

**Date:** Monday, May 8, 2006

**Time:** 9:00 a.m.

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



## AGENDA

Orange County Transportation Authority Board Meeting  
OCTA Headquarters  
First Floor - Room 154  
600 South Main Street, Orange, California  
***Monday, May 8, 2006, 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 Green

### **Pledge of Allegiance**

Director Ritschel

### **Agenda Descriptions**

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

### **Public Comments on Agenda Items**

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



## AGENDA

ACTIONS

### Special Matters

1. **Recognition of APTA Rodeo Participants**
2. **Recognition of Retirees**

To recognize Orange County Transportation Authority employees who have recently retired.

### Consent Calendar (Items 3 through 17)

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 April 24, 2006.

4. **Approval of Board Members' Travel Requests**

Requests for Chairman Brown, Vice Chair Cavecche, and Directors Duvall and Wilson to travel to New York, NY, from June 18-24, 2006, for the annual Rating Agency Trip.

5. **Committee Assignments for 2006 - Revised**  
Chairman Arthur C. Brown

#### ***Overview***

A revised roster of Board of Directors' Committee assignments for 2006 is presented for Board consideration.

#### ***Recommendation***

Approve the revised 2006 Board of Directors' Committee assignments, incorporating a proposed change in composition of the Regional Planning and Highways Committee with the addition of Director Curt Pringle to that committee.



## AGENDA

ACTIONS

6. **Policy for Compensation, Reimbursement of Expenses, and Ethics Training for Members of the Board of Directors**  
Kennard R. Smart

### *Overview*

Assembly Bill 1234 requires specified local agencies, including the Orange County Transportation Authority, to adopt policies and procedures relating to compensation provided to governing board members, as well as reimbursement for business expenses incurred by governing board members in the performance of the Director's duties. Assembly Bill 1234 also includes requirements for ethics training for Directors.

### *Committee Recommendation*

Approve the Policy for Compensation, Reimbursement of Expenses, and Ethics Training for Members of the Board of Directors with the last sentence of Section IV.C.4 amended to read:

#### **(Vehicle Rentals, Taxi, and Transit Fare)**

"If rental vehicle is subsequently denied, the related parking fees will also be denied, and the Director will only be reimbursed the costs equivalent to shuttle or taxi charges."

7. **State Legislative Status Report**  
Wendy Villa/Richard J. Bacigalupo

### *Overview*

A support position is recommended for SB 1726 (Lowenthal, D-Long Beach), a bill to address outdated vehicle code sections regarding bus head signs.

### *Recommendation*

Adopt the following recommended position on legislation:

Support on SB 1726 (Lowenthal, D-Long Beach)



## AGENDA

ACTIONS

8. **Federal Legislative Status Report**  
Kristine Murray/Richard J. Bacigalupo

***Overview***

The Federal Legislative Status Report includes a summary of the fiscal year 2007 federal transportation appropriations process, as well as a status of the Orange County Transportation Authority appropriations request list. In addition, the report provides a summary of the efforts in Congress to reform the process of lobbying disclosure and consideration of project earmarks.

***Recommendation***

Receive and file as an information item.

9. **Orange County Metrolink Weekend Service**  
Abbe McClenahan/Paul C. Taylor

***Overview***

As part of the Metrolink service expansion approved by the Board of Directors on November 14, 2005, and subsequent budget amendment approved on March 23, 2006, the Board of Directors approved funding for the Orange County Metrolink weekend service expected to start in Spring 2006. This report provides a comprehensive overview of the operating and marketing plan for the start-up of Metrolink weekend service in Orange County.

***Recommendation***

Receive and file as an information item.



## AGENDA

### ACTIONS

10. **Amendment No. 3 to Cooperative Agreement with City of Irvine for Parking Expansion at the Irvine Transportation Center**  
Anh-Tuan Le/Paul C. Taylor

#### *Overview*

On October 8, 2003, the Orange County Transportation Authority Board of Directors approved a cooperative agreement with the City of Irvine in the amount of \$450,000, to provide funds for the preparation of plans for a new parking structure. An amendment is proposed to authorize funds for completion of design and construction of a 1,500-space parking structure in accordance with the Metrolink expansion plans.

#### *Recommendation*

Authorize the Chief Executive Officer to execute Amendment No. 3 to Cooperative Agreement C-3-0628, between the Orange County Transportation Authority and the City of Irvine, in an amount not to exceed \$24,900,000, for design and construction of a 1,500-space parking structure; of which \$20,000,000 is conditional upon the approval by the California Transportation Commission of Orange County Transportation Authority's Fiscal Year 2006-11 State Transportation Improvement Program.

11. **Agreement for On-Call Geographic Information Systems Services**  
James E. Sterling/Paul C. Taylor

#### *Overview*

As part of the Orange County Transportation Authority's Proposed Fiscal Year 2006-07 Budget, it will be recommended that the Board of Directors approve consultant services for geographic information system support. Offers were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.

#### *Recommendation*

Authorize the Chief Executive Officer to execute agreements between the Orange County Transportation Authority and the firms identified in this report, in an amount not to exceed \$550,000, for a two-year contract covering fiscal years 2006-07 and 2007-08, for on-call geographic information system support, contingent on approval in the fiscal year 2006-07 budget.



## AGENDA

ACTIONS

### Orange County Local Transportation Authority Consent Calendar Matters

12. **Award of Construction Contract for Americans with Disabilities Act Bus Stop Modifications (Phase 3, Construction Package 7)**  
Dipak Roy/Stanley G. Phernambucq

#### *Overview*

As part of the Orange County Transportation Authority's Fiscal Year 2005-06 Budget, the Board approved construction of Americans with Disabilities Act improvements at Orange County Transportation Authority's bus stops countywide. Bids were received in accordance with the Orange County Transportation Authority's public works procurement procedures. Board approval is requested to execute an agreement.

#### *Recommendation*

Authorize the Chief Executive Officer to execute Agreement C-6-0104, between the Orange County Transportation Authority and LH Engineering Company, Inc., the lowest responsive, responsible bidder, in an amount not to exceed \$805,000, for Americans with Disabilities Act Bus Stop Modifications in the Cities of Huntington Beach, Costa Mesa, and Seal Beach.

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

#### *Overview*

Staff has prepared a Measure M progress report for the first quarter of 2006. This is a regular report that highlights the Measure M projects and programs currently under development.

#### *Recommendation*

Receive and file as an information item.



## AGENDA

ACTIONS

### Orange County Transit District Consent Calendar Matters

14. **Agreement for Slurry Seal at Brea Park-and-Ride, Fullerton Park-and-Ride, Laguna Hills Transportation Center, and Newport Transportation Center**  
James J. Kramer/Stanley G. Phernambucq

#### *Overview*

As part of the Orange County Transportation Authority's Fiscal Year 2005-06 Budget, the Board approved slurry seal at the Brea Park-and-Ride, Fullerton Park-and-Ride, Laguna Hills Transportation Center, and Newport Transportation Center. Bids were received in accordance with the Orange County Transportation Authority's public works procurement procedures. Board approval is requested to execute an agreement.

#### *Recommendation*

Authorize the Chief Executive Officer to execute Agreement C-6-0156 between the Orange County Transportation Authority and NPG Inc., the lowest responsive, responsible bidder, in an amount not to exceed \$88,888, for slurry seal at the Brea Park-and-Ride, Fullerton Park-and-Ride, Laguna Hills Transportation Center, and Newport Transportation Center.

15. **Amendment to Agreements for Threaded Products and Fasteners**  
Al Pierce/John D. Byrd

#### *Overview*

On July 11, 2005, the Board of Directors approved two agreements with Golden State Fastener and Supply Company, in the amount of \$110,000, to provide threaded products and fasteners for use by the Maintenance Department. Golden State Fastener and Supply Company was retained in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.





## AGENDA

ACTIONS

### *Recommendation*

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreements C-5-2643 and D-5-2455 between the Orange County Transportation Authority and Golden State Fastener and Supply Company, in an amount not to exceed \$70,000, to exercise the first option year for the purchase of threaded products and fasteners used by the Maintenance Department.

**16. Amendment to Agreement for Coach Operator, Field Supervisor, and Instructor Uniforms**

Brian Champion/John D. Byrd

### *Overview*

On June 14, 2004, the Board of Directors approved an agreement with Galls Incorporated, in the amount of \$339,594, to provide coach operator uniforms. Galls Incorporated was retained in accordance with the Orange County Transportation Authority's procurement procedures for professional services.

### *Recommendation*

Authorize the Chief Executive Officer to execute Amendment No. 3 to Agreement C-3-1326 between the Orange County Transportation Authority and Galls Incorporated, in an amount not to exceed \$411,397, for coach operator, field supervision, and instructor uniforms.

**17. Amendment to Agreement for Demonstration Program with Orange County ARC for Provision of ACCESS Transportation**

Dana Wiemiller/John D. Byrd

### *Overview*

In July 2005, the Board of Directors approved an agreement with Orange County ARC to implement a demonstration program to provide alternative transportation for ACCESS-eligible Regional Center of Orange County consumers traveling to Orange County ARC utilizing a private transportation provider. The current one-year term expires June 30, 2006.



## AGENDA

ACTIONS

### 17. (Continued)

#### *Recommendation*

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-5-0056, to exercise the one-year option between the Orange County Transportation Authority and Orange County ARC, in an amount not to exceed \$474,750, to share in the cost of providing transportation services for Regional Center of Orange County consumers traveling to/from Orange County ARC.

## Regular Calendar

### Orange County Transportation Authority Regular Calendar Matters

#### 18. Riverside Orange Corridor Authority Draft Agreement

Kurt Brotcke/Paul C. Taylor

#### *Overview*

The Orange County Transportation Authority is working with the Riverside County Transportation Commission to apply a federal grant to advance a multi-use transportation and water facility linking Orange and Riverside counties. Recommended agreement terms for institutional arrangements supporting this activity are presented.

#### *Recommendation*

Authorize the Chief Executive Officer to finalize and execute an agreement for the Riverside Orange Corridor Authority consistent with the terms included in this report.



## AGENDA

ACTIONS

19. **Garden Grove Freeway (State Route 22) Community Outreach Update**  
Christina L. Byrne/Ellen S. Burton

**Overview**

The Board of Directors has approved a public information program for the Garden Grove Freeway (State Route 22) improvement project. This report provides an overview of communication efforts and highlights plans for the opening of a major chokepoint improvement – the new southbound Orange Freeway (State Route 57) and Santa Ana Freeway (Interstate 5) connector to the westbound Garden Grove Freeway (State Route 22) in the vicinity of The City Drive.

**Recommendation**

Receive and file as an information item.

### Orange County Transit District Regular Calendar Matters

20. **Amendment to Agreement for the Purchase of Compressed Natural Gas 40-Foot Fixed Route Buses**

**Overview**

On June 13, 2005, the Board of Directors approved an agreement with New Flyer of America, Incorporated, in the amount of \$21,408,912, to procure 50 compressed natural gas 40-foot fixed route buses. Bids were received in accordance with the Orange County Transportation Authority's fixed assets procurement procedures.

**Recommendations**

- A. Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-5-0746 between the Orange County Transportation Authority and New Flyer of America, Incorporated, in an amount not to exceed \$106,446,904, to accelerate the purchase of 249 compressed natural gas 40-foot fixed route buses.



## AGENDA

### ACTIONS

#### 20. (Continued)

- B. Amend the fiscal year 2005-06 approved budget by \$106,446,904 to accommodate the purchase of 249 compressed natural gas 40-foot fixed route buses.
- C. Authorize the Chief Executive Officer to proceed with a solicitation of a turnkey compressed natural gas fueling facility at the Anaheim and Garden Grove bases.

### Other Matters

#### 21. **Orange County Transportation Authority Fiscal Year 2006-07 Budget Workshop**

Andrew Oftelie/James S. Kenan

The Orange County Transportation Authority is developing the fiscal year 2006-07 budget which identifies available revenues and the costs associated with providing transportation services and programs for Orange County commuters. Following the May 8, 2006, Orange County Transportation Authority Board of Directors meeting, the proposed budget will be reviewed in detail in a two-hour informal workshop.

#### 22. **Chief Executive Officer's Goals**

The Board of Directors and the Chief Executive Officer agreed upon a set of goals for 2006.

#### 23. **Directors' Meeting Reports**

#### 24. **Directors' Reports**

#### 25. **Chief Executive Officer's Report**

#### 26. **Public Comments**

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



## AGENDA

**27. Closed Session**

None Scheduled

**28. Adjournment**

The next regularly scheduled meeting of the OCTA/OCTD/OCLTA/OCSAFE/OCSSAAV Board will be held at **9:00 a.m. on May 22, 2006**, at OCTA Headquarters at 600 South Main Street, First Floor - Room 154, Orange, California.

*ACTIONS*



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  
April 24, 2006

**Call to Order**

The April 24, 2006, regular meeting of the Orange County Transportation Authority and affiliated agencies was called to order by Chairman Brown at 9:04 a.m. at the Orange County Transportation Authority Headquarters, Orange, California.

Chairman Brown advised the Board and members of the audience that Director Peter Buffa would be participating in this meeting via conference call from London, England.

**Roll Call**

Directors Present: Arthur C. Brown, Chairman  
Carolyn Cavecche, Vice Chair  
Peter Buffa (participated by teleconference)  
Bill Campbell  
Lou Correa  
Richard Dixon  
Michael Duvall  
Cathy Green  
Gary Monahan  
Curt Pringle  
Miguel Pulido  
Susan Ritschel  
Thomas W. Wilson  
Gregory T. Winterbottom  
Cindy Quon, Governor's Ex-Officio Member

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

Directors Absent: Chris Norby  
Mark Rosen  
James W. Silva

## **Invocation**

Director Monahan gave the invocation.

## **Pledge of Allegiance**

Director Pringle 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 Brown 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 April 2006**

Chairman Brown presented Orange County Transportation Authority Resolutions of Appreciation Nos. 2006-20, 2006-21, 2006-22 to Sandra Fenstermacher, Coach Operator; Ken Dionne, Maintenance; and Annie Mendoza, Administration, as Employees of the Month for April 2006.

## **Consent Calendar (Items 2 through 21)**

Directors Buffa, Campbell, Wilson were not available for the vote on the Consent Calendar.

## **Orange County Transportation Authority Consent Calendar Matters**

### **2. Approval of Minutes**

A motion was made by Director Winterbottom, seconded by Director Dixon, and declared passed by those present, to approve the minutes of the Orange County Transportation Authority and affiliated agencies' regular meeting of April 10, 2006.

### **3. Approval of Resolutions of Appreciation for Employees of the Month for April 2006**

A motion was made by Director Winterbottom, seconded by Director Dixon, and declared passed by those present, to adopt Orange County Transportation Authority Resolutions of Appreciation Nos. 2006-20, 2006-21, and 2006-22 to Sandra Fenstermacher, Coach Operator, Ken Dionne, Maintenance, and Annie Mendoza, Administration, as Employees of the Month for April 2006.



**4. State Legislative Status Report**

Director Correa pulled this item and asked if there is any opposition to Senate Bill 1812 and if so, what the reason is for that opposition.

Sue Zuhlke, Manager, State Relations, responded that the only opposition is by the Sierra Club due to their feeling that it removes a layer of time for them to appeal the environmental process on projects.

A motion was made by Director Correa, seconded by Director Duvall, and declared passed by those present, to:

- A. Approve a support position on an initiative being circulated by Californians to Improve Traffic Now securing full protection for Proposition 42.
- B. Adopt the following recommended position on legislation:  
Support on SB 1812 (Runner, R-Antelope Valley).

**5. Annual Internal Audit Plan for Fiscal Year 2005-06 Update**

A motion was made by Director Winterbottom, seconded by Director Dixon, and declared passed by those present, to receive and file the Annual Internal Audit Plan for Fiscal Year 2005-06 Second and Third Quarter Update.

**6. Amendment to Agreement for Annual Financial Auditing Services**

A motion was made by Director Winterbottom, seconded by Director Dixon, and declared passed by those present, to authorize the Chief Executive Officer to execute Amendment No. 4, in an amount not to exceed \$290,689, to Agreement C-2-1274 between the Orange County Transportation Authority and Macias, Gini & Company, to extend the term of agreement up to an additional 12 months by exercising the first option term for auditing services in relation to the annual financial audit of the Orange County Transportation Authority.

**7. Section 5310 Grant Program Recommendations for Fiscal Year 2006-2007**

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

- A. Approve the scores recommended by the Regional Evaluation Committee and authorize staff to include the recommendations for funding in the Fiscal Year 2006-2007 Regional Transportation Improvement Program.
- B. Authorize the Chief Executive Officer to submit the required Certification and Assurances to the California Department of Transportation.

**7. (Continued)**

- C. Adopt Resolution No. 2006-23 authorizing the Chief Executive Officer to transmit the Section 5310 Regional Priority List to the California Department of Transportation.

**8. 2006 Transportation Enhancement Activities Program Priority List of Projects**

Comments were heard from Darrell Nolta, citizen of Westminster, who pulled this item for comment and stated that he is unhappy with the distribution of funds to the cities and issues related to bicycle and pedestrian facilities.

A motion was made by Director Pulido, seconded by Director Winterbottom, and declared passed by those present, to:

- A. Approve the recommended project priority list for the Transportation Enhancement Activities program.
- B. Authorize staff to amend the Regional Transportation Improvement Plan and the State Transportation Improvement Program as necessary to include the proposed projects.

Director Pringle was not present for this vote.

**9. Monument Sign for Santa Ana Freeway (Interstate 5) Gateway Project**

A motion was made by Director Winterbottom, seconded by Director Dixon, and declared passed by those present, to direct staff to prepare a preliminary gateway monument proposal for the Santa Ana Freeway (Interstate 5) at the Orange–Los Angeles county line and return for further direction by July 2006.

**10. First Quarter 2006 Debt and Investment Report**

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

- A. Authorize the Treasurer to invest, reinvest, purchase, exchange, sell, and manage Orange County Transportation Authority funds during fiscal year 2006-07.
- B. Receive and file the Quarterly Investment Report prepared by the Treasurer as an information item.

**11. Collective Bargaining Agreement Between Orange County Transportation Authority and Transportation Communications International Union**

A motion was made by Director Winterbottom, seconded by Director Dixon, and declared passed by those present, to approve the Collective Bargaining Agreement with the Transportation Communications International Union for the period of April 1, 2005, through March 31, 2008.

**12. Amendment to Agreement for Bus Book Printing**

A motion was made by Director Winterbottom, seconded by Director Dixon, and declared passed by those present, to authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement C-4-0520 between the Orange County Transportation Authority and Clearwater Graphics, in an amount not to exceed \$400,000, for services for printing, packaging, and delivery of bus books.

**13. Amendment to Agreement for Graphic Design Services for Bus Public Information**

A motion was made by Director Winterbottom, seconded by Director Dixon, and declared passed by those present, to authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement C-4-0521 between the Orange County Transportation Authority and Interactive Publications and Graphics, in an amount not to exceed \$165,000, for graphic design services.

**14. Customer Relations Service Quality Report for Second Quarter Fiscal Year 2005-06**

A motion was made by Director Winterbottom, seconded by Director Dixon, and declared passed by those present, to receive information for discussion and possible action as deemed appropriate by the Board.

**Orange County Transit District Consent Calendar Matters**

**15. Agreement for Heating, Ventilation, and Air Conditioning Modifications at Garden Grove Base**

A motion was made by Director Winterbottom, seconded by Director Dixon, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement C-6-0090 between the Orange County Transportation Authority and RAN Enterprises, Inc., the lowest responsive, responsible bidder, in an amount not to exceed \$156,000, for heating, ventilation, and air conditioning modifications at the Garden Grove Base.

**16. Agreement for Roof Replacement at Irvine Base**

A motion was made by Director Winterbottom, seconded by Director Dixon, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement C-6-0093 between the Orange County Transportation Authority and Rey-Crest Roofing & Waterproof Co., the lowest responsive, responsible bidder, in an amount not to exceed \$162,048, for roof replacement at the Irvine Base.

**17. Agreement for Canopy Roofs at Anaheim, Garden Grove, and Santa Ana Bases**

A motion was made by Director Winterbottom, seconded by Director Dixon, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement C-6-0089 between the Orange County Transportation Authority and Allied Industrial Systems, Inc., the lowest responsive, responsible bidder, in an amount not to exceed \$323,000, for canopy roofs at Anaheim, Garden Grove, and Santa Ana bases.

**18. Agreement for Heating, Ventilation, and Air Conditioning Repairs and Maintenance Services**

A motion was made by Director Winterbottom, seconded by Director Dixon, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement C-5-3001 between the Orange County Transportation Authority and ACM Systems, Inc., in an amount not to exceed \$150,000, for heating, ventilation, and air conditioning repairs and maintenance services.

**19. Amendment to Agreement for Automotive Shop Supplies**

A motion was made by Director Winterbottom, seconded by Director Dixon, and declared passed by those present, to authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement C-4-0281 between the Orange County Transportation Authority and Industrial Specialty Products, to exercise the second option year, in an amount not to exceed \$75,000, for the purchase of automotive shop supplies used by the Maintenance Department.

**20. Cooperative Agreement with Riverside Transit Agency to Jointly Fund Intercounty Route 149**

A motion was made by Director Winterbottom, seconded by Director Dixon, and declared passed by those present, to authorize the Chief Executive Officer to execute Cooperative Agreement C-6-0283 between the Orange County Transportation Authority and the Riverside Transit Agency, in an amount not to exceed \$220,000, to jointly fund Route 149, an intercounty express service, from July 1, 2006, through June 30, 2007.

## 21. Cooperative Agreement with Adult Day Services of Orange County

A motion was made by Director Winterbottom, seconded by Director Dixon, and declared passed by those present, to authorize the Chief Executive Officer to execute Cooperative Agreement C-6-0284 between the Orange County Transportation Authority and Adult Day Services of Orange County, in an amount not to exceed \$567,000, to share in the cost of providing adult day healthcare transportation through June 30, 2008.

## Regular Calendar

### Orange County Local Transportation Authority Regular Calendar Matters

#### 22. Orange County Business Council Assessment of Measure M

Director Buffa verbally acknowledged his participation in the meeting at this time.

Chief Executive Officer (CEO), Arthur T. Leahy, provided opening comments on the assessment of Measure M, which the Orange County Business Council (OCBC) conducted, then introduced Stan Oftelie, a representative of the OCBC.

Mr. Oftelie gave a PowerPoint presentation, which included an overview of the Measure M program, how it was formed, and the improvements it has helped to fund. Further information was provided on how OCTA has performed in managing this program, and areas for possible improvement – today, and in the future, should the renewed Measure M be put on the November ballot and be passed by the voters of Orange County. He also highlighted the safeguards which were put into place to protect the monies derived through Measure M since 1991.

Mr. Oftelie provided details on overall growth within the County, the growth in the Master Plan of Arterial Highways, and work done to better the streets and roads in the County under the current Measure M. Mr. Oftelie stated that clearly, pavement quality needs to be looked at with a renewed Measure M program.

Public comment was heard from Darrell Nolta, resident of Westminster, who stated that he disagrees with this assessment study and is disappointed with the lack of repairs of many potholes in the roads on which he travels.

Director Pringle stated that although he had not originally supported Measure M many years ago when it was first passed by the voters, today, he believes it has proven itself to be a valuable tool in the County.

Director Correa stated that the Measure M Oversight Committee has been an important element of this entire program. He further commented that there have been great benefits of this one-half cent sales tax, whereas our neighbors to the north have a full one-cent tax and have not had the same benefits.

**22. (Continued)**

A motion was made by Director Dixon and seconded by Director Pringle to approve staff's recommendations. A voice roll call vote was taken with the following results:

Chairman Brown, Vice Chair Cavecche, and Directors Buffa, Correa, Duvall, Green, Monahan, Pulido, Pringle, Ritschel, and Winterbottom voted to approve staff's recommendations.

There were no votes of opposition.

Directors Campbell and Wilson were not present for this vote.

The motion was declared to have passed unanimously with a 12-0 vote to:

- A. Receive and file the Orange County Business Council Assessment of Measure M.
- B. Direct the Chief Executive Officer to develop specific proposals for consideration by the Board of Directors to address the findings of the Orange County Business Council Assessment relative to the current Measure M program as follows:
  - 1. Preparation of a Signal Synchronization Master Plan to guide remaining expenditures on signal coordination.
  - 2. Development of a standard Pavement Management System for use by local jurisdictions.
  - 3. Development of performance goals for new Metrolink services.
  - 4. Analysis and recommendations for potential re-bidding of custodial bank services.

**23. Renewed Measure M: Final Draft Transportation Investment Plan**

CEO, Arthur T. Leahy, opened with comments regarding the development of the Investment Plan and introduced Monte Ward, Director of Special Projects, who provided brief comments on the background of the current Measure M program.

Mr. Ward handed over the next portion of the presentation Ellen Burton, Executive Director of External Affairs, who reviewed what organizations were worked with to develop the Investment Plan presented at this time. She also summarized outreach efforts conducted by OCTA and informed the Board of the unanimous vote of support of the Plan taken April 13, 2006, by the Orange County League of Cities, and provided an overview of the public education direct mailer responses received.

**23. (Continued)**

Monte Ward resumed his presentation and addressed the Board of Directors and provided Members with a summary of revisions that were made to the plan and extensive efforts taken to mitigate environmental groups' concerns.

Director Pringle stated he is concerned that dollars should be specifically dedicated by the cities for signal synchronization and asked if there is a way to change the verbiage in the Plan to suggest that implementation of the Master Plan does qualify for an application for those funds.

Mr. Ward agreed that is possible, although feels that with the way the Plan is written today, a city needs to have adopted that portion of the Master Plan to be a participant in the signal coordination program; that would qualify a city to apply for and receive those funds. He stated there is a premium put on the cooperative projects involving multiple jurisdictions. He also stated that one area to make a modification for that would be within the Ordinance language; he does not feel the language in the Plan would need to be changed. Director Pringle asked that those changes in the Ordinance language be implemented.

Director Dixon referenced Page 19, Item 8, and asked if that language would assist with clarifying this issue. Mr. Ward responded that the language within the Plan gives the capability, through implementation of the Ordinance, to clarify the point Director Pringle raised.

Mr. Ward also stated that pavement improvements and maintenance are clearly a priority with voters; therefore, much stronger performance reporting requirements are included in the Plan. This would involve a standard system of measuring pavement conditions, as well as establishing baseline conditions for each jurisdiction and reporting on progress toward improving pavement conditions against that baseline.

Director Pringle mentioned that on Page 11, where Project G is discussed, with a number of the modifications that are taking place around the Anaheim Resort area and complexes, it has come to his attention that some of that activity could need access as early as Orangewood. He asked if there would be difficulty in amending that line which is: "build a northbound lane between Orangewood and Lambert"? Mr. Ward responded that would be fine; that can be done.

Director Pringle then referenced Page 23, second sentence, (regarding Project S) and stated that he interprets those words to in no way limit accommodating riders that are adjacent to the Metrolink Corridor directly into those stations in Anaheim, where people may come from Disneyland and the Convention Center to the Metrolink station and may come from the Pond or development projects within one-eighth of a mile, but those connectors still need to be a part. He feels those would qualify with the way this is written, and asked Mr. Ward for confirmation of that understanding.

23. (Continued)

Mr. Ward responded that is correct, and stated that this language was intended to deal with a line that immediately next to the Metrolink line, and this would prohibit that, but it would in no way prohibit connecting those areas adjacent to the track as part of an extension that may go to (for example) the Convention Center.

Director Pringle further stated that as the Chair of the Transportation 2020 Committee, he wished to inform the Board that the Committee felt it was important to communicate with the residents (before asking them to come forward and approve a plan for the County about the potential renewal of Measure M) through a public education program. He stated that the Committee also felt it was important to inform the voters were the money would potentially be spent and to ask their opinions. He stated that at their April meeting, the Committee recommended that OCTA not allow that public education effort to distract people from the important element of renewing Measure M. Therefore, although future public education mailers would be legal and proper, the Committee voted to cancel further mailings to avoid that being a future focal point, rather than the importance of Measure M itself.

Director Ritschel asked, regarding the environmental clean-up section of the Plan, and she noticed modifications were made, if Mr. Ward could confirm if these modifications satisfy the requests/suggestions of the environmental groups.

Mr. Ward responded that the letter provided to Members today from the environmental groups expresses the view that with the changes recommended, there would be substantial support from that community for the Measure.

Public comments were heard from:

Peter Herzog, Chairman of the League of California Cities' Measure M Renewal Super Committee, who noted that he would estimate that 80 percent of the time spent at Committee was working on the streets and roads issues. He stated that all 34 cities in Orange County approved the Plan at a League of Cities' recent meeting.

Terry Watt, representing several environmental organizations in Orange County, informed the Board that on March 13, 2006, several representatives from these groups met with Chairman Brown, Director Wilson, and staff to discuss the inclusion of innovative environmental mitigation in the Measure. She stated that as a result of that dialog, recommendations have been made for several inclusions for dollars, design, wetland protection, and related considerations in the Plan as presented today.

Marnie O'Brien Primmer, representing the Women's Transportation Seminar, Orange County Chapter, requested the Board's approval of the Plan as presented at this time, and she applauds staff for removing the cap for seniors and disabled transportation, and for the support of Metrolink.



**23. (Continued)**

David Freytag, representing Orange County Transportation Professionals, expressed his support for renewal of Measure M.

Wallace Walrod, representing the Orange Council Business Council, stated that he feels the Plan is a balanced, sound one and applauds the environmental programs identified in the Plan.

Hamid Bahadori, representing the Automobile Club of Southern California, stated the Auto Club supports the renewal of Measure M, yet there are concerns for transportation systems not growing adequately to support the increases in traffic and quality of life. He stated it is essential that local resources, such as Measure M, be available to supplement the state and federal funds provided.

Melanie Schlotterbeck, representing environmental groups, stated that meetings were held with OCTA staff, representatives from the United States Fish and Wildlife Service, California Department of Fish and Game, and members of the various environmental organizations. She stated that as a result of this dialog, a mutually-beneficial environmental package has emerged. She expressed her appreciation for all the work by staff and those involved in the meetings.

Dan Silver, Executive Director, Endangered Habitats League, stated that his organization supports the actions recommended by OCTA.

Jack Eidt, Wild Heritage Planners, stated his organization supports the efforts for a renewed Measure M, though is concerned for the amount dedicated to mass transit. Mr. Eidt asked that the Board concentrate on optimization of Interstate 5.

Darrell Nolta, resident of Westminster, stated that he opposes the extension of Measure M and feels there has been a great deal of waste and abuse of monies through the current program.

Vice Chair Cavecche commented that this Plan balances the interests of the entire County and especially appreciates the safeguards for the taxpayers which will provide a review every ten years of what has taken place during the program. She also expressed her appreciation for the requested changes incorporated in Project S.

Director Buffa expressed his appreciation to staff and the cities for what he feels was an extremely thorough vetting of the Plan issues and the final outcome that is before the Board today.

Director Green expressed the opinion that the Measure M half-cent tax is one of the few taxes that one can actually see the benefits of in one's own city and what is done with the money.

**23. (Continued)**

Director Pringle expressed that he feels Measure M addresses the infrastructure needs of this County and if there are statewide bonds as a potential, there will be a requirement for a local match, and the dollars that this County generates will be magnified by those state dollars that cities in Orange County will be able to match.

Director Campbell stated that he voted to put the Draft Plan out to the public to get input, and emphasized that signal synchronization will only work if all the involved parties work together. He stated that the modifications to Project S were very important, and appreciated the efforts in that area.

A motion was made by Director Pringle and seconded by Director Wilson to approve staff's recommendations. A voice roll call vote was taken with the following results:

Chairman Brown, Vice Chair Cavecche, and Directors Buffa, Campbell, Correa, Duvall, Green, Pringle, Ritschel, Wilson, and Winterbottom voted to approve staff's recommendations.

There were no votes of opposition.

Directors Monahan and Pulido were not present for this vote.

The motion was declared to have passed unanimously with a 12-0 vote to:

- A. Approve the Renewed Measure M Final Draft Transportation Investment Plan, incorporating the recommended changes resulting from public comment and input.
- B. Direct the Chief Executive Officer to transmit the Renewed Measure M Final Draft Transportation Investment Plan to Orange County cities and the Board of Supervisors with a request for them to approve this plan for purposes of placing it on the ballot for consideration by Orange County voters.
- C. Direct the Chief Executive Officer to submit the Final Draft Transportation Investment Plan for adoption by the Board of Directors in July 2006, subject to its approval by both a majority of Orange County cities representing a majority of the incorporated population and the Board of Supervisors.
- D. Cancel previously approved, planned public education mailings regarding the renewal of Measure M and close out agreement No. C-5-2875 with Townsend Raimundo Besler & Usher.
- E. Post the 2004-05 Measure annual Report on-line; use advertisements in the major and ethnic newspapers to inform the public about its availability; and print sufficient copies to mail upon request.

