



**Special Needs Advisory Committee
Meeting Minutes
May 22, 2012
1:00 p.m. to 3:00 p.m.
Orange County Transportation Authority
600 S. Main Street, Orange, CA
Conference Room 103/104**

Committee Members Present

Mallory Vega, *Acacia Adult Day Services*

Erin Woodmas [in place of Jane Neglia],
Dayle McIntosh Center

Diana Burkhardt, *Braille Institute*

Pethuru Lourthu, *Westview Services, Inc.*

Bob Tiezzi, *Intake Coordinator, OCARC*

Andrea Perde [in place of Sylvia Mann],
Office on Aging

Kathryn McCullough, *City of Lake Forest*

Paul Miller, *California State Fullerton*

Elizabeth Lee, *CalOptima PACE*

Sue Ray, *City of Anaheim Council Services*

Vicki Connely, *St. Anselm's*

Charles Mitchell, *American Legion*

Janice Wright [in place of Michael Castillo],
Dayle McIntosh Center

Henry Michaels, *Elwyn California*

Fran Gustin, *Law Office of Fay Blix*

Gloria Reyes, *ABRAZAR, Inc.*

Sandra Stang, *Housing & Transportation Committee*

Madeline Rae Jensen, *Office on Aging, Santa Ana*

Patricia Estrella *City of Tustin*

Alice Grant, *Community Organizations of Anaheim*

Janis White, *RCOC*

Karyl Dupée,

Committee Members Absent

Denise Simpson, *N.O.C. Community College District*

Penny Hinds, *Circle of Friends*

Sue Lau, *Polio Survivors Plus (AARP)*

Ronald Salda, *Hall Family Homes, LLC*

Ellen Schenk, *State of California Department of Rehab*

Judi Murray, *Program Director, Fairview Development Center*

Gary Osterbach, *Fountain Valley Advisory Committee*

Bill Turner, *Demiurgic Living Solutions*

Cencio Ulit, *C&R Guest Homes*

Denise Welch, *South County Seniors' Services*

Minaya Wright, *Integrity House*

1. Call to Order/Welcome

Chair Mallory Vega called the meeting to order at 1:05 p.m. and welcomed everyone.

Pledge of Allegiance

Vice Chair Charles Mitchell led the pledge of allegiance.

Self Introductions

Committee members, OCTA staff and guests introduced themselves.

Approval of Minutes

Chair Mallory Vega asked if there were any additions or corrections to the February 28, 2012 Special Needs Advisory Committee (SNAC) meeting minutes. A request was made to extend approval of minutes by Kathryn McCullough and Andrea Perde.

Chair Mallory Vega extended approval.

Chair's Report

Chair Mallory Vega transitioned her report to introduce the next agenda item.

2. ACCESS Driver "Exceptional Service Awards"

Chair Mallory Vega presented ACCESS Driver Exceptional Service Awards to three ACCESS drivers: Mr. Joseph Rodriguez, Mr. Stevanus Haryadi and Mr. John Hayes.

3. Election of Chair/Vice Chair

A quorum was held for Chair and Vice Chair nominations. Mallory Vega was nominated for the position of Chair and Charles Mitchell was nominated for Vice Chair. The committee unanimously agreed to nominate Mallory and Charles to serve in their current capacities for another term.

4. M2020 Plan

Alice Rogan, Strategic Communications Manger, provided an overview of the M2020 Plan on behalf of Tami Warren, Measure M2 Project Manager.

On February 27, 2012 a workshop was held at OCTA Headquarters with the Board of Directors to discuss how mobility could be expedited under Measure M2 (M2). The goal of the workshop was to educate Board members about strategies that could be implemented to ensure delivery of the entire M2 program on time – in spite of the current recession and substantial drop in sales tax revenues (about 40%).

In 2006, M2 was passed by 72% of voters. M2, like M1, has specific revenue allocations by mode: Freeways (43%), Streets and Roads (32%) and Transit (25%). Projects and programs included in M2 funding are categorized by letters A-X.

In 2007, an Early Action Plan was adopted by the Board. This 5-year plan was intended to jumpstart the M2 program by accomplishing nine improvement objectives for all modes and by investing \$5 billion into M2 projects and programs. In early 2012, all plan objectives had been accomplished and some minor projects were also completed.

