

Date: Monday, December 12, 2005

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, December 12, 2005, at 9:00 a.m.

ACTIONS

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

Invocation

Director Cavecche

Pledge of Allegiance

Director Dixon

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. Presentation of Resolutions of Appreciation for Employees of the Month for December 2005

Present Orange County Transportation Authority Resolutions of Appreciation Nos. 2005-123, 2005-124, 2005-125 to Indolfo Gutierrez, Coach Operator, Miguel Hernandez, Maintenance, and Anup Kulkarni, Administration, as Employees of the Month for December 2005.

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

Present Orange County Transportation Authority Resolution of Appreciation No. 2005-126 to Orange County Sheriff's Deputy Dominic Montalbano.

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 November 28, 2005.

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

Approval of Orange County Transportation Authority Resolutions of Appreciation Nos. 2005-123, 2005-124, 2005-125 to Indolfo Gutierrez, Coach Operator, Miguel Hernandez, Maintenance, and Anup Kulkarni, Administration, as Employees of the Month for December 2005.



AGENDA

ACTIONS

5. **Approval of Resolution of Appreciation to Orange County Sheriff's Department Employee of the Quarter**

Approval of Orange County Transportation Authority Resolution of Appreciation No. 2005-126 for Orange County Sheriff's Deputy Dominic Montalbano.

6. **Proposed Board of Directors' Meeting Calendar for the Year 2006**

Wendy Knowles

Overview

Presented is the proposed official Board of Directors' meeting calendar for the year 2006, depicting the dates of the Board meetings and holidays for the year.

Recommendation

Adopt the Orange County Transportation Authority and affiliated agencies Board of Directors' meeting calendar for the year 2006, as presented in Attachment B.

7. **Combined Transportation Funding Program Semi-Annual Review**

Monica Giron/Paul C. Taylor

Overview

Twice each year, the Orange County Transportation Authority meets with local agencies to assess the status of projects funded as part of the Combined Transportation Funding Programs. Project change requests and current project status updates are provided. This report summarizes staff recommendations regarding adjustments to the Combined Transportation Funding Program.

Recommendations

- A. Approve the staff recommended adjustments to the Combined Transportation Funding Programs projects.



AGENDA

ACTIONS

7. **(Continued)**

- B. Authorize the Chairman of the Board of Directors to issue a letter to local agencies regarding delivery of planned projects in fiscal year 2005-06.
- C. Provide administrative authority to staff to process requests to advance approved federal funding for projects that are ready to proceed ahead of schedule, as allowed through the Expedited Project Selection Procedures.

8. **Wireless Internet Access for Orange County Metrolink Service**

Darrell Johnson/Paul C. Taylor

Overview

This report provides an update on the potential for wireless internet technology on-board Metrolink trains.

Recommendation

Direct staff to collaborate with Southern California Regional Rail Authority's feasibility testing of alternative technologies for wireless internet service on board Metrolink trains.

9. **Selection of a Consultant for Design Services for the Chokepoint on the San Diego Freeway (Interstate 5) at Oso Parkway**

Dipak Roy/Stanley G. Phernambucq

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2006 Budget, the Board approved the design services for the chokepoint on the San Diego Freeway (Interstate 5) at Oso Parkway. Proposals and statement of qualifications were solicited in accordance with the Orange County Transportation Authority's procurement procedures for the retention of consultants to perform architectural and engineering work. These procedures are in accordance with both federal and state legal requirements.



AGENDA

ACTIONS

9. (Continued)

Committee Recommendation

Select CH2MHILL to perform design services for the chokepoint improvement project on the San Diego Freeway (Interstate 5) at Oso Parkway. In addition, the contract needs to stipulate that this action could not be used in a detrimental way for either side in terms of any legal issues dealing with the Interstate 405/State Route 55.

10. **Fiscal Year 2004-05 Comprehensive Annual Financial Report**

Tom Wulf/James S. Kenan

Overview

The Comprehensive Annual Financial Report for the Orange County Transportation Authority contains the fiscal year 2004-05 financial statements and an independent accounting firm's audit opinion on the basic financial statements.

Recommendation

Receive and file as an information item.

11. **Approval of Fiscal Year 2005-06 Local Transportation Fund Claim for Laguna Beach Public Transportation Services**

Jerome A. Diekmann/James S. Kenan

Overview

The Laguna Beach Municipal Transit Lines, a department within the City of Laguna Beach, is eligible to receive funding from the Local Transportation Fund in Orange County for providing public transportation services throughout the city. To receive the funds, the Laguna Beach Municipal Transit Lines must file a claim against the Local Transportation Fund with the Orange County Transportation Authority.



AGENDA

ACTIONS

11. (Continued)

Recommendation

Approve the Laguna Beach Municipal Transit Lines Fiscal Year 2005-06 Local Transportation Fund Claim for public transportation services in the amount of \$1,270,350, and authorize the Chief Executive Officer of the Orange County Transportation Authority to issue allocation/disbursement instructions to the Orange County Auditor-Controller in the amount of the claim.

12. **Garden Grove Freeway (State Route 22) Design-Build Project - Contract Change Order No. 13 to Agreement C-3-0663**

T. Rick Grebner/Stanley G. Phernambucq

Overview

On August 23, 2004, the Orange County Transportation Authority's Board of Directors awarded a design-build contract to improve 12 miles of the Garden Grove Freeway (State Route 22) from Valley View Street east to the Costa Mesa Freeway (State Route 55) interchange. Construction contingency has been budgeted to account for unforeseen and changed conditions that occur during construction. Contract Change Order No. 13 is presented for Board consideration

Committee Recommendation

Authorize the Chief Executive Officer to execute Contract Change Order No. 13 to Agreement C-3-0663 with Granite-Myers-Rados, in an amount not to exceed \$234,115, for alteration of retaining wall no. 163.



AGENDA

ACTIONS

13. Amendment to Memorandum of Understanding with the City of Laguna Beach

Jerome A. Diekmann/James S. Kenan

Overview

The current Memorandum of Understanding between the Orange County Transportation Authority and the City of Laguna Beach is due to expire on December 17, 2005. Action is now requested to amend the current Memorandum of Understanding to add an additional article to the agreement and to extend the amended Memorandum of Understanding to continue to provide operating assistance of \$165,000, per year for five years, effective in Fiscal Years 2005-06 through 2009-10.

Recommendation

Authorize the Chief Executive Officer to execute a Memorandum of Understanding with the City of Laguna Beach to provide operating assistance of \$165,000, per year, for five years, effective in fiscal years 2005-06 through 2009-10.

Orange County Local Transportation Authority Consent Calendar Matters

14. Fiscal Year 2005-06 Measure M Eligibility Review

Yvette M. Pierre/Paul C. Taylor

Overview

The Measure M ordinance requires all local jurisdictions in Orange County to submit elements of the Measure M Growth Management Program to the Orange County Transportation Authority in order to remain eligible for receiving Measure M turnback and competitive funds. The eligibility review process for fiscal year 2005-2006 has been completed.

Recommendation

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



AGENDA

ACTIONS

Orange County Transit District Consent Calendar Matters

15. Procurement of Ten ACCESS Service Vans

Al Pierce/William L. Foster

Overview

The Community Transportation Services is requesting approval to expand the current test of one minivan to a total of ten vans. The evaluation of this test may result in an overall cost savings in the ACCESS Services. Procurement will be split into two different van types consisting of five Caltrans Type IV Chevrolet Venture Minivans and five Caltrans Raised Top Modified Ford Vans.

Recommendation

Authorize the Chief Executive Officer to execute Purchase Order 05-73467 between the Orange County Transportation Authority and Creative Bus Sales, Inc., in an amount not to exceed \$426,259, for the purchase of ten ACCESS service vans under the State of California, Department of General Services, Procurement Division Agreement..

16. Agreement for Bus Parts Cleaner Services

Al Pierce/William L. Foster

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2005-06 Budget, the Board approved bus parts cleaner services. Offers were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board approval is requested to execute an agreement.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-5-2764 between the Orange County Transportation Authority and FRS Environmental, Inc., in an amount not to exceed \$146,444, for the initial three-year period for bus parts cleaner services, with two one-year options.



AGENDA

ACTIONS

17. Designation of State Transit Assistance Funds for Fare Stabilization for Seniors and Persons with Disabilities

Jerome A. Diekmann/James S. Kenan

Overview

The Orange County Transit District is eligible to receive State Transit Assistance Funds for carrying senior citizens and persons with disabilities on public transit service throughout Orange County. In order to receive these funds, staff requests approval to designate funds in the State Transit Assistance Fund in the amount of \$675,000, and authorization to prepare a claim in the amount of \$675,000, to fund the senior/disabled fare assistance program during fiscal year 2005-06.

Recommendations

- A. Adopt Resolution No. 2005-122 to designate funds in the amount of \$675,000, in the State Transit Assistance Fund to provide fare assistance for seniors and persons with disabilities.
- B. Authorize the Chief Executive Officer to prepare and submit claims against the State Transit Assistance Fund to the Orange County Auditor-Controller for the Fiscal Year 2005-06 Fare Assistance Program.

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

18. Countywide Signal Coordination Efforts

Kurt Brotcke/Paul C. Taylor

Overview

Coordinating traffic signals across cities' boundaries is a major component in improving countywide traffic flow and reducing delays. A long-term, conceptual plan is presented for review along with recommendations for advancing short term demonstration projects.



AGENDA

ACTIONS

18. (Continued)

Recommendations

- A. Direct staff to work with local agencies on the Euclid Street signal coordination pilot project and return with a status report by March 2006.
- B. Direct staff to work with local agencies on a potential signal coordination pilot project serving southern Orange County and return with a recommendation by March 2006.

19. **Riverside County-Orange County Major Investment Study Recommendations**

Kurt Brotcke/Paul C. Taylor

Overview

Revised recommendations emerging from the November 18, 2005, Riverside County – Orange County Major Investment Study Policy Committee meeting and related efforts are presented for review and discussion.

Committee Recommendations

- A. Establish Riverside Freeway (State Route 91) from the Costa Mesa Freeway (State Route 55) to Corona Freeway (Interstate 15) as a priority for improving transportation between Riverside and Orange counties. Emphasize Riverside Freeway (State Route 91) improvements between the Foothill/Eastern Transportation Corridor (State Route 241) and the Corona Freeway (Interstate 15) first, followed by improvements between the Costa Mesa Freeway (State Route 55) and the Foothill/Eastern Transportation Corridor (State Route 241).



AGENDA

ACTIONS

19. (Continued)

- B. Continue to work with the Foothill/Eastern Transportation Corridor Agency to develop a mutually acceptable plan to improve the connection between the Foothill/Eastern Transportation Corridor (State Route 241) and Riverside Freeway (State Route 91) corridors and accelerate capacity improvements on Eastern Toll Road (State Route 133), Foothill/Eastern Transportation Corridor (State Route 241), and Eastern Toll Road (State Route 261) to optimize utilization of the toll roads to improve transportation between Riverside and Orange counties.
- C. Continue to evaluate costs and impacts with Corridor A in the Riverside Freeway (State Route 91) right of way through a future preliminary engineering process in cooperation with other agencies. (This is a revised recommendation based on policy committee direction.)
- D. Continue to study the technical feasibility of the Corridor B concept including costs, risks, joint-use opportunities, benefits, and potential funding options in cooperation with the Riverside County Transportation Commission, Transportation Corridor Agencies, Metropolitan Water District, and other interested agencies.
- E. Continue work with the Cal-Nevada Super Speed Train Commission on Anaheim to Ontario Maglev alignments in the Santa Ana Canyon or alternate corridors as appropriate.
- F. Eliminate Strategic Alternative 1B (Corridor A with the Costa Mesa Freeway [State Route 55] widening) from further analysis due to high number of residential right-of-way impacts adjacent to the Costa Mesa Freeway (State Route 55).
- G. Eliminate from further analysis the Ortega Highway (State Route 74) widening and realignment concept due to high cost and environmental impacts, and direct staff to focus on Ortega Highway (State Route 74) operational improvements.



AGENDA

ACTIONS

19. (Continued)

- H. Direct staff to initiate a Master Plan of Arterial Highways amendment process with the California Department of Transportation and other agencies to reclassify Ortega Highway (State Route 74) from a four-lane highway to a two-lane highway east of the future Foothill/Eastern Transportation Corridor (State Route 241). (This is a follow-up recommendation to address Recommendation "G" above).
- I. Authorize the Chief Executive Officer to negotiate and execute one or more interagency cooperative agreements or joint powers agreements for the technical studies to be conducted jointly with cooperating agencies. (This is a new recommendation further described in the staff report.)
- J. Direct staff to return with an updated State Route 91 Implementation Plan by June 30, 2006. (This is a new recommendation further described in the staff report.)

20. **First Quarter Fiscal Year 2005-06 Bus Operations Monthly Performance Measurements Report**

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

Overview

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

Recommendation

Receive and file as an information item.



AGENDA

ACTIONS

21. **Health Benefits for Contractors' Employees**
Virginia Abadessa/James S. Kenan

Overview

The Orange County Transportation Authority does not require contractors doing business with the Orange County Transportation Authority to provide health insurance to their employees. A Board approved policy is required to enact such a requirement.

Committee Recommendation

Option 5 (offered by Committee Chairman Wilson): Take no action to the current methodology that the Orange County Transportation Authority uses on contracts.

Orange County Transit District Regular Calendar Matters

22. **Review of Request for Proposal for ACCESS, Contracted Fixed Route, Stationlink and Express Bus Service**
Erin Rogers/William L. Foster

Overview

The Board of Directors recently approved a staff recommendation to reject all proposals received in a procurement conducted for ACCESS Service and Contracted Fixed Route Bus Service. The current contract with Laidlaw Transit Services, Inc., expires February 28, 2006. A revised Request for Proposal has been developed and staff is seeking Board approval to issue.

Recommendation

Authorize staff to issue Request for Proposal for ACCESS and Contracted Fixed Route, Stationlink, and Express Bus Services.



AGENDA

ACTIONS

Other Matters

23. **Board Discussion of Statewide Policy Revision for High Occupancy Vehicle Lanes**
24. **Chief Executive Officer's Report**
25. **Directors' Reports**
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.

27. **Closed Session**

Pursuant to Government Code Section 54957.6 to meet with Orange County Transportation Authority designated representative Marlene Heyser regarding collective bargaining agreement negotiations with: (a) the Transportation Communications Union (TCU) representing the parts and revenue clerks, and facility technicians, and (b) the Teamsters Local 952 representing the maintenance employees.

28. **Adjournment**

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

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
November 28, 2005

Call to Order

The November 28, 2005, regular meeting of the Orange County Transportation Authority and affiliated agencies was called to order at 9:00 a.m. at the Orange County Transportation Authority Headquarters, Orange, California; Chairman Campbell presided over the meeting.

Roll Call

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

Also Present: Arthur T. Leahy, Chief Executive Officer
Richard J. Bacigalupo, Deputy Chief Executive Officer
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: None

Invocation

Director Green gave the invocation.

Pledge of Allegiance

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

Public Comments on Agenda Items

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

Special Matters

1. Transit Police Services Mental Health Outreach Team Award

Chairman Campbell introduced Mark Refowitz, Director of Behavioral Health for the Orange County Health Care Agency, who presented an award to Transit Police Services' (TPS) Chief, Lt. James Rudy, in recognition of collaborative work between Mr. Refowitz' agency and the TPS Outreach Team and Coach Operators on the Night Owl service.

2. Presentation of Resolutions of Appreciation for Employees of the Month for November 2005

Chairman Campbell presented Orange County Transportation Authority Resolutions of Appreciation Nos. 2005-119, 2005-120, 2005-121 to Jose Sanchez, Coach Operator, Anh Le Trinh, Maintenance, and Michael Litschi, Administration, as Employees of the Month for November 2005.

Consent Calendar (Items 3 through 8)

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

Chairman Campbell pulled item 6 for discussion, and item 8 was deferred to the next Board of Directors' meeting scheduled for December 12, 2005.

Orange County Transportation Authority Consent Calendar Matters

3. Approval of Minutes

Motion was made by Vice Chairman Brown, seconded by Director Ritschel, and declared passed by those present, to approve the minutes of the Orange County Transportation Authority and affiliated agencies' regular meeting of November 14, 2005.

Director Correa was not present for this vote.

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

Motion was made by Vice Chairman Brown, seconded by Director Ritschel, and declared passed by those present, to approve Orange County Transportation Authority Resolutions of Appreciation Nos. 2005-119, 2005-120, 2005-121 to Jose Sanchez, Coach Operator, Anh Le Trinh, Maintenance, and Michael Litschi, Administration, as Employees of the Month for November 2005.

Director Correa was not present for this vote.

5. Conflict of Interest Code and Annual Statement of Economic Interests Filing for 2005

Motion was made by Vice Chairman Brown, seconded by Director Ritschel, and declared passed by those present, to:

- A. Adopt the Orange County Transportation Authority Conflict of Interest Code and direct staff to forward the code for approval to the reviewing body, the Orange County Board of Supervisors.
- B. Direct the Clerk of the Board to distribute and monitor Statements of Economic Interests for 2005 for members of the Board of Directors, the Chief Executive Officer, and certain designated employees, and file those statements with the Clerk of the Orange County Board of Supervisors by April 3, 2006.

Director Correa was not present for this vote.

6. Customer Relations Service Quality Report for First Quarter Fiscal Year 2005-06

Chairman Campbell pulled this item and requested that a brief presentation on this report be provided.

Linda Fenner, Manager of Customer Relations, addressed the Board and summarized the activities of the Customer Relations Department and highlights of the past quarter.

This item was accepted for information and file; no action was taken.

7. Agreement for Maintenance of Xerox High-Speed Copiers

Motion was made by Vice Chairman Brown, seconded by Director Ritschel, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement C-5-2802 between the Orange County Transportation Authority and Xerox Corporation, in an amount not to exceed \$120,000, for full service maintenance of Xerox 5900 and 6135 high speed copying systems for the period February 1, 2006, through January 31, 2008.

Director Correa was not present for this vote.

8. Health Benefits for Contractors' Employees

At the request of Director Correa, this item was deferred and will be agendized for the December 12, 2005, meeting of the Board of Directors.

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

9. Comprehensive Funding Strategy and Policy Direction, and Adoption of the 2006 State Transportation Improvement Program

Chief Executive Officer (CEO), Arthur T. Leahy, provided opening comments on this item, and introduced Darrell Johnson, Manager of Program Project Development and Commuter Rail, who provided a PowerPoint presentation and handouts.

Mr. Johnson went through the handout and highlighted the various funds, programs, program areas, and aspects of the 2006 State Transportation Improvement Program.

9. (Continued)

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

- A. Approve overall policy direction for programming of local, state, and federal funds.
- B. Approve a comprehensive local, state, and federal funding plan for \$1.455 billion from fiscal year 2005-06 through fiscal year 2010-2011
- C. Adopt the 2006 State Transportation Improvement Program
- D. Approve a Bristol Street Widening Project Funding Plan:
 - 1. Commit to seek full funding in the amount of \$225 million for the Bristol Street Widening Project
 - 2. Program \$125 million in State Gas Tax Subvention funds in the period from fiscal year 2006-07 through fiscal year 2011-12 for the Bristol Street Widening Project.
 - 3. Direct the Chief Executive Officer to seek an additional \$100 million from other sources, including, but not limited to, federal appropriations, state grants or local funds to complete the Bristol Street Widening Project.
 - 4. Direct the Chief Executive Officer to negotiate a cooperative agreement with the City of Santa Ana that defines the Orange County Transportation Authority's responsibilities for project funding of \$225 million and that City's responsibilities for project implementation.
- E. Approve the use of Measure M Transit funds for the Metrolink Service Expansion
- F. Authorize staff to process all necessary amendments to the State Transportation Improvement Program and Regional Federal Transportation Improvement Program as well as execute any necessary agreements to facilitate the above actions.

Director Correa was not present for this vote.

10. Lease to Own Agreement for Design, Construction, Operation and Maintenance of a Compressed Natural Gas Fueling Station at the Santa Ana Bus Base

Chairman Campbell called upon Chief Executive Officer, Arthur T. Leahy, who stated that the Board previously approved an award to purchase compressed natural gas (CNG) buses, and those buses will be delivered next year. After having done that, staff came through Committee and discussed how to fuel these buses, and a couple of options were considered.

He further stated that staff looked at the cost of the facility, the cost of the fuel, and reliability with which the OCTA can be comfortable. He stated that OCTA is not on a critical path on this item today, but is within a couple of weeks of that becoming the situation. He then introduced James Kramer to report on this item.

James Kramer, Senior Project Manager for Construction and Engineering, who stated that in July of this year, the Board authorized staff to issue a request for proposal (RFP) to lease the natural gas fueling station and associated building improvements at the Santa Ana Bus Base. The proposal requested responses for either a CNG or an LCNG (liquid-to-compressed natural gas) station with a ten-year operation and maintenance contract of the equipment.

Mr. Kramer stated that with the lease procurement, the risk is transferred to the contractor for the construction and operation of the equipment.

Three firms submitted a total of five offers for the project. Three proposals were received for a pipeline compressed natural gas fueling system and two proposals were received for a liquid-to-compressed natural gas fueling station. The evaluation committee reviewed the proposals and interviewed all three firms.

The proposals for liquid-to-compressed natural gas fueling stations were significantly more costly than the compressed natural gas fueling station proposals when considering construction, utility, fuel, operating and maintenance costs over the contract period. Trillium was the highest-rated firm by the evaluation committee.

Public comments were heard from:

Peter Grace, resident of Newport Beach, who urged the Board to not go along with the recommendation of the staff in this matter at this time.

Bill Craycraft, spoke on behalf of his client, Clean Energy, and requested that the Board postpone their decision today and give more consideration to Clean Energy's proposal for this project.

James Harger, spoke on behalf of Clean Energy and encouraged the staff and Members of the Board to look more seriously at Clean Energy's proposal, stating it would save OCTA a great deal of money.

10. (Continued)

Matt Shea, new resident of Newport Beach and a member of Clean Energy's team, requested that the Board reconsider Clean Energy's proposal.

Ryan Erickson, Section Manager, Operations, addressed the Board and stated that the evaluation staff did take into account the cost of fuel, including the fixed price contract that Clean Energy offered.

Discussion and questions followed. Director Green asked that it be noted that Trillium has offered to keep two days' supply of fuel on their own property, with no cost to OCTA, which is a heavy cost to Trillium. In that way, OCTA will always have that fuel on their property ready to go in case of an emergency.

Director Pulido stated that the pipeline is for public use, and all the gas is going to go into buses, none of it is going to profit any entity, any individual, or any company. He stated he feels the Board Members should contact their representatives at the Gas Company and see if they would agree to cost-share more than the 50/50 split that it is now.

Director Rosen asked if Trillium has futures contracts or engages in futures contracts, and was advised that they may be able to, but staff does not know for sure.

Mark Barton, President of Trillium, addressed the Board and stated that this contract does not include the fuel supply, but OCTA is free to pursue futures contracts if they wish.

Motion was made by Director Dixon, seconded by Vice Chairman Brown, and declared approved by those present, to:

- A. Authorize the Chief Executive Officer to execute a contract with Southern California Gas Company, in an amount not to exceed \$2,700,000, for the extension of an underground natural gas line.
- B. Authorize the Chief Executive Officer to execute Lease to Own Agreement C-5-2641, for a period up to 10 years, between the Orange County Transportation Authority and California Trillium Company, at a total contract cost not to exceed \$17,000,000, for the compressed natural gas fueling facility at the Santa Ana Bus Base.

Director Wilson requested include with this motion to direct staff to work with OCTA Board Members to advocate for a waiver of, or reduction in, OCTA's costs for an extension for an underground natural gas line with the Southern California Gas Company.

Director Correa was not present for this vote.

Orange County Transit District Regular Calendar Matters

11. Agreement for the Provision of ACCESS, Contracted Fixed Route, Stationlink and Express Bus Service

Erin Rogers, Manager of Community Transportation Services, presented this item for the Board and gave a PowerPoint presentation. Ms. Rogers provided background on this procurement, the Request for Proposal process, the Best and Final Offer process, and an overview of the various firms' responses.

Ms. Rogers informed the Board on the outcome of this procurement, how the service models were compared, the cost savings analyzed, lessons learned, and what the next steps may be in the future regarding this procurement.

Motion was made by Director Winterbottom and seconded by Director Duvall, to approve staff's recommendations.

Director Pringle stated he will oppose these recommendations, with the exception of continuing with Laidlaw to provide services.

Questions were posed by Members and responded to by CEO, Arthur T. Leahy, and Ms. Rogers. Mr. Leahy emphasized that one major reason to request a re-procurement is that the scores were far apart. It was felt that the better legal and business decision to go back for a re-bid rather than make a recommendation using the current procurement.

A roll call vote was taken, and this motion failed to pass.

Further discussion followed. Motion was made by Director Winterbottom and seconded by Vice Chairman Brown to approve staff's recommendations A and B and amend recommendation C to read that staff will prepare a Request for Proposal and bring it back through the Transit Planning and Operations Committee before issue then on to the full Board.

A roll call vote followed and passed with Directors Silva, Pringle, and Monahan voting in opposition.

- A. Direct staff to reject all proposals submitted in response to Request for Proposal 4-0946 "Contracted Fixed Route, Stationlink and Express Bus Service" and Request for Proposal 4-1253 "ACCESS and Broker Services for the Orange County Transportation Authority Americans with Disabilities Act ACCESS Services."
- B. Authorize the Chief Executive Officer to execute Amendment No. 7 to Agreement C-4-0301 between the Orange County Transportation Authority and Laidlaw Transit Services, Inc., on a month to month basis, not to exceed four months, increasing the maximum cumulative payment obligation in an amount not to exceed \$11,448,896.

Other Matters

12. Chief Executive Officer's Report

Chief Executive Officer, Arthur T. Leahy, reported that on Saturday, December 3, at 9:00 a.m, there will be a Santa Bus Base Open House.

Mr. Leahy asked Kristine Murray, Manager of Federal Relations, to update the Board on an action in Congress on appropriations.