## 23. (Continued)

- F. Add program-level environmental mitigation concepts to the freeway component of the Renewed Measure M Final Draft Transportation Investment Plan for review by the Transportation 2020 Committee at its meeting of April 17, 2006.
- G. Approve the final changes to the Renewed Measure M Final Draft Transportation Investment Plan with the following modifications and direct staff to incorporate them into the final document to be presented to the Board of Directors on April 24, 2006.
  - 1. On page 6, in the Innovative Environmental Mitigation section of the Freeway Projects Overview, add, "subject to a Master Agreement" to the first sentence and change "a" Master Plan to "the" Master Plan in the second sentence.
  - 2. On page 7, in the Innovative Environmental Mitigation section of the Freeway Projects Overview, add "sound reduction" to the second paragraph.
  - 3. On page 19, in the Local Fair Share Program section, change the term for the Capital Improvement Program from "five" to "six" years.
  - 4. On page 20, in the Transit Projects Overview, clarify that the 100-year old Santa Fe rail line is now known as the Los Angeles/San Diego (LOSSAN) rail corridor.
- H. Direct staff to include the concepts, terms and provisions contained in "Conceptual Freeway Mitigation Programs" (Attachment B of Item 4 from the April 17, 2006 Transportation 2020 Committee meeting) and "Environmental and Community Group Memorandum" (Attachment C of Item 4 from the April 17, 2006 Transportation 2020 Committee meeting) in the implementing ordinance for the renewal of Measure M.

## Other Matters

### 24. Chief Executive Officer's Report

CEO, Arthur T. Leahy, informed the Board that:

- √ A meeting took place on April 21, attended by Mr. Leahy and his counterparts from Riverside County Transportation Commission (RCTC) and the Transportation Corridor Agencies (TCA), along with Wes Bannister of the Metropolitan Water District (MWD), and OCTA General Counsel, regarding the Riverside Orange Corridor Authority. Key issue was whether or not the members of Congress were driven by a preference between a Joint Points Authority or a cooperative agreement.

**24. (Continued)**

Discussions will continue on this topic. One issue to be worked out will be the policy make-up of the cooperative agreement. Staff is proposing three members from the RCTC, three from OCTA, three from MWD, and achieve TCA involvement is to have one of the OCTA members be also a member of the TCA Board. It is also suggested that should TCA decide to join, they would have two additional non-voting members. It was noted that all other organizations would be invited and aware – cities, environmental groups, businesses, etc.

- √ Issue in Placentia regarding the authorization last fall of money to the Alameda Corridor East (ACE) Project, which has two elements – San Gabriel Valley and North Orange County. There were two authorizations, one for \$125 million to be split between four counties, and another \$30 million component. It is very clear in the law that this money goes to the ACE Construction Authority, which is in the San Gabriel Valley. The citizens of Placentia had hoped to get a quarter of that money, but the federal bill does not call for that.

Note: Placentia does not have local match for their quarter of the \$125 million; therefore, they may be looking for a match elsewhere.

- √ Last week, the Interstate 5 construction contract was awarded; work will begin over the next month.

Chairman Brown requested the CEO to approach the City of Placentia to inquire if it might be better if OCTA took over the management of the OnTrac Project. Mr. Leahy agreed to do so.

**25. Directors' Meeting Reports**

No meeting reports were given.

**26. Directors' Reports**

Director Dixon thanked staff for their efforts on the ROCA issue.

Director Pringle requested that the language be changed regarding membership in the ROCA to say, "At least one member be from OCTA/TCA". Mr. Leahy agreed to this change in verbiage.

**27. Public Comments**

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

Public comment was heard from Darrell Nolta, resident of Westminster, who stated he found the Supervisors' (who sit on the OCTA Board) votes interesting today regarding their support for renewal of Measure M. He also stated that he noted the Orange County Supervisors last week voted to transfer \$100,000 from the Homeland Security Fund to OCTA for the purchase and installation of security surveillance cameras. He also encouraged the Board work in regard to preparedness for a potential pandemic flu, which may come to the area.

**28. Closed Session**

General Counsel stated that a Closed Session would be held pursuant to Government Code Section 54956.9(b)(1).

Attendees were Chairman Brown, Vice Chair Cavecche, and Directors Campbell, Correa, Dixon, Duvall, Green, Pringle, Ritschel, Wilson, and Winterbottom.

**29. Adjournment**

The meeting was adjourned at 11:45 a.m. Chairman Brown announced that the next regularly scheduled meeting of the OCTA/OCTD/OCLTA/OCSAFE/OCSAAV Board will be held at **9:00 a.m. on May 8, 2006**, at OCTA Headquarters at 600 South Main Street, First Floor - Room 154, Orange, California.

ATTEST

---

Wendy Knowles  
Clerk of the Board

---

Arthur C. Brown  
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:** Art Brown **Job Title:** Board Member  
**Department:** \_\_\_\_\_ **Destination:** New York, NY  
**Program Name:** New York Annual Rating Agency Trip – June 2006

**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 19, 2006. The financial community will be interested in the performance of sales tax collections, the 91 Express Lanes, Measure M projects, bus ridership, and the Orange County economy. In addition to these items, a major topic of discussion will be the Authority's plans for the extension of the Measure M sales tax. Authority representatives are scheduled to meet with Moody's Investor Services, Standard & Poor's, Fitch, FGIC, Ambac, MBIA, Dexia Public Finance Bank, J.P. Morgan, and a number of institutional investors.

## COMMENTS

Other- Airport parking and ground transportation

<b>Conference/Seminar Date:</b>	<b>Departure Date:</b> 6/18/06	<input type="checkbox"/> Mail <input type="checkbox"/> Hand Carry
<b>Payment Due Date:</b>	<b>Return Date:</b> 6/24/06	<b>Course Hours:</b>

ESTIMATED EXPENDITURES	
Transportation	\$400.00
Meals	\$525.00
Lodging	\$2,100.00
Registration	\$0.00
Other	\$50.00
<b>Total</b>	<b>\$3,075.00</b>

## APPROVALS

Please Initial:

*RV*

Finance\*

*4/21/06*

Date

\* Funds are available for this travel request.

Please Sign:

\_\_\_\_\_  
Clerk of the Board

\_\_\_\_\_  
Date

## ACCOUNTING CODES

<b>Org. Key:</b> 1210	<b>Object:</b> 7655	<b>Job Key:</b> A0001	<b>JL:</b> B25
-----------------------	---------------------	-----------------------	----------------

<b>Ref #:</b> 2006-262	<b>Board Date:</b> May 8, 2006	<b>T/A #:</b>
------------------------	--------------------------------	---------------



# 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 2006

**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 19, 2006. The financial community will be interested in the performance of sales tax collections, the 91 Express Lanes, Measure M projects, bus ridership, and the Orange County economy. In addition to these items, a major topic of discussion will be the Authority's plans for the extension of the Measure M sales tax. Authority representatives are scheduled to meet with Moody's Investor Services, Standard & Poor's, Fitch, FGIC, Ambac, MBIA, Dexia Public Finance Bank, J.P. Morgan, and a number of institutional investors.

## COMMENTS


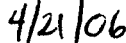
Other- Airport parking and ground transportation

<b>Conference/Seminar Date:</b>	<b>Departure Date:</b> 6/18/06	<input type="checkbox"/> Mail <input type="checkbox"/> Hand Carry
<b>Payment Due Date:</b>	<b>Return Date:</b> 6/24/06	<b>Course Hours:</b>

ESTIMATED EXPENDITURES	
<b>Transportation</b>	\$400.00
<b>Meals</b>	\$525.00
<b>Lodging</b>	\$2,100.00
<b>Registration</b>	\$0.00
<b>Other</b>	\$50.00
<b>Total</b>	\$3,075.00

## APPROVALS

**Please Initial:**

 _____ Finance*	 _____ Date
--	---

\* Funds are available for this travel request.

**Please Sign:**

\_\_\_\_\_  
 Clerk of the Board

\_\_\_\_\_  
 Date

## ACCOUNTING CODES

<b>Org. Key:</b> 1210	<b>Object:</b> 7655	<b>Job Key:</b> A0001	<b>JL:</b> B25
-----------------------	---------------------	-----------------------	----------------

<b>Ref #:</b> 2006-264	<b>Board Date:</b> May 8, 2006	<b>T/A #:</b>
------------------------	--------------------------------	---------------





# 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: Michael Duvall Job Title: Board Member  
Department: \_\_\_\_\_ Destination: New York, NY  
Program Name: New York Annual Rating Agency Trip – June 2006

**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 19, 2006. The financial community will be interested in the performance of sales tax collections, the 91 Express Lanes, Measure M projects, bus ridership, and the Orange County economy. In addition to these items, a major topic of discussion will be the Authority's plans for the extension of the Measure M sales tax. Authority representatives are scheduled to meet with Moody's Investor Services, Standard & Poor's, Fitch, FGIC, Ambac, MBIA, Dexia Public Finance Bank, J.P. Morgan, and a number of institutional investors.

### COMMENTS

Other- Airport parking and ground transportation

Conference/Seminar Date:	Departure Date: 6/18/06	<input type="checkbox"/> Mail <input type="checkbox"/> Hand Carry
Payment Due Date:	Return Date: 6/24/06	Course Hours:

### ESTIMATED EXPENDITURES

Transportation	\$400.00
Meals	\$525.00
Lodging	\$2,100.00
Registration	\$0.00
Other	\$50.00
<b>Total</b>	<b>\$3,075.00</b>

### APPROVALS

Please Initial:

RV                      4/21/06  
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: B25
----------------	--------------	----------------	---------

Ref #: 2006-263	Board Date: May 8, 2006	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:** Tom Wilson **Job Title:** Board Member  
**Department:** **Destination:** New York, NY  
**Program Name:** New York Annual Rating Agency Trip – June 2006

**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 19, 2006. The financial community will be interested in the performance of sales tax collections, the 91 Express Lanes, Measure M projects, bus ridership, and the Orange County economy. In addition to these items, a major topic of discussion will be the Authority's plans for the extension of the Measure M sales tax. Authority representatives are scheduled to meet with Moody's Investor Services, Standard & Poor's, Fitch, FGIC, Ambac, MBIA, Dexia Public Finance Bank, J.P. Morgan, and a number of institutional investors.

### COMMENTS

Other- Airport parking and ground transportation

**Conference/Seminar Date:** **Departure Date:** 6/18/06  Mail  Hand Carry  
**Payment Due Date:** **Return Date:** 6/24/06 **Course Hours:**

### ESTIMATED EXPENDITURES

Transportation	\$400.00
Meals	\$525.00
Lodging	\$2,100.00
Registration	\$0.00
Other	\$50.00
<b>Total</b>	<b>\$3,075.00</b>

### APPROVALS

Please Initial:

FW 4/21/06  
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:** B25

**Ref #:** 2006-261 **Board Date:** May 8, 2006 **T/A #:**





**May 8, 2006**

**To:** Members of the Board of Directors  
**From:** Chairman Arthur C. Brown  
**Subject:** Committee Assignments for 2006 - Revised

**Overview**

A revised roster of Board of Directors' Committee assignments for 2006 is presented for Board consideration.

**Recommendation**

Approve the revised 2006 Board of Directors' Committee assignments, incorporating a proposed change in composition of the Regional Planning and Highways Committee with the addition of Director Curt Pringle to that committee.

**Background**

The Orange County Transportation Authority (OCTA) is governed by an 18-member Board of Directors comprised of:

- √ Ten city members elected by certain members of the Orange County City Selection Committee;
- √ All five Orange County Supervisors;
- √ Two Public Members selected by the other Board Members; and
- √ The Governor's Ex-Officio Member is a non-voting member and serves a four-year term. (Appointed by the Governor of California.)

**Discussion**

Each year, the Chair has the prerogative of assigning Members to committees, and those appointments are confirmed by the full Board. A change to the composition of the Regional Planning and Highways Committee is offered at this time and requires Board approval.

---

Provided below are the current Committee assignments, with one proposed change to the Regional Planning and Highways Committee.

Executive Committee

Arthur C. Brown, Chair  
Carolyn Cavecche, Vice Chair  
Bill Campbell, Chair of the Legislative and Gov't Affairs Committee  
Lou Correa, Chair of the Regional Planning and Highways Committee  
Curt Pringle, Chair of the Transportation 2020 Committee  
Tom Wilson, Chair of the Finance and Administration Committee  
Greg Winterbottom, Chair of the Transit Planning & OP's Committee

Regional Planning and Highways Committee

Lou Correa, Chair  
Carolyn Cavecche, Vice Chair  
Richard Dixon  
Cathy Green  
Gary Monahan  
Chris Norby  
**Curt Pringle (proposed change to this Committee)**  
Susan Ritschel  
Mark Rosen

Transit Planning and Operations Committee

Greg Winterbottom, Chair  
Jim Silva, Vice Chair  
Arthur C. Brown  
Mike Duvall  
Cathy Green  
Chris Norby  
Miguel Pulido

Transportation 2020 Committee

Curt Pringle, Chair  
Bill Campbell, Vice Chair  
Arthur C. Brown  
Peter Buffa  
Carolyn Cavecche  
Lou Correa  
Richard Dixon  
Cathy Green  
Greg Winterbottom

---

Finance and Administration

Tom Wilson, Chair  
Mike Duvall, Vice Chair  
Bill Campbell  
Carolyn Cavecche  
Lou Correa  
Curt Pringle

Legislative Government Affairs and Public Communications Committee

Bill Campbell, Chair  
Mark Rosen, Vice Chair  
Peter Buffa  
Carolyn Cavecche  
Lou Correa  
Susan Ritschel  
Jim Silva  
Tom Wilson

State Route 91 Advisory Committee\*

Bill Campbell  
Carolyn Cavecche  
Richard Dixon  
Mike Duvall  
Curt Pringle

Security Working Group

Arthur C. Brown, Chair  
Carolyn Cavecche, Vice Chair  
Bill Campbell  
Lou Correa  
Richard Dixon  
Tom Wilson  
Greg Winterbottom

\*This committee is comprised of representatives from both Orange and Riverside Counties. The Chair and Vice Chair are selected by the Committee.

Orange County Council of Governments (OCCOG)

Cathy Green, Member  
(TBD), Alternate

California Assn. of Councils of Government (CALCOG)

Arthur C. Brown, Member  
Richard Dixon, Alternate

Southern California Regional Rail Authority (Metrolink)

Arthur C. Brown, Member  
Tom Wilson, Member  
Richard Dixon, Alternate

LOSSAN Corridor Agency

Arthur C. Brown, Member  
Richard Dixon, Alternate

SCAG Regional

Lou Correa, Member

SCAG - Transportation and Communications Committee

Lou Correa, Member  
Cathy Green, Alternate

SCAG - Regional Transportation Agencies Coalition

Lou Correa, Member  
(TBD), Alternate

South Coast AQMD Mobile Source Review Committee

Greg Winterbottom, Member  
Miguel Pulido, Alternate

Task Force on Measure M Subsidy for Senior Citizens and Disabled

Greg Winterbottom, Member  
Arthur C. Brown, Alternate

***Summary***

A revision to the previously-approved Regional Planning and Highways Committee assignments for 2006 is presented for Board approval.

**Prepared by:**

Wendy Knowles  
Clerk of the Board







BOARD COMMITTEE TRANSMITTAL

**May 8, 2006**

**To:** Members of the Board of Directors  
**From:** <sup>WK</sup> Wendy Knowles, Clerk of the Board  
**Subject:** Policy for Compensation, Reimbursement of Expenses, and Ethics Training for Members of the Board of Directors

Executive Committee

May 1, 2006

**Present:** Chairman Brown, Vice Chair Cavecche, Directors Campbell, Correa, Pringle, Wilson, and Winterbottom  
**Absent:** None

**Committee Vote**

The item was passed unanimously by those present.

**Committee Recommendations**

***(Reflects change from Staff Recommendations)***

Approve the Policy for Compensation, Reimbursement of Expenses, and Ethics Training for Members of the Board of Directors with the last sentence of Section IV.C.4 amended to read:

**(Vehicle Rentals, Taxi, and Transit Fare)**

"If rental vehicle is subsequently denied, the related parking fees will also be denied, and the Director will only be reimbursed the costs equivalent to shuttle or taxi charges."





*BOARD COMMITTEE TRANSMITTAL*

**May 8, 2006**

**To:** Members of the Board of Directors  
**From** Wendy Knowles, Clerk of the Board  
**Subject:** Policy for Compensation, Reimbursement of Expenses, and Ethics Training for Members of the Board of Directors

Executive Committee

May 1, 2006

**Present:** Chairman Brown, Vice Chair Cavecche, Directors Campbell, Correa, Pringle, Wilson, and Winterbottom  
**Absent:** None

***Committee Vote***

The item was passed unanimously by those present.

***Committee Recommendations***

Approve the Policy for Compensation, Reimbursement of Expenses, and Ethics Training for Members of the Board of Directors.



**May 1, 2006**

**To:** Executive Committee

**From:** <sup>ATL/wk</sup> Arthur T. Leahy, Chief Executive Officer

**Subject:** Policy for Compensation, Reimbursement of Expenses, and Ethics Training for Members of the Board of Directors

**Overview**

Assembly Bill 1234 requires specified local agencies, including the Orange County Transportation Authority, to adopt policies and procedures relating to compensation provided to governing board members, as well as reimbursement for business expenses incurred by governing board members in the performance of the Director's duties. Assembly Bill 1234 also includes requirements for ethics training for Directors.

**Recommendation**

Approve the Policy For Compensation, Reimbursement of Expenses, and Ethics Training for Members of the Board of Directors.

**Background**

Assembly Bill (AB) 1234 (Salinas, D-Salinas) was passed by the California State Legislature and approved by the Governor on October 7, 2005. It became effective on January 1, 2006. The bill has two areas of focus: (1) a requirement for Board-approved policies relating to compensation and expense reimbursement for members of the legislative body of specified local agencies, and (2) a requirement for members of these legislative bodies to receive specified training in ethics.

Public Utilities Code Section 130108.5 provides that Directors may receive up to \$100 per day, not to exceed \$500 in any calendar month, for the performance of their duties, and authorizes the Orange County Transportation Authority (OCTA) to pay necessary expenses incurred by Directors in performing their duties. OCTA currently has adopted policies applicable to Board Member compensation and reimbursement of business expenses incurred by Board Members.

---

**Discussion**

A. Board Member Compensation

AB 1234 authorizes members of the legislative body to receive compensation for attendance at meetings of the legislative body (e.g. Board and Committee meetings), meetings of advisory bodies, and conferences or organized educational activities such as professional conferences (e.g. American Public Transportation Association). The bill authorizes compensation for other activities not specified above only if the governing body has adopted, at a public meeting, a written policy specifying other types of occurrences that constitute the performance of official duties for which members may receive compensation.

A proposed policy regarding board member compensation is attached as Attachment A, Section III. This policy meets the requirements of AB 1234, and reflects current practices relating to Board member compensation. Specifically, the policy reaffirms current compensation levels of \$100 per day, not to exceed \$500 per month, and specifies the meetings, events and other activities that a Director may be compensated for attending.

B. Business Expense Reimbursement

AB 1234 provides that if a local agency reimburses members of the legislative body for actual and necessary expenses incurred in the performance of official duties, then the agency shall adopt a written policy specifying the types of occurrences that qualify for the member of the legislative body to receive reimbursement. Among other things, the bill requires that government and/or group rates for accommodations and other travel expenses be used when available.

The proposed policy, Attachment A, is applicable to expense reimbursement for members of the Board of Directors and includes the same specified activities as those which qualify for Director compensation. It also specifies what expenses are considered reasonable and necessary for reimbursement purposes, including transportation, lodging, meals and other specified expenses.

OCTA's current policy, applicable to reimbursement of business expenses incurred by Directors, complies in most respects with the requirements of AB 1234. The proposed policy is an entirely new document applicable to compensation and expense reimbursement for Board Members. This is recommended rather than amending the current policies because it incorporates all of AB 1234's requirements and is consolidated into a single document.

C. Meeting Reports

AB 1234 requires a Director to provide a brief report on meetings attended at the expense of the local agency at the next regular meeting of the legislative body. The proposed policy includes a requirement that a Director make this brief report, which may be oral or submitted in writing.

D. Ethics Training

AB 1234 also includes requirements for members of the Board of Directors to receive specified training in ethics. The proposed policy, Attachment A, includes all of the specified requirements, including at least two hours of ethics training once every two years (current Board members are required to receive two hours of training within one year of when they commenced service as a Director and two hours every two years thereafter), Directors serving more than one public agency shall satisfy the requirement without regard to the number of public agencies served, and the Clerk of the Board shall maintain records indicating the dates and entity providing the training for each Director.

**Summary**

OCTA is required to comply with requirements of AB 1234 governing compensation, reimbursement of business expenses, and ethics training for Members of the Board of Directors. A proposed Policy for Compensation, Reimbursement of Expenses, and Ethics Training for Members of the Board of Directors, Attachment A, is presented for consideration. The proposed Policy is consistent with current compensation and business expense policies of the OCTA and satisfies the added requirements of AB 1234.

**Attachment**

- A. Policy for Compensation, Reimbursement of Expenses, and Ethics Training for Members of the Board of Directors

**Prepared by:**



Kennard R. Smart, Jr.  
General Counsel  
(714) 564-2608

## ATTACHMENT A

### **POLICY FOR COMPENSATION, REIMBURSEMENT OF EXPENSES, AND ETHICS TRAINING FOR MEMBERS OF THE BOARD OF DIRECTORS**

#### **I. PURPOSE**

The purpose of this policy is to (i) define and clarify OCTA business activities for which a member of the Board of Directors is authorized to receive compensation and reimbursement of expenses in accordance with Public Utilities Code Section 130108.5 and Government Code Sections 53232, et seq., (ii) establish procedures for compensating and reimbursing such expenses, and (iii) define and clarify requirements for ethics training for members of the Board of Directors in accordance with Government Code Sections 53234 through 53235.2.

#### **II. SCOPE**

This policy is applicable to members of the Board of Directors.

#### **III. COMPENSATION**

A Director is authorized to receive compensation in the amount of one hundred dollars (\$100) per day, not to exceed five hundred dollars (\$500) in any calendar month, for any of the following OCTA business activities:

1. A meeting of the Board of Directors.
2. A meeting of Board-established Committees.
3. A meeting of any Committee or organization that the Director is a member of as a representative of the OCTA.
4. A meeting of an OCTA advisory body.
5. A conference, or organized educational activity, including ethics training, when the Director is participating as a member of the Board of Directors.
6. A meeting, including a meeting with an OCTA employee, hearing, or event in which the Director is participating as a member of the Board of Directors and for an OCTA business purpose.



#### IV. AUTHORIZATION AND REIMBURSEMENT OF BUSINESS EXPENSES

##### A. General

OCTA shall reimburse Directors for actual and necessary expenses incurred in the performance of their duties. Directors shall be expected to exercise good judgment and show proper regard for economy when incurring expenses in connection with official OCTA business. The principle of “reasonable and necessary” should be used when deciding to expend taxpayer money. All expenditures and requests for reimbursement shall logically relate to the conduct of OCTA business and shall be “necessary” to accomplish the purposes of such business and shall be “reasonable” in amount.

##### B. Specific Occurrences

The following occurrences, also referred to as activities in this policy, are approved as qualifying for reimbursement of actual and necessary expenses incurred by a Director: all activities in Section III above. Any occurrence which does not fall within the specified activities in Section III above must be approved by the Board of Directors, in a public meeting, before the expense is incurred in order for the Director to be reimbursed for any expenses related to the occurrence.

##### C. Transportation

The following transportation modes may be employed for the purpose of traveling on OCTA business:

###### 1. Airfare

Domestic Air – All Directors shall utilize coach or tourist class accommodations when traveling within the continental United States by commercial airline. Reservations, where possible, should be made at least 14 days in advance to take advantage of all available discounts. Increased costs related to late booking may be disallowed without a sound business reason. Travel can be made through an OCTA-approved travel agent or on a personal credit card. Credit card purchases will be reimbursed only for the actual round-trip fare and only after the trip. Directors may, at their own expense, pay to upgrade their airline accommodations.

International Air – For travel outside of the continental United States, Directors may choose to travel business class with sound business justification and benefit to the OCTA.

2. Private Automobile – Directors will be reimbursed actual mileage (not to exceed coach or tourist class airfare where commercial air travel is a reasonably available alternative) for the use of their private cars in travel to and from designated places on OCTA business. The reimbursement rate will be at the rate established by the Internal Revenue Service. Directors shall be reimbursed for total round-trip miles.
3. Garage, Parking, Bridge and Highway Tolls – Expenses for necessary parking and storage of private vehicles are authorized. Expenses for necessary bridge and highway tolls are authorized. Receipts or other reasonable verification should be provided to obtain reimbursement.
4. Vehicle Rentals, Taxi, and Transit Fare – Expenses for such transportation may be authorized where reasonable and necessary to conduct OCTA business. Receipts must be provided to obtain reimbursement. When vehicle rental is chosen over taxi or shuttle service, there should be a business reason or economic benefit to support the rental decision. If rental vehicle is subsequently denied, the related parking fees will also be denied and the employee will be reimbursed the round trip shuttle and taxi charges.

#### D. Lodging

Expenses will be allowed for adequate lodging. Price is an issue in selecting “adequate lodging.” Prudence and good stewardship should be used when selecting a hotel. Itemized receipts for lodging must be provided to obtain reimbursement. Lodging in connection with a conference or event held in a hotel qualifies as adequate lodging for purposes of the policy. However, if lodging at the event hotel is not available, lodging is then limited to the maximum group rate published by the conference or activity sponsor, provided that lodging at the group rate is available at the time of booking. If the group rate is not available, the Director shall use comparable lodging that is consistent with the requirements of this policy.

#### E. Meals

Reasonable and customary expenses for meals are authorized for Directors as required to conduct official OCTA duties. The maximum that will be reimbursed for meals in one day, including beverages, shall be the Internal Revenue Service reimbursement rate applicable to the specific locality, excluding gratuity. This sum can be split among meals as desired and should be reduced accordingly for less than full business days. Directors who, during the normal course of performing their duties, must provide meals for representatives of other governmental agencies or other

persons doing business with the OCTA in order to effectively execute their responsibilities are authorized to exceed the meal allowance, but must use prudent judgment, and excessive amounts are subject to disallowance. In such cases, the meal must be documented with a description of the purpose of the meal(s), including an explanation of its necessity to the OCTA, and a list of all persons, including other Directors who were in attendance, specifying their organization and/or title.

F. Tips and Gratuities

Reasonable expenses for tips are allowable for meals (as limited above), hotel, and transportation purposes.

G. Registration Fees

Convention or meeting registration fees qualify for reimbursement. The OCTA will directly pre-pay conference registrations and other event fees prior to the date of the event. In cases where early registration is not possible, a receipt or registration form illustrating the fee amount must be provided with the reimbursement request.

H. Telephone, Fax and Computer

Telephone, fax and computer expenses may be incurred only for the conduct of OCTA business. Directors are encouraged to use cell phones when available.

I. Miscellaneous

Expenses for public stenographer fees, duplicating expenses, and publications of value to the OCTA are authorized for reimbursement. Expenses not specified in this policy but which are reasonable and necessary for the performance of a Director's duties are authorized for reimbursement.

J. Reimbursement/Reporting of Travel Expenses

In accordance with Government Code Section 53232.3, Directors shall submit Expense Reports within ninety (90) days after incurring the expense, and the reports shall be accompanied by the receipts documenting each expense. Such documentation includes, but is not limited to:

1. Credit card slip or meal receipt.
2. Hotel receipt.
3. Conference brochure.
4. Meeting agenda.
5. Trip or meeting purpose.
6. Other attendees at a meal or meeting.

The reason for the expenses should be clearly documented on the Expense Report or in the attached documents.

A Director shall not be required to submit an Expense Report for any expense paid directly by another Director or OCTA employee. A Director or OCTA employee who pays an OCTA expense on behalf of a Director, either by use of an OCTA-issued credit card or by any other means for which reimbursement is sought, shall submit an Expense Report indicating the name of the recipient Director and the nature, amount and business purpose of the expenditure. A copy of said Expense Report shall be provided to the recipient Director within thirty days following the date such expense is incurred.

In accordance with Government Code Section 53232.3(e), all documentation relating to reimbursable OCTA expenditures shall be subject to disclosure under the California Public Records Act, Government Code Section 6250, et seq.

K. Public Report of Meetings

In accordance with Government Code Section 53232.3(d), a Director requesting reimbursement shall provide a brief report on meetings attended at the expense of the OCTA at the next regular meeting of the Board of Directors. Such reports may be made orally or may be submitted in writing.

**V. ETHICS TRAINING**

A. General

Each member of the Board of Directors shall receive at least two hours of training in general ethics principles and ethics laws relevant to the Director's public service every two years.

B. Ethics Training Courses

Courses in ethics training may be provided by a local public agency, an association of local agencies, or by private vendors. The courses or sets of self-study materials may be taken at home, in person, or on-line. All providers of training courses shall provide participants with proof of participation. The OCTA shall provide information on training available to members of the Board of Directors at least once annually.

C. Time Requirements

A Director whose term commenced on or before January 1, 2006 shall receive the training before January 1, 2007, and at least once every two years

thereafter. A Director whose term commenced after January 1, 2006 shall receive the training no later than one year from the first day of service as a Director, and once every two years thereafter.

D. Concurrent Public Offices

A Director who serves more than one local agency shall satisfy the ethics training requirements without regard to the number of local public agencies with which the Director serves.

E. Records

The Clerk of the Board shall maintain records indicating both of the following: (i) the dates that each Director satisfied the ethics training requirement, and (ii) the entity that provided the training. The records shall be maintained for at least five years after the Directors receive the training and the records are public records subject to disclosure under the California Public Records Act, commencing with Government Code Section 6250.



BOARD COMMITTEE TRANSMITTAL



**May 2, 2006**

**To:** Members of the Board of Directors  
**From:** <sup>WK</sup> Wendy Knowles, Clerk of the Board  
**Subject:** State Legislative Status Report

This item will be considered by the Legislative and Government Affairs/Public Communications Committee on May 4, 2006. Following Committee consideration of this matter, staff will provide you with a summary of the discussion and action taken by the Committee.

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



**May 4, 2006**

**To:** Legislative and Government Affairs/Public Communications Committee

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

**Subject:** State Legislative Status Report

**Overview**

A support position is recommended for SB 1726 (Lowenthal, D-Long Beach), a bill to address outdated vehicle code sections regarding bus head signs.

**Recommendation**

Adopt the following recommended position on legislation:

Support on SB 1726 (Lowenthal, D-Long Beach)

**Background**

Newly Analyzed Legislation

The California Transit Association (CTA) is sponsoring SB 1726 to address concerns noted in the 2006 Orange County Transportation Authority (OCTA) State Legislative Platform, Section IV.G, regarding the need to update the California Vehicle Code (CVC) with respect to technological advances in bus destination signs.

A number of transit agencies in California have come under increased scrutiny by the California Highway Patrol (CHP) for alleged violations of the CVC related to color light emitting diode destination signs. Various CHP officers have issued citations related to both the color and photometric of the destination signs. The CHP has indicated that flashing and scrolling signs as well as the amber run number on the rear of the bus are not acceptable under current law.



Several transit agencies have tried to find an administrative solution with the CHP to resolve these issues as technology has changed drastically since the CVC addressed this issue in 1961. An administrative solution has not been possible and thus a legislative solution has been proposed.

Although OCTA has not yet been cited, several other agencies with similar head signs have been cited, such as Los Angeles County Metropolitan Transportation Authority.

Attachment A outlines the new proposed bus sign specifications and our review indicates that current and future planned OCTA bus signs comply with these proposed regulations. Staff recommends: SUPPORT.


**Summary**

A support position is recommended for SB 1726 (Lowenthal, D-Long Beach), a bill to address outdated vehicle code sections regarding bus head signs.

**Attachments**

- A. Analysis of SB 1726 (Lowenthal, D-Long Beach)
- B. Legislative Matrix

**Prepared by:**



Wendy Villa  
Principal Government Relations  
Representative  
(714) 560-5595

**Approved by:**



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

**BILL:** SB 1726 (Lowenthal, D-Long Beach)  
Amended in the Senate April 19, 2006

**SUBJECT:** Amends existing regulations regarding bus head signs

**STATUS:** Set for hearing in Senate Transportation and Housing Committee  
on April 25, 2006

**SUMMARY AS OF APRIL 21, 2006:**

SB 1726 would authorize buses, operated by a publicly owned transit system on regularly scheduled service, to be equipped with certain illuminated signs with certain specifications, as outlined below.

Each illuminated destination sign, route-number sign, or run-number sign shall:

- Emit a diffused nonglaring light of not more than 0.05 candela per square inch of area during nighttime conditions
- Be limited in size to a display area of not greater than 720 square inches
- Not resemble or be installed in a position that interferes with the visibility or effectiveness of a required lamp, reflector, or other device upon the vehicle

Dynamic messaging is permitted if it adheres to the following requirements:

- "Paging," meaning character elements or other information presented for a period of time and then disappearing all at once before the same or new elements are presented, is permitted if the display time of each message is between 2.7 and 10 seconds. Blanking times between each message shall be between 0.5 and 25 seconds.
- "Streaming," meaning character elements or other information moving smoothly and continuously across an LED display, is permitted if the character movement time, from one end of the display to the other, is at least 2.7 seconds, and the movement time of the entire message does not exceed 10 seconds.

