



Citizens Advisory Committee

January 18, 2011

1:00 – 3:00 p.m.

600 South Main Street, Orange, California, 92863

Conference Room 103

Agenda

- 1. Welcome/Chairman's Remarks** Patrick Pepper, *Chair, CAC*
- 2. CAC Chairman/Vice-Chairman Elections**
- 3. Long Range Transportation Plan & Outreach Update** (10 minutes)
Presentation Greg Nord, *Transportation Analyst, Planning*
- 4. OCTA Vanpool Program** (15 minutes)
Review & Discussion Stella Lin, *Manager, Marketing*
Gordon Robinson, *Project Mgr, Planning*
- 5. OC Bridges – Grade Separation Update** (15 minutes)
Presentation Joe Toolson, *Program Mgr, Capital Programs*
Tresa Oliveri, *Outreach Mgr, External Affairs*
- 6. West County Connectors Update** (15 minutes)
Presentation Kenneth Oh, *Project Mgr, Capital Programs*
Christina Byrne, *Community Relations Officer, External Affairs*
- 7. Update Reports** (5 minutes each)
 - Metrolink Marketing Stella Lin, *Manager, Marketing*
 - M2 Triennial Performance Assessment Alice Rogan, *Comm. Rel. Officer, External Affairs*
 - Staff Liaison Report Alice Rogan, *Comm. Rel. Officer, External Affairs*
- 8. Committee Member Comments**
- 9. Public Comments**
- 10. Adjournment / Next Meeting: March 15, 2011**

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
November 16, 2010
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

Hamid Bahadori, <i>Automobile Club of Southern Calif.</i>	Linda Lindholm, <i>Laguna Niguel City Council</i>
Ralph Bauer, <i>Council on Aging and City of Huntington Beach</i>	Barbara Mason, <i>Boeing</i>
Judith Berry, <i>Orange County Taxpayers Association</i>	Derek McGregor, <i>Trabuco Canyon Advisory Committee</i>
Neil Blais, <i>Rancho Santa Margarita City Council</i>	Michael McNally, <i>UC Irvine</i>
Michael Brandman, <i>Building Industry Association</i>	David Mootchnick, <i>Southern California Commuters Forum</i>
Vince Buck, <i>Cal State Fullerton</i>	Al Murray, <i>Tustin Planning Commission</i>
Dennis Ellsworth, <i>Garden Grove Planning Commission</i>	Bob Niccum, <i>Buena Park Library Board of Trustees</i>
John Frankel, <i>Rancho Santa Margarita Architectural Review</i>	Pat Pepper, <i>Anaheim Hills Citizen Coalition</i>
Greg Gantman, <i>Aliso Viejo Planning Commission</i>	Roy Shahbazian, <i>Transit Advocates of Orange County</i>
Leonard Lahtinen, <i>North O.C. Community College District</i>	Jeff Thompson, <i>Tustin Planning Commission</i>

Members Absent

Brian Bist, <i>Santa Ana Environmental & Transportation Committee</i>	Nahla Kayali, <i>Family Resource Center</i>
Gordon Bricken, <i>Santa Ana Resident</i>	Jeffrey Lalloway, <i>Irvine Finance Commissioner</i>
Frank Cobo, <i>Westminster Resident</i>	Lyle Overby, <i>Building Industry Association</i>
Devin Dwyer, <i>Huntington Beach City Council</i>	Jane Reifer, <i>Transit Advocates of Orange County</i>
Beatrice Jones, <i>Garden Grove Resident</i>	John Tengdin, <i>Engineering Consultant</i>

1. Welcome

Committee Chairman Pat Pepper began the meeting at 1:00 PM and welcomed everyone.

2. Draft Long Range Transportation Plan & Outreach

Marissa Espino, Senior Community Relations Specialist, External Affairs, provided an update on the outreach efforts for the Long Range Transportation Plan (LRTP). Ms. Espino began her presentation by telling the committee that the official outreach program has started and the Draft LRTP is being shared with the community. She said the public is being informed of the results of the original feedback they shared during the first initial phase of outreach. A mailer has been created and will be sent out to

encourage the public and stakeholders to visit OCTA's website to review the Draft LRTP and the Executive Summary on-line as well as to announce LRTP Open House on December 8. Ms. Espino briefly discussed the details of the Open House and what it would entail – information boards, staff on hand to answer questions, and a rolling PowerPoint presentation featuring the LRTP's goals and objectives. She indicated most of the outreach for the LRTP is being done on-line. The mailer showed the LRTP Open House date, overviews of what the LRTP should focus on and what were accomplished of Measure M1 and Measure M2 since the last update in 2006. Ms. Espino presented a mock up of the mailer to the committee and asked for their feedback.

Several committee members expressed concern about using the survey results in the flyer since the results were based on only 130 respondents. Ms. Espino replied that the final mailer had not been printed yet and the survey results would be removed.

Ms. Espino also indicated as part of the outreach program, a general questionnaire was being made available on-line with the Draft LRTP and Executive Summary. She said the questionnaire was designed to be very general and the questions were separated by transportation modes. She provided a copy of the survey questions for the CAC committee and asked for members' input.

A committee member asked after the public comment period closes what the next steps will be. Mr. Greg Nord, Transportation Analyst, Planning, stated all comments and information will be gathered and incorporated into the LRTP and by February 2011, the LRTP will go back to the OCTA Board of Directors for approval.

Mr. Nord then showed the Draft LRTP PowerPoint presentation which will be made available on-line for the general public to read and will be presented at the Open House. The presentation breaks the Draft LRTP into sections:

- Purpose of the LRTP
- Meeting future needs and challenges
- Goals and objectives of the LRTP
- Solutions for rail transit, bus and express bus, freeways, bikeways, streets and roads
- Financial forecast for the next 25 years

Mr. Nord asked the committee members for their input on the slides within the presentation. Some of the key elements the committee members wanted to have included were:

- Clarify the addition of 400,000 revenue vehicle hours of bus service – Is service new or is it a restoration of services?
- Clarify "general purpose" lanes
- Identify the preservation and maintenance of existing bikeways
- Clarify streets and roads project are contingent upon city implementation

After Mr. Nord's discussion of the Draft LRTP PowerPoint presentation, Ms. Rogan told the committee that if they had any additional questions about the Draft LRTP, the Executive Summary and any of the additional information mailed in the agenda packet (staff report, constrained and unconstrained project lists), to contact Mr. Nord.

Several members of the committee asked about the outreach efforts of the Draft LRTP Open House and why there was going to be only one. Ms. Espino replied OCTA is limited in its abilities due to lack of funding and because of the history of low attendance. To boost attendance, members suggested e-mailing the Orange County cities' 34 planning commissions. It was also suggested that CAC members notify chambers and organizations with which they are associated. Ms. Espino said an e-blast was being sent out to key stakeholders and the outreach team was doing speakers bureau presentations as well.

3. Transit System Study Update & Outreach

Mr. Gordon Robinson, Project Manager, Planning, provided an update on OCTA's Transit System Study. He noted the new name of the study from the System Wide Transit Study to Transit System Study.

Mr. Gordon told the CAC Committee at this point the framework and approach of the study is being worked through with the OCTA Board of Directors, the consultant team, TMD, and the executive management team to focus on what OCTA wants to see out of the study. He also stated that OCTA has met with approximately 20 internal and external stakeholders such as the Transit Advocates of Orange County, UCI Transportation Advocates and well as Orange County bus riders. Mr. Gordon said the highlights of the study timeline include having developed the implementation strategies by springtime and presenting the draft plan sometime by May or June 2011.

Mr. Gordon stated a market assessment was done which took a look at different aspects of Orange County. Those aspects included:

- Population Density
- 2008 Employment Density
- Population Change
- Employment Change
- Median Household Income
- Education Level
- System Ridership
- Service Productivity
- Subsidy Per Passenger Boarding
- Farebox Recovery
- Service Speeds

He said that from all these aspects a framework was developed which included 5 themes:

- Transit Markets – Equity in all service
- Service Design – Flexible route service
- Service Standards/Performance
- Partnerships – public/private
- Fare Policy – keep fares same, raise fares?

He provided a hand-out of questions which will be used as part of the Transit System Study and asked for feedback from the committee. The question he asked was if OCTA should provide bus service equally across Orange County or should it be focused in areas where people need it most (Equal Service in All Areas – Equity). Committee members had varying degrees of interpretation on the question. Overall concern of committee members was the use of the word 'provide' and it was felt the word 'focus' should be used instead.

The committee members contributed many open-ended questions to the discussion with many of the questions being centered on geographical needs, basic minimum social service, tiered fares based on the demand of service and creating partnerships (e.g. cities and businesses).

Alice asked the committee if it wanted to have a roundtable to further discuss the handout questions and it was agreed to be a good idea. However, Mr. Gordon indicated there was a short deadline of getting the study's online discussion board ready, so it was determined the roundtable would need to be arranged as soon as possible.

Ms. Stella Lin, Manager, Marketing showed the Transit System Study website and indicated status updates would be provided on a continuing basis. She said printed comment cards would be distributed on board buses and at different community centers. She again reiterated that the Transit System Study online discussion board would be going live soon and the committee's comments would need to be submitted as soon as possible.

4. Pacific Electric ROW Study

Wendy Garcia, Senior Transportation Analyst, Planning, introduced Philip Law, Program Manager, Southern California Association of Governments (SCAG).

Mr. Law presented the Pacific Electric Right-of-Way (PE ROW) Alternative Analysis.

Mr. Law said the purpose of the alternatives analysis is to develop a locally preferred strategy (new transportation options) by using the historic PE ROW to provide transportation improvements for corridor communities. He said the study is a cooperative effort with SCAG conducting the study, working in cooperation with OCTA and LA Metro, who are co-owners of the PE ROW. Once a locally preferred strategy is in place it will be up to OCTA and LA Metro to determine whether/how to move forward. Currently, LA Metro has funding due to the passage of Measure R, the half-cent sales

tax for Los Angeles County financing new transportation projects. The PE ROW study area extends 20 miles from the city of Paramount to Santa Ana and will evaluate connections to Los Angeles Union Station and Santa Ana Regional Transportation Center.

Mr. Law said a series of community meetings were held in the study area where community members learned about the study's goals and objectives and attendees were asked for their input on current and future transportation challenges and possible solutions. Mr. Law indicated public participation is comprised of elected official and stakeholder briefings, steering, technical advisory and community meetings.

Some of the top transportation challenges and issues:

- Existing and future highway and freeway congestion constrain travel
- Lack of alternatives to the automobile
- Lack of connection to the regional transit system
- Transit usage faces challenges – convenience, speed, schedule, connections to major destinations
- Improvements to bicycle and pedestrian access

Some of the top possible solutions:

- Interest in providing fast, convenient transit service in the corridor, but concern over negative impacts (e.g. noise, aesthetics, property value impacts, etc.)
- Support for rail alternative
- Support for linear pedestrian/bicycle facility – connecting communities with walking/biking trails
- Interest in potential for transit as a catalyst for economic development/revitalization projects

Mr. Law stated that the study is in the initial screening phase, looking at initial sets of alternatives with the preferred alternative ready by late 2011. Based upon the first round of public meetings and input from the advisory committees, the following Initial Set of transportation alternatives has been identified and is currently being evaluated:

- No Build – complete only transportation improvements which already have committed local, regional, state or federal funding
- Transportations Systems Management – Maximize the use of existing transportation network through minor improvements
- Bus Rapid Transit – Provide high-speed bus service operating in dedicated lanes along PE ROW between Los Angeles and Orange counties
- Streetcar – Build a community-oriented, light rail-like system
- Light Rail Transit – Build a rail system similar to the Metro Gold and Blue lines in Los Angeles County

- Multiple Unit/Sprinter – Build a self-powered rail system similar to the Sprinter service in northern San Diego County
- High Speed Rail – Build a grade-separated, high speed rail system
 - Conventional
 - Maglev

In conclusion, Mr. Law provided dates of additional community meetings, and the schedule of the PE ROW Alternative Analysis through Fall 2011. For more information, he recommended the committee visit www.pacificelectriccorridor.com.

5. Update Reports

Election Updates

Kris Murray, Executive Director, Government Relations provided the results of the City Selection Committee meeting held on November 13, 2010, which met to vote on the OCTA board seats that are expiring.

The results of the voting were:

- The committee selected Chairman Jerry Amante and Director Miguel Pulido to serve another term.
- Fountain Valley Mayor Larry Crandall was selected to serve in the second district seat, which is currently held by Director Allan Mansoor who is moving to the State Assembly.
- Fullerton Mayor Don Bankhead was selected to serve in the fourth district seat, which is currently held by Director Art Brown who is termed out.
- Lake Forest Mayor Peter Herzog was selected to serve in the fifth district seat, which is currently held by Director Richard Dixon.

Ms. Murray said all new Board members are expected to be sworn in later this year.

She also provided results of the 2010 California State Propositions elections.

