board approved an amendment to the FY 2004-05 budget to provide assistance to cities in claiming these funds to complete these projects.

Expenses – Professional Services: Third quarter year-to-date actuals of \$27.3 million were under the amended budget of \$44.2 million by \$16.9 million. The under-run is primarily due to the Santa Ana Freeway (Interstate 5) North right-of-way (ROW) acquisition being delayed (\$4.9 million) due to ground water issues and lower than anticipated expenses to date in preliminary engineering of The CenterLine Project (\$6.3 million) which as of February 14, 2005, was placed on "pause" status. Since The CenterLine Project was placed on pause, the only contract that has been issued is in the amount of \$0.4 million to study alternatives.

Expenses – Contract Transportation: Third quarter year-to-date actuals of \$20.5 million were under the amended budget of \$28.6 million by 28.2 percent. The variance is primarily due to the invoice processing being three month in arrears. The unbilled Laidlaw contract invoices for the last three months are estimated at \$7.6 million.

Expenses – Insurance Claims: Third quarter year-to-date actuals of \$19.1 million are 13.4 percent less than the third quarter year-to-date amended budget of \$22 million. This is primarily due to lower workers' compensation claim expenses of \$4.3 million versus \$6.4 million that was budgeted. This variance is due to fluctuations in claim amounts on a monthly basis versus the budget but it is expected that the year end expenses will be close to the budgeted amount of \$8.5 million.

Expenses – Outside Services: Third quarter year-to-date actuals of \$22.3 million were under the amended budget of \$24.7 million by 9.7 percent. The under-run is primarily due to maintenance supplies and services (\$2.6 million) and maintenance equipment repairs (\$1.1 million). The primary reason for both of these variances is mainly due to the timing of which invoices are received. Furthermore, by the end of the fiscal year the variance between actuals and amended budget is expected to be minimal.

Expense – Office Expense: Third quarter year-to-date actuals of \$1.8 million were under the amended budget of \$2.9 million by 38.4 percent. The under-run is primarily due to postage and printing expenses (\$0.9 million) throughout the OCTA being expended at a lower than anticipated rate. This variance can also be attributed to the current pause status of The CenterLine Project.

Expenses – Fuels and Lubricants: Third quarter year-to-date actuals of \$7.9 million were over the amended budget of \$6.1 million by 28.2 percent. The over-run is due to the increase in diesel fuel costs (\$1.4 million). The budget cost was \$1.05 per gallon versus the actual \$1.53 per gallon. In addition, liquefied natural gas (LNG) costs (\$0.2 million) were higher than expected due to more miles being run than budgeted.

Expenses – Capital and Fixed Assets: During the first nine months, capital and fixed asset actuals of \$404.2 million were 6.6 percent below the amended budget of \$432.6 million. This variance is due to construction of Americans with Disabilities Act bus stop modifications phase three not yet encumbered but in process (\$2.2 million), the articulated bus repair bays for the Garden Grove Base, maintenance building modification for the Irvine Base, and underground storage tank modifications for all bases, a total of (\$6.1 million), which have been delayed or canceled until fiscal year 2006. Furthermore, the Santa Ana Freeway (Interstate 5) Far North ROW acquisition is being delayed due to ground water issues (\$13.6 million), and the SR-22 ROW acquisitions (\$2.7 million) are currently underway with a minimal variance expected by year end.

Fund Level Analysis

A fund level analysis as well as fund level financial schedules for the General Fund, Local Transportation Authority Fund, Orange County Transit District Fund, Riverside Freeway (91 Express Lanes) Fund, and the Internal Services Funds are included as Attachments A and B.

Summary

This summary report of budget-to-actuals provides information for the third quarter year-to-date fiscal year 2004-05 activities of the Orange County Transportation Authority. Third quarter revenues are 3 percent higher than the amended revenue budget, while the expenditures are 10.1 percent below budgeted levels during this same period. Staff recommends this report be received and filed as an information item by the Finance and Administration Committee.

Attachments

- A. Fund Level Analysis.
- B. Fund Level Financial Schedules.

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Fund Level Analysis

General Fund – Revenue and Expense Summary

Third quarter year-to-date revenue actuals of \$0.8 million are 18.3 percent above the third quarter year-to-date amended budget of \$0.7 million. Third quarter year-to-date expenditure actuals of \$29.6 million are 11.9 percent under the third quarter year-to-date amended budget of \$33.6 million.

Note: Expenses in the General Fund are greater than revenues but the majority of the expense is allocated out to the other funds in the Orange County Transportation Authority (OCTA).

General Fund - Variance Analysis – Revenues

Revenues – Other Financial Assistance: Year-to-date actuals of negative \$0.4 million are 368 percent lower than the anticipated \$0.2 million budgeted for the same period. The variance is due to using a different object code to record the actuals than where this revenue was budgeted. This will be corrected by a journal entry by year-end.

Revenues – State Grants: Third quarter year-to-date actuals of \$0.9 million are 100 percent more than the third quarter year-to-date amended budget. Since revenues in this category are received on a reimbursement basis, revenues received were budgeted in prior years. All of this revenue represents reimbursements from the state to the OCTA for expenditures on the soundwall program.

General Fund – Variance Analysis – Expenses

Expenses – Salaries and Benefits: Third quarter year-to-date actuals of \$18.1 million are 1.1 percent less than the third quarter year-to-date amended budget of \$18.3 million. Salaries are \$0.5 million under budget due to vacancies being greater than budgeted but this under-run is partially offset by an over-run in pension costs (\$0.3 million).

Expenses – Services and Supplies: During the first nine months, actuals of \$11.3 million are 24.2 percent less than the amended budget of \$15 million for the same period. Major variances are explained below.

Expenses – Professional Services: Third quarter year-to-date actuals of \$4.2 million are 45.3 percent less than the third quarter year-to-date amended budget of \$7.8 million. The variance is primarily due to the delay of the following projects: Interstate 5 South Major Investment Study is currently in the process of

reviewing proposals (\$1 million), the Board recently approved a comprehensive major investment study on the Orange Freeway (State Route 57) extension (\$1.2 million), and Riverside Freeway (State Route 91)/ Santa Ana Freeway (Interstate 5) Project Definition Study (\$0.5 million) has been postponed until next fiscal year with an expanded scope of work. Furthermore, the North Orange County Transit Project Definition study (\$0.5 million) has been cancelled.

Expenses – Office Expense: Third quarter year-to-date actuals of \$0.8 million are 25.8 percent less than the third quarter year-to-date amended budget of \$1 million. This is due to under-runs in postage (\$0.1 million) and PC workstations/hardware (\$0.1 million) purchases.

Local Transportation Authority (LTA) Fund – Revenue and Expense Summary

Third quarter year-to-date revenue actuals of \$219.7 million are 11.9 percent above the third quarter year-to-date amended budget of \$196.4 million. Third quarter year-to-date expenditure actuals of \$445.5 million are 9.1 percent under the third quarter year-to-date amended budget of \$489.9 million.

Local Transportation Authority Fund - Variance Analysis – Revenues

Revenues – Interest Income: Interest income for the LTA fund is received in the General Fund and redistributed to LTA in accordance with the average daily cash balance in the fund. Third quarter year-to-date actuals of \$5 million are 58.6 percent less than the third quarter year-to-date amended budget of \$12 million. This variance is primarily due to the fact actual interest rates have been lower than the budgeted interest rate of 3.5 percent.

Revenues – Taxes/Fees: In the LTA fund, the taxes/fees category solely records the ½ cent Measure M sales tax. Third quarter year-to-date actuals of \$180 million are lower than the budgeted amount of \$184.1 million due to timing issues related to cash receipts from the State Board of Equalization and due to year-end accrual adjustments from the prior year. It is anticipated that sales tax revenues will be approximately 2.2 percent higher than budget at year-end.

Revenues – Other Financial Assistance: Revenue in this category is received on a reimbursement basis. Revenues budgeted here can be received in future years rather than the year in which they are reflected in the budget. On the other hand, reimbursements budgeted in prior years can be received in the current year. This will lead to a variance between budgeted revenues and actual cash receipts primarily due to revenues not being recorded in the same period as encumbrances. Third quarter year-to-date actuals of \$34.3 million is primarily due to receiving Traffic Congestion Relief Program (TCRP) money that was previously budgeted in Fiscal Year 2002-03 (\$33.1million) for the Garden Grove (State Route 22) project.

Local Transportation Authority Fund – Variance Analysis – Expenses

Expenses – Total Services and Supplies: Third quarter year-to-date actuals of \$46.8 million are 35 percent less than the third quarter year-to-date amended budget of \$71.9 million. Variance analysis is presented below.

Expenses – Contributions to Other Agencies: Third quarter year-to-date actuals of \$36 million are 37.1 percent less than the third quarter year-to-date amended budget of \$57.2 million. This is due to a delay in processing payments for the competitive program. The budget under-run is expected throughout year-end.

Expenses – Professional Services: Third quarter year-to-date actuals of \$10.2 million are 26.8 percent less than the third quarter year-to-date amended budget of \$13.9 million. This is due to a delay with the Interstate 5 (I-5) Far North project (\$3 million) because of ground water issues. In addition, the court case with the City of Garden Grove has caused a delay in the improvement of the SR-22. This delay has resulted in the project manager services contract cost (\$0.2 million) being less than what was budgeted (\$0.6 million). This under-run will continue through year-end.

Expenses – Total Capital Expenditures: Third quarter year-to-date actuals of \$398.8 million are 4.6 percent less than the third quarter year-to-date amended budget of \$418 million.

Expenses – Construction in Progress: Third quarter year-to-date actuals of \$2.6 million is 84.6 percent below the third quarter year-to-date amended budget of \$16.8 million. This is due to the delay of the right-of-way land acquisition and construction management for the I-5 Far North project (\$13 million).

Expenses – Work in Process: Third quarter year-to-date actuals of \$396.3 million is 1.2 percent below the third quarter year-to-date amended budget of \$401.1 million. This variance is due to under-runs in right-of-way land acquisition (\$2.7 million), right-of-way utilities cost (\$1.1 million), and construction cost (\$1 million), all for the SR-22. Again, this is due to the delayed start of the project because of the court case with the City of Garden Grove.

Orange County Transit District (OCTD) Fund – Revenue and Expense Summary

Third quarter year-to-date revenue actuals of \$78.4 million are 2.5 percent below the third quarter year-to-date amended budget of \$80.3 million. Third quarter year-to-date expenditure actuals of \$115.7 million are 12.9 percent under the third quarter year-to-date amended budget of \$132.7 million.

Orange County Transit District Fund - Variance Analysis – Revenues

Revenues – Interest Income: Interest income for the OCTD fund is received in the General Fund and redistributed to OCTD in accordance with the daily average cash balance in the fund. Third quarter year-to-date actuals of \$1.9 million are 61.2 percent lower than the third quarter year-to-date amended budget of \$5 million. The variance is due to the budgeted interest rate being higher than the actual interest rate earned. This is expected to continue for the remainder of the year.

Revenues – Federal Operating Grants: Since revenues in this category are received on a reimbursement basis, revenues budgeted here are received in future years rather than the year in which they are reflected in the budget. This will lead to a variance between budgeted revenues and actual cash receipts. Third quarter year-to-date actuals of \$0.2 million are 94.7 percent below the third quarter year-to-date amended budget of \$3.1 million. This variance is due to not utilizing paratransit operating assistance under Section 5307 of the federal grants program until FY 2005-06 due to the one year contract extension with Laidlaw.

Revenues – Federal Capital Grants: Since revenues in this category are received on a reimbursement basis, revenues budgeted here are received in future years rather than the year in which they are reflected in the budget. This will lead to a variance between budgeted revenues and actual cash receipts. Third quarter year-to-date actuals of \$19.3 million are 9.9 percent greater than the third quarter year-to-date amended budget of \$17.6 million. These actuals reflect the fact that Federal Transit Administration (FTA) Section 5307 and Section 5309 Capital Assistance reimbursements were \$19.3 million for preventative maintenance versus \$16.2 million budgeted. Total budget amount for FY 2004-05 is \$20.1 million and this amount is expected to be fully reimbursed by year-end.

Revenues – Other Financial Assistance: Third quarter year-to-date actuals of \$17 million are 16.4 percent above the third quarter year-to-date amended budget of \$14.6 million. This is primarily due to the higher than expected Gas Tax Exchange revenue (\$2.4 million). This will even out by year-end.

Orange County Transit District Fund – Variance Analysis – Expenses

Expenses – Total Salaries and Benefits: Third quarter year-to-date actuals of \$65.9 million are 2.3 percent more than the third quarter year-to-date amended budget of \$64.4 million. Salaries were over \$1.2 million, due mainly to overtime (\$2.3 million), pensions (\$0.6 million), and insurances (\$0.2 million), which is offset partially by the under-runs in regular administrative salaries (\$0.7 million), coach operator regular salaries (\$0.5 million), extra help (\$0.3 million), and other benefits (\$0.1 million) such as uniform allowance and vacation payout.

Expenses – Total Services and Supplies: Third quarter year-to-date actuals of \$46.9 million are 15.6 percent less than the third quarter year-to-date amended budget of \$55.6 million. Detailed variance analysis is presented below.

Expenses – Contract Transportation: Third quarter year-to-date actuals of \$16.6 million were under the amended budget of \$26.1 million by 36.4 percent. The under-run is due to invoice processing which is three month in arrears from the contractor. The total invoice amount for January through March 2005 is estimated at \$7.6 million which would account for the majority of the year-to-date variance.

Expenses – Professional Services: Third quarter year-to-date actuals of \$2.6 million are 19.1 percent less than the third quarter year-to-date amended budget of \$3.3 million. This is primarily due to the under-runs in the transit marketing program (\$0.2 million) and in professional evaluation and determination of Americans with Disability Act (ADA) eligibility for OCTA's ACCESS service (\$0.4 million).

Expenses – Fuels and Lubricants: Third quarter year-to-date actuals of \$7.9 million were over the amended budget of \$6.1 million by 28.2 percent. The over-run is due to the increase in diesel fuel costs (\$1.4 million). The budget cost was \$1.05 per gallon versus the actual \$1.53 per gallon. In addition, liquefied natural gas costs (LNG fuel, \$0.2 million) were higher than expected due to more miles being run than budgeted.

Expenses – Total Capital Expenditures: Third quarter year-to-date actuals of \$2.9 million are 77.5 percent less than the third quarter year-to-date amended budget of \$12.7 million. This variance is due to construction of ADA bus stop modifications phase three not yet encumbered but in process (\$2.2 million), the articulated bus repair bays for the Garden Grove Base, maintenance building modification for the Irvine base, and underground storage tank modification for all the bases, for a total of (\$6.1 million), which have been delayed or cancelled until fiscal year 2006.

91 Express Lanes Fund – Revenue and Expense Summary

Third quarter year-to-date revenue actuals of \$27 million are 15.9 percent above the third quarter year-to-date amended budget of \$23.3 million. Third quarter year-to-date expenditure actuals of \$17.6 million are 23.7 percent under the third quarter year-to-date amended budget of \$23.1 million.

91 Express Lanes Fund - Variance Analysis – Revenues

Revenues – Toll Road: Third quarter year-to-date actuals of \$22.1 million are 12.4 percent greater than the third quarter year-to-date amended budget of \$19.6 million. This variance is due to the increase in traffic volume

(12 percent) and more revenue from the interoperating agreement with the Transportation Corridor Agencies (TCA) for tollroad revenue. OCTA bills the TCA for TCA customers who use the State Route 91(SR-91) toll road (\$1.5 million).

Revenues – Miscellaneous Toll Road: Third quarter year-to-date actuals of \$4.2 million are 34.5 percent greater than the second year-to-date quarter amended budget of \$3.1 million. This is primarily due to the increase in the monthly minimum fee income account (\$0.9 million).

91 Express Lanes Fund – Variance Analysis – Expenses

Expenses – Total Services and Supplies: Third quarter year-to-date actuals of \$16.7 million are 23.1 percent less than the third quarter year-to-date amended budget of \$21.7 million. Variance analysis is presented below.

Expenses – Outside Services: Third quarter year-to-date actuals of \$0.8 million are 77.5 percent lower year-to-date than the third quarter year-to-date amended budget of \$3.6 million. This is because the maintenance upgrade of the toll lanes budgeted in September is being delayed until the fourth quarter of 2004-2005 (\$2.6 million).

Expenses – Professional Services: Third quarter year-to-date actuals of \$3 million are 24.5 percent less than the third quarter year-to-date amended budget of \$4 million. This is due to lower spending on 91 Auxiliary Environmental/Preliminary Engineering (\$0.6 million) and legal services (\$0.3 million). This is expected to be spent by year-end.

Expenses – Total Capital Expenditures: Third quarter year-to-date actuals of \$0.9 million are 33 percent less than the amended budget of \$1.4 million. This is due the timing of transponder shipments. It was originally budgeted to receive the shipments quarterly, with the first shipment arriving on July 1, 2004, however, the first shipment did not arrive until August 15, 2004, thus causing a 45 day delay. This should even out by year-end.

Internal Service Funds – Revenue and Expense Summary

The Internal Service Funds operates on a cost recovery method through an allocation chargeback such that revenues are less than costs before the allocation out to the other funds. Third quarter year-to-date revenue actuals of \$20.6 million are 2.4 percent above the third quarter year-to-date amended budget of \$20.1 million. Third quarter year-to-date expenditure actuals of \$19.2 million are 13.1 percent under the third quarter year-to-date amended budget of \$22.1 million.

Internal Service Funds - Variance Analysis – Revenues

Revenues – Interest Income: Third quarter year-to-date actuals of \$0.4 million are 62.8 percent less than third quarter year-to-date amended budget of \$1.3 million. The primary reason for this variance is because interest rates being earned on investments (2.5 percent) were lower than the budgeted rate (3.5 percent). It is forecasted that interest yields will begin to increase steadily through the end of the fiscal year so that revenues will be higher but will not completely recover.

Revenues – Charges for Services: Third quarter year-to-date actuals of \$19.9 million are 6.5 percent greater than the third quarter year-to-date amended budget of \$18.7 million. The variance is due to workers' compensation (\$0.4 million) and employee contributions to health care (\$0.5 million) revenue that has been higher than anticipated.

Internal Service Funds – Variance Analysis – Expenses

Expenses – Total Services and Supplies: Third quarter year-to-date actuals of \$19.2 million are 13.1 percent less than the third quarter year-to-date amended budget of \$22.1 million. Variance analysis is presented below.

Expenses – Insurance Claims: Third quarter year-to-date actuals of \$18.8 million are 13.2 percent less than the third quarter year-to-date amended budget of \$21.7 million. This is due to lower workers' compensation claim expenses of \$4.3 million versus \$6.4 million that was budgeted.