Ms. Murray stated that the House Senate report on House Resolution 3058, the Transportation Appropriations bill, which provides discretionary spending for the Department of Transportation and other federal agencies for fiscal year 2006 was passed by the House and Senate prior to their Thanksgiving recess. The total amount of project earmarks was \$6,257,000, which includes two city requests: \$2 million for Flamingo Road reconstruction in Laguna and Laguna Beach, and \$157,000 for the La Habra Shuttle Senior Transportation program.

She further reported that the OCTA project requests that were included were \$1 million for the Interstate 405 widening, \$1 million for the State Route 91 chokepoint project, \$1.5 million for the Orange County Rapid Transit Project, and \$600,000 for the Bristol Street corridor.

13. Directors' Reports

Director Winterbottom expressed his appreciation to Laidlaw for their good effort for OCTA and contract issues.

Vice Chairman Brown advised Board Members that the Metrolink Holiday Toy Express Train was in town over the week-end and went to seven cities between Tustin to Oceanside in San Diego County, and that it will be in Anaheim, Orange, Fullerton, and Santa Ana next week-end.

Chairman Campbell stated that the Riverside/Orange County Major Investment Study Policy Committee met before Thanksgiving and made a policy recommendation which will come to the Board at the next meeting. The vote from the Committee was unanimous on all items, with the exception to delete the widening of the Ortega Highway.

Chairman Campbell stated that at the direction of this Board, the Chairman of the Legislative and Government Affairs Committee, Susan Ritschel, Chairman Campbell and staff will be going to meet with Senator Tom McClintock this week to discuss his legislation as it relates to eminent domain.

Chairman Campbell asked staff to come back in January to the Finance and Administration Committee with a discussion on the issue of hedging for natural gas and diesel fuel costs.

Director Dixon asked if the Joint Powers Authority as it relates to the MIS study be agendaized, and asked when that issue will come forward. Mr. Leahy stated that will come back when the other SR-91 issue is discussed in January.

14. Public Comments

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

There were no requests to address the Board at this time.

15. Closed Session

General Counsel, Kennard R. Smart, Jr., stated that a Closed Session would be conducted:

- A. Pursuant to Government Code Section 54956.9(a) to discuss Harold Wurmnest and Kerstin Wurmnest vs. OCTA; OCSC No. 04CC11576.
- B. Pursuant to Government Code Section 54956.9(c).
- C. Pursuant to Government Code Section 54957.6 to meet with Orange County Transportation Authority designated representative Marlene Heyser regarding collective bargaining agreement negotiations with the Teamsters Local 952 representing the Maintenance employees.
- D. Pursuant to Government Code Section 54957 to review the performance of the Chief Executive Officer.

He stated that the Board would return to take one public action.

Upon the Board's return to the Board room, the Chairman opened the item and motioned to approve the following amendments to the Contract of Employment of the Chief Executive Officer to:

- 1. Extend the term of the Chief Executive Officer for one year, to December 31, 2009;
- 2. Three percent one-time incentive payment;
- 3. Add one week of annual vacation;
- 4. Contribute to deferred compensation plan in amount equal to Chief Executive Officer's contribution, subject to a maximum of \$10,000.

Director Buffa seconded the motion, which was passed unanimously by those present.

16. Adjournment

The meeting was adjourned at 11:45 a.m. Chairman Campbell announced that the next regularly scheduled meeting of the OCTA/OCTD/OCLTA/OCSAFE/OCSSAAV Board would be held at **9:00 a.m. on December 12, 2005**, at OCTA Headquarters at 600 South Main Street, First Floor - Room 154, Orange, California.

ATTEST

Wendy Knowles
Clerk of the Board

Bill Campbell
OCTA Chairman



ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

INDOLFO GUTIERREZ

WHEREAS, the Orange County Transportation Authority recognizes and commends Indolfo Guterrez; and

WHEREAS, be it known that Indolfo Guterrez has earned a three year Safe Driving Award and has been with the Authority since July 1998. He has distinguished himself by maintaining an outstanding record for safety, attendance and customer relations; and

WHEREAS, Indolfo's dedication to his duties and desire to excel are duly noted and he is recognized as an outstanding Authority employee who has consistently demonstrated a level of professionalism that is the embodiment of the Authority's core values; and

WHEREAS, be it known that Indolfo Gutierrez takes great pride in his driving skills and demonstrates true professionalism in his overall performance as an OCTA Coach Operator.

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby declare Indolfo Guterrez as the Orange County Transportation Authority Coach Operator Employee of the Month for December 2005; and

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

Dated: December 12, 2005

Bill Campbell, Chairman
Orange County Transportation Authority

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

OCTA Resolution No. 2005-123





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

MIGUEL HERNANDEZ

WHEREAS, the Orange County Transportation Authority recognizes and commends Miguel Hernandez; and

WHEREAS, be it known that Miguel is a valued member of the Facility Maintenance Section who continually strives to provide an efficient, clean and safe environment for Authority employees and customers; and

WHEREAS, Miguel is a professional employee who endeavors to hone his technical skills to make sure he successfully completes the job. His work ethic enables him to constantly provide customer satisfaction; and

WHEREAS, Miguel's commitment to teamwork, skill development and pride in his work makes him an outstanding employee and a valuable asset to both the Maintenance Department and the Authority.

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby declare Miguel Hernandez as the Orange County Transportation Authority Maintenance Employee of the Month for December 2005; and

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

Dated: December 12, 2005

Bill Campbell, Chairman
Orange County Transportation Authority

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

OCTA Resolution No. 2005-124





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

ANUP KULKARNI

WHEREAS, *the Orange County Transportation Authority recognizes and commends Anup Kulkarni; and*

WHEREAS, *Anup Kulkarni is recognized for his professionalism, creativity and teamwork since joining the Orange County Transportation Authority in July of 2001; and*

WHEREAS, *Anup Kulkarni has diligently worked to strengthen the Orange County Transportation Authority's travel forecasting capabilities; and*

WHEREAS, *Anup Kulkarni has introduced and guided the development of highway operational analysis tools – also known as the “moving ants” models; and*

WHEREAS, *Anup Kulkarni has provided timely, concise and in-depth analyses for a number of significant planning efforts as the Regional Transportation Modeling Section Manager; and*

WHEREAS, *Anup Kulkarni has served as a critical member of the Orange County Transportation Authority's team tasked with developing the “New” Long Range Transportation Plan – 2030 to provide effective transportation choices in years to come.*

NOW, THEREFORE, BE IT RESOLVED *that the Authority does hereby declare Anup Kulkarni as the Orange County Transportation Authority Administrative Employee of the Month for December 2005; and*

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

Dated: December 12, 2005

Bill Campbell, Chairman
Orange County Transportation Authority

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

OCTA Resolution No. 2005-125





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

DOMINIC MONTALBANO

WHEREAS, the Orange County Transportation Authority recognizes and commends Deputy Dominic Montalbano; and

WHEREAS, Deputy Montalbano has been assigned to Transit Police Services since January 2004, handling the responsibilities involved with working at Transit Police Services with enthusiasm and a strong desire to provide the best service possible to OCTA, it's employees and the patrons who utilize the transportation system; and

WHEREAS, Deputy Montalbano is responsible for the Orange County Taxi Administration Program at Transit Police Services Bureau, he conducts background checks on taxi driver applicants in an effective and efficient manner; and

WHEREAS, Deputy Montalbano and his partner apprehended graffiti taggers and were able to identify additional tagging throughout the county that the suspects were responsible for; and

WHEREAS, Deputy Montalbano's duties include Rail Right of Way patrol, graffiti abatement, handling calls for service on fare evasions, disturbances, both on buses and at transit facilities, enforcement of penal code and vehicle code violations related to bus operations, he always strives to perform his duties within the guidelines of OCTA and Transit Police Services.

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby declare Deputy Dominic Montalbano as the Orange County Transportation Authority Transit Police Services Employee of the Quarter for December 2005; and

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

Dated: December 12, 2005

Bill Campbell, Chairman
Orange County Transportation Authority

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





BOARD COMMITTEE TRANSMITTAL

December 12, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board ^{WK}
Subject: Proposed Board of Directors' Meeting Calendar for the Year 2006

Executive Committee

December 5, 2005

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

Absent: Directors Silva and Wilson

Committee Vote

The item was passed unanimously by those present.

Committee Recommendations

Adopt the Orange County Transportation Authority and affiliated agencies Board of Directors' meeting calendar for the year 2006, as presented in Attachment B.



December 5, 2005

To: Executive Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Proposed Board of Directors' Meeting Calendar for the Year 2006

Overview

Presented is the proposed official Board of Directors' meeting calendar for the year 2006, depicting the dates of the Board meetings and holidays for the year.

Recommendation

Adopt the Orange County Transportation Authority and affiliated agencies Board of Directors' meeting calendar for the year 2006, as presented in Attachment B.

Discussion

The year 2006 Board of Directors' meeting calendar for the Orange County Transportation Authority and affiliated agencies has been prepared by the Clerk of the Board and is presented for approval and adoption.

The calendar reflects proposed dates for regular Board meetings, which are scheduled for the second and fourth Mondays of each month, and two proposed changes from the usual schedule. First, the American Public Transportation Association's Annual meeting in October would conflict with a date on which the Board would typically meet, and it is anticipated that several Members would plan to attend that meeting. Therefore, the alternate date of October 6 is proposed. Additionally, the second meeting in December would fall on Christmas Day; therefore, it is recommended that meeting be canceled.

In order to mitigate scheduling conflicts for our Board Members, the proposed calendar takes into consideration the scheduled meetings of the:

- Orange County Board of Supervisors;
- Orange County Council of Governments;
- Southern California Regional Rail Authority;
- SCAG Regional Council Meetings;

- SCAG – Transportation and Communications Committee;
- SCAG – Regional Transportation Agencies Coalition;
- Local Agency Formation Commission;
- Los Angeles-San Diego Rail Corridor Agency (LOSSAN);
- AQMD – Mobile Source Air Pollution Reduction Review Committee;
- Transportation Corridor Agencies;
- Regularly attended Board conferences and events.

PROPOSED DEVIATIONS FROM THE REGULAR MEETING SCHEUDLE:

Second Monday in October 2006

The APTA Annual Meeting will be held from October 8-11, 2006. Several Board Members are expected to attend this conference.

CHANGE MEETING DATE:

From Monday, October 9 to Friday, October 6

Second Monday in December 2006

OCTA observes Monday, December 25, as a designated holiday for staff.

PROPOSE CANCELING THE DECEMBER 25 MEETING

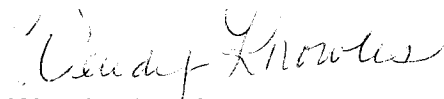
Summary

Approval is requested for the OCTA Board of Directors' meeting calendar for the year 2006, which sets dates for the regular Board meetings during the upcoming year.

Attachment

- A. Listing of Events and Conferences considered in scheduling
- B. Proposed Board of Directors' meeting calendar for 2006

Prepared by:



Wendy Knowles
Clerk of the Board
(714) 560-5676

THE FOLLOWING EVENT AND CONFERENCE SCHEDULES WERE CONSIDERED IN PREPARATION OF THE PROPOSED 2006 OCTA BOARD OF DIRECTORS' MEETING CALENDAR:

Orange County Leadership Symposium
(January 13-15, 2006)

APTA Legislative Conference
(March 5-7, 2006)

National League of Cities Congressional City Conference
(March 11-15, 2006)

League of California Cities Legislative Action Days
(May 17-18, 2006)

APTA Rail Transit Conference
(June 11-14, 2006)

Orange County Board of Supervisors
(Dark the first two weeks of July 2006)

League of California Cities Mayors' and Council Members' Executive Forum
(July 26-28, 2006)

League of California Cities Mayors' and Council Members' Advanced
Leadership Academy (July 28-29, 2006)

League of California Cities Annual Conference (September 6-9, 2006)

APTA Annual Meeting
(October 8-11, 2006)

League of California Cities Legislative Briefings
(early November 2006, dates TBD)



ORANGE COUNTY TRANSPORTATION AUTHORITY 2006 BOARD CALENDAR

ATTACHMENT B

JANUARY						
SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

FEBRUARY						
SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

MARCH						
SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

APRIL						
SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

MAY						
SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

JUNE						
SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

JULY						
SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

AUGUST						
SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

SEPTEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

OCTOBER						
SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

NOVEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

DECEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						



BOARD COMMITTEE TRANSMITTAL

December 12, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Combined Transportation Funding Program Semi-Annual Review

Regional Planning and Highways Committee

December 5, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Approve the staff recommended adjustments to the Combined Transportation Funding Programs projects.
- B. Authorize the Chairman of the Board of Directors to issue a letter to local agencies regarding delivery of planned projects in fiscal year 2005-06.
- C. Provide administrative authority to staff to process requests to advance approved federal funding for projects that are ready to proceed ahead of schedule, as allowed through the Expedited Project Selection Procedures.



December 5, 2005

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Combined Transportation Funding Program Semi-Annual Review

Overview

Twice each year, the Orange County Transportation Authority meets with local agencies to assess the status of projects funded as part of the Combined Transportation Funding Programs. Project change requests and current project status updates are provided. This report summarizes staff recommendations regarding adjustments to the Combined Transportation Funding Program.

Recommendations

- A. Approve the staff recommended adjustments to the Combined Transportation Funding Programs projects.
- B. Authorize the Chairman of the Board of Directors to issue a letter to local agencies regarding delivery of planned projects in fiscal year 2005-06.
- C. Provide administrative authority to staff to process requests to advance approved federal funding for projects that are ready to proceed ahead of schedule, as allowed through the Expedited Project Selection Procedures.

Background

The Combined Transportation Funding Program (CTFP) contains a variety of funding programs and sources including Measure M Local and Regional Streets and Roads revenues, as well as Regional Surface Transportation Program (RSTP) funds. The CTFP provides local agencies with a comprehensive set of guidelines for transportation funding and administration. To date, almost 3,000 allocations worth \$1.1 billion for components of projects have been programmed to receive funding through the CTFP program between fiscal years (FY) 1992-93 and 2009-10.

The following table provides an overall summary of completed projects by Measure M program:

Measure M Program	No. Completed Projects	Amount Completed
Growth Management Area	250	\$ 44,747,222
Intersection Improvement Program	91	\$ 46,154,500
Master Plan of Arterial Highways	43	\$ 42,072,140
Regional Interchange Program	24	\$ 28,605,360
Signal Improvement Program	137	\$ 24,757,861
Smart Street Program	29	\$ 114,904,422
Transportation Demand Program	60	\$ 5,199,438
	634	\$ 306,440,943

A list of Measure M projects that have been completed by jurisdiction is shown in Attachment A.

Discussion

Adjustments to Projects

The CTFP guidelines allow for adjustment or significant changes to approved projects on a semi-annual basis. The goals of the semi-annual review process are to update project cost estimates, review project status, determine the continued viability of projects, and address local agency issues. In accordance with the CTFP guidelines, Orange County Transportation Authority (OCTA) staff meets with local agencies twice each year to review project status and changes.

During the September 2005 semi-annual review, 22 agencies requested 81 various adjustments to Measure M and federally-funded projects. Detailed information regarding each project and requested change is shown in Attachment B and Attachment C.

Many of the adjustment requests were for projects funded through the Growth Management Area (GMA) districts. All requested changes to GMA-funded projects must be approved by the GMA elected-officials' bodies prior to OCTA consideration. During this cycle 30 adjustment requests have been submitted without elected officials' approval. These project adjustments are being considered by OCTA pending approval by the GMA elected-officials' bodies.

In summary, 65 adjustments to Measure M-funded projects were requested:

- 11 projects are proposed for early implementation, advancing approximately \$2.4 million. Eight advancement requests require GMA elected officials' approval.
- 18 project adjustments, totaling \$11.5 million, will require additional time for implementation on various phases. Six delay extensions will require GMA elected officials' approval.
- Five cancellation requests, which are pending GMA elected officials' approval, were reviewed. Approximately \$290,000 will be returned to the GMA program.
- 28 miscellaneous project adjustment requests – among them, either transfer of funds between phases or changes to scope were reviewed.
- Three new GMA projects, totaling \$240,000, are proposed for funding. Two projects are pending GMA elected officials' approval.

In summary, 16 adjustments to federally-funded projects were requested:

- Seven projects are proposed for early implementation, advancing approximately \$1.7 million.
- Five projects, totaling \$1.3 million, will require additional time for implementation.
- One cancellation for \$224,087 was requested.
- Three project adjustments requesting a change in scope were reviewed.

In November 2005, the Technical Steering Committee and the Technical Advisory Committee reviewed the proposed changes and approved the above adjustments. Following OCTA Board of Directors (Board) action, these revisions will be incorporated in the OCTA/local agencies master funding agreements. The next semi-annual review is presently scheduled for March 2006.

Delivery of Projects

To improve the project delivery in the remaining years of Measure M, the Board approved a policy in November 2004 to limit the number of times an agency may request a delay. The changes to the CTFP guidelines are shown in Attachment D. These changes were phased in as part of reviews in March and September 2005.

There are 429 allocations programmed for FY 2005-06, totaling \$113 million in Measure M and federal funds. As of September 2005, 16 projects have been started and 413 are pending award of project contracts. The deadline to award

a contract is June 30, 2006. Recognizing that approximately 4 percent of FY 2005-06 projects have been started, staff recommends that a letter from the Chairman of the Board be transmitted to local agencies highlighting the importance of timely delivery of their projects.

Expedited Project Selection Procedures (EPSP) Process

Federal regulations allow for the advancement of federally funded projects that are programmed in the second or third of the Federal Transportation Improvement Program (FTIP). The California Department of Transportation has recently approved the EPSP for the Southern California Association of Governments region. In the event that a project experiences delay or cancellation, the EPSP allow the flexibility to advance other projects as necessary to ensure all funding is obligated. This flexibility is critical to ensure that all RSTP funding programmed to the Arterial Highway Rehabilitation Program is used in accordance with state and federal funding guidelines. These guidelines include timely-use provisions including Chapter 783, Statutes of 1999, which states that funds must be obligated within the program year or may be lost to the region.

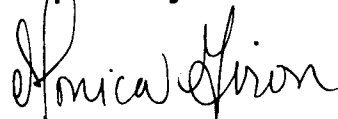
Summary

OCTA has recently completed a semi-annual review of projects funded through the CTFP. In total, 22 agencies requested or confirmed 81 project adjustments. The next semi-annual review is scheduled for March 2006.

Attachments

- A. Measure M Projects Completed by Agency Since 1991
- B. September 2005 Semi-Annual Review Summary – AHRP Allocations
- C. September 2005 Semi-Annual Review Summary – Competitive Allocations
- D. Combined Transportation Funding Program Time Extensions Precept Adopted November 2004

Prepared by:



Monica Giron
Associate Transportation Analyst
Local Programs
(714) 560-5905

Approved by:



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

Measure M Projects Completed by Agency Since 1991

Agency	Growth Management Area		Intersection Improvement Program		Master Plan of Arterial Highways		Regional Interchange Program		Signal Improvement Program		Smart Street Program		Transportation Demand Management Program		Grand Count	Grand Total
	# of Projects	\$ Completed	# of Projects	\$ Completed	# of Projects	\$ Completed	# of Projects	\$ Completed	# of Projects	\$ Completed	# of Projects	\$ Completed	# of Projects	\$ Completed		
Anaheim	26	\$ 4,801,262	6	\$ 5,721,270	1	\$ 68,785	4	\$ 4,023,876	20	\$ 2,922,841	8	\$ 36,499,948	15	\$ 1,346,946	80	\$ 55,384,928
Brea	2	\$ 350,000	5	\$ 926,545	-	\$ -	-	\$ -	-	\$ -	2	\$ 544,000	3	\$ 129,219	12	\$ 1,949,764
Buena Park	11	\$ 1,360,000	3	\$ 707,534	-	\$ -	-	\$ -	2	\$ 341,375	3	\$ 18,857,827	-	\$ -	19	\$ 21,266,736
Costa Mesa	2	\$ 918,000	8	\$ 5,198,560	-	\$ -	8	\$ 6,092,052	10	\$ 1,711,216	-	\$ -	5	\$ 313,612	33	\$ 14,233,440
County of Orange	37	\$ 6,117,924	9	\$ 6,354,748	7	\$ 5,156,468	-	\$ -	4	\$ 480,400	2	\$ 2,260,000	-	\$ -	59	\$ 20,369,540
Cypress	5	\$ 980,552	2	\$ 186,321	-	\$ -	-	\$ -	5	\$ 1,457,553	-	\$ -	1	\$ 13,440	13	\$ 2,637,866
Dana Point	4	\$ 523,000	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	4	\$ 523,000
Fountain Valley	7	\$ 2,318,405	12	\$ 4,984,487	4	\$ 1,190,835	2	\$ 3,783,109	10	\$ 2,459,562	-	\$ -	1	\$ 100,000	36	\$ 14,836,398
Fullerton	5	\$ 547,000	-	\$ -	-	\$ -	-	\$ -	9	\$ 1,510,194	-	\$ -	-	\$ -	14	\$ 2,057,194
Garden Grove	8	\$ 1,385,000	3	\$ 2,799,990	4	\$ 1,846,477	1	\$ 290,000	6	\$ 883,629	-	\$ -	1	\$ 15,600	23	\$ 7,220,696
Huntington Beach	7	\$ 1,120,079	2	\$ 348,075	1	\$ 73,894	-	\$ -	2	\$ 408,800	2	\$ 7,960,301	-	\$ -	14	\$ 9,911,149
Irvine	20	\$ 2,982,127	4	\$ 2,837,751	6	\$ 5,640,959	2	\$ 5,693,152	14	\$ 2,613,998	-	\$ -	7	\$ 569,240	53	\$ 20,337,227
La Habra	4	\$ 551,000	1	\$ 150,000	-	\$ -	-	\$ -	4	\$ 329,644	3	\$ 2,438,333	1	\$ 100,000	13	\$ 3,568,977
La Palma	1	\$ 25,000	-	\$ -	-	\$ -	-	\$ -	1	\$ 146,992	-	\$ -	-	\$ -	2	\$ 171,992
Laguna Beach	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	1	\$ 193,875	1	\$ 193,875
Laguna Hills	5	\$ 641,000	5	\$ 2,233,399	-	\$ -	-	\$ -	2	\$ 898,194	-	\$ -	-	\$ -	12	\$ 3,772,593
Laguna Niguel	5	\$ 1,165,998	1	\$ 67,843	-	\$ -	-	\$ -	-	\$ -	-	\$ -	1	\$ 100,000	7	\$ 1,318,001
Laguna Woods	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	1	\$ 100,000	1	\$ 100,000
Lake Forest	1	\$ 100,000	1	\$ 216,000	-	\$ -	-	\$ -	5	\$ 643,634	-	\$ -	2	\$ 106,110	9	\$ 1,065,744
Los Alamitos	5	\$ 537,000	3	\$ 183,301	-	\$ -	-	\$ -	7	\$ 516,085	1	\$ 5,036,000	-	\$ -	16	\$ 6,272,386
Mission Viejo	16	\$ 3,428,978	5	\$ 1,369,962	1	\$ 1,215,400	1	\$ 814,347	5	\$ 1,112,600	-	\$ -	8	\$ 896,572	36	\$ 8,837,859
Newport Beach	4	\$ 786,085	3	\$ 2,102,560	5	\$ 7,984,112	1	\$ 1,028,546	1	\$ 983,480	1	\$ 39,000	-	\$ -	15	\$ 12,923,783
Orange	8	\$ 1,148,500	6	\$ 4,455,043	3	\$ 3,262,448	2	\$ 500,247	1	\$ 248,295	-	\$ -	3	\$ 285,000	23	\$ 9,899,533
Placentia	3	\$ 463,000	-	\$ -	-	\$ -	-	\$ -	2	\$ 579,970	-	\$ -	-	\$ -	5	\$ 1,042,970
Rancho Santa Margarita	1	\$ 250,000	-	\$ -	1	\$ 991,328	-	\$ -	1	\$ 134,000	-	\$ -	-	\$ -	3	\$ 1,375,328
San Clemente	3	\$ 418,000	-	\$ -	-	\$ -	1	\$ 2,507,000	-	\$ -	-	\$ -	-	\$ -	4	\$ 2,925,000
San Juan Capistrano	10	\$ 975,000	1	\$ 30,000	-	\$ -	-	\$ -	1	\$ 222,888	-	\$ -	1	\$ 62,739	13	\$ 1,290,627
Santa Ana	17	\$ 5,118,043	6	\$ 3,820,031	6	\$ 11,880,681	2	\$ 3,873,031	13	\$ 2,476,457	-	\$ -	5	\$ 352,983	49	\$ 27,521,226
Seal Beach	4	\$ 815,750	1	\$ 712,000	-	\$ -	-	\$ -	2	\$ 373,062	-	\$ -	-	\$ -	7	\$ 1,900,812
Stanton	2	\$ 242,019	-	\$ -	-	\$ -	-	\$ -	2	\$ 212,500	-	\$ -	-	\$ -	4	\$ 454,519
Tustin	2	\$ 821,500	-	\$ -	-	\$ -	-	\$ -	1	\$ 119,037	3	\$ 12,442,661	2	\$ 400,000	8	\$ 13,783,198
Villa Park	1	\$ 600,000	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	1	\$ 600,000
Westminster	14	\$ 1,347,000	1	\$ 90,640	-	\$ -	-	\$ -	6	\$ 776,031	-	\$ -	2	\$ 129,942	23	\$ 2,343,613
Yorba Linda	10	\$ 1,910,000	3	\$ 658,440	4	\$ 2,760,753	-	\$ -	1	\$ 195,424	4	\$ 28,826,352	-	\$ -	22	\$ 34,350,969
	250	\$ 44,747,222	91	\$ 46,154,500	43	\$ 42,072,140	24	\$ 28,605,360	137	\$ 24,757,861	29	\$ 114,904,422	60	\$ 5,199,438	634	\$ 306,440,943

