



**Citizens Advisory Committee
January 17, 2012**

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. Measure M Environmental Program Update** (20 minutes)
Presentation Dan Phu, *Prgm Mgr, Environmental Programs*
Marissa Espino, *Outreach Manager, Environmental Programs*

- 3. Regional Transportation Program Status Report** (15 min)
Presentation Charlie Larwood, *Manager, Strategic Planning*

- 4. Attitudinal & Awareness Survey Results** (20 min) *Presentation* Alice Rogan, *Strategic Communications Manager*

- 5. OCTA Budget Report** (15 min)
Presentation Sean Murdock, *Manager, Finance Planning & Analysis*

- 6. Update Reports** (5 minutes each)
 - Government Affairs Lance Larson, *Exec. Director, Government Rel.*
 - Bicycle/Pedestrian Subcommittee Roy Shahbazian, *Chair, Bike/Ped Subcommittee*
 - Grade Crossing Program Update Sarah Swensson, *Community Relations Specialist*
 - M Website Update Ryan Armstrong, *Digital Communications Mgr*
 - Staff Liaison Report Alice Rogan, *Strategic Communications Mgr*

- 7. Committee Member Comments**

- 8. Public Comments**

- 9. Adjournment / Next Meeting:**
April 17, 2012

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
Fiscal Year 2011-2012 Attendance Record**

● = Present

⊙ = Absent

R = Resigned

Member	Meeting Dates						
	7/19/11	9/20/11	11/15/11	1/17/12	3/20/12	5/15/12	
Adams, Paul	●	●	●				
Altman, Eric	●	⊙	●				
Bahadori, Hamid	●	●	●				
Bauer, Ralph	⊙	●	●				
Brandman, Michael	●	●	●				
Buck, Vince	⊙	●	●				
Chapel, David	●	●	●				
Coakley, Terry	●	●	●				
DiCandia, Carla	●	●	●				
Frankel, John	⊙	●	●				
Gantman, Greg	⊙	⊙	●				
Garner, Tom	⊙	●	●				
Gonzales-Hayes, Dolores	N/A	⊙	●				
Harris, Jeremy	●	●	⊙				
Jorgensen, Roberta	⊙	●	●				
Lahtinen, Leonard	●	●	⊙				
Lalloway, Jeffrey	⊙	⊙	⊙				
Leach, James	●	⊙	⊙				
Mason, Barbara	●	⊙	●				
McGregor, Derek	●	⊙	●				
McNally, Michael	●	●	●				
Mootchnick, David	⊙	⊙	●				
Murray, Al	⊙	●	●				
Niccum, Bob	●	●	●				
Oregel, Dan	N/A	●	●				
Overby, Lyle	⊙	⊙	⊙				
Pepper, Pat	●	●	●				
Reifer, Jane	⊙	●	●				
Rogers, Linda	●	⊙	⊙				
Shahbazian, Roy	●	●	●				
Smith, Greg	⊙	⊙	⊙				
Thompson, Jeff	●	●	●				
Tran, Jacqueline	●	⊙	⊙				
Watson, Kara	●	●	⊙				



**Citizens Advisory Committee
Meeting Notes
November 15, 2011
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

Paul Adams, <i>Fountain Valley Resident</i>	Roberta Jorgensen, <i>Architect</i>
Eric Altman, <i>La Habra Resident</i>	Barbara Mason, <i>Boeing</i>
Hamid Bahadori, <i>Automobile Club of Southern California</i>	Derek McGregor, <i>Trabuco Canyon Advisory Committee</i>
Ralph Bauer, <i>Council on Aging and City of Huntington Beach</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 City Council</i>
Dr. David Chapel, <i>OC School Boards Association</i>	Bob Niccum, <i>Buena Park Library Board of Trustees</i>
Terry Coakley, <i>Fountain Valley Resident</i>	Dan Oregel, <i>Santa Ana Resident</i>
Carla DiCandia, <i>Mission Hospital</i>	Pat Pepper, <i>Anaheim Hills Citizen Coalition</i>
John Frankel, <i>Rancho Santa Margarita Architectural Review</i>	Jane Reifer, <i>Transit Advocates of Orange County</i>
Greg Gantman, <i>Aliso Viejo Planning Commission</i>	Roy Shahbazian, <i>Transit Advocates of Orange County</i>
Tom Garner, <i>Retired Lieutenant from Laguna Hills</i>	Jeff Thompson, <i>Tustin Planning Commission</i>
Dolores Gonzalez-Hayes, <i>Latino Health Access</i>	