Fund Level Financial Schedules

**General Fund
Revenues and Expenses**

In Thousands

Description	Budget	Actual	Variance	%
Other Financial Assistance	179	(368)	(547)	-306.2%
Interest Income	289	69	(220)	-76.0%
Miscellaneous	104	66	(38)	-36.8%
Fees and Fines	104	93	(12)	-11.1%
Federal Capital Grants	-	-	-	0.0%
Federal Operating Grants	-	-	-	0.0%
State Grants	-	941	941	100.0%
Total Revenues	676	800	124	18.3%
Salaries-Regular Employees	12,407	11,863	(544)	-4.4%
Compensated Absences	1,652	1,569	(83)	-5.0%
Other Benefits	954	940	(13)	-1.4%
Extra Help Employees	491	526	35	7.1%
Insurances	279	384	105	37.6%
Pensions	2,533	2,826	293	11.6%
Total Salaries & Benefits	18,316	18,109	(208)	-1.1%
Professional Services	7,767	4,245	(3,521)	-45.3%
Office Expense	1,043	774	(269)	-25.8%
Utilities	473	287	(186)	-39.3%
Outside Services	2,198	2,085	(113)	-5.1%
Miscellaneous Expense	329	272	(57)	-17.3%
Travel, Training, and Mileage	242	200	(42)	-17.3%
Other Materials and Supplies	86	67	(18)	-21.4%
Maintenance Expense	7	1	(6)	-88.3%
Advertising Fees	135	225	89	66.1%
Contributions to other Agencies	7	221	214	3057.2%
Leases	2,677	2,969	292	10.9%
Total Services & Supplies	14,962	11,345	(3,617)	-24.2%
Capital Expense-Locally Funded	337	150	(188)	-55.7%
Expenses	33,616	29,603	(4,013)	-11.9%

*(under) / over

Local Transportation Authority Fund (Measure M) Revenues and Expenses

In Thousands

Description	Budget	Actual	Variance	%
Interest Income	12,026	4,979	(7,047)	-58.6%
Taxes/Fees	184,149	180,017	(4,132)	-2.2%
Rental Income	206	109	(97)	-47.1%
Miscellaneous	5	-	(5)	-100.0%
Federal Capital Assistance Grants	-	222	222	100.0%
Other Financial Assistance	-	34,336	34,336	100.0%
Total Revenues	196,386	219,663	23,277	11.9%
Contributions to Other Agencies	57,205	35,959	(21,246)	-37.1%
Professional Services	13,898	10,173	(3,725)	-26.8%
Office Expense	211	18	(194)	-91.7%
Debt Service	477	469	(8)	-1.8%
Advertising Fees	6	2	(4)	-63.2%
Travel, Training, and Mileage	-	1	1	100.0%
Miscellaneous Expense	1	2	1	278.6%
Outside Services	111	145	34	30.5%
Total Services & Supplies	71,908	46,768	(25,140)	-35.0%
Construction in Progress	16,763	2,586	(14,177)	-84.6%
Work in Process	401,116	396,330	(4,786)	-1.2%
Capital Exp-Locally Funded	-	(169)	(169)	0.0%
Capital Exp-Grant Funded	99	26	(73)	-73.9%
Total Capital	417,978	398,773	(19,205)	-4.6%
Total Expenses	489,886	445,541	(44,345)	-9.1%

*(under) / over

Orange County Transit District Fund Revenues and Expenses

In Thousands

Description	Budget	Actual	Variance	%
Interest Income	5,003	1,942	(3,062)	-61.2%
Federal Operating Grants	3,100	165	(2,935)	-94.7%
Farebox Revenue	24,802	23,940	(863)	-3.5%
Insurance Recoveries	167	148	(19)	-11.5%
Advertising Revenue	9,506	9,520	15	0.2%
Miscellaneous	65	183	117	180.2%
Taxes/Fees	5,285	5,506	221	4.2%
Rental Income	220	619	399	181.3%
Federal Capital Grants	17,609	19,344	1,735	9.9%
Other Financial Assistance	14,589	16,984	2,395	16.4%
Total revenues	80,347	78,350	(1,997)	-2.5%
Extra Help Employees	876	586	(290)	-33.1%
Other Benefits	1,931	1,833	(98)	-5.1%
Compensated Absences	5,854	5,783	(71)	-1.2%
Insurances	910	1,131	222	24.3%
Pensions	7,030	7,594	563	8.0%
Salaries-Regular Employees	47,827	48,981	1,154	2.4%
Total Salaries & Benefits	64,428	65,908	1,480	2.3%
Contract Transportation	26,072	16,591	(9,481)	-36.4%
Contributions to other Agencies	1,214	194	(1,019)	-84.0%
Professional Services	3,265	2,642	(623)	-19.1%
Outside Services	8,160	7,839	(321)	-3.9%
Debt Service	276	5	(271)	-98.1%
Tires and Tubes	1,021	812	(209)	-20.4%
Office Expense	781	582	(200)	-25.6%
Advertising Fees	155	37	(118)	-75.9%
Leases	545	492	(53)	-9.8%
Miscellaneous Expense	177	136	(41)	-23.0%
Travel, Training, and Mileage	91	97	6	6.5%
Taxes	494	529	35	7.1%
Utilities	566	645	79	14.0%
Other Materials and Supplies	749	1,113	365	48.7%
Maintenace Expense	5,885	6,537	651	11.1%
Insurance	-	774	774	100.0%
Fuels and Lubricants	6,131	7,858	1,727	28.2%
Total Services & Supplies	55,583	46,885	(8,698)	-15.6%
Capital Exp-Locally Funded	7,467	1,940	(5,527)	-74.0%
Construction in Progress	2,783	-	(2,783)	-100.0%
Work in Process	2,480	918	(1,562)	-63.0%
Total Capital	12,730	2,858	(9,872)	-77.5%
Expenses	132,741	115,651	(17,090)	-12.9%

*(under) / over

Toll Road Fund Revenues and Expenses

In Thousands

Description	Budget	Actual	Variance	%
Rental Income	2	11	9	468.4%
Interest Income	560	764	205	36.6%
Miscellaneous Toll Road Revenue	3,090	4,155	1,065	34.5%
Toll Road Revenue	19,643	22,077	2,435	12.4%
Total Revenues	23,294	27,007	3,713	15.9%
Outside Services	3,607	812	(2,795)	-77.5%
Professional Services	3,963	2,993	(970)	-24.5%
Debt Service	8,211	7,779	(432)	-5.3%
Office Expense	696	388	(307)	-44.2%
Contract Transportation	4,071	3,937	(133)	-3.3%
Advertising Fees	186	57	(130)	-69.6%
Leases	299	188	(111)	-37.2%
Insurance Claims Expense	345	267	(78)	-22.5%
Utilities	199	146	(53)	-26.7%
Miscellaneous Expense	148	131	(17)	-11.6%
Travel, Training, and Mileage	7	4	(3)	-47.8%
Total Services & Supplies	21,733	16,702	(5,031)	-23.1%
Capital Exp-Locally Funded	1,399	938	(461)	-33.0%
Work in Process	-	-	-	0.0%
Total Capital	1,399	938	(461)	-33.0%
Expenses	23,132	17,640	(5,492)	-23.7%

*(under) / over

Internal Service Funds Revenues and Expenses

In Thousands

Description	Budget	Actual	Variance	%
Interest Income	1,293	481	(812)	-62.8%
Insurance Recoveries	142	236	94	66.2%
Charges for Services	18,657	19,860	1,204	6.5%
Total Revenues	20,091	20,576	485	2.4%
Insurance Claims Expense	21,681	18,812	(2,868)	-13.2%
Professional Services	298	272	(25)	-8.6%
Outside Services	50	30	(20)	-40.0%
Insurance	-	-	-	0.0%
Miscellaneous Expense	3	3	0	10.9%
Taxes	74	82	9	11.8%
Total Expenses	22,105	19,200	(2,905)	-13.1%

*(under) / over



BOARD COMMITTEE TRANSMITTAL

June 13, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Third Quarter Fiscal Year 2004-05 Grant Status Report

Finance and Administration Committee

May 25, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Member Correa and Committee Vice Chairman Duvall were not present to vote on this item.

Committee Recommendation

Receive and file as an information item.



May 25, 2005

To: Finance and Administration Committee

From: *AT* Arthur T. Leahy, Chief Executive Officer

Subject: Third Quarter Fiscal Year 2004-05 Grant Status Report

Overview

The Quarterly Grant Status Report summarizes grant activities for information purposes for the Orange County Transportation Authority Board of Directors. This report focuses on significant grant activity for the period of January through March 2005. The Quarterly Grant Status Report summarizes future grant applications, pending grant applications, executed grant awards, current grant agreements and closed-out grant agreements.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority's (OCTA) long-term, proactive planning approach ensures the effective utilization of limited capital resources and improved operating effectiveness. One critical aspect of this proactive planning approach is to strategically seek and obtain federal, state, and local grant funding.

Discussion

The ongoing grant activities are categorized by future grant applications, pending grant applications, executed grant awards, current grant agreements and closed-out grant agreements.

Future Grant Applications

The OCTA has five future grant applications under development or in the application process, which are enumerated in Attachment A and summarized below.

The Federal Transit Administration (FTA) Section 5307 Capital Formula Grant Program: the OCTA staff submits one Section 5307 Capital Formula Grant per federal fiscal year.

The Fiscal Year (FY) 2004-05 Section 5307 Capital Formula Grant application is under development with an expected submittal by the end of June 2005, and anticipated award within three months. This grant application consists of \$88.9 million in federal capital and operating assistance for the OCTA's fixed route and paratransit operations and for Metrolink rolling stock purchases. The \$88.9 million is comprised of \$53.4 million of Section 5307 funds, of which, \$10 million is carryover from the FY 2003-04 Section 5307 apportionment and \$35.5 million of Congestion Mitigation and Air Quality (CMAQ) funds (Metrolink Rolling Stock (\$35 million) and Rideshare Services (\$0.5 million)).

FTA Section 5309 Discretionary Capital Grant Program: the OCTA staff submits one unified Section 5309 Discretionary Capital Grant application per federal fiscal year.

The FY 2004-05 Section 5309 Discretionary Capital Grant application is under development with an expected submittal by the end of June 2005, and anticipated award within three months. The consolidated capital grant application requests federal funds of \$5,315,906, for Bus Rapid Transit (\$2,184,466), Inter-County Express Bus (\$1,067,961), Fare Collection System (\$970,974), the City of Anaheim (\$485,437 (FY 2003-04) and \$291,534 (FY 2004-05)) and Transit Center Improvements (\$315,534). This grant may also include the City of Costa Mesa grant for \$247,507.

The City of Costa Mesa

- The City of Costa Mesa has declined a \$247,507, federal grant they received via the 2002 federal appropriations. The city does not have an eligible project for the funds. Representative Dana Rohrabacher (R-CA) submitted a request to Chairman Istook (R-OK) last year asking that the funds be reprogrammed for OCTA's use. OCTA is waiting on confirmation from the Appropriations Committee that the funds were reprogrammed for OCTA's use.

2005 Transit Security Grant Program: Department of Homeland Security (DHS)

- Staff is working cooperatively with the Governor's Office of Homeland Security and the Los Angeles County Metropolitan Transit Agency (LACMTA) to secure funds made available through the intracity bus allocation of the 2005 Transit Security Grant Program. A total of \$2,175,000, was allocated to LACMTA and OCTA to protect the regional bus transit system. Another \$4,800,000, was allocated to Southern California Regional Rail Authority and LACMTA rail systems. A Program Narrative was submitted on May 3, 2005. Applications along with regional transit security strategy will be developed jointly between agencies for submittal to DHS in August 2005.

Federal Emergency Management Agency

- On March 21, 2005, staff submitted a Request for Public Assistance to the Governor's Office of Emergency Services and is working to secure up to \$64,000, in Federal Emergency Management Agency (FEMA) funds for storm damage incurred in January 2005, during the construction of the Santa Ana Bus Maintenance and Operations Base. The funds were made available through a declared state of emergency resulting from severe winter storms. Staff is seeking reimbursement funds for emergency repair work and is working with the state representatives to finalize a Scope of Work for submittal to FEMA.

Pending Grant Applications

The OCTA has nine pending grant applications awaiting approval (Attachment B).

FTA Section 5313(b) Transit Planning and Research Program

- An application for \$300,000, is pending to conduct a commuter rail needs assessment at 18 commuter rail stations located along the three Metrolink lines traversing Orange County. The study will assess demand for parking, transit feeder service, and transit-oriented development. The grant was submitted in September 2004, with an anticipated award by July 2005.

State Interregional Transportation Improvement Program (STIP)

- An application for \$186,525, is pending to conduct a car-sharing demonstration project at the Anaheim, Orange, and Tustin Metrolink Stations in an effort to improve mobility on the Riverside Freeway (State Route 91). The grant was submitted in May 2003, and is still in process at California Department of Transportation (Caltrans) pending state budget issues.

Urban Area Security Initiative Funds: Department of Homeland Security

- Staff has secured up to \$250,000, in FY 2004-05 Urban Area Security Initiative funds. A Scope of Work to install security video detection surveillance equipment at three critical freeway under crossing bridges along Santa Ana Freeway (Interstate 5) at State Route 91, Orange Freeway (State Route 57) at Toner Canyon, and State Route 91 at Gypsum Canyon was submitted January 17, 2005. The Urban Area Security Initiative funds were obligated to the Orange County Sheriffs Department and the Cities of Santa Ana and Anaheim, and have sub-allocated funds for transportation security. The cameras will be monitored at the Caltrans District 12 Traffic Management Center (TMC) by the California Highway Patrol. The grant award is pending the development of grant transfer agreements between the agencies.
- Staff is working to secure up to \$1.45 million for the FY 2005-06 allocation of the Urban Area Security Initiative funds. The funds were obligated to the Cities of Santa Ana, Anaheim, and the Orange County Sheriffs Department who have sub-allocated a portion of their grant awards for transportation security. The grant funds would be used to protect nine critical overpass structures throughout the county where freeway and railways systems intersect. The proposal would reduce the vulnerability of the structures to terrorist attack by limiting access through fencing and by adding explosive blast protection. The proposal is in keeping with current threat and vulnerability assessments and would bring the Orange County transportation system closer to the level of protection desired by the DHS.

Caltrans Division of Transportation Planning (State Highway Account)

- A grant application requesting \$50,000, in Community-Based Transportation Planning funds was submitted to update the Orange County Commuter Bikeways Strategic Plan. The plan must be updated every four years and will expire in 2005. A 20 percent local match is required. The application was submitted on October 15, 2004.

- A grant application requesting \$80,000, in Environmental Justice Planning funds was submitted to create a transportation plan for the Regional Center of Orange County (RCOC). The RCOC accounts for almost one-third of all OCTA ACCESS trips. A transportation plan for the RCOC would assist OCTA in developing cost-effective transportation alternatives. A 10 percent local match is required by each agency, the RCOC and OCTA. The application was submitted on October 15, 2004.
- A grant application requesting \$250,000, in Environmental Justice Planning funds was submitted to augment existing funding for the regional goods movement study. Project partners include the LACMTA, Riverside County Transportation Commission, San Bernardino Associated Governments, Ventura County Transportation Commission, and the Southern California Association of Governments (SCAG). A 10 percent local match is required, which is being shared between several project partners. The application was submitted on October 15, 2004.

Federal Railroad Administration (FRA)

- A Statement of Interest requesting \$4,970,500, is pending to conduct a diesel multiple unit demonstration in Orange County. The Statement of Interest was submitted in April 2004. The Federal Railroad Administration is still evaluating proposals.

Value Pricing Pilot Program

- On March 15, 2005, staff submitted a proposal for the Federal Highway Administration's (FHWA) Value Pricing Pilot Program (VPPP). The proposal requested \$1.19 million in VPPP grant funds for research and potential deployment of OCTA's Performance Monitoring and Pricing Pilot Project (PMAP³) to explore the benefits of dynamic pricing, and if favorable, employ associated monitoring equipment for the 91 Express Lanes. The proposal includes a 25 percent local match from toll revenue funds. Award notifications are expected by July 2005.

Executed Grant Awards

The OCTA staff executed three grant awards in the current quarter.

Mobile Source Air Pollution Reduction Review Committee (MSRC)

On January 7, 2005, the MSRC approved \$200,000, to be applied towards the purchase of up to 25 buses equipped with an advanced natural gas fueling system. The grant was submitted in September 2004, with an anticipated award in May 2005.

On January 7, 2005, the MSRC approved \$75,563, to modernize an obsolete Liquefied Natural Gas (LNG) displacement pump. The grant was submitted in September 2004, with an anticipated award in May 2005.

On January 13, 2005, the MSRC approved \$150,000, to be applied towards the purchase and installation of up to 71 catalyzed diesel particulate filter systems in an effort to retrofit certain diesel-fueled buses. The contract is anticipated to be awarded in May 2005.

Current Grant Agreements

The OCTA has current capital and discretionary grant agreements (Attachment C).

Capital Formula Grants: OCTA receives an annual formula capital grant from the FTA. There are four active formula capital grants, totaling \$356.8 million. A total of \$263.5 million of these grants have been expended or obligated for procurement, leaving a remaining and available balance of \$93.3 million. Of the \$93.3 million available balance, \$79.9 million represents future year's procurement of alternative fuel buses for the expansion and replacement of our current fixed route fleet.

Capital Discretionary Grants: There are five active discretionary capital grants, totaling \$17.3 million. A total of \$9.9 million of these grants has been expended or obligated for procurement, leaving a remaining and available balance of \$7.4 million.

OCTA has current other discretionary grants (Attachment D).

Other Discretionary Grants: OCTA receives a variety of discretionary grants from sources such as SCAG, South Coast Air Quality Management District (SCAQMD), MSRC , FHWA, CMAQ, Traffic Congestion Relief Program (TCRP), Caltrans and the State Highway Fund. Due to the state budget crisis, the TCRP funds have been consistently suspended and consequently influence the funding resources for the Garden Grove Freeway (State Route 22) Project. The remaining and available balance is \$171.8 million on these discretionary grants. These funds will be received on a reimbursement of eligible expense basis.

Closed-out Grant Agreements

There were no grant agreements closed-out in the current quarter.

Summary

This report provides an update of the grant funded activities for the Third Quarter of fiscal year 2004-05, January through March 2005. Staff recommends this report be received and filed as an information item.

Attachments

- A. Quarterly Grant Status Report, January through March 2005, Future Grant Applications.
- B. Quarterly Grant Status Report, January through March 2005, Pending Grant Applications.
- C. Quarterly Grant Status Report, January through March 2005, Current Formula and Discretionary Grants.
- D. Quarterly Grant Status Report, January through March 2005, Current Other Discretionary Grants.
- E. Quarterly Grant Status Report, January through March 2005, Current Operating Assistance Grants.
- F. Quarterly Grant Status Report, January through March 2005, Federal Transit Administration Capital Grant Index.