Looking ahead, economic forecasts reveal expediting M2 freeway programs is key for remaining on schedule. Similar to the delivery of M1, an opportunity exists to capitalize on reduced costs of right-of-way, construction and materials, and incurring debt. By locking resources in early, OCTA hopes to take advantage of this favorable bidding environment and to avoid risks of future inflation, while keeping debt costs at a minimum.

The bottom-line goal of the M2020 plan is to deliver mobility sooner and as promised to Orange County residents.

A critical factor for the entire plan is the I-405, as it is the largest M2 freeway project, and as Measure M calls for the addition of a general purpose lane. Different funding options for M2 projects including the I-405 freeway (Project K) are: pay-as-you-go, issuing bonds against future sales tax revenue and issuing Measure M bonds.

A disadvantage of the pay-as-you-go option is that it will take much longer to collect revenue for project funding, which could delay project completion. If a bond-related option is selected, by year 2020, all M2 freeway projects will either be completed/in construction or environmentally cleared/ready for design and construction – making them shelf ready. Shelf-ready projects will easily attract additional funding, especially from state or federal sources.

No major improvements have been made to the I-405 since 1989. Public priority for I-405 improvements is high, closely following I-5 and SR-91 congestion needs. By the year 2040, traffic conditions are expected to increase by 35-40%. Project K intends to address these mobility issues along a 14-mile stretch of the I-405 freeway.

As part of the M2020 plan, four current alternatives exist for the I-405 project:

- Baseline Alternative (no build)
- Build Alternative 1: add one general purpose lane in each direction for \$1.3 billion
- Build Alternative 2: add two general purpose lanes in each direction for \$1.4 billion
- Build Alternative 3: add one general purpose lane in each direction and an express lane facility in the center of the freeway (funded by toll revenues), resembling the 91 Express lanes

All three build alternatives assume a design-build delivery method (similar to the 22 freeway project). The purpose is to delivery projects quicker.

Depending on which alternative is chosen, revenue from toll bonds may also be a possible funding source for other M2 projects.

On Friday, May 18, the I-405 environmental draft document was released for a 45-day public review period. After public input is received, an alternative for Project K will be chosen by the Board.

As part of the M2020 plan, up to \$1 billion will be provided for street and road improvement projects to expand roadway capacity and to protect pavement conditions. Over 2,000 traffic signals will also be synchronized across Orange County to ease traffic flow. In addition, grade separation projects under the OC Bridges program are on schedule and are expected to be completed in the next few years.

For transit, the M2020 plan is expected to:

- Expand Metrolink and improve train station facilities
- Extend high frequency service into Los Angeles (contingent on participation in funding partnership)
- Deliver improvements to connect Orange County to the planned state-wide higher speed rail project
- Begin construction on Board-selected fixed guideway extensions to Metrolink and work with the cities to provide bus and van connections to Metrolink
- Provide up to \$75 million in funding to expand mobility choices for seniors and persons with disabilities
- Provide up to \$50 million in funding to encourage development, implementation and operation of community transit services

As with the other modes, the environmental program for freeway mitigation and restoration would also continue, with 2 percent of gross revenues from the plan going to protect beaches from transportation-related pollution and improving the water quality.

In summary, OCTA has the potential to provide Orange County with more than what was promised for M2 on time, if not earlier. A locally-preferred I-405 alternative is expected to be known by July. In August, OCTA staff will go to the Board with the final recommendation on how to move forward with the M2020 plan.

Vice Chair Charles Mitchell asked how much work has been completed on I-405 bridges.

Alice Rogan, Strategic Communications Manager, explained no work has begun on bridges that will be impacted by the possible build alternatives, but bridges currently under construction and in range of the plan for Project K were already designed to accommodate freeway expansion.

Bob Tiezzi asked how far south Project K will reach.

Alice Rogan, Strategic Communications Manger, answered the end points vary by alternative, but Alternative 3 would reach the farthest, extending down to the SR-73 for a seamless connection.

Fran Gustin asked if Project K improvements would end at the Los Angeles border, resulting in another traffic problem.

Alice Rogan, Strategic Communications Manager, replied the 14-mile improvement stretch would end at the I-605 with a direct connector, making the transition between freeways much smoother. At this time, LA County is also considering the implementation of an I-405 express lane facility in their jurisdiction.

Gloria Reyes asked if any homes along the I-405 would be acquired in order to expand the freeway.