A number of transit agencies in California have come under increased scrutiny by the California Highway Patrol (CHP) for alleged violations of the California Vehicle Code (CVC) related to color light emitting diode destination signs. Various CHP officers have issued citations related to the color, and photometric of the destination signs. The CHP has indicated that flashing and scrolling signs as well as the amber run number on the rear of the bus are not acceptable under current law.

Several transit agencies have tried to find an administrative solution with the CHP to resolve these issues as technology has changed drastically since the

CVC addressed this issue in 1961. It appears a solution has not yet been possible administratively and thus a legislative solution has been proposed.

**EFFECTS ON ORANGE COUNTY:**

The California Transit Association (CTA) is sponsoring SB 1726 to address concerns noted in the 2006 OCTA State Legislative Platform, Section IV.G, regarding the need to update the CVC with respect to technological advances in bus destination signs. Although OCTA has not yet been cited, several other agencies with similar head signs have been cited, such as Los Angeles County Metropolitan Transportation Authority.

**OCTA POSITION:**

Staff recommends: SUPPORT

AMENDED IN SENATE APRIL 19, 2006

SENATE BILL

No. 1726

---

---

Introduced by Senator Lowenthal

February 24, 2006

---

---

An act to ~~amend Section 25350 of~~ *add Section 25353* to the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

SB 1726, as amended, Lowenthal. Vehicles: commercial and common carriers: identification ~~lamps and~~ signs.

*(1) Existing law requires buses to be equipped with identification lamps and signs and lighting, as specified.*

*Existing law makes violation of operating provisions of the Vehicle Code a crime.*

*This bill would authorize buses, operated by a publicly owned transit system on regularly scheduled service, to be equipped with certain illuminated signs, as specified. The bill would require that the illuminated signs adhere to certain specifications; and would thereby create a new crime and impose a state-mandated local program.*

~~(1) Existing law authorizes passenger common carrier motor vehicles, manufactured before January 1, 1968, to be equipped with green identification lamps~~

~~Existing law makes violation of operating provisions of the Vehicle Code a crime.~~

~~This bill would delete the authorization that passenger common carrier motor vehicles, manufactured before January 1, 1968, to be equipped with green identification lamps; and would thereby create a new crime and impose a state-mandated local program.~~

(2) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: yes.

*The people of the State of California do enact as follows:*

1     SECTION 1. Section 25353 is added to the Vehicle Code, to  
2 read:

3     25353. (a) Notwithstanding Sections 25400 and 25950, a bus  
4 operated by a publicly owned transit system on regularly  
5 scheduled service may be equipped with illuminated destination  
6 signs, illuminated route-number signs, illuminated run-number  
7 signs, or a combination thereof, visible from any direction of the  
8 vehicle, that emit any light color pursuant to the following  
9 conditions:

10    (1) Each illuminated destination sign, illuminated  
11 route-number sign, or illuminated run-number sign shall emit  
12 diffused nonglaring light of not more than 0.05 candela per  
13 square inch of area during nighttime conditions. Verification of  
14 this luminance specification may be made by measuring the  
15 average luminous intensity and dividing this intensity by the total  
16 display area of the sign.

17    (2) Each illuminated destination sign, illuminated  
18 route-number sign, or illuminated run-number sign shall be  
19 limited in size to a display area of not greater than 720 square  
20 inches.

21    (3) Each illuminated destination sign, illuminated  
22 route-number sign, or illuminated run-number sign shall not  
23 resemble or be installed in a position that interferes with the  
24 visibility or effectiveness of a required lamp, reflector, or other  
25 device upon the vehicle.

26    (b) Dynamic messaging is permitted on all illuminated  
27 destination signs, illuminated route-number signs, and  
28 illuminated run-number signs, if the practice adheres to the  
29 following requirements:

1 (1) "Paging," meaning character elements or other  
2 information presented for a period of time and then disappearing  
3 all at once before the same or new elements are presented, is  
4 permitted if the display time of each message is between 2.7 and  
5 10 seconds. Blanking times between each message shall be  
6 between 0.5 and 25 seconds.

7 (2) "Streaming," meaning character elements or other  
8 information moving smoothly and continuously across an LED  
9 display, is permitted if the character movement time, from one  
10 end of the display to the other, is at least 2.7 seconds, and the  
11 movement time of the entire message does not exceed 10 seconds.

12 SECTION 1. ~~Section 25350 of the Vehicle Code is amended~~  
13 ~~to read:~~

14 ~~25350. A bus may be equipped with an illuminated termini~~  
15 ~~sign, an illuminated identification sign, or any combination~~  
16 ~~thereof, that shall not project any glaring light. Internally~~  
17 ~~illuminated termini signs, identification signs, or any~~  
18 ~~combination thereof, meeting the requirements of Section 25400~~  
19 ~~may be mounted inside a bus. A commercial vehicle, other than a~~  
20 ~~passenger common carrier motor vehicle, may be equipped with~~  
21 ~~an illuminated identification sign upon the front thereof which~~  
22 ~~shall not exceed 24 inches in length or 8 inches in width and~~  
23 ~~which emits diffused white light without glare.~~

24 SEC. 2. No reimbursement is required by this act pursuant to  
25 Section 6 of Article XIII B of the California Constitution because  
26 the only costs that may be incurred by a local agency or school  
27 district will be incurred because this act creates a new crime or  
28 infraction, eliminates a crime or infraction, or changes the  
29 penalty for a crime or infraction, within the meaning of Section  
30 17556 of the Government Code, or changes the definition of a  
31 crime within the meaning of Section 6 of Article XIII B of the  
32 California Constitution.

## Orange County Transportation Authority Legislative Matrix

(► Denotes changes from the last report)

### OCTA Sponsor Legislation

AB 267	<b>AUTHOR:</b>	Daucher [R]
	<b>TITLE:</b>	Transportation Projects
	<b>LAST AMEND:</b>	08/15/2005
	<b>LOCATION:</b>	Senate Appropriations Committee
	<b>STATUS:</b>	
	08/25/2005	In SENATE Committee on APPROPRIATIONS: Not heard.
	<b>NOTES:</b>	LP Sec. III (a) Repayment of local funds
	<b>COMMENTARY:</b>	
		Sponsor bill clarifying Legislature's intent to fully reimburse, without time limits, local agencies that use local funds to advance projects in the STIP. Relevance to OCTA: Ensures reimbursement of local funds expended on STIP projects.
	<b>Position:</b>	Sponsor
AB 2538	<b>AUTHOR:</b>	Wolk [D]
	<b>TITLE:</b>	Transportation Funds
	<b>INTRODUCED:</b>	02/23/2006
	<b>LOCATION:</b>	Assembly Second Reading File
	<b>STATUS:</b>	
	04/24/2006	From ASSEMBLY Committee on TRANSPORTATION: Do pass as amended to Committee on APPROPRIATIONS.
	<b>COMMENTARY:</b>	
		Authorizes each transportation planning agency or county transportation commission to request and receive up to 5% of federal metropolitan planning funds for the purposes of project planning, programming, and monitoring. Establishes a minimum amount allocated for this purpose.
	<b>Position:</b>	Co-Sponsor

## Bills with Official Positions

- AB 372      **AUTHOR:** Nation [D]  
**TITLE:** Public Contracts: Transit Design-Build Contracts  
**LAST AMEND:** 01/11/2006  
**LOCATION:** Senate Transportation and Housing Committee  
**STATUS:** 01/26/2006 To SENATE Committee on TRANSPORTATION AND HOUSING.  
**COMMENTARY:** Authorizes Transit Operators to enter into a design-build contracts.  
**Position:** Support
- AB 1118      **AUTHOR:** Umberg [D]  
**TITLE:** Nonhighway Vehicles: Disclosure  
**LAST AMEND:** 04/19/2005  
**LOCATION:** Senate Transportation and Housing Committee  
**STATUS:** 06/02/2005 To SENATE Committee on TRANSPORTATION AND HOUSING.  
**COMMENTARY:** Requires manufacturers of non-highway vehicles, including but not limited to pocketbikes, place a notice on the vehicles that they cannot be operated on highways.  
**Position:** Watch
- ▶ AB 2361      **AUTHOR:** Huff [R]  
**TITLE:** Transportation: Federal Funds: Border Infrastructure  
**LAST AMEND:** 03/28/2006  
**LOCATION:** Assembly Appropriations Committee  
**STATUS:** 04/17/2006 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS.  
**COMMENTARY:** Exempts federal funds derived from apportionments made to the state under the coordinated border infrastructure program from being subject to the funding distribution and fair share formulas. Requires these funds to be programmed by the Transportation Commission through a competitive grant program separate from the state transportation improvement program in a manner consistent with federal law.  
**Position:** Support
- ACA 4      **AUTHOR:** Plescia [R]  
**TITLE:** Transportation Investment Fund  
**LAST AMEND:** 05/09/2005  
**LOCATION:** Assembly Appropriations Committee  
**STATUS:** 01/09/2006 From ASSEMBLY Committee on TRANSPORTATION: Be adopted to Committee on APPROPRIATIONS.  
**NOTES:** LP Proposition 42  
**COMMENTARY:** Deletes Proposition 42 suspension provisions. Relevance to OCTA: Ensures that OCTA, Orange County, and cities receive their share of Proposition 42 annually allowing for better project planning and delivery.  
**Position:** Support



ACA 11      **AUTHOR:** Oropeza [D]  
**TITLE:** Transportation Funds: Loans  
**LOCATION:** Assembly Appropriations Committee  
**STATUS:**  
01/09/2006      From ASSEMBLY Committee on TRANSPORTATION: Do  
pass to Committee on APPROPRIATIONS.

**COMMENTARY:**  
Deletes Proposition 42 suspension provisions. Permits up to 2 loans of Proposition  
42 funds to the General Fund or to any other state fund or account in a 10 year  
period provided the first loan is repaid in full prior to permitting a second loan.  
Relevance to OCTA: Provides better protection of Proposition 42 allowing for  
better project planning and delivery.  
**Position:** Watch

SB 208      **AUTHOR:** Alquist [D]  
**TITLE:** Transportation Projects: Electronic Fund Transfers  
**LAST AMEND:** 05/31/2005  
**LOCATION:** Assembly Transportation Committee  
**STATUS:**  
06/27/2005      In ASSEMBLY Committee on TRANSPORTATION: Not  
heard.  
**NOTES:** LP Sec. III (h) Removing funding barriers  
**COMMENTARY:**  
Requires Caltrans to implement a rapid electronic funds transfer system by June  
30, 2006. Relevance to OCTA: Expedites the reimbursement of local funds  
expended on STIP projects.  
**Position:** Support

► SB 1812      **AUTHOR:** Runner G [R]  
**TITLE:** Department of Transportation: Surface Transportation  
**LAST AMEND:** 04/18/2006  
**LOCATION:** Senate Second Reading File  
**STATUS:**  
04/25/2006      From SENATE Committee on JUDICIARY: Do pass as  
amended to Committee on APPROPRIATIONS.

**COMMENTARY:**  
*Authorizes the Director of Transportation to consent to the jurisdiction of the federal  
courts with regard to the compliance, discharge, or enforcement of the  
responsibilities assumed pursuant to the surface transportation project delivery  
pilot program. Requires the department to submit a specified report relating to the  
program.*  
**Position:** Support

SCA 7      **AUTHOR:** Torlakson [D]  
**TITLE:** Loans of Transportation Revenues and Funds  
**LAST AMEND:** 01/12/2006  
**FILE:** 21  
**LOCATION:** Senate Third Reading File  
**STATUS:**  
01/31/2006      In SENATE. Read second time. To third reading  
**COMMENTARY:**  
Currently proposes non-substantive changes to the provision of the constitution  
allowing the suspension of Proposition 42. This is a spot bill for potential  
Proposition 42 reforms.  
**Position:** Support

## Bills being Monitored

- AB 713      **AUTHOR:**                      Torrico [D]  
**TITLE:**                              High-Speed Passenger Train Bond Act  
**LOCATION:**                         Senate Transportation and Housing Committee  
**STATUS:**  
06/09/2005                         To SENATE Committee on TRANSPORTATION AND HOUSING.  
**COMMENTARY:**  
Puts the \$9.95 billion High Speed Rail Bond Act on the Nov. 8, 2008 ballot.  
**Position:**                         Monitor
- AB 948      **AUTHOR:**                      Oropeza [D]  
**TITLE:**                              Design-Build and Transit Operators  
**LAST AMEND:**                    04/13/2005  
**FILE:**                                A-17  
**LOCATION:**                         Senate Inactive File  
**STATUS:**  
07/11/2005                         In SENATE. To Inactive File.  
**COMMENTARY:**  
Metrolink sponsored bill that would lower the threshold for design build from \$50 million to \$25 million. Would also require a labor compliance program if there is no collective bargaining agreement.  
**Position:**                         Monitor
- AB 1010     **AUTHOR:**                      Oropeza [D]  
**TITLE:**                              Rail Transit  
**LAST AMEND:**                    04/06/2005  
**LOCATION:**                         Senate Energy, Utilities and Communications Committee  
**STATUS:**  
06/09/2005                         To SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS.  
**COMMENTARY:**  
Transfers responsibility for rail grade crossing safety from PUC to Caltrans.  
**Position:**                         Monitor
- AB 1157     **AUTHOR:**                      Frommer [D]  
**TITLE:**                              Rail Safety and Traffic Mitigation Bond Act of 2006  
**LAST AMEND:**                    02/08/2006  
**LOCATION:**                         Senate Transportation and Housing Committee  
**STATUS:**  
02/08/2006                         From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.  
02/08/2006                         In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.  
**COMMENTARY:**  
States the intent of the Legislature to enact legislation providing for a general obligation bond act to be submitted to the voters for approval in order to provide funding for a program to eliminate the most dangerous railroad-highway grade crossings in the state, as identified by the Public Utilities Commission, with funds to be allocated by the Transportation Commission.  
**Position:**                         Monitor

- AB 1699      **AUTHOR:**                      Frommer [D]  
**TITLE:**                                      Transportation: Highway Construction  
**LAST AMEND:**                      05/27/2005  
**LOCATION:**                                      Senate Transportation and Housing Committee  
**STATUS:**  
06/15/2005                      To SENATE Committee on TRANSPORTATION AND HOUSING.
- COMMENTARY:**  
Authorizes Caltrans or self help counties to construct up to 8 toll road HOT lane projects using design build. Contains a labor compliance component.  
**Position:**                                      Monitor
- AB 1783      **AUTHOR:**                      Nunez [D]  
**TITLE:**                                      Infrastructure Financing  
**INTRODUCED:**                      01/04/2006  
**LOCATION:**                                      ASSEMBLY  
**STATUS:**  
01/04/2006                      INTRODUCED
- COMMENTARY:**  
This bill would provide for the financing of state and local government infrastructure through various funding sources. This is Assembly Democrats Infrastructure Bond Proposal.  
**Position:**                                      Monitor
- AB 1838      **AUTHOR:**                      Oropeza [D]  
**TITLE:**                                      Transportation Bond Acts of 2006, 2008, and 2012  
**INTRODUCED:**                      01/10/2006  
**LOCATION:**                                      ASSEMBLY  
**STATUS:**  
01/10/2006                      INTRODUCED
- COMMENTARY:**  
This bill would authorize general obligation bonds for various transportation purposes, pledges a percentage of existing fuel excise taxes and truck weight fees to offset the cost of the bond debt service, and authorizes transportation entities to use a design-build process for contracting on transportation projects. This is the Administrations Infrastructure Bond Proposal. Identical to SB 1165.  
**Position:**                                      Monitor
- ▶ AB 1974      **AUTHOR:**                      Walters [R]  
**TITLE:**                                      High Occupancy Vehicle Lanes  
**INTRODUCED:**                      02/09/2006  
**LOCATION:**                                      Assembly Transportation Committee  
**STATUS:**  
04/24/2006                      *In ASSEMBLY Committee on TRANSPORTATION: Not heard.*
- COMMENTARY:**  
Authorizes any county board of supervisors to authorize the use of high occupancy vehicle lanes on the state highway system within the county by any highway vehicle, providing that this use is consistent with federal law.  
**Position:**                                      Monitor

AB 1990      **AUTHOR:** Walters [R]  
**TITLE:** Eminent Domain  
**LAST AMEND:** 04/03/2006  
**LOCATION:** Assembly Housing and Community Development Committee  
**HEARING:** 04/26/2006 9:00 a.m.  
**STATUS:**  
04/03/2006      From ASSEMBLY Committee on HOUSING AND  
COMMUNITY DEVELOPMENT with author's amendments.  
04/03/2006      In ASSEMBLY. Read second time and amended. Re-  
referred to Committee on HOUSING AND COMMUNITY  
DEVELOPMENT.

**COMMENTARY:**

Prohibits a city, county, special district, school district, community redevelopment agency, or community development commission or joint powers agency from exercising the power of eminent domain to acquire any real property if ownership of the property will be transferred to a private party or private entity. Provides exceptions.

**Position:** Monitor

▶ AB 2025      **AUTHOR:** Niello [R]  
**TITLE:** Design Build Contracts  
**INTRODUCED:** 02/14/2006  
**LOCATION:** Assembly Transportation Committee  
**STATUS:**  
04/17/2006      In ASSEMBLY Committee on TRANSPORTATION: Heard,  
remains in Committee.

**COMMENTARY:**

*Authorizes the Department of Transportation to contract using the design-build process for the design and construction of transportation projects. Requires the director of the department to establish a prequalification and selection process.*

**Position:** Monitor

AB 2028      **AUTHOR:** Huff [R]  
**TITLE:** Transportation Funding  
**INTRODUCED:** 02/14/2006  
**LOCATION:** ASSEMBLY  
**STATUS:**  
02/14/2006      INTRODUCED

**COMMENTARY:**

States the intent of the Legislature to provide an appropriation in the Budget Act of 2007 or in related legislation during the 2007-08 fiscal year to repay fully all funds that would have been transferred to the Transportation Investment Fund in previous fiscal years, but for the enactment of statutes providing for the suspension of those transfers.

**Position:** Monitor

- AB 2128      **AUTHOR:**                      Torrico [D]  
**TITLE:**                                      Tax: Credits: Commuter Benefits  
**LAST AMEND:**                      04/17/2006  
**LOCATION:**                                  Assembly Revenue and Taxation Committee  
**HEARING:**                                  05/01/2006 1:30 p.m.  
**STATUS:**  
04/17/2006                                  *From ASSEMBLY Committee on REVENUE AND TAXATION with author's amendments.*  
04/17/2006                                  *In ASSEMBLY. Read second time and amended. Re-referred to Committee on REVENUE AND TAXATION.*
- COMMENTARY:**  
*Relates to the Personal Income Tax and Corporation Tax laws. Authorizes a credit against those taxes for the costs incurred by a qualified taxpayer to provide commuter benefits to its employees.*
- Position:**                                  Monitor
- AB 2210      **AUTHOR:**                                  Goldberg [D]  
**TITLE:**    Tow Trucks: Regulating  
**INTRODUCED:**                      02/22/2006  
**LOCATION:**                                  Assembly Second Reading File  
**STATUS:**  
04/24/2006                                  *From ASSEMBLY Committee on TRANSPORTATION: Do pass as amended to Committee on APPROPRIATIONS.*
- COMMENTARY:**  
Allows local authorities to license and regulate tow truck service companies and their operators. Requires a towing company to provide a photo copy of the written authorization to a vehicle owner or an agent of that owner.
- Position:**                                  Monitor
- AB 2286      **AUTHOR:**                                  Torrico [D]  
**TITLE:**    Infrastructure Financing Districts in Housing Zones  
**INTRODUCED:**                      02/22/2006  
**LOCATION:**                                  Assembly Local Government Committee  
**HEARING:**                                  05/03/2006 1:30 p.m.  
**STATUS:**  
03/13/2006                                  To ASSEMBLY Committee on LOCAL GOVERNMENT
- COMMENTARY:**  
Authorizes the legislative body of a city or county to designate one or more proposed infrastructure financing districts in housing opportunity zones to be financed by tax increment financing.
- Position:**                                  Monitor
- AB 2290      **AUTHOR:**                                  DeVore [R]  
**TITLE:**    State Highway Facilities Designated for Trucks: Fees  
**LAST AMEND:**                      04/04/2006  
**LOCATION:**                                  Assembly Transportation Committee  
**STATUS:**  
04/24/2006                                  *In ASSEMBLY Committee on TRANSPORTATION: Failed passage.*
- COMMENTARY:**  
Authorizes the Department of Transportation or regional transportation agencies to enter into comprehensive development franchise agreements with public and private entities for the construction of transportation projects on state highways designated for exclusive use of commercial trucks. Authorizes user fees to be collected during the franchise agreement period, and authorizes the Transportation Commission to approve continuation of those fees after termination of the agreement.
- Position:**                                  Monitor

- ▶ AB 2295      **AUTHOR:**                    Arambula [D]  
**TITLE:**                                Transportation Capital Improvement Projects  
**INTRODUCED:**                    02/22/2006  
**LOCATION:**                            SENATE  
**STATUS:**  
04/24/2006                            *In ASSEMBLY. Read third time. Passed ASSEMBLY.  
\*\*\*\*\*To SENATE.*
- COMMENTARY:**  
States that local road rehabilitation projects are eligible for funds allocated for transportation capital improvement funds.  
**Position:**                            Monitor
- ▶ AB 3047      **AUTHOR:**                    Canciamilla [D]  
**TITLE:**                                Toll Road Agreements  
**LAST AMEND:**                    04/06/2006  
**LOCATION:**                            Assembly Second Reading File  
**STATUS:**  
04/24/2006                            *From ASSEMBLY Committee on TRANSPORTATION: Do  
pass as amended to Committee on APPROPRIATIONS.*
- COMMENTARY:**  
*Authorize the Department of Transportation to enter into no more than 20 comprehensive toll road development franchise agreements with public and private entities for specified types of transportation projects. Authorizes tolls to be collected after the termination of a franchise agreement period. Requires a franchise agreement to allow the department to open a competitive state facility in the same corridor and to construct and operate high-occupancy vehicle and other preferential lanes as toll facilities.*  
**Position:**                            Monitor
- ACA X1 4      **AUTHOR:**                    Keene [R]  
**TITLE:**                                State Finances  
**LAST AMEND:**                    04/11/2005  
**LOCATION:**                            Assembly Budget Process Committee  
**STATUS:**  
04/11/2005                            From ASSEMBLY Committee on BUDGET PROCESS with  
author's amendments.  
04/11/2005                            In ASSEMBLY. Read second time and amended.  
Re-referred to ASSEMBLY Committee on BUDGET  
PROCESS.
- COMMENTARY:**  
Administration's budget report proposal which includes Proposition 98 reform and Proposition 42 protections.  
**Position:**                            Monitor
- ACA 5            **AUTHOR:**                    Richman [R]  
**TITLE:**                                Public Retirement Systems  
**INTRODUCED:**                    12/06/2004  
**LOCATION:**                            Assembly Public Employees, Retirement and Social Security  
Committee  
**STATUS:**  
04/14/2005                            To ASSEMBLY Committee on PUBLIC EMPLOYEES,  
RETIREMENT, AND SOCIAL SECURITY
- COMMENTARY:**  
Proposes a constitutional amendment that would prohibit new employees, hired after July 1, 2007, from participating in a defined benefit plan. These employees would be limited to a defined contribution plan or retirement system.  
**Position:**                            Monitor

ACA 7           **AUTHOR:**           Nation [D]  
**TITLE:**                Local Governmental Taxation  
**LOCATION:**            Assembly Appropriations Committee  
**STATUS:**  
05/25/2005                In ASSEMBLY Committee on APPROPRIATIONS: Heard,  
remains in Committee.

**COMMENTARY:**  
Lowers voter threshold to 55% for special tax measures.  
**Position:**            Monitor

ACA 9           **AUTHOR:**            Bogh [R]  
**TITLE:**                Motor Vehicle Fuel Sales Tax Revenue  
**LOCATION:**            Assembly Appropriations Committee  
**STATUS:**  
01/09/2006                From ASSEMBLY Committees on TRANSPORTATION: Be  
adopted to the Committee on APPROPRIATIONS.

**COMMENTARY:**  
Would amend Prop 42 to require 4/5ths of the legislature to suspend transfer  
instead of the current 2/3rds.  
**Position:**            Monitor

ACA 22          **AUTHOR:**            La Malfa [R]  
**TITLE:**                Eminent Domain: Condemnation Proceedings  
**LAST AMEND:**        01/26/2006  
**LOCATION:**            Assembly Housing and Community Development Committee  
**HEARING:**            05/10/2006 9:00 a.m.  
**STATUS:**  
01/26/2006                From ASSEMBLY Committees on HOUSING AND  
COMMUNITY DEVELOPMENT with author's amendments.  
01/26/2006                In ASSEMBLY. Read second time and amended. Re-  
referred to Committee on HOUSING AND COMMUNITY  
DEVELOPMENT.

**COMMENTARY:**  
Amends existing eminent domain law to only allow for private property to be taken  
when it is for a stated public use.  
**Position:**            Monitor

ACA 27          **AUTHOR:**            McCarthy [R]  
**TITLE:**                State Budget: Capital Outlay  
**LOCATION:**            ASSEMBLY  
**STATUS:**  
01/25/2006                INTRODUCED

**COMMENTARY:**  
Requires that the budget submitted to the Legislature by the Governor allocate,  
and that the Budget Bill as passed by the Legislature and as signed by the  
Governor appropriate, General Fund revenues to fund capital outlay projects of  
statewide significance and interest in an annual amount determined pursuant to a  
specified schedule.  
**Position:**            Monitor

SB 53           **AUTHOR:**           Kehoe [D]  
**TITLE:**                Redevelopment  
**LAST AMEND:**       08/15/2005  
**LOCATION:**            Assembly Local Government Committee  
**STATUS:**  
08/15/2005            From ASSEMBLY Committee on LOCAL GOVERNMENT  
                                  with author's amendments.  
08/15/2005            In ASSEMBLY. Read second time and amended. Re-  
                                  referred to Committee on LOCAL GOVERNMENT.

**COMMENTARY:**  
Requires redevelopment plans to contain a description of the agency's program to acquire real property by eminent domain, including prohibitions, if any, on the use of eminent domain, and a time limit for the commencement of eminent domain proceedings.

**Position:**            Monitor

SB 153           **AUTHOR:**            Chesbro [D]  
**TITLE:**                Clean Water, Safe Parks, Coastal Protection  
**LAST AMEND:**       09/02/2005  
**LOCATION:**            Assembly Appropriations Committee  
**STATUS:**  
09/02/2005            From ASSEMBLY Committee on APPROPRIATIONS with  
                                  author's amendments.  
09/02/2005            In ASSEMBLY. Read second time and amended. Re-  
                                  referred to Committee on APPROPRIATIONS.

**COMMENTARY:**  
General Obligation Bond for water, parks and open space.

**Position:**            Monitor

SB 172           **AUTHOR:**            Torlakson [D]  
**TITLE:**                Bay Area State-Owned Toll Bridge: Financing  
**LAST AMEND:**       05/27/2005  
**LOCATION:**            Assembly Transportation Committee  
**STATUS:**  
06/13/2005            To ASSEMBLY Committee on TRANSPORTATION.

**COMMENTARY:**  
Gives the Bay Area Toll Authority more control over Caltrans construction of toll bridge seismic retrofits in the Bay Area. Requires quarterly reports by Caltrans the projects.

**Position:**            Monitor

SB 371           **AUTHOR:**            Torlakson [D]  
**TITLE:**                Public Contracts: Design-Build: Transportation  
**LAST AMEND:**       01/23/2006  
**LOCATION:**            ASSEMBLY  
**STATUS:**  
01/30/2006            In SENATE. Read third time. Passed SENATE. \*\*\*\*\*To  
                                  ASSEMBLY.

**COMMENTARY:**  
Design-build spot bill to be jointly authored by Senators Torlakson and Runner.

**Position:**            Monitor



SB 427      **AUTHOR:**                      Hollingsworth [R]  
**TITLE:**                                  Environmental Quality Act: Scoping Meetings  
**LAST AMEND:**                      01/04/2006  
**LOCATION:**                              Assembly Natural Resources Committee  
**STATUS:**  
02/16/2006                              To ASSEMBLY Committee on NATURAL RESOURCES  
**COMMENTARY:**  
Requires at least one scoping meeting for a project and requires the lead agency to consult with transportation planning agencies that could be affected by a project. Requires notice of at least one scoping meeting be provided to those agencies required to be consulted concerning the project and to require, in the consultation, the project's effect on overpasses, on-ramps, and off-ramps.  
**Position:**                              Monitor

SB 459      **AUTHOR:**                              Romero [D]  
**TITLE:**                                      Air Pollution: South Coast District: Locomotives  
**LAST AMEND:**                      04/12/2005  
**LOCATION:**                              Assembly Transportation Committee  
**STATUS:**  
06/27/2005                              In ASSEMBLY Committee on TRANSPORTATION: Heard, remains in Committee.  
**COMMENTARY:**  
Authorizes SCAQMD to collect a fee associated with locomotive air pollution and to expend it for specified mitigation purposes including railroad grade crossings.  
**Position:**                              Monitor

SB 760      **AUTHOR:**                              Lowenthal [D]  
**TITLE:**                                      Ports: Congestion Relief: Security Enhancement  
**LAST AMEND:**                      05/27/2005  
**LOCATION:**                              Assembly Appropriations Committee  
**STATUS:**  
06/27/2005                              From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on APPROPRIATIONS.  
**COMMENTARY:**  
Authorizes the Ports of Los Angeles and Long Beach to impose a \$30 fee on each Twenty foot Equivalent Unit (TEU). The Port would retain \$10 for improvements and would forward \$10 to AQMD for air quality mitigation, and \$10 to the CTC to use on railroad improvement projects in Orange and other counties.  
**Position:**                              Monitor

SB 832      **AUTHOR:**                              Perata [D]  
**TITLE:**                                      CEQA: Infill Development  
**LAST AMEND:**                      05/04/2005  
**LOCATION:**                              Assembly Inactive File  
**STATUS:**  
03/02/2006                              In ASSEMBLY. To Inactive File.  
**COMMENTARY:**  
Relates to infill development under the California Environmental Quality Act. Provides an alternative to infill criteria if the site is located in a city with a population of more than 200,000 persons, the site is not more than 10 acres, and the project does not have less than 200 or more than 300 residential units, as adopted by a resolution of the city council. Bill intended to be linked to SB 1024 Infrastructure Bond.  
**Position:**                              Monitor

SB 1024      **AUTHOR:** Perata [D]  
**TITLE:** Public Works and Improvements: Bond Measure  
**LAST AMEND:** 01/26/2006  
**LOCATION:** ASSEMBLY  
**STATUS:**  
01/30/2006      In SENATE. Read third time. Passed SENATE. \*\*\*\*\*To  
ASSEMBLY.

**COMMENTARY:**

Enacts the Essential Facilities Seismic Retrofit Bond Act of 2005 to place a \$10.3 billion general obligation bond before voters to fund seismic retrofit of essential facilities, including the Bay Bridge, repay Proposition 42 loans, and to facilitate goods movement.

**Position:** Monitor

► SB 1161

**AUTHOR:** Alarcon [D]  
**TITLE:** State Highways: Design-Sequencing Contracts  
**INTRODUCED:** 01/10/2006  
**LOCATION:** Senate Second Reading File  
**STATUS:**  
04/25/2006

From SENATE Committees on TRANSPORTATION AND HOUSING: Do pass as amended to Committee on APPROPRIATIONS.

**COMMENTARY:**

Relates to existing law authorizing the Department of Transportation, to conduct a pilot project to award design-sequencing contracts for the design and construction of not more than 12 transportation projects. Authorizes the department to award contracts for projects using the design-sequencing contract method, certain requirements are met.

**Position:** Monitor

SB 1165

**AUTHOR:** Dutton [R]  
**TITLE:** Transportation Bond Acts of 2006, 2008, and 2012  
**INTRODUCED:** 01/10/2006  
**LOCATION:** Senate Transportation and Housing Committee  
**STATUS:**  
01/19/2006      To SENATE Committees on TRANSPORTATION AND  
HOUSING and ENVIRONMENTAL QUALITY.

**COMMENTARY:**

This bill would authorize general obligation bonds for various transportation purposes, pledges a percentage of existing fuel excise taxes and truck weight fees to offset the cost of the bond debt service, and authorizes transportation entities to use a design-build process for contracting on transportation projects. This is the Administration's Infrastructure Bond Proposal. Identical to AB 1838.

**Position:** Monitor

► SB 1431      **AUTHOR:**                    Cox [R]  
**TITLE:**                            Public Contracts: Design-Build Contracting: Cities  
**LAST AMEND:**                04/18/2006  
**LOCATION:**                        Senate Appropriations Committee  
**HEARING:**                        05/01/2006 1:30 p.m.  
**STATUS:**  
04/18/2006                        *In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.*

**COMMENTARY:**

Permits any city with the approval of the city council, *county boards of supervisors, and special districts* to enter into specified design-build contracts in accordance with specified provisions. *Requires that contracts costing more than a specified amount by those cities, counties or districts to be awarded to the lowest responsible bidder.* Requires the Legislative Analyst's Office to report to the Legislature regarding the effectiveness of the design-build program.