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**Quarterly Grant Status Report
January through March 2005
Future Grant Applications**

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FTA Section 5307 - Urbanized Area Formula Capital Grant Program						
Formula grants funded by the Transportation Equity Act for the 21st Century (TEA-21). Funds are generally used to purchase revenue vehicles, vehicle and facility modifications and bus related equipment.						
GRANT	FEDERAL GRANT AMOUNT	LOCAL SHARE AMOUNT	TOTAL GRANT AMOUNT	EST. SUBMITTAL DATE	EST. APPROVAL DATE	STATUS
FY 2004-2005	\$ 88,865,097	\$ 40,248,427	\$ 129,113,524	June 2005	August 2005	Under Development
Formula Grants Sub-Total	\$ 88,865,097	\$ 40,248,427	\$ 129,113,524			

Note: The funding requested in this application includes 3/12 of the funds available from the Section 5307 FY 2003-2004 apportionment, which are considered carryover by the FTA.

FTA Section 5309 (c) - Bus and Bus Related Facilities Program						
Discretionary grants funded by the Transportation Equity Act for the 21st Century (TEA-21). Grants provide capital funds for projects that improve efficiency and coordination of transportation systems.						
GRANT	FEDERAL GRANT AMOUNT	LOCAL SHARE AMOUNT	TOTAL GRANT AMOUNT	EST. SUBMITTAL DATE	EST. APPROVAL DATE	STATUS
FY 2003-04 Bus Rapid Transit	\$ 2,184,466	\$ 447,421	\$ 2,631,887	June 2005	August 2005	Under Development
FY 2003-04 Inter-County Express Bus	1,067,961	218,739	1,286,700	June 2005	August 2005	Under Development
FY 2003-04 Fare Collection System	970,974	242,744	1,213,718	June 2005	August 2005	Under Development
FY 2001-02 City of Costa Mesa	247,507	61,877	309,384	TBD	TBD	Seeking Scope of Work change via the Federal Fiscal Year 2005 Budget
FY 2003-04 Anaheim Resort Transit	485,437	99,427	584,864	June 2005	August 2005	Under Development
FY 2003-04 Transit Center Improvements	315,534	78,884	394,418	June 2005	August 2005	Under Development
FY 2004-05 Anaheim Resort Transit	291,534	72,884	364,418	June 2005	August 2005	Under Development
Discretionary Grants Sub-Total	\$ 5,563,413	\$ 1,221,974	\$ 6,785,387			

U.S. Department of Homeland Security						
These grants are to be used for the protection of the Orange County's transportation system and the hardening of OCTA's critical facilities.						
GRANT	FEDERAL GRANT AMOUNT	LOCAL SHARE AMOUNT	TOTAL GRANT AMOUNT	EST. SUBMITTAL DATE	EST. APPROVAL DATE	STATUS
FY 2004-05 Homeland Security Grant Program	TBD	\$ -	\$ -	August 2005	TBD	Under Development
Discretionary Grants Sub-Total	\$ -	\$ -	\$ -			

Federal Emergency Management Agency						
FEMA funds Available for storm damage event 1577-DR (December 2004-January 2005)						
GRANT	FEDERAL GRANT AMOUNT	LOCAL SHARE AMOUNT	TOTAL GRANT AMOUNT	EST. SUBMITTAL DATE	EST. APPROVAL DATE	STATUS
Storm Damage to Santa Ana Maintenance & Operations Base	\$ 64,000	\$ -	\$ 64,000	April 2005	TBD	Under Development
Discretionary Grants Sub-Total	\$ 64,000	\$ -	\$ 64,000			
Future Grants Total	\$ 94,492,510	\$ 41,470,401	\$ 135,962,911			

**Quarterly Grant Status Report
January through March 2005
Pending Grant Applications**

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FTA Section 5313 (b) - Transit Planning Grant Program						
Funds shall be utilized for statewide planning and other technical assistance activities, planning support for non-urbanized areas, research, development and demonstration projects, fellowships for training in the public transportation field, and human resource development.						
PENDING GRANT	FEDERAL GRANT AMOUNT	LOCAL SHARE AMOUNT	TOTAL GRANT AMOUNT	SUBMITTAL DATE	EST. APPROVAL DATE	STATUS
FY 2003-04 Commuter Rail Needs Assessment	\$ 300,000	\$ 38,868	\$ 338,868	September 2004	May 2005	Pending Approval
Formula Grants Sub-Total	\$ 300,000	\$ 38,868	\$ 338,868			

State Interregional Transportation Improvement Program (STIP)						
Demonstration car-sharing program at the Anaheim, Orange, and Tustin Metrolink stations.						
GRANT	FEDERAL GRANT AMOUNT	LOCAL SHARE AMOUNT	TOTAL GRANT AMOUNT	SUBMITTAL DATE	EST. APPROVAL DATE	STATUS
FY 2003-04 Demonstration car-sharing program	\$ 186,525	\$ -	\$ 186,525	May 2003	October 2007	Pending Approval
Discretionary Grants Sub-Total	\$ 186,525	\$ -	\$ 186,525			

U.S. Department of Homeland Security						
These grants are to be used for the protection of the Orange County's transportation system and the hardening of OCTA's critical facilities.						
GRANT	FEDERAL GRANT AMOUNT	LOCAL SHARE AMOUNT	TOTAL GRANT AMOUNT	SUBMITTAL DATE	EST. APPROVAL DATE	STATUS
FY 2003-04 Homeland Security Grant Program	\$ 250,000	\$ -	\$ 250,000	January 2005	July 2005	Pending Approval
FY 2004-05 Homeland Security Grant Program	1,445,000	-	1,445,000	February 2005	August 2005	Pending Approval
Discretionary Grants Sub-Total	\$ 1,695,000	\$ -	\$ 1,695,000			

Environmental Justice Planning Grant Program						
California State Highway Account - Orange County Commuter Bikeways Strategic Plan Update, Developing a Transportation Plan for the Regional Centers of Orange County and Creating Balance between Goods Movement and Impacts on Local Communities.						
GRANT	FEDERAL GRANT AMOUNT	LOCAL SHARE AMOUNT	TOTAL GRANT AMOUNT	SUBMITTAL DATE	EST. APPROVAL DATE	STATUS
FY 2004-05 Orange County Commuter Bikeways	\$ 50,000	\$ 12,500	\$ 62,500	October 2004	June 2005	Pending Approval
FY 2004-05 Transportation Plan for Orange County	80,000	20,000	100,000	October 2004	June 2005	Pending Approval
FY 2004-05 Creating Balance between Goods Movement	250,000	30,000	280,000	October 2004	June 2005	Pending Approval
Discretionary Grants Sub-Total	\$ 380,000	\$ 62,500	\$ 442,500			

Pending Grants Sub-Total	\$ 2,561,525	\$ 101,368	\$ 2,662,893			
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**Quarterly Grant Status Report
January through March 2005
Pending Grant Applications**

Federal Railroad Administration (FRA) - Compliant Diesel Multiple Unit (DMU) Statement of Interest						
GRANT	FEDERAL GRANT AMOUNT	LOCAL SHARE AMOUNT	TOTAL GRANT AMOUNT	SUBMITTAL DATE	EST. APPROVAL DATE	STATUS
FY 2003-04 Compliant DMU	\$ 4,970,500	\$ 4,970,500	\$ 9,941,000	April 2004	April 2006	Pending Approval
Discretionary Grants Sub-Total	\$ 4,970,500	\$ 4,970,500	\$ 9,941,000			

Federal Highway Administration Grant Program (FHWA)						
Value Pricing Pilot Program (VPP) to fund the research and potential deployment of OCTA's Performance Monitoring and Pricing Project.						
GRANT	FEDERAL GRANT AMOUNT	LOCAL SHARE AMOUNT	TOTAL GRANT AMOUNT	SUBMITTAL DATE	EST. APPROVAL DATE	STATUS
FY 2004-05 Value Pricing Pilot Program	\$ 1,190,000	\$ 395,000	\$ 1,585,000	March 2005	July 2005	Pending Approval
Discretionary Grants Sub-Total	\$ 1,190,000	\$ 395,000	\$ 1,585,000			

Pending Grants Total	\$ 8,722,025	\$ 5,466,869	\$ 14,188,894			
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**Quarterly Grant Status Report
January through March 2005
Current Formula & Discretionary Grants**

ATTACHMENT C

FTA SECTION 5307, 5309 AND 5313 GRANT FUNDS

FTA Section 5307 - Urbanized Area Formula Capital Grant Program

Formula grants funded by the Transportation Equity Act for the 21st Century (TEA-21).

Funds are generally used to purchase revenue vehicles, vehicle and facility modifications and bus related equipment.

CURRENT GRANT	FEDERAL GRANT AMOUNT	LOCAL SHARE AMOUNT	TOTAL GRANT AMOUNT	EXPENDED TO DATE	UNLIQUIDATED OBLIGATIONS	REMAINING BALANCE
FY 2003-04 **	\$ 49,120,278	\$ 10,068,543	\$ 59,188,821	\$ 41,836,323	\$ 9,965,980	\$ 7,386,518
FY 2001-03 *	131,076,208	25,003,175	156,079,383	139,508,617	8,199,783	8,370,983
FY 2000-01	30,138,775	7,474,532	37,613,307	19,906,149	629,659	17,077,499
FY 1999-00	85,949,714	17,992,719	103,942,433	43,495,790	-	60,446,643
Formula Grants Total	\$ 296,284,975	\$ 60,538,969	\$ 356,823,944	\$244,746,879	\$ 18,795,422	\$ 93,281,643

Note: The Remaining Balance reflects funds in an Approved Grant waiting for the procurement contract.

* The FY 2001-03 Section 5307 Grant is a consolidated FY 2001-02 and FY 2002-03 mega grant.

** The FY 2003-04 Section 5307 Grant is "ONLY" 9/12 of the amount available because the extension of TEA-21 expired June 30, 2004.

FTA Section 5309 - Discretionary Capital Grant Program

Discretionary grants funded by the Transportation Equity Act for the 21st Century (TEA-21).

Grants provide capital funds for projects that improve efficiency and coordination of transportation systems.

CURRENT GRANT	FEDERAL GRANT AMOUNT	LOCAL SHARE AMOUNT	TOTAL GRANT AMOUNT	EXPENDED TO DATE	UNLIQUIDATED OBLIGATIONS	REMAINING BALANCE
FY 2001-03 City of Anaheim	\$ 986,854	\$ 202,127	\$ 1,188,981	\$ -	\$ -	\$ 1,188,981
FY 2000-02 Cities of Anaheim and Brea and Santa Ana Bus Base	1,930,671	469,249	2,399,920	1,654,951	40,516	704,453
FY 2001-03 New Starts - CenterLine PE	4,437,739	1,109,435	5,547,174	5,547,174	-	-
FY 2000-01 ITC Transitway	2,481,380	620,345	3,101,725	-	-	3,101,725
FY 1999-00 Buses/Intermodal Fac.	4,103,680	928,299	5,031,979	2,603,241	-	2,428,738
Discretionary Grants Total	\$ 13,940,324	\$ 3,329,455	\$ 17,269,779	\$ 9,805,366	\$ 40,516	\$ 7,423,897

Note: The above grant amounts include FTA amount and OCTA local match but exclude operating assistance.

**Quarterly Grant Status Report
Janury through March 2005
Current Other Discretionary Grants**

DISCRETIONARY ALLOCATIONS					
South Coast Air Quality Management District Grant Program (SCAQMD) and Mobile Source Air Pollution Reduction Review Committee (MSRC)					
Provides grants for the purchase of clean fuel revenue vehicles and other activities to reduce mobile source emissions.					
CURRENT GRANT	STATE GRANT AMOUNT	LOCAL SHARE AMOUNT	TOTAL GRANT AMOUNT	REMAINING BALANCE	PROJECT STATUS
FY 2004-05 Contract # TBD	\$ 150,000	-	150,000	\$ 150,000	The grant was awarded in January 2005 for \$150,000 to purchase and install 71 catalyzed diesel particulate filter systems in an effort to retrofit certain diesel-fueled buses. Contract to be executed in May 2005.
FY 2004-05 Contract # TBD	75,563	-	75,563	75,563	This grant provides \$75,563 to fund the modernization of an obsolete LNG displacement pump. Grant was submitted in September 2004 and awarded in January 2005. Contract to be executed in May 2005.
FY 2004-05 Contract # TBD	200,000	-	200,000	200,000	Funds the purchase up to 25 buses that are equipped with an advanced natural gas fueling system. The grant was submitted in September 2004 and awarded in January 2005. Contract to be executed in May 2005.
2001-02 Mobile Source Air Pollution Reduction Committee (MSRC) Contract #AB2766/02003	10,000	-	10,000	10,000	This grant funds 21 LNG Buses at \$13,642 each. The funds were awarded in November 2001. On May 27, 2004, the MSRC denied OCTA's request to use the funds for LNG facility modifications. The MSRC has allowed the OCTA to retain \$10,000 for LNG facility modifications. On September 22, 2004, the OCTA requested a contract for \$10,000 to cost-share ventilation improvements at the Anaheim Bus Base. The OCTA request is pending at AQMD.
2002-03 Mobile Source Air Pollution Reduction Committee (MSRC) Contract #MS03041	1,360,000	-	1,360,000	1,360,000	This grant funds 68 LNG Buses at \$20,000 each. On June 1, 2004, OCTA executed a contract with MSRC with an expiration date of 2008. A pending decision on fuel technology may change the decision on whether or not to use these funds.
2002-03 Mobile Source Air Pollution Reduction Committee (MSRC) Contract #MS03059	375,000	-	375,000	281,970	These grant funds are being used for the expansion of the OCTA's Freeway Service Patrol Program (FSP). A total of five new freeway service patrol beats have been established which, will operate from 10:00 a.m. until 2:00 p.m.. The grant was approved by AQMD on June 6, 2003. The OCTA executed the agreement on December 23, 2003.
2002-03 Carl Moyer Funding Contract #Carl Moyer 04184	92,090	-	92,090	92,090	Funds 10 gasoline/electric hybrid buses at \$9,209 each. Contract received June 16, 2004. Holding for signature pending execution of MSRC Contract P2004-13, which is to fund the same 10 gasoline/electric hybrid buses, but at \$40,000 each. These Funds were returned on November 11, 2004.
2002-03 Mobile Source Air Pollution Reduction Committee (MSRC) Contract #MS04006	405,000	-	405,000	405,000	Funds 10 gasoline/electric hybrid buses at \$40,000 each plus \$5,000 for mechanical training. Contract signed by OCTA on August 24, 2004. Contract was executed on November 9, 2004.
2002-03 South Coast Air Quality Management District (SCAQMD) Contract # TBD	1,000,000	-	1,000,000	1,000,000	Fund the expansion of the LNG fueling infrastructure at the Garden Grove and Anaheim facilities. Funds were awarded in October 2002. OCTA submitted a request to AQMD on August 12, 2004, requesting to use the funds for LNG fuel tank upgrades. AQMD staff responded on September 29, 2004, agreeing to the scope change and also agreeing to allow funds to be used for new alternative fuel refueling infrastructure. The AQMD Board concurred with staff recommendation on December 3, 2004.
2002-03 South Coast Air Quality Management District (SCAQMD) Contract # TBD	30,000	-	30,000	30,000	Funds two LNG vacuum pumping systems. Request for reimbursement submitted to AQMD in August 2003. On November 16, 2004 AQMD confirmed that reimbursement is forthcoming.

**Quarterly Grant Status Report
Janury through March 2005
Current Other Discretionary Grants**

DISCRETIONARY ALLOCATIONS					
Federal Highway Administration Grant Program (FHWA)					
Funds the development, Implementation and deployment of Intelligent Transportation Systems (ITS) and Transit Enhancement Activities (TEA) for the PE ROW.					
CURRENT GRANT	GRANT AMOUNT	SHARE AMOUNT	GRANT AMOUNT	REMAINING BALANCE	PROJECT STATUS
Pacific Electric (PE) ROW Landscaping	\$ 1,058,471	-	\$ 1,058,471	\$ 11,545	Construction is continuing with plant establishment and a final reimbursement is in process.
State Planning and Research and Transportation and Community and System Preservation Program - Southern California Goods Movement Study					
FY 2003-04 Southern California Goods Movement Study	300,000	500,000	800,000	800,000	SCAG awarded the Partnership Planning Grant for the Goods Movement Study on November 29, 2004. A Memorandum of Understanding (MOU) is being drafted with acceptance in the near future.
Traffic Congestion Relief Program (TCRP)					
Governor's TCRP State funding for the SR-22 Project Advanced Planning Study					
FY 2002	\$ 394,269	\$ -	\$ 394,269	\$ -	January 2005
Governor's TCRP State funding for the SR-22 Project Planning, Construction, Construction Management, ROW					
FY 2002	\$ 180,100,000	\$ -	\$ 180,100,000	\$ 134,465,618	In August 2004, OCTA requested \$123.7 million of TCRP funds but the request has not been approved due to the State not yet allocating the funds. This \$123.7 million short-fall will be back-filled with Measure M funds. OCTA is anticipating receiving these funds in the future. To date, OCTA has been allocated \$66.0 million with \$9.6 million allocated to Caltrans for environmental and Quality Assurance and Quality Control (QA/QC) activities. Reimbursements received to date total \$12.7 million against the following phases: Phase 2 (Preliminary Design and detailed Plans, Specifications and Estimates (PS&E)) @ \$10.8 million and Phase 3 (Right of Way) @ \$1.9 million. Staff has submitted a reimbursement for \$13.2 million for the following: Phase 2 @ \$0.3 million, Phase 3 @ \$0.2 million and Phase 4 (Initial Mobilization for Construction) @ \$12.5 million.
FY 2002 Environmental Justice Planning Grant Program					
California State Highway Account - Adult Day Health Care Center Transportation Plan					
FY 2004	\$ 50,000	\$ 20,000	\$ 70,000	\$ 70,000	To develop a comprehensive transportation plan for Adult Day Health Care Centers (ADHC) in Orange County. ADHC Centers account for approximately 1/3 of all trips taken on ACCESS. The plan will develop recommendations on other more cost-effective transportation programs for the 22 ADHC Centers in Orange County. There is a \$10,000 match each from OCTA and the Office on Aging (OOA). A contract was let to Medical Transportation Inc., on January 27, 2005.
FTA Section 5313 (b) - Transit Planning Grant Program					
Caltrans is the Federal Grant Recipient					
FY 2004	\$ 50,000	\$ 12,000	\$ 62,000	\$ 62,000	Funds shall be utilized for statewide planning and other technical assistance activities, planning support for non-urbanized areas, research, development and demonstration projects, fellowships for training in the public transportation field, and human resource development.
Discretionary Grants					
Total	\$ 185,650,393	\$ 532,000	\$ 186,182,393	\$ 139,013,786	

