

ORIGINAL

TRANSCRIPT OF PROCEEDINGS

Irvine, California

Thursday, February 23, 2006

Reported by:
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Transcript of proceedings, taken at
125 Pacifica, Irvine, California, beginning at
9:31 a.m. and ending at 11:13 a.m. on Thursday,
February 23, 2006, before BETH FELIX, Certified
Shorthand Reporter No. 12766.

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APPEARANCES :

- MS . CLEARY-MILAN
- MR . BROWN
- MR . TAYLOR
- MS . HENZIE
- MS . CLOUD
- MR . HERZOG
- MS . BIST
- MS . NORBY
- MR . ANDERSON
- MR . WILSON
- MR . ALLEVATO
- MR . BONE
- MR . RYAN
- MR . THOR
- MR . CAMPBELL
- MR . MURPHY
- MR . MAC LEAN
- MR . AGRAN
- MR . DAHL
- MS . QUON
- MR . THORNTON
- MR . WOOLLETT
- MS . LOBELL

1 Irvine, California, Thursday, February 23, 2006

2 9:31 a.m. - 11:13 a.m.

3
4 MR. RYAN: This is an adjourned regular
5 meeting of January 12th to order and if you would all
6 stand and pledge allegiance to our country and our flag
7 this morning. If you would, keep in mind our brave men
8 and women that are serving our country around the
9 world. Director Campbell, ready. Begin.

10 I pledge allegiance to the flag of the United
11 States of America and to the republic for which it
12 stands, one nation under God, indivisible with liberty
13 and justice for all.

14 MR. CAMPBELL: Let's put our minds and our
15 hearts in the hands of the Lord. Dear, Lord, we thank
16 you for making us Californians, citizens of Orange
17 County. We thank you for those who are overseas and
18 protecting us here locally. We ask that you give us
19 wisdom today. We ask that you protect people that use
20 our toll roads and work on our toll roads so all will
21 be able to drive to work safely. In your name we pray.

22 MR. RYAN: Thank you, Director Campbell. May
23 our clerk call roll, please.

24 (Roll call was taken.)

25 MR. RYAN: For those you following along, Item

1 Number 2, we do have an oath of office for Director
2 Allevato, if he would join me. Good morning, if you
3 would, state your full name after I read this, and at
4 the very end, say, "I do." We're not getting married
5 here. Do you --

6 MR. ALLEVATO: Sam Allevato.

7 MR. RYAN: -- solemnly swear to defend the
8 Constitution, that you will bear a true faith and
9 allegiance of the Constitution of the United States and
10 the Constitution of the state of California, that you
11 take this obligation freely, that you will well and
12 faithfully discharge the duties upon which you are
13 about to enter.

14 MR. ALLEVATO: I do.

15 MR. RYAN: Congratulations. We have a light
16 agenda today. Moving into that next item, this is Item
17 Number 3, board business, South Orange County
18 transportation infrastructure project, final subsequent
19 environmental impact report. This meeting today is a
20 conclusion of a very long process of public involvement
21 and input about the Foothill South Project. It's a
22 very long road that we've been on.

23 For those of you who haven't attended all of
24 these meetings, in March 2001, public scoping meetings
25 were held to obtain public input about the projects

1 that were to be evaluated in the draft EIR. In June
2 2001, the notice of preparation of the Foothill South
3 draft EIR was sent to, approximately, 4,500 people,
4 organizations and agencies. In May 2004, the draft EIS
5 was circulated for public review. In June 2004, a
6 public hearing was held. In August of 2004, the public
7 comment period was closed. We received 7,000 comments
8 on that document. In December 2005, the final EIR was
9 released to the public for review. During this period,
10 meetings were held in homeowners' groups, civic
11 centers, and hundreds of people visited for review.
12 Both the draft and final EIR have been available on our
13 Web site providing 24-hour-a-day access to that
14 information. Most recently on January 12th, the board
15 of directors first met to consider the certification of
16 that document. We had our staff give a presentation.
17 Our board asked thoughtful questions. We took six
18 hours of public testimony. We closed that comment
19 period, and the item was continued to January 19th for
20 discussion and consideration. At that meeting on the
21 19th, in respect to a letter that we received from
22 Secretaries McPeak and Chrisman from the state of
23 California, this board postponed the decision to
24 certify the EIR for 30 days. We were prepared to take
25 that action at the time but felt it was right to extend

1 the state that period for additional analysis. Today's
2 meeting continues this. Is the item on our agenda,
3 which began on January 12th. I will ask our staff to
4 give us a brief presentation. We had several questions
5 asked, and then at that time, I'm certain the board
6 will have an opportunity to discuss, ask questions and
7 take action, if we believe that's appropriate.

8 I do want to indicate I received a phone call
9 from Secretary McPeak last night. She indicated to the
10 board how much they appreciated the additional time
11 that we gave the state, indicated it was a local
12 decision, that the time was well worth it. Obviously,
13 numerous discussions have taken place. They were very
14 appreciative not only of the board but of our staff for
15 sharing information. We had meetings with those two
16 secretaries. I indicated to her on behalf of the board
17 that we appreciated both secretaries for following up
18 with what they indicated they would do, which was ask
19 for information and discuss that at the state level. I
20 believe today this board was ready to make a decision,
21 but we wanted to indicate that we are committed to
22 keeping our lines of communication open to the state,
23 and with that, unless there's any questions of board
24 members, I'd ask for our staff report.

25 MS. CLEARY-MILAN: Good morning, members of

1 the board. I'm Macie Cleary-Milan responsible for the
2 environmental department for the agency. Today's
3 presentation reflects answers to the questions that we
4 heard from the board on January 12th, and we will start
5 with James Brown, who will give a number of those
6 responses.

7 MR. BROWN: Morning. First question that I
8 will be responding to are questions regarding the
9 impacts of the confluence of the 241 and the I-5 in the
10 area --

11 MR. RYAN: Excuse me just one second. Can we
12 have a hard copy of this? There is an overflow if
13 anybody -- it looks like we're okay right now. We do
14 have the room next door with the television camera if
15 people come in late.

16 MR. BROWN: I think everybody has their hard
17 copies. The first issue that was raised was the impact
18 the confluence or connection with the 241 with the I-5
19 would have on the operation of the I-5 in the vicinity
20 of Cristianitos and Basilone Roads. This is a view
21 simulation of what that connection will look like. You
22 see the bridge, the southbound connector traveling over
23 both the north and south lanes of the I-5 and then
24 proceeding south and connecting to the I-5. Below
25 that, you can see actually the northbound connector,

1 which is essentially the same level as the existing
2 I-5. In the background, you can see that new connector
3 as well.

4 The traffic analysis indicates that in the
5 year 2025 those segments south of the county line --
6 you can see at the bottom of each of those two screens
7 which represent the a.m. and p.m. peak traffic -- that
8 the segments south of the San Diego County line both
9 operate at acceptable levels and a no-action scenario
10 or no-build scenario. Traffic analysis shows that with
11 the construction of the preferred alternative, those
12 segments continue to operate at acceptable levels. We
13 also, in addition to doing the overall traffic
14 modeling, did some traffic simulations in that area,
15 which indicated that, in fact, it would continue to
16 operate at satisfactory levels.

17 Next slide shows the basic configuration of
18 that connection. You can see the 241 approaching the
19 I-5, and you can see that it's been designed to avoid
20 direct impacts either to Cristianitos interchange or
21 the Basilone interchange. And those ramps travel
22 beyond the Basilone to the south avoiding any weaves
23 that would cause potential congestion on the I-5. It
24 was specifically designed to avoid those kinds of
25 weaves that commonly cause the kind of congestion that

1 might be affected.

2 MR. RYAN: Mr. Brown, I think today because we
3 had focused questions, if you don't mind, we're going
4 to interrupt your flow. Director Campbell has a
5 question for you.

6 MR. CAMPBELL: What about weekends? Did you
7 do that one?

8 MR. BROWN: Not specifically. As you are well
9 aware, the traffic models are not constructed to deal
10 with weekend traffic specifically. We have looked at,
11 as I said, the simulation. I would have to -- we were
12 getting all acceptable levels of that, I believe, based
13 on the designs of the facility to, essentially, avoid
14 the weaving and braiding. It would continue to operate
15 at acceptable levels.