**Position:**                        Monitor

► SB 1593      **AUTHOR:**                        Runner G [R]  
**TITLE:**                            Vehicles: Removal: Storage  
**LAST AMEND:**                04/17/2006  
**LOCATION:**                        Senate Judiciary Committee  
**STATUS:**  
04/18/2006                        *From SENATE Committees on TRANSPORTATION AND HOUSING: Be re-referred to Committee on APPROPRIATIONS.*

**COMMENTARY:**

Revises provisions of existing law that requires as part of the conditions under which a vehicle may be removed from private property that a sign of specified dimensions and specified size for lettering conveying specified information be posted on the property. Also requires a towing company to post a \$25,000 bond, to hold a valid motor carrier permit, and to provide copies of the bond and permit to the owner, owner's agent, or person in lawful possession of the private property. Provides for tow company liability.

**Position:**                        Monitor

► SB 1726      **AUTHOR:**                        Lowenthal [D]  
**TITLE:**                            Vehicles: Commercial and Common Carriers: Lamps  
**LAST AMEND:**                04/19/2006  
**LOCATION:**                        Senate Appropriations Committee  
**STATUS:**  
04/25/2006                        *From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.*

**COMMENTARY:**

*This bill would authorize buses, operated by a publicly owned transit system on regularly scheduled service, to be equipped with certain illuminated signs, as specified. The bill would require that the illuminated signs adhere to certain specifications.*

**Position:**                        Monitor

SCA 15      **AUTHOR:**                      McClintock [R]  
**TITLE:**                                  Eminent Domain: Condemnation Proceedings  
**LAST AMEND:**                      08/23/2005  
**LOCATION:**                              Senate Judiciary Committee  
**STATUS:**  
08/30/2005                              In SENATE Committee on JUDICIARY: Failed passage.  
08/30/2005                              In SENATE Committee on JUDICIARY: Reconsideration  
granted.

**COMMENTARY:**  
Amends existing eminent domain law to only allow for private property to be taken  
when it is for a stated public use.  
**Position:**                              Monitor

► SCA 20      **AUTHOR:**                                  McClintock [R]  
**TITLE:**                                  Eminent Domain: Condemnation Proceedings  
**INTRODUCED:**                      01/11/2006  
**LOCATION:**                              Senate Judiciary Committee  
**STATUS:**  
04/25/2006                              *In SENATE Committee on JUDICIARY: Failed passage.*  
04/25/2006                              *In SENATE Committee on JUDICIARY: Reconsideration*  
*granted.*

**COMMENTARY:**  
Amends existing eminent domain law to only allow for private property to be taken  
when it is for a stated public use.  
**Position:**                              Monitor

SCA 21      **AUTHOR:**                                  Runner G [R]  
**TITLE:**                                  State Budget  
**INTRODUCED:**                      01/11/2006  
**LOCATION:**                              Senate Budget and Fiscal Review Committee  
**STATUS:**  
03/02/2006                              In SENATE Committee on BUDGET AND FISCAL REVIEW:  
Heard, remains in Committee

**COMMENTARY:**  
Administration's General Fund GO Bond 6% Debt Cap Proposal  
**Position:**                              Monitor



BOARD COMMITTEE TRANSMITTAL



**May 2, 2006**

**To:** Members of the Board of Directors  
**From:** Wendy Knowles<sup>WKC</sup>, Clerk of the Board  
**Subject:** Federal Legislative Status Report

This item will be considered by the Legislative and Government Affairs/Public Communications Committee on May 4, 2006. Following Committee consideration of this matter, staff will provide you with a summary of the discussion and action taken by the Committee.

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



**May 4, 2006**

**To:** Legislative and Government Affairs/Public Communications  
Committee  
*MUEZ*

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

**Subject:** Federal Legislative Status Report

**Overview**

The Federal Legislative Status Report includes a summary of the fiscal year 2007 federal transportation appropriations process, as well as a status of the Orange County Transportation Authority appropriations request list. In addition, the report provides a summary of the efforts in Congress to reform the process of lobbying disclosure and consideration of project earmarks.

**Recommendation**

Receive and file as an information item.

**Background**

**Status of Fiscal Year 2007 Federal Appropriations Process**

The Orange County Transportation Authority (OCTA) submitted 14 transportation project requests totaling \$97,180,000 to the Orange County Congressional Delegation for consideration in the Fiscal Year 2007 Transportation Appropriations Bill. The deadline for Member offices to submit their requests to the House Appropriations Committee was March 16. OCTA staff is working with Member offices to identify the projects submitted to the Appropriations Committee and to coordinate advocacy efforts to ensure a greater return for Orange County. Attached is a summary of the OCTA project requests, including a notation of which projects were submitted by Member office to the appropriations committee.

In addition, staff is working with the Congressional Delegation to draft a bipartisan letter to U.S. Representative Joe Knollenberg (R-MI), chairman of

the House Transportation Appropriations Subcommittee, in support of the OCTA project request list.

According to OCTA's federal advocates, Chairman Knollenberg indicated that project earmarks will be added to the transportation appropriations bill during the subcommittee mark-up, which is likely to occur over the next several months. This is a change from last year when Congress avoided an omnibus appropriations bill by holding consideration of project earmarks until the House-Senate conference at the end of the appropriations process in order to pass each of the ten appropriations bills independently and on time. The likely change suggested by Chairman Knollenberg is in keeping with lobbying reform proposals currently being debated on both sides of Capitol Hill.

#### Lobbying Disclosure and Earmark Reform

On March 29, the Senate passed by a 90-8 vote, S. 2349, the Legislative Transparency and Accountability Act of 2006, which seeks to increase lobbying disclosure, strengthen ethics rules, and make congressional legislative procedures more transparent.

The Senate bill contains both statutory provisions and changes in Senate rules and procedures. Senate Majority Leader Bill Frist (R-TN) noted that the bill was the first major reform of lobbying rules since the 1995 Lobbying Disclosure Act (LDA).

The new measure would increase lobbying disclosure by requiring quarterly electronic filing and availability of reports required under the LDA. Such reports are now required only twice a year and are not required to be available on the Internet.

With regards to the ethics rules, the Senate bill would impose new restrictions on gifts to senators, as well as privately funded travel by lawmakers and staff. For example, gifts and meals from registered lobbyists generally would be completely banned. The Senate turned back an amendment that would have also banned gifts from organizations that employ lobbyists. Legislative transparency changes in the Senate bill include provisions to require listing of special-project earmarks in bills before they are considered.

The Senate also adopted an amendment to require that information about earmarks in a bill be posted on the Internet. In addition, the amendment requires posting of all House-Senate conference reports on the Internet at least 48 hours before they are considered for passage in the Senate.



On March 16, U.S. Representative David Dreier (R-CA), Chairman of the House Rules Committee, introduced H.R. 4975, the House leadership reform package. This measure emphasizes lobby reform, gift and travel restrictions, and campaign finance reform but is less focused than its Senate companion measure on earmark reform. The House bill does contain earmark disclosure requirements but only with regard to general appropriations bills and not to authorization bills such as the Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU), and not to tax or supplemental appropriations bills.

The entire legislative package still must go through a House-Senate conference and be signed by the President before it takes effect.

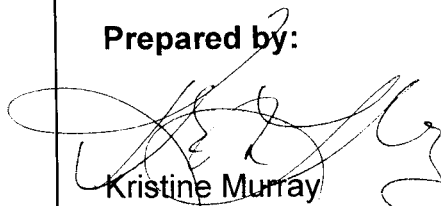
**Summary**

The fiscal year 2007 federal appropriations process is undergoing some changes this year with project earmarks receiving consideration during subcommittee mark-up rather than in the House-Senate conference. Staff and federal advocates are working with the Congressional Delegation to advocate on behalf of OCTA's fiscal year 2007 funding priorities and to draft a bi-partisan letter of support of the OCTA appropriations requests. With regard to lobbying and earmark reform, the Senate passed its comprehensive package and action is still pending in the House. Also attached is the federal report from Scott Baugh (Attachment C).

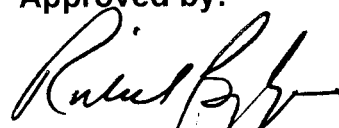
**Attachments**

- A. Summary of OCTA Federal Transportation Appropriations Project List
- B. Orange County Transportation Authority Fiscal Year 2007 Transportation Appropriations Project List
- C. Scott Baugh Federal Report to LGA Committee Thursday, May 4, 2005

**Prepared by:**

  
Kristine Murray  
Manager, Federal Relations  
(714) 560-5906

**Approved by:**

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

Summary of OCTA Federal Transportation Appropriations Project List

Project Name	FY06 Request	FY07 Request	Previous Appropriation/FY	Submitted to Appropriations	Congressional District
<b>HIGHWAYS</b>					
State Route 91 Widening*	\$ 10,000,000	\$ 7,500,000	\$ 1,000,000 /06	Y	40,42,44
SR-91 Truck Storage Lane	\$ 1,000,000	\$ 1,000,000		Y	42,44
I-405 Widening & Improvements	\$ 5,000,000	\$ 1,500,000	\$ 1,500,000 /05	Y	46,28
			\$ 1,000,000 /06		
I-5 & Ortega Highway Interchange Chokepoint	\$ 7,000,000	\$ 5,600,000	\$ 800,000 /04	Y	44,48
I-5 & SR-55 Chokepoint	\$ 8,000,000	\$ 5,000,000		N	48
I-5 South HOV Lane - Phase I	\$ 8,000,000	\$ 12,000,000	\$ 5,000,000 /05	Unconfirmed	44
<b>STREETS AND ROADS</b>					
Bristol Street Widening	\$ 5,000,000	\$ 25,000,000	\$ 750,000 /05	Y	47
			\$ 600,000 /06		
I-5/Gene Autry Way - HOV Ramps		\$ 10,700,000		Unconfirmed	40,47
<b>TRANSIT &amp; GRADE SEPARATIONS</b>					
Grade Separations - Orangethorpe Corridor	\$ 2,000,000	\$ 10,000,000		Y	40
OC Rapid Transit Project**	\$ 5,000,000		\$ 2,184,466 /04	Unconfirmed	
1. Bus Rapid Transit		\$ 5,000,000	\$ 1,500,000 /06	Unconfirmed	40,42,47
2. Metrolink Track Capacity Improvements		\$ 5,000,000		Unconfirmed	
Inter-County Express Bus	\$ 2,000,000	\$ 3,380,000	\$ 1,080,486 /04	N	42,44
ARTIC		\$ 5,000,000		Y	40,42,47
<b>INTELLIGENT TRANSPORTATION SYSTEMS (ITS)</b>					
South County Demo/Signal Synchron		\$ 500,000		N	44,48
<b>Total</b>	<b>\$ 59,000,000</b>	<b>\$ 97,180,000</b>			

\*SR-91 FY07 request includes widening and chokepoint relief from SR-241 to the SR-71

\*\*OC Rapid Transit Project FY07 request includes Bus Rapid Transit and Metrolink Improvements

**Congressional Districts:**

- CA-40 U.S. Representative Ed Royce
- CA-42 U.S. Representative Gary Miller
- CA-44 U.S. Representative Ken Calvert
- CA-46 U.S. Representative Dana Rohrabacher
- CA-47 U.S. Representative Loretta Sanchez
- CA-48 U.S. Representative John Campbell

Orange County Transportation Authority  
Fiscal Year 2007 Transportation Appropriations Project List

**I. HIGHWAYS**

**1. State Route 91, Eastbound Widening from State Route 241 to State Route 71**

This project will add one lane in the eastbound direction of SR-91 from the merge point of SR-241 northbound ramp to SR-91 eastbound, to the eastbound SR-91 connector leading to SR-71. Constructing this project will alleviate the current choke point due to the SR-241 merge to eastbound SR-91. It will also improve the weave to SR-71 from eastbound SR-91. The fiscal year 2007 request would provide funding for the design phase.

Total Project Cost: \$63.1 million  
FY 07 Request: \$7.5 million

**2. State Route 91 Eastbound Truck Storage Lane**

This project would add a storage lane for trucks and provide for merge improvements at the eastbound SR-91 truck scales near Imperial Highway (SR-90). Total funding needed is \$6 million. The fiscal year 2007 request would provide funds for the design phase.

Total Project Cost: \$6 million  
FY 07 Request: \$1 million

**3. Interstate 405 (I-405) Widening and Improvements**

The Orange County Transportation Authority has recently completed a Major Investment Study (MIS) on I-405 between SR-73 and I-605. The fiscal year 2007 request would provide funding for preliminary engineering (Project Study Report) for the project.

Total Project Cost: \$500 million  
FY 07 Request: \$1.5 million

**4. San Diego Freeway (I-5) and Ortega Highway (SR-74) Interchange**

This project proposes to reconstruct the existing San Diego Freeway (I-5) / Ortega Highway (SR-74) interchange in San Juan Capistrano. Constructing this project will facilitate traffic flows and ease congestion along Ortega Highway and the I-5 on/off ramps, accommodate an expected increase in traffic and traffic generated due to adjacent development. The fiscal year 2007 request would provide funds for the design phase.

Total Project Cost: \$ 47.3 million  
FY 07 Request: \$ 5.6 million

Orange County Transportation Authority  
Fiscal Year 2007 Transportation Appropriations Project List

**5. I-5/SR-55 on I-5 between Fourth Street and Newport Avenue and on SR-55 between Fourth Street and Edinger Avenue**

This project would reconstruct the I-5 southbound entrance ramp at First Street to a loop ramp thereby increasing the weaving distance. Also, construct an auxiliary lane extension on southbound 55 through McFadden exit ramp to Edinger which will eliminate the current weaving movement between the I-5 southbound connector and SR-55 southbound McFadden exit ramp. The fiscal year 2007 request would provide funds for the design phase.

Total Project Cost: \$ 43.2 million  
FY 07 Request: \$ 5 million

**6. San Diego Freeway (I-5), Pacific Coast Highway (SR-1) to Avenida Pico**

Phase 1 of this project is to construct the last missing link in the Orange County HOV system in the south county region will connect to the San Diego County HOV lane on I-5. The fiscal year 2007 request would provide funds for the design phase.

Total Project Cost: \$132 million  
FY 07 Request: \$12 million

**II. STREETS AND ROADS**

**7. Bristol Street Widening**

Bristol Street is a major north/south arterial street through the heart of Orange County from the Garden Grove Freeway (State Route 22) on the north to South Coast Plaza at the city's southern city limit. The project includes completion of the widening between 17<sup>th</sup> Street and Warner Avenue. The street will be widened from two to three lanes in each direction and includes landscaped median and parkways/greenbelts, improved intersections, undergrounding of utilities, storm drain improvements, upgraded street lighting, and soundwalls. The fiscal year 2007 request would provide funding for right-of-way acquisition from McFadden Avenue to Pine Street.

Total Project Cost: \$236 million  
FY 07 Request: \$25 million

**8. Interstate 5 at Gene Autry Way – High Occupancy Vehicle Ramps**

This project will complete the High Occupancy Vehicle (HOV) drop ramps at Gene Autry Way in the City of Anaheim. These HOV drop ramps will provide direct access for carpools, public busses, tour busses and other high occupancy vehicles to the Anaheim Resort area. Total funding needed is \$29.2 million. The fiscal year 2007 request would provide funding for construction.

Total Project Cost: \$49.1 million  
FY 07 Request: \$10.7 million

Orange County Transportation Authority  
Fiscal Year 2007 Transportation Appropriations Project List

### **III. TRANSIT & GRADE SEPARATIONS**

#### **9. Orangethorpe Corridor**

The Orangethorpe Corridor is along a five-mile Burlington Northern Santa Fe railroad corridor through the cities of Placentia, Anaheim and Fullerton with 11 at grade crossings. Recent activities include the completion of one grade crossing (Melrose St. in Placentia), closure of 1 crossing (Bradford Ave in Placentia), safety improvements at eight crossings in the City of Placentia, and the construction of a pedestrian bridge (Bradford Ave in Placentia). As part of SAFETEA-LU, both the City of Fullerton and the City of Placentia received funds for grade separation projects in the Orangethorpe Corridor. The fiscal year 2007 request would supplement previous federal funds and assist in completion of the right of way acquisition phase of the selected project in each city.

Total Project Cost: \$500 million  
FY 07 Request: \$10 million

#### **10. Orange County Rapid Transit Project: Bus Rapid Transit Service**

Orange County Transportation Authority Board of Directors approved Implementation of countywide Bus Rapid Transit (BRT) and Bus shuttle services in October 2005. Service begins in 2008 with expectations that BRT services will significantly enhance fixed route service as a permanently integrated package of rapid transit elements. Orange County BRT and shuttle service distribution linkages incorporate four corridors, eleven cities and 70 miles of major arterials connecting Amtrak, Metrolink commuter rail service, major transportation centers, Fortune 500 business centers shuttles, colleges, shopping malls, a regional airport and other activity centers. The fiscal year 2007 request would provide funding for Plans, Specifications and Estimates (PS&E) for the BRT routes and Irvine Business Center Shuttle.

Total Project Cost: \$125 million  
FY 07 Request: \$ 5 million

#### **11. Orange County Rapid Transit Project: Metrolink Track Capacity Improvements**

This project will provide a third main railroad track between Fullerton and Los Angeles Union station and will allow for the operation of additional Metrolink commuter trains and state sponsored intercity rail service trains. This project has cleared the environmental and design phase and is now in the construction phase, with certain segments currently under construction. Eighty-six million dollars in state funds have been allocated and an additional \$73 million in state funds is expected to be available through state and local sources. Governor Schwarzenegger has proposed that this project be fully funded under his recently announced Strategic Growth Plan. The Strategic Growth Plan

Orange County Transportation Authority  
Fiscal Year 2007 Transportation Appropriations Project List

requires approval of the Legislature and California voters. Five million dollars will be used for the next stage of construction in FY 07.

Total Project Cost: \$339 million  
FY 07 Request: \$5 million

**12. Inter-County Express Bus Service**

In fiscal year 2007, OCTA plans to implement Inter-County Express Bus service linking employment centers in Orange County with both eastern Los Angeles County and western Riverside County. These bus routes are 757, 758, and 794. The purchase of vehicles for these services was partly funded by Congressman Gary Miller's fiscal year 2005 federal appropriations earmark of \$1,080,486. In addition to these services, OCTA plans to introduce three additional bus routes along the SR-91 Corridor linking Orange County employment centers with Riverside County. The fiscal year 2007 request would provide funding toward the implementation of all three routes.

Total Project Cost: \$8.4 to \$9.2 million  
FY 07 Request: \$3.38 million

**13. Anaheim Regional Transportation Intermodal Center (ARTIC)**

The ARTIC is an intermodal transportation center located in the City of Anaheim, along the Los Angeles to San Diego (LOSSAN) rail line. The project is bounded by State Route 57, the Santa Ana River, and Katella Avenue, and in close proximity to I-5. ARTIC will serve as a hub for many transit modes providing everything from conventional bus service to planned regional high technology transportation systems. In addition, ARTIC will strategically facilitate the proposed California High Speed Rail alignment, as well as the Anaheim to Ontario International Airport segment of the California-Nevada Interstate Maglev project. This project expands existing transportation infrastructure for Amtrak intercity rail, Metrolink commuter rail, Orange County rapid transit systems, and Anaheim Resort shuttles. OCTA and the City of Anaheim are cooperating on acquiring necessary property with local funds. In fiscal year 2007, OCTA and the City of Anaheim will commence preliminary design.

Total Project Cost: \$245 million  
FY 07 Request: \$5 million

**IV. Intelligent Transportation Systems (ITS)**

**14. South County Demonstration of Intelligent Traffic Signal Synchronization**

OCTA's Technical Advisory Committee is defining an arterial roadway corridor in South Orange County to be the site of a demonstration of traffic signal synchronization, an intelligent transportation systems (ITS) project. The scope of work will be to develop new signal timing plans for up to 60 traffic signals, implement the new timing plans and

Orange County Transportation Authority  
Fiscal Year 2007 Transportation Appropriations Project List

monitor the plans to ensure a coordinated corridor. In fiscal year 2007, OCTA will engage consultant services to develop and implement the full project.

Total Project Cost: \$625,000  
FY07Request: \$500,000

**Total Funding Requested in Fiscal Year 2007: \$97,180,000**

Scott Baugh & Associates  
2 Park Plaza, Suite 100  
Irvine, California 92614

**Federal Report to LGA Committee  
Thursday, May 4, 2006**

- I. Fiscal Year 2007 Transportation, Treasury, Housing and Urban Development Appropriations Bill
  - Working closely with the Orange County Congressional delegation as the transportation appropriations bill moves forward and earmarks are considered;
  - Held a breakfast meeting on Thursday, April 20, with Rep. John Doolittle (R-CA), a member of the House Appropriations Committee.
    - Briefed Rep. Doolittle on Orange County's high priority transportation projects.
  - Making inquiries to bring Transportation Appropriations Committee Chairman Joe Knollenberg (R-MI) to Orange County.
  
- II. OCTA Advocacy – In addition to preparing for the FY07 appropriations process:
  - Conducted regular communications with Orange County Congressional Delegation regarding Measure M.







BOARD COMMITTEE TRANSMITTAL

**May 8, 2006**

**To:** Members of the Board of Directors  
**From:** <sup>WK</sup> Wendy Knowles, Clerk of the Board  
**Subject:** Orange County Metrolink Weekend Service

Transit Planning and Operations Committee

April 27, 2006

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

**Committee Vote**

No action taken on this receive and file item.

**Committee Recommendation**

Receive and file as an information item.



**April 27, 2006**

**To:** Transit Planning and Operations Committee  
**From:** Arthur T. Leahy, Chief Executive Officer  
**Subject:** Orange County Metrolink Weekend Service

### **Overview**

As part of the Metrolink service expansion approved by the Board of Directors on November 14, 2005, and subsequent budget amendment approved on March 23, 2006, the Board of Directors approved funding for the Orange County Metrolink weekend service expected to start in Spring 2006. This report provides a comprehensive overview of the operating and marketing plan for the start-up of Metrolink weekend service in Orange County.

### **Recommendation**

Receive and file as an information item.

### **Background**

The Southern California Regional Rail Authority (SCRRA) operates Southern California's five-county commuter rail system known as Metrolink. Metrolink is a joint powers authority with five agencies representing the counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Metrolink commuter rail operates service primarily Monday through Friday during peak morning and afternoon rush hours with a few midday trains. Two out of seven routes currently operate weekend service in Los Angeles and San Bernardino counties.

Currently, Metrolink operates three lines in Orange County providing 44 daily trains Monday through Friday (Attachment A.) Recent actions by the Board of Directors (Board) approved the start up of new weekend service beginning this spring in Orange County. Attachment B is a table summarizing Board actions taken leading up to the implementation of weekend service on the Orange County and Inland Empire – Orange County (IEOC) lines. In addition to the actions identified in Attachment B, funding for weekend service is included in the proposed fiscal year 2006-07 budget. Full implementation of the Metrolink

Service Expansion, which includes 30-minute service between Laguna Niguel/Mission Viejo and Fullerton, is constrained by equipment availability and capacity along the right-of-way resulting in phasing of service expansion incrementally. Equipment and track capacity are available for weekend service resulting in earlier implementation of weekend and potentially some midday service.

***Discussion***

Operating Plan

Orange County Line

In order to meet the target date for weekend service implementation of June 3, 2006, staff has worked closely with SCRRA. The Orange County Transportation Authority (OCTA) owns the right-of-way in Orange County; however, the Orange County line also operates over a portion of Burlington Northern Santa Fe's (BNSF) right-of-way between Fullerton and Los Angeles. BNSF is currently constructing triple track along their right-of-way, and on-going negotiations are underway between Metrolink, OCTA, and BNSF regarding impacts of the proposed weekend service plan, including train schedules.

The service plan will consist of four round-trips on Saturday and Sunday. Two trains will originate in Oceanside with stops in San Clemente, San Juan Capistrano, Laguna Niguel/Mission Viejo, Irvine, Tustin, Santa Ana, Orange, Anaheim, Fullerton, and two stops in Los Angeles County, with the final destination Los Angeles Union Station. Two additional round trips will originate in San Juan Capistrano. Train schedules are being developed based on several factors, including train crew availability and base location, track capacity, scheduling with Amtrak and BNSF, and various operating and railroad agreements. Train schedules and start date are expected to be finalized in early May.

Inland Empire – Orange County Line

OCTA, in partnership with the Riverside County Transportation Commission (RCTC) and the San Bernardino Associated Governments (SANBAG), will begin year-round weekend service on the Inland Empire – Orange County line. The IEOC service previously known as the Summerlink weekend beach train will be expanded from a weekend summer service to year-round weekend service. Service is scheduled to start on Saturday July 15, 2006, with three proposed round-trips on Saturday and two round-trips on Sunday. On Saturday and

Sunday two trains will originate in San Bernardino making stops at stations: Riverside-Downtown, Riverside-La Sierra, North Main Corona, West Corona, Anaheim Canyon, Orange, Santa Ana, Tustin, Irvine, Laguna Niguel/Mission Viejo, San Juan Capistrano, San Clemente Pier, and a final stop in Oceanside. One additional IEOC train will operate on Saturday only, originating in Oceanside in the morning and returning in the evening from downtown Riverside.

### Ridership

The goal for first-year daily ridership on the Orange County line is approximately 100 passengers per train and 125 passengers per train on the IEOC line. The ridership projection on the IEOC weekend service is slightly higher because this is an extension of the existing Summerlink train which began last year and previously operated as the Beach train.

Currently, Metrolink has existing year-round Saturday weekend service on the San Bernardino and Antelope Valley lines which operate 8 and 4 round-trips respectively. The service began in 1995 with a ridership of approximately 100 riders per train on the San Bernardino line and slightly higher for the Antelope Valley line. Now the San Bernardino line carries approximately 232 passengers per train, and the Antelope Valley line carries approximately 281 passengers per train.

For comparison, average daily ridership on the Orange County line for weekday service is approximately 385 riders per train and 315 riders per train on the IEOC line. The initial goal for ridership for future 30-minute service is approximately 215 riders per train on the Orange County line and 280 on the IEOC line. While the initial 30-minute service per-train ridership goal is lower than current actual usage (due to increased train frequency), the overall annual ridership in the long term is projected to increase by up to 124 percent.

The proposed ridership projections for weekend service in Orange County are conservative but appropriate for a year-round start-up weekend service. Ridership results will be monitored by staff and will be included in the quarterly Metrolink reports to the Board.

### Fare Policy

Metrolink's fare policy currently allows for a reduced weekend fare up to 25 percent off the regular fare. Staff is proposing a special new service introductory promotional fare at a reduced rate of 50 percent off regular fares through December 31, 2006. Fare policy is governed solely by the Metrolink

Board of Directors and may be modified at any time. The Metrolink Board of Directors approval for the special promotional weekend fare is expected on April 21, 2006.

**Marketing Plan**

To introduce the new Metrolink weekend service, a strong, benefit-oriented branding and a key marketing message – “Metrolink Weekends – Opening the Doors for New Adventures” are being developed. In order to create awareness of the new service, a series of advertisements will be placed in mainstream and ethnic newspapers prior to start of service. An introductory promotional fare and a special kick-off event will be implemented to stimulate trial usage.

In addition, free rides will be offered on opening weekend to OCTA bus pass holders (applicable to 7-, 15-, 30-day, and summer youth pass holders). Inserts in The Orange County Register and direct mail will be the key elements used to invite the public to the grand-opening event. To encourage ridership originating from other counties, OCTA will partner with Metrolink corporate and as the weekend service is expanded to the Inland Empire, with RCTC as well. Partnership building with destinations located near Metrolink stations will be conducted to bring added value to the customers. Metrolink weekend riders will be offered a “Fun Guide,” with ideas for weekend trips and special discounts from destination partners.

In addition to the general public, OCTA will promote the new service to the existing OCTA customers through seat drops, newsletters, station signage, bus interior cards, and information posted on the websites.

Stakeholders, community partners, and media will be invited to attend a special event with an inaugural train ride to commemorate the service debut. The media will also be informed through press releases, media briefings, and tours.

***Summary***


Weekend service on the Orange County line is expected to begin June 3, 2006, followed by weekend service on the IEOC line on July 15, 2006. A promotional fare of 50 percent off regular fares will be offered during the introductory period through December 31, 2006. The proposed schedules include four round-trips on the Orange County line, Saturday and Sunday and three round-trips on the IEOC line on Saturday and two on Sunday. Final schedules are being negotiated with BNSF.

---

**Attachments**

- A. Metrolink Lines Serving Orange County
- B. Board Actions for Metrolink Service Expansion

**Prepared by:**



Abbe McClenahan  
Principal Transportation Analyst  
Commuter Rail Services  
(714) 560-5673

**Approved by:**

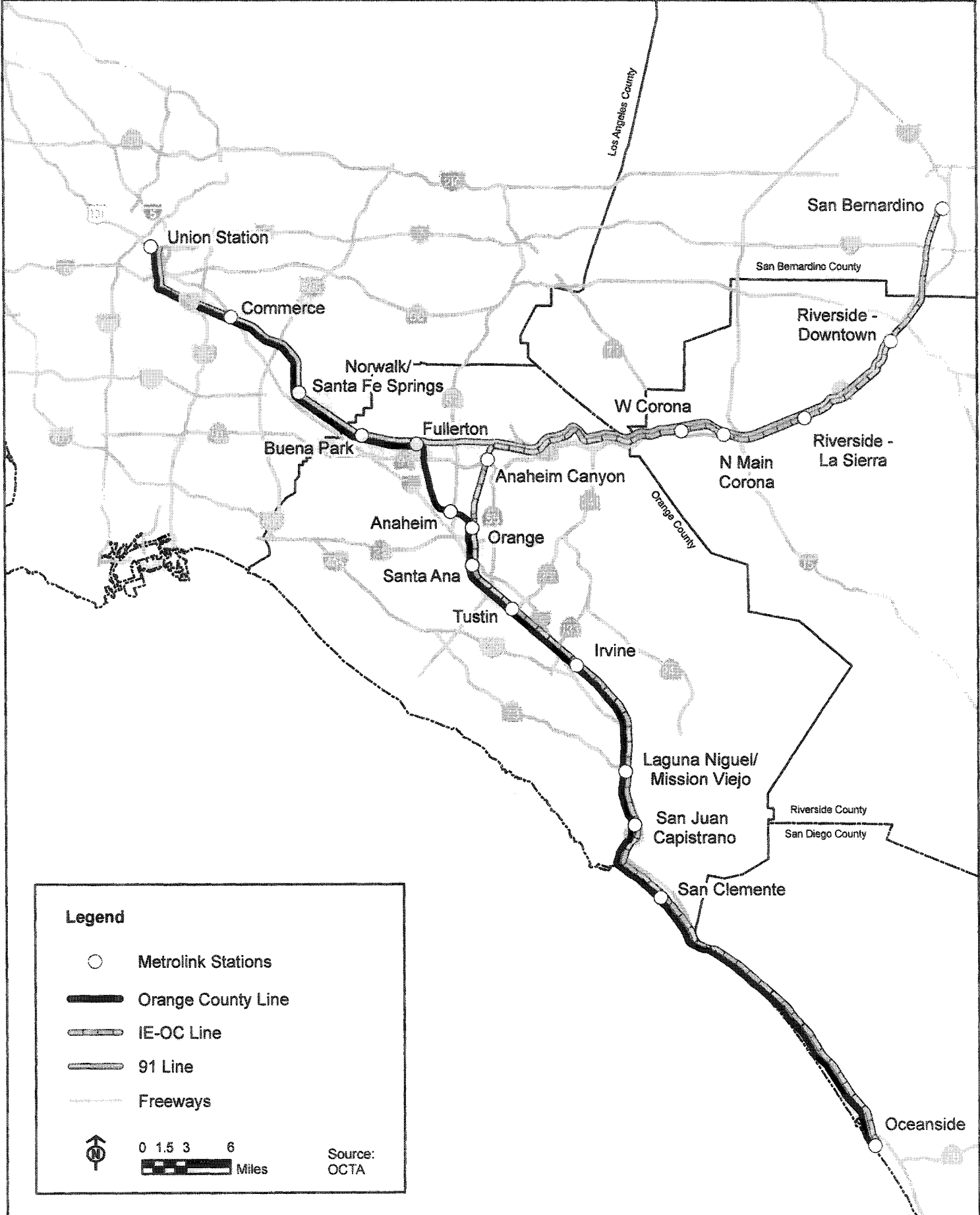


Paul C. Taylor, P.E.  
Executive Director, Planning,  
Development and Commuter Services  
(714) 560-5431



# METROLINK LINES SERVING ORANGE COUNTY

# ATTACHMENT A



**Legend**

- Metrolink Stations
- Orange County Line
- IE-OC Line
- 91 Line
- - - Freeways

0 1.5 3 6 Miles

Source: OCTA



<b>Board Date</b>	<b>Title</b>	<b>Description</b>
June 14, 2004	Commuter Rail Strategic Assessment Findings and Recommendations	Adoption of the Wilbur Smith & Associates Commuter Rail Strategic Assessment recommended service plan and phasing strategy for the three Metrolink lines serving Orange County.
October 13, 2005	Five-Year Program Proposal	Approval of the proposed five-year proposal and refinement of financing plan, including enhancement of existing commuter rail.
November 14, 2005	Metrolink Service Expansion	Implementation of the Metrolink Service Expansion and phasing for a 90% increase in Orange County trains by 2009.
November 28, 2005	Comprehensive Funding Strategy and Policy Direction, and Adoption of the 2006 State Transportation Improvement Program	Approve use of Measure M Transit funds for the Metrolink Expansion.
January 23, 2006	Metrolink Semi-Annual Update and Locomotive Procurement	Approve staff to direct SCRRA to acquire seven locomotives to support the Metrolink Expansion.
March 27, 2006	Metrolink Quarterly Update	Amend fiscal year 2005-06 budget to allocate funds for start of weekend service in Orange County.
March 27, 2006	Fiscal Year 2006 Comprehensive Business Plan	Approval of OCTA's 2006 Comprehensive Business Plan includes financial impact of Metrolink weekend, midday and 30 minute service

# Orange County Metrolink Weekend Service

Transit Planning and Operations  
Committee  
April 27, 2006



## Metrolink Weekends

- **Goals:** Develop awareness and stimulate trial use
- **Marketing Strategies**
  - Brand the new weekend service
  - Conduct "teaser" campaign prior to the service
  - Encourage new trials with incentives – promotional fare and special events
  - Develop on-going partnership with destinations and special events



# Metrolink Weekends

Target Audiences	Tactics
Current OCTA Customers	Seat drops, website, bus interiors ads, newsletters, station signage, etc.
OC Residents	OC Register inserts, direct mail, teaser ads, bus advertising, public kick-off event
Riverside and LA Residents	Partner with RCTC and MTA
Stakeholders	A kick-off VIP event
Media	Press releases, media briefings and tours

3



# Metrolink Weekends



Print Countdown Teaser Ads

4



## Metrolink Weekends



Ongoing Print Ads

5



## Metrolink Weekends



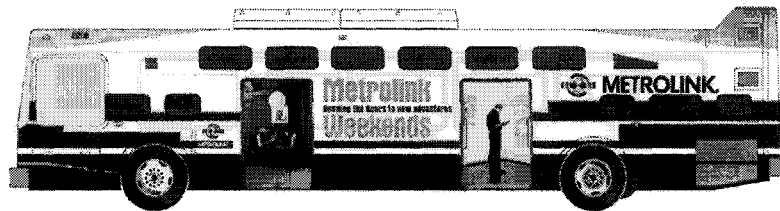
Post Card

6



# Metrolink Weekends

---



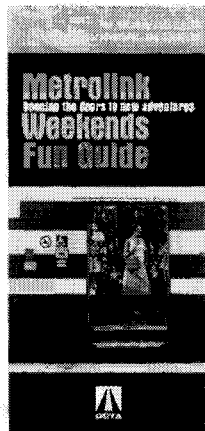
Bus-Wrap Advertising

7



# Metrolink Weekends

---



Fun Guide

8







BOARD COMMITTEE TRANSMITTAL

May 8, 2006

**To:** Members of the Board of Directors  
**From:** <sup>WK</sup> Wendy Knowles, Clerk of the Board  
**Subject:** Amendment No. 3 to Cooperative Agreement with City of Irvine for Parking Expansion at the Irvine Transportation Center

Transit Planning and Operations Committee

April 27, 2006

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

**Committee Vote**

This item was passed by all Committee Members present.