**Quarterly Grant Status Report
January through March 2005
Current Operating Assistance Grants**

FTA SECTION 5307 GRANT FUNDS				
FTA Section 5307 - Urbanized Area Formula Capital Grant Program				
Note: Operating Assistance Only				
CURRENT GRANT	FEDERAL GRANT AMOUNT	LOCAL SHARE AMOUNT	TOTAL GRANT AMOUNT	FTA DATE PAID
FY 2003-04 *	\$ 3,010,031	\$ 15,503,544	\$ 18,513,575	Aug. 30, 2004
FY 2001-03 *	6,966,007	37,562,925	44,528,932	Aug. 21, 2003
FY 2000-01 *	3,155,000	16,411,495	19,566,495	March 8, 2002
FY 1999-00 *	2,889,244	13,818,506	16,707,750	Sept. 29, 2000
Formula Grants Sub-Total	\$ 16,020,282	\$ 83,296,470	\$ 99,316,752	

Note: * Includes ADA Paratransit Operating Assistance "ONLY"

**Quarterly Grant Status Report
January through March 2005
FTA Capital Grant Index**

(thru March 31, '05)

GRANT NO.	DESCRIPTION	OBLIG. DATE	GRANT BUDGET	UNLIQUIDATED OBLIGATIONS	TOTAL OUTLAYS	TOTAL COMMIT/COSTS	REMAINING BALANCE	PERCENT COMPLETE	ANTICIPATED CLOSE-OUT
CA-03-0561	Bus Procurement/Intermodal Fac.	9/21/2000	5,031,979	-	2,603,241	2,603,241	2,428,738	51.73%	April '06
CA-03-0585	ITC Transitway Improvements	9/26/2001	3,101,725	-	-	-	3,101,725	0.00%	July '06
CA-03-0599	New Starts - CenterLine PE	9/6/2002	5,547,174	-	5,547,174	5,547,174	-	100.00%	October '09
CA-03-0626	Cities of Anaheim and Brea	8/25/2003	2,399,920	40,516	1,654,951	1,695,467	704,453	68.96%	March '08
CA-03-0685	Cities of Anaheim and Brea	8/25/2004	1,188,981	-	-	-	1,188,981	0.00%	July '06
CA-90-X962	Program of Projects	9/25/2000	103,942,433	-	43,495,790	43,495,790	60,446,643	41.85%	March '07
CA-90-Y048	Program of Projects	3/4/2002	37,613,307	629,659	19,906,149	20,535,808	17,077,499	52.92%	March '08
CA-90-Y163	Program of Projects	8/14/2003	156,079,383	8,199,783	139,508,617	147,708,400	8,370,983	89.38%	March '08
CA-90-Y237	Program of Projects	8/19/2004	59,188,821	9,965,980	41,836,323	51,802,303	7,386,518	70.68%	March '08
	TOTALS		\$374,093,723	\$ 18,835,938	\$254,552,245	\$ 273,388,183	\$ 100,705,540	68.05%	



BOARD COMMITTEE TRANSMITTAL

June 13, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board ^{WK}
Subject Third Quarter Fiscal Year 2004-05 Bus Operations Monthly Performance Measurements Report

Finance and Administration Committee

May 25, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Member Correa and Committee Vice Chairman Duvall were not present to vote on this item.

Committee Recommendation

Receive and file as an information item.



May 25, 2005

To: Finance and Administration Committee

From:  Arthur T. Leahy, Chief Executive Officer

Subject: Third Quarter Fiscal Year 2004-05 Bus Operations Monthly Performance Measurements Report

Overview

Orange County Transportation Authority recognizes the need for improved accountability and operational performance. With this in mind, the Bus Operations Monthly Performance Measurements report was developed in accordance with Executive Management direction. The Bus Operations Monthly Performance Measurements report serves as a tool to survey operational performance and as the nexus for process improvements.

Recommendation

Receive and file as an information item.

Background

In an effort to improve the operation of Orange County Transportation Authority's (OCTA) Bus Operations, staff has developed the Bus Operations Monthly Performance Measurements report. This report is designed to allow management to monitor and evaluate how their respective business units are performing against budgeted targets.

The Fiscal Year (FY) 2004-05 Bus Operations Monthly Performance Measurements report has been designed to allow management to focus on several key areas within Bus Operations and Community Transportation Services (CTS) with an emphasis on safety, reliability, efficiency, and compliance with the Americans with Disabilities Act (ADA). This performance measurement report reverberates with the Chief Executive Officer's message of continuous improvement which has been communicated to all levels of management through recognition of key objectives and is aligned with the FY 2004-05 budget. The key objectives are linked to a broader set of

performance measures that will be monitored for both Bus Operations and CTS.

By utilizing these measurements, management will have the ability to analyze trends, and to assess the effectiveness and efficiency of the overall Bus Operations program. Through this process, management can implement change to improve Bus Operations performance and deliver a more cost effective system.

The following pages will detail the seven new key objectives and discuss other significant measurements.

Discussion

For FY 2004-05, Executive Management has emphasized the following key objectives for Bus Operations:

Bus Operations Key Objectives

Objective I - Reduce Accidents

To provide a safe and reliable service it is necessary to continue to minimize the number of accidents involving OCTA's buses or passengers. In this endeavor, data gathered from accidents will be analyzed to provide directions for improvement in training, communications, as well as physical improvements to bus stops. Through the third quarter FY 2004-05, accidents for Bus Operations have been reduced 12.3 percent to 1,135. This total is 159 less than the target of 1,294.

Objective II - Increase On-time Performance

OCTA's passengers rightfully expect that OCTA buses will arrive on time at locations specified in the published timetable. This is OCTA's contract with the public. Greater on-time performance will occur from more effective schedule-writing and improved operator training. This measure is produced from a sampling of schedule checks and supervisor checks. Through the third quarter, the on-time percentage for the system was 85.8 percent, surpassing the target of 85 percent. Each base manager is reviewing the monthly information to pinpoint on-time problems by individual line. A plan is then developed to assist the coach operators and provide timely data that can be used by the scheduling section to make adjustments.

Objective III - Reduce Customer Complaints

The coach operators are the ambassadors of OCTA and as such recognize the importance of a "Customer First" attitude. Through the third quarter, the total number of complaints was 2,676 which is 7 percent below the target of 2,876.

Objective IV – 100 Percent Compliance on Calling out Stops

To remain in compliance with the ADA federal legislation, coach operators are required to make announcements along the line unless an automatic annunciator is in operation, as on newer buses. Through a sampling methodology of several types of checks, year-to-date through the third quarter compliance has been at 94 percent. To improve performance, operators observed not calling out stops will be counseled.

Objective V - Increase Miles Between Road Calls

Miles between road calls is a direct measurement of the mechanical reliability of the OCTA bus fleet. The target for this measure has been increased this year from 9,000 miles to 10,000 miles between road calls. The Maintenance Department has put tremendous effort into several bus campaigns to increase the miles between road calls and through the third quarter, the Maintenance Department's effort has paid off, reaching a year-to-date figure of 11,383 miles between road calls.

Objective VI - Improve Operator Pay Hour per Vehicle Hour

This is an efficiency measurement of how well OCTA utilizes the coach operator workforce. This is a ratio of operator pay hours over vehicle hours. The goal of this measurement is to trend downward. Through the third quarter, the ratio is 1.15 to 1 as compared to the target of 1.18 to 1 ratio.

Objective VII - Improve Maintenance Pay Hour per Vehicle Hour

This is a Maintenance Department efficiency measurement of the cost in hours to maintain the OCTA bus fleet. This is a ratio of maintenance pay hours over vehicle hours. The goal of this measurement is to trend downward. Through the third quarter, the ratio is 0.55 to 1 as compared to the target of 0.62 to 1 ratio.

Community Transportation Services Key Objectives

Objective I - Increase On-Time Performance

As mobile data terminals are installed in the small bus fleet, the ability to monitor on-time performance will become available. It is anticipated that this project will begin in late FY 2004-05 and be completed in FY 2005-06.

Objective II - Reduce Complaints

Through the third quarter of FY 2004-05, complaints have been higher by 40 percent at 2,329 versus the target of 1,663. This increase of complaints is indicative of changes from the Growth Management Study, fare changes, and an increased number of passengers. It is anticipated that complaints will increase even further as growth mitigation measures are implemented July 1, 2005.

Objective III - Increase Miles Between Road Calls

The CTS goal for miles between road calls has also been raised from 29,000 to 30,000. The small vehicles used for these services have a much shorter life cycle resulting in a younger fleet compared to OCTA fixed route; thus, the vehicles should incur less road calls. The miles between road calls through the third quarter have been 24,560. The CTS maintenance field administrator will work with the contractor to address this issue in an attempt to reach this target.

Objective IV - Increase Boardings per Revenue Vehicle Hours – ACCESS

Boardings per revenue vehicle hour (RVH) through the third quarter have increased to 1.92 passengers from prior year of 1.78 passengers but are still slightly short of the target of 1.96. This figure indicates increasingly productive use of the RVH for this service.

Objective V - Increase Boardings per Revenue Vehicle Hours – Special Agency

Boardings per RVH through the third quarter have decreased 20.1 percent to four passengers which is under the target of five passengers. The number of passengers being serviced and the hours are both significantly lower this year. As the passengers and hours decrease, the economies of scale lessen, hence the lower productivity.

Bus Operations: Other Measures of Interest

In contrast with other transit properties, OCTA has been fortunate to continue expanding bus service. Through careful service planning, scheduling, and improving operating efficiencies, OCTA has been able to increase by 1.4 percent or 17,595, RVH through the third quarter this year compared to the same period last year.

With the fare change in January 2005, there has been an anticipated dip in boardings growth. Boardings have decreased by 0.6 percent or 398,286, riders through the third quarter compared to the performance for the same period last year. Boardings per RVH (37.9) have also decreased by 2.2 percent compared to last year (38.7) but are still 4.5 percent over the budgeted target of 36.3.

The farebox recovery ratio is also trending in a positive direction because of the fare change. The farebox recovery ratio has increased to 24.36 percent through the third quarter, 4.1 percent higher than the second quarter of 23.39 percent. This level is slightly less than the budget (24.74 percent) and also prior year (25.5 percent). The increasing farebox recovery can be attributed to increasing revenues. Through the third quarter, revenues have risen to \$32,058,560, which is 0.8 percent higher than budget and 6.1 percent higher than prior year.

The increase in revenue has helped to offset the increase in operating costs. Through the third quarter, the operating cost was \$95.67 per RVH which is 2.8 percent higher than budget of \$93.08. The leading causes for this variance are increases in diesel fuel (\$1.03), coach operator overtime (\$0.98) and revenue vehicle repairs (\$0.71).

The year-to-date operating cost of \$95.67 is 8.8 percent higher than the prior year cost of \$87.91. The leading causes for this variance are increases in, pension costs (\$2.29), workers compensation (\$1.69), health care (\$1.91), diesel fuel (\$1.65), revenue vehicle repairs (\$0.82).

Customer comments are trending in a positive direction as transit management continues the "Putting the Customer First" campaign and coach operators have been focusing on providing improved customer service. The complaints per 100,000 boardings have shown a decrease of 10.7 percent to 5.45 percent through March 2005, compared to 6.1 percent for the same period last year.

Maintenance: Other Measures of Interest

The Maintenance Department has the challenging task of keeping an active fleet of 562 vehicles maintained and ready for service on a 24-hour, 7-day per week schedule.

As diesel fuel and maintenance parts prices have increased, there has been a commensurate increase in the maintenance cost per mile through the third quarter to \$0.55, compared to budget this year of \$0.48, an increase of 14.6 percent.

Paratransit: Other Measures of Interest

OCTA's paratransit service is comprised of both ACCESS and Special Agency Transportation. ACCESS represents the bulk of the two services and is required by the ADA. RVH and boardings continue to grow compared to last year, but at a slightly lower rate. Recommendations developed during the Growth Management Study will be implemented July 1, 2005. It is anticipated that these changes will further reduce the rate of growth.

RVH have increased by 5.1 percent or 21,355, through the third quarter as compared to the same period last year, while boardings have increased by 12.2 percent or 92,072, boardings over the same period. Boardings per RVH have increased to 1.92 from the prior year's performance of 1.79. This figure indicates increasingly efficient use of the RVH. These passengers are also traveling further distances when they utilize the ADA service, as revenue vehicle miles (RVM) have shown an increase of 7.3 percent or 458,30, RVM compared to the same period last year.

The farebox recovery ratio has shown a decrease of 4.1 percent to 10.85 percent as compared to 11.32 percent for the same period last year.

In an effort to maintain ADA compliance, staff has been successful in achieving zero denials through March 2005.

Summary

The performance measurements report through the third quarter of FY 2004-05 represents a variety of areas that are moving in the right direction, such as expanding local bus with increased revenue vehicle hours. Revenues and the farebox recovery ratio have improved, the coach operator workforce is more productive, and fixed route customer complaints are down. Effort must be

taken to control operating cost growth. Paratransit continues to experience a significant demand for service but as staff continues implementation of the Growth Management Study recommendations, there will be improvements in productivity such as the increase in this quarter of boardings per revenue hour. The new key objectives will provide added focus into functional areas of the Orange County Transportation Authority bus business.

Attachment

- A. Orange County Transportation Authority Monthly Performance Measurements Bus Operations March 2005.

Prepared by:



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Financial Analyst,
Financial Planning & Analysis
(714) 560-5681

Approved by:



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

THE ORANGE COUNTY TRANSPORTATION AUTHORITY

MONTHLY PERFORMANCE MEASUREMENTS

BUS OPERATIONS REPORT FOR MARCH 2005

IS ON FILE IN THE CLERK OF THE BOARD'S OFFICE



BOARD COMMITTEE TRANSMITTAL

June 13, 2005

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject Agreement for Temporary Staffing Services

Finance and Administration Committee

May 25, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Member Correa and Committee Vice Chairman Duvall were not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to execute Agreement C-5-0938 with Corestaff Services; Agreement C-5-2439 with Focus on Temps, Inc., and Agreement C-5-2438 with PDQ Careers, in an amount not to exceed \$340,000, to provide temporary personnel services for a period of July 1, 2005, to June 30, 2006, with four option years.



May 25, 2005

To: Finance and Administrative Committee
From: *ATL/KKB* Arthur T. Leahy, Chief Executive Officer
Subject: Agreement for Temporary Staffing Services

Overview

The Orange County Transportation Authority currently has agreements with Kimco Staffing Services Inc., and Corestaff Services to provide temporary staffing services, in the amount not to exceed a cumulative total of \$996,000, for a two-year period. The term of these agreements expires June 30, 2005.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-5-0938 with Corestaff Services; Agreement C-5-2439 with Focus on Temps, Inc., and Agreement C-5-2438 with PDQ Careers, in an amount not to exceed \$340,000, to provide temporary personnel services for a period of July 1, 2005, to June 30, 2006, with four option years.

Background

The Orange County Transportation Authority (OCTA) uses temporary personnel services for personnel coverage due to prolonged illness, leaves of absence, extended position vacancies, additional staff requirements for special projects and other unforeseen circumstances. To provide on-call services for temporary personnel for OCTA, the Board initially awarded agreements to Kimco Staffing Services, Inc. and Corestaff Services on April 14, 2003, for a two-year period, in the amount of \$996,000, with one option year.

Discussion

This procurement was handled in accordance with the OCTA's procedures for the professional and technical services. In addition to price, many other factors are considered in an award for professional and technical services. Therefore, the requirement was handled as a competitive negotiated procurement. Award

is recommended to the firm offering the most effective overall proposal considering such factors as staffing, prior experience with similar projects, approach to the requirements and technical expertise in the field.

The project was advertised on March 18, 2005, and March 21, 2005, in a newspaper of general circulation. Request for Proposals (RFP) were e-mailed to 358 consultants who were registered with OCTA under the Commodity Codes: Employment Search Services; Human Resources – Services; Outplacement Services; and Temporary Employment Services on March 18, 2005. Written questions were received by March 31, 2005, and responses provided on April 1, 2005.

On April 11, 2005, 11 offers were received. An evaluation committee composed of staff from the Contracts Administration and Materials Management, Risk Management, Financial Planning and Analysis, Accounting, and the Human Resources Departments were established to review all offers submitted. The proposals were reviewed and evaluated on the following criteria: 1) qualifications of the firm/related experience; 2) staffing and project organization; 3) work plan, and 4) cost.

The evaluation committee ranked the four top firms as Corestaff Services, Focus on Temps, Inc., PDQ Careers and Kimco Staffing Services, Incorporated. Based on the established criteria in the RFP, the other seven proposals were deemed either non-responsive or non-competitive.

Corestaff Services, Focus on Temps, Inc., and PDQ Careers had the highest ranking of all firms for both the proposal and the interview. To allow greater flexibility and selection of temporary staff, the three highest ranked firms were recommended by the evaluation committee. Corestaff Services, Focus on Temps, Inc., and PDQ Careers are qualified firms with 12, 16 and 26 years of experience, respectively, for providing temporary staffing services. These firms are licensed to operate in California and have many local offices in Orange County. The work plan for Corestaff Services, Focus on Temps, Inc., and PDQ Careers demonstrated the necessary company financial soundness, dedicated staffing and technology infrastructure to be successful at meeting OCTA's current and future temporary staffing needs. None of these companies had any exceptions to the Scope of Work.

The proposed billable rates to provide temporary personnel services for a period of July 1, 2005, to June 30, 2006, with four option years are shown on Attachment A.

The Corestaff Services billable rate per classification for the initial term is 38 percent of a fixed wage and remains constant in the proceeding years.

The PDQ Careers billable rate per classification for the initial term is 45 percent of a fixed wage and remains constant in the proceeding years.

The Focus on Temps, Inc., billable rate per classification for the initial term is 44 percent of a fixed wage and remains constant in the proceeding years.

All three firms provided excellent proposals and demonstrated the necessary commitment and enthusiasm during the interview process.

Fiscal Impact

Funds are budgeted by each division for temporary staffing needs and are available in the current fiscal year 2005-06 budget, for \$340,000, for Account 7617 – Temporary Services and will be budgeted in the fiscal year 2006-07 budget.

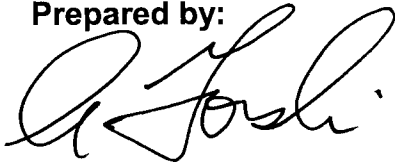
Summary

The evaluation committee recommends that Corestaff Services, Focus on Temps, Inc., and PDQ Careers be awarded contracts to provide temporary personnel services for a period of July 1, 2005, to June 30, 2006, with four option years at the agreed upon rates.

