

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

Call to Order

The June 10, 2019 regular meeting of the Orange County Transportation Authority (OCTA) and affiliated agencies was called to order by Chairman Shaw at 9:04 a.m. at the OCTA Headquarters, 550 South Main Street, Board Room – Conference Room 07-08, Orange, California.

Roll Call

Following the Invocation and Pledge of Allegiance, the Clerk of the Board noted a quorum was present, with the following Directors in attendance:

Directors Present: Tim Shaw, Chairman
 Steve Jones, Vice Chairman
 Lisa A. Bartlett
 Doug Chaffee
 Laurie Davies
 Barbara Delgleize
 Andrew Do
 Michael Hennessey
 Jose F. Moreno
 Joe Muller
 Mark A. Murphy
 Richard Murphy
 Miguel Pulido
 Michelle Steel
 Donald P. Wagner

Directors Absent: Gene Hernandez
 Gregory T. Winterbottom
 Ryan Chamberlain, District Director
 California Department of Transportation District 12

Also Present: Darrell E. Johnson, Chief Executive Officer
 Ken Phipps, Deputy Chief Executive Officer
 Laurena Weinert, Clerk of the Board
 Olga Prado, Assistant Clerk of the Board
 James Donich, General Counsel
 Members of the Press and the General Public

Special Calendar

Orange County Transit District Special Calendar Matters

1. Public Hearing for the Proposed October 2019 and February 2020 Bus Service Plan

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

Darrell E. Johnson, Chief Executive Officer (CEO), provided opening comments and introduced Stella Lin, Manager of Marketing and Customer Engagement, who provided a PowerPoint presentation for this item as follows:

- October 2019 and February 2020 Service Plan Goals;
- Outreach;
- What We Heard; and
- Plan Schedule/Next Steps.

Chairman Shaw opened the public hearing and requested the Clerk of the Board read into the record the noticing done to inform the public and local agencies of today's public hearing.

Chairman Shaw opened the floor for public comments which were heard from:

1. Jacqueline Vispoel, City of Mission Viejo (Mission Viejo), requested that Route 86 not be eliminated.
2. Mark Chagnon, Mission Viejo Public Works Director, commented on the proposed elimination of Route 86 and impacts to the Mission Viejo community.
3. Helen Wondimu, City of La Habra, commented on the proposed change to Route 213A Express route and asked to keep the same pickup and drop-off areas. In addition, Ms. Wondimu expressed not being happy with the Express fare increase, the air conditioner on the bus does not work, sometimes the bus leaks when it rains, and the bus ride is bouncy and uncomfortable.
4. John Nyroos, City of Placentia, uses Route 213A Express route and is also speaking on behalf of the Route 213A passengers that are business professionals. He stated the ridership has decreased due to the fare increase and asked that the current schedule not be changed.
5. Raymond Charles Hill, City of Orange, uses Route 53X, transfers to the Route 86, and provided compliments for Route 86.

1. (Continued)

6. James Gesualde commented on Route 211 and complimented the service and schedule, as well as expressed his hope that it not be eliminated.

A motion was made by Director Wagner, seconded by Director R. Murphy, and declared passed by those present, to close the public hearing. Directors Davies and Pulido were not present to vote.

A lengthy discussion ensued regarding:

- Every bus has air conditioning, and staff will follow-up with Helen Wondimu about her comments.
- Chairman Shaw and Board of Directors (Board) thanked the public speakers for their comments.
- Director Moreno requested information on ridership impacts when fares are increased, especially when a route is proposed to be eliminated or reduced. Additionally, he asked how OCTA decides when to eliminate or reduce a route when a fare increase may impact ridership.
- The fare rates for the regular bus system have not increased since 2013, and approximately two years ago, the Board, through a public hearing process, increased the Express routes rate.
- As part of the public outreach, noted in Attachment A of the Staff Report, a summary of the proposed changes and alternative options are provided to the public.
- OCTA has a Board-adopted fleet plan. Additionally, OCTA considers the type of fleet needed for the route, useful life of the fleet, and ridership at the given point in time.
- Director Bartlett asked for consideration of an OC Flex service in the areas with a proposed elimination of a bus route.
- There is some bus service in Rancho Santa Margarita.
- Gary Hewitt, Manager of Transit Service Planning, referenced Page 23 in Attachment A of the Staff Report, and highlighted Route 86 proposed realignment and alternative options that are Routes 85 and 87.
- Route 86 alternative options would require up to half a mile of walking to the bus stop, and some bus riders may have to walk and transfer to get to their destination.
- Route 211 alternative option is the OC Vanpool that requires customized planning. OCTA staff will conduct outreach to Route 211 riders to determine if the same origin and destination can be shared to qualify for the OC Vanpool program.
- Today's Board agenda item is to receive and file the Board and public comments.
- Community outreach was conducted for public feedback, and in July 2019, all the comments and recommended actions will be brought forth to the Board (and Transit Committee).

