



AGENDA

Orange County Council of Governments Board of Directors' Regular Meeting

Orange County Transportation Authority Headquarters
First Floor – Conference Room 154
600 South Main Street, Orange, California
Thursday, September 22, 2011 - 10:30 a.m. to 12:00 p.m.

Board Members

Peter Herzog, OCTA, Chairman
Leroy Mills, District 18, Vice Chairman
Paul Glaab, District 12
Joel Lautenschleger, District 13
Sukhee Kang, District 14
Leslie Daigle, District 15
Michele Martinez, District 16
John Nielsen, District 17
Kris Murray, District 19
Andy Quach, District 20
Sharon Quirk-Silva, District 21
Brett Murdock, District 22
Matthew Harper, District 64
Bob Ring, Cities At-Large

Janet Nguyen, County At-Large
Phil Anthony, ISDOC
Mark Waldman, OCSD
Phil Anthony, ISDOC
John Moorlach, SCAG – County Representative
Shawn Nelson, SCAQMD – County Representative
Bert Hack, TCA
Vacant, OCD, LOCC
Bryan Starr, Building Industry
Elizabeth Toomey, University Representative
Kate Klimow, Business Community
Julie Puentes, Health Care/Hospital Industry
Karen Roper, Housing (Non-Profit) Community
Joyce Crosthwaite, LAFCO

Agenda Descriptions

The agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Board of Directors may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

Public Comments on Agenda Items

Members of the public wishing to address the Board of Directors regarding any item appearing on the agenda may do so by completing a Speaker Card's and submitting it to the Clerk of the Board. Speakers will be recognized by the Chairman at the time the agenda item is to be considered. A speaker's comments shall be limited to three minutes.

Public Availability of Agenda Materials

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net/occog.aspx or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

Accessibility

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the Clerk of the Board, telephone (714) 560-5676, no less than two business days prior to this meeting to enable the Orange County Transportation Authority (OCTA) to make reasonable arrangements to assure accessibility to this meeting.



AGENDA

Orange County Council of Governments Board of Directors' Regular Meeting

Call to Order

Roll Call

Pledge of Allegiance

Board Member Kang

Consent Calendar (Items 1 and 2)

All matters listed under the Consent Calendar are routine and will be enacted by one vote without separate discussion unless Members of the Board, the public, or staff request specific items be removed for separate action or discussion.

1. **Approval of Minutes of the July 28, 2011 Board of Directors' Meeting**

Recommended Action

Approve the Minutes of the July 28, 2011, Board of Directors' meeting, as presented or amended.

2. **Orange County Council of Governments' Financial Report**

Tom Wulf, Treasurer

Recommended Action

Approve the Orange County Council of Governments' financial report.

Regular Items

3. **Approval of Memorandum of Understanding with the Southern California Association of Governments for a U.S. Department of Housing and Urban Development Sustainable Communities Regional Planning Grant**

Dave Simpson, Executive Director

Recommended Action

Approve Memorandum of Understanding with the Southern California Association of Governments and authorize Executive Director to sign agreement.

4. **Update on 2012 Regional Transportation Plan/Sustainable Communities Strategy**

Charlie Larwood, OCTA Planning
Dave Simpson, Executive Director

Recommended Action

Receive report and provide direction as needed.



AGENDA

Orange County Council of Governments Board of Directors' Regular Meeting

5. Discuss Options for Future Administration of the Orange County Council of Governments

Recommended Action

Discuss options and provide staff direction.

Reports

6. Report from the Orange County Council of Governments' Technical Advisory Committee Chair

Marika Modugno, OCCOG TAC Chair

- Update on Regional Housing Needs Assessment

7. Chairman's Report (verbal)

8. Executive Director's Report

- Progress Report: LSA Associates, Inc. Contract for the Orange County Sustainable Communities Strategy
- On the Horizon: OCCOG Planning Calendar

9. Public Comments

At this time, members of the public may address the Board of Directors regarding any items within the subject matter jurisdiction of the Board of Directors, but no action may be taken on off agenda items unless authorized by law. Comments shall be limited to three minutes per speaker, unless different time limits are set by the Chairman subject to the approval of the Board of Directors.

10. Board Members' Reports

11. Member Agencies' Reports

12. Staff Members' Reports

13. Adjournment

The next regularly scheduled meeting of this Board is scheduled from **10:30 a.m. to 12:00 p.m. on Thursday, October 27, 2011**, at the Orange County Transportation Authority Headquarters.



MINUTES

Orange County Council of Governments Board of Directors' Meeting

Call to Order

The regular meeting of the Orange County Council of Governments was called to order by Chairman Herzog at 10:35 a.m. on Thursday, July 28, 2011, at the Orange County Transportation Authority Headquarters, 600 South Main Street, Conference Room #154, Orange, California

Roll Call

BOARD MEMBERS PRESENT

Peter Herzog, OCTA, Chairman
Leroy Mills, District 18, Vice Chairman
Paul Glaab, District 12
Joel Lautenschleger, District 13
Sukhee Kang, District 14
Michele Martinez, District 16
Sharon Quirk-Silva, District 21
Bob Ring, Cities At-Large
Phil Anthony, ISDOC
Mark Waldman, OCSD
John Moorlach, SCAG – County Representative
Bryan Starr, Building Industry (Ex-Officio)
Julia Bidwell, Housing (Non-Profit) Comm. (Ex-Officio), Alt.
Joyce Crosthwaite, LAFCO (Ex-Officio)

BOARD MEMBERS ABSENT

Leslie Daigle, District 15
John Nielsen, District 17
Kris Murray, District 19
Andy Quach, District 20
Brett Murdock, District 22
Mathew Harper, District 64
Janet Nguyen, County At-Large
Shawn Nelson, SCAQMD - County Representative
Bert Hack, TCA
Elizabeth Toomey, University Community (Ex-Officio)
Kate Klimow, Business Community (Ex-Officio)
Julie Puentes, Health Care/Hospital Industry (Ex-Officio)
Karen Roper, Housing (Non-Profit) Comm. (Ex-Officio)

STAFF PRESENT

Dave Simpson, Executive Director
Wendy Knowles, OCTA Clerk of the Board
Laurena Weinert, OCTA Assistant Clerk of the Board
Fred Galante, General Counsel

Pledge of Allegiance

The pledge of allegiance was led by Board Member Anthony.

Consent Calendar

1. Approval of Minutes for the June 23, 2011, Board of Directors' Meeting

A motion was made by Board Member Ring, seconded by Board Member Waldman, and declared passed by those present, to approve minutes of the June 23, 2011, meeting.

2. Orange County Council of Governments' Financial Report

A motion was made by Board Member Ring, seconded by Board Member Waldman, and declared passed by those present, to approve the Orange County Council of Governments' financial report.



MINUTES

Orange County Council of Governments Board of Directors' Meeting

3. Orange County Council of Governments' Legislative Update

A motion was made by Board Member Ring, seconded by Board Member Waldman, and declared by those present, to receive and file as an information item.

Regular Calendar

4. Approval of 2011-2014 Memorandum of Understanding with the Center for Demographic Research

Dave Simpson, Executive Director, reported that the Memorandum of Understanding (MOU) is conducted on an annual basis. All cities pay into the services provided by the Center for Demographic Research (CDR), and the demographic information is used by the member agencies.

Fred Galante, General Counsel, commented that the MOU is an annual commitment with no opportunity to terminate early without incurring dues. The contract is for three years. The CDR is a sole source provider who offers a unique service. Mr. Galante requested confirmation from California State University, Fullerton that exempts OCCOG from the provision on page seven of the agreement under "Sponsorship" from a forfeiture of right, services and privileges, unless negotiated, due to the document not being signed by June 30, 2011. Additionally, Mr. Galante commented that the CDR is a unique service provider, which OCCOG helped organize for the benefit of the County.

A motion was made by Board Member Waldman, seconded by Board Member Glaab, and declared passed by those present, to approve the 2011-2014 Memorandum of Understanding with the Center for Demographic Research and authorize the Executive Director to sign the agreement, with the exemption of the provision on page seven of the agreement under "Sponsorship" from a forfeiture of right, services and privileges, unless negotiated, due to the document not being signed by June 30, 2011.

5. U.S. Housing and Urban Development Sustainable Communities Regional Planning Grant Opportunity

Dave Simpson, Executive Director, reported that Southern California Association of Governments (SCAG) is applying for a federal grant and Orange County would provide a complete streets project. SCAG has offered to match funds for this grant. OCCOG faces challenges in that it has limited resources to administer the grant and staff has been in discussions with Member agencies to seek assistance for that purpose.

5. (Continued)

Tracy Sato, City of Anaheim, reported that the OCCOG Technical Advisory Committee reviewed the grant and came up with a pilot project proposal due to the application deadline time constraints. The opportunity is for a Housing and Urban Development Sustainable Communities Regional Planning grant. The intent of the grant is to produce a regional planning document and not for construction. The County qualifies as a region under SCAG. SCAG has committed to providing the match for the grant.

Mr. Simpson commented that the Orange County Transportation Authority (OCTA) has expressed interest in assisting with the administration of the grant but has concerns with being the applicant due to the housing aspect of the grant.

Ms. Sato commented that any of the cities or County could serve as lead on the project for the grant. The pilot project would need to be defined by the end of August 2011 and the grant application completed by the end of September 2011.

The Members and staff discussed the definitions and options for a complete street project and the possible impacts on Master Plan of Arterial Highways.

A motion was made by Board Member Anthony, seconded by Board Member Glaab, and declared passed by those present, to authorize staff and the Technical Advisory Committee to pursue a pilot project for the grant requirement and return to the next regularly scheduled Board meeting for review and approval.

Reports

6. Update on Regional Housing Needs Assessment integration into Sustainable Communities Strategy

Doug Williford, Deputy Executive Director, Planning & Programs, Southern California Association of Governments, provided an overview of the Regional Housing Needs Assessment process and integration into the Southern California Association of Governments' regional Sustainable Communities Strategy, including information on the upcoming timelines and public outreach.

7. Report from the Orange County Council of Governments' Technical Advisory Committee Chair

Marika Modugno, Technical Advisory Committee (TAC) Chair, reported that the TAC will discuss the Southern California Association of Governments Housing and Urban Development grant, as well as review the 2012 Regional Transportation Plan/Sustainable Communities Strategy Regional Housing Needs Assessment process.



MINUTES

Orange County Council of Governments Board of Directors' Meeting

8. Chairman's Report

Chairman Herzog reported on the following:

- Article II of the Amended Bylaws of OCCOG;
- Expiration of contract with the Orange County Transportation Authority;
- Future discussions of the role of OCCOG; and
- Reports from the Regional Council to OCCOG

Board Member Glaab encouraged Members to attend Regional Council meetings.

Board Member Quirk-Silva suggested future discussion of County-related topics other than housing and transportation.

Board Member Lautenschleger expressed concern with duplicating efforts by other agencies.

9. Executive Director's Report

Dave Simpson, Executive Director, reported on the following:

- Southern California Association of Governments workshops; and
- Southern California Association of Governments' plug-in electric vehicle readiness grant

10. Public Comments

No public comments were received.