Passed Propositions:

Proposition 20 – Yes

- Requires the 14 member Citizens Redistricting Commission created by Proposition 11 to be responsible for redrawing the redistricting lines for the state's congressional seats, as a result of the 2010 United States Census. Prior to Proposition 20's passage, this would have been the responsibility of the State Legislature.
- Proposition 22 – Yes
Reduces or eliminates the state's ability to use state fuel tax revenues to pay debt service on transportation bonds, borrow or change the distribution of state fuel tax revenues, redirect redevelopment property tax revenues or temporarily shift these

funds, and use vehicle license fee revenues to cover state-imposed mandate costs. Repeals any conflicting state laws enacted after October 20, 2009.

- Proposition 26 – Yes

It expands the two-thirds vote requirement by the state legislature to include specific fees and charges which are currently authorized by a majority vote. It requires that fees or charges adopted by the legislature that conflict with this measure between January 1, 2010 and November 2, 2010, to be repealed within one year unless the previously adopted fee is reaffirmed by a two-thirds vote.

Ms. Murray said it is currently unclear whether Proposition 26 requires the “gas tax swap” to be reaffirmed by a two-thirds vote. As part of the fiscal year 2010-2011 state budget, the “gas tax swap” took away the revenue source for Proposition 42 by eliminating the sales tax on gasoline, and increasing the excise tax. The excise tax revenues then are used to fund transportation bond debt and transportation projects.

Failed Propositions:

- Proposition 19 – No

Would have legalized the possession and cultivation of limited amounts of marijuana for personal use by those 21 years of age and older, and allowed various commercial related activities

- Proposition 21 – No

It would have increased the vehicle registration fee by \$18, with revenues used to fund the state park system. A small portion of revenues would have also been used for wildlife conservation. In return, vehicles subject to the increased fee would be allowed entry into the state parks for free.

- Proposition 23 – No

It would have suspended the implementation of AB 32 until the state’s unemployment rate reached 5.5 percent for four consecutive quarters. It likely would have impacted the state’s cap-and-trade system, as well as implementation of renewable energy standards and low carbon fuel standards. Unlikely that it would have impacted implementation of SB 375.

- Proposition 24 – No

It would have repealed various corporate tax modifications implemented as part of the state budget agreements in 2008 and 2009. This would have included portions of the net operating loss provision, “single sales” tax factor, and sharing of tax credits.

- Proposition 27 – No

Would have repealed the Citizens Redistricting Commission and returned the authority to draw district boundaries for the State Assembly, State Budget, and Board of Equalization to the State Legislature.

Bicycle Mobile App Review

Ryan Armstrong, Manager, Digital Communications, introduced a new application for the iPhone called "Get Me There on a Bike." Mr. Armstrong said it was an application developed with the City of Anaheim; Anaheim had the financial resources and developers and OCTA had the data (every bike route in Orange County). The application provides bike routes all over Orange County, bike directions, points of interests, bicycle shops as well as the ability to save routes and add your own points of interests. Mr. Armstrong said Version 1.0 will be launched in the first quarter of 2011. A committee member suggested the app show where the nearest bathrooms are along the bike routes.

Staff Liaison Report

Alice Rogan, Community Relations Officer, reported on the election results of the OCTA board seats:

- Director Curt Pringle termed out and is being replaced by Anaheim Mayor-elect Tom Tait
- Director Art Brown termed out and is being replaced by Fullerton Mayor Don Bankhead
- Director Allan Mansoor was elected to the State Assembly and is being replaced by Fountain Valley Mayor Larry Crandall
- Director Richard Dixon's position on the board will be filled by Lake Forest Mayor Peter Herzog

Ms. Rogan said with the new appointments on the OCTA Board, there may be some impacts on the CAC committee in the new year.

6. Adjournment

Meeting was adjourned at 3:05 p.m. Next CAC meeting is scheduled for January 18, 2011, at 1:00 p.m.

**Citizens Advisory Committee
Fiscal Year 2010-2011
Attendance Record**

● = Present

⊙ = Absent

R = Resigned

Member	Meeting Dates						
	7/20/10	9/21/10	11/16/10	1/18/11	3/15/11	5/17/11	
Bahadori, Hamid	●	●	●				
Bauer, Ralph	⊙	⊙	●				
Berry, Judith	⊙	●	●				
Bettencourt, Phil	●	●	R				
Bist, Brian	●	⊙	⊙				
Blais, Neil	⊙	⊙	●				
Brandman, Michael	●	●	●				
Buck, Vince	●	⊙	●				
Cobo, Frank	●	⊙	⊙				
Dwyer, Devin	⊙	⊙	⊙				
Ellsworth, Dennis	⊙	⊙	●				
Frankel, John	●	●	●				
Gantman, Greg	●	⊙	●				
Jones, Beatrice	⊙	⊙	⊙				
Jorgensen, Roberta	n/a	n/a	n/a				
Kayali, Nahla	⊙	⊙	⊙				
Lahtinen, Leonard	●	⊙	●				
Lalloway, Jeffrey	⊙	⊙	⊙				
Lindholm, Linda	⊙	⊙	●				
Mason, Barbara	●	●	●				
McGregor, Derek	●	●	●				
McNally, Michael	⊙	●	●				
Mootchnick, David	⊙	●	●				
Murray, Al	●	⊙	●				
Niccum, Bob	●	⊙	●				
Overby, Lyle	●	●	⊙				
Pepper, Pat	●	●	●				
Reifer, Jane	●	●	⊙				
Shahbazian, Roy	●	●	●				
Tengdin, John	⊙	⊙	⊙				
Thompson, Jeff	●	●	●				

Presentation Items

Draft Long-Range Transportation Plan Update

DRAFT LONG-RANGE TRANSPORTATION PLAN

—— Destination 2035 ——

December 8, 2010 OPEN HOUSE



station 1

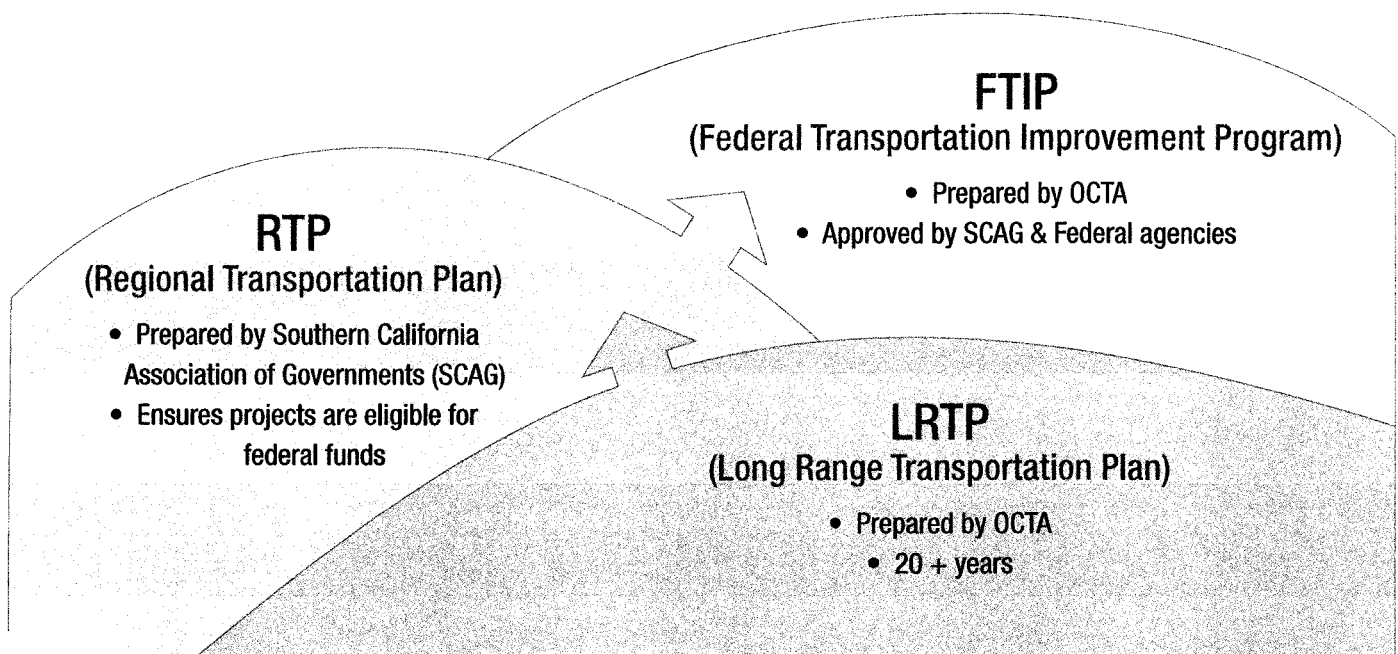
Background & Projections



Why Does OCTA Prepare a Long Range Transportation Plan (LRTP)?

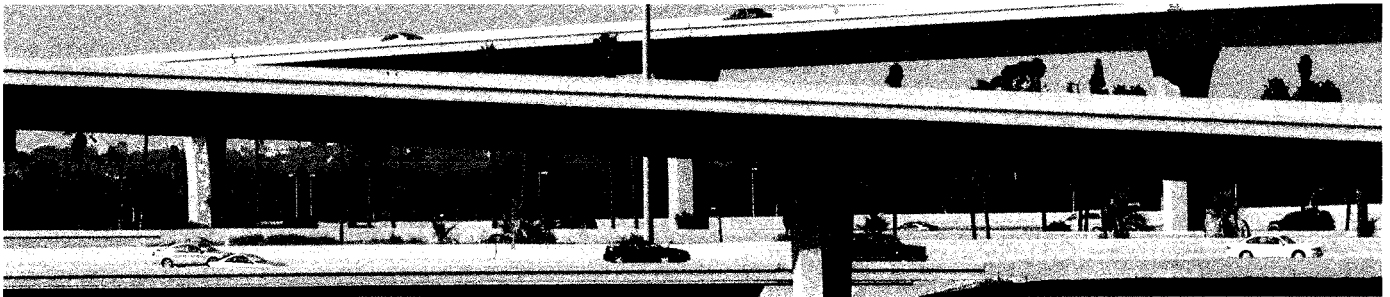
- Sets a transportation vision for Orange County for the next 25 years
- Builds off the vision of the voter-approved Measures M1 and M2
- Prepared every four years to reflect updated demographic projections, economic conditions, new regulations, and other issues
- Develops appropriate multimodal strategies that aim to tackle the challenges of the future while honoring past commitments
- Provides Orange County's input to the Regional Transportation Plan to qualify Orange County projects for federal funding

LRTP Inputs into Other Transportation Plans



Maintaining Orange County's Economy and Quality of Life

- Orange County's population is the third largest in California and fifth in the nation
- Population is anticipated to grow by nearly 15 percent from 2008 to 2035
- The number of residents over 65 years of age is forecast to nearly double by 2035
- Employment will increase by over 10 percent from 2008 to 2035
- If Orange County were a country, its gross metro product (GMP) in 2008 would rank 45th in the world



Changes since the 2006 LRTP

- 1** **Measure M Extended Through 2041.** In November 2006, voters overwhelmingly approved a 30-year extension of the half percent (0.5%) sales tax measure (Measure M2) that will provide \$13.85 billion in additional locally-controlled funds for transportation priorities through 2041.
- 2** **Passage of Proposition 1B.** State Proposition 1B provides \$19.9 billion for transportation infrastructure investment statewide. Over \$760 million was allocated to Orange County.
- 3** **Environmental Legislation.** State Legislature passed Senate Bill 375 (SB 375) in 2008, requiring that regional transportation plans include strategies to reduce greenhouse gas emissions from automobiles and light trucks.
- 4** **Economic Recession.** Since 2008, transportation revenues from sales taxes, state and federal government grants, and other sources have substantially declined since the 2006 LRTP. Transit service has been restructured to adjust to the economic reality.