Members Absent

Jeremy Harris, <i>Garden Grove Chamber of Commerce</i>	Linda Rogers, <i>League of Women Voters</i>
Leonard Lahtinen, <i>North O.C. Community College District</i>	Greg Smith, <i>Irvine Resident</i>
Jeffrey Lalloway, <i>Irvine City Council</i>	Jacqueline Tran, <i>Santa Ana Resident</i>
James Leach, <i>Orange County Taxpayers Association</i>	Kara Watson, <i>Yorba Linda Resident</i>
Lyle Overby, <i>Building Industry Association</i>	

1. Welcome/Chairman's Remarks

Chairman Pat Pepper began the meeting at 1:00 PM and welcomed everyone. He discussed the Leadership Forum that will take place on Nov. 30 at the Buena Park Community Center.

2. Meeting Frequency/Subcommittee Formation

Chairman Pat Pepper discussed the change in focus of the committee since currently the Authority is more in an implementation mode. In light of that, Pat recommended the committee move to quarterly meetings and have ad hoc meetings to deal with specific items that arise. The motion passed with a majority vote.

The second vote involved the Bicycle Ad Hoc Committee which met last week where Roy Shahbazian recommended creating a permanent Bicycle and Pedestrian Subcommittee.

Jeff Thompson inquired about future change in CAC meeting frequency and its effect on the Bicycle Pedestrian Subcommittee frequency.

Chairman Pepper responded that the B & P Subcommittee could set their own schedule.

Ellen Burton, Executive Director External Affairs, suggested that we could provide brief action notes to the CAC for anyone who may want to get involved with the B & P Subcommittee.

The motion passed on a majority vote.

3. West County Connectors Outreach Program & Project Update

Christina Byrne, Outreach Manager, discussed the outreach update and highlights about the WCC project. She has customized communication for the various groups impacted by the project. The key is consistent communication with road closures and updates being sent to stakeholders on a weekly basis. Currently we have spoken to more than 140 organizations including cities and elected officials. We have spoken with every business along the project corridor, more than 700, with contact information and to mitigate potential impacts to their bottom-line.

We have developed coupon books with 90 businesses which are available online, with a new edition available next week. OCTA is able to meet with any organization who would like more information. We launched a "Know Before You Go" campaign to keep all school districts in the project corridor informed with the most up-to-date information. OCTA has received mostly, 66%, neutral calls regarding the WCC project. We have integrated social media updates to keep those interested apprised via Facebook and Twitter.

She then enumerated a few project highlights. The 55-hour Valley View Street Bridge closure will take place this weekend. In spring of 2012, the 7th Street Connector will be reopening. For more information please contact Christina Byrne at (714) 560-5717 or cbyrne@octa.net, or www.twitter.com/WCCprojectinfo.

A committee member inquired how an individual would access the WCC video played at the meeting.

Christina Byrne, Outreach Manager, responded that OCTA has a YouTube channel that can be found by typing goOCTA in the search bar.

Tom Garner asked if OCTA sends information to County officials.

Christina Byrne, Outreach Manager, responded that several County Public Works officials are in their database along with the Board members and their staff.

Dr. Chapel inquired what times of day the pile drivers are used and if it varies.

Christina Byrne, Outreach Manager, responded that it varies per segment on one segment they can begin at 6:30 am until 5 pm and the other begins at 7 am until 5 pm. They do not vary throughout the year. In addition, the pile driving only takes place during the day.

Roberta Jorgensen asked if Caltrans participates in the outreach.