**Committee Recommendation**

Authorize the Chief Executive Officer to execute Amendment No. 3 to Cooperative Agreement C-3-0628, between the Orange County Transportation Authority and the City of Irvine, in an amount not to exceed \$24,900,000, for design and construction of a 1,500-space parking structure; of which \$20,000,000 is conditional upon the approval by the California Transportation Commission of Orange County Transportation Authority's Fiscal Year 2006-11 State Transportation Improvement Program.



**April 27, 2006**

**To:** Transit Planning and Operations Committee  
**From:** Arthur T. Leahy, Chief Executive Officer *ATL/EJ*  
**Subject:** Amendment No. 3 to Cooperative Agreement with City of Irvine for Parking Expansion at the Irvine Transportation Center

**Overview**

On October 8, 2003, the Orange County Transportation Authority Board of Directors approved a cooperative agreement with the City of Irvine in the amount of \$450,000, to provide funds for the preparation of plans for a new parking structure. An amendment is proposed to authorize funds for completion of design and construction of a 1,500-space parking structure in accordance with the Metrolink expansion plans.

**Recommendation**

Authorize the Chief Executive Officer to execute Amendment No. 3 to Cooperative Agreement C-3-0628, between the Orange County Transportation Authority and the City of Irvine, in an amount not to exceed \$24,900,000, for design and construction of a 1,500-space parking structure; of which \$20,000,000 is conditional upon the approval by the California Transportation Commission of Orange County Transportation Authority's Fiscal Year 2006-11 State Transportation Improvement Program.

**Background**

The Irvine Transportation Center (ITC) is a multi-modal transportation center anchored by the train station which provides Metrolink commuter rail and Amtrak inter-city passenger service. It also serves as a base for the University of California, Irvine's hybrid and electric station cars that are net-enabled dispatched (Zev-Net), and a small fleet of private rental cars (Enterprise). The ITC is a terminal stop for Orange County Transportation Authority (OCTA) bus service, including future bus rapid transit (BRT); Spectrumotion shopper's shuttle, and taxi service. The City of Irvine's (City) development plans for the ITC include an advanced transportation system intended to serve the neighboring Great Park, a regional destination that is also now in development



planning. The ITC is the cornerstone of a 25-acre master-planned, transit-oriented development. The master plan calls for multiple parking facilities, including one to be built along Barranca Parkway on the existing ITC site to accommodate up to 1,500 cars. This amendment will enable the City to proceed with the completion of design and construction for the 1500-space facility, where there presently exists only 540 spaces of surface parking.

***Discussion***

On October 8, 2003, OCTA entered into Cooperative Agreement C-3-0628 (Agreement) with the City to fund up to \$450,000, for the preparation of plans, specifications, and cost estimates (PS&E) for the construction of a new parking structure.

Initially a phased implementation was planned for designing the parking structure. However, several factors arose that modified that approach to the current plan. In the summer of 2005, OCTA's Board of Directors (Board) approved the Metrolink expansion plan, which includes expansion of parking at the ITC compatible with increased weekday and weekend service. At the same time, there was significant progress on the development planning of both the 25-acre transit-oriented development (with Lennar) and the Great Park.

Phased implementation of the parking structure construction, as previously considered, would actually incur a cost premium and protract disruption to critical parking operations. Together, these factors justified building out, in one single phase, the parking structure to provide the full 1,500-space capacity. Full funding of 1,500 spaces was included in the Comprehensive Funding Strategy and Policy Direction adopted by the Board in November 2005.

In the current Agreement, the City serves as the project sponsor to manage the project. The City is responsible for designing and constructing along with the operation and maintenance of the parking structure facility. OCTA provides the funds for the project's implementation and reimburses the City for its design and construction costs. The City provides the local "soft match" in the fair market value (FMV) of a portion of the land that was originally deeded to the City from The Irvine Company as a condition of the City's granting a permit for the Spectrum development project.

The contribution of land by the City to the parking structure project is comprised of the land area on which the parking structure is built, plus the land area apportioned for access and circulation, and the land area of the temporary

surface parking lot developed for transitional parking during the new parking structure construction.

*Fiscal Impact*

The funding plan for the project is as follows:

<b>Funding Source</b>	<b>Amount</b>
Congestion Mitigation and Air Quality Improvement Program (CMAQ), for Design and Construction	\$2,400,000
Federal Transit Administration FTA 5309 (b) New Starts, for Construction Only	\$2,500,000
State Transportation Improvement Program (STIP), for Construction Only	\$20,000,000
<b>Total</b>	<b>\$24,900,000</b>

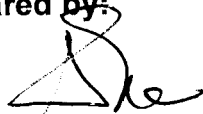
**Summary**

Staff recommends approval of Amendment No. 3 in the additional amount of \$24,450,000 to Cooperative Agreement C-3-0628 with the City of Irvine, thus bringing the total not-to-exceed cap to \$24,900,000. Of this amount, authorization of \$20,000,000 is conditional upon the approval by the California Transportation Commission of OCTA's 2006 STIP proposal. The amendment will enable the City to proceed with design of the 1,500-space parking structure in order to meet a targeted construction completion date of October 2007.

**Attachment**

- A. City of Irvine - Cooperative Agreement C-3-0628 Fact Sheet

**Prepared by:**



Anh-Tuan Le, PE  
Senior Civil Engineer  
Planning Development and Commuter  
Services  
(714) 560-5492

**Approved by:**



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

## ATTACHMENT A

### **City of Irvine Cooperative Agreement C-3-0628 Fact Sheet**

1. October 28, 2003, Cooperative Agreement C-3-0628, approved by Board of Directors, for \$450,000.
  - City prepares plans, specifications, and cost estimates (PS&E) for new parking structure.
2. August 24, 2004, Amendment No. 1 to Cooperative Agreement C-3-0628, executed by Contracts Administration and Materials Management department .
  - Extends expiration date from September 30, 2004, to September 30, 2005.
3. October, 2005, Amendment No. 2 to Cooperative Agreement C-3-0628, approved to City for its execution.
  - Extends the expiration date of September 30, 2005, to September 30, 2006.
4. April 17, 2006, Amendment No. 3 to Cooperative Agreement C-3-0628 pending approval by Board of Directors.
  - Extends expiration date from September 30, 2006, to December 31, 2007.
  - Additionally allocates \$24,450,000 to increase budget cap from \$450,000 to \$24,900,000 to provide full funding for completion of detail design and construction of a 1500-space parking structure, in accordance with City of Irvine's development master plan for the Irvine Transportation Center.

Total committed to City of Irvine, Cooperative Agreement C-3-0628, a not-to-exceed amount of \$24,900,000.





BOARD COMMITTEE TRANSMITTAL

**May 8, 2006**

**To:** Members of the Board of Directors  
**From:** <sup>WK</sup> Wendy Knowles, Clerk of the Board  
**Subject** Agreement for On-Call Geographic Information Systems Services

Regional Planning and Highways Committee

May 1, 2006

**Present:** Directors Cavecche, Correa, Dixon, Green, Monahan, Norby, Ritschel, and Rosen  
**Absent:** None

**Committee Vote**

This item was passed by all Committee Members present.

Vice Chair Cavecche was not present to vote.

**Committee Recommendation**

Authorize the Chief Executive Officer to execute agreements between the Orange County Transportation Authority and the firms identified in this report, in an amount not to exceed \$550,000, for a two-year contract covering fiscal years 2006-07 and 2007-08, for on-call geographic information system support, contingent on approval in the fiscal year 2006-07 budget.



**May 1, 2006**

**To:** Regional Planning and Highways Committee  
**From:** Arthur T. Leahy, <sup>PL</sup> Chief Executive Officer  
**Subject:** Agreement for On-Call Geographic Information System Services

### **Overview**

As part of the Orange County Transportation Authority's Proposed Fiscal Year 2006-07 Budget, it will be recommended that the Board of Directors approve consultant services for geographic information system support. Offers were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.

### **Recommendation**

Authorize the Chief Executive Officer to execute agreements between the Orange County Transportation Authority and the firms identified in this report, in an amount not to exceed \$550,000, for a two-year contract covering fiscal years 2006-07 and 2007-08, for on-call geographic information system support, contingent on approval in the fiscal year 2006-07 budget.

### **Background**

Strategic Planning's Geographic Information System (GIS) Section serves as an enterprise-wide resource for maps, data, project analyses, and information products across the entire agency. Recent examples of major Orange County Transportation Authority (OCTA) projects where GIS services were employed include the 2006 Long-Range Transportation Plan, Master Plan of Arterial Highways, Combined Transportation Funding Program's Call for Projects, and each fixed-route bus service change. In addition to major projects, the GIS Section responds to numerous requests for transportation information on an ongoing basis. The GIS Section produced over 1,500 maps and related information products in calendar year 2005.

Professional services are relied upon to provide the current level of service. Consistently, over the past several years, approximately 40 percent of the GIS Section's resources have been on-site consultants. In addition to staff

augmentation, consultants are engaged to assist with time-critical assignments and to perform activities that require specialized skills and capabilities, such as GIS-based Web site activities, software application, and database design and development. All work will be competitively issued through Contract Task Orders.

***Discussion***

This procurement was handled in accordance with OCTA's procedures for professional and technical services. In addition to cost, many other factors are considered in an award for professional and technical services. Therefore, the requirement was handled as a competitive negotiated procurement. Award is recommended to the firms 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 December 27, 2005, and January 3, 2006, in a newspaper of general circulation, and on CAMMNET. On December 27, 2005, an electronic notice was sent to 1,157 firms registered on CAMMNET. A single addendum was issued on January 13, 2006, to respond to questions.

On January 27, 2006, 12 offers were received. An evaluation committee composed of staff from Planning and Analysis, Information Systems, Service Planning and Customer Advocacy, and Contracts Administration and Materials Management was established to review all offers submitted. The offers were evaluated on the basis of qualifications of the firm, staffing and project organization, work plan, and price. Based on their findings, the evaluation committee recommends the following firms to the Regional Planning and Highways Committee for consideration of an award:

Firm and Location

ACT Consulting Engineers, Inc.  
Irvine, California

AMEC Earth and Environmental, Inc.  
San Diego, California

GeoSpatial Technologies, Inc.  
Santa Ana, California

Psomas  
Riverside, California

These four firms are recommended for award after the evaluation committee discussed the strengths and weaknesses of each proposal and interviews were conducted with a short list of firms. Each proposal was scored according to criteria set forth in the Request for Proposals.

**Fiscal Impact**

The project is proposed for approval in OCTA's Fiscal Year 2006-07 Budget, Strategic Planning Division, Accounts 0010, 2955, and 1553, and the first year will be funded through Measure M, bus operating funds, and the department general fund. The funding source for the second year of the contract term will be determined during the fiscal year 2007-08 budgeting process.

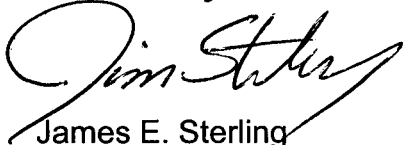
**Summary**

Based on the information provided, staff recommends award of agreements to the four firms identified above, in an amount not to exceed \$550,000, for on-call geographic information system services.

**Attachment**

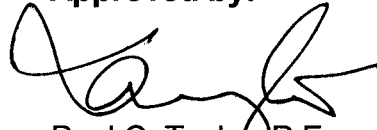
None.

**Prepared by:**



James E. Sterling  
Section Manager, Geographic Information  
Systems  
(714) 560-5684

**Approved by:**



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







BOARD COMMITTEE TRANSMITTAL

**May 8, 2006**

**To:** Members of the Board of Directors  
**From:** Wendy Knowles, Clerk of the Board  
**Subject:** Award of Construction Contract for Americans with Disabilities Act Bus Stop Modifications (Phase 3, Construction Package 7)

Transit Planning and Operations Committee

April 27, 2006

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

**Committee Vote**

This item was passed by all Committee Members present.

**Committee Recommendation**

Authorize the Chief Executive Officer to execute Agreement C-6-0104, between the Orange County Transportation Authority and LH Engineering Company, Inc., the lowest responsive, responsible bidder, in an amount not to exceed \$805,000, for Americans with Disabilities Act Bus Stop Modifications in the Cities of Huntington Beach, Costa Mesa, and Seal Beach.



**April 27, 2006**

**To:** Transit Planning and Operations Committee  
**From:** Arthur T. Leahy, <sup>AL</sup> Chief Executive Officer  
**Subject:** Award of Construction Contract for Americans with Disabilities Act Bus Stop Modifications (Phase 3, Construction Package 7)

**Overview**

As part of the Orange County Transportation Authority's Fiscal Year 2005-06 Budget, the Board approved construction of Americans with Disabilities Act improvements at Orange County Transportation Authority's bus stops countywide. Bids were received in accordance with the Orange County Transportation Authority's public works procurement procedures. Board approval is requested to execute an agreement.

**Recommendation**

Authorize the Chief Executive Officer to execute Agreement C-6-0104, between the Orange County Transportation Authority and LH Engineering Company, Inc., the lowest responsive, responsible bidder, in an amount not to exceed \$805,000, for Americans with Disabilities Act Bus Stop Modifications in the Cities of Huntington Beach, Costa Mesa, and Seal Beach.

**Background**

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

Of the 6,000 bus stops, 4,910 or 82 percent have been completed. The remaining 1,090 are scheduled to be completed by June 2007.

The third phase of the BSAP is underway and engineering design is nearly complete for the remaining stops. Invitation for Bids (IFB) are planned to be issued incrementally for the remaining construction packages. A total of 12 packages are anticipated to be issued in Phase 3. This approach will allow the construction of ADA bus stop improvements to occur sooner and will provide more contracting opportunities with the Authority. This phase will address the remaining 3,000 stops in the County with an estimated cost of \$7.5 million. Phase 3, Construction Package 7 will improve 94 intersections in the Cities of Huntington Beach, Costa Mesa, and Seal Beach. Completion of Phase 3 will bring all bus stops into ADA compliance.

***Discussion***

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

On February 28, 2006, IFB 6-0104 was released and posted on CAMMNET and an electronic notification was sent to 442 firms. The project was advertised on March 3 and March 6, 2006, in a newspaper of general circulation. Addendum No. 1 was issued on March 20, 2006, to address administrative issues. On March 28, 2006, three bids were received. The apparent low bidder, Amtek Construction, Inc., withdrew their bid. The remaining two bids were reviewed by staff from Construction & Engineering and Contracts Administration and Materials Management to ensure compliance with the terms and conditions, specifications, and drawings. The Labor Relations and Civil Rights Division reviewed the bids for compliance with the Disadvantaged Business Enterprise (DBE) goal. The Authority's DBE goal of 15 percent was met.

Listed below are the two lowest bids received. State law requires award to the lowest responsive, responsible bidder.

<u>Firm and Location</u>	<u>Bid Price</u>
L.H. Engineering Company, Inc. Anaheim, California	\$805,000
C.J. Construction, Inc. Whittier, California	\$835,000

---

**Fiscal Impact**

This project was approved in the Authority's Fiscal Year 2005-06 Construction & Engineering Budget, Account 0051-9084-A4201-L99, and is funded by BSAP Program Funds through Federal Transit Transportation Equity Act, Transportation Development Act Article 3, and Grant CA-90-4349, the Fiscal Year 2006 Formula Grant.

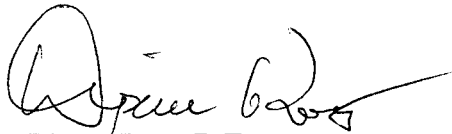
**Summary**

Staff has reviewed all bids received and recommends approval of Agreement C-6-0104 in the not-to-exceed amount of \$805,000, with LH Engineering Company, Inc., the lowest responsive, responsible bidder, for construction of ADA Bus Stop Modifications (Phase 3, Construction Package 7) in the Cities of Huntington Beach, Costa Mesa, and Seal Beach.

**Attachment**

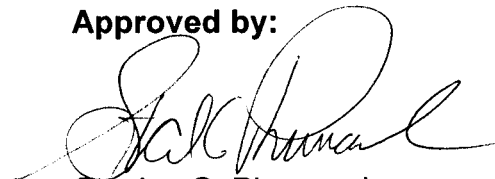
None.

**Prepared by:**



Dipak Roy, P.E.  
Senior Project Manager  
(714) 560-5863

**Approved by:**



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





**May 8, 2006**

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

**Overview**

Staff has prepared a Measure M progress report for the first quarter of 2006. This is a regular report that highlights the Measure M projects and programs currently under development.

**Recommendation**

Receive and file as an information item.

**Background**

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

**Discussion**

This quarterly report updates progress in implementing the Measure M Expenditure Plan during the first quarter of 2006 (January through March). Highlights and accomplishments of work-in-progress for freeway, streets and roads, and transit programs along with expenditure information are presented for Board review.

**Freeway Program**

Prior Measure M construction projects along the Santa Ana Freeway (Interstate 5), Costa Mesa Freeway (State Route 55), and the Riverside

Freeway (State Route 91) are essentially complete with the California Department of Transportation (Caltrans) continuing to negotiate final change orders and claims. The OCTA continued full-scale implementation of the Garden Grove Freeway (State Route 22) design-build project. The following are highlights and major accomplishments along each of the freeway corridors:

#### Interstate 5 (I-5), South Projects

Measure M provided funding for several high occupancy vehicle lanes and related improvement projects along the I-5 between El Toro Road and Pacific Coast Highway. These projects included soundwalls for noise mitigation and were completed some time ago. Because of certain physical constraints, some areas did not receive a soundwall under the original construction contract. One of those areas remaining is the Aliso Creek community in the City of Laguna Hills (City).

The Aliso Creek soundwall project was approved by the Board on October 17, 2002. This project involves the construction of a soundwall along southbound I-5 between Los Alisos Boulevard and Alicia Parkway. On January 1, 2006, the Board approved the execution of a cooperative agreement between OCTA and the City, in the amount of \$1,376,000, for the design and construction of the soundwall.

In accordance with the cooperative agreement, the City is acting as the lead agency in the preparation of the plans, specifications and estimates, as well as the eventual construction and construction management of the project. The design is in process and is currently scheduled to be complete in July 2006. The construction phase is anticipated to begin in the fall of 2006.

In addition to the approval of the agreement with the City, the Board also approved an increase to the Measure M portion of the 1996 Freeway Strategic Plan budget. In response to this, the Measure M freeway program budget and estimate-at-completion have been increased by \$1,485,000, to include the costs of the previously completed feasibility study, as well as the design, construction, and construction management of the Aliso Creek soundwall. These changes are now reflected in Attachment B.

#### I-5, North Projects

Construction on the 13 I-5 projects from State Route 22 (SR-22) to just north of the I-5/State Route 91 (SR-91) Interchange originally began in December 1996 and was substantially completed by the end of December 2000 as scheduled. Caltrans is responsible for the negotiating of final construction quantities, change



orders, and construction claims for all of the completed I-5 projects. The negotiation work continued during the report period. The total anticipated Measure M construction payments are currently estimated at \$235.6 million, which includes an allowance of approximately \$5 million to settle outstanding change orders and construction claims.

#### I-5, Gateway Project

The two-mile stretch of the I-5, from just north of the I-5/SR-91 Interchange to the Los Angeles County line, is the last phase of the I-5 in Orange County to be improved. The total project cost was previously estimated at \$251 million, with \$178.9 million funded through Measure M and \$72.1 million through State Transportation Improvement (STIP) funds; however, this estimate has now been revised.

The freeway widening construction package was advertised by Caltrans and bids were opened on February 9, 2006, in accordance with the Caltrans procurement process. The apparent low bid for the construction package came in at \$193.4 million, which is 25 percent greater than the previous estimate. On February 27, 2006, the Board approved a revised funding plan and project estimate that increased the total project cost to \$314.3 million, with STIP funding increased to \$105.1 million, and an additional \$30.3 million in Congestion Mitigation and Air Quality (CMAQ) funds. The additional STIP and CMAQ funding will cover the increases to the project estimate, thereby keeping the Measure M funding contribution at the original \$178.9 million. With no increase to the Measure M funding, the Measure M freeway program budget and estimate-at-completion, as reflected in Attachment B, remain the same.

The revised funding plan allowed the procurement of the construction contract to proceed. The prime construction contract is scheduled to be awarded in April 2006.

In conjunction with the start of construction activities, the necessary advance work for the relocation of the various utilities is still in progress. The work associated with the relocation of the Union Pacific Railroad storage track continues. Coordination meetings with the various utility companies impacted by the construction continued throughout the report period.

The acquisitions and documentation necessary for the initial right-of-way certification have been completed. In addition to the coordination meetings with the various partner cities and agencies, OCTA continues to meet with the local businesses that will be affected to varying degrees by the project. These

advance meetings are being held in an effort to mitigate any potential issues before they occur.

#### SR-22

On August 23, 2004, the Board approved awarding the SR-22 design-build contract to Granite-Meyers-Rados (GMR). Actual construction activities began October 5, 2004. The contract requires substantial completion within 800 calendar days after the Notice-to-Proceed, or November 30, 2006.

The previously Board approved overall project budget for the SR-22 project was \$495 million. This included approximately \$397 million for the design-build contract with GMR and \$98 million in other program costs. On April 10, 2006, the Board approved changes to the project budget that incorporated the costs associated with additional project improvements, updated seismic standards, city and Board requested enhancements, and increased right-of-way expenses. The total Board approved increase to the project budget was \$54.6 million, including all funding sources, which now brings the overall project budget to \$549.6 million.

Additionally, the Board approved the amendment of the previous Measure M funding budget, reducing it from \$321.4 million to \$244.6 million. The previously approved Measure M funding budget included funds to cover potential shortfalls in the State Transportation Congestion Relief Program (TCRP). This change takes into account the restoration of OCTA's final TCRP allocation request of \$123.7 million, as well as the \$46.9 million increase to the Measure M funding allocation. This results in a net decrease to the Measure M Expenditure Plan; however, as this change took place after the report period, the reduction will not be reflected in the Measure M freeway program budget and estimate-at-completion, as shown in Attachment B, until the second quarter of 2006.

Progress on the SR-22 advanced significantly during the report period with the overall effort now 69.1 percent complete. Design is now 99.8 percent complete and construction 63.4 percent complete. At the end of the report period, 556 contract days have elapsed with 244 days remaining.

Outstanding construction activities continued during the report period. Asphalt and concrete paving continue at various locations throughout the project limits. The wet and dry utility relocations continued to advance. During the report period all Southern California Edison relocations were completed. All other utility company relocations continue to keep pace with the aggressive construction schedule.

Work on the various bridge structures continues to progress rapidly. Pile-driving for the structures continues with four pile-driving rigs in operation simultaneously at various bridge locations. The pile-driving effort remains ahead of schedule. The design work for all bridge structures has now been completed and released for construction. Out of the 33 bridges, 30 are currently under construction. Of the entire bridge construction effort, a total of 63 percent of it is currently completed.

To secure the required right-of-way for the SR-22 project, OCTA will need to obtain an interest in an estimated 57 individual parcels, comprised of two full-take and 55 partial-take acquisitions. A total of 41 parcels have now been acquired, two are in escrow, five have been verbally accepted, and the remaining nine are in varying stages of negotiation. Currently, OCTA does have legal possession of all 57 parcels required for the project. This allows work to continue while staff pursues negotiations and works with property owners to purchase the land throughout the eminent domain proceedings.

#### Street and Roads Programs

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

During the first quarter of 2006, the CTFP contributed approximately \$440,000 for street and road improvements. Payments were made to the Cities of Seal Beach, Anaheim, Fullerton, Costa Mesa, and the County of Orange for various improvements to intersections, signals, and other projects.

#### Transit Programs

##### Commuter Rail

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

Commuter rail service in Orange County includes three routes: the Orange County (OC) Line operating from Oceanside to downtown Los Angeles, the Inland Empire – Orange County (IEOC) Line, serving passengers who travel from San Bernardino and Riverside to Orange County, and the 91 Line operating from Riverside to downtown Los Angeles via Fullerton. The OC Line provides 19 weekday trips between Orange County and Los Angeles, including two reverse-commute roundtrips that offer service from Los Angeles to employment centers in Orange County. The IEOC Line service provides 16 weekday trips and the 91 Line provides nine weekday trips. In addition, under the Rail 2 Rail program, monthly pass holders are allowed to ride Amtrak trains providing weekday and up to 22 weekend trains for Orange County riders at no additional charge.

In the Spring of 2006 the OC Line will begin weekend service with four round trips on Saturday and Sunday from Orange County to Los Angeles. In the Summer of 2006 the "Summerlink" weekend beach trains will be expanded from a summer service to a year round weekend service on the IEOC Line.

The expansion of the Rail 2 Rail program continues. Through the combined efforts of OCTA, Caltrans, Metrolink, and Amtrak, the Metrolink service area will be making a number of improvements. Currently, this program allows only those with a monthly Metrolink Pass to ride Amtrak trains within the service area at no additional fee; however, OCTA has continued to work with the various stakeholders to expand this program to a new ten-trip ticket program. This new Amtrak ten-trip ticket will be usable on Metrolink trains in the service area. This effort has been on-going for some time and is currently undergoing quality assurance testing, in addition to audit compliance for new privacy and security requirements imposed by the Visa and MasterCard corporations.

Other improvements to commuter rail service in Orange County are both planned and in process. Passenger improvements to the Santa Ana Station were placed under contract in the fourth quarter of 2004. A pedestrian overpass and improved platforms are currently under construction and expected to be complete in second quarter of 2006. A railroad bridge upgrade project is also underway to replace some older bridges and to provide upgrades to others. This effort is being undertaken to ensure that the future needs of Metrolink service in Orange County are met, and are anticipated to be complete by the fourth quarter of 2006. Additionally, the Santa Ana double track project is getting underway, with the construction set to begin in May 2006. Once completed, the double track project will improve the on-time performance of trains and allow for additional service expansion in the future.

The OCTA Board approved the Metrolink Service Expansion, including trains every 30 minutes between Laguna Niguel/Mission Viejo and Fullerton. This service expansion is expected for full implementation by the fourth quarter of 2009 or the first quarter of 2010.

Another significant improvement to Orange County's commuter rail service will be the addition of the Buena Park Intermodal Commuter Rail Facility (BPIF). The BPIF is the last station to be built in the Metrolink OC Line, and will provide commuters with convenient bus and rail connections. The facility encompasses a 3.5 acre site located at Lakeknoll Drive and Dale Avenue in the City of Buena Park.

During the report period, the City of Buena Park continued to take the lead in managing the project's construction, and OCTA continued to provide project management oversight and technical assistance. The preliminary site work and foundation construction began in January 2006, and the overall project continues to progress. Project completion is now scheduled for February 2007.

In the first quarter of 2006, Metrolink ridership in Orange County experienced continued growth on all three lines. The OC Line, including the Metrolink Riders on Amtrak trains under the Rail 2 Rail program, averaged 7,444 daily passengers, which represents a 7 percent increase over the first quarter of 2005. The IEOC Line averaged 3,838 daily riders, a 15 percent increase over the first quarter of 2005. The 91 Line averaged 2,173 riders, a 10 percent increase over the first quarter of 2005.

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

#### Five-Year Program (Formerly The CenterLine Light-Rail Project)

On October 14, 2005, the Board voted to cease all efforts towards The CenterLine Light-Rail Project and approved a Five-Year Program that included improvements to all modes of transportation. Activity for the report period related to the on-going implementation of the Five-Year Program, and included a presentation to the Board on the proposed framework for a competitive grant program. This program will be related to funds set aside for the city-initiated Metrolink extensions. Additionally, two workshops were held to introduce the cities to the proposed process and to solicit their comments and reactions. A Request for Proposals for a project management consultant for the

Metrolink Expansion Plan was released in March 2006. Interviews have been held and a selection recommendation is scheduled to be brought before the Board later this year.

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

In February 2001, the construction began on the second phase of the Interstate 405 (I-405)/SR-55. Currently, the construction cost is estimated at \$63.3 million. Currently, the project closeout is on-going, with Caltrans negotiating the outstanding change orders and construction claims.

Another project involving the I-405/SR-55 Interchange is currently ongoing. The I-405/SR-55 Interchange project originally provided for minimal landscaping at the I-405/Bristol Street interchange and for the protection of the existing landscaping at the SR-55/MacArthur Boulevard interchange. Heavy use of these areas for construction staging made it difficult to maintain the existing landscaping during the four years of construction that were involved in both phases of the I-405/SR-55 Interchange project. Consequently, the landscaping conditions at these two interchanges deteriorated to a point not originally anticipated.

On October 14, 2005, the Board approved the execution of cooperative agreements with the Cities of Santa Ana and Costa Mesa, for a follow on landscape project to provide complete landscaping throughout the affected areas. It was agreed that OCTA would fund the project and the Cities of Santa Ana and Costa Mesa would be responsible for implementation of all elements of work. Currently, the project is being coordinated with Caltrans, who will be responsible for the design effort. The design is anticipated to begin sometime during the second quarter of 2006, with the construction schedule to be determined by the Cities of Santa Ana and Costa Mesa.

The project costs are estimated at \$1,343,000, with the Cities of Santa Ana and Costa Mesa being responsible for providing OCTA with detailed monthly expenditure reports for the entire duration of the project.