Achievements since the 2006 LRTP

- **Passage of Measure M2**
- **Highways**
 - Widened the Santa Ana Freeway in Buena Park
 - Added carpool lanes and other improvements on the Garden Grove Freeway (SR-22)
- **Arterials**
 - Widened Laguna Canyon Road and El Toro Road
 - Initiated several railroad grade separation projects
 - Established Traffic Light Synchronization Program for 10 arterial streets across the county
- **Transit**
 - Opened the Buena Park Metrolink station
 - Built 1,500-space parking structure at the Irvine Station
 - Added Metrolink rail service on the weekends
- **Services**
 - Implemented a countywide vanpool program
 - Participating in the Southern California 511 traffic information service
 - Leveraged new state and federal funding sources



Orange County Daily Person Trip Growth (2008 Baseline-2035 Baseline)

- Overall daily trips increase by 12%
- 11% increase within Orange County (over 1.1 million trips)
- 12% increase to and from Los Angeles County
- Over 100% increase to and from Riverside County
- About 90% increase to and from San Bernardino County
- About 11% increase to and from San Diego County

Source: OCTAM 3.3

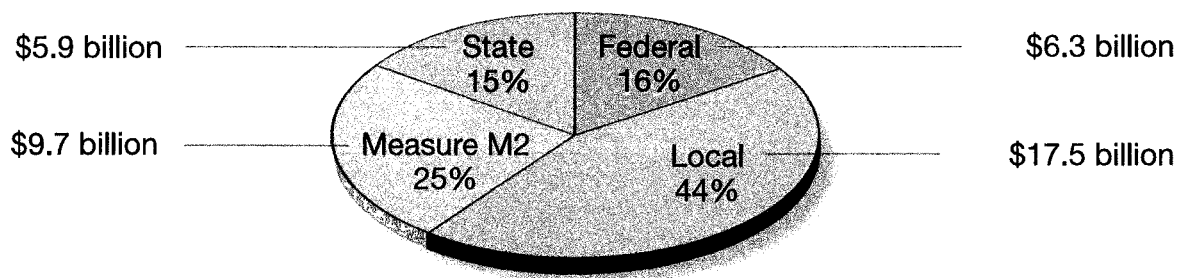
Orange County Household and Employment Growth (2008 - 2035)

Year	Household (million)	Employment (million)
2008	1.04	1.62
2035	1.17	1.80

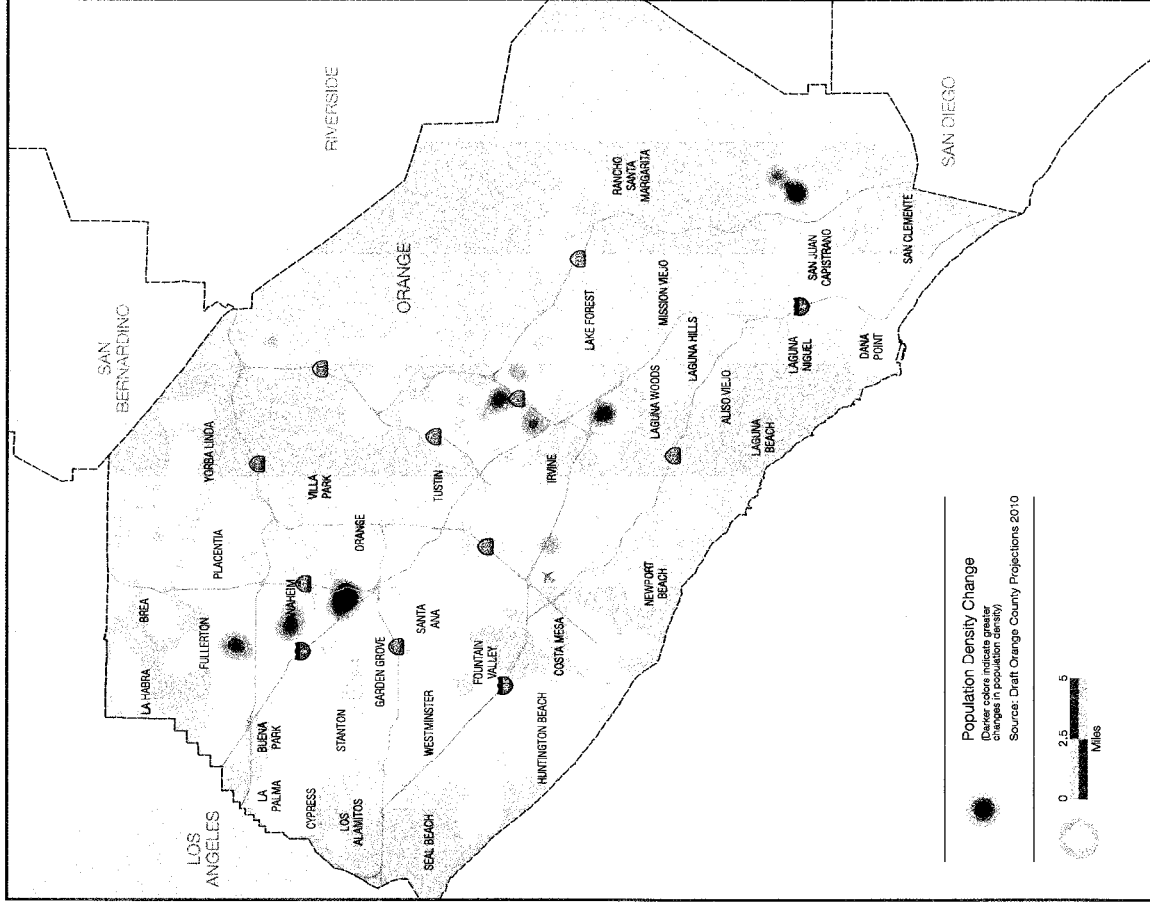
Source: Draft Orange County Projections 2010

Projected 25-Year Revenues (FY 2011-2035)

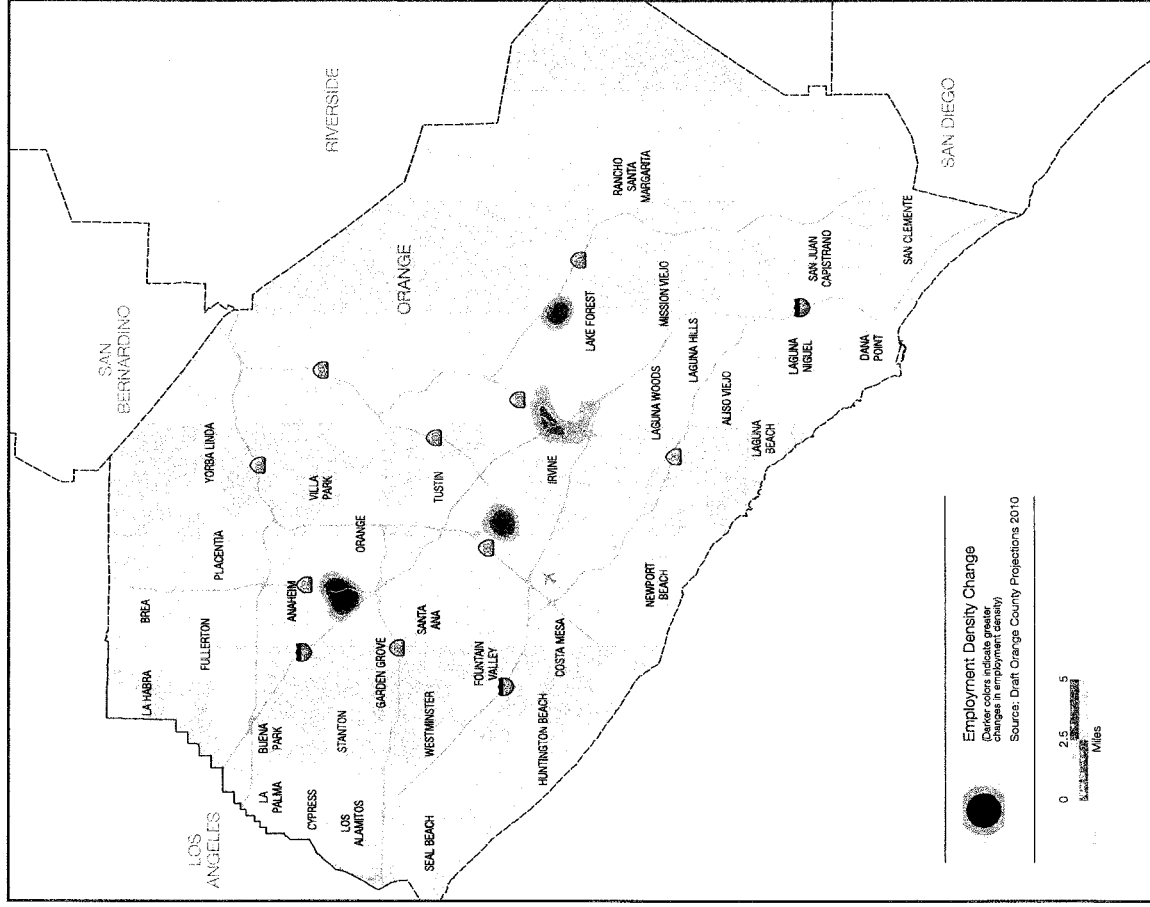
\$39.4 billion total



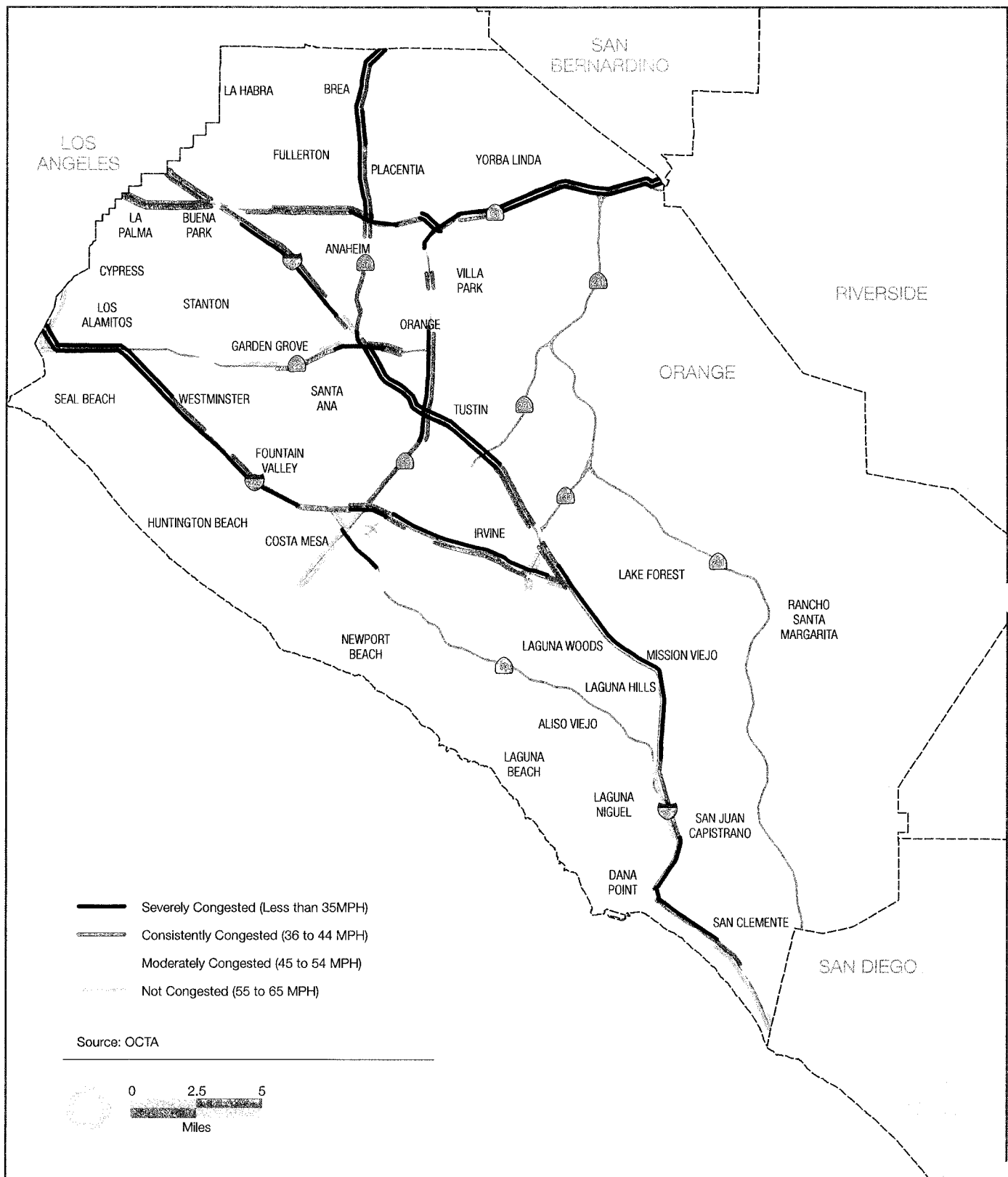
2008-2035 Orange County Population Density Difference



2008-2035 Orange County Employment Density Difference



Year 2035 Baseline Freeway Performance



LRTP Goals

1 Expand Transportation System Choices

Objectives:

- Expand travel options across modes including transit, driving, bicycling, walking, and ridesharing opportunities
- Improve connectivity to/from employment and regional destinations
- Ensure multimodal integration throughout the transportation system

2 Improve Transportation System Performance

Objectives:

- Increase person throughput across all modes
- Improve travel speeds
- Improve travel time
- Improve roadway and transit level of service

3 Ensure Sustainability

Objectives:

- Ensure timely maintenance of transportation infrastructure investments
- Consider all costs and environmental impacts when making transportation investment decisions
- Develop innovative funding and project delivery strategies to reduce taxpayer costs