11. Board Members' Reports

Board Member Moorlach reported on the formation of the County's 2020 Commission regarding the ten-year plan to end homelessness in Orange County.

12. Member Agencies' Reports

No reports were offered from member agencies.

13. Staff Members' Reports

No reports were offered from staff members.



MINUTES

Orange County Council of Governments Board of Directors' Meeting

14. Adjournment

The meeting was adjourned at 12:00 p.m.

The next regularly scheduled meeting of this Board will be held from **10:30 a.m. to 12:00 p.m. on Thursday, September 22, 2011**, at the Orange County Transportation Authority Headquarters.

ATTEST

Allison Cheshire
OCTA Deputy Clerk of the Board

Peter Herzog
OCCOG Chairman

2011 OCCOG Board Meeting Attendance

		1/27/11	2/24/11	3/24/11	4/28/11	5/26/11	6/23/11	7/28/11	9/22/11	10/27/11	11/17/11	12/15/11
Board Seat Member/Alternate Name		Regular Voting Members										
<u>SCAG District 13</u>												
Paul Glaab							X	X				
Joe Brown, Alternate		X		X								
Phil Tsunoda, Alternate					X							
<u>SCAG District 13</u>												
Joel Lautenschleger		X	X	X	X		X	X				
Kathryn McCullough						X						
<u>SCAG District 14</u>												
Suhkee Kang		X	X	X	X		X	X				
<u>SCAG District 15</u>												
Leslie Daigle			X	X								
<u>SCAG District 16</u>												
Michele Martinez		X		X				X				
David Benavides, Alternate							X					
<u>SCAG District 17</u>												
John Nielsen		X	X	X	X	X	X					
<u>SCAG District 18</u>												
Leroy Mills		X	X	X	X	X	X	X				
Prakash Narain, Alternate												
<u>SCAG District 19</u>												
Kris Murray		X	X	X	X	X	X					
<u>SCAG District 20</u>												
Andy Quach												
Tri Ta, Alternate			X									
<u>SCAG District 21</u>												
Sharon Quirk-Silva		X	X	X	X	X	X	X				
<u>SCAG District 22</u>												
Brett Murdock		X	X	X	X	X						
Ron Garcia, Alternate												

2011 OCCOG Board Meeting Attendance

	1/27/11	2/24/11	3/24/11	4/28/11	5/26/11	6/23/11	7/28/11	9/22/11	10/27/11	11/17/11	12/15/11
Board Seat											
Member/Alternate Name											
<u>SCAG District 64</u>											
Matthew Harper	X	X	X	X	X	X					
Keith Bohr, Alternate											
<u>Cities-at-Large</u>											
Bob Ring				X	X	X	X				
Milt Robbins, Alternate	X	X	X								
<u>County-at-Large</u>											
Janet Nguyen		X			X						
Patricia Bates, Alternate											
<u>ISDOC</u>											
Phil Anthony	X	X		X	X	X	X				
Joan Finnegan, Alternate			X								
Rich Freschi, Alternate											
<u>OCS D</u>											
Mark Waldman	X	X	X	X	X	X	X				
Jim Ferryman, Alternate											
<u>OCTA</u>											
Peter Herzog	X	X	X	X	X	X	X				
William Dalton, Alternate											
<u>SCAG - County</u>											
John Moorlach	X	X		X	X	X	X				
<u>SCAQMD - County</u>											
Shawn Nelson		X	X		X	X					
<u>TCA</u>											
Bert Hack	X	X	X	X		X					
Voting Members	16	18	17	15	14	16	11				

2011 OCCOG Board Meeting Attendance

	1/27/11	2/24/11	3/24/11	4/28/11	5/26/11	6/23/11	7/28/11	9/22/11	10/27/11	11/17/11	12/15/11
Board Seat											
Member/Alternate Name											
Ex-Officio Non-Voting Members											
<u>OCD, LOCC</u>											
<i>Vacant</i>											
<u>Private Sector</u>											
Kristine Thalman	X	X									
Bryan Starr (<i>Ex Officio</i>)			X		X	X	X				
<u>University Rep.</u>											
Elizabeth Toomey (<i>Ex-Officio</i>)		X	X								
Fred Smoller, Alternate	X				X						
<u>Business Comm.</u>											
Kate Klimow (<i>Ex-Officio</i>)	X		X	X	X	X					
<u>Health Care/Hospital</u>											
Julie Puentes (<i>Ex-Officio</i>)			X			X					
<u>Housing Comm.</u>											
Karen Roper (<i>Ex-Officio</i>)											
Julia Bidwell, Alternate	X	X			X	X	X				
<u>OCLAFCO</u>											
Joyce Crosthwaite (<i>Ex-Officio</i>)				X			X				
Benjamin Legbandt	X	X	X		X						
Non-Voting Members	5	4	5	2	5	4	3				

**** No meeting held in August 2011 ****



**ORANGE COUNTY
COUNCIL OF GOVERNMENTS**

September 22, 2011

Subject: **Orange County Council of Governments' Financial Report**

Summary: Orange County Council of Governments' financial information is provided for board review.

As of August 31, 2011, OCCOG had a bank balance of \$217,749.31 at Bank of the West. Outstanding checks totaled \$5,340.59.

Recommendation: Approve the Orange County Council of Governments' financial report.

Attachments:

- A. OCCOG Fiscal Year 2011-12 Checking Account Register
- B. Bank of the West Statement
- C. OCCOG Fiscal Year 2011-12 Cash Receipts/Disbursements Report

Staff Contact: Tom Wulf, OCCOG Treasurer
714/560-5659
Twulf@octa.net

**Orange County Council of Governments
Checking Account Register
Fiscal Year 2011-12**

Date	Check #	Description	Amount	Balance	Date Cleared	FY20011-12 CDR Fees	FY20011-12 Dues	
July								
7/1/2011		Balance Forward		46,722.38				
7/20/2011	1036	OCTA	(35,250.00)	11,472.38	7/29/2011			
7/20/2011	1037	Association of California Cities - OC	(60.00)	11,412.38	8/2/2011			Bank of the West 12,088.66
7/20/2011	1038	Aleshire & Wynder	(1,764.00)	9,648.38	8/3/2011			O/S Checks <u>(2,440.28)</u>
								<u>\$9,648.38</u>
August								
8/5/2011		Villa Park	2,557.72	12,206.10		860.33	1,697.39	
8/8/2011		Seal Beach	3,827.93	16,034.03		1,185.96	2,641.97	
8/8/2011		Laguna Beach	3,729.66	19,763.69		1,160.77	2,568.89	
8/11/2011		Anaheim	11,795.15	31,558.84		6,795.15	5,000.00	
8/11/2011		La Habra	6,329.18	37,888.02		1,827.17	4,502.01	
8/12/2011		Dana Point	4,464.27	42,352.29		1,349.09	3,115.18	
8/15/2011		Aliso Viejo	5,492.69	47,844.98		1,612.73	3,879.96	
8/15/2011		Laguna Woods	3,276.05	51,121.03		1,044.48	2,231.57	
8/15/2011		OC Sanitation District	5,000.00	56,121.03		-	5,000.00	
8/15/2011		County of Orange	5,000.00	61,121.03		-	5,000.00	
8/15/2011		Costa Mesa	7,707.34	68,828.37		2,707.34	5,000.00	
8/15/2011		Fullerton	8,157.54	76,985.91		3,157.54	5,000.00	
8/16/2011		Mission Viejo	7,412.33	84,398.24		2,412.33	5,000.00	
8/17/2011		San Juan Capistrano	4,554.41	88,952.65		1,372.20	3,182.21	
8/17/2011		OCTA	5,000.00	93,952.65			5,000.00	
8/18/2011		Los Alamitos	2,947.99	96,900.64		960.38	1,987.61	
8/18/2011		Laguna Niguel	6,522.28	103,422.92		1,876.67	4,645.61	
8/18/2011		La Palma	3,232.67	106,655.59		1,033.36	2,199.31	
8/18/2011		Yorba Linda	6,634.64	113,290.23		1,905.47	4,729.17	
8/18/2011	1039	Mobility 21	(300.00)	112,990.23				
8/19/2011		Lake Forest	7,129.18	120,119.41		2,129.18	5,000.00	
8/22/2011		Fountain Valley	5,983.25	126,102.66		1,738.49	4,244.76	
8/22/2011		Cypress	5,464.17	131,566.83		1,605.42	3,858.75	
8/22/2011		SCAQMD	5,000.00	136,566.83			5,000.00	
8/22/2011		Buena Park	7,188.98	143,755.81		2,188.98	5,000.00	
8/25/2011		Garden Grove	8,790.53	152,546.34		3,790.53	5,000.00	
8/25/2011		Irvine	9,637.33	162,183.67		4,637.33	5,000.00	
8/25/2011		Stanton	4,801.85	166,985.52		1,435.63	3,366.22	
8/26/2011		Westminster	7,349.55	174,335.07		2,349.55	5,000.00	
8/29/2011		San Clemente	6,557.85	180,892.92		1,885.79	4,672.06	
8/29/2011		Orange	8,182.70	189,075.62		3,182.70	5,000.00	
8/29/2011		Rancho Santa Margarita	5,466.93	194,542.55		1,606.13	3,860.80	
8/29/2011		Brea	4,922.58	199,465.13		1,466.58	3,456.00	
8/29/2011		TCA	5,000.00	204,465.13			5,000.00	
8/29/2011	1040	Cal Association of Councils of Gov	(3,977.50)	200,487.63				
8/29/2011	1041	David Simpson	(399.40)	200,088.23	8/29/2011			
8/29/2011	1042	Void	-	200,088.23				
8/29/2011	1043	Void	-	200,088.23				
8/29/2011	1044	Aleshire & Wynder	(1,063.09)	199,025.14				
8/30/2011		Huntington Beach	9,127.81	208,152.95		4,127.81	5,000.00	Bank of the West 217,749.31
8/30/2011		Laguna Hills	4,255.77	212,408.72		1,295.64	2,960.13	O/S Checks <u>(5,340.59)</u>
								<u>\$212,408.72</u>



STATEMENT

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NEWPORT BEACH COMMERCIAL 00748
4400 MACARTHUR AVE ST 150
NEWPORT BEACH CA 92660 888-727-2692

ORANGE COUNTY COUNCIL OF GOVERNMENTS
ATTN TOM WULF
PO BOX 14184
ORANGE CA 92863 1584

STATEMENT PERIOD
08/01/11 THROUGH 08/31/11

011-244681

0 ITEMS ENCLOSED

GREAT NEWS! IF YOU HAVE AN OVERDRAFT LINE OF CREDIT, YOUR
STATEMENT WILL SOON BE EASIER TO READ. LOOK
FOR THE IMPROVED FORMAT IN THE NEAR FUTURE.