Attachment

A. Temporary Staffing Services Billable Rates.

Prepared by:



Al Gorski
Interim Department Manager
Human Resources
(714) 560-5817

Approved by:



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

Temporary Staffing Services Billable Rates

Corestaff Services

Classification Title	Wage	Billable Rate – Initial Year	Billable Rate – First Year Option	Billable Rate – Second Year Option	Billable Rate – Third Year Option	Billable Rate – Fourth Year Option
Office Specialist, Assistant	\$15.50	\$21.39	\$21.39	\$21.47	\$21.47	\$21.54
Office Specialist	\$17.50	\$24.15	\$24.15	\$24.24	\$24.24	\$24.33
Office Specialist	\$19.00	\$26.22	\$26.22	\$26.32	\$26.32	\$26.41
Executive Secretary	\$20.00	\$27.60	\$27.60	\$27.70	\$27.70	\$27.80
Accountant, Associate	\$22.00	\$30.36	\$30.36	\$30.47	\$30.47	\$30.58

Focus on Temps, Inc.

Classification Title	Wage	Billable Rate – Initial Year	Billable Rate – First Year Option	Billable Rate – Second Year Option	Billable Rate – Third Year Option	Billable Rate – Fourth Year Option
Office Specialist, Assistant	\$15.00	\$21.60	\$22.32	\$22.76	\$22.76	\$22.76
Office Specialist	\$17.50	\$25.20	\$25.20	\$25.65	\$25.65	\$25.65
Office Specialist	\$18.50	\$26.64	\$27.36	\$27.46	\$27.46	\$27.46
Executive Secretary	\$20.00	\$28.80	\$28.80	\$29.26	\$29.26	\$29.26
Accountant, Associate	\$22.00	\$31.68	\$31.68	\$31.79	\$31.79	\$31.79

PDQ Careers

Classification Title	Wage	Billable Rate – Initial Year	Billable Rate – First Year Option	Billable Rate – Second Year Option	Billable Rate – Third Year Option	Billable Rate – Fourth Year Option
Office Specialist, Assistant	\$10.78	\$15.63	\$16.10	\$16.57	\$17.07	\$17.57
Office Specialist	\$13.27	\$19.24	\$19.82	\$20.42	\$21.03	\$21.66
Office Specialist	\$14.28	\$20.71	\$21.33	\$21.97	\$22.62	\$23.30
Executive Secretary	\$16.16	\$23.43	\$24.13	\$24.85	\$25.59	\$26.36
Accountant, Associate	\$17.48	\$25.35	\$26.10	\$26.88	\$27.70	\$28.52



BOARD COMMITTEE TRANSMITTAL

June 13, 2005

To: Members of the Board of Directors

From: Wendy Knowles, Clerk of the Board
WK

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

Finance and Administration Committee

May 25, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Adopt the proposed fiscal year 2005-06 overall annual Disadvantaged Business Enterprise participation goal of 12 percent for contracts assisted by the U.S. Department of Transportation, in accordance with 49 CFR Part 26.



May 25, 2005

To: Finance and Administration Committee

From: *ATL-ly KB*
Arthur T. Leahy, Chief Executive Officer

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

Overview

An overall annual Disadvantaged Business Enterprise goal has been developed for participation in the Orange County Transportation Authority's Fiscal Year 2005-06 federally-assisted contracts in compliance with federal regulations set forth in 49 CFR Part 26 entitled "Participation by Disadvantaged Business Enterprises in U.S. Department of Transportation Programs." The recommended overall annual Disadvantaged Business Enterprises goal for contracts assisted by the Federal Transit Administration and Federal Highway Administration is 12 percent.

Recommendation

Adopt the proposed fiscal year 2005-06 overall annual Disadvantaged Business Enterprise participation goal of 12 percent for contracts assisted by the U.S. Department of Transportation, in accordance with 49 CFR Part 26.

Background

The Orange County Transportation Authority (Authority) is required to develop and submit a Disadvantaged Business Enterprise (DBE) overall annual goal for DBE participation as a condition of receiving federal assistance, pursuant to Section 1101 of the Transportation Equity Act for the 21st Century; 49 CFR Part 26; and Federal Transportation Administration (FTA) Master Agreement.

A DBE is a for-profit, small business concern that is at least 51 percent owned and controlled by one or more individuals who are both socially and economically disadvantaged or, in the case of a corporation, is one in which 51 percent of the stock is owned and controlled by one or more socially and economically disadvantaged individuals. A socially and economically

disadvantaged individual is defined by the federal regulations to be a citizen or lawfully admitted permanent resident of the United States who is a Black American, Hispanic American, Native American, Asian-Pacific American, Subcontinent Asian American, a woman, or a member of any additional group that can demonstrate that he/she is socially or economically disadvantaged.

In November 1996, California voters adopted Proposition 209 (Prohibition Against Discrimination or Preferential Treatment by State and Other Public Entities). Proposition 209 made it unconstitutional to engage in DBE programs, which were race and gender based, and which required contractors to satisfy specific requirements as applied to non-federally funded contracts. Proposition 209 stated that "Nothing in this section shall be interpreted as prohibiting action which must be taken to establish or maintain eligibility for any federal program, where ineligibility would result in a loss of federal funds...". The Authority, as a result of Proposition 209, established a narrowly tailored DBE Program and sets annual DBE goals that apply only to federally funded projects.

The proposed overall annual goal reflects staff's determination of the level of DBE participation based upon the list of federally funded projects as identified in the Authority's Fiscal Year 2005-2006 Budget and in accordance with the requirements set forth in 49 CFR Part 26. The overall annual goal must be submitted to the FTA by August 2005.

Discussion

The recommended overall annual DBE goal for contracts assisted by the FTA/Federal Highway Administration (FHWA) is 12 percent. This goal represents a race conscious effort whereby actual DBE participation goals will be established on federally funded procurements for prime contractors to meet. The race conscious effort represents the relative availability of DBEs based upon evidence of ready, willing and able DBEs, in relationship to all comparable businesses known to be available to compete for the Authority's FTA/FHWA-assisted contracts. The 2002 U.S. Census County Business Patterns data, the California Unified Certification Program (CUCP) state-wide DBE database, the Authority's, Metropolitan Transportation Authority's and the City of Los Angeles' DBE databases were utilized as resources to calculate and determine the relative availability of DBEs within the construction industry. The race conscious element of the overall annual DBE goal was determined by developing base figures for the relative availability of DBEs within areas represented by the following two North American Industry Classification

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

Page 3

System (NAICS) Codes: #238140 Masonry, and #238990/238110/235710 Concrete.

The FTA regulations state that once the base figure is developed, the agency will conduct a review and analysis of other known relevant evidence available to determine what additional adjustments, if any, are needed to narrowly tailor the base figure to better reflect the Authority's marketplace. It was determined that based on past experience procuring similar projects no further weights and/or adjustments are required.

Historically, the Authority has been able to meet or exceed the annual goal adopted by the Board of Directors. An overall goal of 15.5 percent was adopted by the Board for fiscal year 2004-05. In the fiscal year 2004-05 budget, it was estimated that \$4 million would be available in federally assisted funds for contract awards. The application of the 15.5 percent goal represents \$620,000. DBE participation in contracts awarded towards this goal through March 31, 2005, was \$725,115 exceeding the 15.5 percent goal.

During fiscal year 2005-06, it is estimated that \$542,271 in federally assisted funds will be available for contract awards. The \$542,271 of federal funds available will be allocated to only two Americans With Disabilities Act (ADA) Bus Stop Modification projects. The level of DBE participation on these two contracts will be limited by on-going similar projects and the Garden Grove Freeway (State Route 22) High Occupancy Vehicle (HOV) Lane Design-Build Project which will utilize the same pool of certified firms. This amount does not include federal funds earmarked for bus procurements or federal funding for procurements associated with the Garden Grove Freeway (State Route 22) HOV Lane Design-Build Project.

In conformance with public participation regulatory requirements (49 CFR Part 26.45), this goal analysis will be reviewed with minority, women, local business chambers and community organizations. Additionally, the Authority will publish a notice in general circulation media, minority focused media, and trade association publications announcing the Authority's proposed overall annual goal for fiscal year 2005-06 contracts assisted by FTA/FHWA. This notice will inform the public that the proposed goal and the rationale is available for inspection at the Authority during normal business hours for 30 days following the date of the public notice and that the Authority and FTA/FHWA will accept comments on the goals for 45 days from the date of the Public Notice.

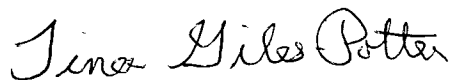
Summary

In summary, staff recommends that the Orange County Transportation Authority Board of Directors adopt the proposed fiscal year 2005-06 overall annual DBE goal of 12 percent for contracts assisted by the U.S. Department of Transportation in accordance with 49 CFR Part 26: Participation by Disadvantaged Business Enterprise in the Department of Transportation Programs.

Attachment

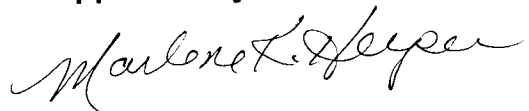
None.

Prepared by:



Tina Giles-Potter
Program Administrator
(714) 560-5620

Approved by:



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



BOARD COMMITTEE TRANSMITTAL

June 13, 2005

To: Members of the Board of Directors
From: Wendy Knowles^{WK}, Clerk of the Board
Subject Service Authority for Abandoned Vehicles Program Overview

Regional Planning and Highways Committee

June 6, 2005

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

Committee Vote

No action was taken.

Staff Recommendation

Receive and file this report.

Committee Discussion

Per the Committee Member's request, staff will return with a report regarding current state law governing vehicles left parked on a public highway or right-of-way for more than 72 consecutive hours. Currently, such vehicles are cited and issued a ten day notice to remove the vehicle after which they maybe removed by a member agency (i.e., a city).



June 6, 2005

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Service Authority for Abandoned Vehicles Program Overview

Overview

Orange County's Service Authority for Abandoned Vehicles Program provides funds to Orange County cities and the County for removing abandoned vehicles from public right-of-way and private property. This report provides an overview of the program.

Recommendation

Receive and file this report.

Background

Enabled by legislation that is now part of the State of California Vehicle Code, the Orange County Service Authority for Abandoned Vehicles (OCSAAV) was created in 1990. The Orange County Transportation Commission was designated the administrator of the OCSAAV. In 1991, the OCSAAV, along with several other entities, became part of the Orange County Transportation Authority (OCTA). The OCSAAV was created to raise revenue via a \$1 per vehicle service fee and to apportion the proceeds of the fee to OCSAAV member agencies. The County of Orange and all cities within Orange County are members of OCSAAV.

The OCSAAV service fee for abandoned vehicle is similar to the \$1 per vehicle charge for the Service Authority for Freeway Emergencies. The annual service fee of \$1 is collected by the Department of Motor Vehicles (DMV) at the time of vehicle registration or registration renewal. In the case of the OCSAAV fee, the proceeds of the fee are deposited by the DMV into the state Abandoned Vehicle Trust Fund. The State Controller pays the fees collected in Orange County to the OCSAAV. Both the DMV and State Controller deduct small administrative fees before OCSAAV receives the net proceeds.

Discussion

The OCSAAV receives approximately \$2.4 million per year in abandoned vehicle fees. As authorized by California Highway Patrol guidelines for abandoned vehicle programs, OCTA retains 5 percent of the locally received service fee funds for administering the OCSAAV.

Member agencies provide all towing services, issuing of notices and citations, and other activities directly related to abating abandoned vehicles. OCTA, as the administrator of OCSAAV, receives the service fee funds from the State Controller, apportions net proceeds to member agencies, submits reports to the State Controller, and carries out other administrative functions.

OCTA apportions quarterly payments from the State Controller to member agencies, as follows, in accordance with State of California Vehicle Code provisions:

- Fifty percent of the funds are allocated based on each member agency's population as a percentage of the total population of all member agencies. OCTA obtains the population of all member agencies once a year from the California Department of Finance Demographic Research Unit.
- Fifty percent of the funds are allocated based on the percentage of vehicles abated by each member agency as a percentage of the total number of vehicles abated by all OCSAAV member agencies that quarter.

Member agencies may report and receive apportionment credit for vehicle abatement under the following circumstances:

- Vehicles that lack an engine, transmission, wheels, tires, doors, windshield, or other part necessary to safe operation, and that are left parked on a public highway or right-of-way or, under certain circumstances, on private property are considered abandoned. Such vehicles are deemed hazards to public safety, health and welfare by the State of California Vehicle Code and may be towed immediately.
- Vehicles left parked on a public highway or right-of-way for more than 72 consecutive hours and that are cited and issued a 10-day notice by a member agency to abate and remove the vehicle. In some cases the owner voluntarily moves the vehicle before the 10-day notice expires; in

other cases the local agency has the vehicle towed. In either case, the member agency receives credit for an abatement.

Prior to the current fiscal year, OCSAAV member agencies reported the number of vehicles abated using a time-consuming manual procedure. To facilitate and improve the accuracy of reporting, OCTA developed and implemented a Web-based system that allows member agencies to report abatements online.

Attachment A shows each member agency's population, number of vehicles abated, and the amount of abandoned vehicle fees apportioned to date for fiscal year 2004-05. The figures show the total of the three payments made to each member agency, one payment for each of the first three quarters of the fiscal year. Some agencies' reported abatements on the percentage of total abatements are lower than their proportion of the total population of all member agencies. This discrepancy occurs for two reasons. The first is that a few agencies, mostly smaller ones, do not report abatement figures to OCSAAV. The second reason is that some agencies appear not to be reporting all their abatements during the quarter in which they have been completed. Presumably, these agencies are waiting until the end of the fiscal year to submit all their abatement figures.

According to the legislation governing OCSAAV, the fee collection provisions are subject to a sunset clause that requires periodic extension for up to ten years. The fee collection may be extended by a two-thirds vote of the Board of Supervisors along with resolutions from a majority of the cities having a majority of the population of the County. The last time the fee was extended was in 2001.

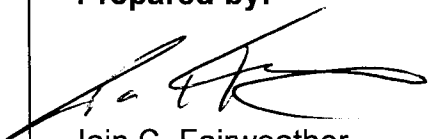
Summary

The OCSAAV program provides local funding for abandoned vehicle abatement through fees received through the DMV.

Attachment

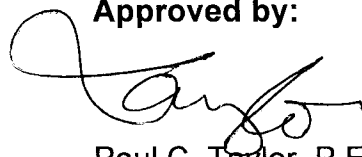
- A. Orange County Service Authority for Abandoned Vehicles Fees Paid,
First Three Quarter, Fiscal Year 2004-05

Prepared by:



Iain C. Fairweather
Motorist Services Program
Administrator
(714) 560-5858

Approved by:



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

**Orange County Service Authority for Abandoned Vehicles Fees Paid,
First Three Quarters, Fiscal Year 2004-05**

Member Agency	Population Base	Fees Paid Based on		Fees Paid Based on	
		Pop- ulation	Number of Abatements	Abate- ments	Total Fees Paid
Aliso Viejo	44,850	\$13,065	147	\$12,370	\$25,435
Anaheim	343,000	\$99,926	851	\$78,639	\$178,565
Brea	38,950	\$11,351	0	\$0	\$11,351
Buena Park	80,600	\$23,485	273	\$24,356	\$47,841
Costa Mesa	113,000	\$32,919	1,681	\$152,432	\$185,351
Cypress	48,450	\$14,112	114	\$11,484	\$25,596
Dana Point	36,550	\$10,648	348	\$27,606	\$38,254
Fountain Valley	56,500	\$16,459	5	\$502	\$16,961
Fullerton	134,200	\$39,100	239	\$21,640	\$60,740
Garden Grove	171,800	\$50,047	100	\$7,448	\$57,495
Huntington Beach	198,800	\$57,916	330	\$28,032	\$85,948
Irvine	171,800	\$50,047	725	\$64,878	\$114,925
Laguna Beach	24,750	\$7,210	84	\$6,256	\$13,466
Laguna Hills	33,000	\$9,610	190	\$17,180	\$26,790
Laguna Niguel	65,700	\$19,141	47	\$3,764	\$22,905
Laguna Woods	18,300	\$5,328	0	\$0	\$5,328
La Habra	61,500	\$17,919	0	\$0	\$17,919
Lake Forest	77,700	\$22,640	52	\$4,831	\$27,471
La Palma	16,050	\$4,678	0	\$0	\$4,678
Los Alamitos	11,950	\$3,482	0	\$0	\$3,482
Mission Viejo	97,800	\$28,497	0	\$0	\$28,497
Newport Beach	80,800	\$23,538	45	\$4,439	\$27,977
Orange	136,700	\$39,821	62	\$6,004	\$45,825
Placentia	49,900	\$14,534	125	\$11,871	\$26,405
Rancho Santa Margarita	49,000	\$14,279	11	\$1,048	\$15,327
San Clemente	63,100	\$18,385	893	\$80,077	\$98,462
San Juan Capistrano	35,850	\$10,445	105	\$8,785	\$19,230
Santa Ana	349,100	\$101,702	1,874	\$170,594	\$272,296
Seal Beach	24,950	\$7,271	11	\$1,053	\$8,324
Stanton	38,600	\$11,245	32	\$3,055	\$14,300
Tustin	70,300	\$20,477	704	\$64,749	\$85,226
Villa Park	6,200	\$1,802	0	\$0	\$1,802
Westminster	91,500	\$26,658	630	\$53,989	\$80,647
Yorba Linda	64,000	\$18,649	33	\$2,875	\$21,524
Unincorporated - County	112,800	\$32,855	111	\$9,284	\$42,139
Total	2,905,250	\$879,241	9,822	\$879,241	\$1,758,482



BOARD COMMITTEE TRANSMITTAL

June 13, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
WK
Subject: Agreement for Improvements to the Liquefied Natural Gas On-Board Fuel System

Transit Planning and Operations Committee

May 26, 2005

Present: Directors Winterbottom, Brown, Silva, Pulido, Dixon, Duvall, and Green
Absent: None

Committee Vote

This item was passed by all Committee Members present.

Director Pulido was not present for this vote.

Committee Recommendation

Authorize the Chief Executive Officer to execute Agreement C-4-1198 between the Orange County Transportation Authority and Chart Industries, Inc., in an amount not to exceed \$1,120,130, for the implementation of on-board fueling system hardware improvements.



