



**Citizens Advisory Committee**

**October 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. Government Affairs Update** (10 minutes)  
*Presentation* Lance Larson, *Executive Director, Government Relations*
- 3. Long Range Transportation Plan (LRTP)**  
(1 hour, 20 minutes) *Discussion* Ellen Burton, *Executive Director, External Affairs*  
Greg Nord, *Sr. Transportation Analyst, Planning*
- 4. Update Reports** (5 minutes each)
  - Bicycle/Pedestrian Subcommittee Roy Shahbazian, *Chair, Bike/Ped. Subcommittee*
  - Marketing Stella Lin, *Marketing Manager*
  - Staff Liaison Alice Rogan, *Strategic Communications Mgr.*
- 5. Committee Member Comments**
- 6. Public Comments**
- 7. Adjournment / Next Meeting:**  
January 21, 2014

**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  
July 16, 2013  
1:00 p.m. to 3:00 p.m.  
At The Orange County Transportation Authority  
600 S. Main Street, Orange, Calif.  
Conference Room 103/104**

**Members Present**

Paul Adams, *Fountain Valley Resident*  
Hamid Bahadori, *Automobile Club of So. CA*  
Dan Bane, *San Clemente Resident*  
Michael Brandman, *Building Industry Association*  
Vince Buck, *Cal State Fullerton*  
Doug Davert, *Tustin Resident*  
Barbara Delgleize, *Huntington Beach Chamber*  
Carla DiCandia, *Mission Hospital*  
John Frankel, *Rancho Santa Margarita Architectural Review*  
Merlin "Bud" Henry, *North Tustin Advisory Committee*  
Dan Kalmick, *Huntington Beach Tomorrow*  
Leonard Lahtinen, *North O.C. Community College District*

Michael McNally, *UC Irvine*  
David Mootchnick, *So. Cal. Commuters Forum*  
Dan Oregel, *Santa Ana Resident*  
Lyle Overby, *Santa Ana Resident*  
Pat Pepper, *Anaheim Hills Citizen Coalition*  
Jane Reifer, *Transit Advocates of Orange County*  
Laurel Reimer, *Orange County Young Planners Group*  
Roy Shahbazian, *Transit Advocates of Orange Co.*  
Schelly Sustarsic, *Seal Beach Parks & Recreation Comm.*  
Kara Watson, *Transit Advocates of Orange Co*  
Craig Young, *Yorba Linda Resident*

**Members Absent**

Phil Bacerra, *Santa Ana Resident*  
Ralph Bauer, *Council on Aging & City of Hunt. Bch*  
Dr. David Chapel, *O.C. School Boards Assoc.*  
Tom Garner, *Retired Lieutenant, Laguna Hills*  
Dolores Gonzales-Hayes, *Latino Health Access*  
James Leach, *OC Taxpayers Association*

Derek McGregor, *Trabuco Canyon Advisory Committee*  
Frank Murphy, *Orange Rotary*  
Greg Smith, *Irvine Resident*  
Jeff Thompson, *Tustin Planning Commission*  
Jacqueline Tran, *Santa Ana Resident*

**1. Chairman's Remarks**

Chairman Pat Pepper called the Citizens Advisory Committee (CAC) meeting to order at 1:00 p.m. and welcomed everyone. He introduced new CAC members: Merlin "Bud" Henry, Barbara Delgleize, Schelly Sustarsic, Laurel Reimer, Dan Bane, and Frank Murphy.

**2. CEO Welcome**

OCTA Chief Executive Officer (CEO) Darrell Johnson also welcomed the new members to the CAC. He touched on the challenges the new and returning CAC

members would be encountering and gave a brief background of his experience in transportation.

Leonard Lahtinen asked for Darrell Johnson's comments on recent reports of Federal funds being withheld from the State of California. Darrell Johnson said a report in the Orange County Register of \$113 million in Federal funds being withheld was an accurate report. This is happening because the Unions are claiming the pension reform action taken last year known as PEPRA violates the Federal Labor Protections Act. OCTA is in a better position than other agencies to ride out this delay because of reserves but if not settled this could lead to layoffs in the future. It also has stalled the current labor negotiations.