1. (Continued)

- The bus service Board-approved changes would occur in October 2019 and in February 2020.
- Public outreach would occur with the Board-approved changes.

A motion was made by Vice Chairman Jones, seconded by Director Muller, and declared passed by those present, to receive and file initial public input on the Proposed October 2019 and February 2020 Bus Service Plan.

Directors Davies and Pulido were not present to vote.

Orange County Transportation Authority Special Calendar Matters

2. Public Hearing on Orange County Transportation Authority's Fiscal Year 2019-20 Budget and Personnel and Salary Resolution

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

Darrell E. Johnson, CEO, provided opening comments and acknowledged the hard work of the Finance and Administration (F&A) Committee for its input about the fiscal year 2019-20 budget and Personnel and Salary Resolution.

Mr. Johnson introduced Andrew Oftelie, Chief Financial Officer, who referenced the handout provided to the Board, at the dais, of the questions asked at the recent budget workshop and Committee meetings, as well as provided a PowerPoint presentation for this item as follows:

- Budget Themes;
- Budget Overview;
- Budget Sources and Uses;
- Staffing Levels;
- Employee Compensation Assumptions;
- Personnel and Salary Resolutions;
- Recommendations; and
- Next Steps.

Chairman Shaw opened the public hearing and requested the Clerk of the Board read into the record the noticing done to inform the public and local agencies of today's public hearing.

Chairman Shaw opened the floor for public comments and with no requests from the public to speak, a motion was made by Director Davies, seconded by Director Bartlett, and declared passed by those present, to close the public hearing. Director Pulido was not present to vote.

2. (Continued)

A lengthy discussion ensued regarding:

- There were no changes from what was presented in May 2019 to the F&A Committee and at the budget workshop.
- F&A Committee Chairman Hennessey stated:
 - The budget was thoroughly vetted by the F&A Committee.
 - The budget is fiscally conservative and keeps with the promises of Measure M2 (M2).
 - Acknowledged the hard work of the F&A Committee to carefully review the budget.
 - Complimented staff for its hard work.
- The OC Flex program is included in the proposed budget for the cities of Aliso Viejo, Mission Viejo, and Laguna Niguel zone, as well as the cities of Huntington Beach and Westminster zone.
- Director M. Murphy requested that the maker and second of the motion bifurcate the motion as he needed to abstain and not participate in Recommendation C due to a potential conflict of employment.
- Director Chaffee stated:
 - He wants to see more Metrolink service.
 - Asked if additional Metrolink service impacts OCTA's subsidy, is OCTA looking to Metrolink for review of the fare structure to decrease the subsidy, and if OCTA increased the service would an economy of scale or savings be achieved.
 - Questions about California High-Speed Rail (CHSR) project and bookend rail projects.
- OCTA's goal, as outlined in M2, is to increase Metrolink service between south Orange County and Los Angeles and to the Inland Empire.
- Metrolink does not have an independent funding source, and the funding comes from the Member Agencies.
- As OCTA goes forward to increase Metrolink service, there are economies of scale that are considered.
- OCTA's budget does not have funds for the CHSR project.
- There have been significant conversations with the state legislature about the north and south bookend rail projects to improve Metrolink and Amtrak service in Southern California, and the Board will be kept apprised.

