



**Citizens Advisory Committee**

**January 15, 2013**

**1:00 – 3:00 p.m.**

**600 South Main Street, Orange, California, 92863**

**Conference Room 103**

**Agenda**

- 1. Chairman's Remarks** Patrick Pepper, *Chair, CAC*
- 2. Election of Chair & Vice-Chair**
- 3. Transit System Study Pilot Project Implementation (15 min)** Gary Hewitt, *Section Manger, Transit & Non-Motorized Planning*  
*Presentation*
- 4. February Bus Service Change (15 min)** Scott Holmes, *Manager, Transit*  
*Presentation*
- 5. I-5 South County Update (15 min)** Julie Toledo, *Outreach Project Manager*  
*Presentation*
- 6. Government Affairs & Board Update (15 min)** Lance Larson, *Exec. Director, Government Rel.*  
*Presentation*
- 7. Reports** Roy Shahbazian, *Chair, Bike/Ped Subcommittee*
  - Bicycle/Pedestrian Subcommittee
  - Staff LiaisonAlice Rogan, *Strategic Communications Manager*
- 8. Committee Member Comments**
- 9. Public Comments**
- 10. Adjournment / Next Meeting:** April 16, 2013

**Agenda Descriptions/Public Comments on Agenda Items**

The Agenda descriptions are intended to give notice to members of the public of a general summary of items of business to be transacted or discussed. Members from the public wishing to address the Committee 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.

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the OCTA at (714) 560-5611, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.



**Citizens Advisory Committee  
Meeting Notes  
October 16, 2012  
1:00 p.m. to 3:00 p.m.  
Orange County Transportation Authority  
600 South Main Street, Orange, CA  
Conference Room 103/104**

**Members Present**

<p>Paul Adams, <i>Fountain Valley Resident</i> Hamid Bahadori, <i>Automobile Club of Southern California</i> Ralph Bauer, <i>Council on Aging and City of Huntington Beach</i> Phil Bacerra, <i>Santa Ana Resident</i> Michael Brandman, <i>Building Industry Association</i> Vince Buck, <i>Cal State Fullerton</i> Dr. David Chapel, <i>OC School Boards Association</i> Terry Coakley, <i>Fountain Valley Resident</i> Doug Davert, <i>Tustin Resident</i> Tom Garner, <i>Retired Lieutenant from Laguna Hills</i> Dan Kalmick, <i>Huntington Beach Tomorrow</i></p>	<p>Leonard Lahtinen, <i>North O.C. Community College District</i> Larry Larsen, <i>Anaheim Hills Resident</i> Barbara Mason, <i>Boeing</i> Derek McGregor, <i>Trabuco Canyon Advisory Committee</i> Michael McNally, <i>UC Irvine</i> David Mootchnick, <i>Southern California Commuters Forum</i> Al Murray, <i>Tustin City Council</i> Pat Pepper, <i>Support Our Anaheim Resort</i> Roy Shahbazian, <i>Transit Advocates of Orange County</i> Jeff Thompson, <i>Tustin Planning Commission</i> Kara Watson, <i>Yorba Linda Resident</i></p>
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**Members Absent**

<p>Eric Altman, <i>La Habra Resident</i> Carla DiCandia, <i>Mission Hospital</i> John Frankel, <i>Rancho Santa Margarita Architectural Review</i> Greg Gantman, <i>Aliso Viejo Planning Commission</i> Dolores Gonzalez-Hayes, <i>Latino Health Access</i> James Leach, <i>Orange County Taxpayers Association</i></p>	<p>Dan Oregel, <i>Santa Ana Resident</i> Lyle Overby, <i>Building Industry Association</i> Jane Reifer, <i>Transit Advocates of Orange County</i> Linda Rogers, <i>League of Women Voters</i> Greg Smith, <i>Irvine Resident</i> Jacqueline Tran, <i>Santa Ana Resident</i></p>
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**1. Welcome/Chairman's Remarks**

Chairman Pat Pepper began the meeting at 1:05 PM and welcomed everyone.



## 2. I-405 Improvement Project Update

Jim Beil, Executive Director of Capital Programs, gave an update with Christina Byrne, Community Outreach Manager on the I-405 Improvement Project (Project K). Project K is still in the environmental phase, with the Public Comment period ending on July 17, 2012. Between May and July, more than 150 civic presentations were given, four public hearings took place, collaborations were made with various policy and stakeholder working groups and more than 1,200 public comments were received. Modifications were made to Alternatives 1, 2 and 3, in accordance with the following public concerns:

- Fairview Bridge replacement in Costa Mesa under Alternative 3
- Four business relocations in Fountain Valley (common to all alternatives)
- Parking impacts in Westminster (all alternatives)
- Relocation of the Almond Avenue soundwall in Alternative 2 and 3
- Traffic conditions at the Orange/LA County line
- Alternative 3 perception of HOV2+ takeaway when converting to HOV3+
- General negative perceptions of tolling, a perception of an HOV2+ takeaway when converting from HOV2+ to HOV3+ and issues related to transponders.