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Agency	Project #	Program	Project Description	Phase	Current FY	Months	Proposed FY	Amount	Action Request	Proposed Amount	Reason	OCTA Staff Recommendations
Advances												
Buena Park	05-BPRK-AHRP-2335	AHRP	Knott Avenue (Artesia to Orangethorpe)	C	06/07	12	05/06	\$ 400,000	Advance	\$ 400,000	City requests to advance.	Approve
Costa Mesa	05-CMSA-AHRP-2410	AHRP	Sakioka Ave (Sunflower to 750' s'ly)	E	06/07	12	05/06	\$ 12,561	Advance	\$ 12,561	City requests to advance.	Approve
Dana Point	05-DPNT-AHRP-2386	AHRP	Selva Road Rehabilitation	C	06/07	12	05/06	\$ 400,000	Advance	\$ 400,000	City requests to advance.	Approve
Laguna Woods	05-LWDS-AHRP-2111	AHRP	El Toro Rd Rehab from Moulton Pkwy to Calle Sonora	C	06/07	12	05/06	\$ 203,643	Advance	\$ 193,027	City requests to advance. De-escalated to proposed fiscal year.	Approve
Laguna Woods	05-LWDS-AHRP-2190	AHRP	El Toro Rd Rehab from Avenida Sevilla to PDV	C	06/07	12	05/06	\$ 142,293	Advance	\$ 134,875	City requests to advance. De-escalated to proposed fiscal year.	Approve
Newport Beach	05-NBCH-AHRP-2230	AHRP	Bristol Street - North (Jamboree to Campus Drive/Irvie)	C	06/07	12	05/06	\$ 172,239	Advance	\$ 163,260	City requests to advance. De-escalated to proposed fiscal year.	Approve
Newport Beach	05-NBCH-AHRP-2229	AHRP	Jamboree Road Improvements (San Joaquin - Ford)	C	06/07	12	05/06	\$ 400,000	Advance	\$ 400,000	City requests to advance.	Approve
ADVANCEMENT TOTAL								\$ 1,730,736		\$ 1,703,723		
Cancellations												
Irvine	05-IRVN-AHRP-2055	AHRP	Main St. Pavement Rehab (Paseo Westpark to Culver)	C	05/06	N/A	N/A	\$ 224,087	Cancel	\$ 224,087	Project scope was completed through another City project. Project is complete.	Approve
CANCELLATION TOTAL								\$ 224,087		\$ 224,087		

Agency	Project #	Program	Project Description	Phase	Current FY	Months	Proposed FY	Amount	Action Request	Proposed Amount	Reason	OCTA Staff Recommendations
Delays												
Buena Park	05-BPRK-AHRP-2336	AHRP	Knott Avenue (Orangethorpe to La Palma)	C	05/06	12	06/07	\$ 400,000	Delay	\$ 400,000	First Delay. Coordinating w/ other City projects.	Approve
Costa Mesa	05-CMSA-AHRP-2372	AHRP	South Coast Drive (w/o Harbor to Highland)	C	05/06	12	06/07	\$ 139,115	Delay	\$ 139,115	First Delay. Technical correction.	Approve
Costa Mesa	05-CMSA-AHRP-2674	AHRP	Fair Drive (Bowdoin to Loyola)	C	05/06	12	06/07	\$ 112,862	Delay	\$ 112,862	First Delay. Technical correction.	Approve
Dana Point	05-DPNT-AHRP-2374	AHRP	Del Prado Street Rehabilitation	C	05/06	12	06/07	\$ 400,000	Delay	\$ 400,000	First Delay. Coordinating w/ other City projects.	Approve
Newport Beach	05-NBCH-AHRP-2226	AHRP	Birch Street Rehabilitation	C	05/06	12	06/07	\$ 252,600	Delay	\$ 252,600	First Delay. Project timing issue. Coordinating w/ other AHRP projects.	Approve
DELAY TOTAL								\$ 1,304,577		\$ 1,304,577		
Scope Change												
Anaheim	05-ANAH-AHRP-2030	AHRP	Katella Avenue	C	05/06	N/A	N/A	\$ 212,963	Scope Change	\$ 212,963	Decrease limits from Anaheim Way - Lewis St to UPRR - Lewis St	Approve
Anaheim	05-ANAH-AHRP-2113	AHRP	Brookhurst Street - NCL to Falmouth Avenue (S)	C	05/06	N/A	N/A	\$ 319,247	Scope Change	\$ 319,247	Decrease limits to S/O SR-91 onramp to Falmouth Avenue.	Approve
Anaheim	05-ANAH-AHRP-2115	AHRP	Knott Street	C	05/06	N/A	N/A	\$ 198,444	Scope Change	\$ 198,444	Increase limits to 600' S/O Ball Rd to 825' S/O Thornton.	Approve
SCOPE CHANGE TOTAL								\$ 730,654		\$ 730,654		

Agency	Project #	Program	Project Description	Phase	Current FY	Months	Proposed FY	Amount	Action Request	Proposed Amount	Reason	OCTA Staff Recommendations
Advances												
County	03-ORCO-GMA-1062	GMA #02	Chapman Avenue at Nearing Drive	C	06/07	12	05/06	\$ 50,000	Advance	\$ 50,000	City requests to advance.	Refer to GMA E.O.
Irvine	05-IRVN-GMA-2569	GMA #07	Alton/SR-55 Overcrossing	E	08/09	24	06/07	\$ 200,000	Advance	\$ 200,000	City requests to advance.	Refer to GMA E.O.
Irvine	05-IRVN-GMA-2075	GMA #07	I-5 / Jamboree Ramps	E	08/09	12	07/08	\$ 200,000	Advance	\$ 200,000	City requests to advance.	Refer to GMA E.O.
Laguna Beach	05-LBCH-GMA-2332	GMA #10	Broadway Traffic Signal Improvements	E	08/09	24	06/07	\$ 25,000	Advance	\$ 25,000	City requests to advance.	Refer to GMA E.O.
Laguna Beach	05-LBCH-GMA-2332	GMA #10	Broadway Traffic Signal Improvements	C	09/10	36	06/07	\$ 75,000	Advance	\$ 75,000	City requests to advance.	Refer to GMA E.O.
Laguna Beach	05-LBCH-SIP-2235	SIP	Broadway Traffic Signal Improvements	C	09/10	36	06/07	\$ 219,600	Advance	\$ 189,900	City requests to advance. De-escalated to proposed fiscal year.	Approve
Laguna Woods	05-LWDS-GMA-2393	GMA #10	El Toro Road/Paseo de Valencia	C	09/10	48	05/06	\$ 100,000	Advance	\$ 100,000	City requests to advance.	Refer to GMA E.O.
Lake Forest	05-LFOR-GMA-2812	GMA #09	El Toro Road/Trabuco Road Intersection	E	08/09	36	05/06	\$ 100,000	Advance	\$ 100,000	City requests to advance. Approved by GMA E.O.	Approve
Santa Ana	05-SNTA-GMA-2542	GMA #07	Alton/SR-55 Overcrossing	E	08/09	24	06/07	\$ 200,000	Advance	\$ 200,000	City requests to advance.	Refer to GMA E.O.
Santa Ana	99-SNTA-MPH-1177	MPAH	Grand Avenue Gap Closure	C	06/07	12	05/06	\$ 737,459	Advance	\$ 737,459	City requests to advance.	Approve
Yorba Linda	03-YLND-MPH-1237	MPAH	Weir Canyon Rd - SR 91 to La Palma	C	06/07	12	05/06	\$ 507,500	Advance	\$ 507,500	City requests to advance.	Approve
ADVANCEMENT TOTAL								\$ 2,414,559		\$ 2,384,859		

ATTACHMENT C

Agency	Project #	Program	Project Description	Phase	Current FY	Months	Proposed FY	Amount	Action Request	Proposed Amount	Reason	OCTA Staff Recommendations
Cancellations												
Costa Mesa	05-CMSA-GMA-2699	GMA #08	17th Street/Irvine Avenue Intersection Improvement	E	08/09	N/A	N/A	\$ 60,000	Cancel	\$ 60,000	City requests cancellation. Funds reallocated to 17th St/Orange project.	Refer to GMA E.O.
Costa Mesa	05-CMSA-GMA-2699	GMA #08	17th Street/Irvine Avenue Intersection Improvement	C	09/10	N/A	N/A	\$ 60,000	Cancel	\$ 60,000	City requests cancellation. Funds reallocated to 17th St/Orange project.	Refer to GMA E.O.
Costa Mesa	05-CMSA-GMA-2711	GMA #08	17th Street/Tustin Avenue	E	08/09	N/A	N/A	\$ 60,000	Cancel	\$ 60,000	City requests cancellation. Funds reallocated to 17th St/Santa Ana project.	Refer to GMA E.O.
County	00-ORCO-GMA-3038	GMA #02	Orange Avenue at Rosebay	C	05/06	N/A	N/A	\$ 50,000	Cancel	\$ 50,000	City requests cancellation. Funds reallocated to 17th St/Santa Ana project.	Refer to GMA E.O.
Westminster	03-WEST-GMA-1225	GMA #06	Bolsa Avenue Signal Upgrades	C	05/06	N/A	N/A	\$ 60,000	Cancel	\$ 60,000	City requests cancellation.	Refer to GMA E.O.
CANCELLATION TOTAL								\$ 290,000		\$ 290,000		
Delays												
Brea	97-BREA-SSP-2008	SSP	Imperial Highway (SR57 - Rose)	C	05/06	24	07/08	\$ 2,541,439	Delay	\$ 2,541,439	Second Delay. SCE & Caltrans imposed conditions on project. Pending final design.	Approve
Costa Mesa	99-CMSA-GMA-1028	GMA #08	Newport Boulevard (17th St. to 19th St.)	C	05/06	24	07/08	\$ 395,290	Delay	\$ 395,290	Second Delay. Delay will align funds w/ IIP projects	Refer to GMA E.O.
Costa Mesa	05-CMSA-SIP-2472	SIP	Costa Mesa/Santa Ana Coordination Project	E	05/06	12	06/07	\$ 120,000	Delay	\$ 120,000	First Delay. Multijurisdictional coordination issues.	Approve
Garden Grove	05-GGRV-SIP-2813	SIP	System Detector for Aries	E	05/06	12	06/07	\$ 6,000	Delay	\$ 6,000	First Delay. Pending completion of other City projects.	Approve
Garden Grove	05-GGRV-SIP-2813	SIP	System Detector for Aries	C	05/06	12	06/07	\$ 241,000	Delay	\$ 241,000	First Delay. Pending completion of other City projects.	Approve
Irvine	99-IRVN-GMA-1100	GMA #07	Barranca Pkwy/Redhill Avenue	C	05/06	24	07/08	\$ 125,000	Delay	\$ 125,000	Second Delay. Delay will align funds w/ IIP grants and allow for multi-agency coordination.	Refer to GMA E.O.
Irvine	03-IRVN-GMA-1116	GMA #07	Barranca Pkwy/Redhill Avenue	C	05/06	24	07/08	\$ 200,000	Delay	\$ 200,000	Second Delay. Delay will align funds w/ IIP grants and allow for multi-agency coordination.	Refer to GMA E.O.

Agency	Project #	Program	Project Description	Phase	Current FY	Months	Proposed FY	Amount	Action Request	Proposed Amount	Reason	OCTA Staff Recommendations
Irvine	02-IRVN-GMA-1003	GMA #08	Jeffrey Grade Separation	C	04/05	18	06/07	\$ 500,000	Delay	\$ 500,000	First Delay. Pending authorization of supplemental funding.	Refer to GMA E.O.
Irvine	03-IRVN-GMA-1122	GMA #08	Jeffrey Grade Separation	C	04/05	18	06/07	\$ 125,000	Delay	\$ 125,000	First Delay. Pending authorization of supplemental funding.	Refer to GMA E.O.
La Habra	03-LHAB-IIP-1139	IIP	Beach Bl and La Habra bl Intersection	E	05/06	24	07/08	\$ 28,527	Delay	\$ 28,527	First Delay. Pending completion of other City projects.	Approve
La Habra	03-LHAB-IIP-1139	IIP	Beach Bl and La Habra Bl Intersection	C	05/06	24	07/08	\$ 328,513	Delay	\$ 328,513	First Delay. Pending completion of other City projects.	Approve
La Habra	00-LHAB-IIP-3111	IIP	Harbor Bl at La Habra Blvd Intersection	C	05/06	24	07/08	\$ 344,748	Delay	\$ 344,748	Second Delay. Pending resolution of SCE prior rights issues.	Approve
Mission Viejo	05-MVJO-GMA-2784	GMA #09	Oso/Marguerite Intersection Improvements	C	05/06	12	06/07	\$ 516,165	Delay	\$ 516,165	First Delay. Delay will align funds with IIP grants. Approved by GMA E.O.	Approve
Mission Viejo	99-MVJO-MPH-1140	MPAH	La Paz Bridge Widening	C	05/06	24	07/08	\$ 1,521,053	Delay	\$ 1,521,053	Second Delay. Pending State & Federal approval to proceed w/ ROW.	Approve
San Juan Capistrano	03-SJCP-MPH-1202	MPAH	Del Obispo Street Widening at Calle Aspero	C	05/06	24	07/08	\$ 212,504	Delay	\$ 212,504	First Delay. Encountered coordination issues w/ utility undergrounding and AHRP projects in same area.	Approve
San Juan Capistrano	00-SJCP-TDM-3161	TDM	Vereda Bikeway Undercrossing	C	04/05	12	05/06	\$ 100,000	Delay	\$ 100,000	Fourth Delay. Pending encroachment permit.	Approve
Stanton	97-STAN-SSP-2019	SSP	Katella Ave (Beach to Knott)	C	04/05	24	06/07	\$ 1,454,000	Delay	\$ 1,454,000	Fourth Delay. Pending resolution of multi-agency issues.	Approve
Stanton	97-STAN-SSP-2020	SSP	Katella Ave (Magnolia to Beach)	C	05/06	24	07/08	\$ 2,779,218	Delay	\$ 2,779,218	Third Delay. Pending resolution of multi-agency issues.	Approve
DELAY TOTAL								\$ 11,538,457		\$ 11,538,457		

Agency	Project #	Program	Project Description	Phase	Current FY	Months	Proposed FY	Amount	Action Request	Proposed Amount	Reason	OCTA Staff Recommendations
New Project												
Costa Mesa	New Project	GMA #08	17th Street/Orange	C	05/06	N/A	N/A	\$ 120,000	New Project	\$ 120,000	Funds reallocated from 17th Street/Irvine Avenue Intersection Improvement (05-CMSA-GMA-2699).	Refer to GMA E.O.
Costa Mesa	New Project	GMA #08	17th Street/Santa Ana	C	05/06	N/A	N/A	\$ 60,000	New Project	\$ 60,000	Funds reallocated from 17th Street/Tustin Avenue (05-CMSA-GMA-2711).	Refer to GMA E.O.
San Juan Capistrano	New Project	GMA #09	Junipero Serra/Rancho Viejo Road	C	05/06	N/A	N/A	\$ 60,000	New Project	\$ 60,000	Approved by GMA 9 E.O.	Approve
NEW PROJECT TOTAL								\$ 240,000		\$ 240,000		
Scope Change												
Garden Grove	99-GGRV-IIP-2002	IIP	Magnolia/Chapman Intersection	C	02/03	N/A	N/A	\$ 605,000	Scope Change	\$ 605,000	Block wall necessary to mitigate noise level.	Approve
Irvine	03-IRVN-SIP-1131	SIP	Main St. (McDermott W. to MacArthur Blvd.)	E	05/06	N/A	N/A	\$ 33,308	Scope Change	\$ 33,308	Scope reduction. Concurrent City project will construct similar improvements.	Approve
Irvine	03-IRVN-SIP-1131	SIP	Main St. (McDermott W. to MacArthur Blvd.)	C	06/07	N/A	N/A	\$ 216,692	Scope Change	\$ 216,692	Scope reduction. Concurrent City project will construct similar improvements.	Approve
Irvine	03-IRVN-SIP-1132	SIP	Main (MacArthur to Union)	E	05/06	N/A	N/A	\$ 34,163	Scope Change	\$ 34,163	Scope reduction. Concurrent City project will construct similar improvements.	Approve
Irvine	03-IRVN-SIP-1132	SIP	Main (MacArthur to Union)	C	06/07	N/A	N/A	\$ 215,837	Scope Change	\$ 215,837	Scope reduction. Concurrent City project will construct similar improvements.	Approve
Irvine	03-IRVN-TDM-1136	TDM	ITC Remote Parking Shuttle	C	05/06	N/A	N/A	\$ 193,600	Scope Change	\$ 193,600	Funding will be used for off-site parking improvements	Approve
SCOPE CHANGE TOTAL								\$ 1,298,600		\$ 1,298,600		
Transfer												
Costa Mesa	97-CMSA-IIP-1044	IIP	Harbor/Gisler Intersection Project	R	00/01	N/A	N/A	\$ 314,198	Transfer	\$ 210,850	Transfer \$103,348 from R to C to cover budget shortfall.	Approve

Competitive Allocations

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Agency	Project #	Program	Project Description	Phase	Current FY	Months	Proposed FY	Amount	Action Request	Proposed Amount	Reason	OCTA Staff Recommendations
Costa Mesa	97-CMSA-IIP-1044	IIP	Harbor/Gisler Intersection Project	C	05/06	N/A	N/A	\$ 499,399	Transfer	\$ 602,747	Transfer \$103,348 from R to C to cover budget shortfall.	Approve
Costa Mesa	03-CMSA-IIP-1047	IIP	Orange Avenue Intersection Project	R	03/04	N/A	N/A	\$ 52,867	Transfer	\$ -	Transfer \$52,867 R/W to C to account for escalation of construction materials.	Approve
Costa Mesa	03-CMSA-IIP-1047	IIP	Orange Avenue Intersection Project	C	05/06	N/A	N/A	\$ 598,092	Transfer	\$ 650,959	Transfer \$52,867 R/W to C to account for escalation of construction materials.	Approve
Fountain Valley	05-FVLY-SIP-2458	SIP	ITS Phase 3	E	05/06	N/A	N/A	\$ 30,000	Transfer	\$ -	Transfer \$30,000 from E to C.	Approve
Fountain Valley	05-FVLY-SIP-2458	SIP	ITS Phase 3	C	06/07	N/A	N/A	\$ 220,000	Transfer	\$ 250,000	Transfer \$30,000 from E to C.	Approve
Irvine	00-IRVN-GMA-3091	GMA #07	Jamboree Road at Barranca Parkway	C	06/07	N/A	N/A	\$ 125,000	Transfer	\$ -	Transfer \$125,000 from C to E.	Refer to GMA E.O.
Irvine	00-IRVN-GMA-3091	GMA #07	Jamboree Road at Barranca Parkway	E	06/07	N/A	N/A	\$ -	Transfer	\$ 125,000	Transfer \$125,000 from C to E.	Refer to GMA E.O.
Laguna Beach	05-LBCH-GMA-2332	GMA #10	Broadway Traffic Signal Improvements	E	08/09	N/A	N/A	\$ 25,000	Transfer	\$ -	Transfer \$25,000 from E to C.	Refer to GMA E.O.
Laguna Beach	05-LBCH-GMA-2332	GMA #10	Broadway Traffic Signal Improvements	C	09/10	N/A	N/A	\$ 75,000	Transfer	\$ 100,000	Transfer \$25,000 from E to C.	Refer to GMA E.O.
Los Alamitos	97-LSAL-SSP-2015	SSP	Katella Ave (Knott to I-605)	R	00/01	N/A	N/A	\$ 1,385,000	Transfer	\$ 1,185,000	Agreement to transfer \$200,000 from LSAL to STAN	Approve
Stanton	97-STAN-SSP-2019	SSP	Katella Ave (Beach to Knott)	C	04/05	N/A	N/A	\$ 1,454,000	Transfer	\$ 1,654,000	Agreement to transfer \$200,000 from LSAL to STAN	Approve
Santa Ana	97-SNTA-GMA-1138	GMA #03	Memory Lane Bridge	E	01/02	N/A	N/A	\$ 347,766	Transfer	\$ 250,000	Transfer \$97,766 from E to C.	Refer to GMA E.O.
Santa Ana	97-SNTA-GMA-1138	GMA #03	Memory Lane Bridge	R	00/01	N/A	N/A	\$ 202,990	Transfer	\$ 150,000	Transfer \$52,990 from R/W to C.	Refer to GMA E.O.
Santa Ana	97-SNTA-GMA-1138	GMA #03	Memory Lane Bridge	C	05/06	N/A	N/A	\$ -	Transfer	\$ 150,756	Transfer \$150,756 from E and R/W phases.	Refer to GMA E.O.
Westminster	05-WEST-SIP-2545	SIP	Westminster Traffic Signal Improvements Phase I	E	05/06	N/A	N/A	\$ 6,000	Transfer	\$ -	Transfer \$6,000 from E to C.	Approve

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Agency	Project #	Program	Project Description	Phase	Current FY	Months	Proposed FY	Amount	Action Request	Proposed Amount	Reason	OCTA Staff Recommendations
Westminster	05-WEST-SIP-2545	SIP	Westminster Traffic Signal Improvements Phase I	C	06/07	N/A	N/A	\$ 244,000	Transfer	\$ 250,000	Transfer \$6,000 from E to C.	Approve
Westminster	05-WEST-SIP-2557	SIP	Westminster Traffic Signal Improvements Phase II	E	05/06	N/A	N/A	\$ 6,000	Transfer	\$ -	Transfer \$6,000 from E to C.	Approve
Westminster	05-WEST-SIP-2557	SIP	Westminster Traffic Signal Improvements Phase II	C	06/07	N/A	N/A	\$ 244,000	Transfer	\$ 250,000	Transfer \$6,000 from E to C.	Approve
Yorba Linda	00-ANAH-GMA-3003	GMA #04	Weir Canyon Rd / La Palma Intersection Improvements	R	04/05	N/A	N/A	\$ 135,000	Transfer	\$ 70,000	Transfer \$65,000 from R/W to C.	Refer to GMA E.O.
Yorba Linda	00-ANAH-GMA-3003	GMA #04	Weir Canyon Rd / La Palma Intersection Improvements	C	05/06	N/A	N/A	\$ 268,943	Transfer	\$ 333,943	Transfer \$65,000 from R/W to C.	Refer to GMA E.O.
Yorba Linda	00-ANAH-GMA-3003	GMA #04	Weir Canyon Rd / La Palma Intersection Improvements	R	04/05	N/A	N/A	\$ 70,000	Transfer	\$ -	Transfer \$70,000 from R/W to E.	Refer to GMA E.O.
Yorba Linda	00-ANAH-GMA-3003	GMA #04	Weir Canyon Rd / La Palma Intersection Improvements	E	05/06	N/A	N/A	\$ 10,000	Transfer	\$ 80,000	Transfer \$70,000 from R/W to E.	Refer to GMA E.O.
Yorba Linda	03-YLND-MPH-1237	MPAH	Weir Canyon Rd - SR 91 to La Palma	R	03/04	N/A	N/A	\$ 135,500	Transfer	\$ -	Transfer \$135,500 from R/W to C.	Approve
Yorba Linda	03-YLND-MPH-1237	MPAH	Weir Canyon Rd - SR 91 to La Palma	C	06/07	N/A	N/A	\$ 507,500	Transfer	\$ 643,000	Transfer \$135,500 from R/W to C.	Approve
Santa Ana	97-SNTA-SSP-2018	SSP	Moulton (Ritchey to Redhill)	C	05/06	N/A	N/A	\$ 5,061,000	Transfer Lead Agency	\$ 5,061,000	Transfer Lead Agency to City of Tustin.	Approve
Costa Mesa	03-CMSA-GMA-1046	GMA #08	Newport Boulevard Alternatives Study	E	07/08	N/A	N/A	\$ 325,000	Transfer	\$ -	Transfer \$325,000 to 99-CMSA-GMA-1028 to cover budget shortfall.	Refer to GMA E.O.
Costa Mesa	99-CMSA-GMA-1028	GMA #08	Newport Boulevard (17th St. to 19th St.)	C	05/06	N/A	N/A	\$ 395,290	Transfer/Increase	\$ 870,290	Transfer \$325,000 from 03-CMSA-GMA-1046 to cover budget shortfall and GMA 8 increase of \$150,000.	Refer to GMA E.O.
County	03-ORCO-GMA-1065	GMA #08	Irvine Avenue Widening	C	06/07	N/A	N/A	\$ 365,000	Transfer/Increase	\$ 429,905	Increase of \$64,905	Refer to GMA E.O.
Irvine	05-IRVN-GMA-2569	GMA #07	Alton/SR-55 Overcrossing	E	08/09	N/A	N/A	\$ 200,000	Transfer/Increase	\$ 255,000	Increase of \$55,000.	Refer to GMA E.O.

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Agency	Project #	Program	Project Description	Phase	Current FY	Months	Proposed FY	Amount	Action Request	Proposed Amount	Reason	OCTA Staff Recommendations
Irvine	03-IRVN-GMA-1122	GMA #08	Jeffrey Grade Separation	C	04/05	N/A	N/A	\$ 125,000	Transfer/Increase	\$ 225,000	Increase of \$100,000	Refer to GMA E.O.
Irvine	99-IRVN-GMA-1094	GMA #08	GMA 8 Administration	E	08/09	N/A	N/A	\$ -	Transfer/Increase	\$ 3,500	Increase of \$3,500.	Refer to GMA E.O.
Irvine	99-IRVN-GMA-1094	GMA #08	GMA 8 Administration	E	09/10	N/A	N/A	\$ -	Transfer/Increase	\$ 3,500	Increase of \$3,500.	Refer to GMA E.O.
Santa Ana	05-SNTA-GMA-2542	GMA #07	Alton/SR-55 Overcrossing	E	08/09	N/A	N/A	\$ 200,000	Transfer/Increase	\$ 255,000	Increase of \$55,000.	Refer to GMA E.O.
Tustin	05-TUST-GMA-2525	GMA #07	Commuter Rail Station Parking Lot Study	E	08/09	N/A	N/A	\$ 150,000	Transfer/Increase	\$ 200,000	Increase of \$50,000.	Refer to GMA E.O.
TRANSFER TOTAL								\$ 13,777,545		\$ 14,259,450		

**Combined Transportation Funding Program
Time Extensions Precept
Adopted November 2004**

- Agencies may request a one-time delay of up to 24 months. Jurisdictions will be required to justify this request and seek approval of OCTA staff, Technical Steering Committee, and the Technical Advisory Committee as part of the semi-annual review process.
- A second delay request may only be awarded by obtaining the council approved revised Capital Improvement Program that indicates the project revised program year.
- Any further delay beyond the second delay request would require a direct request for approval from the OCTA Board of Directors. The OCTA Board of Directors will have the final approval of their request.