16 MR. CAMPBELL: Thank you very much.

17 MR. BONE: I understand, though, that the
18 weekend traffic is heavier than the weekdays.

19 MR. BROWN: That's correct. I think Director
20 Campbell's question was directed at that. There is no
21 question that the weekend volumes are higher, but we
22 specifically developed a configuration that would avoid
23 any weaves so that that would not necessarily be an
24 operational issue there. We've avoided the sort of
25 troublesome operational issues you might have with the

1 basic design of the interchange.

2 Moving on, the next question was, as you know,
3 there has been a number of I-5 alternative concepts
4 that have been proposed by opponents of the preferred
5 alternative. The first one we'll talk about is how we
6 approach the I-5 alternative and development of our
7 concept. We started with traffic volumes based on the
8 2025 forecast and then using accepted Caltrans designs,
9 standards and criteria designed a facility that would,
10 in fact, meet that demand and meet acceptable
11 operational levels on the I-5. To do so, that required
12 improvements in almost every one of the interchanges
13 and bridges on the I-5. We've noted 31 of those and
14 intersection improvements on various arterials, as well
15 as additional auxiliary lanes. In order to handle
16 weaves and braids, that would be necessary throughout
17 that corridor. Based on that, we developed the
18 estimates of what the impacts would be to the
19 communities. In addition, we had to not only include
20 the improvements but also water quality features that
21 the regulations require.

22 The next slide, I believe, shows a diagram of
23 what one of the interchanges to meet all of that demand
24 would look like. This is the El Camino Real
25 interchange in San Clemente. You're forced to go to

1 partial Cloverleaf with loop ramps to meet the full
2 demand. If you don't make the improvements, the
3 traffic will back up onto the freeway causing a
4 hazardous condition and clogging up the main line of
5 the freeway. In order to have an operational facility,
6 it is essential you make these improvements. All of
7 these designs were submitted to Caltrans. Caltrans
8 reviewed them and concurred they did comply with their
9 standards and criteria and concurred with the process
10 undertaken to develop our I-5 widening alternative.

11 The KCA report -- this was a report provided
12 to you by KCA engineers, which was funded by the State
13 Parks Foundation. That is a limited report in terms of
14 the extent of improvements they were looking at. They
15 were looking at, basically, providing the HOV lane,
16 which is currently in the current I-5 plans down to
17 Pico in addition to adding one additional general
18 purpose lane in each direction. They did not take into
19 consideration the other operational improvements that
20 are necessary to have the I-5 function at an acceptable
21 level of performance, particularly considering there's
22 going to be a 60 percent increase in traffic over the
23 next 20 years. They did not avail themselves to the
24 traffic forecasts that were in the environmental
25 document nor the existing plans nor the plans that are

1 contained in our EIR. They did not use right-of-way
2 documents or anything available. Their analysis
3 consisted of making a visual observation through the
4 corridor in San Clemente only. It only identified a
5 fraction of the impacts. The homes and businesses
6 because they're only considering a fraction or small
7 portion of the improvements that are actually
8 necessary -- the next exhibit is a table of those
9 impacts. You can see the KCA report, which is
10 represented down at the bottom, only looked at San
11 Clemente. They indicated no structures would be taken
12 to do the HOV plus one general purpose lane. It would
13 involve 23 to 27 takings. Our analysis shows that, in
14 fact, to make the necessary improvements to handle the
15 forecasted traffic, it will take 383 homes in San
16 Clemente and a total of 838 for full improvements.
17 They limited their report for a shorter section. The
18 AIP alternative and I-5 improvements show 898 total.
19 You see the numbers there for businesses impacted as
20 well. The next concept that has been --

21 MR. CAMPBELL: James, let me restate the
22 argument on this argument -- is that we have existing
23 right-of-way on the I-5. If we push out the lanes
24 within the existing lanes within the existing
25 right-of-way, we can get the capacity. The things that

1 KCA is projecting here, you and your staff and your
2 consultants really aren't necessarily saying it's a way
3 to justify doing the Foothill South. Can you elaborate
4 a little more on that?

5 MR. BROWN: As I stated, in order to actually
6 have a functioning and operational system, it has to
7 function as an entire system. That's not only the main
8 line and main line capacity. It's each and every one
9 of the interchanges where the arterial traffic has to
10 get on and off of the freeways. If you don't make the
11 improvements to each and every one of those
12 interchanges -- right now today, we have many
13 substandard interchanges on the I-5 in this area.
14 Today we have traffic backing up on the ramps out
15 onto the main line. There are a number of choke-point
16 projects being proposed to actually try and alleviate
17 unsafe conditions and rational improvements.
18 Considering there's going to be a 60 percent increase
19 in traffic through that area, it will require each and
20 every one of those interchanges be upgraded to handle
21 that kind of increase in volumes. Trying to get on and
22 off each one of those interchanges -- that's the big
23 difference here. It's not as simple as adding a lane
24 to the I-5. The problem is broader than that. It's
25 more complicated than that. Basically, in conjunction

1 with Caltrans, we developed these designs that would
2 provide an operational system to meet that future
3 demand.

4 MR. CAMPBELL: I'd like to ask our ex-officio
5 colleague from Caltrans. Director Quon, are these
6 designs consistent with what you would require for the
7 expansions of the I-5 south?

8 MS. QUON: Thank you, Mr. Chairman and
9 Director Campbell. The department district staff and
10 technical experts have worked with TSA staff, and it is
11 also our assessment that the documents are very
12 conceptual, and they do not appear to have been
13 analyzed by thorough and applicable analysis. The
14 documents do not address the operational and
15 geographical concerns associated with the main line and
16 local interchanges. If you can envision the I-5 layout
17 and you push the main line by adding one lane and not
18 changing the on and off-ramps and the local
19 interchange, you will have to tighten the on- and
20 off-ramps' rating on the existing interchanges. And if
21 you are driving through a ramp on a curve at 30 miles
22 per hour getting on the freeway, a tightened on- and
23 off-ramp will even require you to further slow down in
24 order to drive that geometric safely. Again, our
25 assessment is consistent with what Mr. Brown had just

1 described.

2 MR. CAMPBELL: Director Quon, you said your
3 department examined this document. I think you're
4 referring to the KCA document. I want to make sure
5 you're not finding fault with the TCA document.

6 MS. QUON: It is, in fact, a KCA document.

7 MR. RYAN: Follow-up on that Caltrans review
8 of our assessment of what would be needed, that fits
9 the Caltrans criteria; is that correct?

10 MS. QUON: That is correct. The criteria and
11 the parameter that the TCA staff and consultant used is
12 consistent with the Caltrans standard for the design.

13 MR. AGRAN: While we're on this, maybe I could
14 jump in with a question. You referred to
15 malfunctioning intersections now.

16 MR. BROWN: Correct.

17 MR. AGRAN: What is the plan to fix those now?

18 MR. BROWN: OCTA does have a number of
19 choking-point projects that they are proposing to
20 correct some of those operational improvements.
21 There's a project at Avery that I'm aware of, as well
22 as there is a new planned interchange potentially at
23 Ortega to bring those up to acceptable standards.
24 There are a number of what have been referred to as
25 choking-point projects to make those improvements.

1 MR. AGRAN: That's all? Just two of
2 them? Two projects?

3 MR. BROWN: There may be others. They don't
4 all come to mind at the moment. There are a number of
5 other projects in addition to the potential HOV lane
6 being planned down to Pico.

7 MR. AGRAN: That HOV lane -- will that have
8 the effect of creating further intersection problems?

9 MR. BROWN: The HOV lane does operate
10 different. It's restricted access and reserved to HOV.
11 When they take into consideration the improvements for
12 that, they'll have to look at what other improvements
13 may be necessary to make to accommodate that lane.

14 MR. AGRAN: Do we have price tags on these
15 proposed intersection improvements?

16 MR. BROWN: I don't have them here. I know
17 OCTA has estimates on those projects.

18 MR. AGRAN: I presume they're in the hundreds
19 of millions of dollars.

20 MR. BROWN: The Ortega is somewhere in the
21 neighborhood of \$40 million or beyond, and some of them
22 are 15 to \$20 million on an individual basis, but I
23 don't have all of those figures available.