REGULAR BUSINESS CHECKING ACCOUNT NUMBER 011-244681

BEGINNING BALANCE.....	12,088.66	AVERAGE DAILY BALANCE.....	89,187.00
15 DEPOSITS.....	208,500.33	LOW BALANCE.....	12,028.66
0 CREDITS.....	0.00	YEAR-TO-DATE INTEREST PAID.....	0.00
0 WITHDRAWALS.....	0.00	YEAR-TO-DATE TAX WITHHELD.....	0.00
4 CHECKS.....	2,839.68	ANNUAL PERCENTAGE YIELD EARNED.....	0.00
ENDING BALANCE.....	217,749.31	INTEREST ACCRUED THIS STATEMENT.....	0.00

DEPOSITS

DATE.....	AMOUNT	DATE.....	AMOUNT	DATE.....	AMOUNT
08/03	2,557.72	08/16	7,412.33	08/22	23,636.40
08/09	7,557.59	08/17	4,554.41	08/25	23,229.71
08/11	18,124.33	08/17	5,000.00	08/26	7,349.55
08/12	4,464.27	08/18	19,337.58	08/30	13,383.58
08/15	34,633.62	08/19	7,129.18	08/30	30,130.06

CHECKS

NUMBER..DATE.....	AMOUNT	NUMBER..DATE.....	AMOUNT	NUMBER..DATE.....	AMOUNT
1035e 08/03	616.28	1038e 08/03	1,764.00	1041e*08/29	399.40
1037e*08/02	60.00				

e REPRESENTS ITEMS PRESENTED ELECTRONICALLY, * REPRESENTS A GAP IN CHECK NUMBERS

**Orange County Council of Governments
Cash Receipts/Disbursements Report
For the Quarter ending September 30, 2011**

Cash Receipts

Date	Payer	Description	Amount
8/5/2011	Villa Park	CDR Fees and Annual Dues	2,557.72
8/8/2011	Seal Beach	CDR Fees and Annual Dues	3,827.93
8/8/2011	Laguna Beach	CDR Fees and Annual Dues	3,729.66
8/11/2011	Anaheim	CDR Fees and Annual Dues	11,795.15
8/11/2011	La Habra	CDR Fees and Annual Dues	6,329.18
8/12/2011	Dana Point	CDR Fees and Annual Dues	4,464.27
8/15/2011	Aliso Viejo	CDR Fees and Annual Dues	5,492.69
8/15/2011	Laguna Woods	CDR Fees and Annual Dues	3,276.05
8/15/2011	OC Sanitation District	Annual Dues	5,000.00
8/15/2011	County of Orange	Annual Dues	5,000.00
8/15/2011	Costa Mesa	CDR Fees and Annual Dues	7,707.34
8/15/2011	Fullerton	CDR Fees and Annual Dues	8,157.54
8/16/2011	Mission Viejo	CDR Fees and Annual Dues	7,412.33
8/17/2011	San Juan Capistrano	CDR Fees and Annual Dues	4,554.41
8/17/2011	OCTA	Annual Dues	5,000.00
8/18/2011	Los Alamitos	CDR Fees and Annual Dues	2,947.99
8/18/2011	Laguna Niguel	CDR Fees and Annual Dues	6,522.28
8/18/2011	La Palma	CDR Fees and Annual Dues	3,232.67
8/18/2011	Yorba Linda	CDR Fees and Annual Dues	6,634.64
8/19/2011	Lake Forest	CDR Fees and Annual Dues	7,129.18
8/22/2011	Fountain Valley	CDR Fees and Annual Dues	5,983.25
8/22/2011	Cypress	CDR Fees and Annual Dues	5,464.17
8/22/2011	SCAQMD	Annual Dues	5,000.00
8/22/2011	Buena Park	CDR Fees and Annual Dues	7,188.98
8/25/2011	Garden Grove	CDR Fees and Annual Dues	8,790.53
8/25/2011	Irvine	CDR Fees and Annual Dues	9,637.33
8/25/2011	Stanton	CDR Fees and Annual Dues	4,801.85
8/26/2011	Westminster	CDR Fees and Annual Dues	7,349.55
8/29/2011	San Clemente	CDR Fees and Annual Dues	6,557.85
8/29/2011	Orange	CDR Fees and Annual Dues	8,182.70
8/29/2011	Rancho Santa Margarita	CDR Fees and Annual Dues	5,466.93
8/29/2011	Brea	CDR Fees and Annual Dues	4,922.58
8/29/2011	TCA	Annual Dues	5,000.00
8/30/2011	Huntington Beach	CDR Fees and Annual Dues	9,127.81
8/30/2011	Laguna Hills	CDR Fees and Annual Dues	4,255.77
			<u>208,500.33</u>

Cash Disbursements

Date	Check #	Payee	Description	Amount
7/20/2011	1036	OCTA	Admin Services - FY10-11, 1st Quarter	35,250.00
7/20/2011	1037	Assoc of California Cities - OC	Monthly Business Meeting	60.00
7/20/2011	1038	Aleshire & Wynder	June 2011 Legal Fees	1,764.00
8/18/2011	1039	Mobility 21	Mobility 21 Summit	300.00
8/29/2011	1040	Cal Assoc of Councils of Gov	FY11/12 Annual Dues	3,977.50
8/29/2011	1041	David Simpson	Air for CALCOG Directors Meeting in Sacramento	399.40
8/29/2011	1042	Void		
8/29/2011	1043	Void		
8/29/2011	1044	Aleshire & Wynder	July 2011 Legal Fees	1,063.09
				<u>42,813.99</u>



ORANGE COUNTY

COUNCIL OF GOVERNMENTS

September 22, 2011

Subject: **Approval of Memorandum of Understanding with the Southern California Association of Governments for a U.S. Department of Housing and Urban Development Sustainable Communities Regional Planning Grant.**

Summary: As was discussed at the July 28, 2011, Orange County Council of Governments (OCCOG) Board meeting, The U.S. Department of Housing and Urban Development (HUD) recently issued a Notice of Funding Availability for the Sustainable Communities Regional Planning Grant. HUD plans to award ten grants of \$5 million to Metropolitan Planning Organizations with populations of 500,000 or more nationwide. Southern California Association of Governments (SCAG), with assistance from participating subregions, has decided to apply for the grant. SCAG will be the lead grant applicant and participating subregions will administer their projects which are part of the regional grant.

The OCCOG Technical Advisory Committee (TAC) has developed the Orange County initiative, "A Complete Guide to Complete Streets" which is outlined in detail in the attached staff report (Attachment A). As a next step in the process, HUD is requiring SCAG and participating subregions to enter into a Memorandums of Understanding (MOU) by late September, 2011. The draft MOU is attached to this staff report (Attachment B).

At OCCOG's July meeting, the Board directed staff to move forward and pursue this grant opportunity. A key component in our ability to deliver a grant application and, if successful, administer and complete the required work, was to identify willing member agencies to assist the Orange County effort. The City of Aliso Viejo has indicated their interest in leading the grant preparation and six additional cities have also indicated they will actively participate in the effort. The Aliso Viejo city council will soon consider a similar MOU.

The MOU was reviewed by OCCOG legal counsel. Counsel found no objectionable terms that would indicate the MOU should not be approved. There is no cash match that is required in the MOU, however, an in-kind contribution of 25 percent is required. OCCOG and Aliso Viejo have agreed to provide this in-kind match in the form of staff hours. It is estimated that the value of in-kind contribution needed may range between \$200-\$250 in in-kind support over the three-year grant program. Staff believes this contribution is reasonable.

Hours from other agencies in Orange County will also be used toward the match as long as the hours are adequately tracked. For any reason, should OCCOG need to terminate Orange County's participation in the

grant, OCCOG may do so upon written notification to SCAG. One concern raised by counsel was that the MOU references a subsequent Consortium Agreement that participating subregions will be asked to consider. At this time, the terms of that agreement are not known. If there was anything objectionable in that agreement that staff could not resolve, OCCOG can terminate its participation.

OCCOG Staff and the OCCOG TAC support the approval of this MOU.

Recommendation: Approve Memorandum of Understanding with the Southern California Association of Governments and authorize Executive Director to sign agreement.

Attachments: A. Orange County Pilot Project: A Complete Guide to Complete Streets
B. Memorandum of Understanding

Staff Contact: Dave Simpson, Executive Director
(714) 560-5570
Dsimpson@octa.net

**“Growing Transit-Oriented Sustainable and Equitable Communities
in Southern California” (Working Title)
Regional Proposal for U.S. HUD Sustainable Community Regional Planning Grant**

Regional Planning Initiative Summary (Working Draft for Discussion Only)

County	Date	Preparer
Orange	9/8/2011	David Simpson/Bruce Cook

Project Name

Complete Guide to Complete Streets: A Planning Study (CG2CS)

Project Overall Description

For the six-county SCAG region, the Regional Goal/Vision is to move towards a future for Southern California with a prosperous economy, environmental sustainability, and healthy and livable communities. The objective of the Regional Proposal is to facilitate implementation of the 2012 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) through the development of a region-wide implementation framework, strategies and tools to address the regional challenges to facilitate achievement of the regional goal.

One of the current trends in the re-thinking of sustainable communities is the role and function of streets. In the traditional urban model, the street has one primary purpose – the movement of vehicles as quickly and as efficiently as possible. In the world of sustainable communities, streets are being considered in a more comprehensive and multi-functional role. The term provided is “complete streets.”

The National Complete Streets Coalition describes Complete Streets in this fashion:

The streets of our cities and towns are an important part of the livability of our communities. They ought to be for everyone, whether young or old, motorist or bicyclist, walker or wheelchair user, bus rider or shopkeeper. But too many of our streets are designed only for speeding cars, or worse, creeping traffic jams. Now, in communities across the country, a movement is growing to **complete the streets**. States, cities and towns are asking their planners and engineers to build road networks that are safer, more livable, and welcoming to everyone. Instituting a **complete streets policy** ensures that transportation planners and engineers consistently design and operate the entire roadway with **all users** in mind - including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities. Most importantly to this approach is obviously the thoughtful design of roadways and the roadway network for all non-motorized users. In particular, the needs of pedestrians and bicyclists are given a higher priority than may have been true in the past. Such policies must closely link with land-use and development practices to be truly effective. Consequently, this is a long-term planning and design effort, as working towards Complete Streets is an effort that will take many years, but ultimately provide a great deal of return to the region’s communities

Seizing upon this trend and this concept, the State of California, in 2008, adopted AB 1358, the Complete Street Act. This act requires all California jurisdictions to consider and evaluate the incorporation of Complete Streets into their transportation network when the jurisdiction adopts or updates its Circulation Element. Therefore, Orange County's **Complete Guide to Complete Streets: A Planning Study (CG2CS)** regional initiative, which is intended to create a model manual/toolkit of how to approach incorporating Complete Streets into a General Plan, would capitalize on an emerging trend and opportunity and would build upon and integrates current initiatives regarding this.

Creation of the CG2CS toolkit would assist jurisdictions in addressing challenges and overcoming barriers in implementing Complete Street systems into their transportation network. In pursuing a Complete Street system, local jurisdictions would be taking steps to promote the six livability principles. One of the outcomes of the CG2CS toolkit would be the development of a guidebook that assists jurisdictions in pursuing implementation of a Complete Street system that would provide clear direction for how the local jurisdiction should proceed for post-grant activities as jurisdictions take the steps to implement the strategies delineated in the CG2CS toolkit. Upon completion of the CG2CS, the manual will be an effective tool over the duration of the long range planning horizon, that with repetitive use by jurisdiction after jurisdiction that will continue to add value over the long term to the regional planning efforts to advance implementation of strategies to achieve the Regional Objective of promoting sustainable communities. Finally, the process to develop the CG2CS will be done in a manner of engagement of regional consortiums that include a broad range of stakeholders who are likely to be affected by the outcomes of the grant project. The stakeholders involved are as varied as the public as a whole. Defined later will be specific audiences and tactics that will speak to overall community outreach for this study.