BOARD COMMITTEE TRANSMITTAL



December 12, 2005

To: Members of the Board of Directors

From: Wendy Knowles, Clerk of the Board



Subject: Wireless Internet Access for Orange County Metrolink Service

This item will be considered by the Transit Planning and Operations Committee on December 8, 2005. Following Committee consideration of this matter, staff will provide you with a summary of the discussion and action taken by the Committee.

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



December 8, 2005

To: Transit Planning and Operations Committee
From:  Arthur T. Leahy, Chief Executive Officer
Subject:  Wireless Internet Access for Orange County Metrolink Service

Overview

This report provides an update on the potential for wireless internet technology on-board Metrolink trains.

Recommendation

Direct staff to collaborate with Southern California Regional Rail Authority's feasibility testing of alternative technologies for wireless internet service on-board Metrolink trains.

Background

Wireless internet access is offered to passengers by some train operators in Canada, Germany, India, the United Kingdom, the United States, and Scandinavia. A leading information technology advisory firm, Gartner Group, published a report in August 2005 summarizing the results of the business and technical issues facing these train operators in their efforts to provide wireless internet access on-board trains.

The Gartner report concludes that none of the existing broadband providers can claim unqualified commercial success for their products. The current technology used to connect train passengers with the internet is known as Wireless Fidelity (Wi-Fi). Access points on top of the train are connected through satellite link or through a wireless Wide Area Network (WAN) technology. There are currently three providers of Wi-Fi technology on board trains. They are Icomera of Gothenburg, Sweden (Icomera); Pointshot Wireless of Ottawa, Canada (Pointshot); and 21Net of London, United Kingdom. Pointshot and Icomera provide the most commercial deployments on-board trains.

Pointshot is currently offering service in the United States and Europe and has deployed equipment on the Altamont Commuter Express (ACE) and Amtrak's Capital Corridor line in Northern California and Via Rail in Canada. (In 2002 Amtrak and Yahoo had a pilot program using Wi-Fi technology which was not continued at the end of the pilot program.) Pointshot claims 4,000 worldwide users of its service. Pointshot targets the passengers and trains the crews for entertainment and business purposes including service for e-tickets, credit card authorization, and schedule information.

Pointshot uses a product, known as RailPoint, whereby cellular towers are installed along the train routes in addition to satellite transmissions to maintain wireless internet access on-board trains. There is difficulty in maintaining connectivity along the route due to terrain, trees, tunnels, bridges, lack of cellular coverage, and line of sight to a satellite.

Discussion

Currently, under the supervision of the Southern California Regional Rail Authority (SCRRA), Parsons Transportation Group is negotiating a permit to conduct a test study on-board Metrolink trains to measure the cell signal strength to determine the feasibility of providing Wi-Fi service system wide via cellular or satellite connection. SCRRA will use this information to determine if there is a business case (i.e. viable business model) or feasible operational application for use of these two technologies. SCRRA expects the test to be completed in the first quarter of 2006.

The cost and technical issues that must be overcome to launch onboard wireless data access are considerable. There is currently no proven business case for use of wireless internet access on-board trains. Deploying the service to both passengers and train crews may increase the possibility of a positive return on investment.

The current Wi-Fi technology only provides communication within a short radius of approximately 1,000 feet. The range may be too short for successful use on trains. Several towers are needed along the rail right-of-way to support the technology. Installing the equipment is very expensive, requiring links to satellite by installing towers and cabling along the railroad right-of-way. This would require five towers per mile of railroad. If towers were to be installed along the 47 miles of OCTA-owned right-of-way, a total of 235 towers would need to be installed. Each tower would require its own power source as well. It is conservatively estimated that the minimum cost to install one tower is \$7,000. Total tower installation cost is estimated at \$1,645,000. This does not include any on-train equipment costs, support costs, internet connection,

power, or maintenance costs. The cost of the satellite operation is not known at this time. Using satellite links to individual train cars is another option. Satellite links are often slow, involving a long time to login.

A new technology known as Worldwide Interoperability for Microwave Access (WiMax) is being developed and is anticipated to be ready in 2008. WiMax technology is very similar to Wi-Fi technology but has a much greater range and has the potential to use existing cellular telephone towers to provide additional access.

Lastly, OCTA is currently working with Verizon to research the possibility of using what is known as G3 Technology on trains. G3 Technology is wireless and provides internet access to one personal computer at a time. It currently does not have the capability of providing wireless service to multiple units.

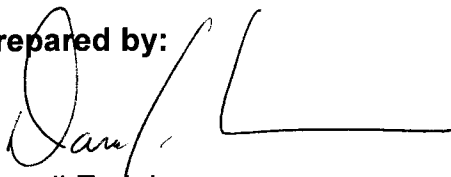
Summary

Passenger train operators in the United States and around the world are currently experimenting with providing wireless internet access on board trains. While the technology does exist by using satellite technology and the building of towers along the railroad right-of-way, it appears that future technologies will be much better suited for on-train wireless services.

Attachment

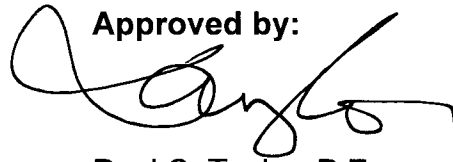
None.

Prepared by:



Darrell E. Johnson
Manager, Programming
Development & Commuter Rail
(714) 560-5343

Approved by:



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



Item 9.

BOARD COMMITTEE TRANSMITTAL

December 12, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Selection of a Consultant for Design Services for the Chokepoint on the San Diego Freeway (Interstate 5) at Oso Parkway

Regional Planning and Highways Committee

November 7, 2005

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

Committee Vote

This item was passed by the Committee Members present.

Committee Members Brown and Green voted in opposition.

Committee Recommendation (Reflects change from staff recommendation)

Select CH2MHILL to perform design services for the chokepoint improvement project on the San Diego Freeway (Interstate 5) at Oso Parkway. In addition, the contract needs to stipulate that this action could not be used in a detrimental way for either side in terms of any legal issues dealing with the Interstate 405/State Route 55.



November 7, 2005

To: Regional Highways and Planning Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Selection of a Consultant for Design Services for the Chokepoint on the San Diego Freeway (Interstate 5) at Oso Parkway

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2006 Budget, the Board approved the design services for the chokepoint on the San Diego Freeway (Interstate 5) at Oso Parkway. Proposals and statement of qualifications were solicited in accordance with the Orange County Transportation Authority's procurement procedures for the retention of consultants to perform architectural and engineering work. These procedures are in accordance with both federal and state legal requirements.

Recommendations

- A. Select Moffat & Nichol to perform design services for the chokepoint improvement project on the San Diego Freeway (Interstate 5) at Oso Parkway.
- B. Authorize the Chief Executive Officer to request a cost proposal from Moffat & Nichol and negotiate an agreement for their services.
- C. Authorize the Chief Executive Officer to execute the final agreement.

Background

For the past five years, the Orange County Transportation Authority (Authority) has worked cooperatively with the California Department of Transportation (Caltrans) to identify and improve freeway chokepoints. Chokepoints are freeway areas with localized chronic congestion, which regularly result in bottlenecks impacting the overall traffic network. Remedies include the addition of auxiliary lanes between interchanges, modifications to ramps or interchanges, restriping and/or signing where warranted by traffic

**Selection of a Consultant for Design Services for the
Chokepoint on the San Diego Freeway (Interstate 5)
at Oso Parkway**

Page 2

volume, and connection of auxiliary lanes. The initial list of chokepoint areas and proposed projects, developed by Caltrans, was based on operational studies in conjunction with regional transportation studies.

Recognizing the regional significance of this program, in September 2001, the freeway chokepoint program was included in the Authority's Ten Strategic Initiatives for the Next Ten Years. On March 11, 2002, the Board of Directors (Board) approved the programming of \$8.3 million in State Transportation Improvement Program (STIP) funds to initiate project reports incorporating preliminary engineering, environmental assessments, and design for the five chokepoint projects listed below:

- Santa Ana Freeway (Interstate 5) southbound (SB) at Culver Drive – ramp widening
- San Diego Freeway (Interstate 5) SB at Oso Parkway – storage lane north of Oso Parkway off-ramp
- San Diego Freeway (Interstate 5) SB at Avenida Pico – ramp widening
- San Diego Freeway (Interstate 5) at Camino Capistrano – ramp widening
- San Diego Freeway (Interstate 405) northbound and SB from Magnolia Avenue to Beach Boulevard – auxiliary lane

Discussion

This procurement was handled in accordance with Authority procedures for architectural and engineering services, which conform to both federal and state law. Proposals are evaluated without consideration of cost and are ranked in accordance with the qualifications of the firm and the technical proposal. The highest ranked firm is requested to submit a cost proposal and the final agreement is negotiated. Should negotiations fail with the highest ranked firm, a cost proposal will be solicited from the second ranked firm in accordance with the procurement policies previously adopted by the Board.

The project was advertised on September 2 and 6, 2005, in a newspaper of general circulation and on CAMMNet. A pre-proposal meeting was held on September 7, 2005, and was attended by 51 people representing 48 firms.

On September 27, 2005, seven proposals were received. An evaluation committee consisting of staff from Contracts Administration and Materials Management, Construction & Engineering, Caltrans, and the City of Mission Viejo met to review the proposals.

**Selection of a Consultant for Design Services for the
Chokepoint on the San Diego Freeway (Interstate 5)
at Oso Parkway**

Page 3

The evaluation committee reviewed all proposals and found two of the firms qualified for the work. The firms were invited to present their proposals and respond to questions from the evaluation committee at the Authority offices. These presentations were held on October 12, 2005. The two qualified firms are:

Firm and Location

CH2M HILL
Santa Ana, California

Moffat & Nichol
Irvine, California

Based upon the proposals and presentations to the evaluation committee, CH2M HILL ranked the highest; however, both firms were deemed qualified to perform in accordance with contract requirements. Following the evaluation committee's recommendation, Authority staff reviewed each firm's performance on previous work with the Authority. This review identified an outstanding issue regarding the performance and delivery of a project previously designed by CH2M HILL for the Authority. Efforts to resolve these issues are continuing. In light of the unresolved status of the firm's prior project performance, Authority staff does not recommend award of this contract to CH2M HILL. Staff therefore recommends the selection of Moffat & Nichol to perform the design services for this project.

Fiscal Impact

The project was approved in the Authority's Fiscal Year 2005-06 Budget, Construction & Engineering, Account 0051-7519, and is funded through the STIP.

Summary

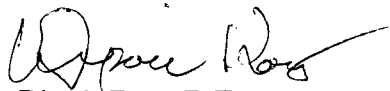
Based on the Authority's review of the two qualified firms, Authority staff recommends the selection of Moffat & Nichol to provide design services for the chokepoint on the San Diego Freeway (Interstate 5) at Oso Parkway.

Staff is requesting authorization to request a cost proposal from Moffat & Nichol and negotiate an agreement within the approved project budget of \$1,513,800.

Attachment

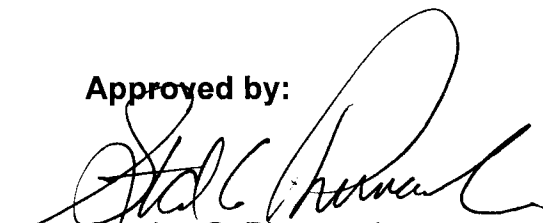
None.

Prepared by:



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

Approved by:



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



BOARD COMMITTEE TRANSMITTAL

December 12, 2005

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Fiscal Year 2004-05 Comprehensive Annual Financial Report

Executive Committee

December 5, 2005

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

Absent: Directors Silva and Wilson

Committee Vote

The item was passed unanimously by those present.

Committee Recommendation

Receive and file as an information item.



December 5, 2005

To: Executive Committee
From: *ATL/KRB* Arthur T. Leahy, Chief Executive Officer
Subject: Fiscal Year 2004-05 Comprehensive Annual Financial Report

Overview

The Comprehensive Annual Financial Report for the Orange County Transportation Authority contains the fiscal year 2004-05 financial statements and an independent accounting firm's audit opinion on the basic financial statements.

Recommendation

Receive and file as an information item.

Background

Pursuant to Section 40078 of the Public Utilities Code, the Orange County Transportation Authority (OCTA) prepares an annual set of financial statements presenting results of operations during the preceding fiscal year and OCTA's financial position at year end. These financial statements are included in OCTA's Comprehensive Annual Financial Report (CAFR).

Additionally, in June 1999, the Governmental Accounting Standards Board (GASB) issued GASB Statement No. 34, which established a new financial reporting framework for all state and local governments. This resulted in significant changes in governmental accounting and financial reporting for state and local governments. Under the new financial reporting model, government financial statements include management's discussion and analysis, basic financial statements including both government-wide and fund financial statements, and required supplementary information. The new financial reporting model satisfies the objectives of financial reporting for governments' fiscal and operational accountability

Discussion

Macias Gini and Company LLP, an independent accounting firm, has completed its third annual audit of OCTA's financial records and systems and has issued its opinion on OCTA's financial statements for the fiscal year ended June 30, 2005. The auditors have issued an unqualified opinion on the financial statements, indicating that the statements present fairly, in all material respects, the financial position of OCTA at June 30, 2005, and the results of its operations and cash flows of the proprietary funds for the fiscal year then ended.

The CAFR will be submitted to the Government Finance Officers Association (GFOA) and the California Society of Municipal Finance Officers (CSMFO) for consideration to be awarded a Certificate for Excellence in Financial Reporting and a Certificate of Award for Outstanding Financial Reporting, respectively, for fiscal year 2004-05. These government finance organizations award certificates only to those governments whose annual financial reports are judged to conform with the highest standards of public financial reporting. OCTA has been awarded the GFOA certificate for each year of its existence, commencing with the fiscal year ended June 30, 1992. The CSMFO certificate has been received since fiscal year 1999-00, its first year of eligibility. Such recognition has a continuing favorable effect in the financial markets and has assisted OCTA in borrowing at favorable interest rates.

The CAFR will continue to be a useful tool in business dealings with outside organizations during the coming year.

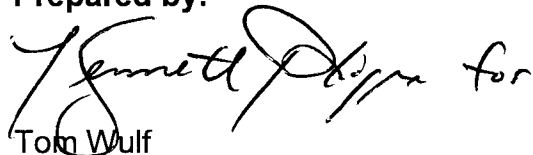
Summary

Staff has completed preparation of the Orange County Transportation Authority's Comprehensive Annual Financial Report for the fiscal year 2004-05. Macias, Gini and Company LLP, an independent accounting firm, has audited the financial statements contained in the CAFR and has issued its unqualified opinion as to the fairness of the financial statement presentation. Staff recommends the Finance and Administration Committee receive and file this Comprehensive Annual Financial Report as an information item.

Attachment

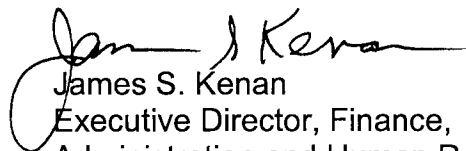
- A. Comprehensive Annual Financial Report for the Fiscal Year Ended June 30, 2005.

Prepared by:



Tom Wulf
Manager, Accounting and Financial
Reporting
(714) 560-5659

Approved by:



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



BOARD COMMITTEE TRANSMITTAL

December 12, 2005

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Approval of Fiscal Year 2005-06 Local Transportation Fund Claim for Laguna Beach Public Transportation Services

Executive Committee

December 5, 2005

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

Absent: Directors Silva and Wilson

Committee Vote

The item was passed unanimously by those present.

Committee Recommendation

Approve the Laguna Beach Municipal Transit Lines Fiscal Year 2005-06 Local Transportation Fund Claim for public transportation services in the amount of \$1,270,350, and authorize the Chief Executive Officer of the Orange County Transportation Authority to issue allocation/disbursement instructions to the Orange County Auditor-Controller in the amount of the claim.



December 5, 2005

To: Executive Committee

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

Subject: Approval of Fiscal Year 2005-06 Local Transportation Fund Claim for Laguna Beach Public Transportation Services

Overview

The Laguna Beach Municipal Transit Lines, a department within the City of Laguna Beach, is eligible to receive funding from the Local Transportation Fund in Orange County for providing public transportation services throughout the city. To receive the funds, the Laguna Beach Municipal Transit Lines must file a claim against the Local Transportation Fund with the Orange County Transportation Authority .

Recommendation

Approve the Laguna Beach Municipal Transit Lines Fiscal Year 2005-06 Local Transportation Fund Claim for public transportation services in the amount of \$1,270,350, and authorize the Chief Executive Officer of the Orange County Transportation Authority to issue allocation/disbursement instructions to the Orange County Auditor-Controller in the amount of the claim.

Background

The Transportation Development Act (TDA) of 1971 established a State funding source dedicated to public transit and transit-related projects. The TDA created in each county a Local Transportation Fund (LTF) for transportation purposes specified in the Act. Revenues are derived from $\frac{1}{4}$ cent of the current $7\frac{3}{4}$ cent retail sales tax in Orange County. The distribution of the $7\frac{3}{4}$ sales tax in Orange County is as follows:

- 1 cent to cities and the County of Orange in unincorporated area;
- 6 cents to the State of California
- $\frac{1}{4}$ cent to State of California and transferred to the Orange County Local Transportation Fund; and

- ½ cent locally approved tax (Measure M) to the Orange County Transportation Authority

The LTF revenues are collected by the State Board of Equalization and returned to the local jurisdictions based on the volume of sales during each month. As required under provisions of the TDA, in Orange County the LTF receipts are deposited in the Orange County Local Transportation Fund (OCLTF) account (fund 182) in the Orange County Treasury and are administered by the Orange County Auditor-Controller. It should be noted, though that under the provisions of the County of Orange bankruptcy recovery plan, a total of \$38,000,000, of these LTF revenues is being diverted annually to the County of Orange General Fund. This diversion began in FY 1996-97 and will continue through FY 2010-11 when a total of \$225,000,000 will have been transferred to the County of Orange from OCTD's public transit revenues.

In Orange County, the Orange County Transportation Authority (OCTA) is the transportation planning agency responsible for the allocation of the LTF within its jurisdiction. Upon instructions from OCTA, LTF receipts are distributed by the Auditor-Controller among the various administrative, planning, public transportation, and the bicycle, pedestrian, and bus stop facilities program apportionments as specified in the TDA. The Orange County Transit District (OCTD) and the Laguna Beach Municipal Transit Lines (LBMTL) are the only public transit operators in Orange County eligible to receive allocations from the LTF.

On March 28, 2005, the OCTA Board of Directors approved the LTF fiscal year (FY) 2005-06 apportionments. The total apportionment approved for LBMTL equaled \$1,043,151. On July 5, 2005, the Laguna Beach City Council adopted a resolution authorizing the filing of a LTF claim with OCTA for public transportation services. Laguna Beach has submitted its FY 2005-06 claim against the LTF in the amount of \$1,270,350. Of this amount, \$890,350, is needed by the city to meet operating expenses in FY 2005-06 and \$380,000, is requested as an addition to the city's corporate yard project, to be drawn down in FY 2006-07.

This new reserve is in addition to the \$900,000, amount which was reserved in the OCLTF in FY 2003-04 for the public transit portion of the city's corporate yard construction. The drawdown for the entire \$1,280,000, reserve is anticipated to occur in FY 2006-07, over a 7 month period from September 2006 to March 2007.

TDA law allows allocations to public transit operators to exceed the apportionment only when the claimant has been credited with unallocated

apportionments from prior years. Laguna Beach has a sufficient unallocated apportionment balance to allow for the current FY 2005-06 claim, including the reserve addition. In FY 2006-07, when funds are needed for the corporate yard project, cash in the OCLTF reserve will be used to make the necessary allocations to the city.

Discussion

Section 6630 of the California Code of Regulations requires the City of Laguna Beach, as a public transit operator, to file a claim with OCTA in order to receive an allocation from the Local Transportation Fund for providing public transportation throughout the city. LBMTL, a department within the city, is a public transit operator and an eligible claimant for filing claims for public transportation services under Article 4 of the Transportation Development Act. The amount being claimed for FY 2005-06 equals \$890,350, for operating expenses, to be allocated this fiscal year, and an addition to the reserve of \$380,000, to be allocated next fiscal year.

OCTA, as the transportation planning agency for Orange County, is authorized to approve claims and to make payments from the LTF through written instructions to the Auditor-Controller.

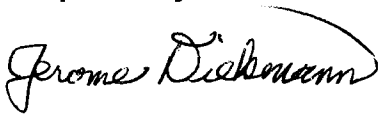
Summary

The Orange County Transportation Authority's approval of the City of Laguna Beach's claim against the Orange County Local Transportation Fund in the amount of \$1,270,350, will enable the Laguna Beach Municipal Transit Lines to continue providing public transportation services throughout the City of Laguna Beach during FY 2005-06.

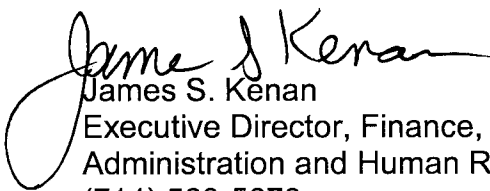
Attachment

None.

Prepared by:


Jerome Diekmann
Sr. Financial Analyst
Financial Planning & Analysis
(714) 560-5685

Approved by:


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



BOARD COMMITTEE TRANSMITTAL

December 12, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board ^{WK}
Subject: Garden Grove Freeway (State Route 22) Design-Build Project -
Contract Change Order No. 13 to Agreement C-3-0663

Regional Planning and Highways Committee

December 5, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation (Reflects change from staff recommendation)

Authorize the Chief Executive Officer to execute Contract Change Order No. 13 to Agreement C-3-0663 with Granite-Myers-Rados, in an amount not to exceed \$234,115, for alteration of retaining wall no. 163.



December 5, 2005

To: Regional Planning and Highways Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Garden Grove Freeway (State Route 22) Design-Build Project - Contract Change Order No. 13 to Agreement C-3-0663

Overview

On August 23, 2004, the Orange County Transportation Authority's Board of Directors awarded a design-build contract to improve 12 miles of the Garden Grove Freeway (State Route 22) from Valley View Street east to the Costa Mesa Freeway (State Route 55) interchange. Construction contingency has been budgeted to account for unforeseen and changed conditions that occur during construction. Contract Change Order No. 13 is presented for Board consideration.

Recommendation

Authorize the Chief Executive Officer to execute Contract Change Order No. 13 to Agreement C-3-0663 with Granite-Myers-Rados, in an amount not to exceed \$209,098, for alteration of retaining wall no. 163.

Background

On October 11, 2001, the Orange County Transportation Authority (Authority) Board of Directors (Board) approved the implementation of Garden Grove Freeway (State Route 22) improvements using the design-build approach. Design-build is an innovative system of contracting under which one entity performs both final engineering design and construction under one contract. In a traditional delivery scenario, these two elements are performed consecutively. In a design-build project, they are performed concurrently resulting in significant time savings.

The State Route 22 (SR-22) High Occupancy Vehicle (HOV) project is a partnership between the Authority, the California Department of Transportation (Caltrans), the Federal Highway Administration, the joint venture design builder, Granite-Myers-Rados (GMR), and the Cities of Orange, Santa Ana, Garden Grove, Westminster, Seal Beach, and Los Alamitos.

The SR-22 project begins just east of the Valley View Street interchange in Garden Grove/Westminster, and continues east to the Costa Mesa Freeway (State Route 55) interchange. This 12 mile stretch of freeway includes the following major improvements:

- HOV lanes in each direction between Valley View Street and State Route 55
- Auxiliary lanes between interchanges at various locations and a continuous auxiliary lane in each direction between the San Diego Freeway (Interstate 5) and Beach Boulevard
- A braid between the southbound Orange Freeway (State Route 57) connector and The City Drive ramps on westbound SR-22 to eliminate the existing weave
- A collector-distributor road on eastbound SR-22 between The City Drive and the Interstate 5/SR-22/State Route 57(SR-57) interchange
- Various interchange improvements, construction of additional soundwalls, replacement landscaping, and aesthetic enhancements

On August 23, 2004, the Board approved a project budget in the amount of \$490 million. On May 9, 2005, the Board amended the SR-22 project budget from \$490,000,000 to \$495,000,000, using Federal Regional Surface Transportation Program (RSTP) funds for the addition of project aesthetics previously removed during the Best and Final Offer of the procurement process. This amended budget includes \$395 million for the design-build contract and \$100 million in other program costs including project management support, legal services, right-of-way (ROW), Caltrans oversight, other construction related costs, and \$16 million for a construction contingency allocation. The funding consists of a combination of Measure M freeway funds, State Traffic Congestion Relief Program (TCRP), Congestion Mitigation and Air Quality (CMAQ), contributions from the various cities, and federal RSTP funds.

The funding sources are provided in the following chart:

Funding Source	Contribution
Measure M	\$188,024,000
CMAQ	\$101,276,000
TCRP	\$189,700,000
Cities	\$11,000,000
RSTP	\$5,000,000
Total	\$495,000,000

The \$16 million construction contingency is approximately 4 percent of the total construction bid amount. The contingency includes 3 percent for unforeseen changes. The remaining 1 percent is for known but unquantifiable items, such as

steel and asphalt price adjustments, graffiti removal, and defined maintenance of existing facilities.