24 MR. RYAN: Director Campbell, do you have
25 something?

1 MR. CAMPBELL: I was just going to say that
2 the general issue of the HOV lanes and additional
3 choking points is to be studied in a south county major
4 investment study to be done later this year by OCTA.
5 They spent last year working on the 91 corridor and 405
6 from the airport. So some of the facts just aren't
7 available yet from OCTA's side. The Ortega is one that
8 is planned. Most of the other ones would only be
9 available either way off in the future or --

10 MR. AGRAN: It's too bad they aren't available
11 now.

12 MR. BROWN: Another concept that has been
13 proposed is the beltway concept. This is a connection
14 from the existing 73 headed eastbound intersecting with
15 future extension of the 241. This is not a new
16 concept. It's been something that's been considered
17 and discussed by many over the last several years. It
18 is essentially a project that is to provide east/west
19 relief to congestion. As those communities in that
20 area are quite familiar, there are serious operational
21 issues on Crown Valley, Oso, Ortega Highway each
22 heavily loaded with traffic, and each use some traffic
23 relief. And the beltway concept was being discussed as
24 a means of providing a relief to those east/west
25 connectors. It would not, however, provide any relief

1 to the I-5 corridor. In fact, without widening the
2 I-5, the beltway project would not provide for the
3 purpose and need of the Foothill South Project, which
4 is to relieve congestion on the I-5 and provide for
5 people's movement through that. That project would
6 have to be done in combination with the I-5 widening,
7 and not only would you have the impacts of I-5
8 widening, the beltway itself will have impacts to the
9 community of San Juan and Mission Viejo. It comes with
10 its own impacts. It does not meet the purpose and need
11 of this particular project in any way, shape or form.
12 Just in terms of what the process would be, to consider
13 that it, would, essentially, be up to the local
14 jurisdictions, the city, OCTA. It, in fact, is
15 included in the scope of the future MIS study in the
16 south county. To look at that concept, it may be
17 determined it's an appropriate project to put on the
18 master plan in the future. It's not, obviously, the
19 jurisdiction of this agency to pursue that. I believe
20 it will be pursued by the local communities down there
21 and will be subject of that MIS study.

22 Another issue in question that's been raised
23 is how does the noncompete agreement affect, if any --
24 the alternatives are to be selected through this
25 process. The noncompete agreement does not restrict

1 the selection or construction of any alternatives
2 studied in the draft environmental document. The
3 noncompete is limited in scope. It does not give us
4 veto or restriction of the construction of any project.
5 What it does provide for is financial reimbursement to
6 the TCA under limited conditions. Any improvements
7 that were to be made would have to be shown to have a
8 demonstrated impact to our revenues. That impact has
9 to be -- or we have to be in a situation where we are
10 unable to meet our debt service payment. It's not a
11 replacement of revenues. It's not a replacement of,
12 quote/unquote profits. We're not a poor-profit agency.
13 It is simply a safety net. If a project were
14 constructed and we were in a situation where we were
15 not able to meet our debt service payment, not just
16 coverage but not meeting our debt service payment,
17 then, in fact, the agency might be entitled to some
18 reimbursement under those restricted and limited
19 conditions.

20 There are also -- all projects that are
21 currently planned and in the plans to be constructed
22 are currently exempt. Operational improvements such as
23 the choking points are exempt under that. Safety
24 improvements are exempt and also the noncompete
25 agreement expires in the year 2020. Any plans that

1 might come out of this long range MIS would not be
2 restricted by that agreement at all. It goes away
3 after that point in time. It is very limited in
4 nature, a very unlikely noncompete clause that existed
5 on the 91 where they have complete veto power of any
6 improvements within that corridor.

7 MR. AGRAN: I hope it's okay to interrupt.

8 MR. RYAN: I think today it is. We have a few
9 focused issues.

10 MR. AGRAN: I would like clarifications. If
11 the recommendations in KCA analysis were, in fact,
12 adopted in some sense, would they not run afoul of the
13 noncompete agreement?

14 MR. BROWN: Well, they would not from the
15 perspective if Foothill South is not constructed, then,
16 in fact, there is no noncompete protection on the I-5
17 below the 73 in that there -- well, both down to Oso,
18 which would be the extension of the foothill but -- I'd
19 have to look specifically at the zones. If Foothill
20 South is not constructed, then Caltrans is free to
21 propose alternate projects for Foothill South. That
22 would not be subject to that noncompete agreement. It
23 would not prevent improvements to the south I-5, if
24 Foothill South were not built.

25 MR. RYAN: Director Mac Lean.

1 MR. MAC LEAN: What's the estimated completion
2 date?

3 MR. BROWN: If we begin construction in early
4 '08, it's got a three-year completion timetable,
5 sometime in late 2010 or early 2011.

6 MR. MAC LEAN: This noncompete was only a
7 ten-year agreement?

8 MR. BROWN: As it relates to Foothill South.
9 Certainly beyond that, it expires and Caltrans, OCTA
10 and others are free to provide what other improvements
11 are necessary in terms of maintaining operational
12 systems.

13 MR. RYAN: Director Campbell.

14 MR. CAMPBELL: Does the noncompete agreement
15 affect the extension of the 5?

16 MR. BROWN: No, it does not. It only affects
17 the state highway system and all arterial improvements
18 only affect it in the limited fashion that I described.
19 It does not affect any arterial improvements
20 whatsoever.

21 MR. CAMPBELL: Thank you very much.

22 MR. RYAN: Carry on.

23 MR. BROWN: I'm actually finished for a
24 moment. I would like to introduce Scott Taylor, who
25 will be addressing questions on water quality.

1 MR. TAYLOR: Good morning. I wanted to give
2 you a brief overview of the Caltrans pilot program to
3 give you a better feel for the amount of research
4 support that would enter the development of the core
5 storm water program. It focused on freeways and
6 highways. The observations to look at the pollutant
7 removal efficiency, the technical feasibility for their
8 applicant on highways and most importantly to look at
9 the operation and maintenance requirements. There's
10 little research into that area before this study. This
11 study, to give you context, spans over seven years and
12 costs more than \$15 million and had over 100 people
13 working on it at its peak. The study partners were
14 Caltrans, the U.S. EPA, the Natural Resources Defense
15 Council and two of the bay keepers. We had the State
16 Water Control Board as an interested party that
17 monitored and looked at the results. We had the
18 Department Health Services looking at public health
19 issues, experts from five universities and three major
20 engineering firms. Kind of the best of the best were
21 pulled to do this landmark study. So what was done was
22 we looked at 37 BMPs at 33 sites with different
23 technologies. The extended detention basin was
24 selected for the corridor drain inlet, inserts,
25 infiltration, basin oil and water separator, sand media

1 filters, MCTT, vegetated controls, which are swells,
2 and strips and a wet basin and continuous deflective
3 separator, which is focused on the trash removal.

4 Here's one of the prototype installations -- a
5 photo of it. It allowed us to observe these in
6 operation in the field both during storms and after the
7 storms with the idea of optimizing both the maintenance
8 tasks and maintenance requirements to focus in on
9 getting the best pollutant removal. This particular
10 site is located at the SR56 I-5 interchange. That's
11 about 30 or 40 miles south of the proposed confluence
12 of the corridor with I-5.

13 In terms of maintenance, the study had a very
14 prescriptive maintenance document written at the
15 initial onset. That was the maintenance indicator
16 document. This document got revised more than 16 times
17 over the course of the study as we learned what was
18 needed for optimizing the frequency and maintenance
19 tasks for each device. This is a very advanced
20 maintenance protocol and has become a part of Caltrans
21 SOP. They are required to monitor and perform
22 maintenance on all structural for best management
23 practices that's for the corridor and all devices they
24 have.

25 On top of that, the TCA has committed to

1 providing maintenance oversight for the first five
2 years. I'm very certain these devices will function as
3 designed and as planned in the corridor setting. The
4 study conclusions extended detention -- basically, we
5 did a report card at the end and ranked all the devices
6 I've shown earlier. Extended detention basins were
7 number 2 on the list. Number 1 was vegetated controls,
8 swells. Their technical applicability for this setting
9 is pretty limited. We selected the best device for the
10 engineering conditions we had, which is an extended
11 detention basin. I would summarize by saying the
12 findings have been incorporated in the Caltrans storm
13 water management plan, which is an enforceable
14 document. By meeting the requirements of that document
15 with this mitigation, we satisfy the requirements of
16 the MPS program and the Caltrans statewide permit.
17 I'll turn it over to Macie, unless there's any
18 questions.

19 MS. CLEARY-MILAN: The next question that was
20 asked at the January 12th meeting was about the Native
21 American sacred sites. There are two sacred sites
22 identified in the project area. The preferred
23 alternative avoids both of these sites. Consultation
24 with the NHAC and the Office of Historic Preservation
25 and identified Native American groups have occurred

1 since 2003. Consultation will continue for the need of
2 documentation.