2. (Continued)

- OC Streetcar (Streetcar) comments:
 - Director Steel noted for the record that she approves the budget except for the Streetcar line items.
 - Director Wagner stated:
 - He would like the Streetcar pulled out of the budget and thoroughly rethought.
 - Concerns that the Streetcar is a waste of public money, residents are not supportive of the Streetcar, as well as provided other comments.
 - He will vote in opposition of the budget.
 - Director Chaffee stated:
 - Concerns about the Streetcar.
 - Since the Streetcar had prior Board approval, he is supportive of making the Streetcar happen in an efficient way and to include it in the budget, as well as provided other comments.
 - If the Streetcar could be rethought, he would agree with the concerns expressed by Directors Steel and Wagner.
 - He is meeting with Mr. Johnson, CEO, and staff to discuss the Streetcar and encouraged other Board Members to join him.
 - Director Moreno stated:
 - Echoed concerns by Directors Chaffee, Steel, and Wagner about the Streetcar.
 - Noted, for the record, like Director Chaffee, he supports making the Streetcar being efficient because much has been invested, as well as be mindful of the taxpayers' dollars.
 - Streetcar extending to the rest of Orange County is not preferred by the residents in Anaheim and north Orange County cities, as well as provide other comments.
 - Director Bartlett stated:
 - Half of the Streetcar is funded with federal monies.
 - There will always be a component of subsidy and times when there are economies of scale.
 - Due to limited dollars for allocation of transportation services, consider what makes sense to offer.
 - The County of Orange Hall of Administration master plan connects to the Streetcar and Santa Ana Train Station.
 - Long-term, the Streetcar could connect to John Wayne Airport or Los Angeles County for the upcoming Olympics.
 - The Streetcar was thoroughly vetted and not easy to remove from the budget.
 - The positive business component of the Streetcar needs to be considered.

2. (Continued)

- Director Do stated:
 - He does not want to give the public a misperception that the Streetcar project efficiency concerns were not discussed. He reported several prior OCTA Board of Directors addressed the concerns.
 - If the Board thinks there are areas that could gain from better efficiency, he would like the Board to give staff a directive as what to review to gain more efficiencies.
- Chairman Shaw stated:
 - OCTA received a federal Full Funding Grant Agreement, and the Streetcar vehicles have been purchased.
 - Does not want to give the public an impression that the Board is still deciding on whether to proceed with the Streetcar and reported that the project is going forward.
- Director Muller stated:
 - Concerns with some of the Directors comments that the public does not want the extension of the Streetcar.
 - As OCTA considers reducing bus service, he is concerned that the Streetcar will not be used.
 - He feels the Streetcar needs to be reviewed offline.
 - He wants to know the mechanism for bringing back to the Board a review and vote of the Streetcar.
 - He understands that there are contracts and money spent, which for him is not a good enough reason to continue to expend money for the Streetcar and okay with taking the discussion offline.
- Director Delgleize stated:
 - The Streetcar project is a long-term integral part of transit connections in Orange County and to Los Angeles County.
 - Approximately 22,000 residents live around the Streetcar route, and nationwide Streetcar projects bring an abundance of business along the route.
- Mr. Johnson, CEO, stated:
 - Every quarter, the Transit Committee and full Board receives a status on the Streetcar project.
 - OCTA receives funds from every surface transportation mode within the federal programs.
 - Highlighted federal Full Funding Grant Agreement rigorous process.
 - Offered to meet with Board Members to explain the funding and the Streetcar status.
 - Noted, for the record, that OCTA is not proposing any Streetcar expansions.
 - The Board-approved Streetcar project that is underway.
 - The Board-approved high-capacity 11 transit corridors are for further analysis and highlighted some of the corridors.

2. (Continued)

- Chairman Shaw stated that the Streetcar is coming out of M2's Project S which is not a source for fixed-route bus service.
- Director Pulido stated:
 - Let us keep Orange County transit moving, as Orange County is the fifth largest county in the country.
 - M2 passed because the transit component was included.
 - Gave examples of Los Angeles rail projects successes.
 - Long-term, the Streetcar could expand to Huntington Beach and other areas in Orange County.
 - Invited the new Board Members to drive the Streetcar route to see the stops and other opportunities, as well as provided examples of those opportunities.

A motion was made by Director Hennessey, seconded by Director Davies, and declared passed by those present, for Recommendations A, B, and D, to:

- A. Approve by Resolution the Orange County Transportation Authority's Fiscal Year 2019-20 Budget.
- B. Approve the Personnel and Salary Resolution for Fiscal Year 2019-20.
- D. Approval of fiscal year 2019-20 Orange County Transportation Authority member agency contribution to the Southern California Regional Rail Authority, in an amount up to \$30,287,870, including authorization of Federal Transit Administration funds, in an amount up to \$8,500,000, to be drawn down directly by Southern California Regional Rail Authority. In addition, approve capital and rehabilitation expenditure budget contingent upon all member agencies approval of their respective capital and rehabilitation budgets. Orange County Transportation Authority portion of the costs for capital is \$515,980 and \$12,679,851 for rehabilitation.