Solutions: Major Plan Elements

- More frequent Metrolink service
- Add approximately 400,000 revenue vehicle hours of bus service including “Go Local” rubber-tired service
- Support construction of two fixed guideways (Anaheim, Santa Ana-Garden Grove)
- Implement express bus routes for longer-distance travel
- Add 300 vanpools, doubling existing service
- Add 750 miles of bikeway networks (75 percent increase)
- Test bike sharing programs at key Metrolink stations
- Support connections to the California high-speed rail system
- Add 414 lane miles to freeway and HOV network including new toll pricing projects (including TCA)
- Implement continuous access on HOV facilities*
- Complete 800 additional lane miles of Master Plan of Arterial Highways
- Construct 10 key road/rail grade separations
- Expand signal synchronization on 750-mile network
- Implement M2 environmental strategies

** Continuous HOV access on all HOV lanes except where barrier separation is required for safety purposes.*

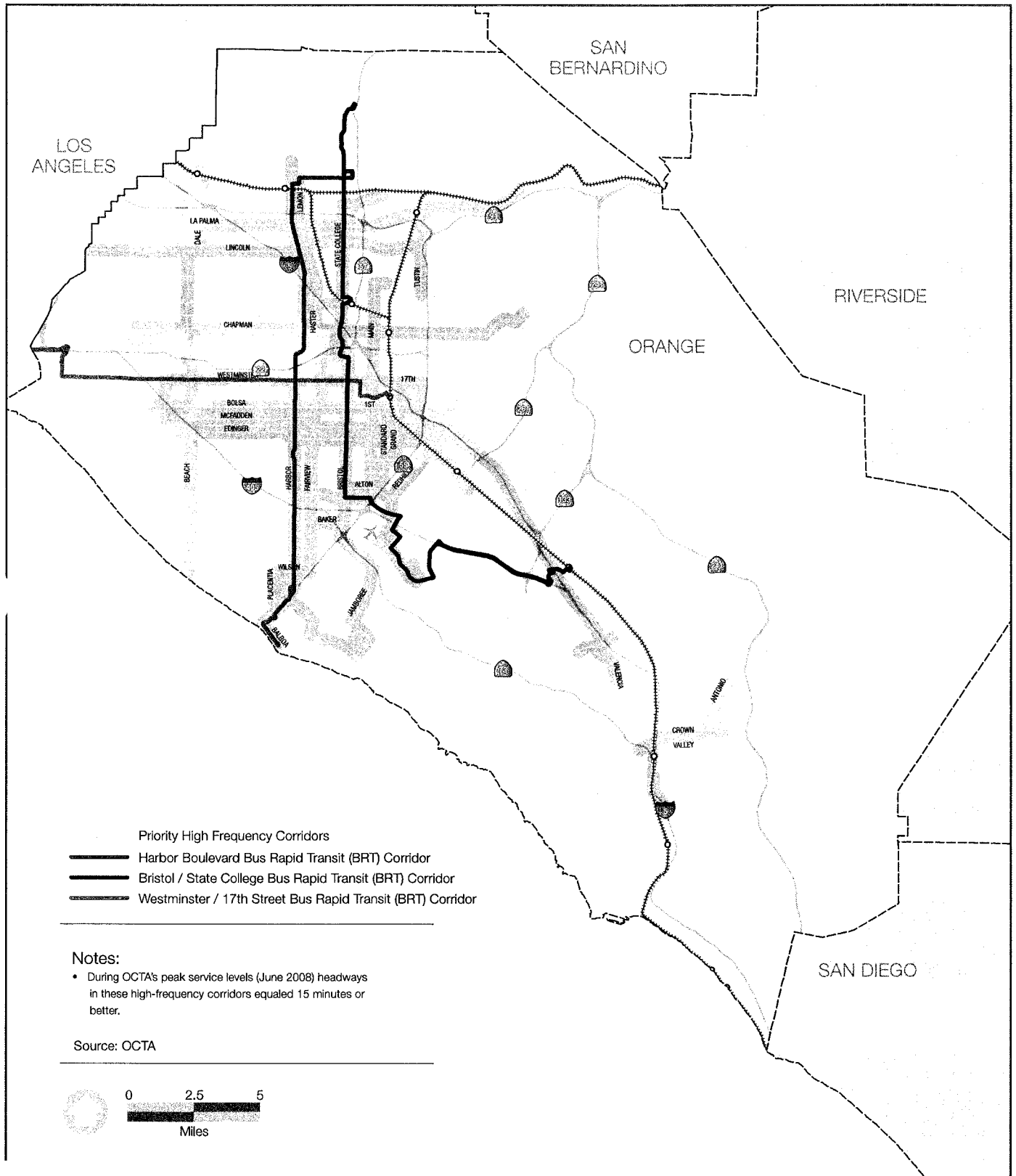


station 2

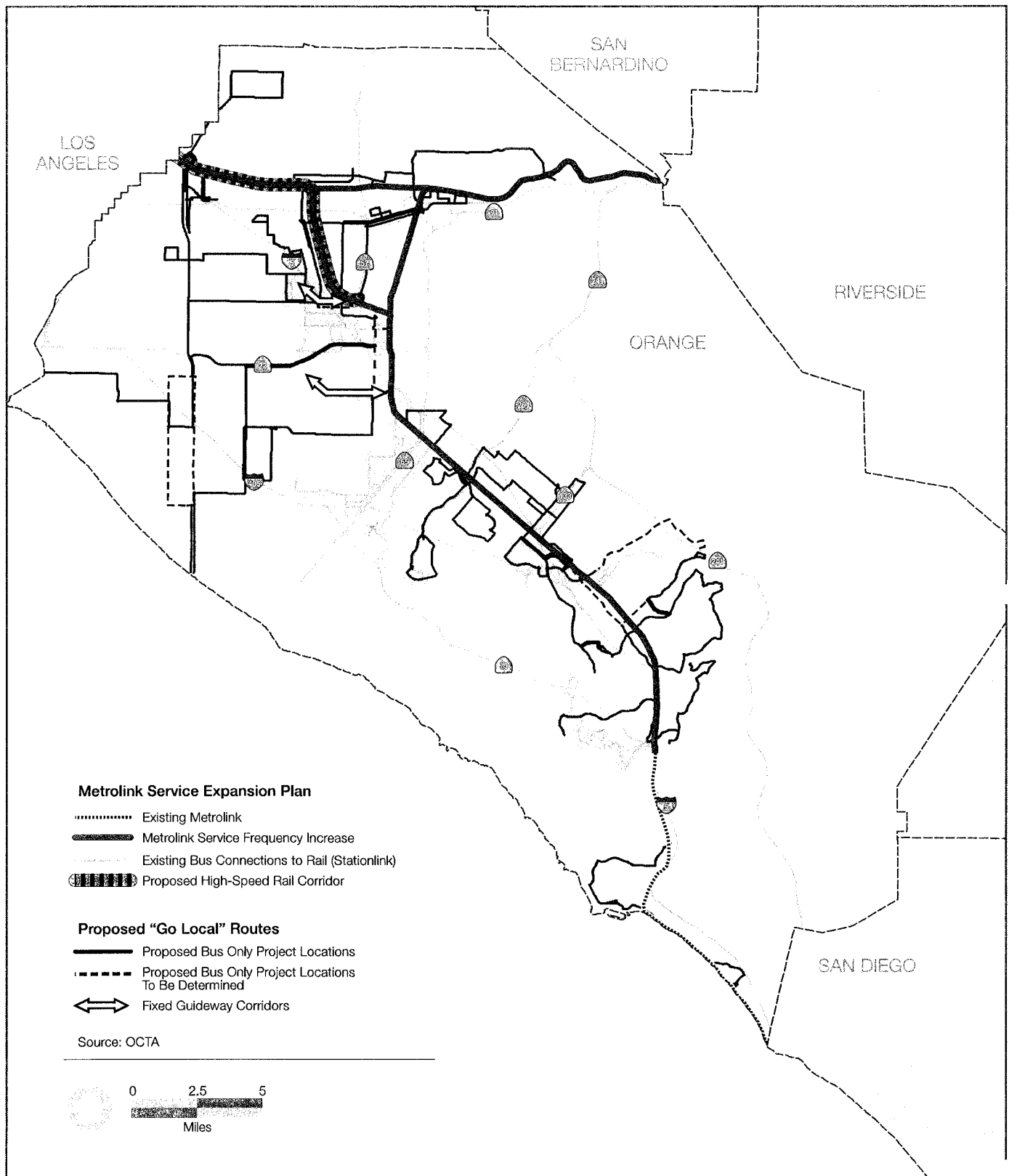
Transit & Alternative Modes



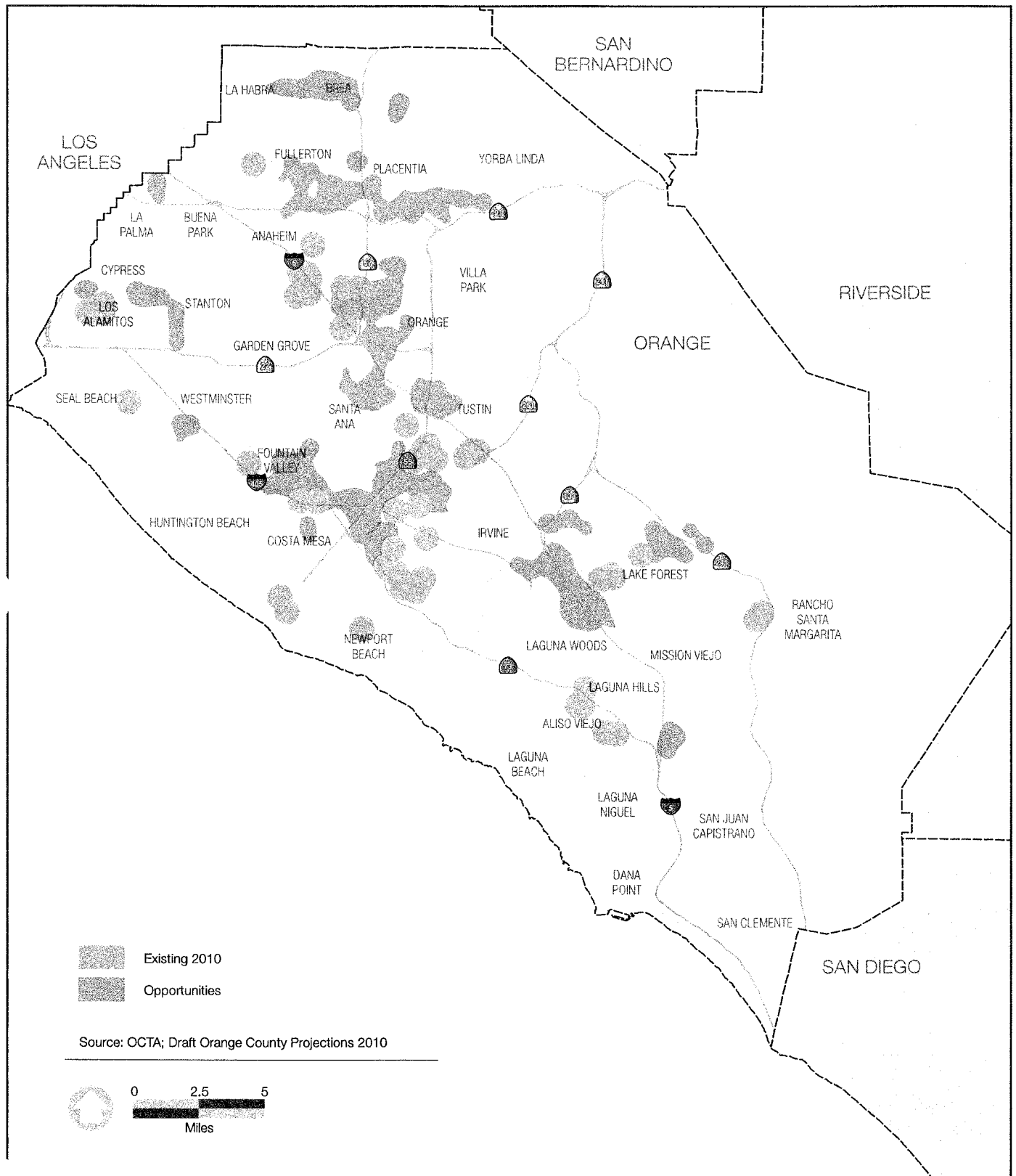
Preferred Plan: High Frequency Bus Corridors and Planned BRT Routes