3 The next item that was asked of us was to look
4 at the sound wall near the campground. This graphic
5 shows kind of some mature landscaping as it matures
6 over time. It will show -- provide some screening as
7 well as the color that's selected for the sound wall
8 and will blend in with the landscaping.

9 MR. RYAN: Before you leave that, do you have
10 any problem -- I know in the document itself we have
11 mitigation measures, the esthetic design guidelines and
12 landscape guidelines. One thing I would like to see is
13 the detail landscaping plans come back to the board for
14 final review in the future to ensure that we're doing
15 everything we can to screen that landscaping. For me,
16 this graphic is a lot, but I even think, depending on
17 specific tree placement and variety and species of the
18 tree, we can pay more attention and improve the
19 condition even better.

20 MS. CLEARY-MILAN: Just bear in mind that the
21 slopes will be native habitat. We've been in
22 discussions with San Clemente in talking about what
23 kinds of habitat would be compatible with the
24 surrounding area as well as providing that screening.

25 MR. RYAN: I understand that. That

1 strengthens, I think, what I would advocate. You have
2 to be really particular about the specific placement in
3 the plant pallet but to screen the walls as much as
4 possible.

5 MS. CLEARY-MILAN: Certainly. Finally, we
6 were asked to give a little more detail about the
7 project mitigation. Just to remind you, our 1200-acre
8 upper Chaquita conservation area is really the area
9 we've already been doing some preservation in. We will
10 do additional restoration of the coastal sage scrub,
11 oak woodlands, thread-leaved brodiaea as well as the
12 native grasslands. The TCA has been working with the
13 federal resource agencies as well as fish and game in
14 determining the mitigations, functions and values for
15 Foothill South. The ratios will be, at least,
16 one-to-one or, otherwise, required by the regulatory
17 agencies and their conditions. In coordination with
18 this, the Army Corps of Engineers, the U.S. Fish and
19 Wild Life, California Fish and Game, the TCA has
20 created and restored and preserved nearly 2,000 acres
21 of sensitive habitat. The TCA is a participating
22 landowner for the Southern Natural Communities
23 Conservation Program. We also funded a portion of the
24 NCCP, which includes 38,000 acres of open space. The
25 TCA has a proven track record that is recognized by the

1 regulatory agencies on our mitigation sites. To remind
2 you, our sites includes wet lands and marshes,
3 primarily, and coastal sage scrub areas. That
4 concludes the staff's presentation. We are available
5 to answer questions, if there are any.

6 MR. RYAN: Thank you for following up any
7 questions from staff or board members. Okay.
8 Discussion?

9 MR. CAMPBELL: I vote to recommend it.

10 MS. NORBY: I would request we take the
11 resolutions separately into a roll call vote.

12 MR. RYAN: That is a good suggestion. The
13 first resolution would be the F200601. The makers of
14 the motion that would be the resolution of the board of
15 directors certifying the final subsequent EIR first,
16 and then the second resolution would be selecting the
17 preferred alternative. The motion in the second is for
18 certification of the final environmental impact report.
19 Is there discussion on that?

20 MR. AGRAN: Mr. Chairman, I would like to
21 speak to the motion. I would expect there might be a
22 statement from the maker of the motion, but that's all
23 right. I'm going to vote against the motion. I am --
24 I would have voted against the combined motion and am
25 voting against the certification and, of course, the

1 subsequent motion, which would be for the project
2 itself. Let me say why.

3 If sitting here and I only cared about this
4 agency and its mission, I would be voting, perhaps, the
5 other way, but we sit here and occupy other
6 responsibilities as well, in some cases, conflicting
7 responsibilities and, in some cases, larger
8 responsibilities. And I would like to catch my remarks
9 in those contexts. The Foothill eastern extension is a
10 project that makes sense to this agency, but as I say,
11 those of us sitting here have broader responsibilities.

12 Let me take this opportunity, first, to thank
13 the staff for the outstanding work that they have done.
14 My quarrel is not at all with the staff. I think they
15 have performed their mission with great -- with great
16 skill, and, indeed, I think they have made the best of
17 a very difficult policy direction that was being given
18 to them.

19 Those of us who sit on this agency and its
20 board, as I say, have other responsibilities. I happen
21 to be the representative for our city to the San
22 Joaquin Hills Transportation Corridor Agency, as well
23 sometimes the two agencies are in conflict. In deed,
24 for years now, I felt it has been a tragic mistake not
25 to see these agencies merge and merge expeditiously.

1 It would make our task today -- and it would make the
2 whole business of planning for the transportation of
3 the future of the county much more simple. I'm
4 concerned as a representative of my city about this
5 project. I'm concerned also because I sit, as others
6 do, not at this diocese but elsewhere in the county on
7 the Great Park Corporation Board. We're going to be
8 building a great metropolitan park that is tied very
9 much to the open space resources that are, in time,
10 going to be adversely affected by this project. And I
11 also feel the responsibility, as all of us do, for the
12 larger Orange County community. This county with all
13 its resources and blessings is so far behind in
14 transportation policy. That is threatening the future
15 of the county, and this project, in my judgment, is
16 kind of more of the same as opposed to doing what we
17 should have been doing for the last 20 years, which
18 means planning to have a better jobs-to-housing ratio,
19 a more balanced ratio so people can actually live and
20 work in the same community without having to undertake
21 these long, long commutes. This is a problem, not only
22 here in Orange County, but throughout all of Southern
23 California and throughout all of California, but this
24 project is more of the same trying to accommodate those
25 errors of the past instead of plan for a better future.

1 We should have been doing over the last 20 years much,
2 much more in terms of rail transportation for people
3 who make these long-distance commutes using the Lossan
4 corridor, implementing light rail, doing all the kinds
5 of things that would allow people to move about, in
6 some cases, long distances in comfort, efficiently and
7 without undo reliance on the private automobile, which
8 is where we are today.

9 One thing that concerns me as well is that in
10 advancing this toll road agency's interests, we seem to
11 be doing it, to some extent, at the expense of the
12 freeway system. We are allowing the freeway system,
13 which is a statewide responsibility, to just go to hell
14 instead of bringing about the improvements to the
15 freeway system which are so obviously necessary. There
16 is no question that this project will inflict serious
17 irreparable environmental damage. That's the case with
18 virtually any major infrastructure project, so the
19 question is, is it necessary, should it be done now,
20 have the alternatives been adequately explored. And in
21 my judgment, they have not. They have not in the
22 environmental documentation. They have not as a matter
23 of policy, and I believe our priority as transportation
24 planners for the whole county, not just for this
25 agency -- our priority should be to fix the 5 first.

1 That is going to have to be done in any event. If we
2 were to fix the 5 first, if we were to do it now, it
3 appears to me that it would obviate the necessity of
4 this toll road extension, and in a macro sense would be
5 a much, much better deal, not just for the people of
6 Orange County but for the people of the state of
7 California. And I think it's especially true in light
8 of the fact that the governor has an infrastructure
9 bond issue that he is pushing. That is apt to be on
10 the June or November ballot. For me, the question is,
11 are we getting our fair share out of that so we can do
12 first things first, so we can fix the 5 first. It
13 seems to be a properly structured bond issue that would
14 guarantee the funds that would allow us to do that,
15 would allow us to do the studies that need to be done
16 to see to it that fixing the 5 would indeed be a
17 preferable alternative, if, indeed, it would. And so
18 today I just think it's not the right time, and it's
19 not the right choice to certify the EIR and to approve
20 the project. Thank you, Mr. Chairman.

21 MR. RYAN: Thank you. Director Herzog.

22 MR. HERZOG: Thank you very much. I
23 wholeheartedly disagree with the comments just made.
24 In fact, the fact of the matter is that both work on
25 the I-5, which has been ongoing and is continuing to go

1 on, and this particular road have been noted to be
2 needed since 1981. The studies were done. Clearly
3 there was a situation involved with what was happening.
4 We've made it very clear that one road was not
5 sufficient no matter what you did. We're working with
6 Caltrans, and through these years, Caltrans has pointed
7 that out continually. That is something that is not
8 going to change. We can all hope and dream and wish
9 things were different.

10 I grew up in an area that you had to have 45
11 feet between the property and the house. I had no
12 houses behind me and across the street. That was
13 outside of Philadelphia. I can't even dream and do
14 what I would like to see happen. That was gone before
15 I moved to California. Our job as public officials and
16 public servants is to deal with the reality, and the
17 reality of the fact is that we have a traffic problem
18 now. Wishing the 5 will be improved is not something
19 you can rely upon.