Director Steel supports the budget except for the OC Streetcar project line items for the fiscal year 2019-20 budget.

Director Wagner voted in opposition.

A motion was made by Director Hennessey, seconded by Director Delgleize, and declared passed by those present, for Recommendation C, to:

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

Director M. Murphy did not vote or participate on Recommendation C due to a potential conflict of employment.

3. Public Member Appointment to the Board of Directors

Darrell E. Johnson, CEO, provided opening comments that OCTA's enabling legislation states the Board composition, and the Public Members selection is not outlined in the legislation. Mr. Johnson reported that it is at the discretion of OCTA's current Chairman on how to proceed with the selection of the Public Member, and the Executive Committee discussed this item at its June 3, 2019 meeting.

James Donich, General Counsel, reported that pursuant to the California Public Utilities Code, OCTA's enabling legislation states that the Public Members are selected by a vote of the 10 City Members and five Members of the County of Orange Board of Supervisors, and the Public Members cannot vote.

Chairman Shaw reported:

- This item was discussed at the recent Executive Committee (Committee) meeting, and the Committee unanimously supported the reappointment of Director Hennessey as a Public Member to the Board.
- Director Hennessey was a past Chairman of the OCTA Board, currently serves as the F&A Committee Chairman, served on the Southern California Regional Rail Authority Board as an OCTA Board representative and was instrumental in negotiating the OCTA Headquarters agreement.
- Director Hennessey's background is in real estate and real estate appraisal, and when OCTA transportation right-of-way issues come forward, Director Hennessey's real estate insight is appreciated.

A discussion ensued regarding:

- Immediate Past F&A Chairman Do stated that he served with Director Hennessey on the F&A Committee and Board for approximately four and half years. He provided positive comments and that Director Hennessey has OCTA institutional history.
- Director M. Murphy stated that he has known Director Hennessey both personally and professionally for numerous years and provided positive comments about Director Hennessey.
- Director Moreno, as a newer Board Member, provided positive comments about Director Hennessey and supports the recommendation.

A motion was made by Chairman Shaw, seconded by Director Do, and declared passed by those present, to approve the reappointment of Director Michael Hennessey for a four-year term as a Public Member to the Board of Directors to commence on September 30, 2019.

Director Davies was not present to vote on this item.

Consent Calendar (Items 4 through 19)

Orange County Transportation Authority Consent Calendar Matters

4. Approval of Minutes

A motion was made by Director Wagner, seconded by Chairman Shaw, and declared passed by those present, to approve the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of May 24, 2019.

Directors Davies, Muller, and Pulido were not present to vote on this item.

5. Approval of Board Members Travel

A motion was made by Director Wagner, seconded by Chairman Shaw, and declared passed by those present, to approve for Chairman Tim Shaw, Vice Chairman Steve Jones, and Finance and Administration Committee Chairman Michael Hennessey to travel September 17 - 21, 2019, to attend the annual New York rating agency trip in New York, New York.

Directors Davies, Muller, and Pulido were not present to vote on this item.

6. Amendment to Cooperative Agreement with the County of Orange, Orange County Sheriff's Department

A motion was made by Director Wagner, seconded by Chairman Shaw, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Cooperative Agreement No. C-5-3342 between the Orange County Transportation Authority and County of Orange, Orange County Sheriff's Department, in the amount of \$8,884,060, for Transit Police Services, effective July 1, 2019 through June 30, 2020. This will increase the maximum obligation of the agreement to a total contract value of \$39,057,451.

Directors Davies, Muller, and Pulido were not present to vote on this item.

7. Resolution to Establish the Orange County Transportation Authority General Fund Appropriations Limitation for Fiscal Year 2019-20

A motion was made by Director Wagner, seconded by Chairman Shaw, and declared passed by those present, to adopt Orange County Transportation Authority Resolution No. 2019-028 to establish the Orange County Transportation Authority General Fund appropriations limit at \$12,054,043 for fiscal year 2019-20.

Directors Davies, Muller, and Pulido were not present to vote on this item.

8. Fiscal Year 2018-19 Third Quarter Grant Reimbursement Status Report

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

Directors Davies, Muller, and Pulido were not present to vote on this item.

