



MINUTES

Regional Planning and Highways Committee Meeting

Committee Members Present

Mark A. Murphy, Chairman
Barbara Delgleize, Vice Chair
Lisa A. Bartlett
Doug Chaffee
Joe Muller
Richard Murphy

Staff 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
OCTA Staff and Members of the General Public

Committee Members Absent

Miguel Pulido

Call to Order

The October 7, 2019 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Chairman M. Murphy at 10:32 a.m.

Pledge of Allegiance

Director R. Murphy led in the Pledge of Allegiance.

1. Public Comments

No public comments were received.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 2 through 5)

2. Approval of Minutes

A motion was made by Director R. Murphy, seconded by Committee Vice Chair Delgleize, and declared passed by those present, to approve the minutes of the Regional Planning and Highways Committee meeting of September 5, 2019.

Director Chaffee was not present to vote on this item.



3. Contract Change Orders for the Interstate 405 Improvement Project from State Route 73 to Interstate 605 - Water Line Extensions and Collection and Disposal of Unknown Hazardous Materials

This item was pulled by Director Bartlett who expressed concerns about authorizing additional dollars to the OC 405 Partners as at one point, there were some financial issues with the parent company of one off the partners. Director Bartlett inquired if everything was back on track.

Andrew Oftelie, Chief Financial Officer, Finance & Administration, responded that the parent company sought bankruptcy protection in Italy which is still ongoing, no impacts to the project so far, and a positive resolution is expected.

Director Bartlett inquired what types of unknown hazardous materials were removed from the homeless encampments, and what number of individuals were removed from the encampments.

Jeff Mills, Program Manager for the Interstate 405 Improvement Project, responded that staff worked with local police, the California Highway Patrol, and Orange County Public Works to remove drug paraphernalia, needles, etcetera, from the encampments. Mr. Mills added that approximately 30 individuals were removed, would verify the number, and provide the information to Director Bartlett.

A motion was made Director Bartlett, seconded by Committee Vice Chair Delgleize, and declared passed by those present, to:

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 45 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$256,244, to extend the City of Fountain Valley water lines adjacent to the Warner Avenue overcrossing bridge.
- B. Authorize the Chief Executive Officer to negotiate and execute supplemental Contract Change Order No. 8.2 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of up to \$400,000, to collect and dispose of unknown hazardous materials.



4. Amendments to the Master Plan of Arterial Highways

This item was pulled by Director Bartlett who stated that several of the amendment requests are in District 5 and asked for clarification on what reclassifying an undivided collector to a divided collector meant, and if there will be actual infrastructure work involved.

Stephanie Chhan, Transportation Analyst, Planning, responded that the request is only for restriping and there are no infrastructure changes involved.

A motion was made Director Bartlett, seconded by Committee Vice Chair Delgleize, and declared passed by those present, to:

- A. Approve the following amendments to the Master Plan of Arterial Highways, contingent upon the Orange County Transportation Authority receiving documentation that the City of San Clemente has amended its general plan and has complied with the requirements of the California Environmental Quality Act:

- Reclassify Camino Mira Costa (Camino de Estrella to Camino Capistrano) from a secondary (four-lane, undivided) arterial to a divided collector (two-lane, divided) arterial; and
- Reclassify Camino Capistrano (Del Gado Road and North El Camino Real) from a secondary (four-lane, undivided) arterial to a collector (two-lane, undivided) arterial.

If the City of San Clemente does not update its general plan within three years to reflect the Master Plan of Arterial Highway amendments, the contingent amendments will expire, but can be returned to the Orange County Transportation Authority's Board of Directors for reconsideration and action.

If the original proposed Master Plan of Arterial Highways amendments are modified as a result of the California Environmental Quality Act and/or general plan amendment process, the modified Master Plan of Arterial Highways amendments shall be returned to the Orange County Transportation Authority's Board of Directors for consideration and action.

- B. Direct the Executive Director of Planning, or his designee, to file a Notice of Exemption from the California Environmental Quality Act in support of the Master Plan of Arterial Highways amendments.
- C. Receive and file a status report on the active Master Plan of Arterial Highways amendments.



5. Grant Award and Baseline Agreement for Solutions for Congested Corridors Program

A motion was made Director R. Murphy, seconded by Committee Vice Chair Delgleize, and declared passed by those present, to:

- A. Authorize the Chief Executive Officer, or his designee, to accept the Solutions for Congested Corridors Program grant award and execute grant-related agreements and documents with the California Transportation Commission and California Department of Transportation.
- B. Authorize the Chief Executive Officer, or his designee, to negotiate and execute any other cooperative agreements with the Orange County cities and the County of Orange for implementation of the above grant-funded projects.
- C. Authorize the Chief Executive Officer, or his designee, to amend the Federal Transportation Improvement Program and process all necessary amendments to facilitate the recommendation above.

Director Chaffee was not present to vote on this item.

Regular Calendar

6. South County Traffic Relief Effort Update

Kurt Brotcke, Director, Strategic Planning, introduced Greg Nord, Section Manager, Strategic Planning, and provided a PowerPoint presentation for this item as follows:

- Background;
- Implemented/Planned Projects and Services;
- Transportation Corridor Agencies (TCA): South County Traffic Relief Effort – Project Study Report – Project Development Support;
- Conflicts with Current & Planned Projects (Areas A, B, C, and D);
- New Concepts:
 - Draft Alternative 22,
 - Draft Alternative 23;
- TCA: South County Traffic Relief Effort – Scoping; and
- Next Steps.