Alice Rogan, Strategic Communications Manager, responded that OCTA is not planning to acquire any homes. A few businesses may be impacted at some of the interchanges, but most right of way impacts will only involve taking slivers of property.

Gloria Reyes encouraged the board to consider Alternative 2 above Alternative 3, as poorer individuals would not be able to afford a toll road option.

Vice Chair Charles Mitchell asked if improvements between the I-5 and SR-57 would remodel the "Orange Crush".

Alice Rogan, Strategic Communications Manager, replied she was not sure, but would look into it. Regarding the segment backing up on the SR-22 freeway, Alice mentioned Caltrans may be looking into operational improvements separately.

A committee member asked if an onramp for the SR-55 North would be built as part of the improvements on the I-5 South.

Alice Rogan, Strategic Communications Manager, explained the onramp had been removed after traffic studies revealed ramp use was not in high demand, but would note the interest taken in restoring it.

Vice Chair Charles Mitchell asked for the schedule of public meetings and hearings addressing I-405 funding, construction alternatives and timelines.

Alice Rogan, Strategic Communications Manager, answered the meeting locations and times have been posted on the OCTA website and that an email would also be sent out to committee members confirming those locations and times.

Kathryn McCullough asked what impact studies had been done on the connector from the I-5 from the El Toro Y to the SR-73.

Alice Rogan, Strategic Communications Manager, responded OCTA would get back to her with that information.

Kathryn McCullough also asked about the proposed high speed rail (HSR) connections related to M2 and expressed her concern about OCTA spending time and money to prepare for it while plans for HSR are still up in the air and are unlikely to mature.

Alice Rogan, Strategic Communications Manager, explained OCTA is approaching the HSR situation with caution and is only working to keep doors open, in the event the HSR plans develop further. Building transit connections to HSR was part of the M2 plan from the beginning, but that may change after the 10-year M2 review.

Paul Miller asked if information is accessible on OCTA's website regarding what signals have or have not been synchronized. He also expressed a concern that there may be some coordination conflict between Caltrans and various cities on whose responsibility it is to maintain signal synchronization.

Alice Rogan, Strategic Communications Manager, answered the information is on the website and that a presentation will be given at the next meeting regarding OCTA's signal synchronization program.

Karyl Dupée asked how signals are selected for synchronization.

Alice Rogan, Strategic Communications Manager, responded there is a master plan of streets which identifies which signals are most important to synchronize for optimum traffic flow. She also mentioned synchronization cycles need to be updated about every three years; something that could have influenced the traffic setback Paul Miller experienced. Pedestrian crossings are another factor that can throw off synchronization cycles.

Vice Chair Charles Mitchell asked if the cities involved in the signal synchronization program are listed on OCTA's website.

Alice Rogan, Strategic Communications Manager, replied she believed there is such a list. In some cases, there are also various entities working on a particular synchronization segment when it affects traffic flow crossing jurisdictions.

5. Bus Transit Marketing Program

Stella Lin, Marketing Manager gave a presentation on the upcoming bus marketing program. The program is based on the CEO goals and Chairman initiatives for 2012 and is a result of the 2011 bus customer satisfaction survey findings. The main goal of this program is to increase ridership.

In celebration of OCTA's 40 years serving Orange County, the marketing department has created various promotional materials that thank frequent users of public transportation while also encouraging the public as a whole to utilize OCTA bus services.

“Dump the Pump” week is a short-term campaign that will also be used to encourage bus ridership during times of high gas prices.

The brand message of the long-term campaign is “I ride OCTA”, which showcases the perceived benefits of OCTA’s bus service and calls riders and non-riders to action.

Other upcoming campaigns include the OC Fair Express, route promotions and the summer youth bus pass.

Karyl Dupée asked if OCTA uses social media for marketing purposes.

Stella Lin, Marketing Manager, replied OCTA uses social media heavily.

Kathryn McCullough asked how the OC Fair Express cost worked.

Stella Lin, Marketing Manager, answered it is a total cost of \$5 – \$2 for fair entry and \$3 to use the bus round trip.

Vice Chair Charles Mitchell asked if the marketing department was planning to make bus coupons available in the Valpack mailings.

Stella Lin, Marketing Manager, commented they would consider that as an option, but it would depend on the right timing in order to be a successful and financially supportive tactic.