#### Financial Status

As required in Measure M, all Orange County eligible jurisdictions receive 14.6 percent of the sales tax revenue based on population ratio, Master Plan of Arterial Highways miles, and total taxable sales. There are no competitive criteria to meet, but there are administrative requirements, such as having a Growth Management Plan. This money can be used for local projects as well as ongoing

---

maintenance of local streets and roads. The total amount of Measure M turnback funds distributed since program implementation is \$399 million. Distributions to individual agencies, from inception to-date and for the report period, are detailed in Attachment A.

Net Measure M expenditures through December 31, 2005, total \$2.552 billion. Net expenditures include project specific reimbursements to Measure M from cities, local agencies, and Caltrans. Total net tax revenues consist primarily of Measure M sales tax revenues and non-bond interest minus estimated non-project related administrative expenses through 2011. Net revenues, expenditures, estimates-at-completion, and summary project budgets, per the Measure M Expenditure Plan, are presented in Attachment B. The basis for project budgets within each of the Expenditure Plan programs is identified in the notes accompanying Attachment B.

#### **Budget Variances**

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

The estimate-at-completion for the I-5 between the I-5/I-405 Interchange and the City San Clemente was increased by approximately \$1.4 million. This is related to the inclusion of the Aliso Creek Soundwall project subsequent to Board approval of the project.

As discussed in previous reports, all OCTA staff costs are now included in the Estimate at Completion and To Date Net Project Cost columns as represented in Attachment B. In line with that, the overall freeway program estimate-at-completion has been revised by \$366,000, to again reflect this inclusion. The \$366,000 reflects the project related staff costs incurred over the report period and is distributed within the various freeway projects. During 2006 all direct project-related staff costs through the completion of the Measure M program will be determined and added to the individual project budgets and estimates-at-completion to reflect this.

The estimate-at-completion for transitways was increased by approximately \$940,000. Of this, approximately \$470,000 is associated with the semi-final closeout of the I-405/SR-55 Interchange South Transitway project. The balance is associated with the closeout of the SR-91/Orange Freeway (State Route 57) Transitway Connector and reflects an increase in right-of-way capital costs.

---

**Summary**

As required in Measure M Ordinance No. 2, a quarterly report is provided to update progress in implementing the Measure M Expenditure Plan. This report covers freeways, streets and roads, transit program highlights, and accomplishments from January through March 2006.

**Attachments**

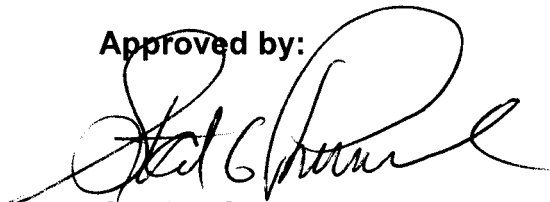
- A. Measure M Local Turnback Payments
- B. Measure M Revenue and Expenditure Summary as of March 31, 2006

**Prepared by:**



Norbert Lippert  
Project Controls Manager  
(714) 560-5733

**Approved by:**



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



**ATTACHMENT A****MEASURE M LOCAL TURNBACK PAYMENTS**

<b>Agency</b>	<b>First Quarter 2006</b>	<b>Total Apportionment as of 3/31/06</b>
Aliso Viejo	\$ 168,599	\$ 1,923,718
Anaheim	1,569,578	43,900,250
Brea	251,237	7,177,394
Buena Park	374,176	10,711,731
Costa Mesa	667,146	18,985,785
Cypress	246,829	7,027,371
Dana Point	152,888	4,522,336
Fountain Valley	292,630	8,727,161
Fullerton	591,224	17,367,050
Garden Grove	694,082	19,692,713
Huntington Beach	881,284	25,954,626
Irvine	1,067,992	27,265,775
Laguna Beach	120,283	3,357,851
Laguna Hills	174,373	4,716,115
Laguna Niguel	320,601	8,434,585
Laguna Woods	61,595	1,045,116
La Habra	244,093	6,675,724
Lake Forest	362,280	8,453,835
La Palma	81,960	2,210,187
Los Alamitos	62,920	1,921,723
Mission Viejo	453,008	12,422,429
Newport Beach	463,615	12,083,543
Orange	738,223	20,749,947
Placentia	217,810	6,224,627
Rancho Santa Margarita	201,414	2,634,085
San Clemente	251,411	6,099,891
San Juan Capistrano	182,528	4,903,134
Santa Ana	1,354,847	39,718,492
Seal Beach	113,117	3,159,129
Stanton	138,816	3,950,151
Tustin	377,461	10,856,864
Villa Park	24,827	726,763
Westminster	414,415	11,881,075
Yorba Linda	271,911	7,390,842
County Unincorporated	798,251	26,500,797
<b>Total County:</b>	<b>\$ 14,387,420</b>	<b>\$ 399,372,819</b>

**Measure M Revenue and Expenditure Summary**  
as of March 31, 2006

**ATTACHMENT B**

Project Description (\$ in thousands, escalated to year of expenditure/revenue)	Total Net Tax Revenues		Estimate at Completion		Variance Total Net Tax Revenues at Completion		Variance Project Budget to Est. at Completion		To Date Net Project Cost	Percent Budget Expended (D / B)	Notes
	A	B	C	(A - C)	(B - C)	D					
<b>Freeways (43%)</b>											
I-5 between I-405 (San Diego Fwy) and I-605	\$ 1,032,451	\$ 810,010	\$ 799,578	\$ 232,873	\$ 10,432	\$ 645,803				79.7%	1, 6
I-5 between I-5/I-405 Interchange and San Clemente	71,583	56,875	58,962	12,621	(2,087)	57,553				101.2%	1, 5, 6
I-5/I-405 Interchange	90,856	72,802	73,075	17,781	(273)	73,075				100.4%	1
S.R. 55 between I-5 and S.R. 91	60,570	44,511	50,152	10,418	(5,641)	49,008				110.1%	1, 6
S.R. 57 between I-5 and Lambert Road	30,285	24,128	22,750	7,535	1,378	22,750				94.3%	1
S.R. 91 between Riverside Co. line & Los Angeles Co. line	130,777	116,136	105,628	25,149	10,508	105,296				90.7%	1
S.R. 22 between S.R. 55 and Valley View St.	407,474	321,408	323,435	84,039	(2,027)	89,128				27.7%	1, 2, 6
Subtotal Projects	\$ 1,823,996	\$ 1,445,870	\$ 1,433,580	\$ 390,416	\$ 12,290	\$ 1,042,613				72.1%	
Net (Bond Revenue)/Debt Service		346,507	346,507	(346,507)	-	279,003					
<b>Total Freeways</b>	\$ 1,823,996	\$ 1,792,377	\$ 1,780,087	\$ 43,909	\$ 12,290	\$ 1,321,616				73.7%	
<b>Expenditures as a Percent of Total Program</b>						51.8%					
<b>Regional Street and Road Projects (11%)</b>											
Smart Streets	\$ 159,978	\$ 157,301	\$ 157,301	\$ 2,677	\$ -	\$ 114,131				72.6%	3
Regionally Significant Interchanges	\$ 93,321	93,321	93,321	-	-	39,956				42.8%	3
Intersection Improvement Program	\$ 133,315	133,315	133,315	-	-	50,398				37.8%	3
Traffic Signal Coordination	\$ 66,658	66,658	66,658	-	-	27,090				40.6%	3
Transportation Systems and Transportation Demand Mgmt	\$ 13,332	13,332	13,332	-	-	6,386				47.9%	3
Subtotal Projects	\$ 466,604	\$ 463,927	\$ 463,927	\$ 2,677	\$ -	\$ 237,961				51.3%	
Net (Bond Revenue)/Debt Service		2,677	2,677	(2,677)	-	2,155					
<b>Total Regional Street and Road Projects</b>	\$ 466,604	\$ 466,604	\$ 466,604	\$ -	\$ -	\$ 240,116				51.5%	3
<b>Expenditures as a Percent of Total Program</b>						9.4%					

**Measure M Revenue and Expenditure Summary**  
as of March 31, 2006

Project Description	Total Net Tax Revenues	Project Budget	Estimate at Completion	Variance Total Net Tax Revenues to Est at Completion	Variance Project Budget to Est at Completion	To Date Net Project Cost	Percent Budget Expended (D / B)	Notes
<i>(\$ in thousands, escalated to year of expenditure/revenue)</i>								
<b>Local Street and Road Projects (21%)</b>								
Master Plan of Arterial Highway Improvements	\$ 174,089	\$ 174,089	\$ 174,089	\$ -	\$ -	\$ 53,701	30.8%	3
Streets and Roads Maintenance and Road Improvements	616,700	616,700	616,700	-	-	399,435	64.8%	3
Growth Management Area Improvements	100,000	100,000	100,000	-	-	52,270	52.3%	3
Subtotal Projects	\$ 890,789	\$ 890,789	\$ 890,789	\$ -	\$ -	\$ 505,406	56.7%	
Net (Bond Revenue)/Debt Service								
<b>Total Local Street and Road Projects</b>	<b>\$ 890,789</b>	<b>\$ 890,789</b>	<b>\$ 890,789</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 505,406</b>	<b>56.7%</b>	
<b>Expenditures as a Percent of Total Program</b>						19.8%		
<b>Transit Projects (25%)</b>								
Pacific Electric Right-of-Way	\$ 20,525	\$ 15,000	\$ 13,760	\$ 6,765	\$ 1,240	\$ 13,716	91.4%	4
Commuter Rail	376,293	365,027	375,934	359	(10,907)	258,515	70.8%	
High-Technology Advanced Rail Transit	465,235	451,465	464,580	655	(13,115)	27,022	6.0%	
Elderly and Handicapped Fare Stabilization	27,367	20,000	20,000	7,367	-	14,010	70.1%	4
Transitways	171,042	146,381	123,599	47,443	22,782	121,668	83.1%	1
Subtotal Projects	\$ 1,060,462	\$ 997,873	\$ 997,873	\$ 62,589	\$ -	\$ 434,931	43.6%	
Net (Bond Revenue)/Debt Service		62,589	62,589	(62,589)	-	50,396		
<b>Total Transit Projects</b>	<b>\$ 1,060,462</b>	<b>\$ 1,060,462</b>	<b>\$ 1,060,462</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 485,327</b>	<b>45.8%</b>	
<b>Expenditures as a Percent of Total Program</b>						19.0%		
<b>Total Measure M Program</b>	<b>\$ 4,241,851</b>	<b>\$ 4,210,232</b>	<b>\$ 4,197,942</b>	<b>\$ 43,909</b>	<b>\$ 12,290</b>	<b>\$ 2,552,465</b>	<b>60.6%</b>	

Notes:

1. Project Budget based on escalated value of 1996 Freeway Strategic Plan plus subsequent Board approved project funding plan adjustments.
2. Project Budget and funding based on September 13, 2004 Measure M Expenditure Plan amendment.
3. Project Budget and Estimate at Completion equal to Total Net Tax Revenues as all funds collected will be expended on future projects.
4. Project Budget based on Expenditure Plan.
5. Estimate at Completion increased by approximately \$1,400,000 for inclusion of the Aliso Creek Soundwall project.
6. Overall Estimate at Completion for Freeways increased by \$366,000 for continued inclusion of staff costs.
7. Estimate at Completion increased by approximately \$940,000 for costs associated with semi-final closeout of 91/57 Interchange and 405/55 Interchange (MOS I).





**BOARD COMMITTEE TRANSMITTAL**

**May 8, 2006**

**To:** Members of the Board of Directors  
**From:** Wendy Knowles, Clerk of the Board  
**Subject:** Amendment to Agreements for Threaded Products and Fasteners

Transit Planning and Operations Committee

April 27, 2006

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

**Committee Vote**

This item was passed by all Committee Members present.

**Committee Recommendation**

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreements C-5-2643 and D-5-2455 between the Orange County Transportation Authority and Golden State Fastener and Supply Company, in an amount not to exceed \$70,000, to exercise the first option year for the purchase of threaded products and fasteners used by the Maintenance Department.



**April 27, 2006**

**To:** Transit Planning and Operations Committee  
**From:** Arthur T. Leahy, Chief Executive Officer  
**Subject:** Amendment to Agreements for Threaded Products and Fasteners

**Overview**

On July 11, 2005, the Board of Directors approved two agreements with Golden State Fastener and Supply Company, in the amount of \$110,000, to provide threaded products and fasteners for use by the Maintenance Department. Golden State Fastener and Supply Company was retained in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.

**Recommendation**

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreements C-5-2643 and D-5-2455 between the Orange County Transportation Authority and Golden State Fastener and Supply Company, in an amount not to exceed \$70,000, to exercise the first option year for the purchase of threaded products and fasteners used by the Maintenance Department.

**Background**

The Orange County Transportation Authority (Authority) maintenance staff requires various threaded products and fasteners used for the maintenance and repair of fixed-route buses and support vehicles. The agreements will provide only North American made, grade eight, high strength bolts and other fasteners used on all vehicle repairs.

**Discussion**

This procurement was originally handled in accordance with the Authority's procedures for professional and technical services. The original agreements were awarded on a competitive basis. It has become necessary to amend the agreements due to exercising the first option year.

The original agreements awarded on July 11, 2005, were in the amount of \$110,000. Amendment No. 1 to Agreement C-5-2643 and D-5-2455, in the amount of \$70,000, will increase the total amount to \$180,000.

**Fiscal Impact**

The work described in Amendment No. 1 to Agreement C-5-2643 and Agreement D-5-2455, was approved in the Authority's Fiscal Year 2005-06 Budget, Operations Division/Maintenance Department, Account 7799, and is funded through Local Transportation Funds.

**Summary**

Staff recommends approval of Amendment No. 1 to Agreements C-5-2643 and D-5-2455, in the amount of \$70,000, with Golden State Fastener and Supply Company.

**Attachment**

- A. Golden State Fastener and Supply Company Agreements C-5-2643 and D-5-2455 Fact Sheet

**Prepared by:**



Al Pierce  
Manager, Maintenance  
714-560-5975

**Approved by:**



John D. Byrd  
General Manager, Transit Operations  
714-560-5341

**ATTACHMENT A**

**Golden State Fastener and Supply Company  
Agreements C-5-2643 and D-5-2455 Fact Sheet**

1. July 11, 2005, Agreements C-5-2643 and D-5-2455, \$110,000, approved by Board of Directors.
  - Purchase of threaded products and fasteners.
2. May 8, 2006, Amendment No. 1 to Agreements C-5-2643 and D-5-2455, \$70,000, pending approval by the Board of Directors.
  - First option year for the period of July 1, 2006 through June 30, 2007.

Total committed to Golden State Fastener and Supply Company, Agreements C-5-2643 and D-5-2455: \$180,000.







BOARD COMMITTEE TRANSMITTAL

**May 8, 2006**

**To:** Members of the Board of Directors

**From:** Wendy Knowles, Clerk of the Board  
*WK*

**Subject:** Agreement for Slurry Seal at Brea Park-and-Ride, Fullerton Park-and-Ride, Laguna Hills Transportation Center, and Newport Transportation Center

Transit Planning and Operations Committee

April 27, 2006

**Present:** Directors Winterbottom, Brown, Pulido, Duvall, and Green

**Absent:** Directors Silva, and Norby

**Committee Vote**

This item was passed by all Committee Members present.

**Committee Recommendation**

Authorize the Chief Executive Officer to execute Agreement C-6-0156 between the Orange County Transportation Authority and NPG Inc., the lowest responsive, responsible bidder, in an amount not to exceed \$88,888, for slurry seal at the Brea Park-and-Ride, Fullerton Park-and-Ride, Laguna Hills Transportation Center, and Newport Transportation Center.



**April 27, 2006**

**To:** Transit Planning and Operations Committee

**From:** Arthur T. Leahy, <sup>IV</sup> Chief Executive Officer

**Subject:** Agreement for Slurry Seal at Brea Park-and-Ride, Fullerton Park-and-Ride, Laguna Hills Transportation Center, and Newport Transportation Center

**Overview**

As part of the Orange County Transportation Authority's Fiscal Year 2005-06 Budget, the Board approved slurry seal at the Brea Park-and-Ride, Fullerton Park-and-Ride, Laguna Hills Transportation Center, and Newport Transportation Center. Bids were received in accordance with the Orange County Transportation Authority's public works procurement procedures. Board approval is requested to execute an agreement.

**Recommendation**

Authorize the Chief Executive Officer to execute Agreement C-6-0156 between the Orange County Transportation Authority and NPG Inc., the lowest responsive, responsible bidder, in an amount not to exceed \$88,888, for slurry seal at the Brea Park-and-Ride, Fullerton Park-and-Ride, Laguna Hills Transportation Center, and Newport Transportation Center.

**Background**

The Orange County Transportation Authority (Authority), acting on behalf of the Orange County Transit District, owns eight transportation centers and park-and-ride facilities throughout Orange County. An asphalt slurry seal, which is required as a maintenance measure, and pavement striping will be applied at the Brea Park-and-Ride, Fullerton Park-and-Ride, Laguna Hills Transportation Center, and Newport Transportation Center to enhance the future life of the asphalt pavement and reduce pavement maintenance costs.

***Discussion***

This procurement was handled in accordance with the Authority's procedures for public works and construction projects which conform to state requirements. Public work projects are handled as sealed bids and award is made to the lowest responsive, responsible bidder. On March 1, 2006, Invitation for Bids 6-0156 was released and posted on CAMMNET, and an electronic notification was sent to 467 firms. The project was advertised on March 3 and March 6, 2006, in a newspaper of general circulation. A pre-bid conference and job walk was held on March 7, 2006, and was attended by two firms. Addendum Nos. 1 and 2 were issued on March 16 and March 22, 2006, respectively, to address administrative issues and provide clarifications to the drawings. On March 28, 2006, two bids were received. The bids were reviewed by staff from Construction & Engineering and Contracts Administration and Materials Management departments to ensure compliance with the terms and conditions, specifications, and drawings. Listed below are the two low bids received. State law requires award to the lowest responsive, responsible bidder.

<u>Firm and Location</u>	<u>Bid Price</u>
NPG, Inc. Perris, California	\$88,888
Sterndahl Enterprises, Inc. Sun Valley, California	\$159,500

**Fiscal Impact**

The project was approved in the Authority's Fiscal Year 2005-06 Budget, Construction & Engineering, Account 1722-9022-D3107-9QT, and is funded through the Orange County Transit District.


***Summary***

Staff has reviewed all bids received and recommends approval of Agreement C-6-0156, in the amount of \$88,888, with NPG Inc., the lowest responsive, responsible bidder, for slurry seal at the Brea Park-and-Ride, Fullerton Park-and-Ride, Laguna Hills Transportation Center, and Newport Transportation Center.

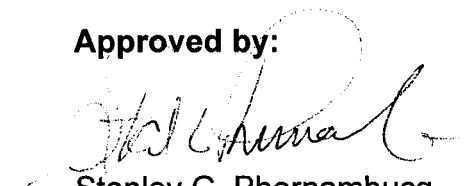
***Attachment***

None.

**Prepared by:**

  
James J. Kramer  
Principal Civil Engineer  
(714) 560-5866

**Approved by:**

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





BOARD COMMITTEE TRANSMITTAL

May 8, 2006

**To:** Members of the Board of Directors  
**From:** Wendy Knowles<sup>WK</sup>, Clerk of the Board  
**Subject:** Amendment to Agreement for Coach Operator, Field Supervisor, and Instructor Uniforms

Transit Planning and Operations Committee

March 23, 2006

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

**Committee Vote**

This item was passed by all Committee Members present.

**Committee Recommendation**

Authorize the Chief Executive Officer to execute Amendment No. 3 to Agreement C-3-1326 between the Orange County Transportation Authority and Galls Incorporated, in an amount not to exceed \$411,397, for coach operator, field supervision, and instructor uniforms.

**Note: Background (Revised by staff)**

The Orange County Transportation Authority (Authority) entered into an agreement with Galls Incorporated for one-year, with two one-year options. The maximum term of the agreement is July 1, 2004, to June 30, 2007. The uniform allowance for new coach operators is \$280 for the first year and \$245 per year thereafter. (~~delete:~~ in accordance with the collective bargaining agreement.)



**March 23, 2006**

**To:** Transit Planning and Operations Committee  
**From:** Arthur T. Leahy, <sup>ML</sup> Chief Executive Officer  
**Subject:** Amendment to Agreement for Coach Operator, Field Supervisor,  
and Instructor Uniforms

### **Overview**

On June 14, 2004, the Board of Directors approved an agreement with Galls Incorporated, in the amount of \$339,594, to provide coach operator uniforms. Galls Incorporated was retained in accordance with the Orange County Transportation Authority's procurement procedures for professional services.

### **Recommendation**

Authorize the Chief Executive Officer to execute Amendment No. 3 to Agreement C-3-1326 between the Orange County Transportation Authority and Galls Incorporated, in an amount not to exceed \$411,397, for coach operator, field supervision, and instructor uniforms.

### **Background**

The Orange County Transportation Authority (Authority) entered into an agreement with Galls Incorporated for one-year, with two one-year options. The maximum term of the agreement is July 1, 2004, to June 30, 2007. The uniform allowance for new coach operators is \$280 for the first year and \$245 per year thereafter in accordance with the collective bargaining agreement. An amendment to the agreement provided \$500 per year for field supervisor and instructor uniforms, totaling \$16,000 annually. Field supervisors are management representatives in the field and as such should be distinguishable at accident scenes, checkpoints, and transit facilities by a recognizable uniform. Instructors are the first face of the Authority to coach operator trainees and set the standard for appearance in training classes, while also serving to reiterate appearance standards at the bases. The quality of materials, difference in style of shirts and pants, and the addition of neckware contribute to the differential in uniform allowance with coach operators. Additional purchases over the uniform allowance are paid for by the employee.



***Discussion***

This procurement was originally handled in accordance with the Authority's procedures for professional services. The original agreement was awarded on a competitive basis. It has become necessary to amend the agreement to exercise the second option year.

The original agreement awarded on June 14, 2004, was in the amount of \$339,594. This agreement has been amended previously (Attachment A). The total amount after approval of Amendment No. 3 will be \$1,090,585.

The increase in cost between option years is largely attributable to greater use of the uniform allowance among the coach operator workforce. The recently instituted employee identification patch and the "Outstanding Public Transportation System" commemorative patch installation program motivated coach operators to discard older shirts and jackets and spend through their uniform allowance. Staff anticipates this trend will continue and have budgeted accordingly for the second option.

**Fiscal Impact**

The additional work described in Amendment No. 3 to Agreement C-3-1326 is pending approval in the Authority's Fiscal Year 2006-07 Budget, Bus Operations, Account 7287, and is funded through Local Transportation Funds.

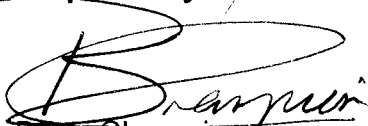
***Summary***

Staff recommends approval of Amendment No. 3, in the amount of \$411,397, to Agreement C-3-1326 with Galls Incorporated.

***Attachment***

- A. Galls Incorporated Agreement C-3-1326 Fact Sheet

**Prepared by:** 1



Brian Champion  
Manager, Operations Analysis  
(714) 560-5680

**Approved by:**



William L. Foster  
General Manager, Operations  
(714) 560-5842

**ATTACHMENT A**

**Galls Incorporated  
Agreement C-3-1326 Fact Sheet**

1. June 14, 2004, Agreement C-3-1326, \$339,594, approved by the Board of Directors.
  - coach operator uniforms
2. April 25, 2005, Amendment No. 1 to Agreement C-3-1326, \$339,594, approved by Board of Directors.
  - exercise the first option year for coach operator uniforms
3. November 21, 2005, Amendment No. 2 to Agreement C-3-1326, the cost accommodated within the first option year amendment, approved by purchasing agent.
  - add field supervisor and instructor uniforms
4. April 10, 2006, Amendment No. 3 to Agreement C-3-1326, \$411,397, pending approval by Board of Directors.
  - exercise the second, and final, option year for coach operator, field supervisor and instructor uniforms

Total committed to Galls Incorporated, Agreement C-3-1326: \$1,090,585.





BOARD COMMITTEE TRANSMITTAL

**May 8, 2006**

**To:** Members of the Board of Directors

**From:** Wendy Knowles, Clerk of the Board  
*WK*

**Subject:** Amendment to Agreement for Demonstration Program with Orange County ARC for Provision of ACCESS Transportation

Transit Planning and Operations Committee

April 27, 2006

**Present:** Directors Winterbottom, Brown, Pulido, Duvall, and Green

**Absent:** Directors Silva, and Norby

**Committee Vote**

This item was passed by all Committee Members present.

**Committee Recommendation**

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-5-0056, to exercise the one-year option between the Orange County Transportation Authority and Orange County ARC, in an amount not to exceed \$474,750, to share in the cost of providing transportation services for Regional Center of Orange County consumers traveling to/from Orange County ARC.



*April 27, 2006*

**To:** Transit Planning and Operations Committee  
**From:** Arthur T. Leahy, Chief Executive Officer  
**Subject:** Amendment to Agreement for Demonstration Program with Orange County ARC for Provision of ACCESS Transportation

**Overview**

In July 2005, the Board of Directors approved an agreement with Orange County ARC to implement a demonstration program to provide alternative transportation for ACCESS-eligible Regional Center of Orange County consumers traveling to Orange County ARC utilizing a private transportation provider. The current one-year term expires June 30, 2006.

**Recommendation**

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-5-0056, to exercise the one-year option between the Orange County Transportation Authority and Orange County ARC, in an amount not to exceed \$474,750, to share in the cost of providing transportation services for Regional Center of Orange County consumers traveling to/from Orange County ARC.

**Background**

In July 2005, the Orange County Transportation Authority (Authority) Board of Directors approved a cooperative agreement with Orange County ARC (OCARC) to implement a demonstration program which provides an operating subsidy to OCARC for trips by ACCESS-eligible Regional Center of Orange County (RCOC) consumers to and from the OCARC day program. Under the agreement, consumers are moved from ACCESS service to an alternative transportation provider at a lower cost per trip to OCTA.

The Authority contributes an operating subsidy of \$10.55 per trip for specific trips to OCARC that have been moved from ACCESS to an alternative provider under contract with OCARC. As the current agreement expires June 30, 2006,

it is necessary to exercise the one-year option to continue the program (Attachment A).

***Discussion***

Under the agreement, the Authority provides a transportation subsidy for up to 80 RCOC ACCESS-eligible consumers traveling to/from OCARC. Various administrative and vehicle procurement delays have slowed the transition of consumers from ACCESS to an alternative service provider. Currently, 30 consumers have been transitioned, with all 80 consumers scheduled for transition by July 1, 2006.

This program supports the paratransit growth management strategy to coordinate with other agencies to develop alternative transportation resources. The Authority's participation in this demonstration program decreases the overall cost of these trips. The average ACCESS cost per trip is currently \$26.55. This could potentially reduce approximately \$640,000 in operating costs to the Authority during fiscal year 2006-07. Moving these clients from ACCESS to an alternative service provider also increases ACCESS vehicle capacity during peak service hours.

**Fiscal Impact**

This project is requested in the Authority's Fiscal Year 2006-07 Budget, Operations Division, Account 2131-7311-D1208-33M, and is funded through the Local Transportation Fund.

***Summary***

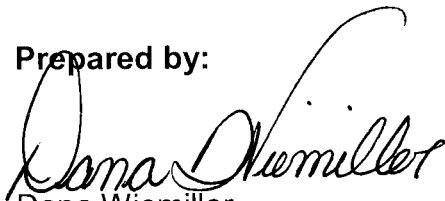
The Authority is currently implementing a demonstration program with Orange County ARC to subsidize transportation services for ACCESS-eligible customers. Staff recommends approval of Amendment No. 1, in the amount of \$474,750, to Agreement C-5-0056 to exercise a one-year option term through June 30, 2007.

---

***Attachments***

- A. Orange County ARC Agreement C-5-0056 Fact Sheet
- B. Operating Subsidy for Transportation Agreement C5-0056 with Orange County ARC

**Prepared by:**



Dana Wiemiller  
Community Transportation Coordinator  
(714) 560-5718

**Approved by:**



John D. Byrd  
General Manager, Transit Operations  
(714) 560-5341

**ATTACHMENT A**

**Orange County ARC  
Agreement C-5-0056 Fact Sheet**

1. July, 11, 2005, Agreement C-5-0056, \$474,750, approved by Board of Directors.
  - Program for alternative transportation for Regional Center of Orange County consumers traveling to/from Orange County ARC.
2. April 27, 2006, Amendment No. 1 to Agreement C-5-0056, \$474,750, pending approval by Board of Directors.
  - Execute Amendment No. 1 to Agreement C-5-0056 exercising a one-year option term.

Total committed to Orange County ARC, Agreement C-5-0056: \$949,500.



**Operating Subsidy for Transportation Agreement C-5-0056  
with Orange County ARC**

		FY 05/06	FY 06/07	Totals
		22,616	40,000	62,616
Trips				
Total cost @ \$15.05	\$15.05	\$340,370	\$602,000	\$942,370
OCTA subsidy @70%	\$10.55	\$238,598	\$422,000	\$660,598
OCARC subsidy @ 30%	\$4.50	\$101,772	\$180,000	\$281,772
ACCESS cost @ \$26.55		\$600,455	\$1,062,000	\$1,662,455
Total Estimated Savings to OCTA		\$ 361,857	\$ 640,000	\$1,001,857





BOARD COMMITTEE TRANSMITTAL

May 8, 2006

**To:** Members of the Board of Directors  
**From:** <sup>WK</sup> Wendy Knowles, Clerk of the Board  
**Subject** Riverside Orange Corridor Authority Draft Agreement

Regional Planning and Highways Committee

May 1, 2006

**Present:** Directors Cavecche, Correa, Dixon, Green, Monahan, Norby, Ritschel, and Rosen  
**Absent:** None

**Committee Vote**

This item was passed by all Committee Members present.

**Committee Recommendation (Reflects change from staff recommendation)**

Authorize the Chief Executive Officer to finalize and execute an agreement for the Riverside Orange Corridor Authority consistent with the terms included in this report and include the changes brought forward by the Executive Committee (see Cooperative Agreement Attachment).

**May 1, 2006**

**RIVERSIDE ORANGE CORRIDOR AUTHORITY**

**COOPERATIVE AGREEMENT**

This Agreement between the parties of the "Riverside Orange Corridor Authority" is made and entered into on the date when the Riverside County Transportation Commission and the Orange County Transportation Authority have executed this Cooperative Agreement.

### **RECITALS**

- A. The object of the Authority is to manage geotechnical studies regarding a proposed additional transportation and utility corridor linking Riverside County and Orange County.
- B. The parties to this Agreement have the common power to conduct such planning, financing, testing, and sharing of geotechnical data.
- C. It has been determined by the parties hereto that it is in the best interest of the respective parties to join together to administer the funds necessary to study the geotechnical feasibility of a cost-effective and efficient construction of a transportation and utility corridor or to cooperate in the alignment of such public facilities.
- D. Each of the parties is authorized to contract with each other for the joint exercise of any common power under Article I, Chapter 5, Division 7, Title 1 of the Government Code of the State of California.
- E. The parties hereto recognize that, in order to serve the purpose stated herein, funding from external sources must be obtained. Each party has agreed to cooperate in obtaining such funding, including but not limited to, contributions, gifts, and other forms of government grants-in-aid.
- F. The parties hereto entered into this Agreement with the express understanding that the purpose of this Agreement shall be accomplished at minimum expense to the parties hereto.
- G. The parties hereto have entered into this Agreement with the express understanding that the capital project needs of the various parties differ in timing, the generation of environmental and other planning issues, and anticipated costs of geotechnical studies and delays in completing studies, and that such differences may result in termination of the joint efforts of the parties, or may result in the coordinated, but not joint, use of staffing, contractors, and shared data.
- H. The parties hereto recognize that in accordance with the principles of sound community planning, future land use decisions should not upset the balance between land use intensity and adequate infrastructure facilities.

NOW, THEREFORE, in consideration of the mutual promises and covenants herein contained, the parties agree as follows:

## **I. DEFINITIONS**

For purposes of this Agreement, the following words shall have the following meanings:

- a. "Agreement" means this Cooperative Agreement, as amended from time to time.
- b. "Authority" means the RIVERSIDE ORANGE CORRIDOR AUTHORITY.
- c. "Board Members" or "Members" means those persons serving as members of the Board of the Authority.
- d. "Board" means the governing body of the Authority.
- e. "Party" means each public entity which becomes a signatory to this Agreement, including any public entity executing an amendment of the original Agreement as hereinafter provided.
- f. "Riverside Orange Corridor" means the potential corridor through the Santa Ana Mountains, extending westerly from the vicinity of Interstate Highway 15 in Riverside County on the east and traversing westerly through the Santa Ana Mountains and the vicinity of the Cleveland National Forest, as specified in the Major Investment Study completed in December, 2005 by the Riverside County Transportation Commission, the Orange County Transportation Authority, and the Foothill/Eastern Transportation Corridor Agency, to provide a jointly aligned right of way for the transportation of vehicles, mass transit facilities, utility facilities, and water, or any combination thereof.

## **II. CREATION OF THE AUTHORITY, PURPOSE AND POWERS**

### **2.1 CREATION**

The Authority is hereby formed by the provisions of this Agreement, and Chapter 5, of Division 7 of Title 1 of the Government Code, beginning with Section 6500. The Authority is not a separate legal entity.