This planning grant effort would provide a tool to jurisdictions as they look at Complete Streets as part of General Plan updates, specifically with updates in Circulation Elements.

The toolkit would be expected to include the following elements as project outputs:

- Policy Directions
- Design Initiatives
- Implementation Strategies
- Outreach Strategies
- Performance Measures
- Connectivity Analysis
- Case Studies
- Easy Reference Guide

This toolkit would be timely in consideration of AB 1358 previously referenced.

This project concept directly complements strategies contained in the Orange County Sustainable Communities Strategy (OC SCS) recently submitted to SCAG for inclusion in the regional Sustainable Communities Strategy. In fact, some of the groundwork for this study has already been completed through the OC SCS effort in that Orange County local jurisdictions, building on lists created by CARB and SCAG, have identified 222 distinct Sustainability Practices that will result in or support the reductions of GHG emissions. A large number of these practices relate to Complete Street concepts.

With the ultimate goal of developing a Complete Streets toolkit for use throughout the region, the Orange County Council of Governments (OCCOG) together with the City of Aliso Viejo will serve as project leads for this pilot effort with SCAG serving as overall project manager. A Complete Streets Consortium comprised of the Orange County Transportation Authority (OCTA), the County of Orange and the cities of Anaheim, Fountain Valley, La Palma, Orange, Placentia, Santa Ana and San Juan Capistrano have worked together to develop this pilot project concept. OCCOG represents all 34 cities in Orange County and as such will assure that each city has numerous opportunities to participate in this effort.

Joining our public member representatives in the consortium are the Kennedy Commission, University of California, Irvine, the Complete Street Initiative through the UCLA Luskin School of Public Affairs, and the Orange County/Inland Empire Chapter of the Urban Land Institute. Each member of the consortium has volunteered staff resources to advance this study. It should be noted that, not surprisingly, local jurisdictions that have asked to participate have capital projects on the horizon that may benefit from Complete Street applications.

The City of Aliso Viejo has stepped up to serve as a leader along with OCCOG to advance this study. At the direction of the Aliso Viejo City Council, the City's planning department is leading the Green City Initiative (GCI) process and will be producing the resultant Green City Plan expected to be completed in early 2012. The GCI is an effort to implement sustainable living practices into everyday City life. The contents of the GCI will be incorporated as a Green City Element into the City's General Plan as part of the General Plan Update process, initiated in August of 2011, with an expected completion date in the spring of 2013. The City expects Complete Streets to be a major component of the General Plan Update.

Further, the consortium partners range from a mix of Orange County cities. There are cities that were incorporated in the late 1800's to one incorporated in 2001. Large cities, small cities, cities with transit connections and those with very little transit. There are also cities that are interested in looking at Complete Streets applications beyond their "City Centers" and into their areas of their communities that are more commercial. The project effort will look at these opportunities. This range of cities involved and their unique interests will provide different perspectives that will ultimately benefit the end product and the solutions therein.

The project will address linkages to Complete Street applications in the eleven cities throughout Orange County with Metrolink Stations. Both Metrolink and Amtrak – which serves four of the eleven Orange County stations – will be tapped to participate and comment on this study. Due to the fact that Orange County stations, like stations throughout the SCAG region, vary in size, capacity and surrounding infrastructure, concepts that speak to land use and transportation integration issues, last mile mobility issues, economic development and health and equity issues will be addressed in this study.

Recognizing that activity and employment centers are located throughout the county and in each city and, further, that current regional, state and federal programs include revitalization of such centers, this study will identify those nodes and then overlay the Orange County Long Range Transportation Plan (LRTP) for connectivity. The desired result will be to identify where the gaps are and how Complete Streets may play a role in addressing existing access and mobility limitations. The study will also build upon the social equity analysis completed for the Orange County LRTP to specifically address accessibility and quality of the transportation choices offered by complete streets to specific target populations.

Key Features of and Rationale for Selecting the Project
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Is the Regional Planning Initiative *consistent with the overall objectives and directions of the Regional Proposal Framework (see Attachment 3) by contributing to “Growing Transit-Oriented Sustainable and Equitable Communities in Southern California”*? If yes, please explain how.

Yes, the CG2CS Regional Planning Initiative proposed by Orange County is consistent with the overall objectives and directions of the *Regional Proposal Framework*.

The Regional Goal/Vision is to move towards a future for Southern California with a prosperous economy, environmental sustainability, and healthy and livable communities. The objective of the Regional Proposal is to facilitate implementation of the 2012 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) through the development of a region-wide implementation framework, strategies and tools to address the regional challenges to facilitate achievement of the regional goal.

Strategies to achieve the Regional Objective, though not limited to, would include the following:

- Building upon and integrating existing initiatives affecting the region
- Capitalizing on emerging trends and opportunities
- Addressing key challenges and barriers, and developing implementation tools to support local jurisdictions and transportation partners in implementing the SCS
- Addressing each of the six livability principles
- Providing clear direction for post-grant activities
- Ensuring that the products of the grant process add value to the entire regions in a cost effective manner
- Development of policies and planning tools to advance implementation of strategies to achieve the Regional Objective
- Engaging in activities through regional consortiums that include a broad range of stakeholders who are likely to be affected by the outcomes of the grant project.

One of the current trends in the re-thinking of sustainable communities is the role and function of streets. In the traditional urban model, the street has one primary purpose – the movement of vehicles as quickly and as efficiently as possible. In the world of sustainable communities, streets are being considered in a more comprehensive and multi-functional role. The term provided is “complete streets.”

The National Complete Streets Coalition describes Complete Streets in this fashion:

The streets of our cities and towns are an important part of the livability of our communities. They ought to be for everyone, whether young or old, motorist or bicyclist, walker or wheelchair user, bus rider or shopkeeper. But too many of

our streets are designed only for speeding cars, or worse, creeping traffic jams. Now, in communities across the country, a movement is growing to **complete the streets**. States, cities and towns are asking their planners and engineers to build road networks that are safer, more livable, and welcoming to everyone. Instituting a **complete streets policy** ensures that transportation planners and engineers consistently design and operate the entire roadway with **all users** in mind - including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities. Most importantly to this approach is obviously the thoughtful design of roadways and the roadway network for all non-motorized users. In particular, the needs of pedestrians and bicyclists are given a higher priority than may have been true in the past. Such policies must closely link with land-use and development practices to be truly effective. Consequently, this is a long-term planning and design effort, as working towards Complete Streets is an effort that will take many years, but ultimately provide a great deal of return to the region's communities.

Seizing upon this trend and this concept, the State of California, in 2008, adopted AB 1358, the Complete Street Act. This act requires all California jurisdictions to consider and evaluate the incorporation of Complete Streets into their transportation network when the jurisdiction adopts or updates its Circulation Element. Therefore, Orange County's CG2CS pilot project, which is intended to create a model manual/toolkit of how to approach incorporating Complete Streets into the General Plan, would *capitalize on an emerging trend and opportunity* and would *build upon and integrate current initiatives regarding this*.

Creation of the CG2CS toolkit would assist jurisdictions *in addressing challenges and overcoming barriers in implementing Complete Street systems into their transportation network*. In pursuing a Complete Street system, the local jurisdictions would be taking steps *to promote the six livability principles*. One of the outcomes of the CG2CS toolkit would be the development of a guidebook that assists jurisdictions in pursuing implementation of a Complete Street system that would provide *clear direction for how the local jurisdiction should proceed for post-grant activities as jurisdictions take the steps to implement the strategies delineated in the CG2CS toolkit*. Upon completion of the CG2CS, the manual will be an effective tool over the duration of the long range planning horizon, that with repetitive use by jurisdiction after jurisdiction that will *continue to add value over the long term to the regional planning efforts to advance implementation of strategies to achieve the Regional Objective of promoting sustainable communities*. Finally, the process to develop the CG2CS will be done in a manner of *engagement of regional consortiums that include a broad range of stakeholders who are likely to be affected by the outcomes of the grant project*.

Is the Regional Planning Initiative consistent with each of the six *Livability Principles* included in Attachment 1? If yes, please explain why.

Yes, the Regional Planning Initiative is consistent with each of the six *Livability Principles*.

The six *Livability Principles* are:

- 1) Provide more transportation choices.
- 2) Promote equitable, affordable housing.
- 3) Enhance economic competitiveness
- 4) Support existing communities.
- 5) Coordinate policies and leverage investment.
- 6) Value communities and neighborhoods.

The Orange County CG2CS toolkit Regional Planning Initiative supports the *Livability Principles* as follows:

Provide more transportation choices: *Develop safe, reliable and economical transportation choices to decrease household transportation cost, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.*

The objective of a Complete Streets system is to design and implement a street system that promotes transportation choices. Complete streets are not for just motorized vehicles, they are intended for everyone. They are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations. Development of a complete street system would result in the following:

- Increased transportation choices
- Creation of a safe street environment for various transportation modalities

- Decrease in household transportation costs
- Reduction of Vehicle Miles Traveled by fossil fuel powered vehicles
- Reduction of dependency on foreign oil due to decreased consumption of gasoline
- Improved air quality due to decreased consumption of gasoline
- Reduced greenhouse gas emissions due to decreased consumption of gasoline

Promote affordable housing: *Expand location and energy-efficient choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.*

Two key strategies to promote affordable housing are:

- Compact development
- Improved access to multi-modal transportation choices

Compact development is a more efficient urban form that decreases the cost of construction, infrastructure, service delivery and transportation. Improved access to multi-modal transportation choices increases the opportunities for people to travel more efficiently at lower cost. A complete street system design allows enhanced opportunities for both compact development and multi-modal transportation choices over the more traditional street system that focuses solely on the automobile.

Enhance economic competitiveness: *Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers as well as expanded access to markets.*

A sustainable community is one that drives fewer miles, consumes less energy and water, produces less waste, and enhances access and opportunities for healthier lifestyles and choices to all segments of the regional community. This is a more efficient lifestyle that over the long-term reduces costs compared to other areas that do not incorporate these strategies. The result is an improved Quality of Life that leads to economic competitiveness over other regions of the country. Complete streets are an important and essential component in promoting and achieving a sustainable community.

Support existing communities: *Target federal funding toward existing communities – through such strategies as transit-oriented, mixed-use development and land recycling – to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.*

While complete street systems can be ground-up organic designs for new communities, its functionality also allows it to be retrofitted into existing communities to re-develop the existing transportation network consistent with the elements of a complete street system. The flexibility of a complete street system allows it to be applied in either condition. The CG2CS toolkit will provide strategies, tools, and

implementation measures in support of existing communities to promote complete street systems retrofit in support of community revitalization efforts.