Pros and cons were presented for each modified alternative, highlighting a comparison of Area of Benefit concepts for Alternative 3's net toll revenues. OCTA staff recommended Alternative 3 as the locally preferred alternative (LPA) to the Highways Committee on September 17 and to the Board of Directors on September 24. The Highways Committee supported Alternative 1 as their recommended LPA, and the Board will decide which alternative to recommend on October 22. After selection, the Board's recommendation will be transmitted to Caltrans, who will ultimately decide the project preferred alternative. At this point, OCTA will also develop a financing plan and notify the California Transportation Commission (CTC) of their intention to use design-build procurement.

Dan Kalmick asked if CNG cars will receive a toll exemption, similar to other toll roads in Orange County, if Alternative 3 is selected. Jim Beil, Executive Director of Capital Programs, responded that the I-405 express toll facility will adopt a policy similar to the 91 Express lanes, which do not offer toll exemption for CNG vehicles. One difference in toll operation, however, is that HOV3+ will always be free on the I-405.

Dan Kalmick asked for clarification regarding a potential transition to an express toll facility in the future under Alternative 1 versus Alternative 2. Jim Beil, Executive Director of Capital Programs, explained that Alternative 1 leaves enough room to add one general purpose (GP) or toll lane in the future, whereas Alternative 2 does not. This is due to the fact that MAP-21 regulations state an existing GP lane cannot be converted into a high occupancy vehicle (HOV) lane unless an additional GP lane is built to replace it.

Dan Kalmick also asked for clarification on the difference between Alternative 2 and 3 concerning the need to move the Almond Avenue soundwall. Jim Beil, Executive



Director of Capital Programs, responded that Alternative 2 adds one more general purpose lane on the I-405 between the SR-22 and I-605 than Alternative 3. Under the worst case scenario for Alternative 2, the wall would be moved a maximum 10 feet.

Michael Brandman asked which alternative is environmentally superior.

Jim Beil, Executive Director of Capital Programs, replied that from an air quality standpoint, Alternative 1 improves conditions 50 percent less than Alternative 2 or 3. According to the raw numbers in the environmental document, Alternative 2 and 3 have a similar impact. It is important to note, however, that Alternative 3 also has an unquantified impact of air quality enhancement resulting from inducing trip reduction.

Michael Brandman expressed his concern that the environmental impact is not weighted more heavily in the I-405 Alternative consideration, though the decision could affect quality of life for Orange County residents over the next 50 to 100 years.

Barbara Mason asked for clarification on the alternative selection process. Jim Beil, Executive Director of Capital Programs, stated that because OCTA is making such a large local dollar investment (M2) in the I-405 project, the OCTA Board felt it appropriate to provide Caltrans with what they feel is the best alternative. Caltrans will document OCTA's opinion, but ultimately Caltrans' project development team will select the project preferred alternative in early 2013. The final environmental document is expected to be complete in Spring 2013.

Dr. David Chapel asked if there are calculations in existence for some trips that show how travel time on the I-5 freeway will be reduced, as it becomes more attractive to take the I-405 express toll facility. Jim Beil, Executive Director of Capital Programs, said there are no calculations that show improved travel time on the I-5 as a result of preferring I-405 tolls, but it is possible that traffic on the I-5 will be improved. Congestion management pricing on the I-405 will largely contribute to any possible I-5 impacts.

Paul Adams asked what the time frame is for receiving \$1.3 billion in toll revenue. Tami Warren, Measure M Program Management Office Manager, responded the toll revenue is expected to be received by approximately 2041.

Ralph Bauer expressed his concern that the long-term benefits of Alternative 3, particularly in terms of generating additional funding for M2 projects, was not emphasized enough to the OCTA Board on September 24. He believes Alternative 3 is the only realistic solution with the least cost to us now.