Discussion

The original plans in the bid documents showed The City Drive westbound on-ramp joining the SR-22 mainline with the SR-57 connector paralleling this ramp to the north. The design builder, GMR, proposed to reverse the ramp and connector configuration. This proposal was accepted by Caltrans. This change in configuration allowed both the on-ramp and connector to be moved further to the south, thereby reducing the potential ROW impact. In order to realize the full benefit of the reduction in ROW, a larger and taller retaining wall along the ramp shoulder is required. The cost of the larger retaining wall, including engineering design is \$234,115. The potential savings in ROW costs is estimated by appraisers to be approximately \$780,000, thereby providing net savings to the project of approximately \$546,000.

Fiscal Impact

The additional work described in Contract Change Order No. 13 to Agreement C-3-0663 was approved in the Authority's Fiscal Year 2005-06 Budget, Construction & Engineering, Account 0010-9017/F7100-7LJ, and is funded through the Local Transportation Authority.

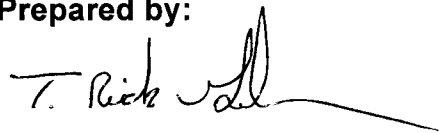
Summary

The Authority continues to advance the first project to be constructed in the State of California on an active freeway using the innovative design-build delivery method. Staff recommends Board approval of Contract Change Order No. 13 to Agreement C-3-0663 with GMR.

Attachment

- A. Design-Build Services for Garden Grove Freeway (SR-22) HOV Lane Design-Build Project, Status of Contract Change Orders

Prepared by:



T. Rick Grebner, P.E.
Program Manager
(714) 560-5729

Approved by:



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

**Design-Build Services for Garden Grove Freeway (SR-22) HOV Lane
Design-Build Project**

STATUS OF CONTRACT CHANGE ORDERS

Approved Contingency: \$16,000,000

CCO Number	CCO Amount	Description	Contract Reference	Approval Date	Total Changes To Date	Original Contingency Used	Original Contingency Balance	% Contingency Used
1	\$ 145,000	Contract defined extra maintenance work. \$1,000,000 budgeted in project contingency for this anticipated, but unquantifiable work.	TP Section 5.28.6	1/11/2005	\$ 145,000	\$ 145,000	\$15,855,000	0.91%
2	\$ 855,000	Contract defined extra maintenance work. \$1,000,000 budgeted in project contingency for this anticipated, but unquantifiable work.	TP Section 5.28.6	4/18/2005	\$ 1,000,000	\$ 1,000,000	\$15,000,000	6.25%
3	\$ 5,000,000	Addition of enhanced project aesthetics including soundwall pilasters and landscaping removed during the BAFO process. (See Note #1)	Contract Section 13	6/24/2005	\$ 6,000,000	\$ 1,000,000	\$15,000,000	6.25%
4	\$ 21,500	GMR to perform civil portion of SCE work near Yockey Street. SCE could not meet project schedule. Payments to GMR will be withheld from SCE.	Contract Section 13	5/25/2005	\$ 6,021,500	\$ 1,021,500	\$14,978,500	6.38%
5	\$ 27,784	GMR to perform civil portion of SCE work near Lewis Channel. SCE could not meet project schedule. Payments to GMR will be withheld from SCE.	Contract Section 13	5/26/2005	\$ 6,049,284	\$ 1,049,284	\$14,950,716	6.56%
6	\$ 143,098	Civil design work for SCE utility relocation at Dunklee Street.	Contract Section 13	7/18/2005	\$ 6,192,382	\$ 1,192,382	\$14,807,618	7.45%
7	\$ 50,093	Civil design work for SBC utility relocation at Dunklee Street.	Contract Section 13	7/18/2005	\$ 6,242,475	\$ 1,242,475	\$14,757,525	7.77%
8	\$ (1,181,512)	Deductive Change Order for Caltrans provided ITS equipment. (See Note #2)	Contract Section 13	8/11/2005	\$ 5,060,963	\$ 60,963	\$15,939,037	0.38%
9	\$ 1,200,000	Removal and placement of 66" storm sewer pipe adjacent to the County of Orange Animal shelter. (See Note 3)	Contract Section 13	8/22/2005	\$ 6,260,963	\$ 1,260,963	\$14,739,037	7.88%
10	TBD	Full Replacement of Magnolia Street bridge. Funding to be provided by Garden Grove 2005 TEA funds. (See Note 4)	Contract Section 13	Pending	\$ 6,260,963			0.00%
11	TBD	2004 Caltrans Design Standard Changes	Contract Section 13	Pending	\$ 6,260,963			
12	TBD	Revisions to City Drive and Metropolitan Drive	Contract Section 13	Pending	\$ 6,260,963			
13	\$ 234,115	Relocation of Wall 163 due to reconfiguration of ramp.	Contract Section 13	Pending this action	\$ 6,495,078	\$ 1,495,078	\$14,504,922	9.34%

- Notes:
- 1) Funds for CCO #3 from additional RSTP. Initial project contingency not used. Project budget increased from \$490 M to \$495M.
 - 2) RE: CCO #8. Caltrans will provide deleted ITS material. Costs will be reimbursed with TCRP funds. Total cost of Caltrans provided material is approximately \$750,000. The net project budget savings is approximately \$430,000.
 - 3) A portion of the cost will be reimbursed by the County of Orange.
 - 4) Funds for CCO #10 from City earmark in TEA reauthorization. Project contingency will not be used. Project budget would be requested for additional funding source.
 - 5) Amounts in CCO #4,5, 6, 7 are monies that would be paid to SCE or SBC. GMR performed work instead. No net adjustment in total project cost.
 - 6) CCO #13 results in estimated \$780k savings in R/W capital cost at Amerisource.



BOARD COMMITTEE TRANSMITTAL

December 12, 2005

To: Members of the Board of Directors
From Wendy Knowles, Clerk of the Board
Subject: Amendment to Memorandum of Understanding With the City of Laguna Beach

Executive Committee

December 5, 2005

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

Absent: Directors Silva and Wilson

Committee Vote

The item was passed unanimously by those present.

Committee Recommendations

Authorize the Chief Executive Officer to execute a Memorandum of Understanding with the City of Laguna Beach to provide operating assistance of \$165,000, per year, for five years, effective in fiscal years 2005-06 through 2009-10.



December 5, 2005

To: Executive Committee
From: *ATL by KB* Arthur T. Leahy, Chief Executive Officer
Subject: Amendment to Memorandum of Understanding with the City of Laguna Beach

Overview

The current Memorandum of Understanding between the Orange County Transportation Authority and the City of Laguna Beach is due to expire on December 17, 2005. Action is now requested to amend the current Memorandum of Understanding to add an additional article to the agreement and to extend the amended Memorandum of Understanding to continue to provide operating assistance of \$165,000, per year for five years, effective in Fiscal Years 2005-06 through 2009-10.

Recommendation

Authorize the Chief Executive Officer to execute a Memorandum of Understanding with the City of Laguna Beach to provide operating assistance of \$165,000, per year, for five years, effective in fiscal years 2005-06 through 2009-10.

Background

The City of Laguna Beach has provided public transportation services through the Laguna Beach Municipal Transit Lines (LBMTL), an enterprise fund within the city, throughout the city limits since 1970. The city has been receiving federal public transit operating assistance since the Urban Mass Transit Program first began providing funding in 1975. The Federal Transit Administration (FTA) application process and accounting costs are disproportionately expensive for Laguna Beach considering the amount of federal assistance allocable to the city. OCTA currently assists the city by providing unrestricted local funding for transit operations to the LBMTL in an amount approximately equal to current federal funding levels. The current amount of federal funding that is available to the city equals \$125,000, per year. On October 10, 2001, the Orange County Transportation Authority Board

of Directors authorized the Chief Executive Officer to execute a Memorandum of Understanding with the City of Laguna Beach to provide operating assistance of \$125,000, per year for three years, effective in fiscal years 2002-03 through 2004-05.

The city is also eligible to receive State Transit Assistance funds (STAF) which are appropriated by the State legislature each year. The current amount of State funding that would be available to the city equals approximately \$40,000, per year. The amount of STAF funds can vary from year to year as program levels are determined by the State legislature as part of the annual State budget process. Also, the receipt of STAF funds for operating purposes requires that claimants meet certain performance standards relating to increases in costs per service hour. Due to these considerations and a need for a more certain funding source, the city has requested that OCTA provide this level of funding, with the provision that the city would not claim STAF funds. This amount has been added to the earlier amount of \$125,000, that the city receives from OCTA, for a total of \$165,000, per year during the last two years of the current Memorandum of Understanding (MOU). On September 22, 2003, the Board of Directors authorized the Chief Executive Officer to execute an amendment to the current Memorandum of Understanding, to provide operating assistance of \$165,000, per year for two years, effective in Fiscal Years 2003-04 and 2004-05.

Discussion

Under terms of the original MOU, OCTA has applied for all FTA grant funding in Orange County and has provided Laguna Beach with funds equal to the approximate average of the FTA funding allocation of \$125,000, annually. The term of the MOU is for three years and may be renewable for additional three year periods.

Under terms of the current amended MOU, OCTA continues to receive all STAF funding and provides Laguna Beach \$40,000, annually for the remaining two years of the MOU.

Under terms of the proposed amended MOU, OCTA will continue to provide \$165,000, annually for five years, from fiscal years 2005-06 through 2009-10. An article has been added to the proposed MOU requiring the city to continue submitting the annual National Transit Database (NTD) report to the federal Department of Transportation in a timely manner. This report is used in determining the allocation of Congressional appropriations for public transit funding in the Los Angeles – Orange County regional urbanized area. As with the current funding agreement, funds provided by OCTA can be used by the

city only for operating its local fixed route public transit system (capital expenditures and charter operations are excluded from the funding agreement).


Summary

Amend the current Memorandum of Understanding between the City of Laguna Beach and OCTA for the transfer of revenues which results in no loss of eligible funding to either the city or OCTA and permits a more efficient means of providing operating assistance to the city for continuing its public transit operations.

Attachment

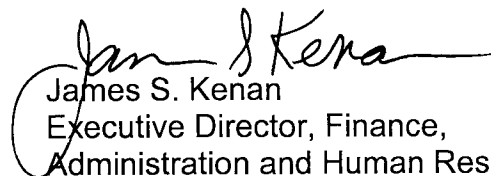
None.

Prepared by:



Jerome Diekmann
Sr. Financial Analyst
Financial Planning & Analysis
(714) 560-5685

Approved by:



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



BOARD COMMITTEE TRANSMITTAL

December 12, 2005

To: Members of the Board of Directors
From: Wendy Knowles^{WK}, Clerk of the Board
Subject Fiscal Year 2005-06 Measure M Eligibility Review

Regional Planning and Highways Committee

December 5, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

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



December 5, 2005

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, Chief Executive Officer *AL*
Subject: Fiscal Year 2005-06 Measure M Eligibility Review

Overview

The Measure M ordinance requires all local jurisdictions in Orange County to submit elements of the Measure M Growth Management Program to the Orange County Transportation Authority in order to remain eligible for receiving Measure M turnback and competitive funds. The eligibility review process for fiscal year 2005-2006 has been completed.

Recommendation

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

Background

The Measure M ordinance requires local jurisdictions to periodically update various elements of their Measure M Growth Management Program (GMP) eligibility packages and submit them to the Orange County Transportation Authority (OCTA) on an annual basis. To maintain eligibility for fiscal year 2005-06 Measure M funds, all local jurisdictions are required to submit a seven-year Capital Improvement Program (CIP) and a Maintenance of Effort (MOE) certification. Some jurisdictions, based on an alternating year schedule, are required to submit a Pavement Management Plan (PMP) update that is consistent with the countywide pavement condition assessment standards as set forth in the Arterial Highway Rehabilitation Program.

The Citizens Oversight Committee (COC) is responsible for reviewing and approving the jurisdiction's CIP, and the Technical Advisory Committee (TAC) is responsible for approving the MOE and the PMP requirements. Findings of both committees are forwarded to the OCTA Board of Directors for an eligibility determination.

Discussion

The required eligibility documentation was submitted to OCTA by June 30, 2005. OCTA staff reviewed the submittals to ensure the Measure M GMP eligibility packages were complete and contacted local jurisdictions that needed to submit additional information and/or backup materials. Currently, all local jurisdictions have submitted complete Measure M GMP eligibility packages, and there are no outstanding issues.

The GMP subcommittee of the COC reviewed and approved the CIP's, and their recommendation was approved by the full COC at the November 9, 2005, meeting. On November 9, 2005, the Technical Steering Committee reviewed and approved the MOE and PMP eligibility status for all jurisdictions. This recommendation has been forwarded to the TAC for approval at the November 16, 2005, scheduled meeting.

Summary

All local jurisdictions in Orange County have submitted fiscal year 2005-06 Measure M GMP eligibility packages. The information was reviewed and approved by all appropriate committees. OCTA staff recommends a finding of Measure M turnback and competitive eligibility for all local jurisdictions.

Attachment

None.

Prepared by:



Yvette M. Pierre
Senior Transportation Analyst
(714) 560-5907

Approved by:



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

BOARD COMMITTEE TRANSMITTAL



December 12, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Procurement of Ten ACCESS Service Vans

This item will be considered by the Transit Planning and Operations Committee on December 8, 2005. Following Committee consideration of this matter, staff will provide you with a summary of the discussion and action taken by the Committee.

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



December 8, 2005

To: Transit Planning and Operations Committee
From: *ATL* Arthur T. Leahy, Chief Executive Officer
Subject: Procurement of Ten ACCESS Service Vans

Overview

The Community Transportation Services is requesting approval to expand the current test of one minivan to a total of ten vans. The evaluation of this test may result in an overall cost savings in the ACCESS Services. Procurement will be split into two different van types consisting of five Caltrans Type IV Chevrolet Venture Minivans and five Caltrans Raised Top Modified Ford Vans.

Recommendations

Authorize the Chief Executive Officer to execute Purchase Order 05-73467 between the Orange County Transportation Authority and Creative Bus Sales, Inc., in an amount not to exceed \$426,259, for the purchase of ten ACCESS service vans under the State of California, Department of General Services, Procurement Division Agreement.

Background

In October 2004 the Board directed staff to begin implementation of the Paratransit Growth Management plan. One of the recommendations of the Growth Management plan was to investigate the feasibility of integrating smaller vehicle types into ACCESS service. In August 2005 CTS began the testing of one minivan into ACCESS service as a pilot program to evaluate this vehicle type in actual service. Overall, feedback on the vehicle has been positive. As a result, staff desires to expand the test fleet to ten vans. This test fleet is an expansion to the existing Community Transportation Services (CTS) fleet and dependent upon the success of this test, paratransit vans of this smaller than traditional size will be considered for future use. This will satisfy a portion of the needs for replacement and expansion vehicles, resulting in acquisition and operational savings.

Discussion

The Orange County Transit Authority (OCTA) has secured funds in the amount of \$426,259, for the procurement of ten gasoline-powered vans. The vans will be purchased from Creative Bus Sales, Inc., as part of the State of California, Department of General Services, Procurement Division Agreement.

Five vans are Caltrans Type IV Chevrolet Venture Minivans, 19 feet in length, having a two-passenger capacity or two wheelchair locations. Of the five vans, one van is currently on loan to the OCTA for evaluation purposes and will be included in this purchase. This van will be removed from service and returned to Creative Bus Sales, Inc., for modifications to conform with fleet requirements.

Five vans are Caltrans Raised Top Modified Ford Vans, 19 feet in length, having an eight-passenger capacity or a four-passenger capacity with two wheelchair locations.

Fiscal Impact

This project is funded through Federal Transit Administration, fiscal year 2005-06 Formula Grant, Account 2114-9024-G0031-L6G.

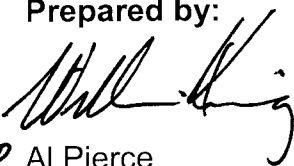
Summary

Staff recommends issuing Purchase Order 05-73467 to Creative Bus Sales, Inc., in an amount not to exceed \$426,259, for procurement of ten paratransit vans.

Attachment

None.

Prepared by:

For 
Al Pierce
Manager, Maintenance
(714) 560-5975

Approved by:


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

BOARD COMMITTEE TRANSMITTAL



December 12, 2005

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

This item will be considered by the Transit Planning and Operations Committee on December 8, 2005. Following Committee consideration of this matter, staff will provide you with a summary of the discussion and action taken by the Committee.

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



December 8, 2005

To: Transit Planning and Operations Committee
From: *ATL by RB*
Arthur T. Leahy, Chief Executive Officer
Subject: Agreement for Bus Parts Cleaner Services

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2005-06 Budget, the Board approved bus parts cleaner services. Offers were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board approval is requested to execute an agreement.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-5-2764 between the Orange County Transportation Authority and FRS Environmental, Inc., in an amount not to exceed \$146,444, for the initial three-year period for bus parts cleaner services, with two one-year options.

Background

The Orange County Transportation Authority (Authority) requires the services of a firm to provide all parts cleaners, degreasing equipment and solutions, complete maintenance, and service. The firm will provide a synthetic solution with equipment that can filter, clean and regenerate the solution without any waste or disposal of the solution required. Only the residual grease and other contaminants will need to be periodically disposed of. This type of solution and system have proven more effective than water-based solutions used in previous years. Typical chemical solvents are no longer allowed per the South Coast Air Quality Management District.

Discussion

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

On September 22, 2005, an electronic notice was sent to 192 firms registered on CAMM NET. The project was advertised on September 26, 2005, and October 3, 2005, in a newspaper of general circulation. A pre-proposal meeting was held on October 4, 2005, and was attended by two firms. On October 24, 2005, three offers were received. An evaluation committee composed of staff from Safety, Facilities, and Contracts Administration and Material Management was established to review all offers submitted. The offers were evaluated on the basis of price, staffing, qualifications, and work plan. Based on the findings, the following firm is recommended for consideration of the award:

Firm and Location

FRS Environmental, Inc.
Corona, California

Fiscal Impact

The service was included in the Authority's Fiscal Year 2005-06 Budget, Operations Division/Maintenance Department, Account 7612, and is funded through local transportation funds.

Summary

Staff recommends award of Agreement C-5-2764 to FRS Environmental, Inc., in an amount not to exceed \$146,444, for the initial three-year period for parts cleaner service with two one-year options.

Attachment

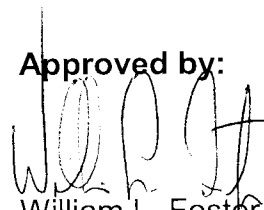
None.

Prepared by:



Al Pierce
Department Manager, Maintenance
714-560-5975

Approved by:



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



BOARD COMMITTEE TRANSMITTAL

December 12, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Designation of State Transit Assistance Funds for Fare Stabilization for Seniors and Persons with Disabilities

Executive Committee

December 5, 2005

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

Absent: Directors Silva and Wilson

Committee Vote

The item was passed unanimously by those present.

Committee Recommendations

- A. Adopt Resolution No. 2005-122 to designate funds in the amount of \$675,000, in the State Transit Assistance Fund to provide fare assistance for seniors and persons with disabilities.
- B. Authorize the Chief Executive Officer to prepare and submit claims against the State Transit Assistance Fund to the Orange County Auditor-Controller for the Fiscal Year 2005-06 Fare Assistance Program.



December 5, 2005

To: Executive Committee

From: *ATL 4 RB*
Arthur T. Leahy, Chief Executive Officer

Subject: Designation of State Transit Assistance Funds for Fare Stabilization for Seniors and Persons with Disabilities

Overview

The Orange County Transit District is eligible to receive State Transit Assistance Funds for carrying senior citizens and persons with disabilities on public transit service throughout Orange County. In order to receive these funds, staff requests approval to designate funds in the State Transit Assistance Fund in the amount of \$675,000, and authorization to prepare a claim in the amount of \$675,000, to fund the senior/disabled fare assistance program during fiscal year 2005-06.

Recommendations

- A. Adopt Resolution No. 2005-122 to designate funds in the amount of \$675,000, in the State Transit Assistance Fund to provide fare assistance for seniors and persons with disabilities.
- B. Authorize the Chief Executive Officer to prepare and submit claims against the State Transit Assistance Fund to the Orange County Auditor-Controller for the Fiscal Year 2005-06 Fare Assistance Program.

Background

Since 1974, the Orange County Transit District (OCTD) has provided reduced fares for senior citizens riding on the Orange County Transit District's local fixed route service. Beginning in July 1990, the program was expanded to include persons with disabilities. Since March 1987, the fare assistance program has been funded by State Transit Assistance Fund (STAF). On March 8, 1999, the Orange County Transportation Authority (OCTA) Board of Directors approved an expansion in the fare subsidy program to use both Measure M funds and STAF funds for fare stabilization for seniors and persons with disabilities riding on all forms of public transit.

Discussion

Under this fare assistance program, the STAF has been providing a fare subsidy for the 30-day pass for senior and disabled persons of \$8.50 toward the pass price of \$23.50, with riders paying \$15. On August 25, 2003, the Board of Directors approved the addition of two new passes, one for 7 days and the other for 15 days. Effective January 2, 2005, as approved by the Board of Directors on October 25, 2004, the 7-day and 15-day passes for seniors and disabled persons are priced at \$7.50 and \$14.50, respectively, but after the STAF subsidy of \$2.50 for the 7-day pass and \$5.50 for the 15-day pass has been applied, senior and disabled riders pay only \$5 and \$9, respectively.

Before fare assistance funds may be distributed, OCTA must adopt a resolution allocating these funds. Transportation Development Act (TDA) rules and regulations require OCTA, as the transportation planning agency, to make certain findings before funds may be allocated. These required findings are contained in Section 6754 of the California Code of Regulations (CCR). Staff has completed the certification of compliance with the eligibility requirements of Public Utilities Code section 99314.6, the finding of which is contained in the CCR rules.

The OCTD Board of Directors has previously authorized the filing of STAF claims for FY 2005-06 by adoption of OCTD Resolution No. 2005-02 at the meeting of May 23, 2005.

Summary

Adopt Resolution No. 2005-122 to reserve State Transit Assistance Funds in the amount of \$675,000, to continue the fare stabilization program for seniors and persons with disabilities who use 30-day, 15-day, and 7-day passes on Orange County Transportation Authority's fixed route service.

Attachment

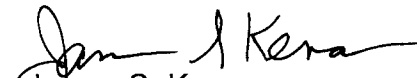
- A. Resolution of the Board of Directors of the Orange County Transportation Authority – Reserving State Transit Assistance Funds.

Prepared by:



Jerome Diekmann
Sr. Financial Analyst
Financial Planning & Analysis
(714) 560-5685

Approved by:



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

**RESOLUTION
OF THE BOARD OF DIRECTORS
OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY

RESERVING STATE TRANSIT ASSISTANCE FUNDS**

WHEREAS, the Orange County Transportation Authority is the designated agency for allocating State Transit Assistance Funds pursuant to California Public Utilities Code Section 99314.5; and

WHEREAS, the State Controller has allocated funds to the Orange County Transportation Authority pursuant to California Public Utilities Code Sections 99313 and 99314; and

WHEREAS, the Orange County Transportation Authority is authorized to allocate these funds to the Orange County Transit District; and

WHEREAS, the Orange County Transit District has authorized the filing of a claim to reserve \$675,000 from the State Transit Assistance Fund pursuant to California Code of Regulations, Title 21, Chapter 3, Subchapter 2.5, Article 4, Section 6730(a) for the Fiscal Year 2005-06 Fare Stabilization for Senior Citizens and Persons with Disabilities Program; and

WHEREAS, the Orange County Transit District is an eligible claimant for such funds; and

WHEREAS, the Orange County Transportation Authority has reviewed the claim of the Orange County Transit District for conformity with the applicable laws, rules, and regulations of the Transportation Development Act, as amended.

NOW, THEREFORE, BE IT RESOLVED that the Orange County Transportation Authority makes the following findings in connection with the Orange County Transit District's claim for funds:

1. That the Orange County Transit District's proposed expenditures conform to the Regional Transportation Plan.
2. That the Orange County Transit District's level of passenger fares and charges sufficiently meets the fare revenue requirements of Public Utilities Codes, Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as may be applicable.
3. That the Orange County Transit District makes full use of federal funds available under the Federal Transit Act, as amended.
4. That the sum of the Orange County Transit District's allocations from the State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the Orange County Transit District is eligible to receive during Fiscal Year 2005-06.

5. That priority consideration has been given to offsetting unanticipated increases in the cost of fuel, enhancement of existing public transportation services, and high priority countywide public transportation needs.
6. That the Orange County Transit District has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244.
7. That the Orange County Transit District is receiving the maximum allowable amount from the Local Transportation Fund.
8. That the Orange County Transit District has not entered into an agreement on or after June 28, 1979, that would preclude it from employing part-time drivers, or from contracting with common carriers of persons operating under a franchise or license.
9. That the Orange County Transit District has received a certification by the California Highway Patrol verifying that the District is in compliance with Section 1808.1 of the Vehicle Code by participating in the drivers' pull notice system, as required by Public Utilities Code Section 99251.
10. That the Orange County Transit District is in conformance with the eligibility requirements outlined in Public Utilities Code Section 99314.6.

BE IT FURTHER RESOLVED that the Orange County Transportation Authority hereby approves the reserve of State Transit Assistance Funds in the amount of \$675,000, pursuant to California Code of Regulations Section 6730(a), for the Fiscal Year 2005-06 Fare Stabilization for Senior Citizens and Persons with Disabilities Program.

ADOPTED, SIGNED, AND APPROVED this 12th day of December, 2005.

AYES:

NOES:

ABSENT:

ATTEST:

Wendy Knowles
Clerk of the Board

Bill Campbell, Chairman
Orange County Transportation Authority



BOARD COMMITTEE TRANSMITTAL

December 12, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Countywide Signal Coordination Efforts

Regional Planning and Highways Committee

December 5, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Direct staff to work with local agencies on the Euclid Street signal coordination pilot project and return with a status report by March 2006.
- B. Direct staff to work with local agencies on a potential signal coordination pilot project serving southern Orange County and return with a recommendation by March 2006.