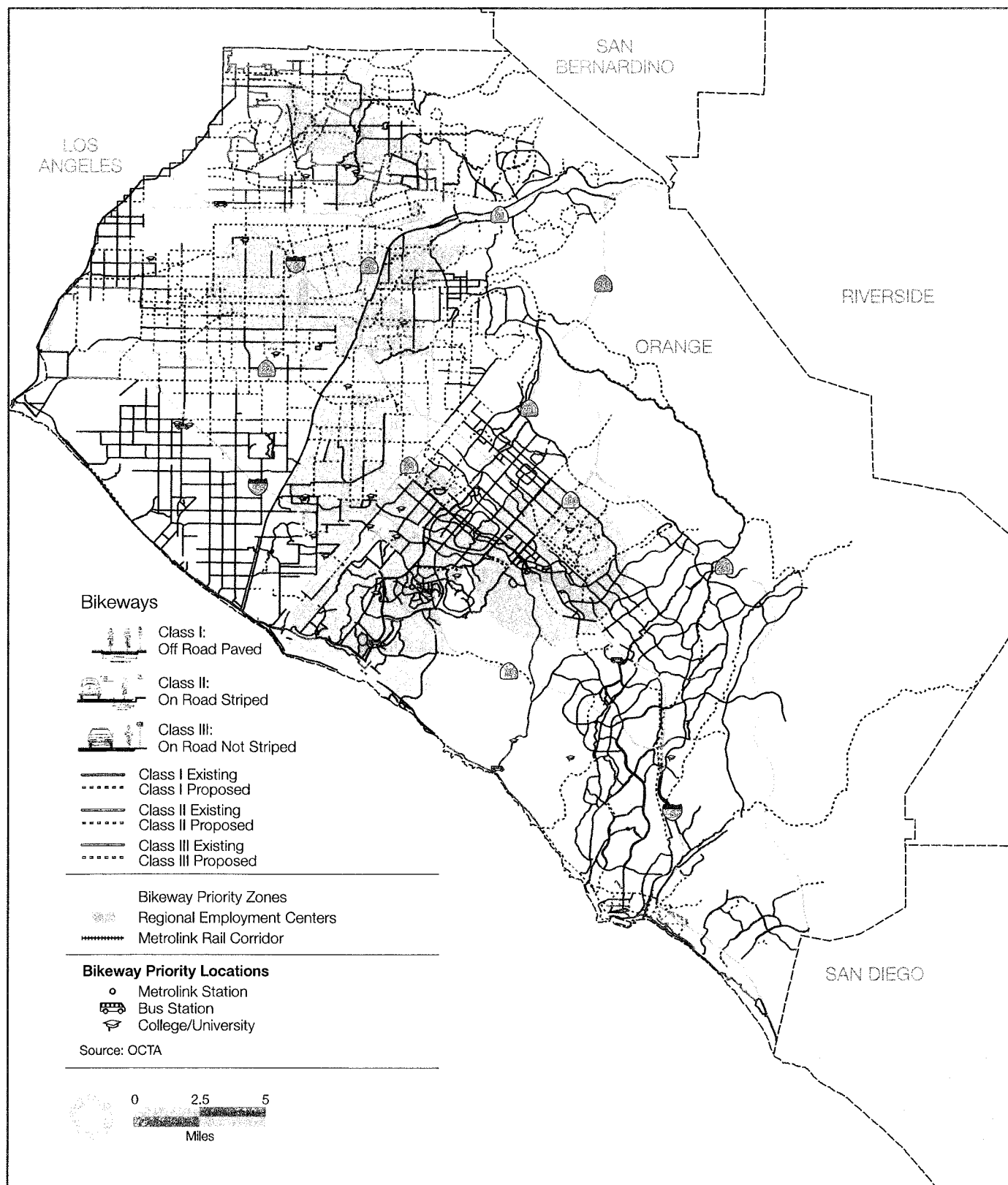
Preferred Plan: Priority Rail Improvements and Proposed "Go Local" Routes



Preferred Plan: Vanpool Opportunity Areas and Destinations



Preferred Plan: Commuter Bikeways Strategic Plan



Express Bus

- Express Bus: Irvine - Norwalk
- Express Bus: The Block at Orange - Long Beach Transit Mall
- Express Bus: South Coast Metro - Wardlow Blue Line Station
- Express Bus: Aliso Viejo - Irvine
- Express Bus: San Clemente - UC Irvine - South Coast Metro
- Express Bus: Rancho Santa Margarita - Irvine
- Express Bus: Anaheim Resort - Laguna Hills
- Express Bus: Anaheim Metrolink Station - Laguna Hills Transportation Center
- Express Bus: Riverside - Brea
- Express Bus: Riverside - Anaheim Resort
- Express Bus: Riverside - Irvine Business Complex/UC Irvine
- Express Bus: City of Industry Metrolink Station - Anaheim Resort

Source: OCTA

0 2.5 5
Miles

Bus Rapid Transit

- Bus Rapid Transit: Beach Boulevard
- Bus Rapid Transit: La Palma Avenue
- Bus Rapid Transit: Katella Avenue
- Bus Rapid Transit: Edinger Avenue
- Bus Rapid Transit: Tustin/San Juan Capistrano

Rail

- Improve Fullerton Transportation Center
- Improve Santa Ana Transportation Center
- High-Speed Rail: California - Nevada
- LOSSAN Capacity Increase (Tunnel): San Juan Capistrano - San Diego Line
- Metrolink Service Expansion: South of Laguna Niguel/Mission Viejo

Bus

- Systemwide Local Bus Service Expansion (not mapped)
- Central County Express Bus Service Expansion (not mapped)

