

TCA's Initial Review of Smart Mobility's Proposed Alternative to Foothill South

County of Orange
Board of Supervisors
December 11, 2007



Transportation Corridor Agencies

What's the Issue?



- TCA's project is to be heard before the Coastal Commission in February 2008.
- CC staff has relied on a study that says that an alternative project could be done with less impact to the natural environment and without major takes to homes & businesses.
- TCA engineering staff's initial review of this study has determined that the study is seriously flawed and indeed misleading.

Background

Foothill-South

Federal Resource Agency Involvement

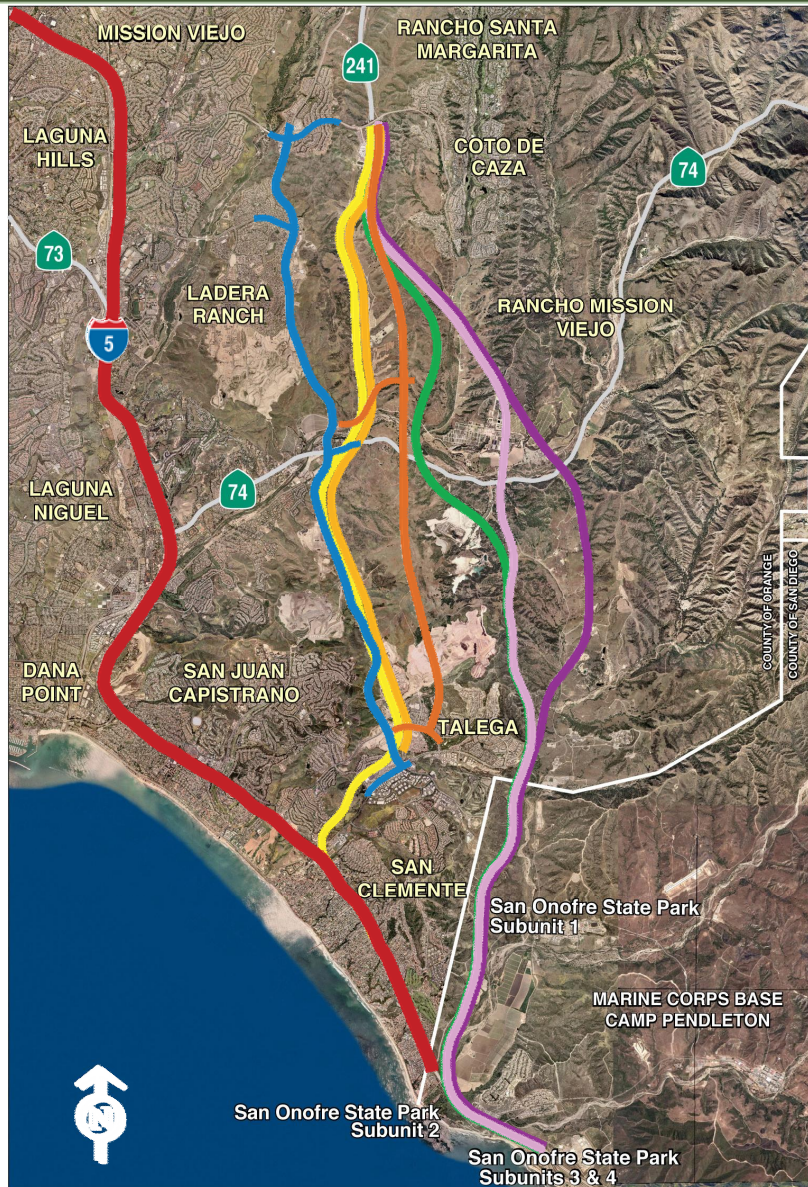
" A collaboration of agencies developed the purpose statement and the alternatives that would be analyzed:

- . FHWA
- . Environmental Protection Agency
- . Army Corps of Engineers
- . US Fish and Wildlife Service
- . Caltrans, and
- . Camp Pendleton



Background (continued)