20 In the paper today, it was very clear that the
21 democratic senators are deadly opposed to the bond
22 proposals that are referenced already. They want to
23 parrot back. That is for 68 billion, if it were to
24 happen. The 220 billion that was discussed relies upon
25 local efforts. It relies upon measures. It relies

1 upon this agency for the 160 billion. When this road
2 was put on the map in 1980 and '81, the idea was for
3 the state of California to boom. That was the whole
4 idea. It was not put on the map for a toll road for
5 OCTA or for anything except for the state of California
6 to build it. The state has failed to be involved in
7 infrastructure for 20 years. Everybody seems to agree
8 with that. The state currently is broke. They are in
9 deficit. The budget is a shambles. There seems to be
10 no one in Sacramento to address the structural problems
11 in some of the budget proposed. As they increase the
12 structural problem, to rely on Sacramento, to me, is
13 fool hearted. If people at the local level don't take
14 control of their own destiny, then it will never
15 happen. It just will not happen.

16 And, secondly, you know, I think everybody on
17 this board is not here caring about this agency only.
18 I find it really suspect to even raise that issue. All
19 of us have very broad backgrounds. I can go through a
20 whole list of boards and commissions I sit on, and it's
21 involved with things statewide all the way through very
22 local issues. I have never approached this project or
23 anything I've done on this agency since coming aboard
24 looking at this agency alone. This is one cog in an
25 entire wheel, and in looking at what goes on here or

1 whether among what could or anything else I'm involved
2 with deals with the whole. There are little components
3 of each. The city of Lake Forest is one of those. It
4 has impacts elsewhere.

5 The bottom line is that, is this road
6 necessary? Yes. It has been for 25 years. To put it
7 off again is kind of, to me, nonsensical. It should
8 have already been built. It should have been built by
9 the state, but they're not going to do that. It's not
10 like this has been dreamed up in some last moment.
11 This is the most studied road in the state of
12 California. There was an EIR in '91. Now we've worked
13 with all the federal resources agencies, U.S. Fish and
14 Game, EPA, Army Corps of Engineers. They've all been
15 involved in this all along. The environmental aspects
16 Caltrans has been involved with this since day one.
17 All those components have been put into a part of this.
18 It's been looked at, and it needs to be done now. So
19 that I very wholeheartedly thank staff for what they've
20 done, a very comprehensive EIR, and I'm more than happy
21 to certify this EIR today.

22 MR. DAHL: I disagree with my colleague in
23 Irvine. I've lived in San Clemente just about all of
24 my life. I've seen it go from two lanes of El Camino
25 Real to four lanes to the freeway being built in 1959,

1 from the two lanes north and southbound of Interstate 5
2 to four lanes that have been improved over the last 40,
3 50 years. Traffic is increasing in south Orange
4 County. We need Foothill South. This is the most
5 studied road in the state of California, probably in
6 the nation. I appreciate the efforts of Caltrans for
7 all of their safety improvements and resurfacing of
8 Interstate 5 through San Clemente in the last two
9 years, but even with those improvements, we still need
10 Foothill South.

11 It's going to get to a point where you won't
12 be able to travel through San Clemente. This morning
13 my wife told me it took her a half hour to get to work
14 in Dana Point from San Clemente. It's usually only a
15 five-minute drive. The weekends are catastrophic.
16 Traffic moves like snails. Being a firefighter for the
17 last 35 years in San Clemente, the freeway has shut
18 down an enormous amount of time. This morning there
19 was four accidents. The big problem is there's too
20 much traffic. We need to alleviate that traffic and
21 build Foothill South.

22 MR. RYAN: Thank you. Director Wilson.

23 MR. WILSON: I do respect and appreciate your
24 opinions and your philosophy. I do sit on a lot of
25 boards and commissions, committees. I sit on 38

1 boards, commissions and committees. They all have an
2 effect on decisions I make. I too would like to see a
3 transportation system that will accommodate everyone's
4 needs. I am sensitive to the environment and impacts
5 it might have on the environment -- this road. All the
6 roads built in California from the first time roads
7 were even considered has impacted the environment, and
8 the staff knows that. We, as a board, have been very
9 sensitive, and I am very sensitive and have particular
10 concerns about the environment, especially water
11 quality. Many of you know I work extensively in the
12 water quality area here in Orange County. I want to
13 congratulate staff for the time, effort and sensitivity
14 they have had in terms of the environment and water
15 quality.

16 As far as the past, we can all look in
17 hindsight at issues in Orange County or in our lives,
18 as far as that's concerned, as to what might have
19 happened. We have to look at today and tomorrow.
20 Today is now. Looking out another 20 years or holding
21 up a wish list in our hands, as referred to by Director
22 Herzog, won't solve our current problems and won't
23 solve problems as they develop as Orange County and
24 surrounding counties grow and expand.

25 Delay is always the safe road to travel. It's

1 not the practical way, and it certainly isn't reality.
2 We've got to step up and make a decision. Sometimes
3 those decisions are tough, but this decision that we're
4 confronted with here today has been very well thought
5 out in many meetings. As the chairman opened this
6 meeting by stating the background and history of what
7 we've been through trying to accommodate transportation
8 needs in Orange County, I'm not here today to debate
9 the issue. I have some very good friends in the
10 environmental community upset. I've heard their side.
11 I've heard the staff's side. I visited the area. I
12 think that we've all done our due diligence. As far as
13 I'm concerned, times up, folks. It's time to step up
14 and make a decision. I came here today to vote, and
15 I'll cast my vote in the same light as my colleagues.
16 In light of the facts and in light of the way I measure
17 those facts, both pro and con, I'm ready to take a vote
18 and not delay it any further.

19 MR. RYAN: Director Campbell.

20 MR. CAMPBELL: I think I made it clear at the
21 public hearing that I was supportive of the extension
22 of the Foothill South for many reasons we've heard
23 here, but I thought there were significant questions
24 raised at those public hearings. And so this board
25 directed staff to come back and answer those, and I've

1 reserved judgment to make my decision until I heard the
2 staff presentation. I believe staff answered the
3 questions that were raised. Frankly, refuted would be
4 almost a better word than answered, but that's what I
5 was looking for to allow me to be able to vote for this
6 today because that's why we had public hearings to make
7 sure we had taken input from everyone.

8 But as a result of the opposition to this, I
9 have some other comments. That's where I would have
10 stopped with my motion. I would ask you to imagine no
11 73 today. Now we know it's congested every morning.
12 Where would that congestion go to? The local streets
13 and arterials? To the 5? To the 405? Anybody got
14 ideas about widening the 5 some more? Yes, I agree we
15 need to fix the 5 in south county. We're going to work
16 on that.

17 Let's imagine the 241 not built. We don't
18 have to imagine that. We just had a fire recently, and
19 we had to shut it down. And what happened then? The
20 91 corridor, the 55, the 57, the 60 all felt the impact
21 of that. We have a regional transportation system
22 here. We're benefiting from it, and we see the
23 results. So this is not speculation as to whether or
24 not we will benefit. We, in fact, have the data, the
25 observations.

1 Let's imagine if we invested in rail instead.
2 Oh, we have an example. Los Angeles County, they took
3 all of their money from, essentially, their bus lines
4 and freeway expansions and sunk it in the subway. What
5 do you have? We have six lanes going from Orange
6 County to three lanes on the 5. You have a 405 from
7 the airport to the valley that the legislature just had
8 to pass emergency legislation to make it possible to do
9 a design build to get that thing widened by 2009
10 because Los Angeles didn't take their money and
11 continue to invest in improving their freeway system.
12 Their bus system -- they've been sued many times for
13 that. They invested in rail. I think we see the
14 results in that. Yes, the subway is being used, but
15 yes, they failed to deliver to the many motorists in
16 L.A. County as well as those of us who drive up there.

17 I think there needs to be a balance. I
18 support certainly expanding the efforts of our
19 metrorail, but that's not the role of this board.
20 Fixing the 5 should be done, will be done, but if we
21 had to do it to the extent of replacing the Foothill
22 South, we know how many homes and businesses that would
23 take. That's the major side of the story that's not
24 being discussed. It was in the staff presentation, so
25 fixing it has a lot of connotation to it. And, yes, in

1 exchange, we are impacting some of the environment, but
2 what do you do when you do that? Just as staff
3 presented, you find other places to replace that so the
4 environment is preserved. There are places for
5 endangered species to live and survive, and you do the
6 investments, and the resource agencies make us do those
7 investments. I don't think it will be on a one-to-one
8 basis. I think it will be beneficial for the future if
9 they extract more than that. That gives away a little
10 bit of negotiation for you, James and Macie. That's
11 how we have to do it in order to be able to take care
12 of the human population. I'm going to vote yes on
13 this. I thank staff for their diligence in answering
14 the questions raised in the public hearings.