December 5, 2005

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, ^{rw} Chief Executive Officer
Subject: Countywide Signal Coordination Efforts

Overview

Coordinating traffic signals across cities' boundaries is a major component in improving countywide traffic flow and reducing delays. A long-term, conceptual plan is presented for review along with recommendations for advancing short-term demonstration projects.

Recommendations

- A. Direct staff to work with local agencies on the Euclid Street signal coordination pilot project and return with a status report by March 2006.
- B. Direct staff to work with local agencies on a potential signal coordination pilot project serving southern Orange County and return with a recommendation by March 2006.

Background

Expanding signal coordination is a cost-effective way to increase roadway capacity and throughput without major new construction. Signal coordination technology provides more green lights along a series of traffic signals to improve traffic flow. When implemented, drivers in a coordinated signal corridor can often pass through a series of green lights before stopping. Coordinated traffic signals (1) reduce overall stops and travel delays; (2) allow for large groups of vehicles to efficiently flow through many traffic signals; and (3) reduce vehicle emissions and air pollution.

Two efforts are under way to expand signal coordination in Orange County. These include development of a long-term plan for the county as well as seeking input from local agencies on potential signal coordination demonstration projects. These efforts are further described below.

Discussion

The long-term, conceptual Countywide Signal Coordination Program would synchronize traffic signals across Orange County streets and freeway crossings and provide drivers a greater number of green lights for daily commuting. The program would:

1. upgrade traffic signal equipment;
2. provide new equipment for detection and monitoring of traffic conditions;
3. upgrade computer systems to replace old technology;
4. provide for more frequent updates of signal timing plans to keep signal settings current;
5. improve signal maintenance by quickly replacing malfunctioning equipment; and
6. implement regional traffic operations centers to continuously monitor traffic conditions and respond to special events.

The proposed program would require \$450 million (2005 dollars) from a continuation of Measure M sales tax (post-2011). With continued Measure M funds, over 750 roadway miles and 2,000 signals would be coordinated countywide (Attachment A). Average 2030 traffic speeds on the coordinated network would increase by 5 percent overall, resulting in over 6 million travel hours saved every year. Major program elements can be implemented relatively quickly with continued Measure M funding.

Pilot Project Nominations

The Board of Directors directed staff in 2005 to work with local agencies to recommend a potential pilot project for early demonstration of inter-jurisdictional signal coordination. The Orange County Transportation Authority (OCTA) Technical Advisory Committee (TAC) subsequently suggested two pilot projects be pursued – one in northern Orange County and one in southern Orange County. OCTA requested TAC members to nominate potential pilot corridors for early implementation of expanded, inter-jurisdictional signal coordination.

The pilot corridors should:

- span at least two jurisdictions,
- not require immediate street widening,
- have sufficient traffic volumes to show a measurable benefit with coordination,
- have signal spacing and speeds compatible with signal coordination, and

- have the hardware capabilities to implement coordination without complete system replacement.

Nominations were due by September 9, 2005, and 12 agencies submitted nominations (Attachment B).

Five cities in central and northern Orange County generally preferred Euclid Street as an initial pilot project for expanded, inter-jurisdictional signal coordination (Attachment C). Reasons cited included generally consistent cycles¹, reasonably high traffic volumes, more compatible signal communications equipment, somewhat wider signal spacing than other potential streets, and a willingness to work with neighboring agencies to demonstrate the benefits of expanded coordination efforts. Signal controllers, the "brain" at an intersection that tells each signal display when to change, vary by agency but should not be a major hindrance to implementing the pilot project.

As a result, staff recommends continuing to work with cities and the California Department of Transportation on the Euclid Street corridor pilot project to develop a cooperative agreement and implementation plan (scope of the effort, budget, and schedule). Staff will work with the agencies on the implementation plan and return with a draft agreement and status report by March 2006.

Cities in southern Orange County are also interested in participating in a pilot project. The south Orange County arterials tend to focus toward the freeway system, and there was less consensus on one specific interagency demonstration corridor. Staff will continue to work with southern Orange County cities on a potential pilot project demonstrating the benefits of expanded signal coordination. A recommendation will be brought to the Regional Planning and Highways Committee by March 2006.

Summary

A long-term, conceptual signal coordination plan is presented for review along with recommended next steps for signal coordination demonstration efforts. Details on budget and schedule for pilot projects will be presented by March 2006.

¹ Cycle length is the time to service all signal phases from the beginning of green for the main street to the return of the beginning of green for the main street.

Attachments

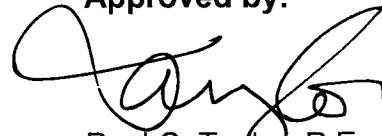
- A. Proposed Orange County Signal Coordination Network
- B. Potential Pilot Corridors Recommended By Local Agencies
- C. Euclid Street Corridor – Signal Coordination Pilot Project

Prepared by:



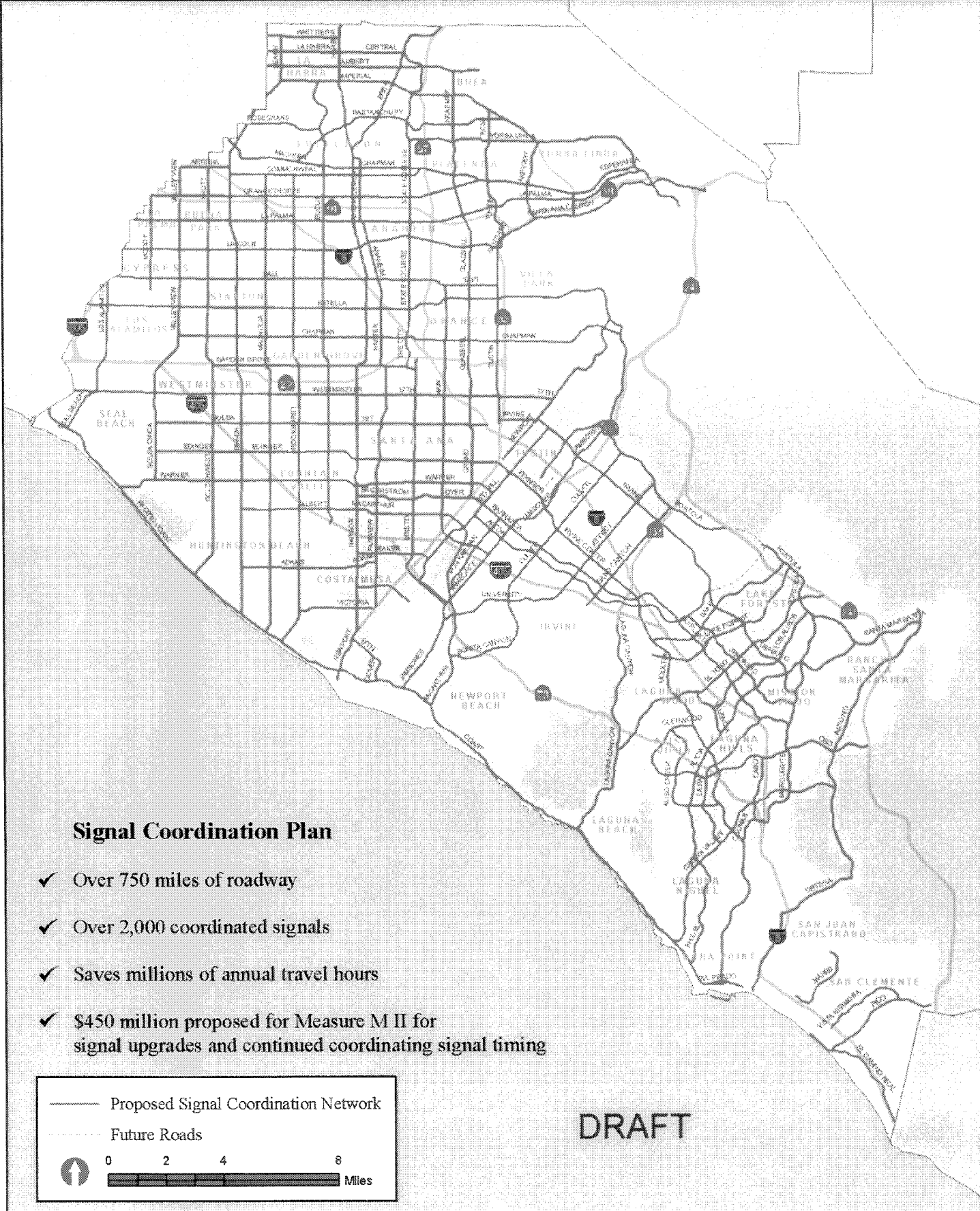
Kurt Brotcke
Manager, Planning and Analysis
(714) 560-5742

Approved by:



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

Proposed Orange County Signal Coordination Network



Signal Coordination Plan

- ✓ Over 750 miles of roadway
- ✓ Over 2,000 coordinated signals
- ✓ Saves millions of annual travel hours
- ✓ \$450 million proposed for Measure M II for signal upgrades and continued coordinating signal timing

Proposed Signal Coordination Network
 Future Roads

0
2
4
8
Miles

DRAFT

Potential Pilot Corridors Recommended By Local Agencies

Nominating Agency	Streets
Anaheim	Euclid Street
Buena Park	Westminster Boulevard; Valley View
County of Orange	17th Street
Fullerton	Harbor Boulevard, Euclid Street , State College Boulevard, Orangethorpe Avenue
Fountain Valley	Euclid Street , Brookhurst Street; Harbor Boulevard
Garden Grove	Euclid Street ; Harbor Boulevard
Huntington Beach	Warner Avenue; Brookhurst Street
Irvine	Jamboree Road; Irvine Center Drive; Irvine Blvd.; Redhill/Main
La Habra	Harbor Boulevard
Mission Viejo	Alicia Parkway; Santa Margarita Parkway
Santa Ana	Euclid Street ; Harbor Boulevard
Westminster	Brookhurst Street; Magnolia Street; Goldenwest Street; Bolsa Chica Road; Newland Street; Westminster Boulevard; Hazard; Bolsa Avenue; McFadden Avenue

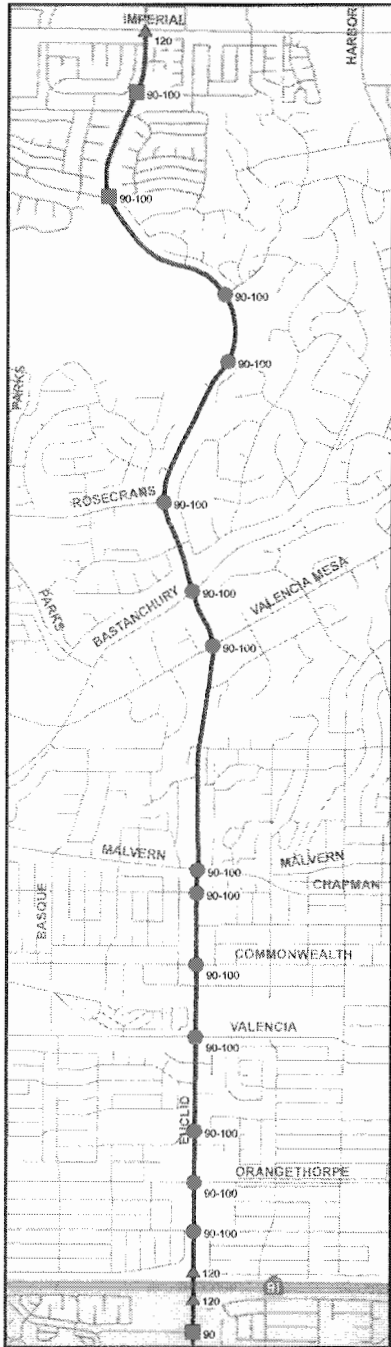
Bold =

Recommended initial pilot corridor; southern Orange County recommendations under development.

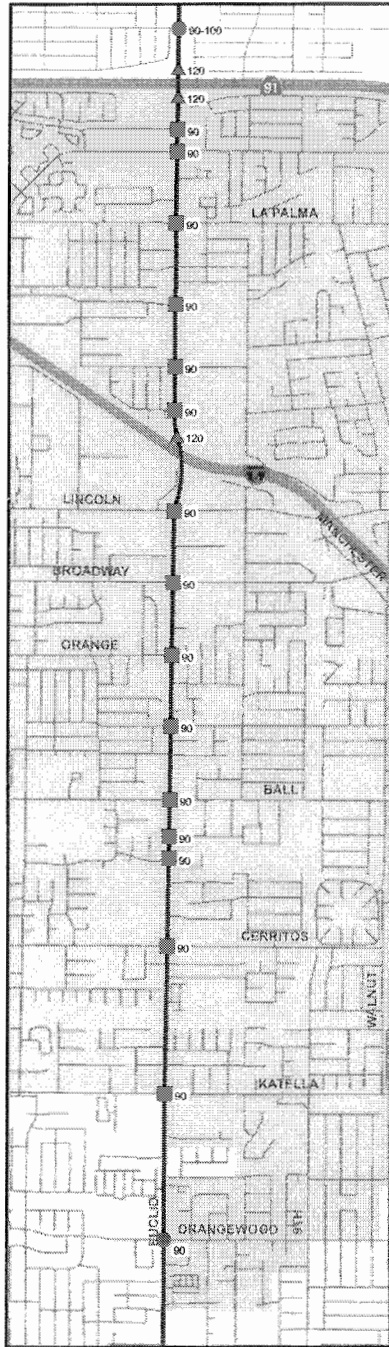
Euclid Street Corridor Signal Coordination Pilot Project



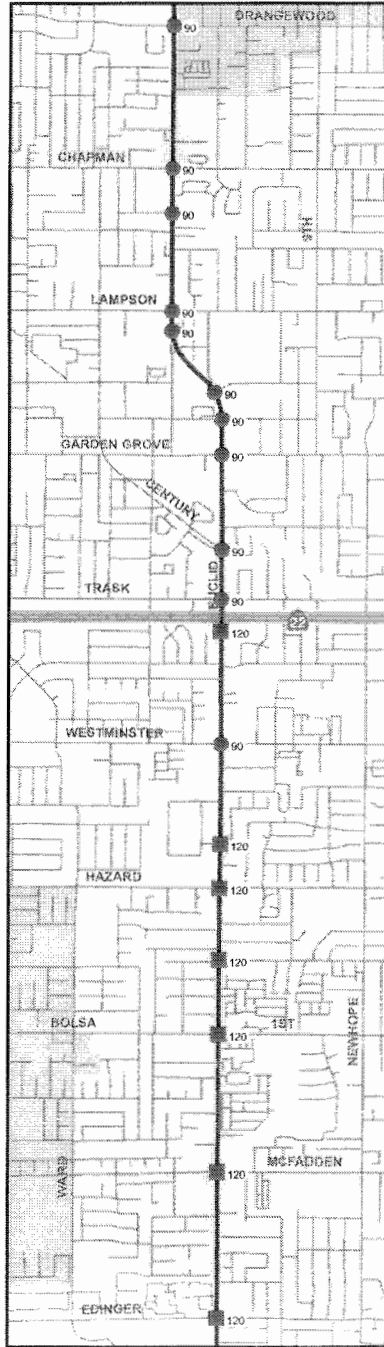
La Habra and Fullerton



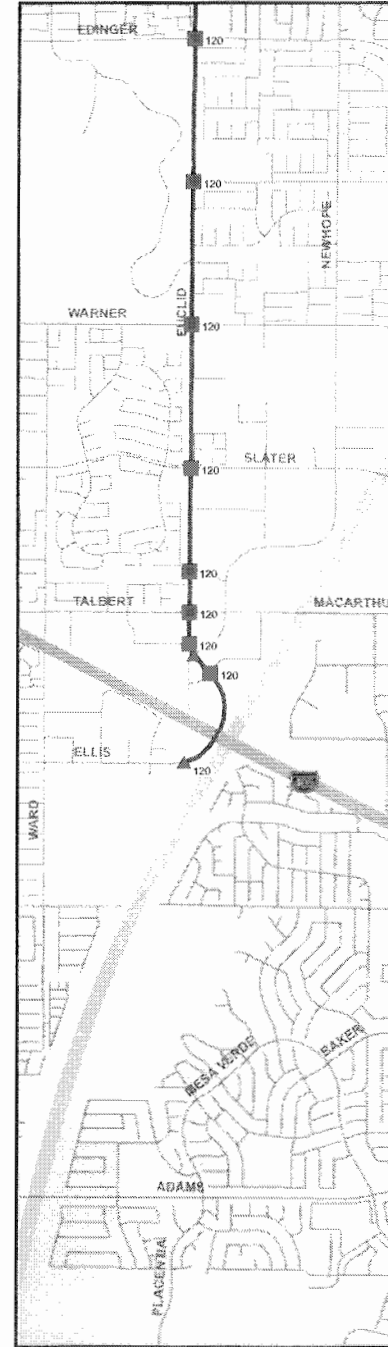
Anaheim



Garden Grove and Santa Ana



Fountain Valley

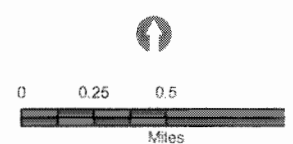
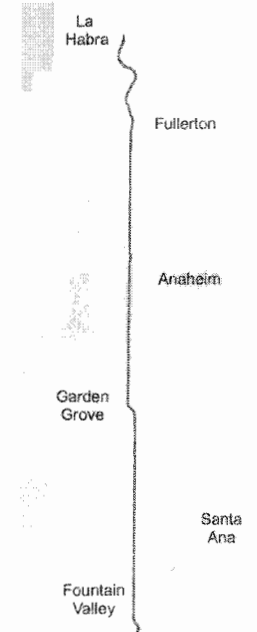


Controller Type

- ▲ 170 - C4/C8
- 2070 BI Tran 233; 2070 SEPA; 2070 or CSC T1
- Eagle - SEPA
- Econolite
- Multisonics

- ⁹⁰ Cycle Length
- Euclid Street

Location Map



© Traffic Signals and Euclid Street Project Area

ATTACHMENT C



BOARD COMMITTEE TRANSMITTAL

December 12, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Riverside County-Orange County Major Investment Study Recommendations

Regional Planning and Highways Committee

December 5, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations (Reflects change from staff recommendation)

- A. Establish Riverside Freeway (State Route 91) from the Costa Mesa Freeway (State Route 55) to Corona Freeway (Interstate 15) as a priority for improving transportation between Riverside and Orange counties. Emphasize Riverside Freeway (State Route 91) improvements between the Foothill/Eastern Transportation Corridor (State Route 241) and the Corona Freeway (Interstate 15) first, followed by improvements between the Costa Mesa Freeway (State Route 55) and the Foothill/Eastern Transportation Corridor (State Route 241).
- B. Continue to work with the Foothill/Eastern Transportation Corridor Agency to develop a mutually acceptable plan to improve the connection between the Foothill/Eastern Transportation Corridor (State Route 241) and Riverside Freeway (State Route 91) corridors and accelerate capacity improvements on Eastern Toll Road (State Route 133), Foothill/Eastern Transportation Corridor (State Route 241), and Eastern Toll Road (State Route 261) to optimize utilization of the toll roads to improve transportation between Riverside and Orange counties.



Committee Recommendations (continued)

- C. Continue to evaluate costs and impacts with Corridor A in the Riverside Freeway (State Route 91) right of way through a future preliminary engineering process in cooperation with other agencies. (This is a revised recommendation based on policy committee direction.)
- D. Continue to study the technical feasibility of the Corridor B concept including costs, risks, joint-use opportunities, benefits, and potential funding options in cooperation with the Riverside County Transportation Commission, Transportation Corridor Agencies, Metropolitan Water District, and other interested agencies.
- E. Continue work with the Cal-Nevada Super Speed Train Commission on Anaheim to Ontario Maglev alignments in the Santa Ana Canyon or alternate corridors as appropriate.
- F. Eliminate Strategic Alternative 1B (Corridor A with the Costa Mesa Freeway [State Route 55] widening) from further analysis due to high number of residential right-of-way impacts adjacent to the Costa Mesa Freeway (State Route 55).
- G. Eliminate from further analysis the Ortega Highway (State Route 74) widening and realignment concept due to high cost and environmental impacts, and direct staff to focus on Ortega Highway (State Route 74) operational improvements.
- H. Direct staff to initiate a Master Plan of Arterial Highways amendment process with the California Department of Transportation and other agencies to reclassify Ortega Highway (State Route 74) from a four-lane highway to a two-lane highway east of the future Foothill/Eastern Transportation Corridor (State Route 241). (This is a follow-up recommendation to address Recommendation "G" above).
- I. Authorize the Chief Executive Officer to negotiate and execute one or more interagency cooperative agreements or joint powers agreements for the technical studies to be conducted jointly with cooperating agencies. (This is a new recommendation further described in the staff report.)



Committee Recommendations (continued)

- J. Direct staff to return with an updated State Route 91 Implementation Plan by June 30, 2006. (This is a new recommendation further described in the staff report.)

Committee Discussion

The Committee suggested an amendment to Recommendation I to include a Joint Powers Authority.



December 5, 2005

To: Regional Planning and Highways Committee
From: *ATL by KCB*
Arthur T. Leahy, Chief Executive Officer
Subject: Riverside County – Orange County Major Investment Study Recommendations

Overview

Revised recommendations emerging from the November 18, 2005, Riverside County – Orange County Major Investment Study Policy Committee meeting and related efforts are presented for review and discussion.

Recommendations

- A. Establish Riverside Freeway (State Route 91) from the Costa Mesa Freeway (State Route 55) to Corona Freeway (Interstate 15) as a priority for improving transportation between Riverside and Orange counties. Emphasize Riverside Freeway (State Route 91) improvements between the Foothill/Eastern Transportation Corridor (State Route 241) and the Corona Freeway (Interstate 15) first, followed by improvements between the Costa Mesa Freeway (State Route 55) and the Foothill/Eastern Transportation Corridor (State Route 241).
- B. Continue to work with the Foothill/Eastern Transportation Corridor Agency to develop a mutually acceptable plan to improve the connection between the Foothill/Eastern Transportation Corridor (State Route 241) and Riverside Freeway (State Route 91) corridors and accelerate capacity improvements on Eastern Toll Road (State Route 133), Foothill/Eastern Transportation Corridor (State Route 241), and Eastern Toll Road (State Route 261) to optimize utilization of the toll roads to improve transportation between Riverside and Orange counties.
- C. Continue to evaluate costs and impacts with Corridor A in the Riverside Freeway (State Route 91) right-of-way through a future preliminary engineering process in cooperation with other agencies. (This is a revised recommendation based on policy committee direction.)

-
- D. Continue to study the technical feasibility of the Corridor B concept including costs, risks, joint-use opportunities, benefits, and potential funding options in cooperation with the Riverside County Transportation Commission, Transportation Corridor Agencies, Metropolitan Water District, and other interested agencies.
 - E. Continue work with the Cal-Nevada Super Speed Train Commission on Anaheim to Ontario Maglev alignments in the Santa Ana Canyon or alternate corridors as appropriate.
 - F. Eliminate Strategic Alternative 1B (Corridor A with the Costa Mesa Freeway [State Route 55] widening) from further analysis due to high number of residential right-of-way impacts adjacent to the Costa Mesa Freeway (State Route 55).
 - G. Eliminate from further analysis the Ortega Highway (State Route 74) widening and realignment concept due to high cost and environmental impacts, and direct staff to focus on Ortega Highway (State Route 74) operational improvements.
 - H. Direct staff to initiate a Master Plan of Arterial Highways amendment process with the California Department of Transportation and other agencies to reclassify Ortega Highway (State Route 74) from a four-lane highway to a two-lane highway east of the future Foothill/Eastern Transportation Corridor (State Route 241). (This is a follow-up recommendation to address Recommendation "G" above).
 - I. Authorize the Chief Executive Officer to negotiate and execute one or more interagency cooperative agreements for the technical studies to be conducted jointly with cooperating agencies. (This is a new recommendation further described in the staff report.)
 - J. Direct staff to return with an updated State Route 91 Implementation Plan by June 30, 2006. (This is a new recommendation further described in the staff report.)

Background

Each day, more than one-quarter of a million vehicles travel between Riverside and Orange counties. Commuting between the counties has become increasingly difficult with only two choices of roadways, the Riverside Freeway (State Route 91) in the north and the narrow, two-lane Ortega Highway (State Route 74) in the south. The number of vehicular trips forecasted over

the next 20 years is expected to increase by at least 50 percent. Given today's congestion problems and future growth, the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), and the Foothill/Eastern Transportation Corridor Agency (F/E TCA) joined together in 2003 to find transportation solutions that will ease the commute for residents and workers on both sides of the county line. A major investment study (MIS) was initiated, guided by a bi-county policy committee comprised of OCTA, RCTC, and F/E TCA Board members, Riverside County - Orange County Major Investment Study Policy Committee (Committee).

Discussion

After nearly 18 months of study, draft recommendations for the MIS were presented to the Committee on November 18, 2005 (Attachment A). The draft recommendations were approved by the Committee with the proviso that the proposed roadway (Corridor A) parallel to State Route 91 (SR-91) stay within the SR-91 right-of-way to minimize potential business and other impacts in the City of Corona and other locations. Consequently, Recommendation "C" above adds language to address this issue.

Recommendations "H", "I", and "J" above are new recommendations (not presented to the Committee) intended to address follow-up issues emerging from the MIS process. Recommendation "H" directs staff to initiate a Master Plan of Arterial Highways (MPAH) amendment process with the California Department of Transportation (Caltrans) and other agencies related to widening State Route 74 (SR-74) east of the future State Route 241 (Foothill South) to the Orange/Riverside County border. Currently, this section of SR-74 is two lanes, and the MPAH recommends widening this section to four lanes in the future. The MIS evaluated this widening proposal and found it very costly relative to the traffic benefit. Consequently, staff recommends initiating the MPAH amendment process with Caltrans and other agencies to be consistent with the MIS recommendations for a two-lane SR-74 east of the future Foothill South.