Jeff Thompson asked why slide 13 shows a large increase in the number of vehicles expected to travel on the I-405 for Alternative 3 (at 9,500 vehicles per hour) as compared to Alternative 2 (at 8,400 vehicles per hour), even though the number of existing lanes under each alternative is the same. This seems counterintuitive,



considering the fact that Alternative 3 features an additional HOV lane. Jim Beil, Executive Director of Capital Programs, explained that under Alternative 3, congestion management pricing is expected to increase overall toll lane travel speeds and thus increase the number of vehicles traveling through the corridor at a higher speed. The availability of a faster, more reliable trip may move cars out of the general purpose lanes and thus free up more capacity on the GP lanes.

Michael McNally stated he does not believe a HOV 3+ policy will induce trip reduction in light of the fact that the existing carpool lane system (2+) does not induce carpooling. He believes a 3+ policy will only lead to more cars on the freeway and a decrease in air quality. Jim Beil, Executive Director of Capital Programs, replied there are nationally published studies that prove conversion to a HOV 3+ policy will induce trip reduction; particularly for an express toll facility. The growth of HOV 3+ travels completed along the 91 Express lanes serve as a local example of this fact.

### **3. M2020 Plan Update**

Tami Warren, Measure M Program Management Office Manager, updated the committee on the status of the M2020 Plan.

After Measure M2 was passed by voters in 2006, a five-year Early Action Plan was adopted in 2007. There was an update to the plan in 2010 and sales tax revenue started flowing in during 2011. After the Early Action Plan was completed in 2012, the M2020 Plan was developed to ensure delivery of the whole Measure M2 program. It is an eight-year long program which capitalizes on assets early and avoids the unknown future of inflation. The M2020 Plan was approved by the Board of Directors on September 10, 2012. By the end of year 2020, two-thirds of the M2 program will either be completed or environmentally cleared for construction. The remaining one-third of the projects will be completed before the sunset of Measure M2 in 2041.

In order to ensure the M2020 Plan is properly funded, two steps must be taken:

1. Amend the M2 Transportation Investment Plan by allocating \$709 million (portion of savings) from Project J to Project K
2. Develop plan of finance and return to the Board within 90 days

The OCTA Board of Directors recommended an amendment to M2 on September 24 and the Taxpayers Oversight Committee (TOC) unanimously approved the proposed amendment on October 9. A public hearing has been scheduled for November 9. If the Board approves the amendment and plan of finance on November 26, the amendment will be adopted effective December 24.

Derek McGregor asked if the acquired M2 mitigation properties owned by OCTA are coupled together or scattered throughout the county and if they are large or small land grants.



Marissa Espino, Strategic Communications Officer, responded that OCTA has purchased five large properties, covering 950 acres. Four of the properties are located in Trabuco Canyon and the fifth property is located in the Brea area.

Derek McGregor asked if the property locations are available by GIS map.

Marissa Espino, Strategic Communications Officer, replied there are maps available, including property-specific fact sheets available on the OCTA website and she would forward the web link to him.

Tami Warren, Measure M Program Management Office Manager, stated the M2020 Plan is available for download at [www.octa.net/m2020](http://www.octa.net/m2020).

#### **4. SR-91 Project Update**

Fernando Chavarria, Community Relations Officer, presented an update on the SR-91 westbound and eastbound lane addition project:

- New 6-mile westbound and eastbound lane addition
- Additional eastbound exit lane
- Bridge widening (3)
- Ramp reconstruction (15)
- Additional lighting, signage, barriers
- Gantry replacement
- New 1.5-mile soundwall installation (90% complete)
- Bioswale and landscaping implementation
- Project completion estimated for late 2012

Larry Larsen asked if the Fairmont bridge over the 91 has been “resurrected.”

Fernando Chavarria, Community Relations Officer, said the development and implementation plan of that bridge is in the City of Anaheim’s court at this time.

#### **5. Election Look-Ahead**

Lance Larson, Executive Director of Government Relations, updated the committee on possible changes the OCTA Board and public committees could face in light of term expirations:

- Twelve of the 17 Board seats are up for selection this year (seven by Board term limits and five by city term limits)
- City Selection Committee will elect new Board members on November 15
- New Board members may choose to continue existing CAC member appointments or choose to appoint new members

Vince Buck asked for clarification on who can be appointed to the OCTA Board.

Lance Larson, Executive Director of Government Relations, said eligible candidates must be a seated, city-elected official. If a particular candidate is up for re-election and their election has not yet been certified, but it is perceived that they have the winning votes, they can be eligible. If that is not the case, the City Selection Committee will determine reappointment.

Vince Buck asked what happened when OCTA Board member Don Bankhead was recalled in Anaheim.

Lance Larson, Executive Director of Government Relations, answered the City Selection Committee decided at that time that it was better to leave his seat vacant until November 15 rather than fill it temporarily, since his term was up for expiration in December 2012.