6. Bike Collaborative & Bike Month Campaign

Wes Parsel, Marketing, updated the committee on the upcoming “Let’s Bike” campaign. The ultimate goal of the campaign is to make Orange County residents more bike-conscious by causing them to reconsider every trip they make via car. By reinforcing education, encouragement, enjoyment and participation, OCTA hopes people will respond with a positive attitude toward biking and, as a result, pledge to participate in the “Let’s Bike” campaign.

Paul Miller suggested promoting the California helmet law as part of the campaign.

Wes Parsel, Marketing mentioned OCTA had been encouraged to use positive reinforcement to do so, and if possible, should work with police to reward those using helmets with a positive “ticket” or gift card.

Paul Miller suggested OCTA work with companies to offer helmets to children for free or at a discounted cost.

Kathryn McCullough suggested OCTA work with teams who teach safety at schools to give out helmets before the campaign takes place.

Vice Chair Charles Mitchell suggested handing out biking fact pamphlets or placing “Did You Know?” biking laws/facts inside OCTA buses.

Karyl Dupée suggested a good angle for marketing bicycling to seniors and persons with disabilities might be to promote its associated health and mental benefits.

Carolyn Mamaradlo, Planning reported on the progress OCTA has made in terms of developing a county-wide biking infrastructure and collaborating with cities involved.

A recent pilot planning effort was completed in the north Orange County area, Supervisorial District Four. The same approach will be taken with the remaining parts of the county – on a district by district level. The process focuses on consensus building and identifying a set of regional priority corridors and developing shelf-ready projects.

The main points of focus for last April’s Fourth District pilot effort were:

- Building consensus
- Improving connectivity
- Fostering partnerships
- Encouraging bicycling

The cities affected by the pilot program included: Anaheim, Brea, Buena Park, Fullerton, La Habra and Placentia.

The process involved four phases. The result of the planning effort was a bikeway strategy that identified ten regional corridors that address issues such as:

- Gap closures
- Connections to employment centers, colleges and universities
- Varying skill levels of bicycle users
- Continuous pathways across jurisdiction boundaries

Planning efforts resulted in a bikeway priority index, ranking projects by tier. The action plan is to move forward with easy-to-implement projects and then move forward with plans for the three major bikeway corridors in District Four. Over the next three to four years, OCTA will be taking the same approach with the remaining Districts in Orange County.

Vice Chair Charles Mitchell asked if OCTA is coordinating with Pacific Electric Right of Way.

Carolyn Mamaradlo, Planning, answered OCTA has not started work in that part of the County yet, but it is next on the list. OCTA is, however, working with SCAG in that corridor assessment and will promote/support whatever the cities involved decide to do.

Paul Miller asked if there is a higher demand now for bike holders on OCTA buses.

Carolyn Mamaradlo, Planning, responded SCAG is currently studying if bike racks on buses can feasibly and safely hold three bikes.

Alice Rogan, Strategic Communications Manager, commented OCTA has noted a three-bike rack is currently unsafe, so until newer technology can improve its safety, OCTA will not promote its use on OCTA buses.

7. June 2012 Service Change

Audrey Saller, Community Transportation Services, gave an update on the upcoming service change.

8. Measure M2 Project U Update

Dana Weimiller, Community Transportation Services Manager, updated the committee on Measure M2's Project U.

Dana Weimiller, Community Transportation Services Manager, also briefed the committee on OCTA's process to review its ACCESS service contract with Veolia and how they plan to move forward with measures of efficiency and effectiveness for the next service contract.

Paul Miller asked if OCTA is aware of any potential bidders aside from Veolia for the next contract, and if OCTA is obligated to choose based on a low-bid concept.

Dana Weimiller, Community Transportation Services Manager, answered OCTA is aware of potential companies who are likely to be interested, and that OCTA is not obligated to evaluate bids based on one factor.

Dana Weimiller, Community Transportation Services Manager, announced OCTA was the recipient of CalACT's outstanding paratransit award this past spring.

9. Update Reports

Eligibility Update

Gracie Davis, ACCESS Section Supervisor, provided an update on ACCESS eligibility.

Title VI Update

Dixie Cochran, Title VI Civil Rights Officer, gave an update on Title VI – federal regulation.

10. Committee member Comments

There were no committee member comments.

11. Public Comments

Jessica Deakyne, Community Transportation Services, asked if any committee members were aware of a human interest story that could be featured in the next ACCESS newsletter.

12. Adjournment

The meeting was adjourned at 3:08 PM. The next meeting is scheduled for August 28, 2012 at 1 PM.