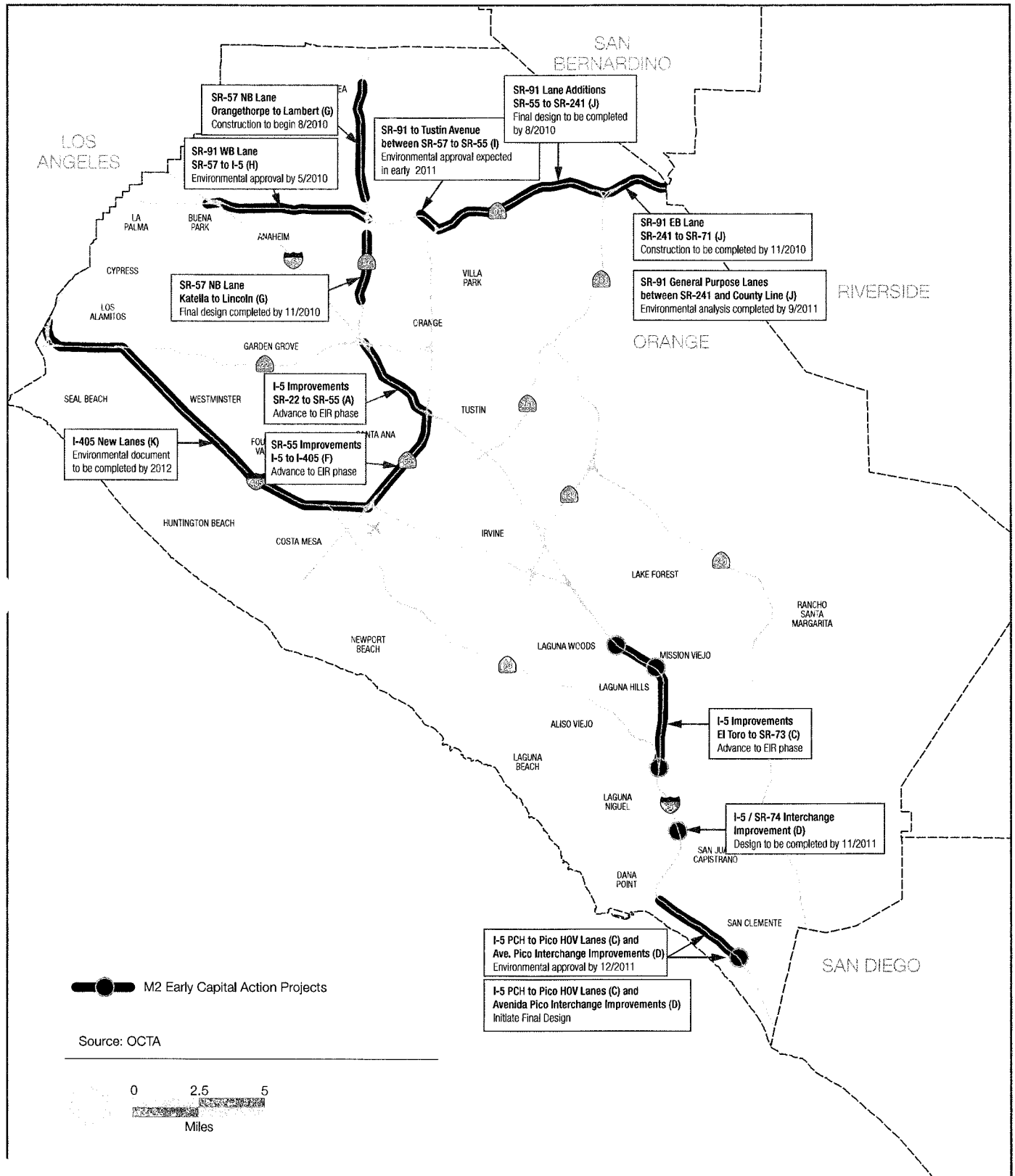


station 3

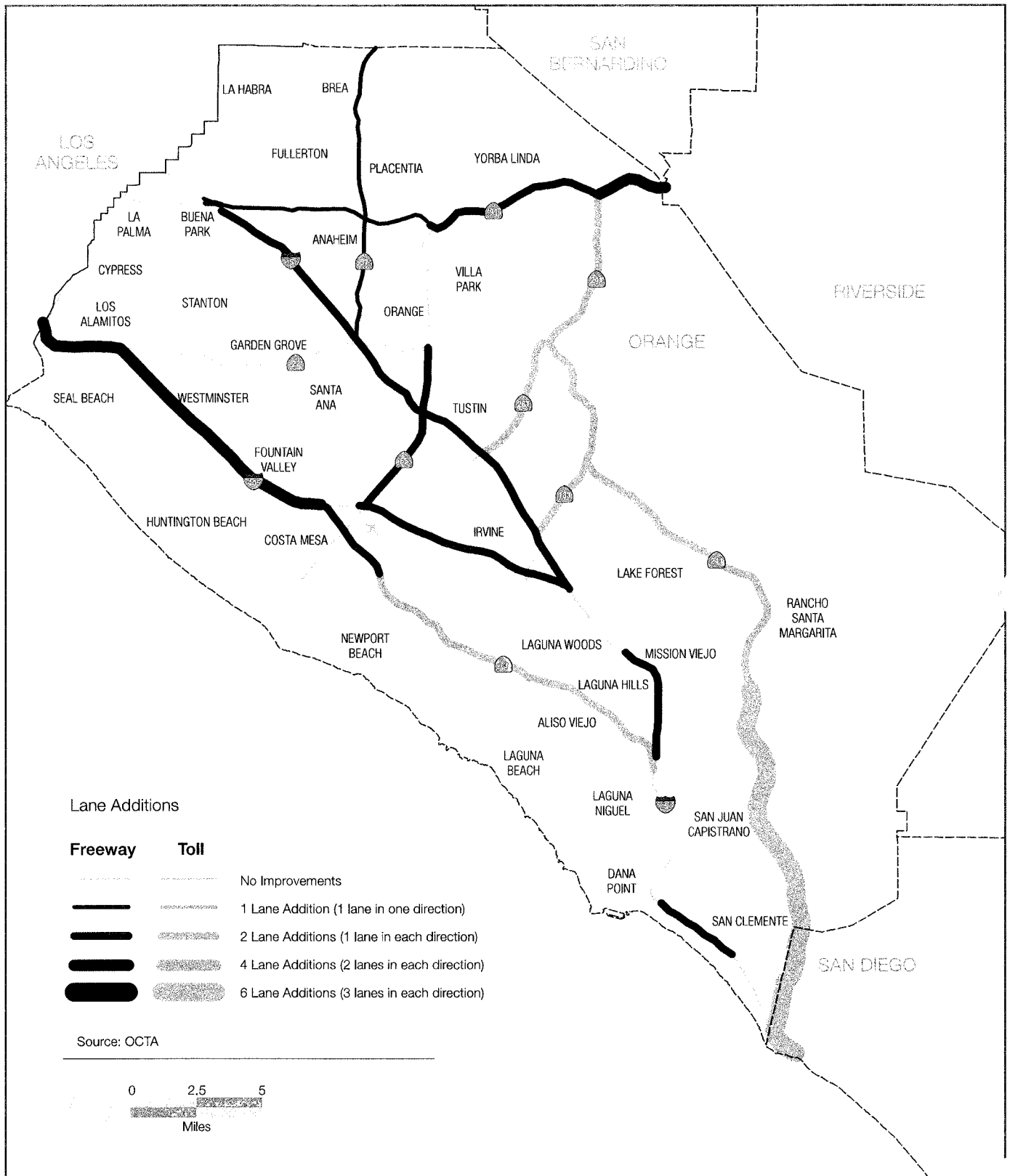
Freeways & Streets



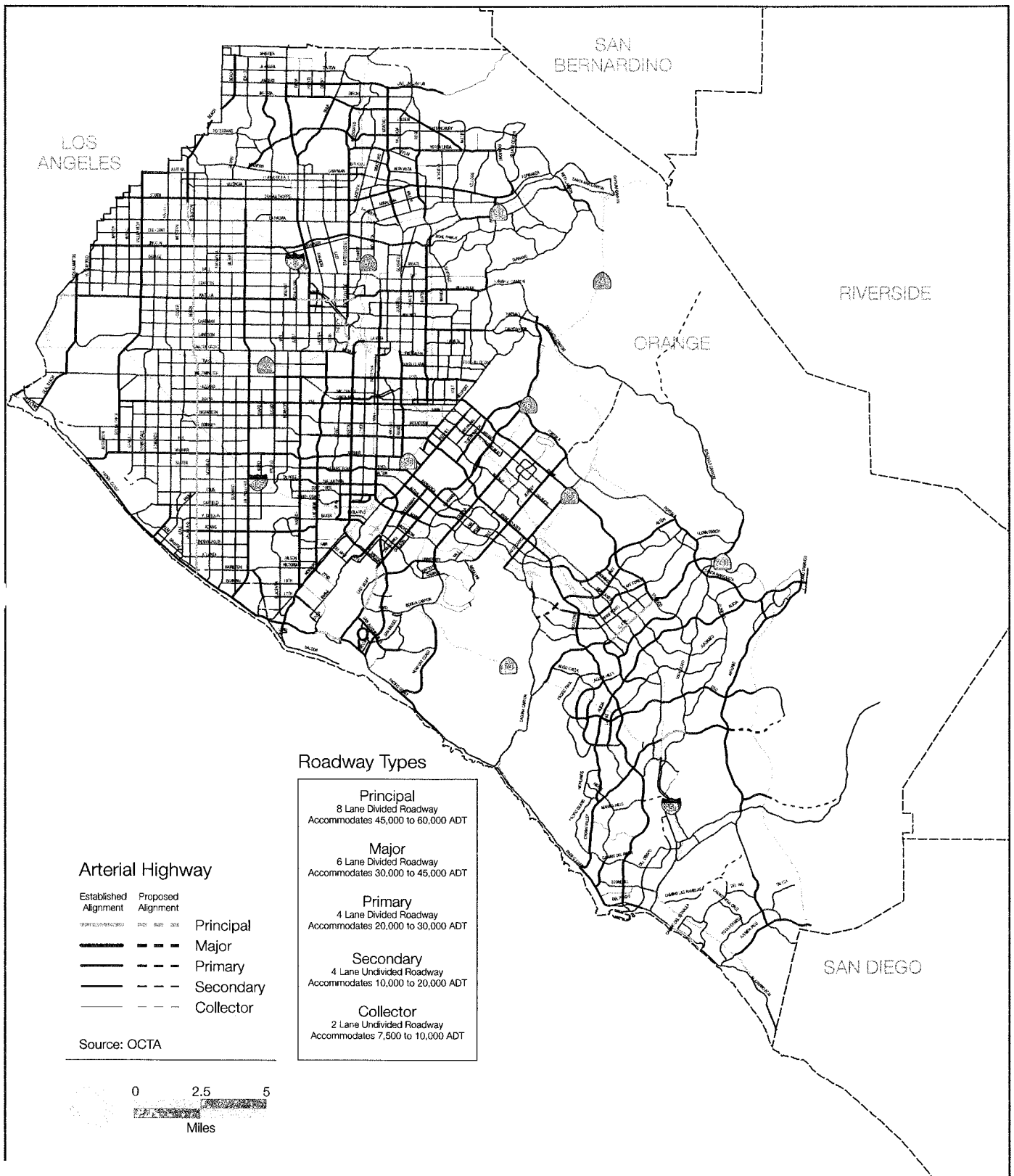
Preferred Plan: Measure M2 Freeway - Early Implementation Projects



Preferred Plan: Freeway Lane Additions from 2008 to 2035



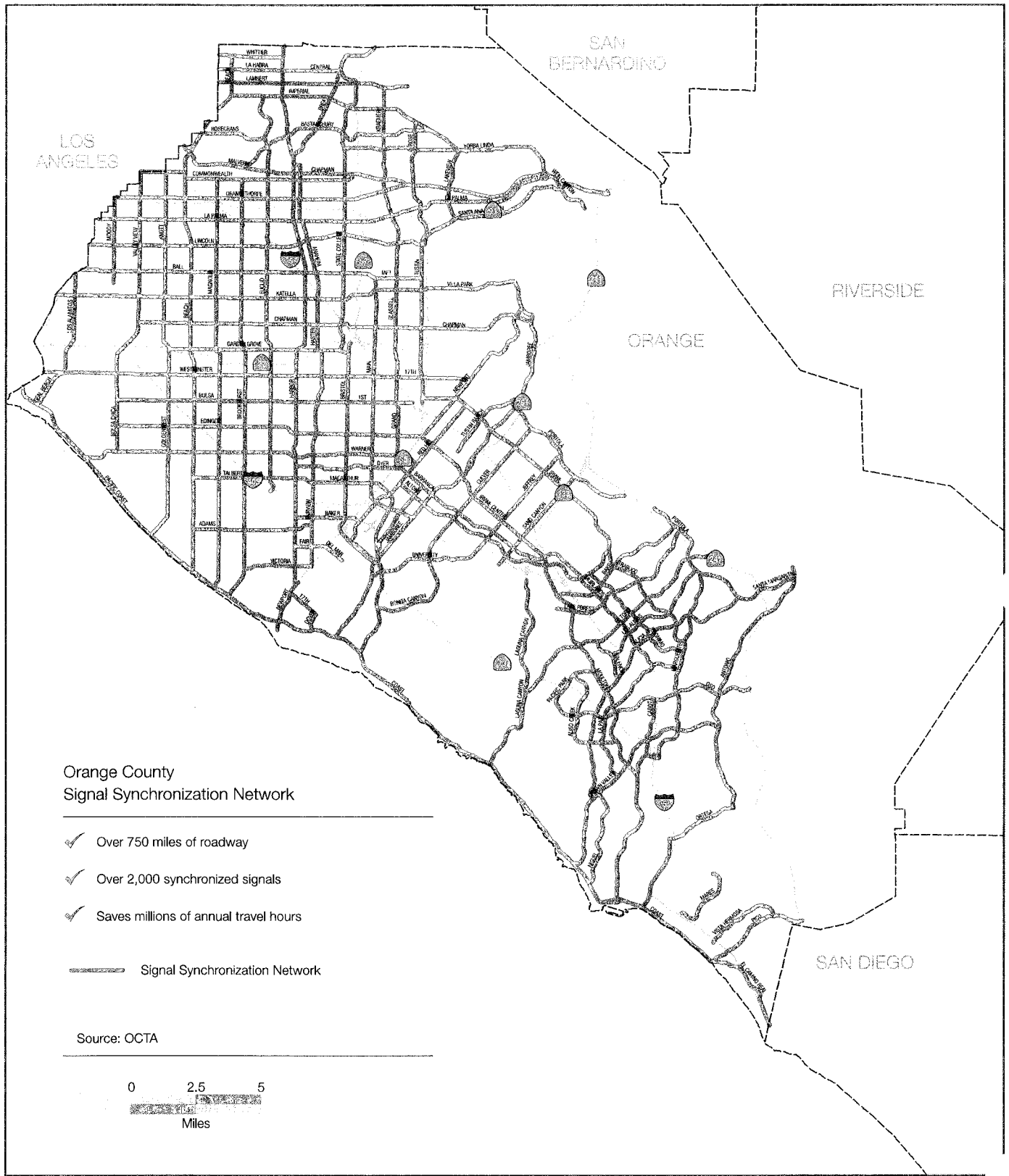
Preferred Plan: Buildout of Master Plan of Arterial Highways*



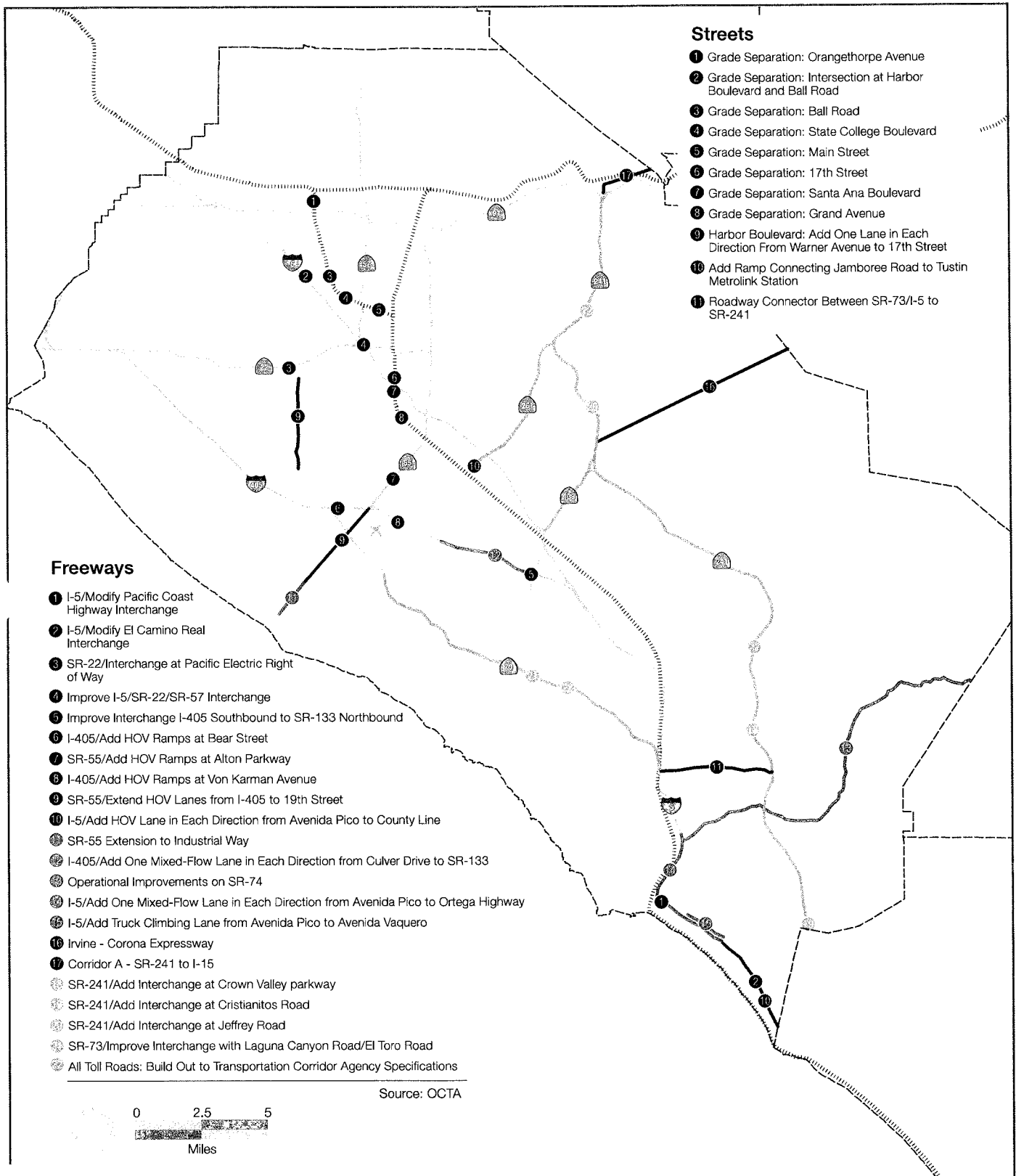
* Ultimate buildout of the system by 2035, subject to change.



Preferred Plan: Traffic Light Synchronization Master Plan



Unconstrained* Projects Beyond the Preferred Plan: Freeways & Streets



* Projects not included in current revenue forecasts.