#### **6. Fare Adjustment Update**

Andy Oftelie, Director of Finance and Administration, gave a presentation on the 2013 proposed bus fare adjustment.

OCTA staff is proposing a fare increase due to:

- Declining Farebox Recovery Ratio
  - Nearly unable to meet 20% mandate by Transportation Development Act (TDA) – could result in loss of funding
- Decreasing revenue
- Increasing costs
- Enhancing revenue
  - Necessary for meeting operating expenses, balancing 2012-13 budget and supporting long term service viability

Goals for the proposed adjustment include:

- Maintain proper Farebox Recovery Ratio
- Increase revenue (approximately 25% overall fare increase)
- Minimize negative impact to customers and operations
- Ensure equitable fare increase

Stella Lin, Marketing Manager, spoke of the intensive public outreach that was conducted for this proposed fare adjustment. Thousands of brochures and comment cards were distributed, and information was also distributed via on-bus communications, newspaper ads, direct mail, OCTA's website, online surveys, through social media and at various community and stakeholder meetings.



A public hearing for the proposed 25 percent fare increase will be held at OCTA headquarters on Monday, October 22. If the Board approves the increase on November 26, the increase will go into effect on February 10, 2013.

Dan Kalmick asked if a community meeting was held at the City of Seal Beach. Stella Lin, Marketing Manager, responded that Seal Beach was unable to coordinate a time to host a community meeting, so a meeting was held nearby at the City of Los Alamitos.

Director Greg Winterbottom suggested that OCTA come up with a new way to present proposals to increase bus fares. He said riders are currently paying 20 percent of the cost to operate the bus system and non-riders are paying for the remaining 80 percent through taxes. What we need is a new approach to the situation. We are coming to the customers asking for their opinion on the matter, which is clearly to not raise fares, but we don't have a choice at this point.

Phil Bacerra asked if there are any plans to incorporate OC link day passes with Orange County Metrolink expansion plans and offering monthly passes to encourage Orange County ridership using bus and train. Andy Oftelie, Director of Finance and Administration, replied the OC link pass fare will remain the same for now and a monthly pass is something that needs to be worked out with Metrolink.

Phil Bacerra asked which newspapers featured bus fare adjustment ads and suggested working with cities in the future to distribute important information through their resident email distribution lists. Stella Lin, Marketing Manager, answered the ads were placed in the OC Register, Excelsior, Nguoi Viet Daily News, Chinese Daily News (World Journal) and Korea Central Daily News.

Tom Garner asked if the 20 percent Farebox Recovery mandate was required by the state or federal government. Andy Oftelie, Director of Finance and Administration, said it is required by the state.

Tom Garner asked if legislation concerning gas prices could be proposed to counteract the 20 percent or bring it down to a more manageable percentage to avoid raising bus fares. Andy Oftelie, Director of Finance and Administration, said it is almost inevitable to avoid. OCTA is aware they will lose 8 percent of current riders if the fare is increased, but they will also generate about \$6.5 million more in needed revenue.

Ralph Bauer commented on how increased fares in combination with the expected inflation rate will adversely affect low income persons, bus customers and the next generation. The only way around this problem is to change the 20 percent mandate, whether through subsidies or other means.

Roy Shabazian, CAC Bicycle/Pedestrian Subcommittee Chair, commented on the decrease in quality bus customers have been seeing in the bus service provided by OCTA. He stated customers will be less likely to accept an increase in fares if the



quality is not also increased. This is evidenced by poor on-time performance of bus drivers, overcrowding on buses and lack of service frequency. Roy asked OCTA to do everything possible to balance the cost asked for in exchange for the quality of service provided.

Michael McNally asked if there was a way to increase fares only in certain areas within Orange County in order to keep costs lower in areas concentrated by low income individuals. Andy Oftelie, Director of Finance and Administration, responded they are required by Title VI to make sure the fare increase does not disproportionately impact any minority or low income individual. Under such a proposition, it would be very difficult to monitor Title VI compliance.

#### **7. New Website Launch**

The presentation for the new website launch was cancelled due to the lack of meeting time available. Anyone interested in seeing how the new OCTA website will operate can watch the "OCTA Website Launch Video" clip on YouTube here:  
[www.youtube.com/watch?v=xjVFBpHRYh4](http://www.youtube.com/watch?v=xjVFBpHRYh4).