### **2.2 PURPOSE**

The purpose of this Agreement is to jointly exercise the common powers of its Parties to manage geotechnical studies regarding the Riverside Orange Corridor.

## 2.3 POWERS

The Authority shall have the power, in the name and through one of the Parties as agreed to by the Board, to:

- a. Study the geotechnical feasibility of the Riverside Orange Corridor;
- b. Apply for appropriate grants under any federal, state, or local programs for assistance in accomplishing its purpose;
- c. Adopt rules, regulations, by-laws and procedures governing the operation of the Authority.

## III. ORGANIZATION

### 3.1. Parties

The Parties to the Authority may be the Riverside County Transportation Commission, the Orange County Transportation Authority, the Metropolitan Water District of Southern California, and the Foothill/Eastern Transportation Corridor Agency.

### 3.2. Board Members

The Board shall consist of the following:

- a. Three members of the board of directors of the Riverside County Transportation Commission appointed by that board.
- b. Three members who shall be members of the board of directors of the Orange County Transportation Authority. Two of the members shall be appointed by that board. One of the members shall be appointed by the Foothill/Eastern Transportation Corridor Agency.
- c. Six members appointed by the board of directors of the Metropolitan Water District of Southern California if the Metropolitan Water District of Southern California becomes a Party to this Agreement. The six members may be, but shall not be required to be, members of the board of directors of the Metropolitan Water District of Southern California.
- d. Two members of the board of directors of the Foothill/Eastern Transportation Corridor Agency, appointed by that board, if the Foothill/Eastern Transportation Corridor Agency becomes a Party to this Agreement. The two members of the board of directors of the Foothill/Eastern Transportation Corridor Agency shall be nonvoting members of the Board.
- e. The district directors of Districts 8 and 12 of the California Department of Transportation, who shall be nonvoting members of the Board.

### 3.3 Board Meetings

The time and place of regular meetings of the Board shall be determined by the Board. Regular, adjourned, and special meetings shall be called and conducted in accordance with the Ralph M. Brown Act, Government Code Section 54950 et. seq., as amended.

### 3.4 Quorum

A simple majority of the Board Members shall constitute a quorum for the purposes of the transaction of business relating to the Authority, except as expressly set forth herein or as otherwise provided by law.

### 3.5 Board Powers and Limitations Thereon

Unless otherwise provided herein, each Board Member shall be entitled to one vote and the affirmative vote of no less than two-thirds of all Board Members shall be required to adopt any motion, resolution, or order and take any other action they deem appropriate.

### 3.6 Minutes

The secretary of the Authority shall cause to be kept minutes of regular, adjourned regular and special meetings of the Board, and shall cause a copy of the minutes to be forwarded to each Member and to each Party.

### 3.7 Rules

The Board may adopt from time to time rules and regulations for the conduct of its affairs consistent with this Agreement.

### 3.8 Officers

There shall be selected by the Board from its membership, a chairman and vice chairman. The Board shall appoint a secretary who may be a Member. The chairman and vice chairman shall hold the office for a period of one year commencing July 1<sup>st</sup> of each year. Any officer or agent of the Board may also be an officer, employee or agent of any Party. The appointment of the Board of such person shall be evidence that the two positions are compatible.

## **IV. STATE AND FEDERAL FUNDING**

Each Party to this Agreement agrees to use its best efforts to assist the Authority in the securing of funding from both the State of California and the federal government to obtain grants, matching funds, or loans to underwrite the costs of the gathering of geotechnical data regarding the feasibility of the Riverside Orange Corridor. Each Party agrees to contribute funds for the local match as may be required as a condition of receiving funds from the State of California or the federal government. Responsibility for funding the local match shall be divided among the Parties to this Agreement based on the percentage of the voting Members appointed by each Party as compared to the



voting full membership of the Board, provided, however, the Foothill/Eastern Transportation Corridor Agency and Caltrans shall not contribute funds for the local match and the appointment of a Member by the Foothill/Eastern Transportation Corridor Agency shall be considered an appointment by the Orange County Transportation Authority for purposes of this Article IV. The Parties acknowledge that a federal requirement for funding the geotechnical studies provided for in this Agreement is that federal funds shall not be used to reimburse or otherwise pay for services provided prior to the approval of federal funding by the applicable federal agency.

#### **V. ADMINISTERING ENTITY**

The Parties agree that the Riverside County Transportation Commission shall be responsible for the administration of this Agreement, and for the receipt and expenditure of federal and state funds as may be necessary to accomplish the purpose of this Agreement. Staff work by other Parties shall be the sole responsibility of each Party.

#### **VI. LIABILITIES**

Each Party hereto agrees to indemnify and hold the Authority and the other Parties harmless from and against any and all claims, causes of action, suits, judgments, costs, penalties, fines, damages, losses and liabilities, including any injury to or death of persons or damage to or loss of property, including attorneys', accountants' and expert witness fees and costs incurred in connection with the enforcement of this indemnity, arising out of, relating to or resulting from any negligent or intentional act or omission of the indemnifying Party or its employees. Such indemnity shall not inure to the benefit of an indemnified party so as to impose liability on an indemnifying party for the active negligence of the indemnified party.

#### **VII. WITHDRAWAL OF PARTIES**

While it is fully anticipated that each Party hereto shall participate in the Authority until all the purposes set forth in Section 2.2 above are accomplished, the Parties recognize that any Party may determine that withdrawal from this Agreement will be in its best interest to enable it to provide its services in the most timely, cost-effective, qualitative and quantitative manner. Thus, each Party reserves the right, which will be continuing, to withdraw from this Agreement whenever such Party, in its discretion, so determines. In the event of withdrawal of a Party, the withdrawing Party shall remain obligated to pay its share of the local match funds.

#### **VIII. MISCELLANEOUS**

##### **8.1 Amendments**

This Agreement may be amended with the unanimous approval of all Parties.

## 8.2 Notice

Any notice or instrument required to be given or delivered by depositing the same in any United States Post Office, registered or certified, postage prepaid, addressed to the Parties, shall be deemed to have been received by the Party to whom the same is addressed at the expiration of seventy-two (72) hours after deposit of the same in the United States Post Office for transmission by registered or certified mail as aforesaid.

## 8.3 Effective Date

This Agreement shall be effective at such time as this Agreement has been executed by the Riverside County Transportation Commission and the Orange County Transportation Authority.

## 8.4 Partial Invalidity

If any or more of the terms, provisions, sections, promises, covenants or conditions of this Agreement shall to any extent be adjudged invalid, unenforceable, void or voidable for any reason whatsoever by a court of competent jurisdiction, each and all of the remaining terms, provisions, sections, promises, covenants and conditions of this Agreement shall not be effected thereby and shall be valid and enforceable to the fullest extent permitted by law.

## 8.5 Assignment

The Parties shall not assign any rights or obligations under this Agreement without consent of the other Parties.

## 8.6 Execution

RIVERSIDE COUNTY TRANSPORTATION  
COMMISSION

DATED \_\_\_\_\_

RIVERSIDE COUNTY TRANSPORTATION  
COMMISSION, a public agency

By \_\_\_\_\_  
Marion Ashley, Chairman  
Riverside County Transportation  
Commission

APPROVED AS TO FORM:

By \_\_\_\_\_

DATED \_\_\_\_\_

# ORANGE COUNTY TRANSPORTATION AUTHORITY

DATED \_\_\_\_\_

ORANGE COUNTY TRANSPORTATION  
AUTHORITY, a public agency

By \_\_\_\_\_  
Arthur C. Brown, Chairman  
Orange County Transportation Authority

APPROVED AS TO FORM:

By \_\_\_\_\_

DATED \_\_\_\_\_

METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

DATED \_\_\_\_\_

METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA, a political  
Subdivision of the State of California

By \_\_\_\_\_  
Wesley M. Bannister, Chairman  
MWD Board of Directors

APPROVED AS TO FORM:

By \_\_\_\_\_

DATED \_\_\_\_\_

FOOTHILL/EASTERN TRANSPORTATION  
CORRIDOR AGENCY

DATED \_\_\_\_\_

FOOTHILL/EASTERN TRANSPORTATION  
CORRIDOR AGENCY, a joint powers entity

By \_\_\_\_\_  
Ken Ryan, Chairman  
Foothill/Eastern Transportation  
Corridor Agency

APPROVED AS TO FORM:

By \_\_\_\_\_

DATED \_\_\_\_\_



**May 1, 2006**

**To:** Regional Planning and Highways Committee  
**From:** Arthur T. Leahy, Chief Executive Officer  
**Subject:** Riverside Orange Corridor Authority Draft Agreement

**Overview**

The Orange County Transportation Authority is working with the Riverside County Transportation Commission to apply a federal grant to advance a multi-use transportation and water facility linking Orange and Riverside counties. Recommended agreement terms for institutional arrangements supporting this activity are presented.

**Recommendation**

Authorize the Chief Executive Officer to finalize and execute an agreement for the Riverside Orange Corridor Authority consistent with the terms included in this report.

**Background**

Last year, Congress approved the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which included an earmark that authorized \$15.8 million to "Study and construct highway alternatives between Orange and Riverside Counties, directed by the Riverside Orange Corridor Authority working with local government agencies, local transportation authorities, and guided by the current MIS." Institutional arrangements for the "Riverside Orange Corridor Authority" are not specifically defined in SAFETEA-LU, and Congress often looks to regional agencies to delineate roles and responsibilities for these types of cooperative efforts. The clear intent of Congress was to foster cooperation between water and transportation agencies in Orange and Riverside counties.

"The current MIS" refers to the Riverside County-Orange County Major Investment Study (MIS) that was completed by the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), and the Transportation Corridor Agencies (TCA) in

December 2005. One of the approved recommendations from the MIS was to do a detailed study to consider the technical feasibility of a tunnel between Irvine and Corona. With the completion of the MIS in December 2005, agencies are ready to take the next step and formally define specific roles and responsibilities to conduct these studies. Draft agreement terms are presented and discussed below.

### ***Discussion***

At least two institutional options are possible for continued technical study of a new corridor between Riverside and Orange counties. These options include creating a new joint powers agency as a separate legal entity or executing a cooperative agreement between agencies, using existing powers and authorities of each agency (and not creating a new agency). The Board of Directors (Board) directed staff on April 10, 2006, to pursue a cooperative agreement with the involved agencies. Creating a separate legal entity through a joint powers authority was discussed as being premature, duplicative, and more costly than other options.

Based on this direction, several members of the Board and the Chief Executive Officer have met with members of the Boards of the Metropolitan Water District, RCTC and TCA, and United States Representatives Ken Calvert and Gary Miller, who worked to obtain the federal funding in SAFETEA-LU. A cooperative agreement is the preferred institutional approach that has emerged from these meetings.

The summary of proposed terms for the cooperative agreement are included in Attachment A and discussed below. The agreement would:

- Focus feasibility studies on geotechnical efforts
- Jointly exercise the common powers of its parties as the "Riverside Orange Corridor Authority" (not be a separate agency)
- Include as voting members three OCTA Board Members (one of whom must be an OCTA Board Member selected by the TCA), three RCTC Board Members, and six Metropolitan Water District Board Members
- Include as non-voting members two Foothill/Eastern Transportation Corridor Agency Board Members and the California Department of Transportation District 8 and 12 directors
- Clarify that federal funds cannot be used to reimburse expenses prior to federal approval
- Require local matching funds in proportion to voting membership
- Require that all voting actions require a two-thirds vote to pass



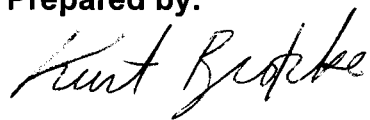
**Summary**

Next steps for the "Riverside Orange Corridor Authority" are presented for review and potential action, and staff will provide a status report on this effort by July 2006.

**Attachment**

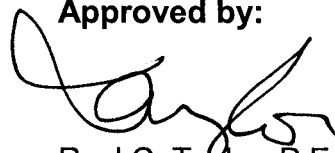
- A. Proposed Agreement Terms for "Riverside Orange Corridor Authority"

**Prepared by:**



Kurt Brotcke  
Manager, Planning and Analysis  
(714) 560-5742

**Approved by:**



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



**Proposed Agreement Terms for  
“Riverside Orange Corridor Authority”**

The overall objective of the agreement is to develop and manage geotechnical feasibility studies for a potential transportation and utility corridor linking Riverside and Orange counties. The purpose of the agreement is to jointly exercise the common powers of its parties as the “Riverside Orange Corridor Authority” (Authority), which would not be a separate legal entity at this point in time via this agreement.

“Riverside Orange Corridor” means a potential corridor through the Santa Ana Mountains extending from the vicinity of Interstate 15 in Riverside County through the Santa Ana Mountains to connect with State Route 241 in Orange County.

The Authority would have the power, *in the name and through one of the parties (see membership below)*, to study the geotechnical feasibility of the Riverside Orange Corridor, apply for appropriate grants under any federal, state, or local program for assistance in accomplishing its purpose, and to adopt rules, regulations, by-laws, and procedures governing the operation of the Authority.

The agencies of the Authority would be from Riverside and Orange counties’ transportation and water agencies. Voting members would include three Orange County Transportation Authority Board Members (one of whom must be a Transportation Corridor Agencies Board Member selected by that body), three Riverside County Transportation Commission Board Members, and six Board Members from the Metropolitan Water District. Non-voting members would include two Board Members of the Foothill/Eastern Transportation Corridor Agency, and the district directors of Districts 8 and 12 of the California Department of Transportation.

A simple majority of the Board Members would constitute a quorum. Each Board Member would be entitled to one vote, and a two-thirds vote of all Board Members who have the power to vote would be required to adopt any motion, resolution, or order and take any other action they deem appropriate.

A chairman and vice-chairman would be selected by the Authority Board. The Board would appoint a secretary who may be a Member. The chairman and vice-chairman would hold office for one year starting July 1st of each year.

Each voting agency would agree to apply its best efforts to assist the Authority in the securing of federal funds, matching funds, or loans to underwrite the costs of the gathering of geotechnical data regarding the feasibility of the Riverside Orange Corridor. Each voting agency would agree to contribute equal matching funds as required to receive state and federal funds. Federal funds cannot be used to reimburse expenses prior to federal approval.





BOARD COMMITTEE TRANSMITTAL

**May 8, 2006**

**To:** Members of the Board of Directors  
**From:** <sup>WK</sup> Wendy Knowles, Clerk of the Board  
**Subject** Garden Grove Freeway (State Route 22) Community Outreach Update

Regional Planning and Highways Committee

May 1, 2006

**Present:** Directors Cavecche, Correa, Dixon, Green, Monahan, Norby, Ritschel,  
and Rosen  
**Absent:** None

**Committee Vote**

No action was taken.

**Staff Recommendation**

Receive and file item as an information item.



**May 1, 2006**

**To:** Regional Planning and Highways Committee  
**From:** Arthur T. Leahy, Chief Executive Officer  
**Subject:** Garden Grove Freeway (State Route 22) Community Outreach Update

### **Overview**

The Board of Directors has approved a public information program for the Garden Grove Freeway (State Route 22) improvement project. This report provides an overview of communication efforts and highlights plans for the opening of a major chokepoint improvement – the new southbound Orange Freeway (State Route 57) and Santa Ana Freeway (Interstate 5) connector to the westbound Garden Grove Freeway (State Route 22) in the vicinity of The City Drive.

### **Recommendation**

Receive and file as an information item.

### **Background**

The primary goal of the State Route 22 (SR-22) Public Awareness Campaign (PAC) is to proactively inform motorists, businesses, employers, local residents, elected officials, and government agencies regarding construction impacts and steps taken to minimize those impacts. Experience with previous construction projects shows that when community members are notified of construction impacts in advance, they are more tolerant of construction. Some of the impacts include long-term closures, temporary lane and evening full freeway closures, detours, noise, and dust.

### **Discussion**

Public outreach plays an instrumental role in reducing construction impacts through development and distribution of project information and by working with the project contractor, Granite-Myers-Rados, to identify and resolve sensitive issues before they become critical. A detailed plan was developed to

communicate with a variety of stakeholders. Elements of the communications plan includes: neighborhood meetings, construction alerts, email alerts, a project Helpline, and a dedicated community liaison.

As of May 1, the following has been completed:

- 85 neighborhood meetings
- 145 construction alerts distributed to 75,000 residences and businesses
- 2,500 residents, businesses and other community stakeholders in database
- 1,300 Helpline calls addressed
- 11,000 website hits monthly
- 8 community open houses
- 15 project tours
- 45 speakers bureau presentations
- 50 one-on-one meetings with businesses, residents and city officials
- 171 media articles
- Materials translated in Korean, Vietnamese and Spanish
- Bus Operations coordination
- City Liaison Committee quarterly meetings
- Project video broadcast on local cable stations

As the project progresses toward completion, the Orange County Transportation Authority (OCTA) will communicate significant milestones to the public. The milestones include the completion of new connectors, replaced or widened bridges, realigned on- and off-ramps and soundwalls in the last six months of the project. Lobby displays in public buildings and businesses, utility bill inserts, chamber of commerce newsletter inserts, and extensive media relations will be utilized in addition to ongoing communication tactics listed above.

Several special events will be planned to commemorate major project milestones, including project completion in November 2006. One event is a ribbon-cutting planned for Friday, May 19, 2006, at 10:00 a.m. for the opening of the new elevated southbound State Route 57 (SR-57) and Interstate 5 (I-5) freeway connector to the westbound SR-22. Governor Arnold Schwarzenegger has been invited to attend as well as city, state and federal elected officials representing the SR-22 corridor. This connector was originally slated to open in July 2006, but due to a relatively dry winter, it will open ahead of schedule. More than 43,000 vehicles currently utilize the connector daily. The realignment of the SR-57/I-5 connector to the westbound SR-22 and The City Drive on- and off-ramps will eliminate weaving and merging and improve traffic

flow through what is currently considered one of Orange County's worst chokepoints.

In the coming months, OCTA will develop a targeted outreach plan to communicate to project stakeholders the impact of replacing the Magnolia Street bridge. Incorporating the Magnolia Street bridge during the existing construction project ensures the bridge is constructed in a timely fashion to allow future widening of Magnolia Street, saving both the OCTA and the City of Garden Grove future construction costs, and more importantly, reduce future impacts to the traveling public. The public also will be made aware that the High Occupancy Vehicle lane across the Magnolia Street bridge and the auxiliary lane cannot be opened until the bridge is complete. All other freeway improvements will be unaffected by the Magnolia Street bridge reconstruction. Media relations, neighborhood meetings, project signage, and the OCTA website will be key elements of the targeted outreach plan.


***Summary***

The SR-22 PAC is an extensive community outreach program designed to keep impacted stakeholders and the general public informed about the project, construction impacts and its status. OCTA will commemorate significant project milestones throughout the duration of the SR-22 project.


***Attachment***

- A. SR-22 Project Milestone Outreach Events and Tactics

**Prepared by:**

  
Christina L. Byrne  
Community Relations Officer  
(714) 560-5717

**Approved by:**

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





**SR-22 Project Milestone Outreach Events and Tactics**

<b>Milestone</b>	<b>Date</b>	<b>Tactics</b>
Euclid Street Ramp Openings	May 2006	<ul style="list-style-type: none"> <li>▪ Media Relations</li> <li>▪ E-Newsletter (Spring Edition)</li> <li>▪ Email Alert</li> </ul>
Southbound SR-57/I-5 to Westbound SR-22 Connector Opening	May 19, 2006 10 a.m. On the Connector	<ul style="list-style-type: none"> <li>▪ VIP Event</li> <li>▪ Media Relations</li> <li>▪ Foyer Displays</li> <li>▪ Utility Bill Insert</li> <li>▪ E-Newsletter (Spring Edition)</li> <li>▪ Email Alert</li> </ul>
Harbor Boulevard Ramp Openings	May 2006	<ul style="list-style-type: none"> <li>▪ Media Relations</li> <li>▪ E-Newsletter (Spring Edition)</li> <li>▪ Email Alert</li> </ul>
La Veta Avenue/Bristol Street Ramp Openings and Eastbound SR-22 to Southbound I-5 Connector Opening	June/July 2006	<ul style="list-style-type: none"> <li>▪ Ribbon Cutting Event</li> <li>▪ Media Relations</li> <li>▪ Foyer Display</li> <li>▪ Utility Bill Insert</li> <li>▪ E-Newsletter (Summer Edition)</li> <li>▪ Email Alert</li> </ul>
Beach Boulevard Interchange Opening	September 2006	<ul style="list-style-type: none"> <li>▪ Ribbon Cutting Event</li> <li>▪ Media Relations</li> <li>▪ E-Newsletter (Fall Edition)</li> <li>▪ Email Alert</li> </ul>
Lewis Street Bridge Opening	November 2006	<ul style="list-style-type: none"> <li>▪ Ribbon Cutting Event</li> <li>▪ Media Relations</li> <li>▪ E-Newsletter (Fall Edition)</li> <li>▪ Email Alert</li> </ul>
Project completion	November 2006	<ul style="list-style-type: none"> <li>▪ VIP Reception on OCTA 3<sup>rd</sup> fl. parking garage</li> <li>▪ Newspaper Topper</li> <li>▪ Media Relations</li> <li>▪ E-Newsletter (Fall Edition)</li> <li>▪ Utility Bill Insert</li> <li>▪ Media and VIP Tours</li> </ul>

**Garden Grove  
Freeway (SR-22)  
Community  
Outreach Update**

Board of Directors Meeting  
May 8, 2006



# **Public Awareness**

---

- Informs project stakeholders of construction activities
- Identifies and resolves issues
- Acts as OCTA's liaison between the contractor and the public



# **Community/Business Outreach**

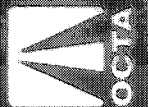
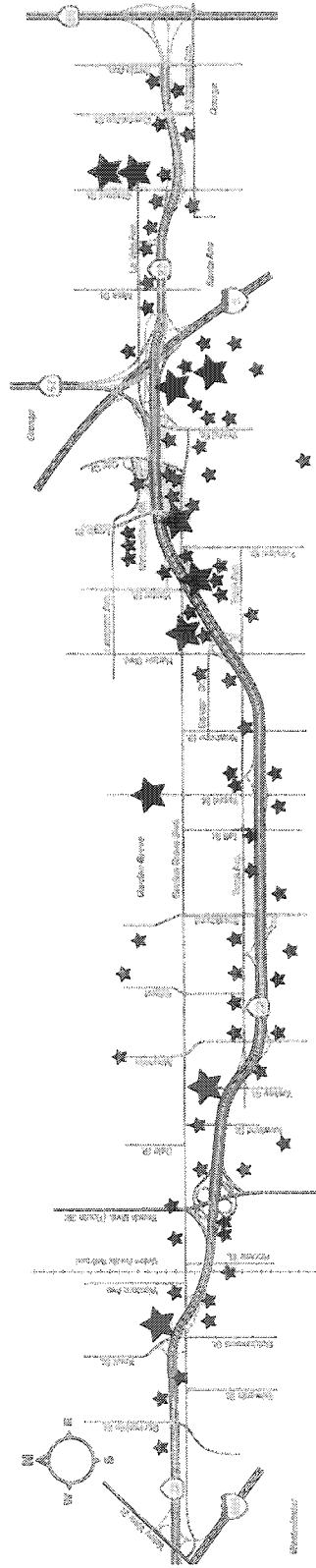
---

- 85 neighborhood meetings
- 145 construction alerts to 75,000 residences and businesses
- 2,500 residents, businesses and community stakeholders
- 45 presentations
- 50 one-on-ones
- 1,300 Helpline calls
- 8 open houses



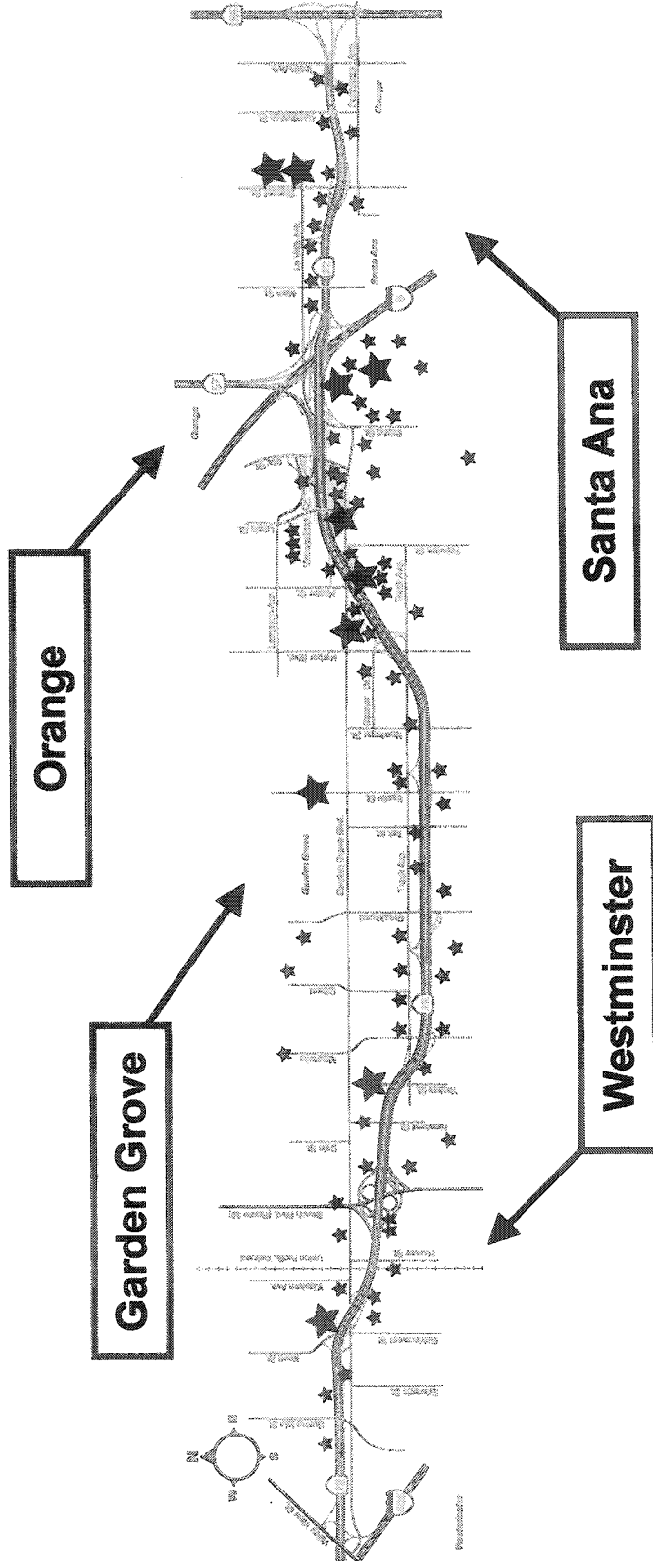
# Neighborhood Meetings

---



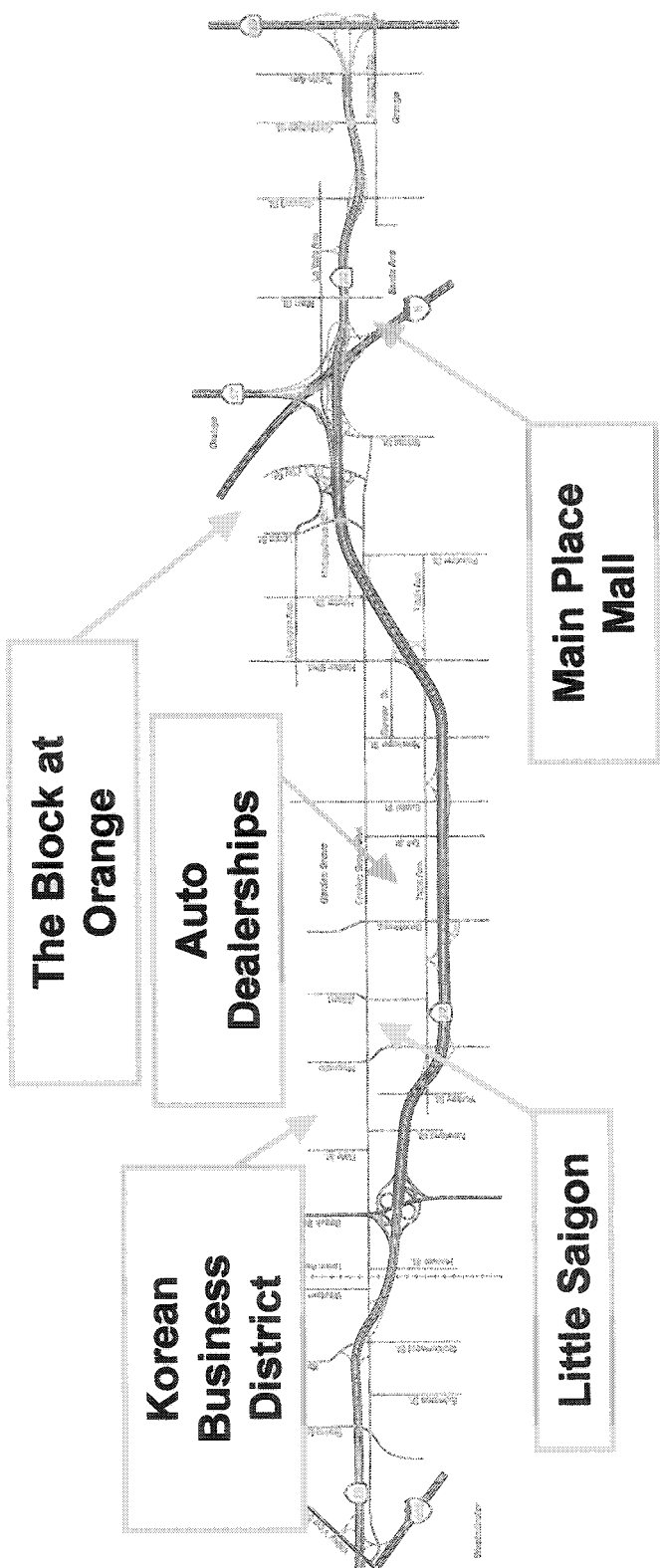
# Connecting with Communities

---



# Building Bridges with Businesses

---



# **Elected Officials/VIP Outreach**

---

- City Liaison Committee quarterly meetings
- E-newsletter
- Briefings
- 15 project tours

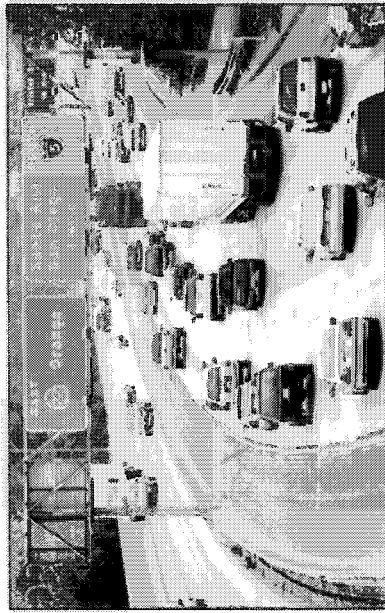


*Citizens Oversight Committee*



# Media Relations

- 171 media articles
- Project video broadcast on local cable stations
- Website
- 11,000 hits monthly
- Maps
- Construction alerts
- Contact information
- Photo gallery

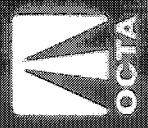
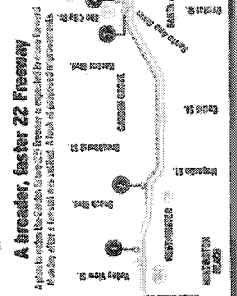


**ONE LONG PARKING LOT?** Traffic gets loose as Orange fills freeway with higher capacity, but Orange is pushing into "orange" areas for the expansion.

## Full speed ahead

**A broader, faster 22 Freeway** is being built to ease traffic congestion in Orange County. The project is a \$1.2-billion, 10-mile-long expansion of the freeway from the 15 Freeway to the 5 Freeway. The project is being built in two phases. Phase 1 is the widening of the freeway from four to six lanes. Phase 2 is the construction of a new interchange at the 15 Freeway. The project is being built by the Orange County Transportation Authority (OCTA). The project is being built by the Orange County Transportation Authority (OCTA). The project is being built by the Orange County Transportation Authority (OCTA).

**WIDE ON FREEWAY**  
**PHASE 1** will provide a 10-mile-long, six-lane freeway from the 15 Freeway to the 5 Freeway. The project is being built by the Orange County Transportation Authority (OCTA). The project is being built by the Orange County Transportation Authority (OCTA). The project is being built by the Orange County Transportation Authority (OCTA).



# SR-22 in the Media

---



# SR-57/I-5 to SR-22 Connector

---

*Southbound Orange Freeway (SR-57)/Santa Ana Freeway (I-5)  
to Westbound SR-22 Connector*



# Connector Opening Outreach

**The New 22!**

Southbound SR-57/5 to Westbound SR-22 Connector Opening  
Date: May 2006

**Thank to Measure M, the Orange Crush is less congested.**  
A new elevated connector between Highway 57/5 and the westbound SR-22 will open May 2006. The City Drive and off-ramps from the westbound SR-22 have been realigned and are now located under the new connector to eliminate weaving and merging and improve traffic flow.