Coordinate policies and leverage investment: *Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.*

The process to develop the CG2CS will be done in a manner of engagement of regional consortiums that include a broad range of stakeholders who are likely to be affected by the outcomes of the grant project. Federal grant money will be leveraged with local in-kind contribution of consortium members to implement a pilot project that aligns with the Regional objective of the consortium to plan for future growth in a manner that promotes sustainable communities that drives fewer miles, consumes less water and energy, produces less waste, and enhances access and opportunities for healthier lifestyles and choices to all segments of the regional community.

Value communities and neighborhoods: *Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods - rural, urban or suburban.*

One element of Complete Streets is the concept of “Context-Appropriate Roadways.” This is where the essential elements of the complete street system, i.e., roads for everyone, are customized to the best fit for the characteristics of the locality in which they are to be implemented. Some of these characteristics include *urban v. suburban v. rural, residential v. commercial, arterial v. local, hillside v. flat, etc.* The objective of context-appropriate roadways is to be sensitive to and respectful of the unique demands of the locality to preserve and enhance these qualities.

Summarize how the Regional Planning Initiative would contribute to the *mandatory outcomes and additional potential outcomes* included in Attachment 2.

a. Mandatory Outcomes from the Creation of a Regional Plan for Sustainable Development

(1) Creation of regional transportation, housing, water, and air quality plans that are deeply aligned and tied to local comprehensive land use and capital investment plans.

The Regional Planning Initiative would develop the CG2CS toolkit with the objective of being used throughout the region in conjunction with General Plans and Capital Improvement Plans of all local jurisdictions as a model guidebook for the planning, design and implementation of a complete street transportation system to support the future growth of the region towards the principles of sustainable communities.

(2) Aligned federal planning and investment resources that mirror the local and

regional strategies for achieving sustainable communities.

The Regional Planning Initiative would develop the CG2CS toolkit with the objective of being used throughout the region as a model guidebook for the planning, design and implementation of a complete street transportation system to support the future growth of the region towards the principles of sustainable communities. Therefore, use of federal funds in this regards will align these federal resources that mirror the local and regional strategies for achieving sustainable communities.

(3) Increased participation and decision-making in developing and implementing a long range vision for the region by populations traditionally marginalized in public planning processes.

The focus of public participation and outreach will be on targeted underserved populations such as the elderly, the disabled, the economically, disadvantaged, those who rely on public transportation, etc. to ensure a comprehensive and inclusive process.

(4) Reduced social and economic disparities for the low-income, minority communities, and other disadvantaged populations within the target region.

Development of the CG2CS toolkit to facilitate implementation of a complete street system on a region wide basis will result in lower transportation costs and a healthier more livable community that will increase access and opportunities for the currently disadvantaged.

(5) Decrease in per capita VMT and transportation-related emissions for the region.

Development of the CG2CS toolkit to facilitate implementation of a complete street system will result in a greater access to an increased option of transportation choices. The result will be less reliance on the single occupant vehicle with a corresponding reduction of per capita VMT and decrease of transportation related emissions.

(6) Decrease in overall combined housing and transportation costs per household.

Development of the CG2CS toolkit to facilitate implementation of a complete street system will result in a greater access to an increased option of transportation choices. The result will be less reliance on the single occupant vehicle, with a corresponding reduction of transportation costs per household.

(7) Increase in the share of residential and commercial construction on underutilized infill development sites that encourage revitalization, while minimizing displacement in neighborhoods with significant disadvantaged populations.

Development of the CG2CS toolkit to facilitate implementation of a complete street

system will result in a greater access to an increased option of transportation choices. A complete street system also facilitates compact urban re-development. These two factors of opportunity for multi-modal transportation choices couples with incentives for compact development will encourage infill revitalization instead of encroachment beyond the urban edge.

(8) Increased proportion of low and very low-income households within a 30-minute transit commute of major employment centers.

Development of the CG2CS toolkit to facilitate implementation of a complete street system will result in a greater access to an increased option of transportation choices. One of the results will be an improved transit system infrastructure, with improved transit service. Therefore, it is expected that there will be a greater proportion of low and very-low households within a 30-minute transit commute.

b. Additional potential outcomes from establishing a Regional Plan for Sustainable Development include, but are not limited to:

(1) Transformation of isolated, opportunity-poor, highly segregated areas into diverse neighborhoods that are open and accessible to good jobs, good schools and good environments;

Development of the CG2CS toolkit to facilitate implementation of a complete street system will result in a greater access to an increased option of transportation choices. A complete street system also facilitates compact urban re-development. Mixed-use compact development tends stimulate the creation of interactive neighborhoods and lessens the potential for segregation and isolation.

(2) Increased proportion of homes and rental units affordable to a full range of household incomes close to high-quality transit service in urban areas or within traditional town centers in small towns and rural areas;

Development of the CG2CS toolkit to facilitate implementation of a complete street system will result in a greater access to an increased option of transportation choices. One of the outcomes will be an improved transit system infrastructure, with improved transit service. Another outcome is that a complete street system also facilitates compact urban development. This increases the potential more affordable housing with greater access to improved and expanded transit services.

(3) Decreased number of neighborhoods with high concentrations of poverty and minority segregation;

Development of the CG2CS toolkit to facilitate implementation of a complete street system will result in a greater access to an increased option of transportation choices. A complete street system also facilitates compact urban re-development. Mixed-use compact development tends stimulate the creation of interactive

neighborhoods and lessens the potential for segregation and isolation.

(4) Increased proportion of affordable housing units that have high access to quality fresh foods;

Development of the CG2CS toolkit to facilitate implementation of a complete street system will result in a greater access to an increased option of transportation choices. One of the outcomes will be an improved transit system infrastructure, with improved transit service. Another outcome is that a complete street system also facilitates compact urban development. This increases the potential more affordable housing with greater access to improved and expanded transit services. This increases the likelihood that people will have greater access to quality fresh foods.

(5) Increased proportion of affordable housing units located close to walking trails, parks, green space, and vital amenities such as hospitals and schools;

Development of the CG2CS toolkit to facilitate implementation of a complete street system will result in a greater access to an increased option of transportation choices. One of the outcomes will be an improved transit system infrastructure, with improved transit service. Another outcome is that a complete street system also facilitates compact urban development. This increases the potential more affordable housing with greater access to improved and expanded transit services. Also the “Living Streets” component of the complete street system provides additional emphasis on the quality of the visual amenities of the street. This increases the likelihood that people will have greater access to walking trails, parks, green space, and vital amenities such as hospitals and schools.

(6) More equitable distribution of housing that is affordable to all income levels throughout the target region;

Development of the CG2CS toolkit to facilitate implementation of a complete street system will result in a greater access to an increased option of transportation choices. One of the outcomes will be an improved transit system infrastructure, with improved transit service. Another outcome is that a complete street system also facilitates compact urban development. This increases the potential more affordable housing with greater access to improved and expanded transit services. This increases the likelihood of equitable distribution of affordable housing available to all income levels throughout the region.

(7) Improved public health outcomes that result from creating safer, more walkable neighborhoods;

Development of the CG2CS toolkit to facilitate implementation of a complete street system will result in a greater access to an increased option of transportation choices designed in a manner that promotes safety for all users of all modes. A complete street system provides more focus on implementing alternative modes of

transportation such as walking and bicycling. The outcome of improved biking and walking infrastructure results in a healthier environment with improved air quality due to a reduction of air emission. Also, with increased incidences of walking and/or biking, people exercise more, people live a healthier lifestyle.

(8) Decrease in the rate of conversion of undeveloped land into utilization across the region;

Development of the CG2CS toolkit to facilitate implementation of a complete street system will result in a greater access to an increased option of transportation choices. One outcome of a complete street system is a transportation system that better supports compact development. Greater reliance of future growth on compact development will result in a decrease in the rate of conversion of undeveloped land across the region.

(9) Increase in the share of developed land in rural areas that is tied to existing infrastructure systems;

Development of the CG2CS toolkit to facilitate implementation of a complete street system will result in a greater access to an increased option of transportation choices. One outcome of a complete street system is greater connectivity across the region. With greater connectivity outcomes, there is the potential to increase the share of developed land in rural areas that can be tied to existing infrastructure systems.

(10) Increased use of compact development as a tool for regional planning, either to accommodate population growth or to adjust to population decline within the target area;

Development of the CG2CS toolkit to facilitate implementation of a complete street system. A complete street system facilitates compact urban re-development because of the increased option available of transportation choices.

(11) Increased proportion of the local population adequately prepared to participate in the core economic growth sectors of the region; and

Development of the CG2CS toolkit to facilitate implementation of a complete street system will result in a greater access to an increased option of transportation choices. Greater and more affordable transportation choices facilitate the potential to fully participate in the economic opportunities available in the region.

(12) Increased access to high quality schools within the target region that improve educational outcomes over time for all residents and ensure that students graduate from high school, college and career-ready.

Development of the CG2CS toolkit to facilitate implementation of a complete street

system will result in a greater access to an increased option of transportation choices. A greater option of choices corresponds to a greater potential of access to various services, inclusive of quality education opportunities.

What is the *regional significance* of the Pilot Regional Planning Project in terms of the following:

- a. building upon and integrating existing planning initiatives

The Regional Goal/Vision is to move towards a future for southern California with a prosperous economy, environmental sustainability, and healthy and livable communities. The objective of the Regional Proposal is to facilitate implementation of the 2012 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) through the development of a region-wide implementation framework, strategies and tools to address the regional challenges to facilitate achievement of the regional goal. The Regional Planning Initiative would develop the CG2CS toolkit with the objective of being used throughout the region in conjunction with General Plans and Capital Improvement Plans of all local jurisdictions as a model guidebook for the planning, design and implementation of a complete street transportation system to support the future growth of the region towards the principles of sustainable communities.

The Regional Planning Initiative would build upon and integrate existing planning initiatives:

Federal Initiatives

- Clean Air Act
- Clean Water Act

State Initiatives

- AB 32
- SB 375
- AB 1358

Regional Initiatives

- SCAG RTP/SCS

Local Initiatives

- OC-SCS
- L RTP

b. the regional scale of the benefits

The CG2CS toolkit is applicable to General Plans and Capital Improvement Plans. These elements are fundamental to all jurisdictions throughout the region, as well as throughout the State of California. Therefore, the benefits of the CG2CS toolkit can be applied throughout the entire region.

c. the products, process or lessons learned could be *transferrable* to other parts of the region

The product of the Regional Planning Initiative will be the CG2CS toolkit. The scope of the contents will be comprehensive and its applications will not be limited to specific jurisdictional boundaries. To the contrary, the contents will be transferable across boundaries region wide and will be applicable within any jurisdiction.

What are the *innovative sustainability planning concepts and approaches*?

In the scope of planning concepts, Complete Streets are of themselves an innovative approach to designing a transportation system. However, even within the scope of Complete Streets, there are varying degrees of innovative approaches. The intent of CG2CS would be to be on the cutting edge of innovation.