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6. (Continued)

A discussion ensued as follows:

- Director Muller stated the following:
 - Requested clarification on what the conflict is for Area B on Slide 5 of the PowerPoint. TCA dollars were spent to help build Los Patrones Parkway and why a conflict?
 - Has the Orange County Transportation Authority (OCTA) reached out to TCA to present these issues and try to get some answers?
 - TCA is not going to be as concerned about the Master Plan of Arterial Highways (MPAH) as they do not have that responsibility.
 - Conflict areas on Slide 6 of the PowerPoint indicate the express lanes are going to be studied, and OCTA needs to be involved in those conversations.
 - Can the work that OCTA has already done between Avenida Pico to the County line be repurposed into the TCA documents?

- Director Bartlett stated the following:
 - Noted, for the record, that draft Alternative 22 on Slide 7 of the PowerPoint mirrors the County of Orange (County) alignment. The County's position for the proposed alignment from Cow Camp Road to La Pata Avenue would be a non-tolled facility and differs from the TCA proposal.
 - Conflict Area B on Slide 5 of the PowerPoint:
 - The Oso Parkway bridge is the project the TCA paid \$32 million to the County to construct.
 - Los Patrones Parkway was paid for in different ways, the Rancho Mission Viejo development impact fee credits provided most of the funds.
 - Los Patrones Parkway, as it exists today, is a County road, and it is not a road that the TCA could potentially toll. The TCA would have to condemn the road, then turn it over to Caltrans to make it part of the state highway system.
 - The County is looking at potentially extending Los Patrones Parkway from Cow Camp Road to La Pata Avenue.

- Committee Vice Chair Delgleize inquired if there a mechanism for the funds to be repaid.



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6. (Continued)

- Darrell E. Johnson, Chief Executive Officer (CEO), and Mr. Brotcke responded to the Committee Members concerns as follows:
 - Area B on Slide 5 of the PowerPoint is the existing Los Patrones Parkway (from Oso Parkway to Cow Camp Road), and the TCA's proposal is to toll the whole portion.
 - The section of Los Patrones Parkway, between Oso Parkway to Cow Camp Road, is an arterial roadway and it is on the MPAH, which is an OCTA document.
 - Los Patrones Parkway is a public road, therefore, if it becomes a tolled facility there could be issues.
 - There are some implications as it relates to what future demand forecasting and modeling have indicated, and if there is a change, the assumptions around the overall network change.
 - Some Measure M2 competitive funding was used on Cow Camp Road, and it made certain assumptions about how it would connect between Antonio Parkway and Los Patrones Parkway, and changes would be inconsistent with the current MPAH.
 - The end of 2016 saw TCA's settlement agreement, and OCTA was not party to those discussions nor did OCTA have an understanding of what it contained.
 - Beginning in March 2017, OCTA started expressing, in writing, areas of concern and conflict, and some have modified over time, and examples were provided.
 - OCTA pursued a project study report (PSR) for high-occupancy vehicle (HOV) lanes from Avenida Pico to the San Diego (SD) County line with the California Department of Transportation (Caltrans) through a cooperative agreement:
 - This started in advance of the work proposed by the TCA for the larger set of activities.
 - This year, Caltrans informed OCTA that it would not sign the OCTA PSR, and OCTA has already invested approximately \$620,000. Instead, Caltrans signed the TCA PSR.
 - Some conflicts have been removed, however, there are remaining conflicts that OCTA would like to see screened out earlier.
 - The investment that Measure M2 has already made or is making should be respected.
 - Caltrans District 12 and TCA staff advised OCTA that their intent is to repurpose the work that OCTA has done between Avenida Pico to the SD County into the TCA documents (Option 23a). OCTA would prefer approval of its stand-alone PSR, and believes the project could be delivered sooner, faster, and better.



6. (Continued)

- There are impacts if an HOV lane that was paid with Measure M2 is converted into an express lane.
- Approximately \$120,000 was paid to Caltrans for oversight of the PSR and approximately \$500,000 was spent on the consultant efforts.
- OCTA does not believe there is a mechanism to recover any funds from Caltrans because it is a cooperative agreement.
- OCTA has not previously entered into an agreement with Caltrans and then stopped work.
- Regarding participation in the next phase of the Caltrans/TCA work, staff will follow the proper procedures as it relates to the environmental scoping process.

No action was taken on this receive and file information item.

Discussion Items

7. Chief Executive Officer's Report

Darrell E. Johnson, CEO, reported the following:

Beach Boulevard Corridor Study (Study) –

- OCTA is moving forward with Study.
- This 18-month study is OCTA's and Caltrans' effort to "Transform Beach" by identifying improvements along the corridor ranging from upgraded pedestrian, bike and transit facilities, to enhanced signal synchronization.
- OCTA conducted an initial public survey in May and is now seeking a final round of public feedback through an online survey at octa.net/beachstudy.
- OCTA partnered with the corridor cities to promote the survey, which closes October 26th.
- The Study will be completed in February 2020, and staff will bring the item to the Board of Directors for adoption.

8. Committee Members' Reports

Director Bartlett reported that the American Society of Civil Engineers (ASCE) recognized OCTA for its Interstate 5 HOV Improvement Project, and congratulated OCTA for earning ASCE's Construction Project of the Year award.



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8. (Continued)

Committee Vice Chair Delgleize reported that she recently attended the viewing of the Bushard Street bridge demolition. She congratulated OCTA, the OC 405 Partners, and Caltrans for all their work and stated it was amazing to watch all the machines work in such synchronicity during the demolition.

9. Closed Session

There were no Closed Session items scheduled.

10. Adjournment

The meeting adjourned at 11:05 a.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, November 4, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

Mark A. Murphy
Committee Chairman

Olga Prado
Assistant Clerk of the Board