



The Rotations

Sep 4, 2013

SANTA ANA NORTH ROTARY 1959

WWW.SANTAANORTHROTARY.ORG

“73,133,241,261...”

PRESIDENT'S REMARKS.

We welcomed Jeff Bott, Senior Public Affairs & Community Relations Representative, Transportation Corridor Agencies. He talked about the toll road development in OC. And, he came with “toll-themed” gifts!

GUESTS

Tricia Bricken – Happy Birthday

RECOGNITION

Jim M – Club Anniversary
Charles – Club Anniversary
Catherine – Welcome back!

BOARD REMARKS

Fundraiser (Lisa)

1. **Sell tickets** – Paper: Checks payable **Santa Ana North Rotary Foundation**. Distributed postcards made by THINK.
2. **Vendors** – Closed – 12 total
3. **Sponsors** – First Am Pending
4. **Silent Auction** – Still collecting

5. **Logistics** – Event Volunteer Sign-up
6. **Publicity** – Submitted

Membership (Ali)

Crystal Mora induction postponed. May consider for Taste.

Community Service (Denise)

What: Ocean Institute – Hoover Elem Principal asked for research vessels.

When: Wed, Sep 25, 9:30, 12

Where: Dana Point

Info: 5 Rotarians/trip. Same day as weekly meeting.

Club Service (Penny)

Working on website. Wanted: Club photographer. Working on website.

Youth Services (Lisa)

First board meeting Sep 9.

Vocational (Alfredo)

None.



Wednesdays 12:15 PM

Antonello Ristorante

3800 S Plaza Drive, Santa Ana, CA

UPCOMING SPEAKERS

September 11 – TASTE Prep

September 18 – Dark

September 25 – Crystal Mora Craft Talk

October 2 – District Governor Visit

UPCOMING EVENTS

Sep 7 – Angels Game – End Polio Now

Sep 14 – Interact Quarterly Meeting

Sep 13 – Taste Prep, Lisa M's House

Sep 14 – Discover the Taste, Heritage Museum of Orange County, 5-8pm

Sep 25 – Ocean Institute Field Trip

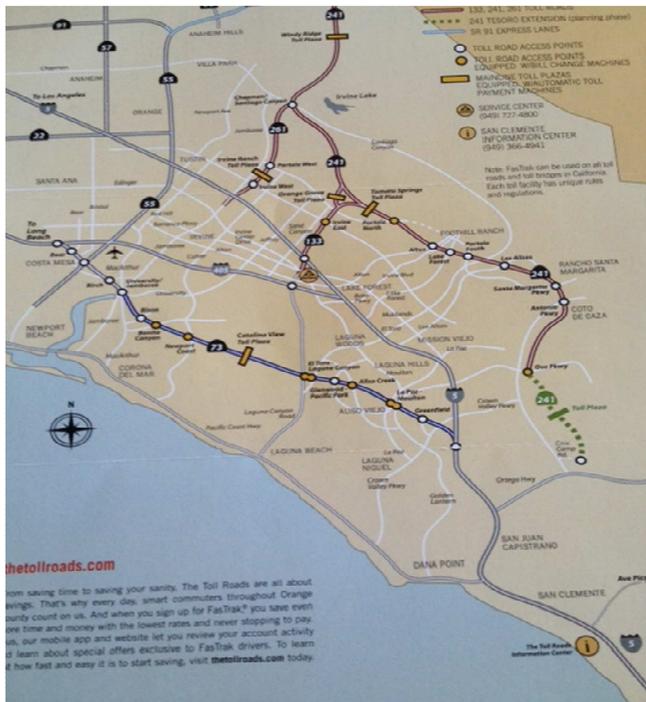
Oct 2 – SAN Board Meeting

The Transportation Corridor Agencies (TCA)

The Transportation Corridor Agencies (TCA) are two joint powers authorities formed by the California legislature in 1986 to plan, finance, construct and operate Orange County's 67-mile public toll road system. Fifty-one miles of the system are complete, including the 73, 133, 241 and 261 Toll Roads. Elected officials from surrounding cities and county supervisorial districts are appointed to serve on each agency's board of directors. Public oversight ensures that the interests of local communities and drivers are served and that TCA continues to meet the region's growing need for congestion-free transportation alternatives.

Stop Sitting. Get Moving. With FasTrak.

From saving time to saving your sanity, The Toll Roads are all about savings. That's why every day, smart commuters throughout Orange County count on us. And when you sign up for FasTrak, you save even more time and money with the lowest rates and never stopping to pay. Plus, our mobile app and website let you review your account activity and learn about special offers exclusive to FasTrak drivers. To learn just how fast and easy it is to start saving, visit thetollroads.com today.



The Toll Roads Brochure

Background

Studies conducted during the 1970s identified that several new roads were needed to serve Orange County's booming population. Roughly sketched into county road plans by 1981, the future San Joaquin Hills, Foothill and Eastern corridors were so-named because road planners weren't sure if they would be highways or freeways. No one initially envisioned them as toll roads.

Scarce Funding

But the money to build these new roads was nowhere in sight.

Compact, fuel-efficient vehicles were popular, gas purchases plummeted and, as a result, revenue from gas taxes declined as statewide maintenance needs for aging highways grew. Local officials dug in their own backyard for seed money that would demonstrate their commitment to building these roads. Then, they assumed, state or federal money would flow and the roads would be built.