Foothill-South



- “ 8 Toll road alternatives + var.
- “ Widening I-5
- “ Improving city streets
- “ No project
- “ Improving La Pata/Antonio + a “lesser” widening of I-5
.....known as **AIP Alternative**

Background (continued)

Foothill-South



February 2006: Green Alignment chosen as the Environmental Consensus

- “ Relieves traffic on I-5 and arterial intersections
- “ Least environmentally damaging practicable alternative (preliminary determination)
- “ Located along the eastern boundary of Camp Pendleton – to not impact military operations
- “ Does not displace homes or businesses

Background (continued)



- AIP stands for **Arterial Improvements Plus widening of I-5**one of the alternatives that was studied during the SOCTIIP Collaborative process.
- The AIP alternative had similar traffic relief as the locally preferred Green Alignment but was eliminated from further study by the Collaborative due to high relative cost and socioeconomic impacts.
- In the **refined AIP (or AIP-R)**, Smart Mobility has taken the concept of the AIP alternative and revised the designs to reduce impacts to homes and businesses.

Background *(continued)*

Foothill-South

- Smart Mobility Inc. is based in Norwich, Vermont about 2,500 miles away from San Clemente.
- In 2006 the population of Orange County was 4.8 times the population of the entire State of Vermont.

Source: US Census Bureau



- Their website lists a staff of four including a treasurer.
- None appear to be registered as Professional Civil Engineers in the State of California
- None appear to have Caltrans highway experience

Smart Mobility Inc. Partial List of Clients

- Audubon Naturalist Society
- Baltimore Regional Partnership
- Chicago Metropolis 2020
- Chittenden County (VT) Metropolitan Planning Organization
- Conservation Law Foundation
- Environmental Defense
- Environmental Law and Policy Center
- Envision Central Texas
- Neighbors for Bucks
- County Preservation River Fields (Louisville, KY)
- Safety, Agriculture, Villages and Environment (S.A.V.E.)
- Sierra Club
- Solebury Township (PA)
- Town of Barnard (VT)

Seven rebuttals.....

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1. Claims of equivalent traffic relief are unsubstantiated
2. The urban interchange has limitations
3. We live in a three-dimensional world
4. Safety! – Caltrans has standards for a reason
5. Local streets are important
6. How is the alternative funded?
7. We need redundancy in our transportation system

Claims of equivalent traffic relief are unsubstantiated.....

Foothill-South

Cross Section H

~~Mission Viejo~~ San Juan Capistrano

Existing per Smart Mobility, Table 1

12 total lanes on I-5

Existing Actual Condition today

14 total lanes

Final lanes per Smart Mobility Table 1

12+2 = 14 total lanes

SOCTIIP Configuration (AIP)