### **3. 2013-14 OCTA Budget**

Andy Oftelie, Executive Director of Finance & Administration gave a report on the Fiscal Year (FY) 2013-14 \$1.26 billion Budget.

A Committee Member asked if the I-5 South project or the Ortega Highway Project were affected by the by the federal grant funds being withheld. Andy Oftelie said the grant funds being held up are entirely for transit so it would not affect the Freeway or Streets and Roads projects.

A Committee Member said in a previous budget update it was indicated there was some doubt about the Federal subsidy for Liquid Natural Gas (LNG) continuing. Is OCTA still worried about this? Andy Oftelie said the Federal Government did discontinue this program, but later extended in to December 31. This will be the second year the Federal Government has done this and it is hopeful next year the same thing will happen.

### **4. Freeway Program Update**

Rose Casey, Director of Highway Programs and Capital Projects gave an update on the Freeway Program.

A Committee Member asked if the first three Freeway projects listed were adding carpool lanes or converting mixed flow lanes to carpool lanes. Rose Casey said these projects will extend the current carpool lanes; they will not take away the current mixed flow lanes.

A Committee Member asked if the I-405 Project Alternative 1 adding a general purpose lane was also going to add a High Occupancy Vehicle (HOV) Lane or a High Occupancy Toll (HOT) Lane. Rose Casey said Alternative 1 was only adding one general purpose lane. Alternative 3 would add a general purpose lane and also a lane to the existing HOV Lane, and those would be converted to Express Lanes.

A Committee Member said the supplemental environmental impact report for the I-405 included adding funds from the City of Long Beach for traffic mitigation. Is this

included in the budget figures shown in the report? Rose Casey said yes, the mitigation costs are accounted for in the budget. The Committee Member asked if Caltrans was the decision maker in where the Express Lanes begin and end. Rose Casey said the OCTA Board gives Caltrans a recommendation, but ultimately Caltrans and the Project Team (of which OCTA is a member) decides the final method to move the project forward. The Committee Member asked if Caltrans had ever gone against the recommendations of the Local Transportation Authority (LTA). Rose Casey said Caltrans has had input in all stages of the I-405 project and are unlikely to have changes once the project is approved.

A Committee Member asked if anything had been done on the conceptual stage of the Orange Crush wall problem. Rose Casey said OCTA did have State Transportation Improvement Program (STIP) funds programmed to use in later years available to look at this problem, but Caltrans has stepped forward with funds to look at this as a Safety Project. The project study is scheduled to be completed by the end of 2013. The Committee Member asked if OCTA will be part of this effort. Rose Casey said yes, OCTA was part of the effort.

A Committee Member asked if the degradation issue of HOV Lanes on the I-405 render Alternative 1 unacceptable. Rose Casey said from the Caltrans perspective, the general purpose lanes do not address the degradation issue. Caltrans does believe the Express Lanes alternative will help to address this issue. The Committee Member said the change in design in regard to the four businesses reduces the cost, but what does it do to the long term performance and capacity of the system. Rose Casey said there was a great deal of discussion on this issue between OCTA and Caltrans. In the end it was Caltrans position when traffic flows are separated with braided ramps, it is better operationally, but after taking a look at the current OCTA design, it was determined it would still be beneficial and acceptable.

A Committee Member asked what the legislative status was of Design Build. Rose Casey said the Assembly Transportation Committee approved Design Build overwhelmingly and forwarded it to the Senate Transportation Committee. The Senate Transportation Committee decided to defer it until August because there were issues raised by unions and private organizations revolving around the Design Build work share between Caltrans and private organizations.

A Committee Member asked for a clarification. On the I-405 project two new alternatives are being considered – One is a variation of an old alternative and one is a new alternative. Is the new alternative converting the current HOV Lane into a HOT Lane? Rose Casey said yes. The Committee Member asked if the old alternative would have added two HOT Lanes. Rose Casey said the old alternative would have added two Express Lanes. The Committee Member asked if the old alternative is off the table. Rose Casey said it is still on the table and will be evaluated during the environmental process.