Some of the innovative planning concepts to be incorporated into the CG2CS toolkit are:

- **Living Streets** - This is the next phase of complete streets. Complete streets focus on the inclusion of all people and all modes when thinking about transportation. Living streets elements go beyond the transportation focus to think about environmental and economic aspects of streets. Living streets include:
 - Reducing the total amount of paved area, in turn reducing storm water runoff into watersheds.
 - Promote economic well-being of businesses and residents
 - Increase civic space and encourage human interaction
 - Focusing on serving street-adjacent land uses
 - Integration of income, racial and social equity into design and function
 - Encouraging active and healthy lifestyles

- **Context Appropriate Roadways** - This is where the essential elements of the complete street system, i.e., roads for everyone, are customized to the best fit for the characteristics of the locality in which they are to be implemented. Some of these characteristics include *urban v. suburban v. rural, residential v. commercial, arterial v. local, hillside v. flat, etc.* The objective of context-appropriate roadways is to be sensitive to and respectful of the unique demands of the locality to preserve and enhance these qualities.
- **Multimodal Level of Service (MMLOS)** – Level of Service (LOS) is the standard performance measure for the traditional roadway network that focuses on the vehicle only. The LOS is essentially a measure of how well the streets move cars driving on them. This would not be an appropriate performance measure for a complete street system, as a complete street considers four different modes of transportation, i.e., auto, pedestrian, bicycle and transit. Therefore, a performance measure has been established specific to a complete street. The performance measure is identified as Multimodal Level of Service (MMLOS).

The MMLOS consists of four different modal models for calculating level of service; the four modes are autos, pedestrians, bicycle and transit. The four models are developed to provide an insight into the experiences of each mode by the users.

- **Other Innovate Concepts for Complete Streets**
 - Bioswales or other natural rain water retention systems (it should be noted that Orange County's Measure M Program, a self-help transportation funding measure approved by Orange County voters in 2006, includes a Environmental Mitigation Program that addresses runoff from arterial roadways)
 - Parklets (2-3 parking spaces are taken away and converted to people space by adding seating)
 - On-street separate bikeways
 - Colored bike lanes

What is the range of the estimated *total project cost*?

\$666,667 - \$1,106,667. This total includes the range of the HUD grant at \$500,000 - \$830,000, plus the 25% consortium match.

Could the pilot be completed within 36 months of the project timeframe?

Yes.

Potential Partners, Stakeholders and Community Group Involvement

How would the Regional Planning Initiatives *engage non-profits and communities traditionally marginalized* from the planning process, such as low-income people, minorities, people with limited English proficiency, youth, seniors, and persons with disabilities?

Community Outreach

OCCOG will lead outreach efforts on this study by engaging community leaders, stakeholders and organizations that will benefit from this project. Taking a community based approach to implementing this plan will require meeting with stakeholders, existing OCCOG Board and committees such as the OCCOG Technical Advisory Committee. Local jurisdictions will also be involved with the planning process in order to locate which locations would benefit the most from this project. City and County public works staff, The Orange County City Managers Association and the Orange County Planning Directors Association will all provide input on this project. Throughout the process, the general public will be encouraged to get involved as all information will be available on a website dedicated to the Complete Street project.

OCCOG will utilize an existing stakeholders group known as the Orange County SCS Non-Profit Stakeholders Group as a core group to share ideas with and gather input from. This “touchstone” group, it is expected, will lead OCCOG to other groups that these stakeholders are aware of. From bike and pedestrian advocacy groups, housing advocates and health organizations, there is no better source for additional leads to meaningful public input than these sources. While this existing group is strong, the study team believes that there are many untapped groups and individuals who would reap co-benefits from the Complete Streets concept. Health advocates, schools, medical campuses and the others. These groups or others like them would exist throughout the SCAG region meaning that a template of likely contributors would be created for other local jurisdictions to utilize.

As appropriate, OCCOG and the study team will attend regional conferences of the America Planning Association, ULI and like organizations. From APTA to WTS and the alphabet soup of organizations in between who may attract contributors to this study effort, we will discover, analyze, and act where we think we will achieve desired results. We will be diligent with both our time and with taxpayer funds for the outreach effort. We will maximize both time and funds to reach our outreach goals.

Public Workshops with the OC SCS Stakeholders group will occur throughout the study process. Also, tactics such as an active speaker’s bureau, e-mail blasts and social networking will be utilized to reach all audiences. Lastly, the establishment of a Facebook page would work well with this type of public involvement program given that many ordinary citizens and groups would have input into what they would want to

see on their local streets.

Through our OC SCS process, we know that it is important we go to the affected publics – not depend on them to come to us. This means the study team needs to attend their meetings, speak to their groups, utilizing existing forums and meetings rather than just holding public workshops. The outreach effort will be led separately from the technical team and consist of community outreach professionals.

OCCOG will reach out to other organizations that have a vested interest in this project for groups with special needs or interests. Specific groups with a vested interest in this project include senior organizations and city senior centers. OCCOG will reach out to the Orange County Senior Citizen Advisory Council, a countywide organization specifically to get input on what Complete Streets may offer them. Complete Streets will create better mobility options for the senior population in the region, which continues to increase and as of the most recent census, persons 65 and older make up 11.5% of the population in Orange County. Health advocacy groups, such as the Orange County Nutrition and Physical Activity Collaboration (NuPAC) in accordance to the OC Obesity Prevention Plan (OCOPP), will also provide helpful input and recommendations with their promotion for better air quality and the benefits of walking and biking more. Working with OCOPP will also provide potential speakers bureaus that will help engage the community and explore new ways to best utilize the implementation of Complete Streets.

Local universities such as the University of California, Irvine (UCI), California State University, Fullerton (CSUF), and Chapman University (Chapman) will also provide strong partnerships for community outreach. In addition to the sustainability goals of these universities, there are student organizations such as CALPIRG and The Green Initiative Fund (TGIF) that come up with campus initiatives for reducing green house gas emission which often involves encouraging the student population on the benefits of walking, biking and using the bus systems to get to and from campus. Many students do not have cars so driving is not an option for them and for those that live in the Southern California region utilize the Metrolink to visit home. This fact points out the other partnership opportunities with transportation services such as Metrolink, an underutilized resource for commuters in Orange County, which is also a transportation option that helps with regional sustainability goals.

What is the anticipated level of overall community participation?

While both broad and targeted nets will be used to capture public input on this study effort will be utilized, the study team is realistic in our approach. We are cognizant that this effort is one of many endeavors that governments are pursuing. We know that in these trying economic times, there are large-scale efforts that are underway aimed at the preservation of funds for existing programs, let alone efforts that look to what could be in the future. While we are aware of these realities, we know that through our experiences with the recently completed Orange County Sustainable Communities Strategy (OC SCS) that the public can be engaged and they will

participate. We expect thorough public participation for this study.

Who are the core partners, their respective roles and potential contributions in providing matching or leveraged resources?

OCCOG and Aliso Viejo, along with seven Orange County cities, and the County of Orange have committed in-kind staff resources to advance this study effort.

Status of Local Support

What is the current *level of local support*?

(For example, local support may be reflected through the visioning and/or planning/redevelopment initiative for the larger area containing the pilot project.)

Orange County recently developed a subregional Sustainable Communities Strategy (SCS) known as the Orange County Sustainable Communities Strategy (OC SCS). While SCAG is required by state statute to do an SCS in conjunction with the Regional Transportation Plan's from 2012 forward, Orange County was not required to do so. Orange County chose to do so, however, at their own expense and effort. An 18-month effort was rewarded by the unanimous approval of the OC SCS of two boards of director in Orange County – the Orange County Transportation Authority and OCCOG. More than this, stakeholders from the OC SCS effort mentioned above will be asked to participate in this effort and several have already joined as consortium partners.

The timing of the grant opportunity from HUD is perfect. There is familiarity and momentum – and local support -- in Orange County for just this type of planning activity.

Technical Assistance Needed from SCAG
What kind of <i>technical assistance</i> the pilot project may benefit from SCAG from a systems standpoint (e.g., region-wide TOD database, model parking ordinance for TOD)? Please refer to the Draft Regional Proposal Framework particularly Section on Region wide Implementation Framework/Strategies/Tools (Attachment 3 beginning from page 3) Traffic Analysis Zone data for the SCAG region.

**MEMORANDUM OF UNDERSTANDING
RELATING TO THE
SUSTAINABLE COMMUNITIES REGIONAL
PLANNING GRANT FOR THE SCAG REGION**

I. Purpose

The purpose of this Memorandum of Understanding (MOU) is to provide a mutual understanding in support of the signatory agencies, organizations and governments that will be working in cooperation to: 1) prepare a successful U.S. Department of Housing and Urban Development (HUD) Sustainable Communities Regional Planning (SCRP) grant application to which the Southern California Association of Governments (SCAG) shall serve as the lead applicant; and 2) complete the work funded under the SCRП grant.

II. Background

On July 27, 2011, HUD issued a Notice of Funding Availability (NOFA) containing the requirements for the FY 2011 Sustainable Communities Regional Planning Grant Program (Program). The Program would provide approximately \$50 million nationwide to regions with populations of 500,000 or more, with up to \$5 million per grantee for regional planning activities that are consistent with a set of certain “Livability Principles” intended to guide interagency efforts in coordinating housing, transportation, and other infrastructure investments designed to enhance economic competitiveness, support community revitalization, and help align federal policies and funding including policies related to energy use and climate change.

This Grant Program is closely coordinated among HUD, the U.S. Department of Transportation (DOT) and the U.S. Environmental Protection Agency (EPA) through the Partnership for Sustainable Communities, and serves as the second year of grant funding through the Partnership for Sustainable Communities. The Program supports metropolitan and multijurisdictional planning efforts that integrate housing, land use, economic and workforce development, transportation, and infrastructure investments in a manner that empowers jurisdictions to consider the interdependent challenges of: (1) economic

competitiveness and revitalization; (2) social equity, inclusion, and access to opportunity; (3) energy use and climate change; and (4) public health and environmental impact. The Program places a priority on investing in partnerships, including nontraditional partnerships (e.g. regional planning agencies and public education entities) that translate the Livability Principles into strategies that direct long-term development and investment, demonstrate a commitment to addressing issue of regional significance, use data to set and monitor progress toward performance goals, and engage stakeholders and residents in meaningful decision-making roles.

Over the past three months, SCAG staff has coordinated regional stakeholder meetings to discuss the development of a Regional Proposal consistent with the Program (Regional Proposal). During the last seven years, SCAG has developed three inter-related regional plans including the 2004 Compass Blueprint Growth Vision Report, the 2008 Regional Comprehensive Plan and the 2008 Regional Transportation Plan (RTP). SCAG is also currently developing the 2012 RTP/Sustainable Communities Strategy (SCS) for adoption in 2012. SCAG and the signatory agencies therefore intend to apply for Category 2 funding as part of the SCRP grant application which focuses on implementation planning.

The Regional Proposal is intended to foster sustainable and equitable communities in Southern California with an emphasis on leveraging the region's transit infrastructure (including the Metrorail, Metrolink and bus systems). The Regional Proposal which is currently in development by SCAG and the signatory agencies will comprise two components: (1) Region-wide component which seeks to develop assessment, monitoring, and planning tools to support sustainable communities development at different scales, and accordingly, provide benefits to all six counties and 191 cities in the SCAG region, other stakeholders, community based organizations and the general public (hereinafter referred to as "Region-wide Tool Development"); and (2) Pilot Project Component which will facilitate four regional planning projects highlighting different implementation planning approaches for sustainable community development in response to the different challenges and opportunities in various parts of the region (hereinafter referred to as "Pilot Regional Planning Projects").