16 total lanes

TRABUCO
CREEK
ROAD

NORTHBOUND I-5

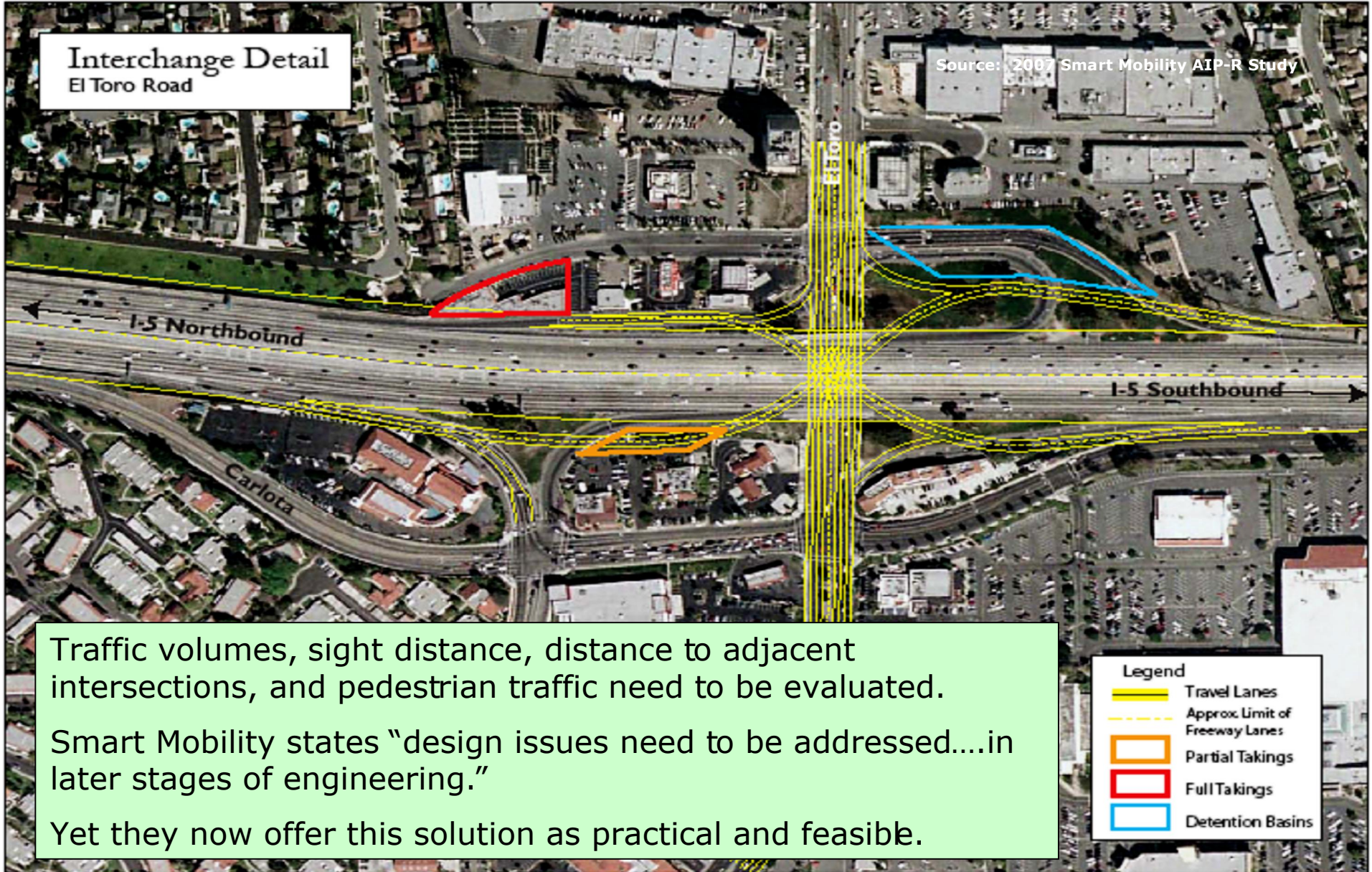
I-5 Northbound

I-5 Southbound

Source: 2007 Smart Mobility AIP-R Study