May 26, 2005

To: Transit Planning and Operations Committee

From: *ATK Ly RB*
Arthur T. Leahy, Chief Executive Officer

Subject: Agreement for Improvements to the Liquefied Natural Gas On-Board Fuel System

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2004-05 Budget, the Board approved implementation of projects to improve the performance and reliability of the liquefied natural gas fuel system installed on 232 North American Bus Industries buses.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-4-1198 between the Orange County Transportation Authority and Chart Industries, Inc., in an amount not to exceed \$1,120,130, for the implementation of on-board fueling system hardware improvements.

Background

In mid 2004 fueling system recall notification was issued to trucks using liquefied natural gas (LNG) fuel tanks similar to the tanks that are used on our fleet of 232 North American Bus Industries (NABI) buses. The nature of the recall was an improvement to the pressure relief devices (PRD's) to minimize malfunction caused by obstruction from ice. An in-depth investigation was conducted by Dr. Thomas M. Flynn, PhD, a cryogenic industry expert and principal at Cryco Engineering. The findings of the investigation were reported to the Transit Planning and Operations Committee and staff was instructed to proceed with a project to improve the fuel systems performance and reliability.

The improvement project will be partly funded by the Air Quality Management District (AQMD), up to \$500,000. The project will include replacement of the pressure gauges with those that will indicate maximum pressure attained; a high pressure regulator to automatically vent the tanks before the PRD's vent, to minimize their use and possibility of leaking or getting stuck shut; and a new

system that will monitor the levels of the two LNG tanks on board the bus and automatically determine which of the two tanks to draw liquid from, so as to use both tanks most effectively and reduce the chances of overfilling the tanks when refueling. This project will be implemented in phases to include a prototype, test fleet and the remainder of the fleet, a total of 232 buses.

Discussion

The procurement was advertised on December 13, 2004, and December 20, 2004, in a newspaper of general circulation. An electronic notice was sent to 72 firms registered on CAMMNet on December 9, 2004.

On February 23, 2005, two offers were received. Following the initial evaluations two proposals were selected and interviews were scheduled during the weeks of March 14, 2005, and March 21, 2005. After completing the interviews and evaluations, the committee recommends the following firm for consideration of an award.

Firm and Location

Chart Industries, Inc.
New Prague, Minnesota

Fiscal Impact

This project was approved in the Authority's Fiscal Year 2004-05 Budget, Operations Division/Technical Services Department, Account 9024, and is Local Capital funded.

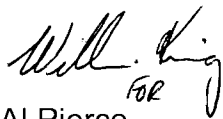
Summary

Staff recommends award of Agreement C-4-1198 to Chart Industries, Inc., in an amount not to exceed \$1,120,130, for the LNG fuel system improvement project.

Attachment

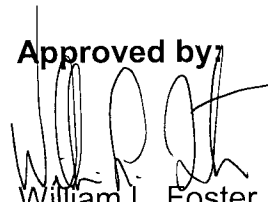
None.

Prepared by:

Handwritten signature of Al Pierce in cursive script.

Al Pierce
Manager, Maintenance
(714) 560-5869

Approved by:

Handwritten signature of William L. Foster in cursive script.

William L. Foster
Executive Director, Bus Operations
(714) 560-5842



BOARD COMMITTEE TRANSMITTAL

June 13, 2005

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject Agreement to Install Optical Fire Detection and Suppression on 30 Low Floor Articulated Buses

Transit Planning and Operations Committee

May 26, 2005

Present: Directors Winterbottom, Brown, Silva, Pulido, Dixon, Duvall, and Green
Absent: None

Committee Vote

This item was passed by all Committee Members present.

Director Pulido was not present for this vote.


Committee Recommendation

Authorize the Chief Executive Officer to execute Agreement C-4-0960 between the Orange County Transportation Authority and Complete Coach Works, in an amount not to exceed \$248,239, for the installation of optical fire detection and suppression on 30 low floor articulated buses.



May 26, 2005

To: Transit Planning and Operations Committee

From:  Arthur T. Leahy, Chief Executive Officer

Subject: Agreement to Install Optical Fire Detection and Suppression on 30 Low Floor Articulated Buses

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2004-05 Budget, the Board approved the installation of optical fire detection and suppression on 30 low floor articulated buses.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-4-0960 between the Orange County Transportation Authority and Complete Coach Works, in an amount not to exceed \$248,239, for the installation of optical fire detection and suppression on 30 low floor articulated buses.

Background

The low floor articulated buses have been in service since early 1999. The buses were originally equipped with a hand held manually operated fire extinguisher, which in the event of a fire, would require the operator to first observe the fire, remove the fire extinguisher from its mounting bracket for use, proceed to the area of the fire and manually extinguish the fire. The proposed system will be fully automated and include thermal, optic detection, fire suppression agent, discharge nozzles and a control system. The intent of the system is early detection, followed by automatic discharge of the fire suppression agent as a means to minimize the extent of vehicle damage.

Discussion

The procurement was advertised on October 1, 2004, and October 8, 2004, in a newspaper of general circulation. An electronic notice was sent to 191 vendors registered on CAMMNet on September 29, 2004. A pre-proposal meeting was held on October 26, 2004.

Agreement to Install Optical Fire Detection and Suppression on 30 Low Floor Articulated Buses **Page 2**

On November 17, 2004, one offer was received. Following the evaluation, and a detailed review of the project, it was determined that the pricing was fair and reasonable.

Firm and Location

Complete Coach Works
Riverside, California

Fiscal Impact

This project was approved in the Orange County Transportation Authority's Fiscal Year 2004-05 Budget, Operations Division/Technical Services Department, Account 2114-9024-D2117-8J7, and is Local Capital funded.

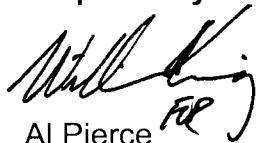
Summary

Staff recommends award of Agreement C-4-0960 to Complete Coach Works, in an amount not to exceed \$248,239, for the installation of optical fire detection and suppression on 30 low floor articulated buses.

Attachment

None.

Prepared by:


Al Pierce

Manager, Maintenance
(714) 560-5869

Approved by:



William L. Foster
Executive Director, Bus Operations
(714) 560-5842



BOARD COMMITTEE TRANSMITTAL

June 13, 2005

To: Members of the Board of Directors
From: Wendy Knowles, ^{WK} Clerk of the Board
Subject Agreement for the Purchase and Placement of Solar Lighting Units

Transit Planning and Operations Committee

May 26, 2005

Present: Directors Winterbottom, Brown, Silva, Pulido, Dixon, Duvall, and Green
Absent: None

Committee Vote

This item was passed by all Committee Members present.

Director Pulido was not present for this vote.

Committee Recommendation

Authorize the Chief Executive Officer to execute Agreement C-5-0468 between the Orange County Transportation Authority and Carmanah Technologies, Inc., in an amount not to exceed \$175,000, to manufacture and install 300 solar lighting units at selected bus stops.



May 26, 2005

To: Transit Planning and Operations Committee

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

Subject: Agreement for the Purchase and Placement of Solar Lighting Units

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2004-05 Budget, the Board approved the purchase and placement of solar lights at selected bus stops.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-5-0468 between the Orange County Transportation Authority and Carmanah Technologies, Inc., in an amount not to exceed \$175,000, to manufacture and install 300 solar lighting units at selected bus stops.

Background

The Orange County Transportation Authority (Authority) performed a study in 2003 to determine potential safety upgrades to the 6,500 bus stops it serves within Orange County. The results of that study indicate that some of the stops along the four Night Owl routes, and other selected locations, were found to have insufficient lighting.

In August 2004, the procurement of solar lights was originally handled as a Invitation for Bids (IFB). Due to a protest from one firm over the specifications in the IFB, the IFB was rescinded. Contracts Administration and Materials Management then recommended re-issuing this solicitation as a Request for Proposals (RFP).

Discussion

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

Agreement for the Purchase and Placement of Solar Lighting Units **Page 2**

The project was advertised on March 17, 2005, and March 24, 2005, in a newspaper of general circulation. Request for Proposals were sent to 309 firms registered on CAMMNET on March 15, 2005. A pre-proposal meeting was held on March 30, 2005.

On April 20, 2005, three offers were received. An evaluation committee was established to review all offers submitted. The offers were evaluated on the basis of qualifications of firm, work plan, staffing and project organization, and pricing. Based on their findings, the following firm is recommended for consideration of an award:

Firm and Location

Carmanah Technologies, Inc.
Victoria, British Columbia, Canada

Fiscal Impact

This project was approved in the Authority's Fiscal Year 2004-05 Budget, Operations Division/Maintenance Department, Account 9022, and is funded through Local Capital Funds.

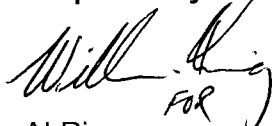
Summary

Staff recommends award of Agreement C-5-0468 to Carmanah Technologies, Inc., in an amount not to exceed \$175,000, to have 300 solar lighting units manufactured and installed at selected bus stops along the four Night Owl routes and other pre-determined locations.

Attachment

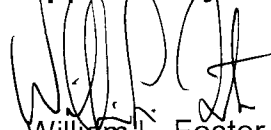
None.

Prepared by:



Al Pierce
Manager, Maintenance
714-560-5975

Approved by:



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



BOARD COMMITTEE TRANSMITTAL

June 13, 2005

To: Members of the Board of Directors
From: Wendy Knowles^{WK}, Clerk of the Board
Subject Selection of Consultant for On-Call Environmental Services

Transit Planning and Operations Committee

May 26, 2005

Present: Directors Winterbottom, Brown, Silva, Pulido, Dixon, Duvall, and Green
Absent: None

Committee Vote

This item was passed by all Committee Members present.


Director Pulido was not present for this vote.

Committee Recommendations

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



May 26, 2005

To: Transit Planning and Operations Committee
From: 
Arthur T. Leahy, Chief Executive Officer
Subject: Selection of Consultant for On-Call Environmental Services

Overview

As a part of the Orange County Transportation Authority's Fiscal Year 2004-05 Budget, the Board approved on-call environmental services for facility modifications. On-call environmental services will be required for the upcoming facility modification projects in the next fiscal year. Staff issued a Request for Proposals in accordance with the Orange County Transportation Authority's current procurement procedures for architectural and engineering services. These procedures are in accordance with both federal and state legal requirements.

Recommendations

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

Background

On-call environmental services will be required for facility modification projects in the next fiscal year. The Orange County Transportation Authority (Authority) owns four maintenance and operations facilities in the Cities of Anaheim, Garden Grove, Irvine, and Santa Ana. Additionally, the Authority owns various transportation centers and park-and-ride facilities throughout Orange County. The Authority requested professional environmental services to provide hazardous materials survey activities. Survey activities may include the surveying and testing, as applicable, of buildings, structures, stored materials,

are present. The presence of hazardous substances within and adjacent to existing facilities is highly probable, therefore, it is necessary to identify hazardous and potentially hazardous substance related problems.

The Authority intends to avoid or at least minimize costs and schedule delays to the facilities projects by performing early assessment of known or potentially contaminated sites and/or cost effective remediation.

The Authority's Irvine Bus Base site is in post-remediation as set forth by the regulatory agencies overseeing the clean up of the sites. The consultant's professional services shall include performing groundwater monitoring, reporting and closure negotiation to reach final closure from regulatory agencies.

The purpose of this Scope of Work is to provide a general description of the services to be provided by the consultant. The services required include environmental assessment and completion of closure activities at the Authority's Irvine Bus Base.

Services under this Agreement will be requested on an "as-needed" basis and authorized through the issuance of Contract Task Orders (CTOs). CTOs are site specific, work quantified, and time constrained. Each CTO will specifically define the work to be performed, the total cost of performance and any other information that may be needed to perform the services required.

Discussion

This procurement was handled in accordance with the Authority's procedures for architectural and engineering services requirements, which conform to both federal and state law. Proposals are evaluated based on qualifications and are ranked in accordance with the technical proposal and interview. The highest ranked firm is requested to submit a cost proposal and the final agreement is negotiated. The Authority issued a Request for Proposals (RFP) for facility modifications on March 24, 2005, and 370 firms were electronically notified. A pre-proposal conference was held on March 31, 2005, and was attended by 27 firms. On April 25, 2005, eight proposals were received.

On May 3, 2005, an evaluation committee composed of staff from the Contracts Administration and Materials Management, and Construction and Engineering was established to review the offers submitted. The offers were evaluated in accordance with the criteria established in the RFP. The committee reviewed all proposals and scored the written proposals based on qualifications, management

approach, technical approach/work plan and completeness of response. Based on the proposal evaluation, Kleinfelder, Leighton Consulting, and Ninyo & Moore were short-listed and interviewed on May 10, 2005.

The three firms listed below were found to be qualified to provide the environmental services:

Firm and Location

Kleinfelder, Inc.,
Irvine, California

Leighton Consulting, Inc.,
Irvine, California

Ninyo & Moore,
Irvine, California

Due to the variety of upcoming work, it is recommended that contracts be finalized with all three firms. Specific projects will be assigned based on expertise and cost proposals.

Fiscal Impact

This project was approved in the Authority's Fiscal Year 2004-05 Budget Planning/Project Development, Account 7629, and is funded through Local Transportation Funds.

Summary

The findings of the proposal evaluation committee were presented to the Transit Planning and Operations Committee which recommends selection of all three firms, Kleinfelder, Leighton Consulting, and Ninyo & Moore, to provide on-call environmental services for facility modifications. Staff is directed to request a cost proposal and negotiate agreements with all three firms Kleinfelder, Leighton Consulting, and Ninyo & Moore, in an amount not to exceed \$200,000, for on-call environmental services for facility modifications.

Attachment

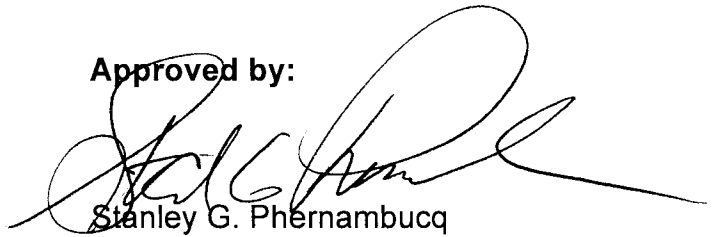
None.

Prepared by:

James Kramer /CPG

James Kramer
Senior Project Manager – Engineering
(714) 560-5866

Approved by:



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



BOARD COMMITTEE TRANSMITTAL

June 13, 2005

To: Members of the Board of Directors
From: ^{WV} Wendy Knowles, Clerk of the Board
Subject Selection of a Consultant for Garfield-Gisler Bridge Preliminary Engineering and Supplemental Environmental Impact Report

Regional Planning and Highways Committee

June 6, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

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



June 6, 2005

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Selection of a Consultant for Garfield-Gisler Bridge Preliminary Engineering and Supplemental Environmental Impact Report

Overview

On August 23, 2004, the Board of Directors directed staff to develop a Scope of Work and release a Request for Proposals for the preparation and development of a Preliminary Engineering and Supplemental Environment Impact Report to assess the feasibility of the Garfield-Gisler Bridge crossing over the Santa Ana River. Offers were received in accordance with the Orange County Transportation Authority's procurement procedures.

Recommendations

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

Background

At the request of the Cities of Costa Mesa, Fountain Valley, Huntington Beach, and Newport Beach, the Orange County Transportation Authority (OCTA) had been the lead agency for a program level Environmental Impact Report (EIR) for the deletion of two proposed bridges across the Santa Ana River from the Master Plan of Arterial Highways (MPAH). The proposed bridges would connect Garfield Avenue in Huntington Beach with Gisler Avenue in Costa Mesa and Banning Avenue in Huntington Beach with 19th Street in Costa Mesa.

The request to delete these bridges from the MPAH was submitted by the City of Costa Mesa and was based on anticipated impacts to residential communities on or in the vicinity of 19th Street and Gisler Avenue.

The Draft Environmental Impact Report (DEIR) at the program level was completed in late May 2001 and was released to the public for review in June 2001. Over 500 comments were received by the end of the review period in August 2001. The Response to Comments and resultant revisions to the EIR were completed in April 2002.

The general conclusion of the DEIR was that deletion of the bridges would cause traffic impacts at a number of locations, but these impacts could be mitigated by street and intersection improvements. However, many of the impacted locations were in Fountain Valley and Newport Beach, the two cities supporting the eventual construction of the bridges. These cities believe they already carry their share of traffic across the Santa Ana River, and they are not supportive of constructing the mitigations necessary to allow removal of the bridges.

One of OCTA's policies in evaluating a request to amend the MPAH is that there must be a consensus among the cities affected by proposed deletions of facilities. This policy was adopted by the OCTA Board of Directors on April 13, 1998. Although a series of discussions have taken place over the last three years, no consensus was reached among the affected cities. Therefore, the City of Fountain Valley expressed the desire to further analyze the Garfield Avenue/Gisler Avenue Bridge, with an understanding that the project level environmental analysis would provide more detailed information upon which a final decision could be made on the DEIR.

On August 16, 2004, the OCTA Board of Directors with the concurrence of the Cities of Fountain Valley and Costa Mesa approved this further analysis and directed staff to prepare a scope of work and release a Request for Proposals (RFP) for the preparation of the study. The August 16, 2004, Board report outlining the details of this action is attached (Attachment A).

Discussion

This procurement was handled in accordance with OCTA's procedures for architectural and engineering requirements which conform to both federal and state law. The review process focused on the qualifications of the firms and their technical proposal.

Request for Proposals were sent to 360 firms registered on CAMMnet on March 28, 2005. A pre-proposal conference was held on April 6, 2005. One addendum was issued to respond to questions.

On April 22, 2005, two offers were received. An evaluation committee composed of representatives from the Cities of Costa Mesa, Fountain Valley, Huntington Beach, the County of Orange, BonTerra Consulting, and OCTA staff from the Local Programs and Contract Administration and Materials Management Departments was established to review all offers submitted. The offers were evaluated based on firm qualifications, staffing and project organization, and work plan as established in the RFP. Based on evaluation committee scoring of the proposals, the committee interviewed both of the firms that submitted proposals:

Firm and Location

Jones & Stokes
Irvine, California

LSA Associates, Inc.
Irvine, California

Based upon the proposal evaluation and the interviews, it is recommended that the most qualified firm, LSA Associates, Inc., be asked to submit a cost proposal and a final agreement to be negotiated. The term of the agreement will be approximately one year.

Fiscal Impact

Although this activity was not envisioned when the fiscal year 2004-05 budget was approved, this effort will be funded with Measure M Growth Management Areas 6 and 8 funds, and City of Fountain Valley local contribution. These funds will be transferred to OCTA Local Program section, Account No. 0010-7519 for this effort.