15 MR. RYAN: Director Thor.

16 MR. THOR: Thank you, Mr. Chairman. A couple
17 things I heard earlier today -- a lot of us sit on
18 different regional boards, as was brought up earlier by
19 Mr. Herzog and Mr. Wilson and Campbell, also, quite
20 varied. I sit on a lot of different
21 transportation-related boards. I feel strongly all of
22 us have a responsibility to look at the regional aspect
23 of transportation, not just one segment -- my offramp
24 and onramp. We have to look at the whole thing in
25 general for all of Orange County.

1 Now, we've been involved with the Inland
2 Empire with the 91 major investment study trying to
3 resolve long range issues of how to deal with the 91.
4 I think that's an aspect we've had to deal with. We'll
5 be dealing with a major investment study for the
6 improvements of I-5 south later on this year. Sitting
7 on this board for the last six years has been quite
8 important and apparent that we need to get Foothill
9 South built in my city -- in Rancho Santa Margarita.
10 It's something that our residents live, eat and breathe
11 by. We are very reliant on the 241. It's very
12 difficult to find anybody that isn't in favor of the
13 241 south. In fact, last night my council voted
14 five/zero in strong support of passing a resolution to
15 support Foothill South, and there's a copy of the
16 letter that we have generated this morning. There's
17 probably some back there. Our council is on record of
18 being in strong, strong supporters of Foothill South.

19 A couple things that were not brought up, I
20 think all of us are aware of it. We've got San Onofre
21 down there. Can you imagine and take a picture in your
22 minds what happened if the emergency alerts went off
23 for San Onofre, and people look out, and the 5 was just
24 a parking lot that afternoon? It's just jammed up.
25 What would happen? Where would everybody go? It

1 doesn't take a lot to imagine what the consequences
2 would be, whether it be that or an earthquake or what
3 have you. We need another outlet. Foothill South adds
4 to that and can disperse. I heard a lot on January
5 12th -- a lot of passionate speakers, very passionate,
6 very devoted that feel very concerned about the
7 environment, especially dealing with the state park and
8 San Onofre and trestles. I am very passionate about it
9 myself. I'm a camper. I like camping. I've camped
10 all my life. I've got a large trailer, and I've got
11 two young children. We like them to grow up in the
12 camping experience. San Onofre -- it's a nice
13 campground. It's matured nicely after the last 12
14 years. It's right off the freeway, as some of the
15 others -- Dohney. It's not Northern California or
16 something, but it's nice beach camping. I appreciate
17 it for the beach camping aspect. I go to Dohney a lot.
18 I went and looked at it recently, walked on the site
19 and looked at the San Clemente center and looked at the
20 model and walked out there with a set of plans, looked
21 and did site views of it. Yeah, it's going to be a
22 15-foot wall there. Sure, but it doesn't take any camp
23 sites out at all of any kind. That sound wall is
24 further away than the I-5 is from the campground right
25 now. So the only effect it has is to relocate the

1 pumping station. I take it that's part of the plan. I
2 think it will enhance that campground and make it more
3 accessible and a better experience. I've camped all my
4 life. Also, my wife is -- her background is botany and
5 biology, and she has had extensive background in that
6 area. We've had lively debates and discussions on
7 that. She's also looked at this and concurs with me,
8 even though she has varied view points.

9 We heard earlier -- as far as Mr. Agran, it
10 would be great and a beautiful world that the state and
11 the state government, federal would fund all our
12 freeways and pass the money down here, but they don't
13 have a great track record of that. I lived in Playa
14 del Rey in the beach areas. Growing up, I remembered
15 the Marina Freeway where it stopped off on the 405 and
16 went no place for years when the faucet dropped off on
17 funding. It's not a new issue. They haven't been
18 funding roads for a long time. We're taking the
19 deficit from it.

20 Another thing we heard today with the
21 alternative of only -- as far as improvement of the 5
22 and all that, when we look for a plan that meets the
23 Caltrans' standards for widening the 5, we look at 33
24 in that area and then 898 takes, whether it be
25 businesses or residences. I don't think I would be too

1 happy if I was one of those businesses or residences.
2 There's going to be a huge take on that. That's
3 something to be very concerned about.

4 Mr. Campbell brought up the subject of our
5 wake-up call a week or so ago on the 241 near Whitney
6 Ridge as far as that fire. That had a devastating
7 effect. I had folks I was supposed to meet. They were
8 two hours late. You had the 57, the 60, the 10. It
9 was widespread as far as its impact cutting off that
10 road for those couple of days. To finish up on that, I
11 have to say this is the right time. This is the right
12 plan. We've got to certify this. We've got to get
13 this thing built.

14 MR. RYAN: Director Bist.

15 MS. BIST: I wanted to share a few thoughts.
16 I first would like to compliment staff. I think you've
17 done an excellent job given so many constraints to come
18 up with the best alignment possible. You've come up
19 with excellent work. You've got a good track record
20 for checking the environment. I don't think anything
21 can be said negatively about that work you've done with
22 the EIR. I will support the motion to support the EIR.
23 I've been on this board for a year. I don't have a lot
24 of background. I am not necessarily passionate about
25 it because I don't live in south county, and I don't

1 work in south county. I am a facilitator by trade. I
2 listen to both sides of arguments and try to bring them
3 together generally. That can't be done in this case.
4 I'm not passionate necessarily about this particular
5 road because it won't impact me. As I've thought about
6 this, I realize that I am passionate about another
7 road. That is the proposed extension of the 57 Freeway
8 down the Santa Ana River. I'm passionately opposed to
9 the road because of the taking of the natural resource
10 open space in my community and what would be a
11 tremendous impact on some of my residents.

12 When we look at a river, I don't think we
13 should be seeing a road, and I guess I question that.
14 We're always going to have growth. It will not stop.
15 I don't see it ever stopping. I have lived in Orange
16 County since 1966. I remember when the 55 Freeway was
17 four lanes. I travel the 55 a lot. I know it's much
18 wider today. Everybody questioned when it was widened
19 to six lanes. I don't see the growth stopping, and I
20 think at some point we have to say, "When are we going
21 to stop building more roads, looking at our natural
22 resources and saying, 'Gee, I see a road there,'" when
23 we should be seeing something else. For me, that's
24 where this has come down. I don't feel comfortable
25 when I don't want another road in my community.

1 Santa Ana never thought of widening Bristol,
2 which seriously needs it. Thanks to the OCT, we have
3 received that funding that we will widen Bristol. I
4 believe that's the alternative of the 57 Freeway going
5 down the Santa Ana River. We have to improve our road
6 system. I agree with that. We need to extend, you
7 know, Measure M. We need to continue to improve our
8 infrastructure here, but I can't support a second road.
9 We need to also do mass transit, as Director Agran
10 pointed out. That's social engineering in Orange
11 County. Building more freeways can be considered
12 social engineering in my community. I have a large
13 number of residents who can't afford automobiles. They
14 aren't getting alternatives. It takes them hours to
15 get to work if they have to go farther than ten miles.
16 We need alternatives. We need freeways, streets,
17 busses, light rail. We need everything for our
18 community. I just can't put a road in south county
19 where I know there are many people passionately opposed
20 to putting that road when I am opposed to it in my
21 community. I will support the EIR, but I will not be
22 supporting the preferred alignment.

23 MR. RYAN: We have a motion in second on the
24 diocese. One last comment by the chairman. I believe
25 this is a monumental step for improving mobility in

1 Orange County. It is a complex issue. It's not just
2 about completing the circulation system. It's about
3 our simple mission statement that we have in front of
4 our documents. That is, enhancing mobility but not
5 doing so at the expense of the environment. That's why
6 it's taken 24 years to get to this point. That's why
7 we've gone through the process. I agree with my
8 colleagues in terms of the staff and the information
9 prepared. I will be supporting the motion in second
10 because the issue at hand is to make a determination
11 about whether we believe this environmental evaluation
12 -- the final of the environmental evaluation, the
13 findings. The public put the response whether we
14 believe that's adequate from that perspective. I'll be
15 supporting the motion in front of us.