A Committee Member asked if the HOV Lane was converted into a HOT Lane would it be a help in easing the degradation of the carpool lanes. Rose Casey said the feeling on this is if the HOV Lane was converted into a HOT Lane, the speeds would need to be maintained at 45 miles per hour or more. As a result the Carpool/Express Lanes would operate better than it currently does and would help to address the degradation issue, but they would also have to take a look at the general purpose lanes to see how they were impacted. With the new concept there would be two general purpose lanes added.

A Committee Member said in looking at the cost comparisons between Alternative 1 and Alternative 2, Alternative 2 is not much more expensive than Alternative 1. What is the rationale to do Alternative 1 instead of Alternative 2? Rose Casey said the M2 commitment is to add just one lane in each direction, but M2 funds have not been committed to do this. They would have to get the \$100 million in funds from somewhere else. All 17 bridges in this project are being expanded to accommodate two lanes in each direction. The current construction is to add one lane in each direction, but there will be room to add another lane in each direction once the money is available.

A Committee Member asked why ask people to pay (in tolls) for HOV Lanes which taxpayers have already paid for. Rose Casey said any infrastructure made to create the Express Lanes would be paid for by the toll revenues.

##### **5. 2013 Short Range Transit Plan**

Gary Hewitt, Manager of Transit Planning & Non-Motorized Transportation, gave an overview of the 2013 Short Range Transit Plan (SRTP). The SRTP covers only the fixed route bus service and Gary Hewitt focused on the Resource Estimates and Draft Service Recommendations.

A Committee Member said having gathered all the data, is OCTA looking optimistically to the future of transit? Gary Hewitt said they are looking optimistically toward the future, but are still prepared in case of any downturns.

A Committee Member said the report mentioned there may be some outsourcing needed because of employee retirements. How does this fit with the Collective Bargaining Agreements and Union issues regarding outsourcing? Gary Hewitt said the SRTP does not address who would operate the routes. When they get closer to implementation they will make decisions on whether this will be operated by contract employees or directly operated employees. It all depends on the route and what the service levels are. The Committee Member said he was thinking more about equipment maintenance levels. Gary Hewitt said the contracted operator maintains their own vehicles.

A Committee Member asked if the recent Transit System Study was actually approved. Gary Hewitt said the 2011 Transit System Study was not adopted by the

OCTA Board. OCTA had just made a 20 percent cut in service and there was some sensitivity not to make wholesale cuts throughout the county. It is still a great planning document because there was extensive public outreach to the communities regarding changes to bus service. There was also a great deal of technical work done on the different routes. The OCTA Board never adopted the entire plan, but they did adopt the Transit System Study pilot projects.

A Committee Member asked about Route 47. Is this a major reduction in service hours to Costa Mesa? Gary Hewitt said the OCTA Board will not be asked to approve the implementation of any packages at the next Board Meeting. The document will help with planning and implementing services.

Several Committee Members made recommendations they felt were needed to the fixed route service.

Summary of committee member comments:

- Need more service on Beach Blvd.
- Don't truncate routes e.g. Route 47
- Project V – "Go Local" service needed for Huntington Beach, only 1 bus available after fireworks
- Consider scaling back future projects so 2 corridors can be completed e.g. BRAVO!

## **6. Long Range Transportation Plan (LRTP)**

Greg Nord, Senior Transportation Analyst, Planning gave an overview of the LRTP. He identified key policy issues and took feedback from the CAC. Kelley Jimenez asked the CAC for their input on the cover design for the LRTP and gave an overview of the LRTP outreach.

A Committee Member suggested going to the High Schools and getting the opinions of the students' (15 to 18 years old) on things like car sharing and using transit.

A Committee Member questioned a Key Issue in the LRTP. Going to three plus in the HOV Lanes will reduce the number of cars in the carpool lane, but those cars will just move over to the general purpose lanes causing more congestion. The idea is to have fewer cars on the freeways and if the carpool lanes are congested so be it.

A Committee Member said the LRFP listed "Increase Transit Ridership" under goals and objectives; he thought this was a "Key Issue" also – how does OCTA go about increasing transit ridership.