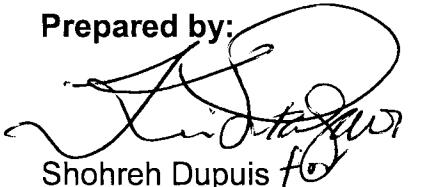
Summary

Proposals have been received for preparation of a Preliminary Engineering/Supplemental Environmental Impact Report for the Garfield-Gisler Bridge crossing over the Santa Ana River in accordance with the OCTA's procedures for architectural and engineering projects. The evaluation committee recommends selection of LSA Associates, Inc., as the most qualified firm to provide OCTA with engineering and environmental document preparation assistance for the project.

Attachment

- A. August 23, 2004, Board Committee Transmittal and Board Report

Prepared by:



Shohreh Dupuis
Acting Manager,
Local Programs and
Commuter Rail Services
(714) 560-5673

Approved by:



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



BOARD COMMITTEE TRANSMITTAL

August 23, 2004

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject Request for Funding of Garfield Avenue/Gisler Avenue Bridge
Environmental Impact Report

Regional Planning and Highways Committee

August 16, 2004

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Approve the City of Fountain Valley's application for \$250,000 in Growth Management Area funding for preliminary design and project level environmental analysis of the Garfield Avenue/Gisler Avenue Bridge across the Santa Ana River, with the conditions stated in this report.
- B. Direct staff to develop a scope of work and release a request for proposal for the preparation and development of a "Preliminary Engineering and Environmental Analysis Supplemental Report" on the Garfield Avenue/Gisler Avenue Bridge to accompany the existing Santa Ana River Crossing program level Draft Environmental Impact Report.
- C. Authorize the Chief Executive Officer to enter into a Memorandum of Understanding with the Cities of Fountain Valley and Costa Mesa for funding of the Garfield Avenue/Gisler Avenue Bridge "Preliminary Engineering and Environmental Analysis Supplemental Report."



August 16, 2004

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Request for Funding of Garfield Avenue/Gisler Avenue Bridge Environmental Impact Report

Overview

On June 28, 2004, the Board of Directors deferred action on a Measure M grant application by the City of Fountain Valley for environmental study and design for the Garfield Avenue/Gisler Avenue Bridge across the Santa Ana River pending further discussions with cities involved in the Santa Ana River Crossings Study. Staff and the cities have reached consensus on the next step and Board action to proceed is requested.

Recommendations

- A. Approve the City of Fountain Valley's application for \$250,000 in Growth Management Area funding for preliminary design and project level environmental analysis of the Garfield Avenue/Gisler Avenue Bridge across the Santa Ana River, with the conditions stated in this report.
- B. Direct staff to develop a scope of work and release a request for proposal for the preparation and development of a "Preliminary Engineering and Environmental Analysis Supplemental Report" on the Garfield Avenue/Gisler Avenue Bridge to accompany the existing Santa Ana River Crossing program level Draft Environmental Impact Report.
- C. Authorize the Chief Executive Officer to enter into a Memorandum of Understanding with the Cities of Fountain Valley and Costa Mesa for funding of the Garfield Avenue/Gisler Avenue Bridge "Preliminary Engineering and Environmental Analysis Supplemental Report."

Background

At the request of the Cities of Costa Mesa, Fountain Valley, Huntington Beach, and Newport Beach, the Orange County Transportation Authority (OCTA) had been the lead agency for a program level Environmental Impact Report (EIR) for the deletion of two proposed bridges across the Santa Ana River, from the Master Plan of Arterial Highways (MPAH). The proposed bridges would connect Garfield Avenue in Huntington Beach with Gisler Avenue in Costa Mesa, and Banning Avenue in Huntington Beach with 19th Street in Costa Mesa. The request to delete these bridges from the MPAH was submitted by the City of Costa Mesa, and was based on anticipated impacts to residential communities on or in the vicinity of 19th Street and Gisler Avenue.

The Draft Environmental Impact Report (DEIR) at the program level was completed in late May 2001 and was released to the public for review in June 2001. Over 500 comments were received by the end of the review period in August 2001. The Response to Comments and resultant revisions to the EIR were completed in April 2002.

The general conclusion of the DEIR was that deletion of the bridges would cause traffic impacts at a number of locations, but these impacts could be mitigated by street and intersection improvements. However, many of the impacted locations were in Fountain Valley and Newport Beach, the two cities supporting the eventual construction of the bridges. These cities believe they already carry their share of traffic across the Santa Ana River, and they are not supportive of constructing the mitigations necessary to allow removal of the bridges.

One of OCTA's policies in evaluating a request to amend the MPAH is that there must be a consensus among the cities affected by proposed deletions of facilities. This policy was adopted by the OCTA Board of Directors on April 13, 1998. Although a series of discussions have taken place over the last two years, no consensus has been reached among the affected cities. Therefore, the City of Fountain Valley has expressed the desire to further analyze the Garfield Avenue/Gisler Avenue Bridge, with an understanding that the project level environmental analysis would provide more detailed information upon which a final decision could be made on the DEIR.

In November 2002, Fountain Valley requested Measure M Growth Management Area (GMA) funding for preliminary design and project level environmental analysis for the Garfield Avenue/Gisler Avenue Bridge. This project was approved as part of the overall GMA Program by the GMA 6 elected officials on December 10, 2002.

On May 12, 2003, OCTA staff submitted the recommended Combined Transportation Funding Program (CTFP) projects, which include the Garfield Avenue/Gisler Avenue Bridge EIR and design, to the Board of Directors for approval. However, the Board deferred consideration of this project until a meeting between OCTA and the four cities could be held to further explore ways for reaching agreement on the issue. The Board requested that 30 to 60 days be allowed for OCTA staff to work with Fountain Valley, Costa Mesa, and Huntington Beach to see how best to evaluate the financial, engineering, and environmental issues associated with the bridge, and report back to the Board.

On September 15, 2003, this item was taken to the OCTA Regional Planning and Highways Committee (RP&H) for further consideration. This item was not approved by the RP&H. The committee also recommended that no action be taken at that time on funding of the project. The committee requested that OCTA staff work further with the cities and report back to the Board. If no consensus was reached at that point, the committee would then recommend approving the Phase I project, and canceling Phases II and III. While the agencies continued to work together on this issue, no consensus was reached.

Discussion

As part of the March 2004, CTFP semi-annual reviews, OCTA staff received a letter from the City of Fountain Valley confirming that no consensus had been reached. In addition, the letter indicated the city's desire to move forward with the GMA funded Phase I, preliminary engineering. The Technical Steering Committee approved the city's request to proceed with Phase I - preliminary engineering in fiscal year 2005-06 and cancel Phases II and III. While this recommendation was approved by the RP&H Committee on June 7, 2004, the Board of Directors deferred action on funding the application for the City of Fountain Valley for environmental study and design for the Garfield Avenue/Gisler Avenue Bridge until further discussions were conducted with the City of Costa Mesa.

Over the last several weeks, OCTA staff has had several discussions with the Cities of Costa Mesa and Fountain Valley, and has developed a set of recommendations as conditions to the approval of the \$250,000 GMA funding for this project. These recommendations were forwarded to both city managers in writing on July 19, 2004, and OCTA staff has received concurrence in writing (Attachments A and B) from both city managers on these terms which are outlined in Attachment C.

Next Steps

Staff will develop a Memorandum of Understanding with the Cities of Fountain Valley and Costa Mesa for funding of the "Preliminary Engineering and Environmental Analysis Supplemental Report." Once the funding has been secured, staff will develop a scope of work for the study in conjunction with the affected jurisdictions, and will release a request for proposal for the preparation and development of a "Preliminary Engineering and Environmental Analysis Supplemental Report" to accompany the existing Santa Ana River Crossing program level Draft Environmental Impact Report.

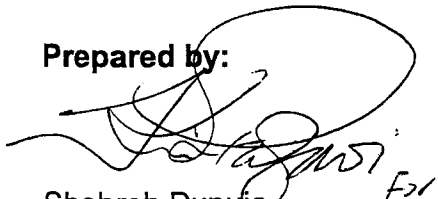
Summary

On June 28, 2004, the Board of Directors deferred consideration of a request by the City of Fountain Valley for funding of environmental analysis and design of a bridge across the Santa Ana River at Garfield Avenue/Gisler Avenue pending additional discussions with affected cities. The premise for the funding request is that a project level environmental analysis would provide more complete information upon which a final decision could be made. Staff recommends approval of the \$250,000 in GMA funds requested by the City of Fountain Valley for preliminary design and environmental analysis with the conditions stated in this report. The City of Fountain Valley has withdrawn its request for consideration of \$500,000 in GMA and MPAH funding for final design .

Attachments

- A. Letter from the City of Costa Mesa
- B. Letter from the City of Fountain Valley
- C. Points of Concurrence Between Parties

Prepared by:


Shohreh Dupuis
Acting Manager,
Local Programs and
Commuter Rail Services
(714) 560-5673

Approved by:


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



CITY OF COSTA MESA

P.O. BOX 1200, CALIFORNIA 92628-1200

FROM THE OFFICE OF THE CITY MANAGER

August 2, 2004

RECEIVED

AUG 03 2004

Kia Mortazavi
Strategic Planning

Shoreh Dupuis, Manager
Local Programs & Commuter Rail Services
Orange County Transportation Authority
550 South Main Street
P.O. Box 14184
Orange, California 92863-1584

Subject: Santa Ana River Crossing (SARX) – Garfield/Gisler Avenue Bridge
Environmental Impact Analysis

Dear Ms. Dupuis:

This is in response to the letter dated July 19, 2004 from Kia Mortazavi, Director of Strategic Planning, on the above subject study. In Mr. Mortazavi's letter, he requested concurrence from the cities of Costa Mesa and Fountain Valley on the conditions detailed in his letter of the 19th. This letter is intended to document our concurrence with the conditions as presented.

Let me state up front that the City of Costa Mesa very much appreciates the efforts of OCTA staff in working with the cities of Fountain Valley and Costa Mesa to fashion a proposal that it appears all parties can support. This has been a long time in coming and not without a good deal of hard work and careful thought. We are thankful for your role and that of Mr. Mortazavi in helping to shape this proposal.

It is important to note that the Costa Mesa City Council has not taken any separate, official action on this proposal. However, the City Council is on record as supporting the SARX Study and efforts to delete the Gisler/Garfield and 19th Street/Banning bridges from the County's Master Plan of Arterial Highways (MPAH). The study of the Garfield/Gisler Bridge to accompany the SARX Study will provide additional information by which future transportation decisions can be determined – including deletion of the aforementioned bridge crossings.

The Transportation and Planning staff of the City of Costa Mesa look forward to working with OCTA and staff of the City of Fountain Valley on this important study.

Sincerely,

A handwritten signature in black ink, appearing to read "Allan L. Roeder".

Allan L. Roeder
City Manager

/cg

C: City Council
Public Services Director
Transportation Svcs. Manager
City Manager, Fountain Valley 77 FAIR DRIVE



CITY OF FOUNTAIN VALLEY

CITY HALL 1400 S. WENDE AVENUE, FOUNTAIN VALLEY, CA 92708-7730

OFFICE OF CITY MANAGER

Email: fvcity@costa.com

August 5, 2004

Ms. Shohreh Dupuis, Manager
Local Programs & Commuter Rail Services
Orange County Transportation Authority
P.O. Box 14184
Orange, CA 92863

**SUBJECT: SANTA ANA RIVER CROSSING (SARX) – GARFIELD/GISLER AVENUE
BRIDGE ENVIRONMENTAL IMPACT ANALYSIS**

Dear Ms. Dupuis:

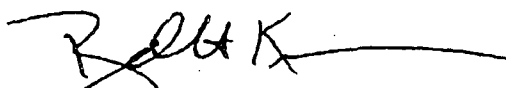
The City of Fountain Valley has always been a willing partner in the SARX study process, and yet we have always felt the Garfield/Gisler Bridge alternative needed to be studied in detail to make a prudent decision regarding regional transportation in the Fountain Valley, Costa Mesa, Huntington Beach area.

The City of Fountain Valley concurs with the proposal outlined in a letter dated July 19, 2004, from Kia Mortazavi, Director, Strategic Planning. We believe this proposal moves regional transportation in the right direction. We appreciate the efforts of the OCTA, Kia and you in trying to resolve this process.

The Fountain Valley City Council has not taken a formal position regarding this proposal. However, it should be noted the City Council has been committed to the Garfield/Gisler Bridge study, and as such, submitted an application for its study and preliminary design. We fully understand that studying this bridge will provide additional information so that long-term regional transportation issues can be identified and solutions sought.

As always, the City of Fountain Valley will work cooperatively with the City of Costa Mesa, Huntington Beach and the OCTA to successfully complete this study.

Sincerely,


Raymond H. Kromer
City Manager

RHK/mb

c: City Council, Public Works Director, City Engineer, City Manager Allan L. Roeder

Points of Concurrence Between Parties

1. OCTA, as the lead agency, will contract with an environmental consulting firm for the preparation and development of a "Preliminary Engineering and Environmental Analysis Supplemental Report" to accompany the existing Santa Ana River Crossing (SARX) program level DEIR.
2. This "Preliminary Engineering and Environmental Analysis Supplemental Report" will:
 - Further evaluate the engineering feasibility of the construction of the Garfield Avenue/Gisler Avenue Bridge.
 - Identify the physical and environmental constraints of the bridge and the "alternative" at the project level.
 - Identify the cost of the bridge and the alternative at the project level.
 - Be developed under the same rules, parameters, and guidelines as the existing SARX program level DEIR.
3. OCTA Board will adopt the existing SARX program level DEIR and the "Preliminary Engineering and Environmental Analysis Supplemental Report" once the supplemental report has been completed only upon consensus reached by all "involved" agencies.
4. If the "Preliminary Engineering and Environmental Analysis Supplemental Report" is delayed beyond June 30, 2006, OCTA staff will seek the OCTA Board certification of the existing SARX program level DEIR in accordance to the guidelines that were established by the OCTA Board for this DEIR on November 23, 1998.
5. In addition to the \$250,000 GMA funding, the City of Fountain Valley will contribute \$100,000 toward the funding of the "Preliminary Engineering and Environmental Analysis Supplemental Report".
6. City of Costa Mesa will contribute \$100,000 from GMA 8 available funds toward the funding of the "Preliminary Engineering and Environmental Analysis Supplemental Report." The city will not use its general funds or any other city funding source for this project.
7. OCTA Board will approve the re-establishment of a Technical Advisory Committee (TAC), comprised of representatives from all affected agencies, and a Policy Advisory Committee (PAC) comprised of elected officials from the affected agencies. The TAC will guide the study process and the PAC will insure a timely and responsive flow of communication among the involved agencies. OCTA staff will report to the OCTA Board of Directors and/or the PAC on the study's progress and any issues that may affect the schedule on a quarterly basis.



BOARD COMMITTEE TRANSMITTAL

June 13, 2005

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject Grade Crossing Safety Enhancement Program

Transit Planning and Operations Committee

May 26, 2005

Present: Directors Winterbottom, Brown, Silva, Pulido, Dixon, Duvall, and Green
Absent: None

Committee Vote

This item was passed by all Committee Members present.

Director Pulido was not present for this vote.

Committee Recommendations

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



May 26, 2005

To: Transit Planning and Operations Committee
From: *ATL by RB*
Arthur T. Leahy, Chief Executive Officer
Subject: Grade Crossing Safety Enhancement Program

Overview

Staff is seeking Board approval of an implementation strategy for the Grade Crossing Safety Enhancement Program.

Recommendations

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

Background

The 2003 Orange County Grade Crossing Study provided an assessment of conditions of all 64 highway-rail grade crossings located in Orange County. All of these crossings are traversed by Orange County Transportation Authority (OCTA) Metrolink trains as well as freight trains. In addition to detailing the current automatic warning devices and other safety equipment, the study also provides recommendations for enhancements for both motorist and pedestrian safety consistent with current California Public Utilities Commission (CPUC) grade crossing safety standards. The study also ranked the crossing enhancements based on their impact to safety and a cost-benefit analysis.

Of the 64 crossings, 12 are on the Burlington Northern and Santa Fe (BNSF) San Bernardino Subdivision; nine of these 12 crossings will have the enhancements occur as part of the Placentia Corridor Quiet Zone Project, which OCTA has fully funded. Fifty-two crossings are on the OCTA Orange

Subdivision and Olive Subdivision. The political subdivision with jurisdiction over the roadway has the responsibility of maintaining the roadway beyond 2 feet from the outer rail (as outlined in the CPUC General Order 72-B). The jurisdiction of the roadways at each grade crossing falls under the responsibility of the cities and/or county in which the crossings are located.

Discussion

The Grade Crossing Safety Enhancement Program was developed to provide funding for the specific recommended safety enhancements at 55 highway rail-grade crossings in Orange County. The program will only cover the three crossings on the BNSF San Bernardino Subdivision that are not part of the Placentia Quiet Zone Project as well as the 52 crossings on the OCTA Orange Subdivision and Olive Subdivision.

The foundation for the improvements will derive from the existing 2003 Orange County Grade Crossing Study. The 55 at-grade crossings, their rankings, and the estimated cost of the identified enhancements are shown in Attachment A. It should be noted that these costs are construction costs only and do not include design, construction management, staff time and oversight, and project management.

For the last year, staff has been working closely with the affected jurisdictions on an implementation strategy. Based on several meetings held and detailed discussions, a consensus has been reached on the following implementation strategy presented below for Board approval:

Application Process

With Board approval, staff will seek a Letter of Intent from affected jurisdictions to determine the jurisdiction's desire to participate in the program. Staff will then prepare a Memorandum of Understanding with the interested jurisdictions to clearly identify the responsibilities of OCTA, Southern California Regional Rail Authority (SCRRA, the operator of OCTA Metrolink trains), and the cities roles regarding funding and program implementation, as shown below in the implementation strategy.

Eligible Expenditures

Only improvements to the 55 grade crossings identified in the grade crossing study located in the Cities of Anaheim, Fullerton, Irvine, Orange, San Clemente, San Juan Capistrano, Santa Ana, and Tustin that are not part of the Placentia Quiet Zone Project will be considered as potentially eligible to receive funds under this program. Funding under the Grade Crossing Safety Enhancement

Program covers project improvements up to the maximum range identified for each crossing in the study. The parameters of the enhancements are required to follow the OCTA 2003 Orange County Grade Crossing Study recommendations as closely as possible. Some variances to the recommendations may be needed to address changed conditions as well as acceptable changes brought up during the diagnostic field reviews. All projects will require a minimum of 12 percent local agency match.

Eligible expenditures include design and implementation of the following enhancements: quad gates, pre-signal location (possible on cantilever), railroad stop bar, curb ramps, extending median, traffic signal backup battery, crossing re-profile, light emitting diode (LED) flasher upgrade, sidewalks, cantilever and cantilever lights, roadway/crossing enhancement (raised panels or concrete), concrete panels, pedestrian gate, crossing closure, signal preemption, track removal, and construction engineering (up to 15 percent of construction costs).