Recommendation "I" above authorizes the Chief Executive Officer to negotiate and execute one or more interagency cooperative agreements for a new corridor (Corridor B) technical studies to be conducted jointly with cooperating agencies. Earlier this year, federal transportation program reauthorizing legislation earmarked a total of \$15.8 million (to be appropriated over several years) 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." Coincident with that federal action, the

Metropolitan Water District of Southern California (MWD) proposed a joint powers agency to be named "Riverside Orange Corridor Authority." Led by the Chairman of the Board of Directors, OCTA has participated in a series of meetings to discuss the proposal; also attending the meetings were policy makers and staff of the F/E TCA, RCTC, and MWD. At the last such meeting at MWD in late July 2005, the group's consensus was to not create a joint powers agency at this time but to draw up an interagency cooperative agreement for conduct of geotechnical studies necessary to determine the technical feasibility of a tunnel on the alignment of Corridor B. The MWD agreed to draft such an agreement.

To date, OCTA has not received a draft cooperative agreement. Rather, staff has received a joint powers agreement creating a "Riverside Orange Corridor Authority" with a Board and executive director to direct geotechnical studies. The Board of the joint powers agency would consist of nine voting members: three from Orange County (OCTA and/or F/E TCA), three members from RCTC and one each from MWD, Municipal Water District of Orange County, and Western Municipal Water District. Although no funding sources are identified, the agreement provides for hiring staff and for Board Members (and alternates) to be reimbursed for expenses. The agreement goes into effect and the joint powers agency is created when at least two named entities execute the agreement. To date, the three water districts have executed the agreement.

OCTA staff believes it is premature to form a joint powers agency. Until technical feasibility of a joint-use tunnel in Corridor B is established, interagency cooperative agreements should suffice for joint oversight of consultants performing technical studies.

Finally, Recommendation "J" above directs staff to update the legislatively-mandated SR-91 Implementation Plan (AB 1010, 2002). OCTA must issue a plan and a proposed completion schedule annually for SR-91 improvements from the Corona Freeway (Interstate 15) to the Costa Mesa Freeway (State Route 55). This plan establishes a program of projects eligible for funding by potential excess toll revenue and other funds. A plan update building on the MIS recommendations will clarify timing and phasing of proposed SR-91 and related projects.

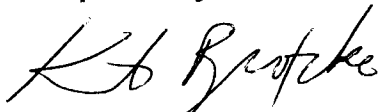
Summary

Recommendations emerging the MIS process are presented for review and discussion. With direction and approval, staff will initiate follow-up efforts related to the recommendations.

Attachment

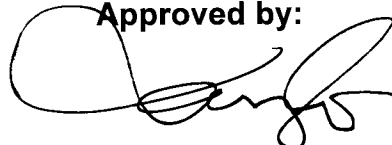
- A. November 18, 2005, Riverside County – Orange County Major Investment Study Policy Committee Memorandum

Prepared by:



Kurt Brotcke
Department Manager
(714) 560-5742

Approved by:



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



Committee Memorandum

November 18, 2005

To: Riverside County - Orange County Major Investment Study Policy Committee

From: Eric Haley, Executive Director
Arthur T. Leahy, Chief Executive Officer, OCTA

Subject: Selection of Locally Preferred Strategy

Overview

After nearly 18 months of study, recommendations for the locally preferred strategy for the Riverside County - Orange County Major Investment Study are presented for Committee review and approval.

Recommendations

- A. Establish the Riverside Freeway (State Route 91) from the Costa Mesa Freeway (State Route 55) to the Corona Freeway (Interstate 15) as a priority for improving transportation between Riverside and Orange counties. Emphasize State Route 91 (SR-91) improvements between Eastern Toll Road (State Route 241) and Interstate 15 (I-15) first followed by improvements between State Route 55 (SR-55) and State Route 241 (SR-241).
- B. Continue to work with the Foothill/Eastern Transportation Corridor Agency to develop a mutually acceptable plan to improve the connection between the SR-241 and SR-91 corridors and accelerate capacity improvements on Laguna Canyon Road (State Route 133), SR-241, and Eastern Toll Road (State Route 261) to optimize utilization of the toll roads to improve transportation between Riverside and Orange counties.
- C. Continue to evaluate costs and impacts of a Corridor A roadway through a future preliminary engineering process in cooperation with other agencies.
- D. Continue to study the technical feasibility of the Corridor B concept including costs, risks, joint use opportunities, benefits, and potential funding options in cooperation with the transportation agencies, Metropolitan Water District, and other interested agencies.

- E. Continue work with the Cal-Nevada Super Speed Train Commission on Anaheim to Ontario Maglev alignments in the Santa Ana Canyon or alternate corridors as appropriate.
- F. Eliminate Strategic Alternative 1B (Corridor A with SR-55 widening) from further analysis due to high residential right-of-way impacts adjacent to SR-55.
- G. Eliminate from further analysis the Ortega Highway (State Route 74) widening and realignment concept due to high cost and environmental impacts, and direct staff to focus on State Route 74 (SR-74) operational improvements.

Background

The Orange County Transportation Authority (OCTA) and the Riverside County Transportation Commission (RCTC) have embarked on a study in partnership with the Foothill/Eastern Transportation Corridor Agency (F/E TCA) to evaluate proposed long-term projects for improving traffic congestion along the SR-91 corridor. The Riverside County-Orange County Major Investment Study (MIS) is an 18-month study looking at various types of multimodal alternatives between the two counties.

In July 2005, the Riverside County – Orange County Major Investment Study Committee (Committee) directed the technical team to evaluate three strategic, build alternatives further described in Attachment A. Projects included in one or more of these three alternatives are:

1. Widening SR-91 to add one or two lanes in each direction (primarily within existing right-of-way) between the SR-55 and I-15.
2. Building a new four to six-lane facility parallel to SR-91 from the SR-241 to the I-15. Lowering tolls on SR-241 to help move traffic or widening SR-55 and not lowering SR-241 tolls are two options included in this proposal.
3. Building a new four- to six-lane facility, major portions in tunnels, from the intersection of the SR-241 toll road with the State Route 133 (SR-133) toll road to I-15 in the vicinity of Cajalco Road in Corona.
4. Upgrading SR-74 to a four-lane road by widening and realignment.

Technical results describing cost and performance for the projects above and the strategic alternatives are presented in Attachment B. General recommendations and potential actions are discussed below.

Discussion

In working with the Committee, cities, stakeholders, and elected officials through the MIS process, it is clear the highest priority should be given to SR-91 improvement projects. The freeway segment from SR-241 to I-15 is the major SR-91 bottleneck, and this segment should have the highest priority for improvements in the near term. Improvements between SR-55 and SR-241 are important as well, but the need for widening in this segment could be deferred if SR-241 can accommodate increased north/south traffic.

The SR-241 is a toll facility operated by the F/E TCA. Tolls are set to offer a congestion-free commute and provide revenue to F/E TCA to pay operating costs and retire construction bonds. One potential solution to move traffic off SR-91 (especially between SR-55 and SR-241) is to lower tolls and to add more lanes to SR-241 and related facilities. Traffic projections prepared by the technical team indicate SR-241 would carry substantially more traffic than it does today if tolls were lowered.

Carrying more traffic on SR-241 is a key strategy if a new four to six lane facility is constructed parallel to SR-91 between SR-241 and I-15. This has been called Corridor A. This parallel facility could move a significant amount of traffic off SR-91 and south to SR-241. Widening the toll portions of SR-241, SR-261, and SR-133 would need to be done in conjunction with the new parallel facility. Not lowering SR-241 tolls in concert with this project concept is problematic given the traffic impacts to SR-55. For this reason, lowering SR-241 tolls and adding more capacity is preferred and recommended if this project moves forward in the project development process.

While a parallel facility to SR-91 offers many traffic benefits, this Corridor A roadway also has risks and issues that need to be further evaluated through future preliminary engineering efforts. Especially important is developing a future alignment that minimizes impacts to the City of Corona's business district.

Benefits and risks also exist with a new corridor between Riverside and Orange counties. This link has been called Corridor B. Benefits include new capacity, SR-91 congestion relief, and a secondary route offered by a new facility. However, tunnels present a series of construction opportunities and uncertainties that should be further evaluated by continued technical studies focused on environmental impacts, geologic evaluation, seismic design, and discussion of co-location opportunities with water and other agencies. For these reasons, continued study of the technical feasibility of the new corridor concept should be pursued in cooperation with the transportation agencies, Metropolitan Water District, and other interested agencies and parties.

Moving vehicles through a new corridor and/or parallel SR-91 facility will greatly improve mobility between the two counties, but moving people with new transportation systems is important as well. A separate but related project proposed by the Cal-Nevada Super Speed Train Commission (Commission) would construct a new high-speed rail line between Anaheim and Ontario Airport and offers the ability to extend the reach of Ontario's air market and lower vehicular demand on SR-91. Continuing to work with the Commission on alignments within the Santa Ana Canyon or other corridors should be considered in future plans.

Congestion relief and moving people and vehicles have been important goals throughout the MIS. Unfortunately, not all the project concepts have met the overall goal to improve mobility between the counties. The proposal to widen and realign SR-74 between the future SR-241 extension and Lake Elsinore proved costly for each dollar invested. As a result, the technical work suggests a focus on operational improvements to SR-74 to continue to move traffic as effectively as possible but not wholesale widening and realignment as originally considered.

The discussion above suggests the following general roadmap for the future:

- Make the SR-91 the immediate priority. Focus improvements between SR-241 and I-15 as a starting point followed by improvements between SR-55 and SR-241.
- Evaluate Corridor A concepts through a future preliminary engineering process.
- Continue to study the technical feasibility of Corridor B in cooperation with other interested agencies.
- Work with the Foothill/Eastern Transportation Corridor Agency to develop a plan to improve the connection between the SR-241 and SR-91 corridors and add new toll lanes.
- Continue to work with the Cal-Nevada Super Speed Train Commission on potential high-speed rail alignments in the Santa Ana Canyon or other corridors as appropriate.
- Drop Strategic 1B (Corridor A with SR-55 widening) from further analysis.
- Drop the SR-74 widening and realignment concept and focus on operational improvements

Specific follow-up studies and actions are presented in Attachment C. Funding these efforts will be the subject of future discussion among the transportation agencies as well as Metropolitan Water District and others.

Summary

General recommendations for the MIS are suggested for Committee review and potential action. Next steps would focus on continuing the project development and evaluation process on multiple corridors and projects.

Attachment

A.1 Strategic Alternatives Overview

ATL: kb

EH: cb



NO BUILD STRATEGIC ALTERNATIVE

The improvements listed as part of the No Build Alternative are anticipated to take place regardless of the results of the MIS study. The No Build Alternative provides additional capacity between Riverside and Orange Counties by including improvement projects that are currently planned and expected to be constructed in the near-term. The No Build Alternative includes the following improvements:

Transit Improvements

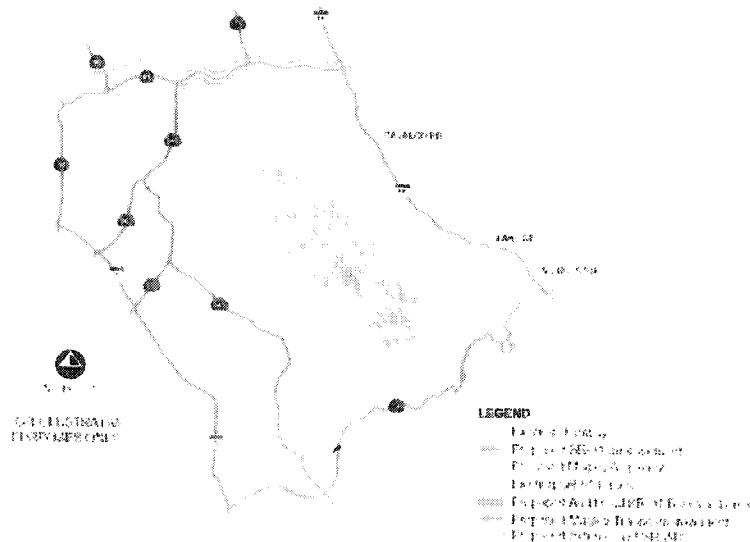
- Improvements to the Anaheim Regional Transportation Intermodal Center (ARTIC) and associated transit improvement projects
- MAGLEV (Cal-Nev)

Highway Improvements

- Addition of an eastbound SR-91 auxiliary lane from SR-241 to SR-71
- One additional lane in each direction from SR-241 to I-15
- The extension of SR-241 from Oso Parkway to I-5

Arterial Improvements to Increase Accessibility

- A new interchange at Fairmont Boulevard and SR-91
- The extension of Jeffrey Road to SR-241





STRATEGIC ALTERNATIVE I

Strategic Alternatives I-A and I-B increases capacity between Riverside and Orange Counties by incorporating a suite of transit, highway, and TDM/TSM improvements to SR-91, Corridor A (Santa Ana Canyon), and Corridor D (Lake Elsinore/I-15 to SR-74). Corridor D construction could include a partially new alignment – either with or without tunnels – that would deviate from existing SR-74 to connect with I-15 at Lake Street or Nichols Road.

Transit Improvements

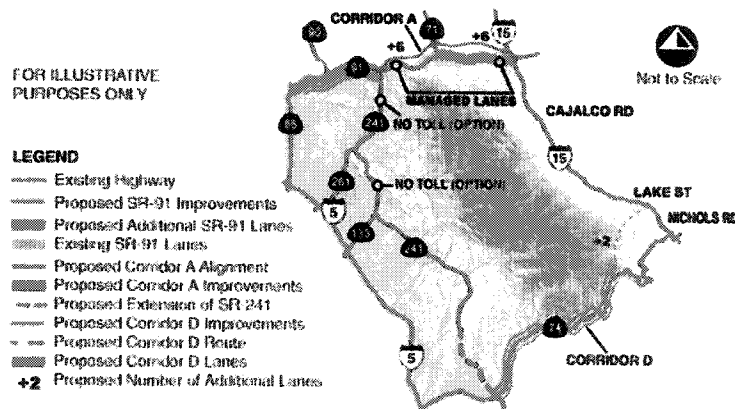
- HOV/HOT lane(s) commuter bus service on SR-91
- Expanded Metrolink commuter rail service, which would double operations to 30-minute service with an additional third track (Corridor A)
- Mixed-traffic commuter bus service (Corridor D)

Highway Improvements

- One additional general purpose lane on SR-91 westbound from SR-55 to SR-241, and one additional general purpose lane eastbound on SR-91 from SR-55 to Lakeview Avenue
- One additional general purpose lane in each direction of SR-91 from SR-71 to I-15
- Two additional general purpose lanes on eastbound SR-91 from Lakeview Avenue to SR-241
- An elevated reversible six-lane grade-separated facility which directly links SR-241 to I-15 and SR-91, with the only interchange being located at SR-71 (Corridor A)
- A four-lane arterial with or without tunnel sections (Corridor D)

Further Options to be Studied

- A. Convert SR-241 into a toll-free highway from SR-91 to SR-133. This would require additional capacity on SR-241.
- B. If Option A is not feasible, SR-55 would need to be expanded.



STRATEGIC ALTERNATIVE II

Strategic Alternative II increases capacity between Riverside and Orange Counties by incorporating a suite of transit, highway, and TDM/TSM improvements to SR-91 and Corridor B (Cajalco Road/I-15 to SR-241/SR-133 vicinity). Corridor B construction could include a new alignment with or without near full-length tunnels and would be reversible.

Transit Improvements

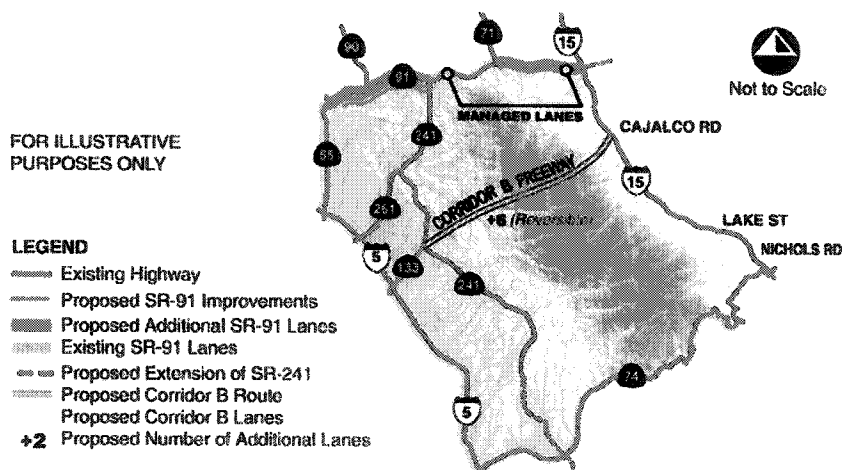
- HOV/HOT lane(s) commuter bus service on SR-91
- Expanded Metrolink commuter rail service, which would double operations to 30-minute service with an additional third track (Corridor A)
- Mixed-traffic commuter bus service (Corridor B)

Highway Improvements

- One additional general purpose lane on SR-91 westbound from SR-55 to SR-241, and one additional general purpose lane on SR-91 eastbound from SR-55 to Lakeview Avenue
- One additional general purpose lane on SR-91 in each direction from SR-71 to I-15
- Two additional general purpose lanes on SR-91 eastbound from Lakeview Avenue to SR-241
- A reversible six-lane toll-free freeway with or without a full-length tunnel (Corridor B)

Further Options to be Studied

- Improvements to SR-91 for two HOV lanes and five mixed flow lanes in each direction from SR-71 to I-15
- Possible reconstruction of SR-91 express and HOV lanes to incorporate a reversible lane(s)
- Proposed Corridor B tunnel (center) to include reversible lanes



STRATEGIC ALTERNATIVE III

Strategic Alternatives III-A and III-B increase capacity between Riverside and Orange Counties by incorporating a suite of transit, highway, and TDM/TSM improvements to SR-91, Corridor A (Santa Ana Canyon), Corridor B (Cajalco Road/I-15 to SR-241/SR-133 vicinity), and Corridor D (Lake Elsinore/I-15 to SR-74).

Transit Improvements

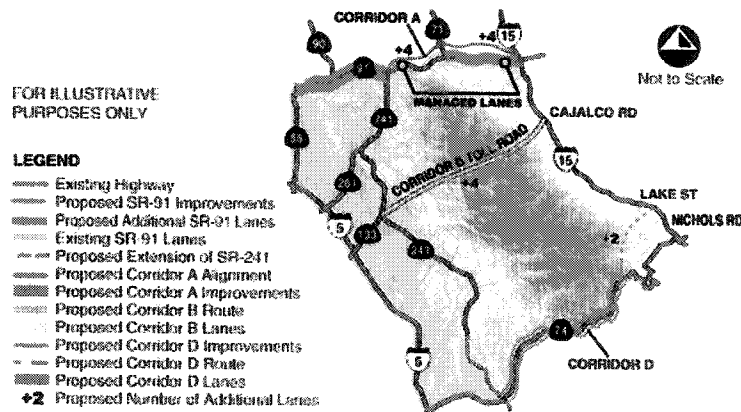
- HOV/HOT lane(s) commuter bus service on SR-91
- Expanded Metrolink commuter rail service, which would double operations to 30-minute service with an additional third track (Corridor A)
- Mixed-traffic commuter bus service within Corridor B and Corridor D

Highway Improvements

- One additional general purpose lane on SR-91 westbound from SR-55 to SR-241, and one additional general purpose lane on SR-91 eastbound from SR-55 to Lakeview Avenue
- One additional general purpose lane on SR-91 in each direction from SR-71 to I-15
- Two additional general purpose lanes on SR-91 eastbound from Lakeview Avenue to SR-241
- An elevated four-lane grade-separated (managed lanes for Strategic Alternative III-B) facility directly linking SR-241 to I-15 (with lessened access to SR-91) with the only interchange being located at SR-71 (an additional interchange will be located in Corona for Strategic Alternative III-B) (Corridor A)
- A four-lane toll freeway with or without full-length tunnels (Corridor B)
- A four-lane arterial with or without tunnel sections (Corridor D)

Further Options to be Studied

- The elevated four-lane grade separated facility will be considered for construction within SR-91 right-of-way
- Proposed elevated structures and SR-91 could include reversible lane(s) between SR-241 and I-15





GLOSSARY

ADT - Average Daily Traffic (number of cars that travel daily through an area, typically representing the average over a year)

Alignment - Route

Arterial - Is differentiated from a freeway by lower speeds, lower carrying capacity, intersections at-grade signalized or not, driveways, etc.

Auxiliary Lane - Lane of typically short length added to help traffic merging onto the mainline highway or exiting from the mainline highway

Bore - tunnel

Direct Connector Lane – A facility that directly connects two different highways, commonly found linking two freeways

Grade Separated Facility - Highways in which different movements or directions of travel take place on different levels, above or below

HOV/HOT - High Occupancy Vehicle (HOV) and High Occupancy Toll (HOT) – With HOT lanes, single-occupant vehicles are allowed to pay to use the lane

Lane Balancing – New lanes added to balance the number of lanes in opposing directions of travel

Mixed Flow Lane – General purpose highway lane available to all users

3-Lane Connector Distributor Road - Connector Distributor Roads provide a separate roadway for traffic to merge and diverge off of the mainline highway

Toll Congestion Pricing Options - Different options for how a toll is set for a highway depending on time of day, with tolls usually higher at peak periods

Transit - May include urban light or heavy rail, commuter rail, bus, express bus, bus rapid transit, “paratransit” like small buses available on advance call-in basis for mobility-challenged individuals, etc.

Transit Transfer Center - Transit Center where different modes of transit meet at the same location providing easy transfers between modes

TSM/TDM - Transportation Systems Management (TSM) and Transportation Demand Management (TDM) – Example TSM treatment might be providing special lanes for buses and carpooling vehicles; example TDM measure might be charging higher tolls during peak travel periods

Variable Message Signing - Electronic Message Boards that are changeable and provide information to the motorist on the spot



BOARD COMMITTEE TRANSMITTAL

December 12, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board ^{WK}
Subject: First Quarter Fiscal Year 2005-06 Bus Operations Monthly Performance Measurements Report

Transit Planning and Operations Committee

November 23, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Receive and file as an information item.



November 23, 2005

To: Transit Planning and Operations Committee

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

Subject: First Quarter Fiscal Year 2005-06 Bus Operations Monthly Performance Measurements Report

Overview

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

Recommendation

Receive and file as an information item.

Background

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

The fiscal year (FY) 2005-06 Bus Operations Monthly Performance Measurements report has been designed to allow management to focus on several key areas within Bus Operations and Community Transportation Services (CTS) with an emphasis on safety, reliability, efficiency, and compliance with the Americans with Disabilities Act (ADA). This performance measurement report reverberates the Chief Executive Officer's message of continuous improvement which has been communicated to all levels of management through recognition of key objectives and is aligned with the annual budget. The key objectives are linked to a broader set of performance measures that will be monitored for both Bus Operations and CTS.

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

The following pages will detail the seven key objectives for Bus Operations, five key objectives for CTS, and other significant measurements.

Discussion

For FY 2005-06, Executive Management has emphasized the following key objectives for Bus Operations:

Bus Operations Key Objectives

Objective I - Reduce Accidents

To provide a safe and reliable service it is necessary to continue to minimize the number of accidents involving OCTA's buses or passengers. Through the first quarter of FY 2005-06, accidents have increased to 410, which is 8.5 percent above the prior year total of 378. Bus Operations is launching a three prong approach consisting of engineering (physical improvements to vehicles and bus stops), education (operators, passengers, and commuters), and enforcement (law enforcement in areas with higher frequencies of accidents) to prevent accidents.

Objective II - Increase On-time Performance

OCTA's passengers rightfully expect that OCTA buses will arrive on time at locations specified in the published timetable. This is OCTA's contract with the public. Greater on-time performance will occur from more effective schedule-writing and improved operator training. This measure is produced from a sampling of schedule checks and supervisor checks. Each base manager reviews the monthly information to pinpoint on-time problems by individual line. A plan is then developed to assist the coach operators and provide timely data that can be used by the scheduling section to make adjustments. Through the first quarter, the on-time percentage for the system was 84.9 percent, just below the target of 85 percent.

Objective III - Reduce Customer Complaints

The coach operators are the ambassadors of OCTA and as such recognize the importance of a "Putting Customers First" attitude. Through the first quarter, the total number of complaints was 747 which is 18.5 percent below the prior year total of 917.

Objective IV – 100 Percent Compliance on Calling out Stops

The Americans with Disabilities Act mandates that operators announce stops and major connection points in buses not equipped with automatic enunciators. Non-compliance is a major work rule violation and subject to progressive discipline. Through a sampling methodology of several types of checks, the first quarter compliance has been at 93 percent.

Objective V - Increase Miles Between Road Calls

Miles between road calls is a direct measurement of the mechanical reliability of the OCTA bus fleet. The target for this measure has been increased this year from 10,000 miles to 11,000 miles between road calls. The Maintenance Department has put tremendous effort into several bus campaigns to increase the miles between road calls. Through the first quarter, their effort has paid off, reaching 11,068 miles between road calls which exceeds the FY 2005-06 target of 11,000.

Objective VI - Improve Operator Pay Hour per Vehicle Hour

This is an efficiency measurement of how well OCTA utilizes the coach operator workforce. This is a ratio of operator pay hours over vehicle hours. The goal of this measurement is to trend downward. Through the first quarter, the ratio is 1.14 to 1 which is less than the FY 2005-06 target of 1.16 to 1 ratio.

Objective VII - Improve Maintenance Pay Hour per Vehicle Hour

The paid hours-to-vehicle hours ratio is an efficiency measure of the cost to maintain the revenue fleet. Due to data corruption, the paid hours used to calculate the prior year actual is overstated – resulting in a large under run when comparing first quarter data from the current year. Extrapolating from actual expenses for the prior year, the paid hours-to-vehicle hours ratio has trended upward by approximately 1 – 2 percent. Objective VII appears on page 5 of the September Monthly Performance Measurements report. The paid hours-to-vehicle hours ratio will be corrected in the October report.

Community Transportation Services Key Objectives

Objective I - Increase On-Time Performance

As Mobile Data Terminals (MDT) continue to be installed in the small bus fleet, the information needed to monitor on-time performance will become more readily available. The MDT project began installation in the first quarter of FY 2005-06 with an anticipated completion by the second quarter of FY 2005-06. Data collection will be more reliable upon installation of all the MDT's.