Christina Byrne, Outreach Manager, responded that OCTA has taken the lead but has coordinated with Caltrans who is our partner. They are instrumental to the success of this project.

Chairman Pepper commended OCTA on its great outreach. He also commented that he would like cities to cooperate with OCTA on their local projects.

4. OC Bridges Program Update

Andy Muth, Development Project Manager, gave an update on OC Bridges Program which consists of seven grade separations of the railroad tracks in northern Orange County and goes through the cities of Fullerton, Placentia, and Anaheim. Five projects are being implemented through OCTA and the City of Fullerton is implementing two projects with oversight from OCTA. The Program cost is \$590 million and is being funded with federal, state and local funds. This Program is significant due to the high frequency of rail traffic along the corridor which is expected to be approximately 130 trains by 2030, with trains as long as two miles. A few of the benefits of the OC Bridges Program are as follows: reduce congestion, minimize delays to motorists and emergency responders. A major challenge to this program is the ability to implement the individual projects which are in close proximity to each other while also meeting the funding deadlines.

The Trade Corridors Improvement Fund (TCIF) is a major funding component which has a lapse deadline that requires all projects to be constructed or into construction by 2013. We have come up with a sequencing plan to mitigate potential issues. Since

there will be some overlapping construction we do not want to paralyze the North/South corridors for years. Along that line, we are building vehicle and bicycle detours.

Teresa Oliveri, Outreach Manager, gave an outreach update for the OC Bridges program. We have gotten 97 percent positive responses to surveys about the information provided to the community. There is a coupon booklet online being developed to encourage downtown patronage throughout the project. The project will be more visible as of January 1st. There will be construction management offices on the project site to get questions answered in a timely fashion. We will continue to have open houses in 2012 to keep the public informed and up to speed about the status of the OC Bridges program. For more information please visit our website.

Chairman Pepper asked if OCTA has met with the medical community to keep their patients apprised of construction and detours.

Teresa Oliveri, Outreach Manager, responded that OCTA did outreach to the chambers, but if there are other organizations we can meet with them as well. She informed the committee that she would follow-up with his recommendation as well.

Jane Reifer asked about how patrons would enter the shopping center on Chapman and Orangethorpe.

Teresa Oliveri, Outreach Manager, replied that OCTA has acquired the shopping center and will relocate the businesses. There would not be sufficient parking for the current businesses. OCTA would then sell the property after construction.

Jane Reifer asked if OCTA could provide regular bus and bike detours for this project as well as future projects.

Teresa Oliveri, Outreach Manager, responded that bike detours are in place. We will also include the bus detours on our website.

Vince Buck inquired whether bicycle class 2 routes would be included Orangethorpe, Lakeview, and Tustin Avenue.

Andy Muth, Capital Programs consultant, responded that the video simulations does not currently show pedestrian or bicycle access clearly but it will be included. OCTA will remain compliant with the ADA regulations.

Vice-Chair Bahadori asked about the simultaneous construction of Raymond and State College. Has the community or city raised any issues?

Andy Muth, Capital Programs consultant, replied that it is a concern. There will be a full vehicle bypass on Raymond along with other detour routes.

Teresa Oliveri, Outreach Manager, responded that each project must have its own Traffic Mitigation Plan (TMP). In addition to that, OCTA contracted with an engineering firm to do a regional traffic study and account for other projects in the area.

5. 91 Express Lanes Survey Results

Stella Lin, Marketing Manager, discussed the results of the 91 express lanes survey. OCTA has managed the lanes since 2003. We currently have 113,000 transponder accounts and served 12 million trips last year. We conduct the survey every two years to profile travel behaviors and gauge the importance of service standards, overall satisfaction, perception of management, and exposure to OCTA communications. Individuals could respond online or over the phone and we gathered 1,000 responses.

The survey was completed in September with accuracy $\pm 3\%$. Overall satisfaction exceeded 90%. We are upward trending compared to previous years. Customers generally save 34 minutes on their commute. They use the lanes to visit family, shop, and attend work. The most important performance standards are saving time, the roads are maintained and accurate billing statements. Congestion management free flow policy is supported by the majority 91 express lanes consumers. Consumers also prefer to receive information via email. The next steps are continue to ensure fast travel time and communicate more regarding value of toll policy and enhance loyalty of high frequency users.