A Committee Member suggested housing and transportation needs to be more closely tied together. He knows it is not a popular thing to do. Cities do not like being told what to do, but overbuilding puts a severe stress on transportation; the two need

to be linked somehow. Greg Nord said OCTA does get information from the Center for Demographic Research and Cal State Fullerton and it is used in the LRFP model.

Roy Shahbazian, Chairman of the Bike and Pedestrian Subcommittee had a small concern under priorities for transportation funding and the Cap & Trade item. The highest priority in his opinion would be to have the money go toward Transit services.

Summary of committee member comments:

- “Road Show” at high schools
- Carpool issue should focus on maximizing carpool numbers and minimize number of cars on freeway
- Focus on increasing transit ridership
- Need to present future projections and demographics e.g. growth, speeds
- Consider seniors who can no longer drive
- Cap and Trade should go to transit operations

## **7. Update Reports**

Government Affairs: Lane Larson, Executive Director of Government Relations had no report.

Bicycle/Pedestrian Subcommittee: Roy Shahbazian, Chairman of the Bike and Pedestrian Subcommittee gave an update on Bicycle Corridor Improvement Plan. The main thing the Subcommittee has been working on is priorities for pedestrian issues.

Marketing: Stella Lin, Marketing Manager gave an update on the Transit System Study and the first pilot program launched from this study. She also gave an update on the new Orange County Fair shuttle system.

Staff Liaison: Alice Rogan, Strategic Communications Manager had nothing further to report.

## **8. Committee Member Comments**

A Committee Member suggested less presentation items and more discussion items. Alice Rogan said the CAC Agenda is based on requests for information made by the CAC members and all presentation items can be commented upon. It states in the CAC Mission Statement - the main role of the CAC is to help with obtaining public input and reaching consensus on transportation matters. However, the next CAC meeting would focus almost entirely on providing feedback into the development of the LRTP.

## **9. Public Comments**

There were no comments from the public.

**10. Adjournment – Next Meeting October 15, 2013**

The meeting adjourned at 3:15 p.m. The next meeting will be at the OCTA offices on October 15, 2013 at 1:00 p.m.

**Citizens Advisory Committee  
Fiscal Year 2013-2014 Attendance Record**

● = Present

⊙ = Absent

R = Resigned

Member	7/16/13	10/15/13	1/21/14	4/15/14
Adams, Paul	●			
Bacerra, Phil	⊙			
Bahadori, Hamid	●			
Bane, Dan	●			
Bauer, Ralph	⊙			
Brandman, Michael	●			
Buck, Vince	●			
Chapel, David	⊙			
Davert, Doug	●			
Delgleize, Barbara	●			
DiCandia, Carla	●			
Frankel, John	●			
Garner, Tom	⊙			
Gonzales-Hayes, Dolores	⊙			
Henry, Merlin "Bud"	●			
Kalmick, Dan	●			
Lahtinen, Leonard	●			
Leach, James	⊙			
McGregor, Derek	⊙			
McNally, Michael	●			
Mootchnick, David	●			
Murphy, Frank	⊙			
Oregel, Dan	●			
Overby, Lyle	⊙			
Pepper, Pat	●			
Reifer, Jane	●			
Reimer, Laurel	●			
Shahbazian, Roy	●			
Smith, Greg	⊙			
Schelly Sustarsic	●			
Thompson, Jeff	⊙			
Tran, Jacqueline	⊙			
Watson, Kara	●			
Young, Craig	●			



## **CITIZENS ADVISORY COMMITTEE MISSION STATEMENT**

As a broad-based, geographically representative committee of the Orange County Transportation Authority (OCTA), created and appointed by the OCTA Board of Directors, the mission of the Citizens Advisory Committee is to provide advice and recommendations to the OCTA for reaching the greatest possible public consensus concerning Orange County transportation matters.

To carry out its mission, the Citizens Advisory Committee will:

1. Review significant transportation issues and provide recommendations to the OCTA Board of Directors as appropriate.
2. Recommend mechanisms and methodologies for obtaining public opinion on specific transportation issues.
3. Identify opportunities for community input.
4. Serve as a liaison between the public and OCTA.