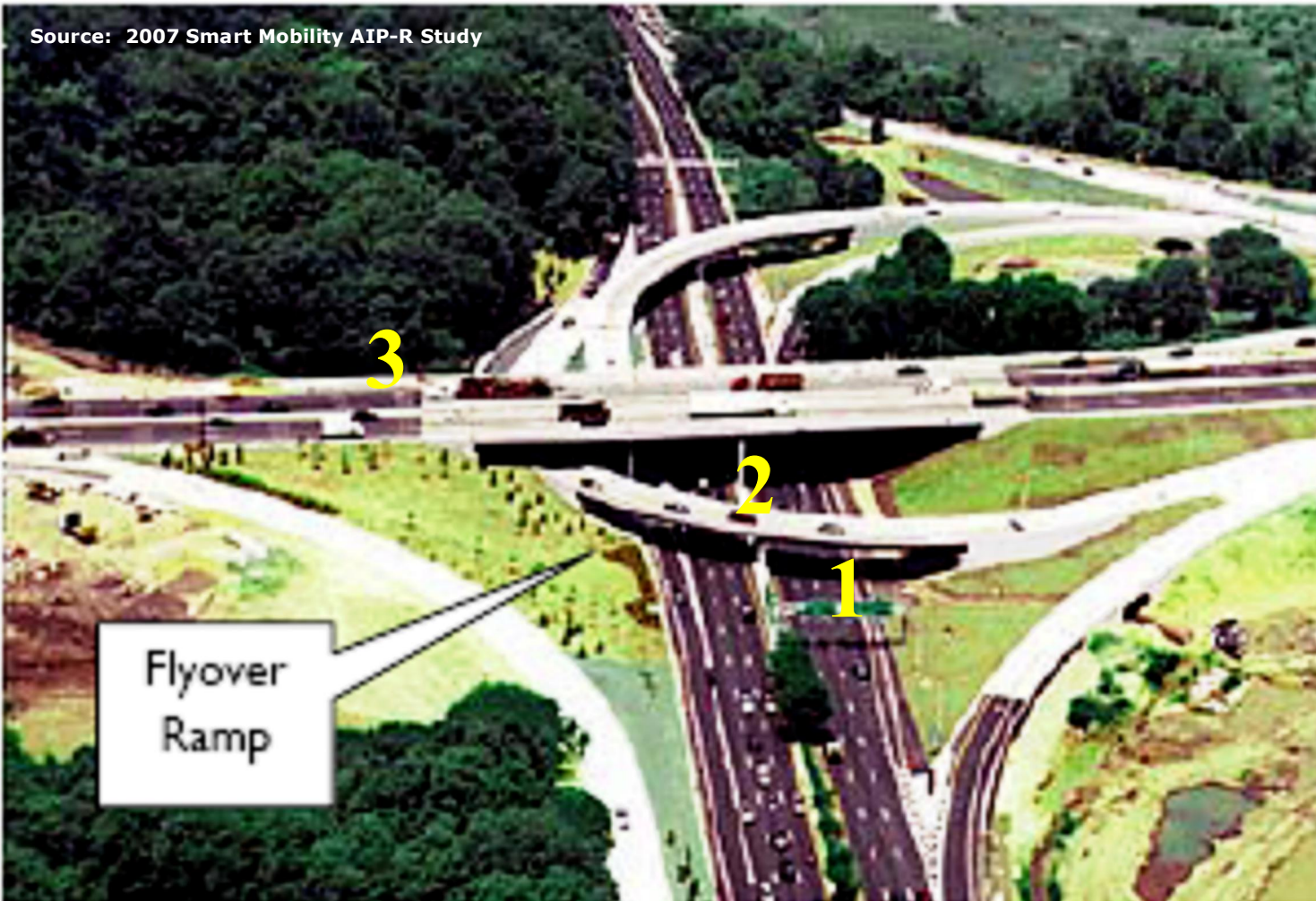
The urban interchange has limitations.....

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We live in a three dimensional world.....