#### **8. Update Reports**

- **Government Affairs**  
Lance Larson, Executive Director of Government Relations, had nothing further to report.
- **Bicycle/Pedestrian Subcommittee**  
Roy Shahbazian, Bicycle/Pedestrian Subcommittee Chair, reported that the Bicycle/Pedestrian Subcommittee met a month ago to discuss pedestrian priorities and to assess what could be done to address any related issues in Orange County. The subcommittee also received an update on non-motorized access to Metrolink stations. In terms of bikeway efforts, District 4 initiatives are underway, with District 1 and 2 initiatives moving forward in conception and corridor prioritization. The next subcommittee meeting will be held on December 18.
- **Staff Liaison Report**  
Marissa Espino, Strategic Communications Officer, had nothing to report, but invited Ed Alegre to give a brief update on the status of the Pacific Electric Right of Way (PEROW).

Ed Alegre, Strategic Planning, announced the Southern California Association of Governments (SCAG) is conducting a study to determine transit options for the existing PEROW between L.A. Union Station and the Santa Ana Regional Transportation Center. So far SCAG staff has recommended the following options for further study:



- No-build alternative
- Transportation System Management alternative
- Light rail transit alternative

In addition, the Steering Committee recommended including the low-speed maglev alternative for further study. SCAG staff will present both sets of recommendations to the SCAG Transportation Committee and Regional Council in early 2013. The OCTA Board has already taken action to oppose the low-speed maglev alternative, as it is an unproven technology. In addition, the OCTA Board also took action to reaffirm the preservation of the PEROW for future transit use, as it was identified in Measure M1. As owners of the right of way, OCTA and Metro will make the final decision on the best technology and modal options that will be used in the corridor.

Leonard Lahtinen stated he did not understand OCTA's position on the matter and wanted to know when OCTA was going to do something with the Orange County portion of the right of way.

Ed Alegre, Strategic Planning, stated the OCTA Board already took action to preserve the PEROW. SCAG will go to their Transportation Committee in January 2013 with the aforementioned alternatives. At that time, the Transportation Committee will approve either the SCAG staff recommendation or Steering Committee recommendation to the Regional Council in February 2013 for final approval. The Metro Board will take action on the recommendation following the Regional Council.

Chairman Pat Pepper asked when the OCTA Board would take a position regarding these alternatives.

Charlie Larwood, Strategic Planning Manager, said the OCTA Board wants to leave their options open, at least for the northern portion of the PEROW. For the meantime they are focusing on M2 and the Santa Ana/Garden Grove transit project, which will use a southern portion of the PEROW. As part of Metro's Measure R, funding has been identified for transit use along the corridor. However, Measure M2 is focusing on the expansion of Metrolink as far as rail transit uses.

Leonard Lahtinen asked if this topic could be agendized for further discussion. Chairman Pat Pepper said April 2013 may be a good time, depending on progress made between SCAG and Metro.

## **9. Committee Member Comments**

Dan Kalmick asked if the CAC could recommend items or issues to the OCTA Board for consideration.



Chairman Pat Pepper responded affirmatively, stating that committee members can send letters of recommendation to the Board.

**10. Public Comments**

There were no public comments.

**11. Adjournment/Next Meeting**

The meeting was adjourned at 3:05 PM and the next meeting will be held on January 15, 2012 at 1:00 PM at OCTA Headquarters.



**Citizens Advisory Committee  
Fiscal Year 2012-2013 Attendance Record**

● = Present

⊙ = Absent

R = Resigned

Member	7/17/12	10/16/12	12/18/11	1/15/13	
	Adams, Paul	●	●		
Altman, Eric	⊙	⊙			
Bahadori, Hamid	●	●			
Bauer, Ralph	⊙	●			
Bacerra, Phil	●	●			
Brandman, Michael	●	●			
Buck, Vince	⊙	●			
Chapel, David	●	●			
Coakley, Terry	●	●			
Davert, Doug	●	●			
DiCandia, Carla	●	⊙			
Frankel, John	●	⊙			
Garner, Tom	●	●			
Gonzales-Hayes, Dolores	⊙	⊙			
Kalmick, Dan	●	●			
Lahtinen, Leonard	●	●			
Larsen, Larry		●			
Leach, James	⊙	⊙			
Mason, Barbara	●	●			
McGregor, Derek	⊙	●			
McNally, Michael	●	●			
Mootchnick, David	●	●			
Murray, Al	●	●			
Oregel, Dan	●	⊙			
Overby, Lyle	⊙	⊙			
Pepper, Pat	●	●			
Reifer, Jane	●	⊙			
Rogers, Linda	●	⊙			
Shahbazian, Roy	●	●			
Smith, Greg	●	⊙			
Thompson, Jeff	⊙	●			
Tran, Jacqueline	⊙	⊙			
Watson, Kara	●	●			