Objective II - Reduce Customer Complaints

Coach operators are the face of OCTA to most of our customers and as such recognize the importance of "Putting Customers First." This emphasis extends to operators providing contracted services. Through the first quarter of FY 2005-06, the total number of complaints was 702, which was 13.3 percent below prior year of 810.

Objective III - Increase Miles Between Road Calls

The CTS goal for miles between road calls has been lowered from 26,000 to 25,000 for FY 2005-06. The miles between road calls through the first quarter have been 12,435. The small bus fleet through FY 2005-06 has experienced unanticipated maintenance issues which has kept the miles between road calls lower than the target. The 6200's, 96 of the newest cutaway vehicles, have been subject to engine, cooling system, and air conditioning problems that have required frequent servicing. OCTA is working with the manufacturer to remedy these mechanical malfunctions. The 6200's have been averaging 7,000-7,500 miles between road calls, while the remaining fleet of cutaway vehicles average between 27,000 – 28,000 miles between road calls. OCTA has recently joined other transit properties experiencing similar issues with this vehicle in redoubling efforts for redress with the manufacturer.

Objective IV - Increase Boardings per Revenue Vehicle Hours – ACCESS

Boardings per revenue vehicle hour (RVH) through the first quarter have increased 3.8 percent to 1.98 passengers from the prior year level of 1.91 passengers. This increase indicates improving productivity for this service.

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

Boardings per RVH through the first quarter have increased 23.3 percent to 4.79 passengers which exceeds the prior year level of 3.89 passengers. This increase indicates improving productivity for this service.

Bus Operations: Other Measures of Interest

Through FY 2005-06, RVH will remain relatively flat. For the first quarter, OCTA has increased RVH by 1.5 percent or 6,374 hours, as compared to prior year.

With the fare change in January 2005, there has been an anticipated dip in boardings growth. Boardings have decreased by 2.6 percent or 454,914 riders through the first quarter as compared to prior year. Boardings per RVH (38.57) have also decreased by 4 percent as compared to prior year (40.19).

Though boardings have decreased due to the fare change, revenues have risen to \$12,532,202, a 13.7 percent increase over prior year. This increase in revenue has helped to offset the increase in operating costs. The first quarter operating cost of \$91.83 per RVH is 1.3 percent higher than the prior year cost of \$90.62.

As a product of expenses versus revenue, the farebox recovery ratio reflects the changes in operating costs and revenue.. The farebox recovery ratio has increased to 27.42 percent through the first quarter, compared to prior year of 24.47 percent.

Paratransit: Other Measures of Interest

OCTA's paratransit service is comprised of both ACCESS and Special Agency Transportation. ACCESS represents the bulk of the two services and is mandated by the ADA. In the first quarter, boardings have shown a decrease compared to prior year. It is anticipated that recommendations developed during the Growth Management Study will continue to reduce the rate of growth.

RVH have decreased by 4.4 percent or 6,816, through the first quarter as compared to prior year, while boardings have decreased by 0.7 percent or 2,056, boardings over the prior year. This has resulted in a savings of \$480,346 as compared to the period last year.

The farebox recovery ratio has increased to 11.68 percent as compared to prior year of 10.45 percent.

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

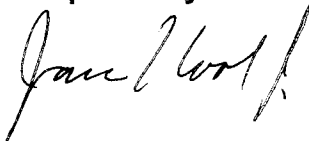
Summary

The performance measurements report through the first quarter of FY 2005-06 represents a variety of areas that are moving in a positive direction - revenues, farebox recovery, and customer complaints. Increased effort has been focused on controlling the growth of operating costs and reducing accidents. Paratransit continues to experience a significant demand for service. As staff continues implementation of the Growth Management Study recommendations, there will be continued improvements in productivity such as the increase of boardings per revenue hour. These key objectives will continue to provide focus into the functional areas of the Orange County Transportation Authority bus business.

Attachment

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

Prepared by:



James L. Cook Jr.
Financial Analyst
Financial Planning & Analysis
(714) 560-5681

Approved by:



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



BOARD COMMITTEE TRANSMITTAL

December 12, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board ^{WK}
Subject: Health Benefits for Contractors' Employees

Finance and Administration Committee

November 9, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation (Reflects change from staff recommendations)

Official recommendation will be to leave things status quo.

Option 5 (Offered by Committee Chairman Wilson) – Take no action to the current methodology that the Orange County Transportation Authority uses on contracts.

Roll Call Vote:

Director Cavecche – Yes
Director Silva – No
Director Correa – No
Vice Chairman Duvall – Yes
Chairman Wilson - Yes



November 9, 2005

To: Finance and Administration Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Health Benefits for Contractor's Employees

Overview

The Orange County Transportation Authority does not require contractors doing business with the Orange County Transportation Authority to provide health insurance to their employees. A Board approved policy is required to enact such a requirement.

Recommendations

- A. Adopt a policy that encourages contractors, with more than ten employees, performing services for the Orange County Transportation Authority to provide health benefits to their employees.
- B. Select a program option that will implement the adopted policy and report back to the Board on the success of the adopted policy within 12 months.

Background

Currently the Orange County Transportation Authority (OCTA) does not require contractors to provide health benefits to employees. On February 14, 2005, during the discussion on whether to exercise an option term for janitorial services, the Board requested that the staff look into the possibility of requiring the janitorial contractor to provide health benefits to his employees as a condition of exercising the option. Staff was to report back at the next Board meeting.

At the February 28, 2005, Board meeting, the requested information was presented to the Board. It was determined by several Board Members that requiring the janitorial contractor to provide health insurance for its employees at this point in the contract term would be unfair to the contractor. The Board agreed to discuss this issue at a future date.

The movement to require health insurance and other benefits for contractors' employees started in the late 1990s at the city and county level with the passage of Living Wage Ordinances. Living Wage Ordinances require contractors or employers to pay wages that are above the federal or state minimum wage levels. Businesses that have a service contract with a city or county or those employers that receive economic development subsidies are subject to these ordinances. The Public Policy Institute of California recently published a study looking at the effects of the Living Wage Ordinances in California. The study revealed that these ordinances did not produce the effect that was originally hoped for, in that employers were more inclined to pay the higher wage in lieu of providing health insurance benefits to their employees. At the present time, there are 13 cities and 4 counties in California that have adopted Living Wage Ordinances.

Three local universities, University of California Los Angeles, Chapman College, and University of California Irvine, have required their janitorial contractors to provide health insurance for their employees. No transit agencies have been identified that have a policy for providing health benefits to contractors' employees.

In an effort to become more educated on this subject, staff met with the Orange County Health Care Agency, CalOptima, Universal Care Health Maintenance Organization (HMO) and Kaiser Permanente HMO and Mercer to talk about the health services available through the state of California and Orange County. Various program alternatives were discussed and options were presented by the health care professionals. OCTA staff has assembled this information and offers it for Board consideration.

Discussion

OCTA had 446 firms providing various services as of June 30, 2005. A phone survey was conducted to ask the firms if they provide health insurance, and if so, did coverage apply only to employee or include family. Eighty-seven percent of the firms provide health insurance to their employees. Seventy-seven percent provides family coverage and 10 percent provide employee only coverage. Thirteen percent of the firms indicated that they do not provide any type of health insurance, of which 7 percent were self employed and 6 percent were corporations.

In an effort to create a program that would encourage contractors to provide health benefits to their employees, several program options have been developed.

Option 1. Adopt a requirement whereby all service contractors, with more than 10 employees, that have contracts greater than \$50,000, (informal procurement limit) and greater than three months duration must provide health insurance to all employees working on OCTA's contract. The contractors would be required to show proof of insurance at the time they submit their bid or proposal. Those that fail to submit any proof of insurance may be rejected as being non-responsive or scored lower in the evaluation criteria.

Because health insurance rates are based on the number, age, and health conditions of the actual employees, the exact cost to implement this option is difficult to determine. Given the high number of OCTA contractors who already provide some form of health insurance, it is highly probable that OCTA is already paying for some or all of the health benefits in the overhead rates charged to OCTA under the contract cost. Contractors who currently are not providing health benefits will add this additional cost to their bid or proposal price. OCTA's Internal Audit Department reports that they typically see overhead rates in the range of 100 percent to 250 percent of contractor's salaries. Using this percentage range as a guide, OCTA could expect to see contract increases if health insurance was mandated for contract services where health insurance is currently not provided.

Option 2. Adopt a requirement that health benefits be provided for employees working on selected service contracts. This is the area where several of the health organizations recommended that OCTA focus its efforts. OCTA outsources three maintenance type services, janitorial, bus cleaning and detailing, and bus shelter maintenance. These contracts typically have employees that work exclusively for OCTA and on a daily basis at OCTA facilities. OCTA contracts out for these services in lieu of hiring additional staff.

Currently janitorial services are provided by the firm Diamond Contract Services. The company does not provide health insurance to its employees. There are 31 full-time janitors working under this contract exclusively at OCTA. The current contract is set to expire on February 28, 2006.

Bus cleaning and detailing is performed by the firm Corporate Image Maintenance. It has 16 part-time employees and four full-time employees working exclusively at OCTA. The company currently does not provide health insurance and the contract is due to expire on September 30, 2006.

The bus shelter maintenance is performed by the firm, Shelter Clean. It has 15 full-time employees who work exclusively for OCTA. The company does provide health insurance and the contract is set to expire on

November 30, 2006. Two one-year option terms remain beyond the November 30 expiration.

In order to analyze the potential cost impact this option would have on OCTA, staff requested from the janitorial contractor a statistical census of its employees who work at OCTA's facilities. The census data was given to the two HMOs and they were asked to quote plans and rates for these employees. Attachment A shows a comparison of the plans and rates in general as well as an application of these rates to the specific janitorial employee data. Using the potential contract increases shown in Attachment A, if the janitorial contractor had been required to provide health insurance for the first year, the increase to the contract would have ranged from \$147,978, to \$201,640, using Universal Care's rates and from \$159,270, to \$261,264, using Kaiser's rates, depending on the type of coverage offered.

If this option is selected by the Board, reimbursement to contractors could occur in several ways. 1) OCTA could reimburse the contractor at the exact amount of the insurance premium or a percentage of the amount determined by the Board; or 2.) Medical trust funds could be set up whereby a certain dollar amount per employee could be paid by OCTA to the contractor to be used by the employee for medical expenses. The trust would be administered by the contractor with little or no involvement by OCTA.

Option 3. Create incentives to encourage contractors to provide health benefits for their employees. Such incentives might be to award firms additional points in the evaluation process if they provide health insurance to their employees; to offer a longer term contract if firms provide health insurance; or to allow firms to charge a higher overhead rate to allow for the administrative costs associated with implementing a health program. Along with the incentives cited above, OCTA could also provide health insurance contact information to perspective bidders at the time of the pre-proposal meetings. The cost to administer this option would be a minimal increase in staff time.

Option 4. Report to the Board at the time of consultant selection whether the recommended firm provides employee health insurance. As part of the procurement solicitation process, all firms who submit a proposal or bid will be asked to state whether or not the firm offers health insurance to its employees. This information will be presented in the staff report to be used by Board Members in making their decision to select the recommended firm or not.

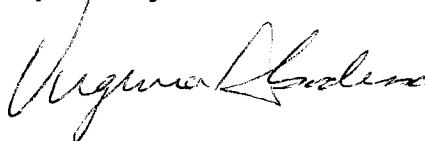
Summary

The Orange County Transportation Authority does not require that contractors provide health insurance to their employees as a prerequisite for doing business with the Orange County Transportation Authority. A Board approved policy is required in order to enact such a requirement.

Attachment

- A. Health Insurance Cost Comparisons.

Prepared by:



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

Approved by:



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

Health Insurance Cost Comparisons

HMOs	UNIVERSAL CARE			KAISER PERMENTE		
	Low	Medium	High	Low	Medium	High
Benefit Plan						
Office Visit	\$30	\$10	\$5	\$30	\$20	\$5
Hospital Stay (per admission)	\$1,500	\$500	\$0 (100% paid)	\$200/per day	\$100/per day	\$0 (100% paid)
Perscription Drugs	\$15 generic \$35 brand	\$10 generic \$25 brand	\$10 generic \$25 brand	\$10 generic \$35 brand	\$10 generic \$30 brand	\$5 generic \$15 brand
Emergency Room	\$75	\$100	\$50	\$100	\$100	\$100
Out-of-Pocket max. employee	\$3,000	\$2,500	\$1,000	\$3,000	\$1,500	\$1,500
family	\$4,800	\$7,500	\$3,000	\$7,500	\$3,000	\$3,000
Premiums - monthly						
Employee	\$179.69	\$213.89	\$244.85	\$211.86	\$249.14	\$338.29
Employee +1	\$377.34	\$449.87	\$514.18	\$465.86	\$547.86	\$743.86
Employee +2 or more	\$540.49	\$643.38	\$736.50	\$570.29	\$670.86	\$916.86

Potential Contract Increases - Janitorial Contract

	UNIVERSAL CARE			KAISER PERMENTE		
	Low	Medium	High	Low	Medium	High
Year 1	\$147,978	\$176,147	\$201,640	\$159,270	\$191,574	\$261,264
Year 2*	\$162,775	\$193,761	\$221,804	\$175,198	\$210,731	\$287,390
Year 3*	\$179,053	\$213,137	\$243,985	\$192,717	\$231,804	\$316,129

* assumes a 10% annual increase

Janitorial Contract Employee Census

Employees Only	10
Employee + 1	5
Employees+2 or more	16
Total	31

BOARD COMMITTEE TRANSMITTAL



December 12, 2005

To: Members of the Board of Directors
From: Wendy Knowles^{WK}, Clerk of the Board
Subject: Review of Request for Proposal for ACCESS, Contracted Fixed Route, Stationlink and Express Bus Service

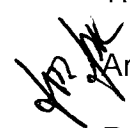
This item will be considered by the Transit Planning and Operations Committee on December 8, 2005. Following Committee consideration of this matter, staff will provide you with a summary of the discussion and action taken by the Committee.

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



December 8, 2005

To: Transit Planning and Operations Committee

From:  Arthur T. Leahy, Chief Executive Officer

Subject: Review of Request for Proposal for ACCESS, Contracted Fixed Route, Stationlink and Express Bus Services

Overview

The Board of Directors recently approved a staff recommendation to reject all proposals received in a procurement conducted for ACCESS Service and Contracted Fixed Route Bus Service. The current contract with Laidlaw Transit Services, Inc., expires February 28, 2006. A revised Request for Proposal has been developed and staff is seeking Board approval to issue.

Recommendation

Authorize staff to issue Request for Proposal for ACCESS and Contracted Fixed Route, Stationlink and Express Bus Service.

Background

A procurement was conducted for the provision of ACCESS Service and Contracted Fixed Route Bus Service. Staff was scheduled to recommend a contract award at the October 27, 2005, Board of Directors meeting. Prior to that meeting, staff became aware of alleged improprieties with one of the short listed firms. After management and legal review of this issue, a decision was made to request Board approval to reject all proposals. This item was discussed at the November 23, 2005, Transit Planning and Operations Committee Meeting, and discussed at the November 28, 2005, Board of Directors Meeting.

During these discussions, staff brought three recommendations forward: to reject all of the proposals received, to extend the current Laidlaw Transit Services, Inc., contract on a month to month basis, not to exceed four months, and to issue a revised Request for Proposal (RFP) for the turn-key operation of ACCESS Service and Contracted Fixed Route Bus Services. The Board of Directors approved the first two recommendations, but requested that the

revised RFP be brought back to the Transit Planning and Operations Committee on December 8, 2005, and to the full Board of Directors on December 12, 2005, for review and final approval.

Discussion

During the recent procurement, staff explored up to 17 different alternatives for providing these services. After evaluation of these alternatives, staff identified the two most viable options. The recent bids identified a significant cost savings by combining all of the services. In doing this, the Orange County Transportation Authority (Authority) could save \$7.6 million annually or up to \$38 million over the term of a five year contract. In evaluating the best business practice for the Authority, staff has recommended continuing the turn-key service model. Therefore, the RFP has been revised to include only the turn-key option operated out of the Authority's Irvine Base.

In addition to revising the scope of work for this project, the RFP has been refined in the following areas: Evaluation and Award and Penalties and Incentives. The Evaluation and Award section includes the evaluation criteria for the project. The weighting of this criteria has been revised to include an equal share of weight given to the four main areas. (Attachment A)

Most significant to note is the change in the area of Qualifications of the Firm. In this area, firms are evaluated based on their technical expertise and past experience performing work of a similar nature. This is also the area where client reference checks are considered. An enhancement to this process has been made which includes a requirement for firms to submit the status of past and present projects. Bidders will be required to provide information on all contracts that have ended in the past five years and the reasons why the contract was ended (Attachment B). In addition, firms must report any current or pending litigation.

The other area that has been significantly revised is the Penalties and Incentives section. Penalties and Incentives have always been an element of this contract. However, in an effort to ensure that a contractor is held to the service standards as set by the Authority, the value of penalties and incentives has been increased in a number of areas (Attachment C). Penalties have been increased in areas such as meeting productivity standards, on-time performance, and service delivery failures. In an effort to ensure consistency and timeliness in assessment of the penalties and incentives, the process required for assessing them has also been revised.

Summary

Staff was directed to return to the Transit Planning and Operations Committee on December 8, 2005, and to the full Board of Directors on December 12, 2005, with the revised Request for Proposals for ACCESS and Contracted Fixed Route, Stationlink and Express Bus Service. Pursuant to this direction, staff has provided the revised Request for Proposal for Board review and approval.

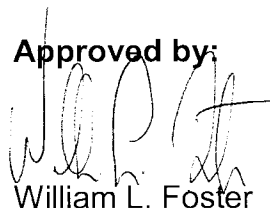
Attachments

- A. Evaluation Criteria for ACCESS Service, Contracted Fixed Route, Stationlink and Express Bus Service
- B. Status of Current and Past Contracts
- C. Penalties and Incentives (DRAFT)

Prepared by:


Erin Rogers
Department Manager, CTS
714-560-5367

Approved by:


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

Evaluation Criteria for ACCESS Service, Contracted Fixed Route, Stationlink and Express Bus Service

	Previous ACCESS	Previous Contracted Fixed Route	Proposed Turn-Key
Qualifications of the Firm	10%	10%	25%
Staffing and Project Organization	25%	30%	25%
Work Plan	30%	35%	25%
Cost and Price	25%	25%	25%
Site	10%		

Status of Current and Past Contracts

On the form provided below, Offeror's shall list the status of current and past contracts where the firm has either provided services as a prime contractor or a subcontractor during the past five (5) years. A separate form must be completed for each contract. Offeror shall provide an accurate contact name and telephone number for each contract and indicate the term of the contract and the original contract value. If Offeror is no longer providing service to the public agency, Offeror is to identify if a new contract was awarded to a different firm through the procurement process, or if the contract was terminated by either public agency or by the contractor for cause or convenience. If the contract was terminated, list the reason for termination. Offeror must identify and state the status of any litigation, claims or settlement agreements related to any of the contracts. Each form must be signed by the Offeror confirming that the information provided is true and accurate.

Project city/agency/other:	
Contact name:	Phone:
Project award date:	Original Contract Value:
Term of Contract:	
1) Status of Contract:	
2) Identify claims/litigation or settlements associated with each contract:	

By signing this Exhibit H, "Status of Current and Past Contracts," I am affirming that all of the information provided is true and accurate.

Name
Title

Date

**Penalties and Incentives
(DRAFT)**

Category	Standard	Incentive	Penalty	Comment
Passengers Per Revenue Hour (PPH)	ADA service productivity increase of 0.10 passengers per revenue vehicle hour above the benchmarked standard* for two service months.	\$10,000.00 incentive for each month (\$20,000.00 total).	\$10,000.00 penalty for each month that passengers per revenue hour fall 0.20 below benchmarked standard*.	PPH will be benchmarked on the third month following the start of the agreement (November 2005). This will become the benchmark standard under which this area will be measured. On the second occurrence, achieving a 0.10 or greater increase in PPH, BROKER will receive an incentive for both months. The benchmark standard will then be re-set at this level. BROKER will then be eligible for additional incentives based on this new standard. PPH will be measure by dividing the number of passengers transported each month by the total vehicle revenue hours each month.
On Time Performance	ADA service shall operate at 95% or greater on time performance for all ADA trips.	\$5,000 for each percentage point above 96% on time.	\$5,000 for each percentage point below 94% on time.	The 30-minute pickup window documented in Trapeze, and issued to the customer, will be the on-time window. Trips arriving outside of the quoted pickup window will be considered late. This will be measured by (1) a random sampling of driver manifests and (2) real-time data collected in the Trapeze PASS scheduling software. Random sampling will be discontinued once 100% real time data is collected (FY06)
Ride Time	ADA service shall operate at 98% or greater within Authority ADA ride time standards (see definitions)	None	\$10.00 for each trip that exceeds guideline above 98%	To be determined and calculated as follows: Total passenger trips X 2% = Beyond ride time allowance. Total Passenger Trips exceed ride time – Beyond ride time allowance = # Penalty Trips. # Penalty Trips X \$10.00 = Penalty

Service Delivery Failure	ALL qualified requests for ADA service must be served.	None	\$1,000 per occurrence.	A service delivery failure will be defined as an occurrence where a qualified service request was accepted but was not served within a timely manner. To differentiate between a "missed trip", where the driver arrives one hour or more after the scheduled time and a "service delivery failure", a service delivery failure will be defined as a trip that is not responded to within two hours of the promised (scheduled) trip time. Any service request that is responded to 121 minutes or later after the promised time will be considered a service delivery failure.
Valid Complaints	No more than 0.10% valid complaints per passenger each month.	None	\$50 for each valid complaint over 0.10%	Calculated as <i>monthly passengers</i> x 0.001 = <i>allowed valid comments</i> before penalty. Contractor will be penalized \$50.00 for each valid comment above number of <i>valid comments allowed</i> .
Reports	Contractor will submit reports on time, as outlines within the agreement.	None	\$100 per day for each late report.	Measured as number of days past due date that complete reporting package and invoice is submitted. Calculated as (<i># Days Late</i> x <i># Reports</i>) x \$100.00
Required Positions	Contractor shall fill all required positions as outlined within the agreement.	None	Deduct salary and benefits plus \$100 per day for each position unfilled beyond 30 days.	Measured as the number of days that a key position is vacant beyond thirty (30) days. Calculated as <i>Number of days vacant beyond initial thirty (30) days</i> x (<i>\$100.00</i> + <i>Average daily cost of salary and benefits for position</i>)

Telephone Hold Time	Broker shall maintain an average telephone hold time of 60 seconds or less for all lines.	None	\$1,000.00 deduction from invoice for each month that the average hold time exceeds 90 seconds.	Measured as the average telephone hold time for all service lines (reservations, cancellation, Ride check and general information) for the calendar month.
Unsafe vehicles:	No red-tagged vehicle may be operated.	None	\$1,000 per day and nonpayment of any VSH operated for any red-tagged vehicle used to carry passengers.	Measured as the number of red-tagged vehicles observed or determined to have been placed into revenue service. Calculated as \$1,000 + (revenue hours operated x RVH Rate) = Penalty
Terminal Inspections:	Meet CHP requirements	None	\$25,000 for failing a terminal inspection, "unsatisfactory" (U rating). If a "satisfactory" rating is not achieved during second inspection an additional \$25,000 and a 30 day notice to cure.	A "U" rating means that the motor carrier was found to be out of compliance in several areas. Or violations of a serious nature were identified, such as excessive drivers' hours of service or poorly maintained vehicles or equipment. If all categories are found to be satisfactory, the terminal rating will be "S" rating.
Vehicle Appearance:	All vehicles to meet Authority's cleanliness standards while in revenue service.	None	\$100 per vehicle/day for each vehicle not meeting standard when placed into service.	Measured as the number of sub-standard vehicles observed or determined to have been placed into revenue service.

Preventive Maintenance:	100% of PMI's done within required intervals (6,000 miles).	None	\$100 per day for each vehicle operated after scheduled PMI. \$200 per day for vehicles operated more than 3 days or 500 miles past scheduled PMI.	Audit?
Miles between road calls:	25,000 between valid mechanical road calls.	None	\$100 per each valid mechanical road call under 25,000 miles in a monthly reporting period.	Road call mileage is calculated by dividing the number of valid mechanical road calls by the total mileage of revenue fleet vehicles traveled in a monthly reporting period. For example: 1,000,000 miles traveled per month with 40 valid road calls, equals 25,000 miles between road calls. Each road call above 40 would be subject to a \$100 penalty
Road call reporting:	Failure to report valid mechanical breakdowns resulting in service failures.	None	\$100 per occurrence	
Railroad Crossing	Failure to stop at a posted railroad crossing	None	\$1,000.00 per occurrence	Measured as the number of observances where a contractor operated, Authority owned vehicle, failed to make a complete stop at a railroad crossing.
Pre-trip inspection and Bad Order Report	Failure to properly complete a pre-trip inspection, complete and sign the bad order report as part of pre-trip inspection.	None	\$100.00 per occurrence	Measured as the number of observances where the driver failed to complete a pre-trip inspection and/ or complete and sign the bad order report.

Vehicle idling	Revenue vehicle idling longer than five (5) minutes	None	\$50.00 per occurrence	Measured as the number of observances where a vehicle is idling longer than five (5) minutes and is not actively loading or unloading passengers.
Accident Reporting	Failure to report accident within prescribed timeline.	None	\$5,000.00 per occurrence	Measured as the number of accidents that are not reported to the designated OCTA representative within twenty-four (24) hours from the time of occurrence or any accident involving injury or fatality not reported within one (1) hour.
Vehicle Damage	Authority Owned equipment shall be free of accident or other damage	None	\$100 per vehicle / day for each vehicle with interior or exterior damage not repaired within thirty (30) days from date of damage.	Measured as the number of vehicles observed with damage that has not been repaired within thirty (30) days of the damage date.