Jeff Thompson inquired if he could get a copy of the report.

Stella Lin, Marketing Manager, responded that there is a full report online at www.octa.net under 91 express lanes. There is a presentation going to the Legislative Committee on Thursday and it will be there as well.

Jeff Thompson asked what the highest rate of the tolls are and how that influences the survey results.

Stella Lin, Marketing Manager, replied \$10. The survey had a question regarding the toll policy. The majority of the people approved of the policy due to the free flowing nature of the lane.

Ellen Burton, Executive Director External Affairs, expanded that there are competing interests involved. Individuals have an interest to go fast while spending less money during peak hours. The policy has pushed consumers to shoulder hours. If commuters go a little earlier or later the price drops by as much as \$3-4. The science behind congestion pricing is to spread out the demand.

Greg Gantman asked whether there is a study reflecting the phenomenon.

Ellen Burton, Executive Director External Affairs, responded that there are monthly reports of volume by hour and direction which we can send to the committee.

Michael McNally inquired if there was an explicit question asking consumers how they felt about the tolls and whether it is worth the value.

Ellen Burton, Executive Director External Affairs, responded that the question in the survey asks the toll charge on the 91 express lanes is set so traffic is free flowing if the fee is set to low it will lead to traffic congestion do you favor this policy of maintaining free flowing drive conditions in the express lanes even if it means paying a higher toll at times.

Chairman Pepper asked what year the congestion policy was implemented.

Ellen Burton, Executive Director External Affairs, responded 2003.

Greg Gantman asked if there was an income question.

Stella Lin, Marketing Manager, replied that yes we have an income question and it is toward the back of the full report.

John Frankel inquired if the amount of revenue from the tolls was significant and if so could it be put into a trust account to mitigate problem with lane right of way.

Ellen Burton, Executive Director External Affairs, the excess revenue goes to funding improvements. The enabling legislation requires all tolls to be used to: pay off bonds and operation and maintenance costs and excess money goes to enhancing the corridor.

Vice- Chair Hamid Bahadori, the lowest approval of 81% on page 12 has a story behind it. The support level of 91 express lane users is relatively high.

Chairman Pepper commented that the future satisfaction survey may be affected by the construction happening on the 91 at that time.

6. Signal Synchronization Program

Anup Kulkarni, Development Section Manager, discussed an update of the signal synchronization project (SSP). OCTA has completed implementation of more than 10 SSP throughout the County during the past four years. Our goal for these projects is to create a better travel experience through optimizing travel time by 5-15%. These projects are a multi-agency effort.

We have synchronized 181 miles of arterials which encompasses 673 signal intersections with 28 local agencies based on the 8 projects currently completed. The results of the synchronization are sustained over a 3 year period. Gas savings over the project life is estimated at \$20 million for Orange County drivers with a \$5.5 million investment. Next year we will be funding 17 additional projects through Measure M2.

OCTA will award \$12 million for the Measure M2 2012 call for projects in spring. For more information please visit www.octa.net/signalsync.

Michael McNally inquired when the first projects were completed, how the cities have responded and what the improvement in air quality emissions has been.

Anup Kulkarni, Development Section Manager, replied that the first signal synchronization project was completed in 2007. Additionally OCTA asked the cities who participated if they were satisfied with the traffic light synchronization program. Thus far Euclid Street has reapplied and Oso Parkway is anticipated to reapply this year. We have estimated that the TLSP will save 100 million pounds of green house gas through the project life.

Paul Adams inquired what the progress is of Brookhurst Street.

Anup Kulkarni, Development Section Manager, responded that it is currently in progress and will be completed in spring.

David Mootchnik asked if the project adjusts timing on a fixed schedule.

Anup Kulkarni, Development Section Manager, replied that currently we utilize a fixed schedule. Our traffic engineering consultants do hourly and daily counts and timing will be adjusted due to optimized standards.