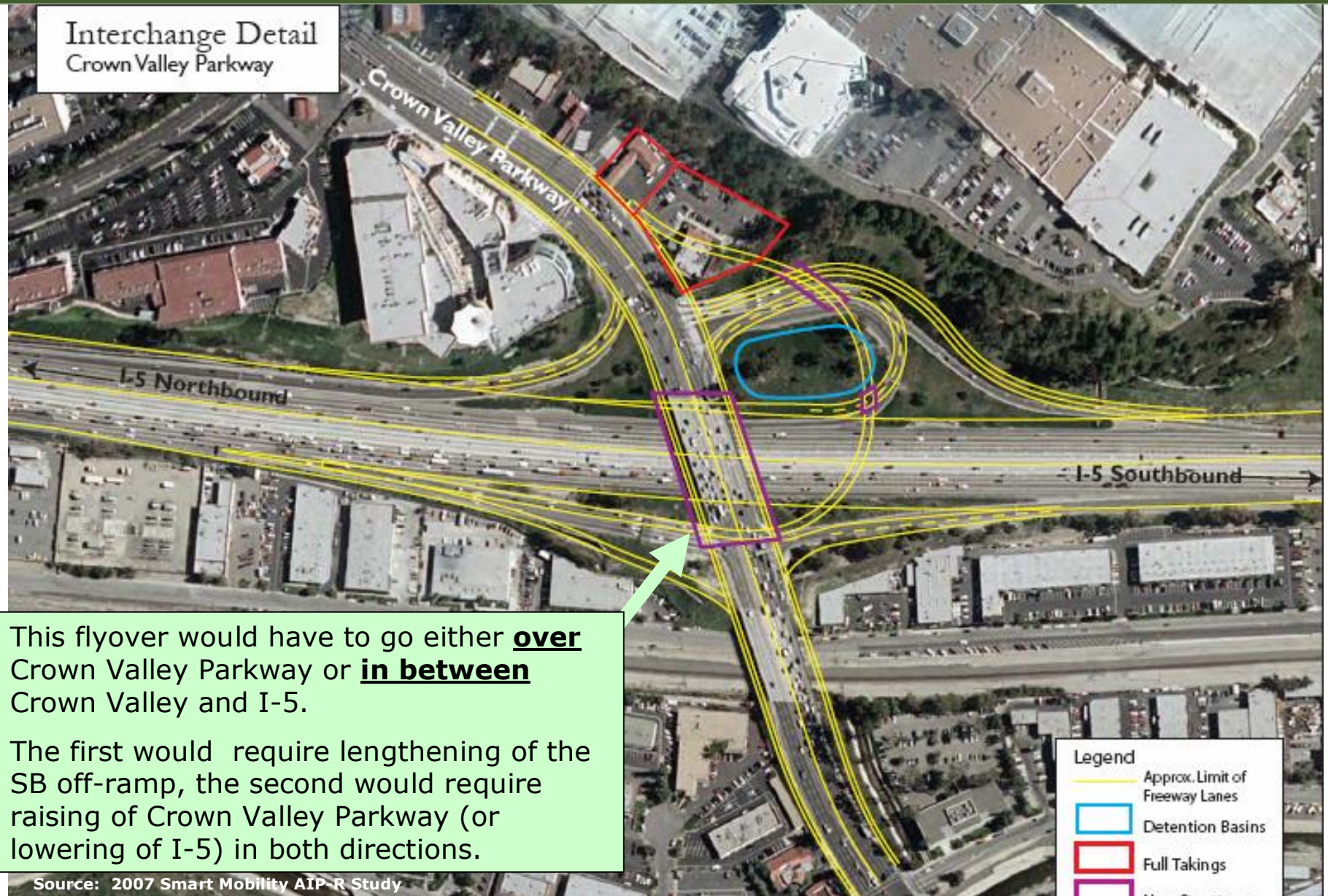
Foothill-South



Source: Better Roads Magazine, March 2005

We live in a three dimensional world.....