9. Environmental Mitigation Program Endowment Fund Investment Report for March 31, 2019

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

Directors Davies, Muller, and Pulido were not present to vote on this item.

10. Amendment to Agreement for Orange County Transportation Authority's General Counsel Legal Services

Director Bartlett pulled this item and stated there were evergreen contracts, and as a matter of course, OCTA releases a Request for Proposals (RFP) at the appropriate time.

Darrell E. Johnson, CEO, responded that when Director Bartlett was first seated on the Board, there were two evergreen contracts and one of the two evergreen contracts was legal services. Mr. Johnson stated that five years ago, OCTA went through an RFP procurement process for legal services with a five-year term and a five-year option term. Mr. Johnson stated that OCTA has no evergreen contracts.

A discussion ensued regarding:

- Today's Board action for this item is to exercise the five-year option term.
- At the end of the five-year term for legal services, there will be a new RFP procurement process.
- Director Chaffee requested the legal services rate structure and stated that he appreciates the quality of OCTA's legal services.

A motion was made by Director Bartlett, seconded by Director Wagner, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-4-1816 between the Orange County Transportation Authority and Woodruff, Spradlin & Smart, to exercise the five-year option term of the agreement from January 1, 2020 through December 31, 2024, to provide general counsel and liability defense services.

Directors Davies and Muller were not present to vote on this item.

11. Capital Programming Update

A motion was made by Director Wagner, seconded by Chairman Shaw, and declared passed by those present, to:

- A. Authorize the use of up to \$3.280 million in Proposition 1B Transit System Safety, Security and Disaster Response Account Program funds and \$0.538 million in Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account funding (\$3.818 million total) for the Raymond Avenue Railroad Grade Separation Project from the following projects contingent on the approval of the funding agencies:
 - Transit Security Operations Center Project design phase (\$1.858 million);
 - Video Surveillance System Upgrade Project (\$0.373 million);
 - Generator at bus bases (\$0.450 million);
 - Goldenwest Transportation Center Light Poles Project (\$0.380 million);
 - San Juan Creek Bridge Project right-of-way phase (\$0.101 million);
 - Interest earned on Proposition 1B Transit System Safety, Security and Disaster Response Account Program funds (\$0.118 million); and
 - Interest earned on Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account funds (\$0.538 million).
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Cooperative Agreement No. C-9-0576 between the Orange County Transportation Authority and the City of Fullerton, to increase funding in the agreement by \$1.484 million, and replace \$3.100 million in existing funds, for the Raymond Avenue Railroad Grade Separation Project. This will increase the maximum obligation of the agreement to a total contract value of \$126.317 million.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

Directors Davies, Muller, and Pulido were not present to vote on this item.

12. Funding Recommendations for the 2019 Bicycle Corridor Improvement Program

A motion was made by Director Wagner, seconded by Chairman Shaw, and declared passed by those present, to:

- A. Approve 12 projects for \$20.40 million in Congestion Mitigation and Air Quality Improvement Program funds, contingent on the California Department of Transportation's approval of project eligibility.
- B. Approve conditional award of four projects in the City of Santa Ana for \$4.37 million in Congestion Mitigation and Air Quality Improvement Program funds, contingent on completion and consideration of the Bristol Street Transit Corridor Study, and the California Department of Transportation's approval of project eligibility.
- C. Approve conditional award of one project in the City of San Clemente for \$1.07 million in Congestion Mitigation and Air Quality Improvement Program funds, contingent on the Master Plan of Arterial Highways amendment approval, and the California Department of Transportation's approval of project eligibility.
- D. Authorize the Chief Executive Officer to negotiate and execute cooperative agreements with each local agency selected to receive funding through the Bicycle Corridor Improvement Program.
- E. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend any necessary agreements to facilitate the above actions.

Directors Davies, Muller, and Pulido were not present to vote on this item.

13. Orange County Transportation Authority State and Federal Grant Programs - Update and Recommendations

A motion was made by Director Wagner, seconded by Chairman Shaw, and declared passed by those present, to:

- A. Authorize conditional approval of delay requests for three projects from the cities of Anaheim, Garden Grove, and the County of Orange, contingent on the availability of Orange County Transportation Authority's Congestion Mitigation and Air Quality Improvement Program funds.
- B. Approve one project cancellation from the City of Costa Mesa and authorize staff to reprogram savings to the 2019 Bicycle Corridor Improvement Program.