Chairman Pepper asked if it varies by city because some cities may have the capacity to adjust the light times on their own such as the City of Westminster.

Anup Kulkarni, Development Section Manager, responded that cities with special events have the ability to adjust signals temporarily.

7. Update Reports

- Government Affairs, Lance Larson, Executive Director Government Relations, discussed a federal and state update. Federally speaking, there was an extension passed by Congress regarding the transportation reauthorization bill (SAFETEA-LU), which will last 6 months through Mar. 2012.

The Senate has a bill entitled Moving Ahead for Progress in the Twenty-First Century Bill (MAP-21). This is a two-year bill authorizing federal gas tax revenue at the same levels. MAP-21 is a \$109 billion bill which will allow each state a 95% guarantee of funding (currently at 92%). It also contains seven out of 10 of the Breaking Down Barriers provisions to expedite project delivery and that California will be the delegation organization for NEPA. Senate Environment and Public Works (EPW) only has highway title and has not yet completed a transit or finance title. We are still monitoring the other committees.

The House has a six-year continuing resolution bill funded at SAFETEA-LU levels. The Transportation and Infrastructure Committee has all of the titles

For illustration purposes think of the authorizing bill as a glass. The water that fills the glass is the appropriating bill.

Congress has funded a mini-bus bill through the end of the fiscal year. We are funded through Sept. 30 but we are only authorized to spend it through March. There is a constant battle in regards to authorizing and appropriating bills. We think the mini-bus will be attached to a larger bill to raise the mortgage rates from \$417,000 to \$729,000. We are optimistic that it will be passed by Friday or there may be a government shut-down. It is difficult to keep programs going with no guarantee of funding.

The Administration, along with the Congressional Republicans, has bills to promote jobs which focus on infrastructure to cut environmental project delays. We are also optimistic that this will be implemented and are supportive of both packages.

Chairman Pepper inquired what would happen if the Super Committee does not come to agreement.

Lance Larson, Executive Director Government Relations, responded that if the revenues do not come in then services get cut. The Department of Defense will take the first cut. This is more difficult to cut than transportation.

Paul Adams asked about Lance's confidence level that the continuing resolution will be included within the larger bill.

Lance Larson, Executive Director Government Relations, replied the mini-bus contains continuing resolution provisions for the departments that do not have a budget. Transportation is fully funded.

David Mootchnick asked whether all of the transportation bills are funded from the Highway Trust Fund.

Lance Larson, Executive Director Government Relations, responded that the authorizing bill authorizes funds coming out of the Highway Trust Fund and also requires as I stated earlier an appropriating bill. The gas tax fund also requires both the authorization and appropriations bills. They are essentially two different paths that run parallel.

- Bicycle Ad Hoc Committee, Roy Shahbazian, Chair, discussed an update of the most recent meeting. We reviewed some goals when the committee was first

created in 2008. We heard about some of the efforts going on in the Fourth Supervisorial District and about the bike sharing program. We discussed notifying local bicycle groups about ongoing meetings.

- Staff Liaison Report, Alice Rogan, Strategic Communications Manager, made a statement based on Roy Shahbazian's request regarding the recent bus accident involving a bicyclist. The investigation is still ongoing.

The Jingle Pass is \$39.99 and we have sold over 1,000 passes as of last night. The Ducks Express was modeled after the success of the Angels Express and has sold 338 tickets to date. The Holiday Toy Train Express will also happen this year. The new toy donations will benefit the Spark of Love organization. For more information please visit the Metrolink website.

Lance followed-up that the second year funding of the Senate bill would zero out funding for the High Speed Rail. It also added \$2 billion to the Federal Transit Administration's New Starts program which we currently have 2 projects underway.

8. Committee Member Comments

There were no committee member comments.

9. Public Comments

There were no public comments.

10. Adjournment

The meeting was adjourned at 2:48 PM and the next meeting will be held on January 17, 2011 at 1:00 PM at OCTA Headquarters.