16 I also respect some of the things that
17 Director Agran had to say about the jobs balance and
18 the ideals of smart growth principles, but the action
19 in front of us today is about traffic relief. And in
20 doing so, that maximizes open space, not only in some
21 cases minimizes the impact of the environment but
22 enhances it. We asked our consultants and staff to
23 look at water quality. What's being presented is that
24 we will enhance water quality. The water currently
25 goes into the San Mateo Creek without any treatment. I

1 think that's significant. We will be capturing that
2 water and improving the quality as it gets into the
3 draining system. I believe the environmental
4 documentation in front of us does respond to the issues
5 raised. It does give us an ability not only to improve
6 and move with the circulation system but does with the
7 environmental issue. It completes a master plan that
8 Orange County leaders were very forward thinking about.
9 In 1986 when the state had no money, I believe that
10 Orange County took a leadership position, and this
11 completes the overall circulation system that has been
12 thought through and is an important aspect to that
13 balance of quality of life in Orange County. For those
14 reasons, I'll be supporting the motion in the second.
15 Is there any other discussion? May we have a roll call
16 vote, please?

17 MS. HENZIE: Would you, please, clarify the
18 motion in second?

19 MR. RYAN: Adopt resolution F2006-02,
20 certifying final subsequent environmental impact report
21 TCSS EIR for the south county infrastructure
22 improvement.

23 MS. HENZIE: The second on that.

24 MR. RYAN: The motion was Director Campbell,
25 and the second was Director Mac Lean.

1 MS. HENZIE: Ryan.
2 MR. RYAN: Yes.
3 MS. HENZIE: Mr. Agran.
4 MR. AGRAN: No.
5 MS. HEZIE: Anderson.
6 MR. ANDERSON: Yes.
7 MS. HENZIE: Bist.
8 MS. BIST: Yes.
9 MS. HENZIE: Campbell.
10 MR. CAMPBELL: Yes.
11 MS. HENZIE: Dahl.
12 MR. DAHL: Yes.
13 MS. HENZIE: Galloway.
14 MS. GALLOWAY: Yes.
15 MS. HENZIE: Herzog.
16 MR. HERZOG: Yes.
17 MS. HENZIE: Mac Lean.
18 MR. MAC LEAN: Yes.
19 MS. HENZIE: Murphy.
20 MR. MURPHY: Yes.
21 MS. HENZIE: Norby.
22 MS. NORBY: Yes.
23 MS. HENZIE: Allevato.
24 MR. ALLEVATO: Yes.
25 MS. HENZIE: Thor.

1 MR. THOR: Yes.

2 MS. HENZIE: Wilson.

3 MR. WILSON: Yes.

4 MS. HENZIE: And the motion passes.

5 MR. RYAN: Our second item is Resolution
6 F-20602. This is a resolution of the board selecting
7 the preferred alternative for the south Orange County.

8 MR. THOR: I so move.

9 MR. RYAN: Discussion.

10 MS. NORBY: I ask these resolutions be voted
11 separately. While I can support the EIR, the staff has
12 done a phenomenal job. It does address all the issues
13 of a potential extension. I really have a problem with
14 the locally preferred alternative. I appreciate at the
15 public hearing I didn't expect to hear virtually
16 everybody coming to the podium saying, "We do recognize
17 there is a problem, and we need to find solutions." I
18 really struggled with this because I do see the need
19 for more transportation options in Orange County and
20 the state of California. I personally really have a
21 problem with going through a conservancy, going through
22 state parks. I've read all the analysis. I've heard
23 all the rationale. It's crossing a line I'm not
24 willing to cross. That line -- with all due respect, I
25 can't support this resolution.

1 MR. RYAN: Thank you. Any other comments?

2 MR. AGRAN: I'll make my comments very brief.
3 I did have a question. The state asked for 30 days, so
4 what did they do with the 30 days?

5 MR. RYAN: I indicated I spoke with Secretary
6 McPeak last evening. What happened was we met very
7 soon after that request, and our board granted those 30
8 days and met with both secretaries, and the state asked
9 for a lot of information. We directed our staff to
10 provide the state with whatever they requested in terms
11 of more analysis. Secretary McPeak last night had a
12 lot of discussion with the governor, looked at the
13 alignment as recently as during our meeting here. What
14 has been expressed through the governor's office is
15 much of what you have heard coming from the diocese
16 today. This is a complex issue involving the state
17 park and the federal military, land that the
18 administration understands that this decision rests in
19 the hands of local officials, that the administration
20 understood the need -- the desperate, need as indicated
21 in this -- coming from the governor's press office, the
22 desperate need to reduce traffic but, obviously,
23 equally concerned about losing valuable park land. It
24 is the state's desire that we continue to work together
25 and have open dialog as this project moves forward to

1 minimize those impacts and continue to explore options.
2 And I think what the state did was have a lot of
3 discussion internally, and in that regard, I believe
4 this board did take the high road and did the right
5 thing by giving the state an initial 30 days to
6 evaluate the decision.

7 MR. AGRAN: Their position is, basically, drop
8 back 30 days and punt; right?

9 MR. RYAN: You can interpret this however you
10 want to. I interpret this recognizing --

11 MR. AGRAN: You're recounting a phone
12 conversation.

13 MR. RYAN: I'm also reading information
14 provided to the public not too long ago during our
15 meeting.

16 MR. HERZOG: I would like to see what that
17 was. We don't have that information. I'm not sure
18 what it is you're referring to.

19 MR. RYAN: A statement released by -- let me
20 read it. Do we have copies yet? Lisa, could you
21 circulate copies? For the record, I will read it. The
22 press has been sitting over there. This is a statement
23 by Resources Secretary Mike Chrisman and Secretary of
24 Business Transportation and Housing Sunne McPeak on the
25 extension of the 241. "The Schwarzenegger

1 administration has been studying the proposed Foothill
2 toll road in Orange County and San Diego Counties, and
3 the governor and other high-ranking officials from his
4 administration have personally toured the area. This
5 is a complex issue involving the state park with an
6 expiring lease on federal military land with a
7 decision-making authority over this proposed road
8 resting in the hands of local officials represented by
9 the Transportation Corridor Authority. The
10 administration officials are very disappointed that the
11 TCA was unable to find an alternative alignment
12 acceptable to the military. We understand the
13 desperate need to reduce traffic congestion in this
14 area but are equally concerned about losing valuable
15 state park land that is beloved by so many California
16 residents. Following TCA's vote, federal and state law
17 will require the TCA to complete additional filings and
18 a federal environmental impact statement. The
19 Resources and Business, Transportation and Housing
20 Agencies will continue to work with the military, TCA,
21 local officials and stakeholders to mitigate any
22 impacts on San Onofre State Park should the project go
23 forward as proposed and to explore all viable
24 alternatives should there be an opportunity to
25 reconsider the alignment."

1 MR. AGRAN: Thank you. Let me just frame my
2 remarks, I guess, in response to that fourth paragraph.
3 The administration officials are very disappointed the
4 TCA was unable to find an alternative alignment
5 acceptable to the military. We understand the
6 desperate need to reduce traffic congestion in this
7 area but are equally concerned about losing valuable
8 state park land that is beloved by so many California
9 residents. Understanding that's their position, let me
10 speak against the motion before us, and I'll be very
11 brief.

12 First, I just want to make clear on the
13 previous motion, again, as was stated by others, that
14 our staff has done outstanding work. I want to
15 compliment them publicly, as I have privately, with
16 respect to the previous motion. The problem was, in my
17 mind, the failure to adequately study the alternative,
18 which is improvement of the 5, which goes to this point
19 too. If the administration is so anguished about all
20 of this, they actually can do something now, which is
21 to get busy working with us and working with others to
22 make sure that funds are provided now to fix the 5.
23 The discussion that we've been having about all of
24 this, setting the environmental issues aside, has sort
25 of suggested that this is something we ought to do now

1 because it's the best way to spend dollars now. I
2 submit that it's not. The best way to spend dollars
3 now would be to study and fix the 5 on an expeditious
4 basis. That would be, I believe, the priority for
5 addressing our transportation problems here, and we
6 sort of operate in a world of billions of dollars and
7 hundreds of millions of dollars, sometimes disregarding
8 who pays the freight in the end. The whole idea of a
9 freeway system was to generalize the costs throughout
10 the state and have California taxpayers pick up those
11 costs, whether they use the freeways or didn't use the
12 freeways, whether they use them extensively or not. If
13 we go forward as a matter of priority with this
14 project, hundreds of millions of dollars are going to
15 be spent for this project. That, in my judgment,
16 should be spent on fixing the 5, and where do those
17 dollars come from? This raises the whole economic
18 justice or social justice issue. To put it more
19 positively, you're going to have -- because the 5
20 hasn't been fixed -- hundreds and hundreds of thousands
21 of commuters every week spending 50 to \$100 because we
22 haven't done our job collectively with respect to the
23 5. These toll roads are expensive. They're expensive
24 to build, and they're expensive for people to use.