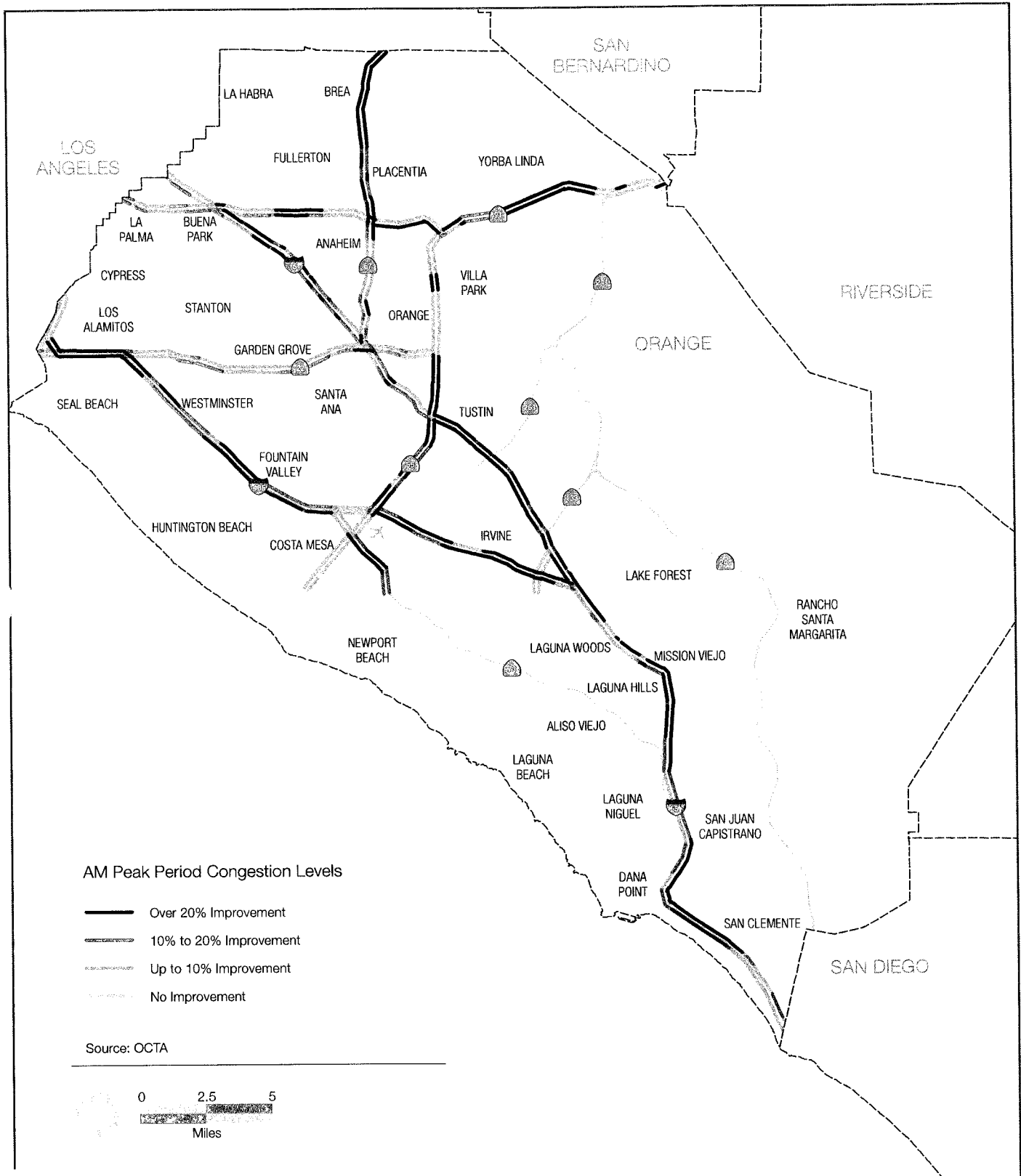


station 4

Results & Next Steps



Preferred Plan: Improvement in Freeway Speeds for Year 2035



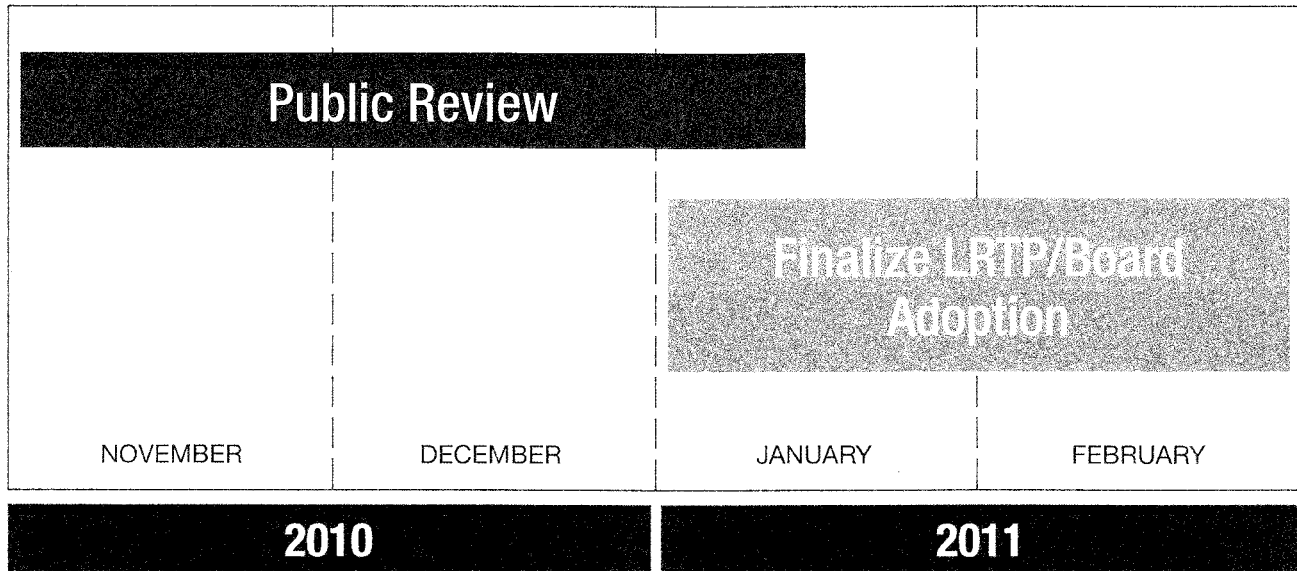
Preferred Plan Performance Analysis (compared to 2035 Baseline)

Performance Measure	2035 Baseline	2035 Preferred Plan
Daily vehicle hours traveled	3.4 million	Reduced by 24%
Daily hours of delay due to congestion	1.5 million	Reduced by 56%
Average peak period freeway speed (AM)	36 miles per hour	Increased by 14%
Average peak period HOV speed (AM)	41 miles per hour	Increased by 22%
Average peak period roadway speed (AM)	27 miles per hour	Increased by 7%
Daily transit trips	143,711	Increased by 10%*

* Note: Forecasts prepared by the California High-Speed Rail Authority project an additional 10% increase in transit ridership in Orange County with the Phase I High-Speed Rail project.



Next Steps





BOARD COMMITTEE TRANSMITTAL

January 10, 2011

To: Members of the Board of Directors

From: ^{WK}
Wendy Knowles, Clerk of the Board

Subject: Orangethorpe Railroad Corridor Grade Separation Program Update

Highways Committee Meeting of January 3, 2011

Present: Directors Glaab, Hansen, and Nelson

Absent: Directors Bates and Cavecche

Committee Vote

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

Staff Recommendation

Receive and file as an information item.



January 3, 2011

To: Highways Committee
From: Will Kempton, Chief Executive Officer
Subject: Orangethorpe Railroad Corridor Grade Separation Program Update

Overview

The Orange County Transportation Authority is currently underway with the implementation of seven railroad grade separations along the Orangethorpe Railroad Corridor. This report provides an update on the status of these projects.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) is overseeing the implementation of seven railroad grade separation projects along the Orangethorpe railroad corridor in the cities of Anaheim, Fullerton, and Placentia. Project locations include underpasses at Raymond Avenue, State College Boulevard, Placentia Avenue, and Kraemer Boulevard, and overheads at Orangethorpe Avenue, Tustin Avenue/Rose Drive, and Lakeview Avenue. The total approved funding for all seven projects is \$589,625,000. A map showing the locations of the projects is included in Attachment A.

OCTA is responsible for leading the delivery of project design and construction for Placentia Avenue, Kraemer Boulevard, Orangethorpe Avenue, Tustin Avenue/Rose Drive, and Lakeview Avenue, while the City of Fullerton is responsible for leading the design and construction for Raymond Avenue and State College Boulevard. Cooperative agreements have been established with the cities of Anaheim, Fullerton, and Placentia and with the Orange County Flood Control District to clearly define each agency's role in developing the seven projects. The proposed project sequencing schedule is identified in

Attachment B. The projects have been proceeding towards construction and are in various stages of delivery.

Discussion

The following provides a status report on each of the seven railroad grade separation projects:

Raymond Avenue

The environmental document was originally approved in November 2009 following the requirements of the California Environmental Quality Act (CEQA). The addition of federal funding requires that this document be updated to meet the National Environmental Policy Act (NEPA) approval constraints. Additional technical studies have been initiated to meet the terms of NEPA, and it is anticipated that this document will receive final approval in October 2011. The construction start date is planned for mid 2013.

State College Boulevard

The design of this project is proceeding towards completion by the City of Fullerton. Property acquisition and utility relocations are expected to begin early 2011. The State College Boulevard project schedule is linked to Raymond Avenue, whereas a continuous railroad detour, or shoofly, between the two undercrossing projects serves to maintain railroad operations during construction. It is anticipated that construction of this project will commence in mid 2013 to coincide with Raymond Avenue construction.

Placentia Avenue

The design for the Placentia Avenue grade separation has been completed. Additionally, a construction and maintenance agreement between Burlington Northern Santa Fe (BNSF) Railway, City of Placentia, and OCTA has been approved by all parties which identifies the requirements for construction, funding, and long term railroad maintenance responsibilities for the project. Similar to Raymond Avenue and State College Boulevard, the Placentia Avenue project schedule is linked to the Kraemer Boulevard project, with a continuous railroad shoofly between the two undercrossings that serves to maintain railroad operations during construction of the grade separations. There are 15 property interests for project construction. Currently, OCTA has acquired necessary rights for 14 of the 15 properties. It is anticipated that the remaining interest will be in place by March 2011. Project advertisement is currently anticipated in February 2011, with construction beginning in mid 2011.

Kraemer Boulevard

Design plans for Kraemer Boulevard have also been completed. A construction and maintenance agreement has also been finalized between BNSF Railway, City of Placentia, and OCTA. There are 50 property interests necessary for project construction. Currently, OCTA has acquired necessary rights for 33 of these property interests and anticipates that necessary rights for the remaining properties will be in place by April 2011. The Federal Highway Administration (FHWA) must authorize construction funding prior to project advertisement which is currently anticipated in April 2011, with construction beginning in mid 2011.

Orangethorpe Avenue

The design for Orangethorpe Avenue reached the 65 percent level early this month. OCTA has received federal authorization to proceed with property acquisition necessary for the project and has initiated this process. OCTA staff continues to work with utility owners in order to develop final relocations plans. Construction is expected to start in mid 2012.

Tustin Avenue/Rose Drive

Tustin Avenue/Rose Drive reached the 65 percent design level. OCTA is in the process of performing appraisals on properties necessary for the project. It is anticipated that final federal authorization to proceed with property acquisition will be received this month. OCTA is currently negotiating a construction and maintenance agreement with BNSF Railway. Construction is expected to start in mid 2012.

Lakeview Avenue

In July 2010, the OCTA Board of Directors (Board) approved a number of design modifications to the project as a result of community input. Last month, the Board provided approval to proceed with property acquisition based on this modified design. Design is currently at the 65 percent level, and construction for Lakeview Avenue is anticipated to start in mid 2013.

Public Outreach

The outreach program is designed to both educate stakeholders and to solicit input from the community about the OCTA-implemented grade separations. The Orange County Bridges program has an established program website,

Facebook and Twitter accounts, and a direct e-mail account for outreach to the community.

Recently OCTA outreach staff provided briefings to the city councils of Placentia and Fullerton, as well as two communitywide open houses. Five presentations have been made to various audiences of the Placentia-Yorba Linda Unified School District, including the Board of Trustees. There have been over 20 community meetings and more than 50 one-on-one meetings with individual stakeholders. Direct mail information has been sent to over 2,500 households and businesses.

Since property impacts are an area of keen interest by property and business owners, staff held four targeted right-of-way information meetings to provide project design and information about the right-of-way process. Survey data collected at these targeted meetings indicated the information provided was very useful.

As we move into the spring and construction begins on the Placentia Avenue and Kraemer Avenue undercrossings, staff will begin neighborhood meetings, and a wide distribution of printed material is planned to generate traffic for the website. Regular construction updates will be provided, as well as construction alerts tied to identified milestones.

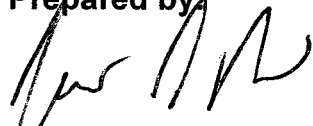
Summary

The seven grade separation projects are rapidly proceeding towards construction. Currently, final design and right-of-way acquisition has been completed for two projects, and design and property acquisitions is in process for the remaining five projects along the Orangethorpe railroad corridor. Ongoing meetings are being held with adjacent communities in order to provide information on each of the seven grade separations.