13. (Continued)

- C. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.

Directors Davies, Muller, and Pulido were not present to vote on this item.

Orange County Local Transportation Authority Consent Calendar Matters

14. Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between State Route 57 and State Route 55

A motion was made by Director Wagner, seconded by Chairman Shaw, and declared passed by those present, to:

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-1274 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$1,500,000, to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contracts for the State Route 91 improvement project between State Route 57 and State Route 55.
- B. Authorize staff to amend the Federal Transportation Improvement Program and execute all necessary agreements to facilitate the above recommendation.

Directors Davies, Muller, and Pulido were not present to vote on this item.

15. Contract Change Order for Additional Construction Efforts for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

A motion was made by Director Wagner, seconded by Chairman Shaw, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 35 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$2,900,557, for additional construction costs to comply with California Department of Transportation pavement smoothness requirements.

Directors Davies, Muller, and Pulido were not present to vote on this item.

16. Contract Change Order for Demolition and Clearance Services for the Transit Security and Operations Center in the City of Anaheim

A motion was made by Director Wagner, seconded by Chairman Shaw, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 1 to Agreement No. C-7-2115 between the Orange County Transportation Authority and OFRS, Inc., in the amount of \$14,014, and to add 221 calendar days to the contract duration for demolition and clearance services for the Transit Security and Operations Center in the City of Anaheim.

Directors Davies, Muller, and Pulido were not present to vote on this item.

17. Resolution to Establish the Orange County Local Transportation Authority/Measure M2 Appropriations Limitation for Fiscal Year 2019-20

A motion was made by Director Wagner, seconded by Chairman Shaw, and declared passed by those present, to adopt Orange County Local Transportation Authority/Measure M2 Resolution No. 2019-027 to establish the Orange County Local Transportation Authority/Measure M2 appropriations limit at \$1,821,701,129 for fiscal year 2019-20.

Directors Davies, Muller, and Pulido were not present to vote on this item.

18. Comprehensive Transportation Funding Programs - 2019 Call for Projects Programming Recommendations

A motion was made by Director Wagner, seconded by Chairman Shaw, and declared passed by those present, to:

- A. Approve the award of \$.835 million in 2019 Regional Capacity Program funds to one local agency project.
- B. Approve the award of \$7.695 million in 2019 Regional Traffic Signal Synchronization Program funds to five local agency projects.

Directors Davies, Muller, and Pulido were not present to vote on this item.

19. Comprehensive Transportation Funding Programs Semi-Annual Review - March 2019

A motion was made by Director Wagner, seconded by Chairman Shaw, and declared passed by those present, to:

- A. Approve adjustments to the Comprehensive Transportation Funding Programs projects and Local Fair Share funds.
- B. Authorize the Chief Executive Officer, or his designee, to execute Cooperative Agreement No. C-9-1380 between the Orange County Transportation Authority and the City of Brea to administer Measure M2 grant funds, in an amount not to exceed \$13,114,578, for the construction and landscaping components of the State Route 57 Lambert Road Interchange Project to establish appropriate roles and responsibilities.

Directors Davies, Muller, and Pulido were not present to vote on this item.

Regular Calendar

Orange County Local Transportation Authority Regular Calendar Matters

20. Measure M2 Quarterly Progress Report for the Period of January 2019 Through March 2019

Darrell E. Johnson, CEO, provided opening comments and introduced Tami Warren, Manager of the Measure M Program Office, who provided a PowerPoint presentation for this item as follows:

- Overview;
- Program Highlights – Freeways;
- Third Quarter Freeway Highlights;
- Program Highlights – Street and Roads;
- Program Highlights – Transit;
- Third Quarter Transit Highlights;
- Program Highlights – Environmental;
- Third Quarter Environmental Highlights;
- Program Outlook;
- Freeway Funding Signs;
- Program Management Office Activities; and
- Summary.

20. (Continued)

Chairman Shaw reported that when M2 was passed in 2006, OCTA forecasted \$24.3 billion over the 30-year life of M2, and now the forecast is \$13.1 billion.

Chairman Shaw stated despite the forecast being down by \$11.2 billion, OCTA has leveraged external funding and from the beginning had a conservative M2 budget. He also stated that OCTA can make good on the M2 promises.

No action taken on this receive and file information item.