The idea of charging tolls as a way to finance the proposed roads first surfaced in 1984, but no real decision was made until public joint-powers agencies were formed to manage financing, construction and operations of the roads. In 1986, two agencies were born - the Foothill/Eastern Transportation Corridor Agency (TCA) and the San Joaquin Hills Transportation Corridor Agency.

Turning to Tolls

Government transportation dollars were still scarce. It became apparent that the new roadways had to be built as tollways or they wouldn't be built at all - a disastrous prospect given the county's explosive growth. In 1987, Senate Bill 1413 passed, giving the Transportation Corridor Agencies (TCA) the authority to construct the new roads as toll facilities and issue bonds backed by future toll revenues and development impact fees.

Public Infrastructure, Private Investment

The San Joaquin Hills (SR 73), Foothill (SR 241) and Eastern (SRs 241/261/133) Toll Roads were the first public highways to be constructed in Orange County since 1987 when the Costa Mesa (SR 55) Freeway was extended by four miles. Remarkably, The Toll Roads - which are owned and maintained by the state of California -- were built with virtually no taxpayer dollars.

Transportation Corridor Agency (TCA) is funded by the sale of bonds to both private individuals and institutional investors. The bonds can only be repaid by future tolls and development fees. Since the bonds are not backed by the government, taxpayers are not responsible for repaying the debt if future toll revenues fall short. Today, toll and development impact fee revenue go toward retiring the construction debt, funding additional improvements and covering costs of operating The Toll Roads.

DID YOU KNOW?

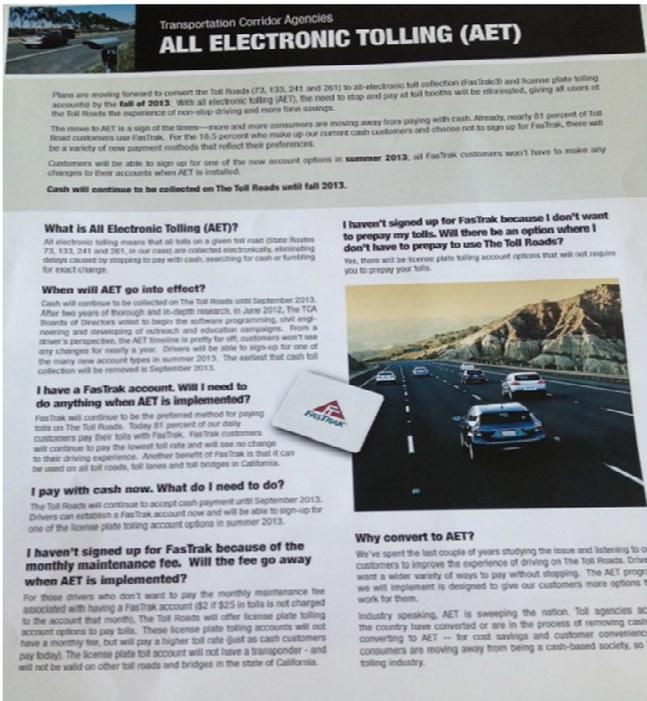
250,000 : Number of cars use the toll roads
20 years: Number of years it takes to construct a freeway
61 hours annually: Orange County Region Drivers Suffer Second Worst Traffic in Nation

Commitment to Future

Plans are moving forward which will give drivers more ways to pay on the 73, 133, 241 and 261 Toll Roads. We are currently in the process of converting from a mixed-mode of toll collection (electronic and cash) to all-electronic toll collection (FasTrak and license plate tolling accounts). **With all electronic tolling (AET), the need to stop and pay**

at toll booths will be eliminated. As a result of cashless tolling, traffic will be free-flowing, ridership safety will be enhanced, back-ups at the toll plazas will be eliminated and operating costs will be lowered. A range of license plate tolling account options will be available to accommodate travelers who currently pay with cash and do not want to sign-up for a prepaid FasTrak account -- the FasTrak® payment option that 80 percent of our drivers currently enjoy will remain unchanged.

Cash will continue to be collected on The Toll Roads until September 2013. After two years of thorough and in-depth research, in June 2012, our Boards of Directors voted to begin the software programming, civil engineering and developing of outreach and education campaigns. From a driver's perspective, the AET timeline is pretty far off; they won't see any changes for nearly a year. The earliest that drivers will be able to sign up for one of the many new account types is May 2013. The earliest that cash toll collection will be removed is September 2013.



State Route 241 Tesoro Extension

In October 2011, engineering and environmental work began on a plan to extend the current 241 Toll Road from where it now ends at Oso Parkway to Cow Camp Road in the vicinity of Ortega Highway. This project has been named the State Route 241 Tesoro Extension and will provide additional northern access for communities located inland of I-5 and commuters traveling to Orange County business centers from the Inland Empire via Ortega Highway. It provides an important alternative route to I-5.



241 Toll Road/g91 Express Lanes Connector Project

The Foothill/Eastern Transportation Corridor Agency is working with the Orange County Transportation Authority and the Riverside County Transportation Department on a direct connector ramp from the 241 Toll Road to the g1 Express Lanes. The connector will extend from the center median of the 241 to the g1 Express Lanes to and from the east.

The g1 freeway is one of the most heavily traveled routes in Southern California. Not only will the connector enhance regional mobility, it will relieve traffic congestion that occurs periodically on the 241 Toll Road when drivers merge onto the g1 freeway. Reduced traffic congestion also improves air quality, benefiting Orange and Riverside County residents and commuters alike.

Preliminary design and environmental clearance are in progress and the project is funded entirely with toll revenue bonds.

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