Attachments

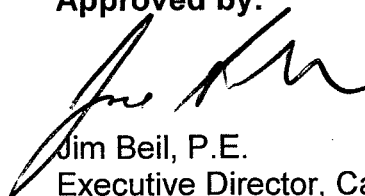
- A. BNSF Corridor Railroad Grade Separation Projects
- B. Railroad Grade Separation Program Schedule

Prepared by:



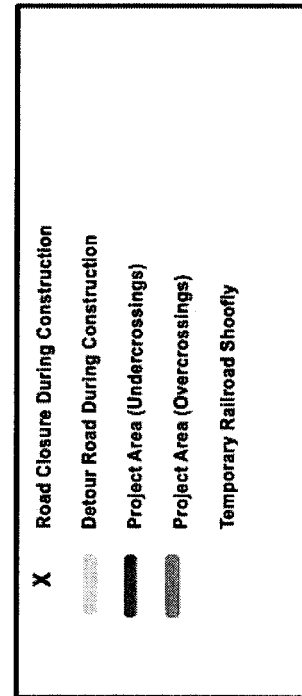
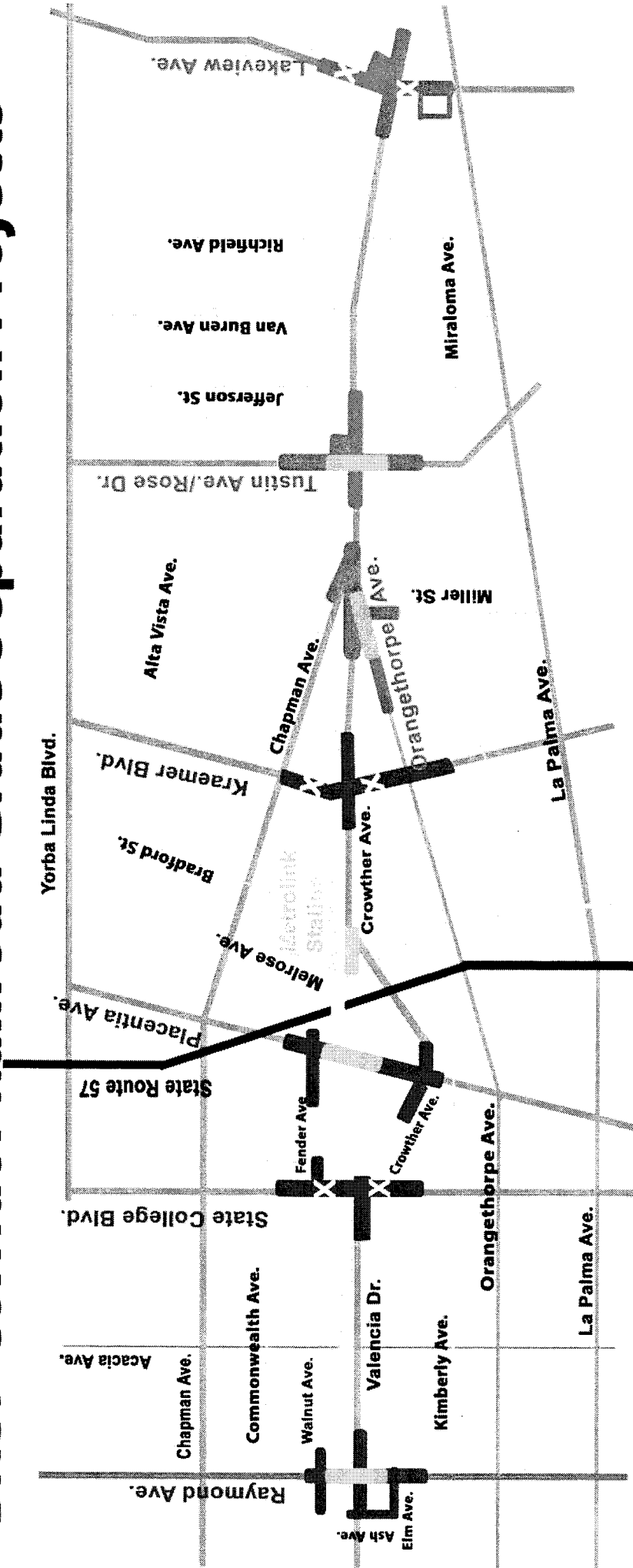
Tom Bogard, P.E.
Director, Highway Project Delivery
(714) 560-5918

Approved by:



Jim Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646

BNS. Corridor Railroad Grade Separation Projects



Railroad Grade Separation Program Schedule

December 16, 2010

Location	UP /OH	Lead Agency	2010	2011	2012	2013	2014	2015	2016
Raymond Avenue	UP	Fullerton							
State College Boulevard	UP	Fullerton							
Placentia Avenue	UP	OCTA							
Kraemer Boulevard	UP	OCTA							
Orangethorpe Avenue	OH	OCTA							
Tustin Avenue/Rose Drive	OH	OCTA							
Lakeview Avenue	OH	OCTA							

UP - underpass
OH - overhead

Legend:

- Final Design, Right-of-Way Acquisition and Utility Relocation
- Bid
- Construction

Trade Corridors
Improvement Fund
(TCIF)
Construction
Must-Start Date



BOARD COMMITTEE TRANSMITTAL

January 10, 2011

To: Members of the Board of Directors
Wk
From: Wendy Knowles, Clerk of the Board
Subject: West County Connectors Project Outreach Update

Highways Committee Meeting of January 3, 2011

Present: Directors Glaab, Hansen, and Nelson
Absent: Directors Bates and Cavecche

Committee Vote

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

Staff Recommendation

Receive and file as an information item.



January 3, 2011

To: Highways Committee
From: Will Kempton, Chief Executive Officer
Subject: West County Connectors Project Outreach Update

Overview

The Orange County Transportation Authority is implementing a multi-faceted community outreach program for the West County Connectors Project. Outreach is customized to reach the many unique stakeholders in the project corridor including businesses, commuters, residents, students, medical facilities, emergency service professionals, corridor city elected officials, and staff. This report provides an update on near-term project milestones and the supporting outreach program.

Recommendation

Receive and file as an information item.

Background

The West County Connectors (WCC) Project was initiated by the Orange County Transportation Authority (OCTA) and the California Department of Transportation (Caltrans) to link carpool lanes on the San Diego Freeway (Interstate 405) with those on the Garden Grove Freeway (State Route 22) and San Gabriel River Freeway (Interstate 605). The goal is to create a seamless high-occupancy vehicle (HOV) connection between the three freeways. The project traverses the cities of Garden Grove, Long Beach, Los Alamitos, the community of Rossmore, Seal Beach, Westminster and includes the:

- Construction of two direct HOV connector ramps
- Addition of a second HOV lane in each direction on Interstate 405 (I-405) between State Route 22 (SR-22) and Interstate 605
- Elimination of the weave across general purpose lanes as carpoolers switch to and from HOV lanes
- Reconstruction of on- and off-ramps
- Construction of sound and retaining walls

- Landscaping / aesthetic treatments

Recognizing the importance of providing ongoing communications in support of the WCC Project, in September 2009, the OCTA Board of Directors approved a five-year, \$1.2 million agreement with Caltrop Corporation for public outreach services. This report highlights some of the key outreach elements. Attachment A identifies the project schedule and sequencing. Near-term construction includes a one-year, complete closure and reconstruction of the northbound I-405 / westbound SR-22 / 7th Street connector in early 2011, as well as the lane restrictions and partial demolition of the Valley View Street Bridge.

Discussion

The overall public communications strategy for the WCC Project was developed early, well in advance of construction, and after a series of meetings with impacted stakeholders along the corridor. Among others, meetings were held with the Bridgecreek Business Park, California State University Long Beach (CSULB), Leisure World Golden Rain Foundation, staff from the Veterans Affairs (VA) Medical Center of Long Beach, Los Alamitos Medical Center, and the Rossmoor Community Services District. This interface, as well as ongoing communications with corridor cities, enabled OCTA to assess community awareness of the WCC Project, as well as obtain feedback related to concerns and preferred communication methods.

Pre-Construction Outreach

In summer 2008, OCTA began briefing corridor cities and conducting community open houses. The goal was to share basic project information and lay the groundwork for development of the traffic management plan. Open houses were noticed with print and online communications, and door hangers were distributed to approximately 70,000 residences and businesses. Many corridor cities included information on their website.

More than 30 open houses, with 1,128 attendees, were conducted prior to the commencement of construction. Meeting attendees expressed interest and concerns about detour routes for closures – especially detours related to long-term closures such as the reconstruction of the northbound I-405/westbound SR-22/7th Street connector. Other issues discussed involved noise mitigation, locations and height of carpool connectors, construction schedules, and emergency service impacts during the reconstruction of the Seal Beach Boulevard overcrossing.

Emergency Services Task Force

OCTA also has convened an Emergency Services Task Force to involve local police departments, the Orange County Fire Authority, and other first responders in the development of the traffic management plan. Based on this group's feedback, the Seal Beach Boulevard reconstruction design was modified to include an "emergency services only" median during the first phase of construction.

Bus Rider Notification

WCC outreach staff continue to coordinate with OCTA bus operations and marketing personnel to ensure customers are provided with up-to-date bus re-routing information. Regular internal briefings are under way; transit advocates will also be engaged in the process.

7th Street Connector Closure – CSULB and the VA Medical Center

One of the most significant closures will occur in the first quarter of calendar year 2011. The northbound I-405 / westbound SR-22 / 7th Street connector will be fully closed for up to one year. To help mitigate the impacts, an extensive outreach effort is taking place. For example, OCTA has met with CSULB and the VA Medical Center of Long Beach to address their specific and unique concerns while the 7th Street connector is under construction. CSULB has approximately 32,000 students enrolled for the 2010/2011 school year and is including closure information in their parking pass, Pyramid event ticket, and bookstore purchases, as well as campus kiosks. CSULB administration office staff is regularly sending email updates to students, faculty, and staff, as well as posting project information on their campus Facebook and Twitter accounts. A specific communications plan for CSULB commencement is under development.

The VA Medical Center of Long Beach also is partnering with OCTA to create a detour map specifically for VA Medical Center, staff, and visitors. The hospital also intends to include detour information with patient appointment reminders mailed monthly. The hospital has over 45,000 patients from Orange County and Los Angeles County with approximately 1,500 daily appointments. The hospital government affairs department is also assisting OCTA with distributing project information through the hospital's internal communication mediums.

Media Relations

In advance of the 7th Street connector closure, media relations activities also will intensify. Press releases and follow-up communications will be targeted to all major news outlets. Multiple notifications, starting several weeks in advance of the closure, will be sent through the email construction alert system to the more than 4,033 stakeholders in our database. Changeable message signs on the freeway will also include closure and detour information. Additionally, information will be posted on OCTA's website, as well as on corridor city websites.

Expanded Community Relations Activities

WCC Project outreach has been expanded to include more than 100 public meetings with chambers of commerce, school districts, homeowner associations, and civic organizations. Quarterly Stakeholder Working Group meetings are held to share project details with those that are unable to attend an open house but who represent an important constituency such as homeowners associations, Boeing Company, shopping centers, and business associations.

Outreach staff has conducted more than 700 door-to-door visits with businesses along the closure detour routes to provide a contact to call with questions or concerns during construction. More than 90 businesses have partnered with OCTA to develop a coupon book to assist businesses impacted by construction. An online version of the coupon book will be available on our website in early 2011. Eleven businesses in the project area have also volunteered to host a lobby display which includes tear-off project information contact sheets. In addition, to encourage safe driving and construction awareness in schools in the area, a coloring book will be distributed to interested school districts in early 2011.

The WCC Community Outreach Manager has personally responded to more than 200 phone calls and 400 emails related to the project since spring 2008. The outreach team strives to respond to questions or concerns as quickly as possible, and most issues are resolved within 24 to 48 hours.

Website Applications

The WCC Project website includes interactive maps with closure and detour information. The public can also request to be added to the WCC Project construction alert system via the website. All construction alerts emailed to OCTA's database each week are also posted on the website. A public service

announcement can be downloaded from the website as well and is broadcast on several local cable stations in the project corridor. Our online communications also include a quarterly e-newsletter and information posted daily on Facebook and Twitter.

Summary

OCTA community outreach staff, in partnership with Caltrans, will continue to proactively communicate the WCC Project benefits, construction impacts, and suggested detour routes with stakeholders through project construction and minimize inconveniences to the public.

Attachment

- A. West County Connectors Construction Schedule

Prepared by:

*Ellen Burton for
Christina L. Byrne*

Christina L. Byrne
Community Relations Officer
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Approved by:

Ellen S. Burton

Ellen S. Burton
Executive Director, External Affairs
714-560-5923

WEST COUNTY CONNECTORS CONSTRUCTION SCHEDULE

SR-22 / I-405 PROJECT

Description	Duration (Months)	2010				2011				2012				2013				2014			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Mobilization	2																				
Valley View (East Half)	8																				
Valley View (West Half)	11																				
Valley View WB Ramps/WB	1.5																				
S405/E22 Connector	11.5																				
Bolsa Chica SB Off-Ramps	3.5																				
405/22 HOV Connector	18																				

I-405 / I-605 PROJECT

Mobilization	3																				
7th Street Bridge	12																				
N405/N605 Connector	2																				
S405/N605 Connector	2																				
S605/N405 Connector	2																				
S605/S405 Connector	0.5																				
E22/S405 Connector	0.5																				
E22/N405	10																				
E22/N605	10																				
405/605 HOV Connector	36																				
Seal Beach (West Half)	11																				
Seal Beach (East Half)	10																				
Seal Beach Ramps	21																				

LEGEND

STRUCTURES

CONNECTORS

RAMPS

CLOSURE