III. Agreement

Whereas, there is a recognized need among the signatories for a coordinated, collaborative regional effort to prepare and carry out a successful SCRP grant application and work program; and

Whereas, an SCRP grant application and work program will be prepared and managed by the SCAG in cooperation with the MOU signatories, including, but not limited to, the Orange County Council of Governments (OCCOG) with the intent of establishing a Regional Proposal that will include both Region-wide Tool Development and Pilot Regional Planning Projects in different parts of the SCAG region; and

Whereas, SCAG shall serve as the lead applicant for the SCRP grant application and shall act in the representative capacity with HUD on behalf of all the signatories and assume fiscal and administrative responsibility for regular interaction with HUD; and

Whereas, the signatories agree to the best of their abilities and within the limits of their budgets to work cooperatively on the grant application and funded project; and

Whereas, any private sector organization, non-profit, academic or research institution, philanthropic partner, community organization, governmental entity, or intermediary agency that bears responsibility for or has an interest in the sustainable development and redevelopment of the SCAG region may be a partner and signatory to this MOU; and

Whereas, each of the signatories to this MOU understands that sustainable development and redevelopment including the promotion of infill development in the SCAG region represents environmental, transportation, social, and economic and community development strategies which advances the goals of the federal SCRP program; and

Whereas, each of the signatories to this MOU is committed to following the Livability Principles relating to the sustainable development and redevelopment of the SCAG region:

1. **Provide more transportation choices.** Develop safe, reliable and economic transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.
2. **Promote equitable, affordable housing.** Expand location-and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility, and lower the combined cost of housing and transportation.
3. **Enhance economic competitiveness.** Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services, and other basic needs by workers as well as expanded business access to markets.
4. **Support existing communities.** Target funding toward existing communities through such strategies as transit-oriented, mixed-use development and land recycling – to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.
5. **Coordinate policies and leverage investment.** Align policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.
6. **Value communities and neighborhoods.** Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods – rural, urban or suburban; and

Whereas, the Regional Proposal developed under the SCRP grant will support these Livability Principles and should, to the greatest extent possible and where appropriate, be built upon the foundation of work that has been accomplished and undertaken in the region

where existing plans, partnerships, and processes enhance regional planning, coordination and efficiency, reduce unnecessary duplication of effort and responsibilities, and add clarity and accountability to implementation processes; and

Whereas, SCAG and the signatories agree and acknowledge that this MOU is a precursor to establishing a consortium to carry out the proposed activities of the Regional Proposal if a SCRP grant is awarded. The signatories further agree that a formal Consortium Agreement will be executed within 120 days after the effective start date of a cooperative agreement with HUD, to which the Consortium Agreement will describe each member's specific activities under the Regional Proposal, including timetables for completion. In addition, separate memoranda of understandings may be executed between SCAG and consortium members receiving funding from the grant to ensure delivery of the required activities.

Now, therefore, this MOU is established to create a framework for coordinating efforts related to the preparation of a successful SCRP grant application and successfully completing the work funded under the SCRP grant.

IV. Match, Leverage Resources and Other Contributions

- a. In accordance with the NOFA, additional points are given by HUD for grant applications that provide documented match, leveraged resources and other contributions that can be combined with HUD's Program resources. As part of the Regional Proposal, SCAG intends to contribute 25% in matching funds (either cash or in-kinds contributions of services, equipment or supplies allocation to the Regional Proposal). The signatories have also been requested to contribute collectively another 25% in matching funds (either cash or in-kind contributions).
- b. As part of this MOU, the Orange County Council of Governments (OCCOG) agrees to commit needed in-kind contributions to be used towards achievement of the Orange County Component of the Regional Proposal.

- c. More specific provisions related to the match contribution, including any provisions related to the transfer of funds or in-kind services, will be effectuated in writing by SCAG and respective signatories involved as part of either the Consortium Agreement or separate memorandum of understanding between SCAG and the consortium member related to funding if the SCRP grant is awarded.
- b. At this time, the Orange County Council of Governments (OCCOG) does not intend to contribute matching funds to be used towards achievement the Orange County Component of the Regional Proposal. Nothing in this MOU shall obligate the Orange County Council of Governments (OCCOG) to expend or obligate funds towards achievement of the Regional Proposal.

V. Effective Date

This MOU will become effective upon signature by SCAG and any regional stakeholder who has been involved in the development or is expected to be involved in the implementation of the Regional Proposal (hereinafter referred to as “Party”). Any Party may terminate its participation in this MOU upon written notice to SCAG and the other Parties. The provisions of the MOU will be reviewed periodically, as appropriate, and amended or supplemented as may be mutually agreed upon in writing.

VI. Termination Date

This MOU will be terminated upon either of the following:

- a. The date that SCAG is notified that the Regional Proposal is not selected for the HUD Grant award; or
- b. In case that the Regional Proposal is selected for the HUD Grant award, the effective date of the Consortium Agreement.

VII. Other Memorandum of Understandings

There are no superseding MOUs on this topic among the Parties hereto.

**MEMORANDUM OF UNDERSTANDING
RELATING TO THE
SUSTAINABLE COMMUNITIES REGIONAL
PLANNING GRANT FOR THE SCAG REGION**

By my signature below, my organization/agency becomes a signatory to the Memorandum of Understanding relating to the Sustainable Communities Regional Planning Grant for the SCAG Region. An original executed copy of this MOU will be kept on file with the Southern California Association of Governments.

SCAG Signature

Dave Simpson, Executive Director
Orange County Council of Governments (OCCOG)

Date

Please return signed MOU to:

Southern California Association of Governments
Attention: Ping Chang, Program Manager
818 West 7th Street, 12th Floor
Los Angeles, CA 90017-3435
E-mail: chang@scag.ca.gov
Fax: 213-236-1962



**ORANGE COUNTY
COUNCIL OF GOVERNMENTS**

September 22, 2011

Subject: **Update on 2012 Regional Transportation Plan/Sustainable Communities Strategy**

Summary: As the Southern California Association of Governments (SCAG) prepares the Draft 2012 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), the Orange County Council of Governments (OCCOG) continues to monitor progress and provide input.

It is expected that the Draft 2012 RTP/SCS will be considered by SCAG's Regional Council in early December 2011 and, upon approval, released for public comment. Following public review, the Final 2012 RTP/SCS is expected to be considered by SCAG's Regional Council in April 2012. An update on the RTP elements will be provided by OCTA staff and is supported by the attached staff report from OCTA Highways Committee (Attachment A).

On Monday, September 19, 2011, OCTA's Highways Committee was scheduled to receive an update on the 2012 RTP, however, that meeting was cancelled due to lack of quorum. This update will go directory to the OCTA board on Monday, September 26, 2011.

At the time of writing this report, the SCAG Subcommittee on the RTP was meeting to discuss this effort. A verbal update on this meeting will be provided by staff verbally, specifically any identified OCCOG TAC concerns with the progress of the Draft 2012 RTP/SCS.

Recommendation: Receive report and provide direction as needed.

Attachments: A. September 19, 2011 OCTA Highways Committee Staff Report on the 2012 Regional Transportation Plan Update.

Staff Contact: Charlie Larwood, Section Manager, OCTA Planning
(714) 560-5683
Clarwood@octa.net

Dave Simpson, Executive Director
(714) 560-5570
Dsimpson@octa.net



ORANGE COUNTY TRANSPORTATION AUTHORITY

2012 Regional Transportation Plan Update

Staff Report



September 19, 2011

To: Highways Committee
From: Will Kempton, Chief Executive Officer
Subject: 2012 Regional Transportation Plan Update

Overview

The Southern California Association of Governments is preparing the draft 2012 Regional Transportation Plan for release by December 2011. Emerging issues for the upcoming draft plan are presented for review and direction.

Recommendation

Provide policy direction on major Regional Transportation Plan topics, and direct staff to work with the Southern California Association of Governments to address major concerns included in the enclosed draft letter.

Background

The Regional Transportation Plan (RTP) is updated by the Southern California Association of Governments (SCAG) every four years. The RTP is federally mandated and provides a 25-year vision for transportation investments and builds on the Orange County's Transportation Authority's (OCTA) 2010 Long-Range Transportation Plan (LRTP). The SCAG region covers the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

In March 2011, the OCTA Board of Directors (Board) directed staff to submit the programs and projects included in Orange County's LRTP, Destination 2035, for inclusion in the 2012 RTP. The LRTP contains projects approved as part of Measure M2, as well as the completion of the transportation infrastructure such as the Foothill South Transportation Corridor.

The 2012 RTP is under development by SCAG, and the draft plan is scheduled for release by the end of 2011. The following major issues are emerging from the plan development process:

- 1) land-use changes and new transportation strategies intended to reduce greenhouse gas (GHG) emissions;
- 2) pricing options including a vehicle miles traveled (VMT) charge to address travel demand and the cost of future infrastructure;
- 3) high-speed rail (HSR) projects; and
- 4) a dedicated east-west freight corridor that would move goods from the ports of Long Beach and Los Angeles to major manufacturing and distribution centers.

Each of these issues is discussed below.

Discussion

Land Use Strategies and Consistency with OCTA's LRTP

SCAG is proposing land use and transportation strategies to meet regional emissions targets that include a reduction in GHGs (measured in CO₂ equivalents). Land-use issues are ultimately the purview of local agencies and the Orange County Council of Governments, and four RTP/Sustainable Community Strategy (SCS) scenarios have been presented to date in outreach meetings (Attachment A).

Scenario 1 is based on the general plans prepared by cities. It includes a significant proportion of traditional development, but also recognizes the recent trend of increased growth in existing urban areas and around transit. Transportation investments may favor automobile infrastructure slightly, but also support new transit lines and other non-auto strategies and improvements. This scenario has GHG emissions of 96 million metric tons (MMT) in 2035, and is the most compatible scenario with local agencies' general plans.

Scenario 2 focuses more growth in walkable, mixed-use communities and in existing and planned high-quality transit areas. Increased investments in transit and non-auto modes would be necessary, with strategies to support growth patterns that are less auto-dependent. This scenario could result in GHG emissions of 88 MMT and would require major land use changes.

Scenario 3 builds on a mixed-use focus of the growth in Scenario 2, and also aims to improve fiscal and environmental performance by shifting a portion of the region's growth into areas that are closer to transit. This scenario forecasts GHG emissions of 86 MMT and requires major changes to land use plans.

Scenario 4 would maximize growth in urban and mixed-used development in already developed areas and around existing and planned transit infrastructure

and services. To support this shift, transportation system investments would need to shift toward transit infrastructure and operational improvements, as well as improvements to bicycle and pedestrian infrastructure. This scenario forecasts GHG emissions of 85 MMT, and requires major changes to land use plans, as well as greater investments in transportation projects and services.