For those wishing to access The City Drive from the SR-57, please exit at Chapman Avenue.

For further information, call the Orange County Transportation Hotline at (800) 284-0355 or visit [www.occta.net/SR22](http://www.occta.net/SR22).

Measure M  
Mending together Southern Orange County  
[www.occta.net](http://www.occta.net)

Orange Information call the  
OCCTA Traveler Center hotline  
at (800) 724-0355

Foyer Display

**The New 22**

Southbound SR-57/5 to Westbound SR-22 Connector Opening

A new elevated connector between the southbound SR-57/5 and the westbound SR-22 will open May 2006. The City Drive on- and off-ramps from the westbound SR-22 have been realigned and are now located under the new connector to eliminate weaving and merging and improve traffic flow.

For those wishing to access The City Drive from the SR-57, please exit at Chapman Avenue.

For further information, call the Orange County Transportation Hotline at (800) 724-0355 or visit [www.occta.net/SR22](http://www.occta.net/SR22).

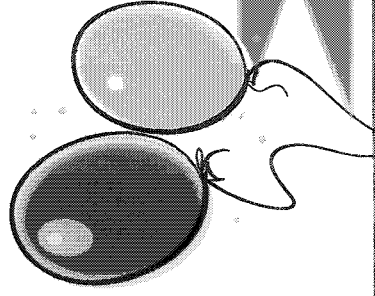
Utility Bill Insert



# Next Steps

---

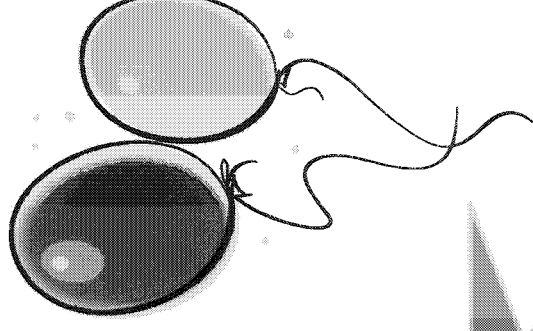
- Ramp and connector openings
- Magnolia Street outreach
- Lewis Street bridge re-opening
- Project completion event



22

November 2006

*Design-Build Excellence*







**May 8, 2006**

**To:** Members of the Board of Directors  
**From:** Arthur T. Leahy, Chief Executive Officer  
**Subject:** Amendment to Agreement for the Purchase of Compressed Natural Gas 40-Foot Fixed Route Buses

**Overview**

On June 13, 2005, the Board of Directors approved an agreement with New Flyer of America, Incorporated, in the amount of \$21,408,912, to procure 50 compressed natural gas 40-foot fixed route buses. Bids were received in accordance with the Orange County Transportation Authority's fixed assets procurement procedures.

**Recommendations**

- A. Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-5-0746 between the Orange County Transportation Authority and New Flyer of America, Incorporated, in an amount not to exceed \$106,446,904, to accelerate the purchase of 249 compressed natural gas 40-foot fixed route buses.
- B. Amend the fiscal year 2005-06 approved budget by \$106,446,904 to accommodate the purchase of 249 compressed natural gas 40-foot fixed route buses.
- C. Authorize the Chief Executive Officer to proceed with a solicitation of a turn key compressed natural gas fueling facility at the Anaheim and Garden Grove bases.

**Background**

A Request for Proposals (RFP) was issued on February 25, 2005, for the procurement of up to 377 alternative fuel 40-foot fixed route buses. New Flyer of America, Incorporated (New Flyer), was awarded a contract for an initial production of 50 compressed natural gas (CNG) buses with two option

deliveries. The first option of up to 150 units was anticipated in 2008 and a second option of up to 177 units was anticipated in 2009.

***Discussion***

As fuel prices continue to rise, it is anticipated that transit properties across the country will begin placing orders for new buses to accommodate a rapid increase in demand for service. The acceleration of 249 buses from the planned contract options to the initial production will lock in the Orange County Transportation Authority's (Authority) order with New Flyer. Accelerating deliveries provides the necessary capital to meet demands for additional service within Orange County and/or replace older diesel buses with clean burning CNG. Vehicle replacement is based on the Federal Transit Administration useful life as determined by age of the vehicle or miles.

This procurement was originally handled in accordance with the Authority's procedures for fixed assets. The original agreement was awarded on a competitive basis. It has become necessary to amend the agreement to ensure the adequate number of buses are available to meet replacement and expansion requirements.

The original agreement awarded on June 13, 2005, was in the amount of \$21,408,912. Amendment No. 1, in the amount of \$106,446,904, will increase the total agreement amount to \$127,855,816 (Attachment A).

The Board of Directors approved the construction of a CNG fueling station for the Santa Ana Base that will be fully operational by March 2007. That station will support a maximum of 250 CNG buses, at which point another CNG fueling station at Anaheim becomes necessary. In conjunction with the recommended acceleration of the CNG bus procurement and an 18-month lead time for CNG equipment, staff recommends proceeding immediately with a competitive procurement for the next CNG station.

Since the Authority intends to have over 600 CNG buses by 2012 while continuing to operate 232 liquefied natural gas (LNG) buses, eligible for replacement after 2010, staff recommends two new CNG fueling stations. The first one at Anaheim will be operational September 2008, and the second at Garden Grove will be operational July 2009. Staff will procure these stations just as the Santa Ana CNG fueling station was procured; as a design, build and operate – long term lease. A single procurement will best use the Authority's time and resources, with some economies of scale for combining two facilities into a single solicitation. Also, it will provide for continuity among the Authority properties.



**Fiscal Impact**

The additional purchase described in Amendment No. 1 to Agreement C-5-0746 was not included in the fiscal year 2005-06 budget. Funds in the amount of \$106,446,904 for the acquisition of 249 buses will be accommodated through an amendment of the Operations Division, Maintenance Department budget, Account 2114-9024, using a combination of federal grant funds and Local Capital funds. The cost of fueling stations will be accommodated in future budget appropriations.

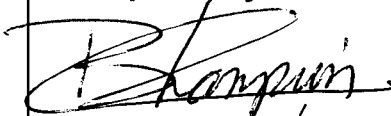
**Summary**

Staff recommends approval of Amendment No. 1, in the amount of \$106,446,904, to Agreement C-5-0746 with New Flyer of America, Incorporated, to ensure an adequate supply of buses to meet replacement and expansion requirements. In addition, authorize staff to proceed with a solicitation of turn key compressed natural gas fueling stations at the Anaheim and Garden Grove bases.

**Attachment**

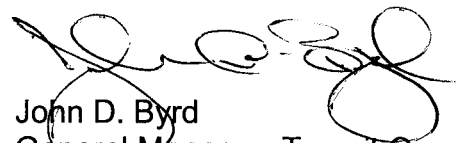
- A. New Flyer of America, Incorporated Agreement C-5-0746 Fact Sheet

**Prepared by:**



Al Pierce #07  
Manager, Maintenance Department  
(714) 560-5975

**Approved by:**



John D. Byrd  
General Manager, Transit Operations  
(714) 560-5341

**New Flyer of America, Incorporated  
Agreement C-5-0746 Fact Sheet**

1. June 13, 2005, Agreement C-5-0746, \$21,408,912, approved by the Board of Directors.
  - purchase of 50 Compressed Natural Gas 40-foot Fixed Route Buses
2. May 8, 2006, Amendment No. 1 to Agreement C-5-0746, \$106,446,904, pending approval by the Board of Directors.
  - purchase of 249 Compressed Natural Gas 40-foot Fixed Route Buses to lock in order with the bus manufacturer in anticipation of greater demand for buses due to increasing fuel prices

Total committed to New Flyer of America, Incorporated, Agreement C-5-0746: \$21,408,912. The total of the original agreement and Amendment No. 1 is \$127,855,816.





*BOARD COMMITTEE TRANSMITTAL*

**May 8, 2006**

**To:** Members of the Board of Directors  
**From:** <sup>WV</sup> Wendy Knowles, Clerk of the Board  
**Subject:** Orange County Transportation Authority Fiscal Year 2006-07 Budget Workshop

Executive Committee

May 1, 2006

**Present:** Chairman Brown, Vice Chair Cavecche, Directors Campbell, Correa, Pringle, Wilson, and Winterbottom  
**Absent:** None

***Committee Vote***

No action was taken on this item.

***Committee Recommendations***

Review the fiscal year 2006-07 budget in a workshop setting following the regularly scheduled Orange County Transportation Authority Board of Directors meeting on May 8, 2006.



*May 1, 2006*

**To:** Executive Committee  
**From:** <sup>MLL</sup> Arthur T. Leahy, Chief Executive Officer  
**Subject:** Orange County Transportation Authority Fiscal Year 2006-07 Budget Workshop

### **Overview**

The Orange County Transportation Authority is developing the fiscal year 2006-07 budget which identifies available revenues and the costs associated with providing transportation services and programs for Orange County commuters. Following the May 8, 2006, Orange County Transportation Authority Board of Directors meeting, the proposed budget will be reviewed in detail in a two-hour informal workshop.

### **Recommendation**

Review the fiscal year 2006-07 budget in a workshop setting following the regularly scheduled Orange County Transportation Authority Board of Directors meeting on May 8, 2006.

### **Background**

The preparation of Orange County Transportation Authority's (OCTA) annual budget began in January 2006 with the development of a service plan and program goals and objectives for the upcoming fiscal year (FY). Revenue forecasts and an expenditure plan were developed and submitted by OCTA executive directors in January and February.

The revenue and expenditure plans underwent successive reviews, with results presented to executive management. The proposed budget has since been subject to continuous revision to ensure a fiscally responsible and balanced financial plan that is consistent with the Comprehensive Business Plan that was approved by the Board of Directors on March 27, 2006.

***Discussion***

Staff will be presenting the FY 2006-07 budget in detail in an informal workshop setting on May 8, 2006. The presentation will include a discussion of program goals and objectives, a proposed staffing plan, and the sources of revenue and the uses of funds planned to meet program goals.

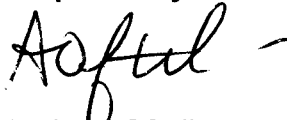
***Summary***

Staff will conduct a budget workshop for the Orange County Transportation Authority Board of Directors following the conclusion of the May 8, 2006, Board meeting.

***Attachment***

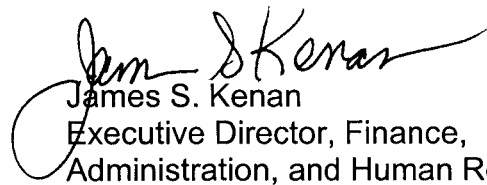
None.

**Prepared by:**



Andrew Oftelie  
Department Manager  
Financial Planning & Analysis  
(714) 560-5649

**Approved by:**



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





BOARD COMMITTEE TRANSMITTAL

**May 8, 2006**

**To:** Members of the Board of Directors  
**From:** Wendy Knowles, Clerk of the Board  
**Subject:** Chief Executive Officer's Goals

Executive Committee

May 1, 2006

**Present:** Chairman Brown, Vice Chair Cavecche, Directors Campbell, Correa, Pringle, Wilson, and Winterbottom  
**Absent:** None

**Committee Recommendations**

This item was presented under 'Other Matters'; no action was taken.





*Memo*

May 1, 2006

To: Members of the Executive Committee  
From: Arthur T. Leahy, Chief Executive Officer  
Subject: **Chief Executive Officer's Goals**

This is the report on the Chief Executive Officers goals for the first quarter for calendar 2006.

The goals are comprehensive and address a wide range of key performance areas for the Orange County Transportation Authority. They also provide a useful instrument for monitoring results during the year.

I will update the Board of Directors on the status of the goals on a quarterly basis.

Attachment

**CEO's Goal      Time Frame      Area of Concentration      Status      Summary**

CEO Goal Reference Number	February	Time Frame	Area of Concentration	Status	Summary
1	OCTA to hold SR-22 press communications and/or events.	February - November 2006	External Affairs	First event: May 19 opening of I-5/SR-22 connector	Staff will plan communications and/or events to the news media involving Board of Directors to commemorate key milestones toward project completion in November. Examples of such events are the southbound 57 to westbound 22 connector opening in May, reconfigured Beach Blvd. interchange in August, the opening of the reconstructed Lewis Street Bridge and project completion in November.
2	Staff will develop implementation strategy for SR-22/I-405 Connector Project for Board approval.	March 2006	Construction & Engineering	Deferred to June*	Staff will provide an implementation plan to the Board of Directors for Phase II of the Garden Grove Freeway (State Route 22), which completes the direct HOV connectors SR-22/I-405 and I-405/I-605.
3	Staff will secure Board approval of the 2006 Comprehensive Business Plan (CBP) and use the assumptions from the base year as the starting point for the FY 2006-07 budget.	March 2006	Finance, Administration & Human Resources	Approved by BOD 3/27	Staff will secure Board approval of the 2006 Comprehensive Business Plan (CBP) and use the assumptions from the base year as the starting point for the FY 2006-07 budget. The Comprehensive Business Plan is a financially constrained twenty-year plan that details service levels for Authority programs and sets the targets for the annual budget.
4	OCTA will award ACCESS, Contracted Fixed Route, StationLink, and Express Bus Service contract. Weekly status reports are to be provided to Board during transition period and for 90 days following move to Irvine Base with monthly reports thereafter.	March 2006	Transit Operations	Approved by BOD 2/27	This contract was awarded February 27, 2006. Weekly reports will begin on March 17, 2006 and will be included as part of the CEO's weekly summary. The report will include key performance indicators and a brief update on the service transition activities.
5	OCTA will secure funding for I-5 Gateway Freeway Widening contract.	March 2006	Construction & Engineering	Approved by BOD 2/27	OCTA is providing the financial means so that Caltrans can award the \$193.4 million construction contract for Interstate 5 widening to the Los Angeles County line.
6	Staff will provide status and budget for Euclid signal synchronization project.	March 2006	Planning, Development, & Commuter Services	Approved by BOD 3/27	OCTA will work with La Habra, Fullerton, Anaheim, Garden Grove, Santa Ana, Fountain Valley and Caltrans on the Euclid Street corridor pilot project to demonstrate the benefits of expanded signal coordination. Staff will also develop an implementation plan (scope, budget, and schedule, cooperative agreement) by March 2006.

\* Deferred based on BOD decision to transfer \$30 million from the project to the I-5 Gateway

CEO's Goal                      Time Frame                      Area of Concentration                      Status                      Summary

CEO Goal Reference Number

**First Quarter**

7	OCTA staff will conduct workshop to review procurement process.	First Quarter	Finance, Administration & Human Resources	Approved by BOD 3/27	The procurement workshop will be an opportunity for staff to familiarize the Board with the current request for proposals evaluation process including how evaluation criteria and weights are determined.
---	---	---------------	---	-------------------------	--

CEO Goal Reference Number

**April**

8	OCTA will host APTA Bus and Paratransit Conference/Roadeo.	April 28, 2006	Transit Operations / External Affairs		Bus Roadeo is on Sunday, April 30th at the OCTA Irvine Base. The conference is going to be held at the Anaheim Marriott on April 30 through May 3. There will be general forums, technical sessions, tours, bus and products display.
9	Pending Board direction, staff to finalize Measure M plan for consideration by cities and Board of Supervisors and request resolutions from cities and Board of Supervisors approving the Measure M Plan.	April-May 2006	External Affairs / Special Projects	Approved by BOD 4/24	Based on public involvement, the Board will finalize the Renewed Measure M Draft Transportation Investment Plan. Cities and the Board of Supervisors will be asked to pass resolutions to approve the plan for the purposes of putting it on the ballot.
10	Caltrans will report to Board regarding HOV Lane change process.	April 2006	Planning, Development, & Commuter Services	Approved by BOD 4/10	The Board has requested Caltrans to consider changes to their operation of HOV lanes in OC. Concepts include continuous access and use of the lanes by general purpose traffic during non-peak hours.

CEO Goal Reference Number

**May**

11	Staff will test & accept first article CNG bus.	May-September 2006	Transit Operations		Upon arrival, staff will inspect first article CNG bus; confirm it meets all specifications/contract and requirements. The buses will operate in fixed route service, and staff will verify performance and durability.
----	---	--------------------	--------------------	--	---

CEO Goal Reference Number

**June**

12	OCTA will begin weekend Metrolink service. Staff to make monthly status reports to the Board through September.	June 2006	Planning, Development, & Commuter Services	Report to TP&O 4/27	As part of Board-approved Metrolink Expansion, weekend service is planned to start by 2006.
----	---	-----------	--	------------------------	---

**CEO's Goal**                      **Time Frame**                      **Area of Concentration**                      **Status**                      **Summary**

CEO Goal Reference Number

**June cont.**

13	OCTA staff and consultant will complete design for the CNG fueling system at the Santa Ana Bus Base.	June 2006	Construction & Engineering	Staff will complete the CNG fueling station design with the contractor, Trillium. This will require coordination with utility companies, regulatory agencies, and OCTA staff.
14	Staff will secure Board approval for the 2006-07 Annual Budget, which is balanced, without an unplanned use of reserves, and is consistent with the CBP and Board-approved goals, policies, and procedures.	June 2006	Finance, Administration & Human Resources	Staff will seek Board approval for the 2006-07 annual budget, which is balanced, without an unplanned use of reserves, and is consistent with the CBP and Board-approved goals, policies, and procedures.
15	Staff to complete Long-Range Transportation Plan and short-range action element.	June 2006	Planning, Development, & Commuter Services	Every four years, OCTA prepares a plan to define the long-range transportation vision and priorities for Orange County. This plan also serves as input to SCAG's Regional Transportation Plan process. This 2006 plan also provides the planning framework for the proposed Renewal of Measure M. OCTA is also preparing a Preliminary EIR that evaluates overall potential impacts of the entire plan or policies.

CEO Goal Reference Number

**Second Quarter**

16	Staff to initiate South County Major Investment Study.	Second Quarter	Planning, Development, & Commuter Services	Staff will prepare a comprehensive multimodal long-range plan for transportation improvements and priorities. The study covers all of south county up to SR-55 and will take 18-month to complete.
17	Staff to implement new collective bargaining agreements with Teamsters for maintenance bargaining unit, as well as Transportation Communications Union.	Second Quarter	Employee/Labor Relations, & Civil Rights	Effective with the Board of Director's approval, the new economic and non-economic provisions of the Collective Bargaining Agreement covering mechanics and service workers will be implemented.

CEO Goal Reference Number

**July**

18	Staff to implement Express Bus Service on SR-57.	July 1, 2006	Transit Operations	Service on this line will be transitioned from directly operated OCTA Rte. 757 to contracted service effective July 1, 2006. The route will be modified to provide service from the Fairplex Park in Ride in Pomona to the Irvine Spectrum. A new route will also be implemented, Rte. 758, which will provide service from Chino Hills Spectrum to Hutton Center in Santa Ana.
----	--	--------------	--------------------	---

CEO Goal Reference Number

**July cont.**

19	When approved by majority of cities with a majority of the incorporated population and OCTA Board, OCTA requests Board of Supervisors place renewed Measure M on ballot.	July 2006	<b>External Affairs / Special Projects</b>	After cities approve the Renewed Measure M Draft Transportation Investment Plan, the Board will be asked to approve (by a two-thirds majority) the plan and request the Board of Supervisors place the transportation plan on the ballot.
20	OCTA to transition ACCESS service and move contracted services to Irvine Base.	July 2006	<b>Transit Operations</b>	As part of the recent procurement, vendors were required to propose using the Irvine Base. The contracted operations are currently operated from a vendor-owned facility and will be moved to the Irvine Base effective July 1, 2006 to correspond with the change of service providers.

CEO Goal Reference Number

**August**

21	Staff to complete callbox reductions and conversion to digital service, per action taken by Board last year.	August 2006	<b>Planning, Development, &amp; Commuter Services</b>	Federal mandate requires that OCSAFE convert the call box communication system from analog cellular service to digital cellular service. The system conversion will be completed between March and July, 2006.  Staff will "thin" 587 call boxes between March and June to meet OCSAFE Board direction to increase call box spacing from 1/4 mile to the statutory minimum spacing of 1/2 mile.
22	Staff to initiate review of State and Federal legislative goals and assess future advocacy effort requirements.	August 2006	<b>State and Federal Relations</b>	Each of the state and federal advocate contracts expire this year and will need consideration by the Board for extension. This goal was established to conduct a thorough review of the advocacy firms for consideration of ongoing representation in Sacramento and Washington, D.C.

CEO's Goal      Time Frame      Area of Concentration      Status      Summary

CEO Goal Reference Number	September				
23	Staff to complete assessment of freeway infrastructure protection capabilities and request approval of future course of action from the Security Working Group.	September 2006	Security Threat Assessment	FHWA & Army Corps to conduct site visits to evaluate freeway columns. In August, FHWA and Army Corps will conduct explosive tests on simulated columns.	In conjunction with Caltrans, staff will investigate the capabilities of freeway infrastructure by: 1. Installing surveillance cameras at three separate freeway locations. 2. Conduct a blast simulation test on an existing freeway column to determine the need for additional hardening.
24	OCTA to implement Express Bus Service on SR-91 through a cooperative agreement with Riverside Transit Agency.	September 10, 2006	Transit Operations		New Rte. 794 will be implemented in September, 2006 providing service from the Tyler Mall in Riverside to South Coast Metro. This service will be funded through a cooperative agreement with Riverside Transit Agency, with approximately 70% funded by OCTA and 30% funded by RTA.

CEO Goal Reference Number	Third Quarter				
25	Staff to advance work on Riverside-Orange corridor improvements.	Third Quarter	Planning, Development & Commuter Services		See items 25a-c
25a	Staff to initiate Ortega Highway Safety Study.	Third Quarter	Planning, Development, & Commuter Services		OCTA will develop engineering concepts to improve safety and operations of Ortega Highway from the future SR-241 to Lake Elsinore. The plan builds on recommendations from the recently completed Major Investment Study.
25b	Staff to initiate PE for SR-91 improvements and viaduct.	Third Quarter	Planning, Development & Commuter Services		In this study conceptual engineering for the proposed SR-91 improvements between SR-241 and I-15, including elevated lanes and reversible lanes (contingent on Board approval) will be initiated.

CEO's Goal      Time Frame      Area of Concentration      Status      Summary

CEO Goal Reference Number

**Third Quarter cont.**

25c	Staff to initiate Irvine-Corona feasibility study.	Third Quarter	Planning, Development & Commuter Services	Technical studies related to the Irvine-Corona Expressway (new corridor) will be initiated. These studies will range from geotechnical investigation of "Corridor B" from the recently completed Major Investment Study to further definition of various conceptual alignments (contingent on Board approval).
26	OCTA staff and south Orange County cities to select corridor for South County Signal Synchronization Project.	Third Quarter	Planning, Development & Commuter Services	OCTA will work with southern Orange County cities on a potential pilot project corridor to demonstrate the benefits of expanded signal synchronization. An implementation plan (scope, budget, and schedule, cooperative agreement) will also be developed.

CEO Goal Reference Number

**October**

27	Staff to work with the Board to maximize annual federal appropriations for OCTA transportation projects.	October 2006	Government Relations	The OCTA Board of Directors adopted a fiscal year 2007 appropriations project list, which includes 14 projects totaling \$97,180,000. The goal is to reach a minimum of \$10 million in earmarks for OCTA projects for FY07, which amounts to a little more than 10 percent of the total request. It would also represent an increase in congressional earmarks of 40 percent over fiscal year 2006.
28	Cities to begin construction of the SR-90 Imperial Highway Smart Streets Project.	October 2006	Construction & Engineering	This is a local Smart Streets Project. The cities include La Habra, Brea and Fullerton. The project will be split to allow Brea and Fullerton (Segments B&C) to proceed with project, while La Habra (Segment A) addresses local issues.
28a	Segment A: LA County line to Harbor Blvd (La Habra)*	Yearlong	Construction & Engineering	Smart Streets Project Segment A consists of re-striping to 6 lanes from L.A. County line to Idaho Street; providing continuous raised median from County line to Beach Blvd; widening of intersections at Beach Blvd., Idaho, Euclid, & Harbor; construction of bus pads, ADA bus stop modifications, bus turnouts, & soundwalls at various locations, and drainage improvements.

\* Construction delayed due to noise mitigation and right-of-way issues.

	<u>CEO's Goal</u>	<u>Time Frame</u>	<u>Area of Concentration</u>	<u>Status</u>	<u>Summary</u>
28b	Segment B: Harbor Blvd to SR-57 (Fullerton)	October 2006	Construction & Engineering		Smart Streets Project, Segment B consists of re-striping to 6 lanes from Harbor Blvd. to Berry Street; median modifications at the Puente Street intersection; and constructing bus pads, ADA bus stop modifications, bus turnouts, & soundwalls at various locations
28c	Segment C: SR-57 to Rose Drive (Brea)	October 2006	Construction & Engineering		Smart Streets Project Segment C consists of adding a lane eastbound from Valencia Avenue to the Brea city limits; constructing median modifications at intersections, including Valencia Avenue & Rose Street; and constructing bus pads, ADA bus stop modifications, bus turnouts, & soundwalls at various locations.
29	OCTA to procure contractor to operate Customer Information Center.	October 2006	External Affairs		The current contract for the Customer Information Center will expire at the end of 2006. The center provides bus-routing information to passengers and sells bus passes. A Request for Proposals for a new contractor will be issued this summer with a contractor being awarded in the fall.

CEO Goal Reference Number

**November**

30	GMR to meet the substantial contractual completion of the SR-22.	November 30, 2006	Construction & Engineering		GMR will complete the improvements to the SR-22 project by the 800 day milestone. The date of completion will be no later than November 30, 2006.
31	OCTA to complete the installation of a closed circuit TV camera at the Fullerton Transportation Center.	November 2006	Planning, Development, & Commuter Services		A federal grant to OCTA is being used by the city under agreement with OCTA. The city prepare plans and start procurement by June 2006.
32	Caltrans will award the contract for SR-90 Bridge and Grade Separation.	November 2006	Planning, Development, & Commuter Services		Caltrans Imperial Hwy. grade separation in Anaheim/Yorba Linda should be "Ready To List" in June 06. OCTA oversight will focus on city agreements and Adelphia relocation issues.

CEO Goal Reference Number

**December**



<u>CEO's Goal</u>	<u>Time Frame</u>	<u>Area of Concentration</u>	<u>Status</u>	<u>Summary</u>
33	December 2006	Finance, Administration & Human Resources		The Comprehensive Annual Financial Report (CAFR) is the generally accepted publication for reporting audited financial statements and other financial information about the governmental entity.
34	December 2006	Planning, Development, & Commuter Services		Staff will complete the draft environmental report to add a new eastbound lane to SR-91 from SR-241 to SR-71.
35	December 2006	Special Projects		Assuming Measure M appears on the ballot, staff will present a report on the November 6th ballot results and next steps needed to be taken.

CEO Goal Reference Number

**Fourth Quarter**

36	Fourth Quarter	Employee/Labor Relations, & Civil Rights		The FTA requires each transit agency receiving federal funds to submit an AAP/EEO Plan for review and approval every three years. The Labor/Employee Relations & Civil Rights Division will develop and submit this plan to the FTA for review and approval.
37	Fourth Quarter	Employee/Labor Relations, & Civil Rights		The FTA requires each transit agency receiving federal funds to submit a Title VI Report every three years for its review and approval. The Labor/Employee Relations & Civil Rights Division will develop and submit this report to the FTA for review and approval.

CEO Goal Reference Number

**Year Long**

	<u>CEO's Goal</u>	<u>Time Frame</u>	<u>Area of Concentration</u>	<u>Status</u>	<u>Summary</u>
38	OCTA will achieve an operating ratio of 25 percent, the same as in 2005.	Yearlong	Transit Operations		The operating ratio is the ratio of farebox revenue to operating cost based on projected growth in ridership.
39	OCTA will increase bus revenue to \$49.2 million, an increase of 2.2 percent over 2005.  OCTA will provide 1.866 million hours of revenue service.	Yearlong	Transit Operations		OCTA will operate 1.866 million annual revenue vehicle hours of bus service, an increase of 57,000 annual hours over 2005. OCTA will provide 23.8 million annual revenue vehicle miles of bus service, an increase of over 400,000 miles over 2005.
40	OCTA will provide 23.8 million revenue miles, a 1.5 percent increase over 2005.  OCTA will provide 68.1 million passenger rides, a 2.2 percent increase over 2005.	Yearlong	Transit Operations		Passenger rides are estimated to increase by approximately 1.5 million rides to 68.1 million annually, an increase of 2.2 percent over 2005.
41	OCTA will operate 85 percent on-time service and 11,000 miles between road calls.	Yearlong	Transit Operations		On time service distance/miles traveled by fixed route buses between mechanical failures not caused by accident or driver error. In January 2006, the fixed route system achieved an on-time performance of 84.9%. For the past 12 months, on-time performance for all scheduled trips has maintained at least 85% on-time performance, which is the system wide goal for this performance measure.
42	OCTA staff to conduct workplace harassment prevention training for management, administration, and bargaining unit employees.	Yearlong	Employee/Labor Relations, & Civil Rights		In accordance with California AB 1825, the Labor/Employee Relations & Civil Rights Division will conduct bi-annual training for supervisors and management personnel on workplace harassment and discrimination prevention. The Division staff will also conduct training for all coach operators as part of their Annual Required Training as well as for mechanics and administrative employees.

	<u>CEO's Goal</u>	<u>Time Frame</u>	<u>Area of Concentration</u>	<u>Status</u>	<u>Summary</u>
43	OCTA will meet the following goals on the SR-91 Express Lanes: (a) 13,500,000 trips on the lanes (b) \$37,000,000 in toll revenue	Yearlong	Planning, & Development, & Commuter Services	1st quarter CEO Goals a) goal: 3,065,000 actuals: 3,511,000 b) goal: \$8,989,000 actuals: \$10,808,000	To maintain consistency with bond indenture requirements, the SR-91 Express Lanes 2006 revenue and vehicle trip goals are derived from annualized estimates of Vollmer weekly traffic and revenue forecasts. Traffic and revenue have outstripped Vollmer forecasts by at least 15 percent.
44	Staff will consider additional bus base, long-range facilities assessment.	Yearlong	Transit Operations		Based on growth projections substantiated by the Comprehensive Business Plan, staff will assess facility needs for all bus and Paratransit operations for the next 15 years.
45	Staff will evaluate options for developing ARTIC; to integrate Orange County's transportation system with proposed regional systems.	Yearlong	Planning, & Development, & Commuter Services		OCTA will work with the City of Anaheim to develop the Anaheim Regional Transportation Intermodal Center in conjunction with Metrolink expansion plans, bus rapid transit deployment, and high-speed rail proposals.
46	Staff will support regional efforts to address goods movement needs along the Orangethorpe corridor.	Yearlong	Planning, & Development, & Commuter Services		Staff will ensure that Orange County's projects/priorities are included in various regional goods movement studies and plans.
47	Staff will monitor and evaluate the CIGNA Health Plan for the following: a) Claim rate accuracy: 95% of total audited claims paid correctly b) Time to process: 90% of claims processed in 14 business days c) Average Speed of Answer: ASA for calls to Call Center shall be no longer than 45 seconds d) Abandonment rate: no greater than 5% of calls result in caller termination before speaking to customer service.	Yearlong	Finance, Administration & Human Resources		Staff will monitor and evaluate the CIGNA Health Plan. CIGNA was recently added as OCTA's health care provider for medical services for administrative employees and Board Members. The items listed under CEO goals are the performance goals contained in the agreement.



**DIRECTORS' MEETING REPORTS**  
 April 24 through May 5, 2006  
 Report for Board Meeting of May 8, 2006

DIRECTOR	DATE	DESCRIPTION OF MEETING
Chairman Art Brown	April 24, 2006	OCTA – Transportation Corridor Agencies' meeting
Chairman Art Brown	April 25, 2006	Metrolink Discussion meeting
Chairman Art Brown	April 27, 2006	Measure M Informational meeting
Chairman Art Brown, Vice Chair Carolyn Cavecche, and Greg Winterbottom	April 29 – May 3, 2006	American Public Transportation Association (APTA) Bus and Paratransit Conference and International Bus Rodeo
Vice Chair Carolyn Cavecche	April 24, 2006	<ul style="list-style-type: none"> <li>• State Route 22 Project Video Shoot</li> <li>• Riverside Orange Corridor Authority Discussion meeting</li> </ul>
Peter Buffa	April 30, 2006	APTA Conference Opening General Session
Richard Dixon	April 24, 2006	Riverside Orange Corridor Discussion meeting
Michael Duvall	April 6, 2006	State Route 22 Budget Briefing
Cathy Green	April 26, 2006	Measure M Informational meeting for the Huntington Beach Chamber Government Relations Committee
Thomas Wilson	April 26, 2006	Measure M Information meeting for the Laguna Woods Transportation Awareness Day
Lou Correa	May 5, 2006	State Route 22 Update meeting for the Latino community leadership