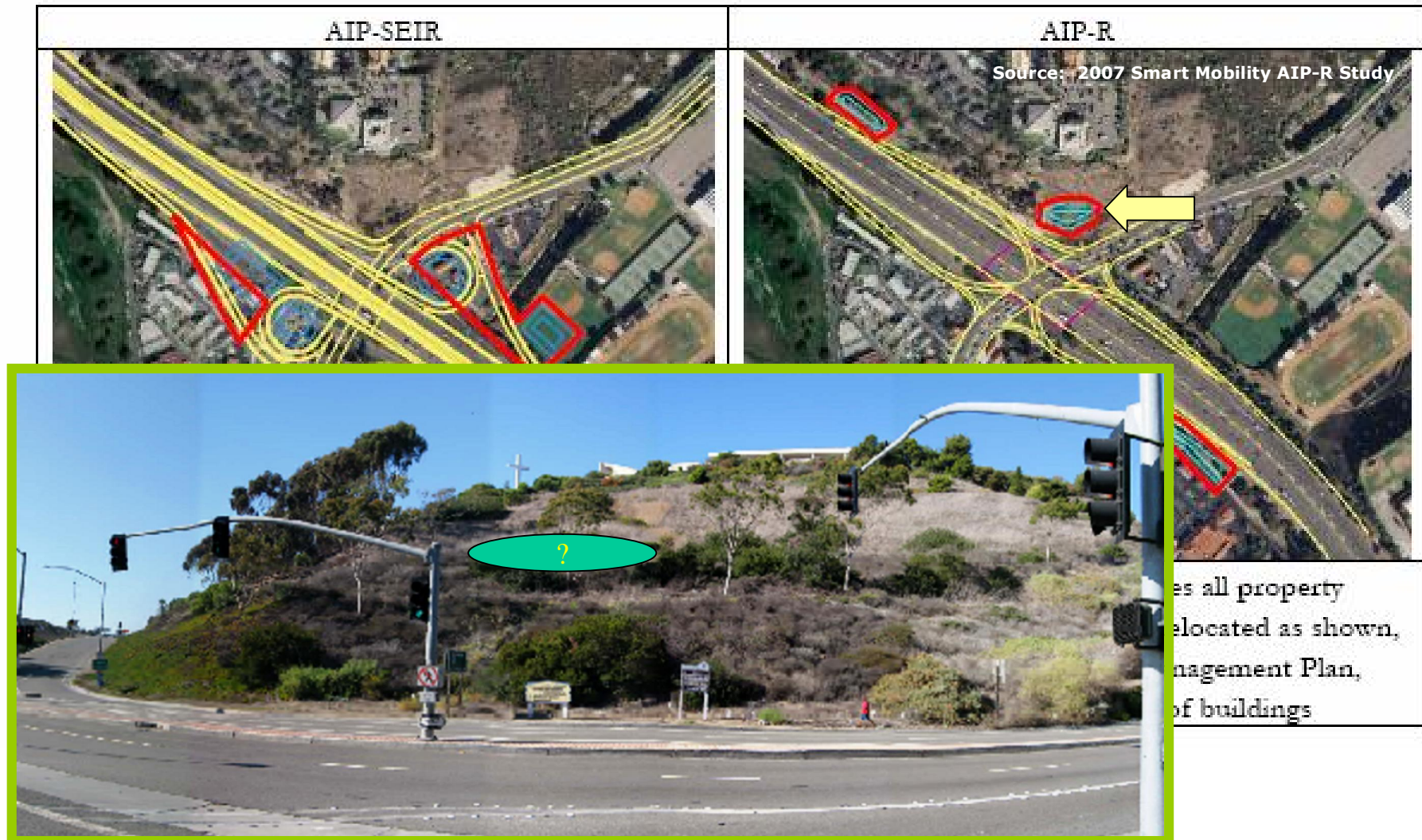
Foothill-South



We live in a three dimensional world.....