Discussion Items

21. Public Comments

A public comment was heard from Don Fuller, City of Corona resident, who commented on the State Route (SR-91) traffic issues that vehicles are cutting across from the general-purpose lanes into the 91 Express Lanes after Weir Canyon near the Orange and Riverside county line.

Mr. Fuller stated that he addressed issues under public comments at the June 7, 2019 SR-91 Advisory Committee meeting, as well as Riverside County Transportation Commission and City of Corona City Council meetings. Additionally, he has also discussed the issues with numerous law enforcement officials.

Mr. Fuller referenced the map handout provided to the Board at the dais and provided examples of vehicle accidents due to cutting through the delineators. He highlighted his expertise as an automotive expert witness and instructor for teenage safe driving programs. Lastly, Mr. Fuller suggested a K-rail barrier from Weir Canyon to where the lanes merge to address cutting through issues.

Chairman Shaw stated that the SR-91 Implementation Plan will be an agenda item for a future Board meeting.

22. Chief Executive Officer's Report

Darrell E. Johnson, CEO, reported the following:

- Item 12 on today's Board agenda takes OCTA's commitment for bicycle funding to approximately \$54 million, and OCTA also facilitated state grant funds for a total of \$148 million invested in the active transportation program over the last seven years.

22. (Continued)

- National Dump the Pump Day:
 - Thursday, June 20th is National Dump the Pump Day.
 - OCTA is offering free bus rides on June 20th when riders fill out an online pledge.
 - On Tuesday, June 11th, OCTA will host a Dump the Pump event from 6:30 a.m. to 8:30 a.m. at the Anaheim Regional Transportation Intermodal Center to promote the day and thank the riders.
- Interstate 5 South Improvement Projects:
 - On Thursday, June 6th, OCTA hosted a groundbreaking event in Mission Viejo.
 - Congressman Rouda, Chairman Shaw, and Directors Bartlett, Davies, Muller, and Chamberlain attended the event.
 - Chairman Shaw reported that the groundbreaking event was commemorated by smashing concrete bricks.

23. Directors' Reports

Director Moreno expressed his gratitude to Mr. Johnson, CEO, and staff for responding to his request for information about the (Central Harbor Boulevard Transit Corridor Study) Streetcar that he communicated to his City of Anaheim colleagues.

Director Bartlett stated that many of the proposed bus service changes public comments were about the elimination/reduction of bus routes. She asked if the cities (e.g., Mission Viejo) can create their own bus service program to fill the gaps.

Mr. Johnson, CEO, responded that the cities can compete under the Project V call for projects for service to fill the gaps. He reported that recently, OCTA sent a letter of interests to the cities about the upcoming Project V call for projects.

A discussion ensued that the cities can compete for M2 Project V funds to provide a service that would connect with other bus routes, and the cities would need to comply with the Board-approved performance criteria and subsidy cap of \$9.00 per boarding.

Director Bartlett stated that she will send a letter to those cities, in Fifth District, impacted by the reduction/elimination of bus routes to consider filling the gap with an M2 Project V program.

Director Hennessey thanked the Board for the confidence for his ability to serve on the OCTA Board. Director Hennessey also thanked Mr. Oftelie, CFO, and the OCTA budget team for their fiscal discipline, transparency, and offering to provide information and answer questions.

23. (Continued)

Director Hennessey reported that he attended the June 7th SR-91 Advisory Committee meeting. He stated that there were many public comments from the City of Corona residents and elected officials about the SR-91 corridor congestion impacts to the commuters and residents. He also stated that OCTA takes seriously the traffic impacts to Riverside County.

Director Wagner wanted to apologize to staff that at the last Board meeting there was an audit report about an issue with the relocation reimbursement policy. Director Wagner stated that he was mistaken with the underling policy, and wanted to publicly apologize to staff, as well as thanked staff for their professionalism.

Chairman Shaw reported that he attended the June 7th SR-91 Advisory Committee meeting which had many public comments. Chairman Shaw stated to the Board that when the Draft 2019 SR-91 Implementation Plan comes forward to the Board for adoption, it will probably generate interests and encouraged them to read the agenda item materials.

24. Closed Session

There were no Closed Session items.

25. Adjournment

The meeting adjourned at 11:06 a.m.

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, June 24, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room – Conference Room 07-08, Orange, California.

ATTEST:

Laurena Weinert
Clerk of the Board

Tim Shaw
OCTA Chairman