25 Now, if we're really concerned about the

1 commuters, and we should be, with the rising gas
2 prices, the costs of insurance, the thousands of
3 dollars it takes to operate a vehicle every year no
4 matter how old that vehicle might be, the fact that
5 we're going to lay on top of that a 50 to \$100 a week
6 charge for long-distance commuters ought to be a matter
7 of real concern. And I think it ought to drive us to
8 do much more to instruct our legislative delegation in
9 Sacramento to do more to see to it that Orange County
10 gets its fair share. The response from this
11 communication from this administration ought to be stop
12 ringing your hands and do more to help Orange County,
13 particularly southern Orange County. In connection
14 with this whole traffic matter, I think if we were to
15 go another way, we could bring the resources to bear
16 upon fixing the 5 and making other essential
17 improvements in our related rail and bus planning and a
18 multi-modal approach to transportation that has
19 suffered so long in this county. So I'm going to be
20 voting no on this motion. I thank you, Mr. Chairman.
21 I thank my colleagues for letting me express these
22 views without interruption or undue derision. With
23 that, I'm ready to vote.

24 MR. RYAN: Director Allevato; right?

25 MR. ALLEVATO: Thank you, Mr. Chairman.

1 Representing one of the oldest cities in San Juan and
2 concerned about regional approaches, we have roads,
3 obviously, that are the same as -- we're forced to look
4 at a regional approach. We have the I-5 going through
5 our town. We have two rivers going through our town.
6 We have a railroad system going through our town. We
7 feel the major impacts. We feel the impacts of the
8 I-5, probably most of all, like San Clemente, and I
9 think it's time that south county gets its fair share
10 of roadway improvements. The preferred alignment is
11 sensitive to our native American sites that are out
12 there. It is sensitive to the Don O'Neil Conservancy,
13 which I'm a member of. It is something that will -- is
14 sensitive to the environmental issues out there. So I
15 support this alignment, as does my city council. Thank
16 you.

17 MR. RYAN: Director Galloway.

18 MS. GALLOWAY: I'd like to say that it is an
19 honor and a privilege to be able to make a decision
20 that will affect the quality of life for many, many
21 years and decades later, but more than that, it is a
22 responsibility. And I want to assure everyone here
23 those opposed and those nonopposed to this alignment
24 that everyone here takes this very, very seriously.
25 We've looked, and we've done our due diligence. All of

1 us have seen the alignment. All of us have seen all
2 the documents, and we do hear the pros and cons -- all
3 of us do. We have our districts that we all represent,
4 and we do have certain things that affects us
5 differently than others, but, ultimately, we are here
6 to benefit all of you, all of us.

7 When I considered this new alignment, I did
8 consider that even those that passionately speak
9 against it will benefit from the increased mobility,
10 but if we do not move forward, no one will benefit, and
11 that is why I will be voting for the alignment. Thank
12 you.

13 MR. RYAN: Any other board comments?

14 MR. HERZOG: This is an interesting statement,
15 pretty nonconclusive, which has been part of the
16 problem in the state for a long time, but I did want to
17 just mention one thing. The concept, again, exploring
18 viable alternatives -- I think we need to send a very
19 strong message to everybody and repeat again the
20 alternatives have been studied, not this year, not last
21 year, not the year before but on and on and on and on
22 for over 20 years. Caltrans has been involved with
23 this all along. Federal research agencies have been
24 involved all along with this. If there was another
25 alternative, it would have surfaced. In fact, many

1 alternatives have been gone through this project. It
2 used to be called the Spaghetti Project because there
3 were lines going everywhere. There were all kinds of
4 concepts thrown out. This is not the only concept
5 that's been looked at. In fact, there's numerous
6 concepts in the EIR itself. That's a little down grove
7 of what's been going on over the years. So the one
8 exception that I would take is the fact that there is
9 the exploration of all viable alternatives that have
10 been done -- has been done over and over and over. And
11 if the state has been concerned, then where have you
12 been for 25 years? You've known about it. It's been
13 there. Where have you been? The time is to move
14 forward. It's to move forward with the proposed
15 project, and I think we need to definitely move
16 forward. Studying has been done. It's time to move.

17 MR. RYAN: Thank you. Any other comments?

18 MR. WILSON: One final comment, Mr. Chairman.
19 This is a toll way, which is -- I guess I could
20 probably say totally in the fabulous fifth district. I
21 have been, obviously, very focused on the impacts of
22 this road, not only to alleviate traffic but, again,
23 going back to water quality and the environment. The
24 cities I represent at the county level are here on the
25 diocese. You can see they've gone through their city

1 councils and have agreement as to the road, the
2 environmental impact report. I can't say enough about
3 what's been done over the years to make sure that this
4 road has the least impact on the district that I
5 represent. The majority of my constituents are pro
6 toll road, pro extension of this Foothill eastern
7 corridor, so I'm certainly going to be voting for it.
8 I'm relieved, along with staff, I'm sure, in south
9 county. Once we take this vote, they're going to hear
10 a collective sigh of relief that the vote has been
11 taken. As I sit here and listen to my colleagues, it
12 appears as though it's going to pass with a substantial
13 number of votes, so I'm ready to get on with the vote
14 myself, Mr. Chairman.

15 MR. RYAN: Any other comments? May we have
16 roll call, please.

17 MS. HENZIE: Chairman Ryan.

18 MR. RYAN: Yes.

19 MS. HENZIE: Agran.

20 MR. AGRAN: No.

21 MS. HENZIE: Bone.

22 MR. BONE: Yes.

23 MS. HENZIE: Anderson.

24 MR. ANDERSON: No.

25 MS. HENZIE: Bist.

1 MS. BIST: No.

2 MS. HENZIE: Campbell.

3 MR. CAMPBELL: Yes.

4 MS. HENZIE: Dahl.

5 MR. DAHL: Yes.

6 MS. HENZIE: Galloway.

7 MS. GALLOWAY: Yes.

8 MS. HENZIE: Herzog.

9 MR. HERZOG: Yes.

10 MS. HENZIE: Mac Lean.

11 MR. MAC LEAN: Yes.

12 MS. HENZIE: Murphy.

13 MR. MURPHY: Yes.

14 MS. HENZIE: Norby.

15 MS. NORBY: Yes.

16 MS. HENZIE: Allevato.

17 MR. ALLEVATO: Yes.

18 MS. HENZIE: Thor.

19 MR. THOR: Yes.

20 MS. HENZIE: Wilson.

21 MR. WILSON: Yes.

22 MS. HENZIE: And the motion passes.

23 MR. RYAN: Thank you. We have just a couple

24 other procedural items on our agenda. I do want to

25 thank our board members and thank the public, not only

1 for their work. Item Number 4 is public comments on
2 our agenda. This is an opportunity for the public to
3 address items on our board today. Our CEO's report,
4 director's report, staff has asked if the board has
5 time at the end, we would like to get a photograph of
6 the board, if you have the ability to do that,
7 time-wise in front of the diocese. Any other director
8 reports today? Hearing none, do we need to close
9 session at all?

10 MR. THOR: No, Mr. Chairman.

11 MR. RYAN: This meeting is adjourned to March
12 9th.

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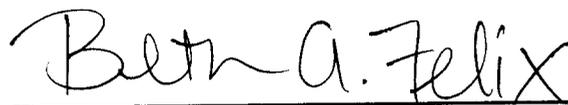
I, the undersigned, a Certified Shorthand Reporter of the State of California, do hereby certify:

That the foregoing proceedings were taken before me at the time and place herein set forth; that any witnesses in the foregoing proceedings, prior to testifying, were placed under oath; that a verbatim record of the proceedings was made by me using machine shorthand which was thereafter transcribed under my direction; further, that the foregoing is an accurate transcription thereof.

I further certify that I am neither financially interested in the action nor a relative or employee of any attorney of any of the parties.

IN WITNESS WHEREOF, I have this date subscribed my name.

Dated: MAR 09 2006



BETH A. FELIX
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