Foothill-South

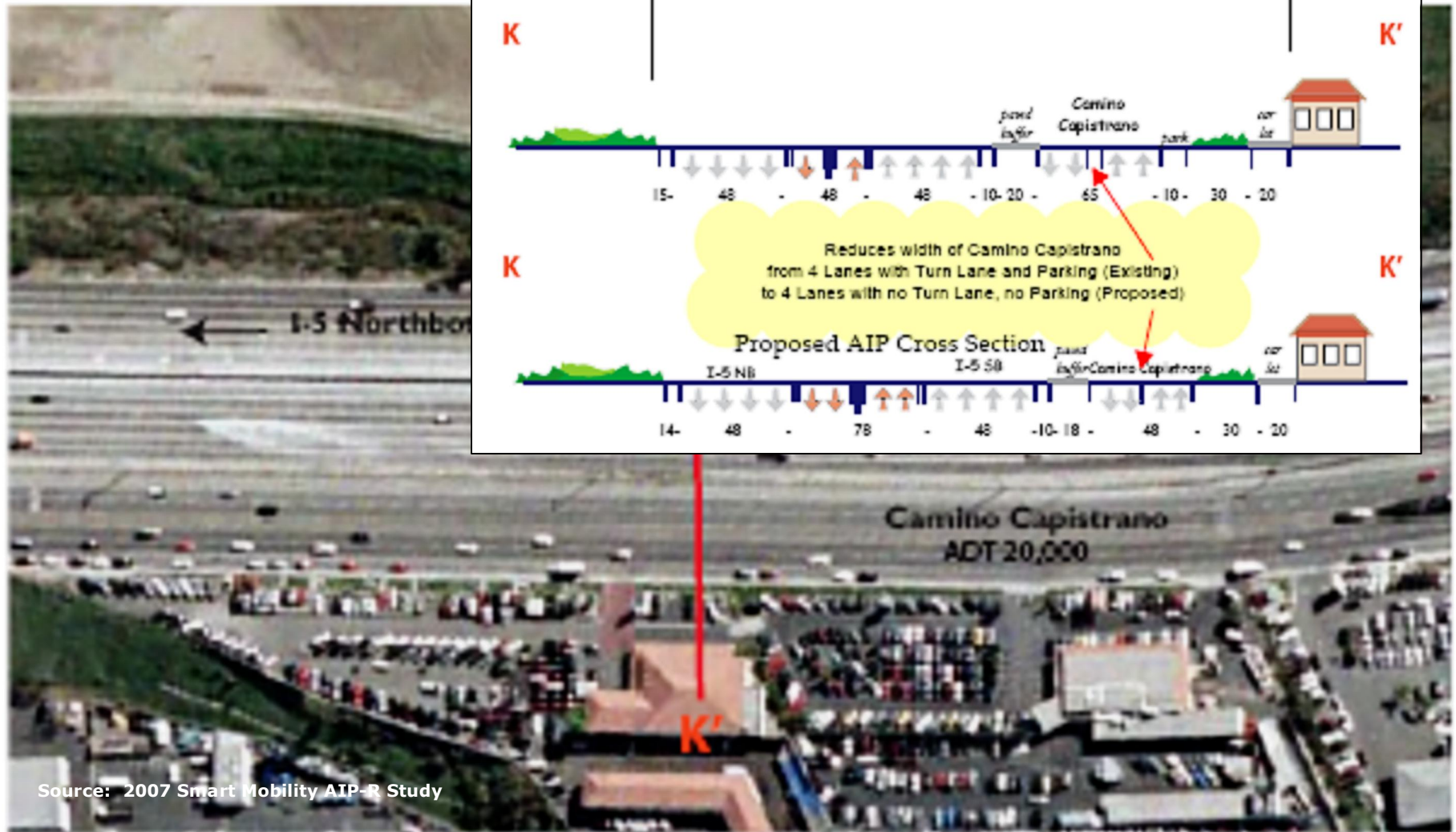
Figure 7: Avenida Pico Interchange: AIP-SEIR and AIP-R



Local streets are important...

Foothill-South

Cross Section K
San Juan Capistrano



How is the alternative funded?


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- Funding is limited under traditional means.
- The TCA model provides a way to advance road construction without state funds.
- Two levels of traffic relief are gained, first upon opening and later when bonds are repaid and tolls are lifted.
- Even those that choose not to use the toll road system benefit from the traffic relief.



We need redundancy in our transportation system.....

Foothill-South

- 
- **The Smart Mobility proposal exacerbates South Orange County's dependence on Interstate 5, the only major highway through this area.**
 - **Alternatives need to be available in case of unforeseen breakdowns from accidents, structure or pavement failures, landslides, etc.**

We need redundancy in our transportation system.....

Foothill-South

Vital artery will be closed for days

Only two major earthquakes have halted traffic on Interstate 5 between Los Angeles and the San Joaquin Valley for a longer time.

By Jeffrey L. Rabin and Dan Weikel, Los Angeles Times Staff Writers

October 14, 2007

The closure underscores the vulnerability of the region's highway network.



***"This is a lesson for planners.
You can't put all of your eggs in one basket."***

**Hasan Ikhata, planning director for the
Southern California Assn. of Governments**

Source: Los Angeles Times

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