Ineligible Expenditures

Any expenditure not directly associated with the goals and/or requirements of the grade crossing safety enhancement concept will not be funded (e.g., improvements beyond what is required). OCTA will review all expenditures on a case-by-case basis to determine the necessity of the proposed improvements for the implementation of the grade crossing program.

Implementation Strategy

SCRRA will develop and run a program of systematic crossing enhancements based on available funding provided by OCTA and required local match provided by the local jurisdiction. SCRRA will perform day-to-day management functions utilizing a contracted project manager. SCRRA will oversee the design, construction management, and construction of all enhancements.

OCTA will retain program oversight by controlling the grant funding and overseeing the project development. A railroad engineering firm under contract as the OCTA program manager will maintain an active city interface during the program development stage.

Responsibilities

OCTA will oversee the funding program, participate in all project scoping meetings with regulatory agencies including CPUC, and assist in building consensus among parties in regards to the required enhancements.

SCRRA will:

- Retain a project manager to oversee and coordinate the project development.
- Set up and participate in all CPUC project scoping meetings (diagnostic team meetings).
- Build consensus among parties in regards to the required enhancements.
- Apply for and obtain CPUC approval/permits.
- Apply for and obtain all other needed permits.
- Design the enhancements, procure needed materials, construct, and manage the construction of all enhancements (railroad [signal] and non-railroad).
- Negotiate with Union Pacific and BNSF where appropriate.

Local Jurisdictions will:

- Participate in CPUC required team meetings.
- Assist in review of non-railroad enhancements design documents.
- Assist SCRRA in obtaining all city-required permits.
- Provide the 12 percent match requirement.
- Provide funding for any additional enhancements desired by local jurisdictions outside the scope of this program.

Funding

Estimated Program Cost for 55 Crossings (three years):

Implementation Cost:	
Agency Cost for (OCTA & SCRRA)*	\$1.7 million
Project Manager	<u>\$0.8 million</u>
Total	\$2.5 million
Construction Cost:	
Signal Enhancements	\$7.0 million
Other Enhancements	\$7.5 million
Construction Management (7%)**	<u>\$0.5 million</u>
Total	\$15 million
Design (13%):	\$1.9 million
Total	\$19.5 million

* Includes signal enhancement construction management, diagnostic meetings and, CPUC applications development and process, city coordination, and design management.

** For other enhancements only.

Currently, \$17.4 million in federal funds have been allocated to this program. With the required 12 percent match of \$2.09 million, \$19.5 million will be available to fund this program.

Fiscal Impact

The overall budget to implement the Grade Crossing Safety Enhancement Program is \$19.5 million. This budget includes \$14.4 million for capital safety projects. This report seeks an initial allocation of \$10 million to initiate projects in fiscal year 2005-06. Staff will provide periodic reports to the Board of progress and seek direction as necessary.

To simplify the implementation process, for the first year of the program, \$10 million of Regional Surface Transportation Program (RSTP) funds will be exchanged with Commuter and Urban Rail Endowment (CURE) funds. The RSTP funds will be used for other commuter rail capital projects needed for expansion of the Metrolink system. The \$10 million of CURE funds are included in the fiscal year 2005-06 proposed budget.

Summary

Staff is seeking Board approval of an implementation strategy for the Grade Crossing Safety Enhancement Program and seeks the allocation of \$10 million of CURE funds in the fiscal year 2005-06 budget for the program.

Attachment

- A. Grade Crossing Program Cost Summary Table

Prepared by:



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Acting Manager,
Local Programs and
Commuter Rail Services
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Approved by:



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

Grade Crossing Program Cost Summary Table				
RANKING	TOTAL Estimated Enhancement Costs	CITY	STREET NAME	SUBDIVISION
1	\$856,500	Santa Ana	McFadden St.	Orange
2	\$534,500	Fullerton	Raymond Ave	San Bernardino
3	\$571,400	Santa Ana	Lyon St.	Orange
4	\$462,000	Santa Ana	17th Street	Orange
5	\$411,000	Tustin	Red Hill Ave.	Orange
6	\$160,000	Santa Ana	Santa Ana Blvd.	Orange
7	\$556,000	Fullerton	State College Blvd	San Bernardino
8	\$355,500	Santa Ana	Ritchey St.	Orange
9	\$148,500	Anaheim	State College Blvd.	Orange
10	\$38,000	Irvine	Sand Canyon Ave.	Orange
11	\$112,000	Santa Ana	Grand Ave.	Orange
12	\$51,000	Orange	Chapman Ave.	Orange
13	\$18,500	Anaheim	Ball Rd.	Orange
14	\$208,000	Irvine	Jeffrey Rd.	Orange
15	\$129,000	Orange	Glassell St.	Olive
16	\$32,000	Irvine	Harvard Ave.	Orange
17	\$371,400	Orange	Batavia St.	Orange
18	\$40,000	San Clemente	Palisades/Beach Rd	Orange
19	\$432,500	Santa Ana	Fourth St.	Orange
20	\$27,500	Anaheim	La Palma Ave.	Orange
21	\$81,000	Orange	Riverdale Ave.	Olive
22	\$156,000	Orange	Meats Ave.	Olive
23	\$151,000	San Juan Capistrano	Oso Rd.	Orange
24	\$170,000	Orange	Lincoln Ave.	Olive
25	\$1,125,500	Santa Ana	Chestnut St.	Orange
26	\$491,500	Santa Ana	Santa Clara Ave.	Orange
27	\$69,000	San Clemente	Avenida Estacion	Orange
28	\$623,500	Orange	Main St.	Orange
29	\$506,000	San Juan Capistrano	Del Obispo St.	Orange
30	\$75,000	Anaheim	E. Sycamore St.	Orange
31	\$969,300	Anaheim	Cerritos Ave.	Orange
32	\$191,000	Orange	Taft St.	Olive
33	\$131,500	Orange	Collins Ave.	Olive
34	\$915,500	Orange	Walnut St.	Orange
35	\$18,000	Anaheim	Orangethorpe Ave.	Orange
36	\$46,500	Anaheim	E. South St.	Orange
37	\$63,500	Orange	Palmyra Ave.	Orange
38	\$174,600	Santa Ana	Fairhaven Ave.	Orange
39	\$55,500	Anaheim	La Palma Ave.	Olive
40	\$368,000	Anaheim	Broadway	Orange
41	\$658,000	Orange	Katella Ave.	Olive
42	\$214,000	Anaheim	Jefferson St.	Olive
43	\$176,500	San Juan Capistrano	La Zanja St.	Orange
44	\$26,000	Orange	La Veta Ave.	Orange
45	\$7,000	Anaheim	Miraloma Ave.	Olive
46	\$30,000	Anaheim	E. Vermont Ave.	Orange
47	\$530,500	Fullerton	Acacia Ave	San Bernardino
48	\$140,500	Anaheim	Tustin Ave.	Olive
49	\$253,800	Orange	Palm Ave.	Orange
50	\$23,500	Orange	Almond Ave.	Orange
51	\$388,600	San Juan Capistrano	Avenida Aeropuerto	Orange
52	\$6,000	San Juan Capistrano	Rancho Capistrano Pvt. Cr.	Orange
53	\$6,000	Orange	Eckhoff St.	Orange
54	\$56,000	Anaheim	E. Santa Ana St.	Orange
55	\$20,000	San Clemente	Pier Service Road	Orange
Total	\$14,433,600			



BOARD COMMITTEE TRANSMITTAL

June 13, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board ^{WK}
Subject Agreement to Purchase 50 Compressed Natural Gas 40-Foot Fixed Route Buses and Proceed with Fueling Station Infrastructure at the Santa Ana Base

Transit Planning and Operations Committee

May 26, 2005

Present: Directors Winterbottom, Brown, Silva, Pulido, Dixon, Duvall, and Green
Absent: None

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations (reflects change from staff recommendation)

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



May 26, 2005

To: Transit Planning and Operations Committee

From: *ATL/ALB*
Arthur T. Leahy, Chief Executive Officer

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

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2004-05 Budget, the Board approved procurement of 50 alternative fuel buses and associated fueling infrastructure, with the preferred fuel being compressed natural gas.

Recommendations

- A. Authorize the Chief Executive Officer to execute Agreement C-5-0746 between the Orange County Transportation Authority and New Flyer of America, Inc., in an amount not to exceed \$21,408,912, for the procurement of 50 compressed natural gas powered buses.
- B. Authorize the Chief Executive Officer to proceed with procurement of a turn key compressed natural gas bus fueling facility at the Santa Ana Base.

Background

A Request for Proposal (RFP) was issued on February 25, 2005, in solicitation for the Orange County Transportation Authority's (Authority) 40-foot fixed route bus requirements for the time period ending 2010. The RFP included a test fleet of 50 buses consisting of a first article prototype followed by 49 production units. Twenty-four of the first 50 buses are programmed for use on the Harbor Boulevard Bus Rapid Transit (BRT) scheduled to begin in early 2007.

This request includes an exercisable optional year delivery of up to 150 additional units anticipated in 2008 and an exercisable optional year of up to 177 additional units anticipated in 2009.

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

Page 2

Next month the committee will be presented with a BRT proposal that will require additional buses beyond the numbers set forth in this recommendation.

The subject of this request is to proceed with the first lot of 50 buses and the necessary compressed natural gas (CNG) fueling infrastructure. Dependent upon the success and desirability of expanding this implementation, staff may return to the Board at a future date to exercise the optional bus deliveries and fueling requirements.

The first article prototype will be delivered in fiscal year 2005-06 and upon successful acceptance will be the basis to proceed with the remaining 49 production units, anticipated delivery is in the first quarter of 2007. Consequently CNG fueling capability will be required at the Santa Ana Base concurrent with the bus delivery.

Discussion

The procurement was advertised in a newspaper of general circulation. An electronic notice was sent to 40 firms registered on CAMMNet on February 25, 2005. A pre-proposal meeting was conducted with 15 attendees.

On March 17, 2005, six offers were received. Following the initial evaluations of all proposals based on criteria's such as technical merit, qualifications, resources, management, price, other financial impacts, lead time and training, four proposals were selected and interviews were scheduled during the weeks of April 4 through April 15. After completing the interviews and evaluations the committee recommends the following firm for consideration of an award.

Firm and Location

New Flyer of America, Inc.
Winnipeg, Canada

Fiscal Impact

This project was approved in the Authority's Fiscal Year 2004-05 Budget, Operations Division/Technical Services, Account 2114-9024-D2117-8J7, and is Local Capital funded.

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

Page 3

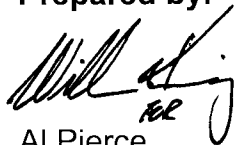
Summary

Staff recommends award of Agreement C-5-0746 to New Flyer of America, Inc., in an amount not to exceed \$21,408,912, for the procurement of 50 CNG powered buses.

Attachment

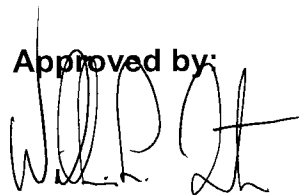
None.

Prepared by:



Al Pierce
Manager, Maintenance
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Approved by:



William L. Foster
Executive Director, Bus Operations
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BOARD COMMITTEE TRANSMITTAL

June 13, 2005

To: Members of the Board of Directors
From: Wendy Knowles, ^{WK} Clerk of the Board
Subject: Amendment to Agreement for ACCESS and Contracted Fixed Route Services

Transit Planning and Operations Committee

May 26, 2005

Present: Directors Winterbottom, Brown, Silva, Pulido, Dixon, Duvall, and Green
Absent: None

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 5 to Agreement C-4-0301 between the Orange County Transportation Authority and Laidlaw Transit Services, Inc., in an amount not to exceed \$10,657,474, for the provision of ACCESS and Contracted Fixed Route services through November 30, 2005.



May 26, 2005

To: Transit Planning and Operations Committee

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

Subject: Amendment to Agreement for ACCESS and Contracted Fixed Route Services

Overview

On April 12, 2004, the Board of Directors approved an agreement with Laidlaw Transit Services, Inc., in the amount of \$31,733,223, to provide ACCESS and Contracted Fixed Route services. While a procurement is underway for these services to be effective August 1, 2005, staff requests a four-month extension to the current agreement with Laidlaw Transit Services, Inc., to allow additional time for the evaluation of proposals for ACCESS and Contracted Fixed Route services. The current agreement expires July 31, 2005.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 5 to Agreement C-4-0301 between the Orange County Transportation Authority and Laidlaw Transit Services, Inc., in an amount not to exceed \$10,657,474, for the provision of ACCESS and Contracted Fixed Route services through November 30, 2005.

Background

Laidlaw Transit Services, Inc. (Laidlaw) provides ACCESS and Contracted Fixed Route transportation services on behalf of the Orange County Transportation Authority (Authority) under Agreement C-4-0301. This agreement was awarded on April 12, 2004, in the amount of \$31,733,223, to provide service through June 30, 2005. On January 24, 2005, Agreement C-4-0301 was amended to include a one-month extension, ending on July 31, 2005.

Discussion

On October 25, 2004, the Board adopted the Paratransit Growth Management Implementation Plan and directed staff to initiate the procurement necessary to have a new service contract in place on July 1, 2005. The Contracted Fixed Route Request for Proposal (RFP) was released on December 10, 2004, followed by the ACCESS RFP, which was released on December 22, 2004. An aggressive procurement schedule was developed to allow sufficient time for the contractors to complete start-up activities and begin operations by July 1, 2005. In January 2005, the Authority received a request from Teamsters Local 952 to delay the procurement until negotiations between Teamsters and Laidlaw on a collective bargaining agreement with Laidlaw's operators were completed. As a result, the Board approved a 30-day extension to the Laidlaw agreement, moving the contract ending date to July 31, 2005.

The Scope of Work for the ACCESS RFP was divided into several main service components; maintenance, service operation, and broker services. This separation allowed vendors to respond to any or all components. In addition, vendors could propose use of their own facility or the Authority's Irvine Base.

Due to the large number of responses to the RFPs and numerous service configurations that were presented, it has taken additional time to evaluate the proposals and options to ensure that the best business solution for the Authority is recommended for award. A four-month extension to the current agreement with Laidlaw is requested to allow additional time for evaluation. The start-up for Contracted Fixed Route and ACCESS services would be delayed until December 1, 2005.

This procurement was originally handled in accordance with the Authority's procedures for professional and technical services. The original agreement was awarded on a competitive basis. Because the agreement is due to expire on July 31, 2005, an amendment would be necessary to allow additional time for the procurement process for ACCESS and Contracted Fixed Route services.

The original agreement awarded on April 12, 2004, was in the amount of \$31,733,223. This agreement has been amended previously (Attachment A). The total amount if Amendment No. 5 is approved will be \$47,875,507.

Fiscal Impact

The work described in Amendment No. 5 to Agreement C-4-0301 will be requested in the Authority's Fiscal Year 2005-06 Budget, Operations Division/Community Transportation Services Department, Account 2131-7311 and Account 2131-7313, and will be funded through the Local Transportation Fund.

Summary

Staff recommends approval of Amendment No. 5, in the amount of \$10,657,474, to Agreement C-4-0301 with Laidlaw Transit Services, Inc., to extend the current agreement through November 30, 2005.

Attachment

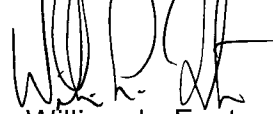
- A. Laidlaw Transit Services, Inc.
Agreement C-4-0301 Fact Sheet

Prepared by:



Curt Burlingame
Section Manager II, CTS
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Approved by:



William L. Foster
Executive Director, Bus Operations
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ATTACHMENT A

**LIDLAW TRANSIT SERVICES, INC.
Agreement C-4-0301 Fact Sheet**

1. April 12, 2004, Agreement C-4-0301, \$31,733,223, approved by Board of Directors.
 - Provide ACCESS and small bus fixed route services from July 1, 2004 through June 30, 2005
 - ACCESS service provided from 5:00 a.m. until 9:00 p.m. daily; taxi operator to provide service from 9:00 p.m. until 5:00 a.m. daily
2. May 24, 2004, Amendment No. 1 to Agreement C-4-0301, \$1,299,550, approved by Board of Directors.
 - Purchase, install, field test and accept data communication system for 268 revenue vehicles used to provide ACCESS service (255 revenue vehicle units with 13 spares)
 - Authority will own the system upon completion of the project and acceptance by the Authority
 - Laidlaw will provide management oversight for a 3 percent fee which is included in the not to exceed amount
3. June 14, 2004, Amendment No. 2 to Agreement C-4-0301, \$79,250, approved by Board of Directors.
 - Provide late night ACCESS service from 9:00 p.m. until 5:00 a.m. daily until procurement for taxi operator has been concluded and approved by the Board
4. January 24, 2005, Amendment No. 3 to Agreement C-4-0301, \$2,992,700, approved by Board of Directors.
 - Extend term of agreement through July 31, 2005
 - Add 56,059 vehicle service hours to ACCESS program
 - Add 7,851 vehicle service hours to small bus fixed route program
 - Add 1,625 vehicle service hours to StationLink program
5. March 28, 2005, Amendment No. 4 to Agreement C-4-0301, \$1,113,310, approved by Board of Directors.
 - Add \$250,000 to maximum obligation for major maintenance expenses
 - Add \$83,000 to maximum obligation to provide ACCESS service during hours of late night ACCESS service due to inability of taxi operator to meet all demand

- Add \$1,290,000 to maximum obligation for additional 30,000 ACCESS VSH to meet all demand for service in fiscal year 2004-05 in excess of budget authority
- Add \$319,886 to maximum obligation to reimburse contractor for purchase of diesel fuel for revenue vehicles in excess of \$1.04 per gallon from September 2004 through January 2005
- Add \$36,000 to maximum obligation for purchase of gasoline used in demonstration vehicle being tested in revenue service
- Modify agreement language to reflect change in provision of diesel fuel effective January 2005; Authority provides diesel fuel to contractor and contractor now reimburses Authority for diesel fuel delivered at a set rate of \$1.04 per gallon
- Add \$75,000 to maximum obligation to pay tax on the purchase of the Data Communication System

6. May 26, 2005, Amendment No. 5 to Agreement C-4-0301, \$10,657,474, pending approval by Board of Directors

- Extend term of the agreement through November 30, 2005
- Add 223,286 vehicle service hours for the ACCESS program
- Add 28,087 vehicle service hours for the small bus fixed route program
- Add 7,132 vehicle service hours for the StationLink program
- Add \$67,500 for major maintenance and gasoline expenses

Total committed to Laidlaw Transit Services, Inc., Agreement No. C-4-0301:
\$47,875,507