A major concern with SCAG scenarios is the additional transportation investments that are assumed beyond OCTA's LRTP (Attachment B) and the Orange County SCS. At this point, SCAG has not released a detailed list of infrastructure improvements that would support these scenarios. Staff has requested that SCAG provide a detailed project list for these scenarios at the earliest possible date, and staff will return with an update of this information.

Finally, each of the scenarios assumes a two-cent per mile VMT charge, which on average would result in a two percent reduction in total VMT. Staff believes that a VMT fee should be further studied and understood before being considered as a strategy that may be included in the RTP. Specifically, the study should address the relationship of the VMT fee to current state and federal gas taxes, policy, legislative, institutional, and legal aspects of a VMT fee, a program of projects supported by fee revenue, and an overall economic assessment. Staff recommends further study of the VMT fee, and not an explicit fee assumption for the RTP.

Pricing Options

Separate from the scenarios above, SCAG is also evaluating other funding options that may include: an increase in state and federal gas taxes, port container fees, tolling, congestion pricing (including cordon fees as used in London), and a regional development impact fee dedicated to transportation. SCAG is projecting a funding gap estimated to be in excess of \$45 billion to meet the operations, maintenance/preservation, and capital improvement needs for the region's transportation systems. According to SCAG, shortfalls of this magnitude have the potential to significantly affect the ability of state and local governments to maintain the transportation system in a state of good repair.

Staff suggests the following principles as these funding options are evaluated for the draft RTP: (1) port fees must relate to mitigating impacts of increased port traffic on the transportation system; (2) development impact fees must have a reasonable relationship between development and proposed transportation projects; (3) tolling options should focus on facility-specific congestion pricing; and (4) cordon pricing (as used in London) should be a local decision made by the impacted agency or agencies. With Board direction,

staff will forward these principles to SCAG to consider as revenue options for the RTP are developed.

HSR

SCAG has formed an HSR subcommittee that will help guide, define, and formulate high-speed ground transportation projects in the SCAG region for consideration in the RTP. As a first step, the committee is determining which projects should be included in the financially-unconstrained strategic plan. Those projects will be further evaluated to determine if the projects meet the criteria for the financially-constrained plan. Projects serving Orange County include California HSR Phase 1 (Anaheim to Los Angeles), California-Nevada Super Speed Train, and Amtrak speed improvements.

California HSR Phase 1 is included in OCTA's LRTP Preferred Plan, and the Cal-Nevada Super Speed Train (Anaheim to Ontario) is included in the LRTP Unconstrained Plan. Staff recommends that these projects be included in the corresponding RTP alternative. Details are not yet available on the Amtrak speed improvements, and OCTA has requested this information. Staff will continue to monitor recommendations emerging from the HSR committee and provide updates as information is available.

East-West Freight Corridor

A final major issue relates to possible implementation of a dedicated freight corridor connecting the ports of Long Beach and Los Angeles to points east. SCAG cites high levels of truck traffic on general purpose lanes and potential for increased truck-involved incidents due to truck traffic growth. As a result, SCAG is evaluating alignments for a potential east-west truck corridor, and potential corridors include State Route 91 (SR-91) in Orange County. The SR-91 does not have adjacent warehouse and distribution centers to support this type of facility, expansion right-of-way is not available due to existing development, and the adjacent Santa Ana River would be impacted by this proposal. Staff recommends that other east-west corridors should be evaluated in the RTP, and a separate presentation on SCAG's work to date on this project will be presented at the September 19, 2011 Highways Committee meeting.

Next Steps

Staff has prepared a letter reiterating the comments contained in this report (Attachment D). With Board direction, staff will forward these comments to SCAG for consideration as part of the RTP development process.

Summary

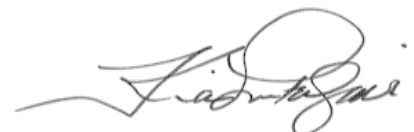
Emerging issues with the 2012 Regional Transportation Plan are presented for Board of Directors' review and direction. Staff is seeking early feedback on these issues for further discussion with the Southern California Association of Governments.

Attachments

- A. 2012 RTP/SCS Public Outreach Workshops
- B. Destination 2035 - Appendix A (Detailed Year 2035 Baseline Project List) - Appendix B (Detailed Year 2035 Preferred Plan Project List)
- C. Memo from Steve Fox, Senior Regional Planner, dated August 18, 2011 - 2012 RTP Strategic Plan Projects
- D. Draft Letter to Mr. Hasan Ikhata, Executive Director, Southern California Association of Governments, dated September 26, 2011

Prepared by:

Charlie Larwood
Manager, Transportation Planning
(714) 560-5683

Approved by:

Kia Mortazavi
Executive Director, Planning
(714) 560-5741



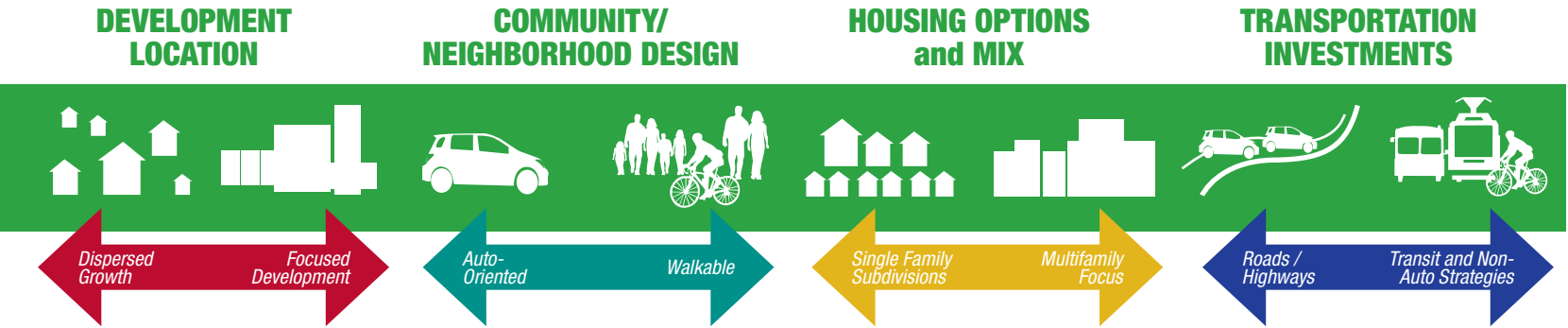
ORANGE COUNTY TRANSPORTATION AUTHORITY

2012 Regional Transportation Plan Update

Attachment A

2012 RTP/SCS PUBLIC OUTREACH WORKSHOPS

2035 SCENARIO DESCRIPTIONS

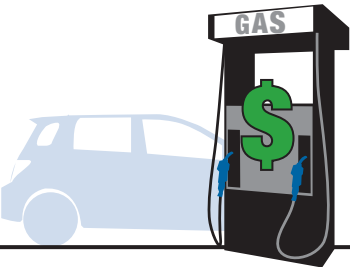


SCENARIO CONSIDERATIONS

The scenarios described here vary in their land use programs and patterns, and in the package of transportation investments that support the quality and location of growth in the scenarios. Ultimately, the RTP and SCS will also consider various transportation strategies and policies aimed at improving mobility while reducing vehicle miles traveled (VMT) and transportation emissions.

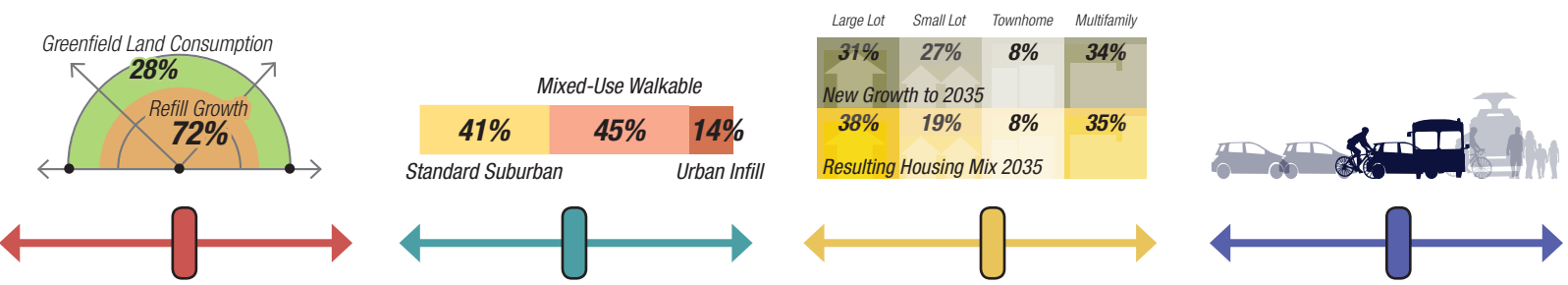
PRICING EFFECTS

Fuel price, along with other driving costs, have both short and long-term effects on driving decisions. SCAG is working with our partners to explore how pricing could simultaneously impact driving decisions, reduce roadway congestion, support more efficient growth patterns, and raise revenue to support critical transportation system improvements – including those aimed at improving non-auto travel options such as transit, walking, and biking. Each of the scenarios described here assumes a hypothetical 2 cent per mile VMT charge, which on average, would result in a 2% reduction in total VMT.



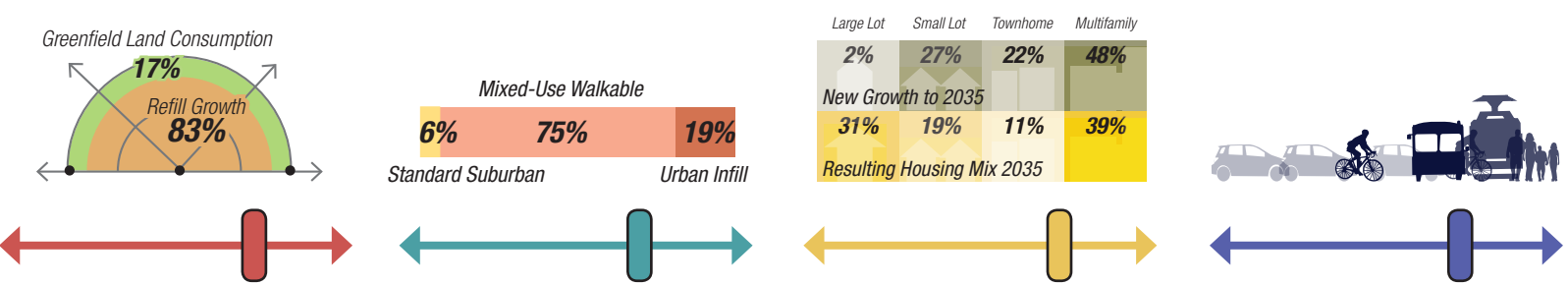
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This scenario is based on the general plans prepared by cities. It includes a significant proportion of suburban, auto-oriented development, but also recognizes the recent trend of increased growth in existing urban areas and around transit. New housing is mostly single-family, with an increase in smaller-lot, townhome, and multifamily homes; housing mix still falls short of demand for these types, though. Transportation investments may favor automobile infrastructure slightly, but also support new transit lines and other non-auto strategies and improvements.



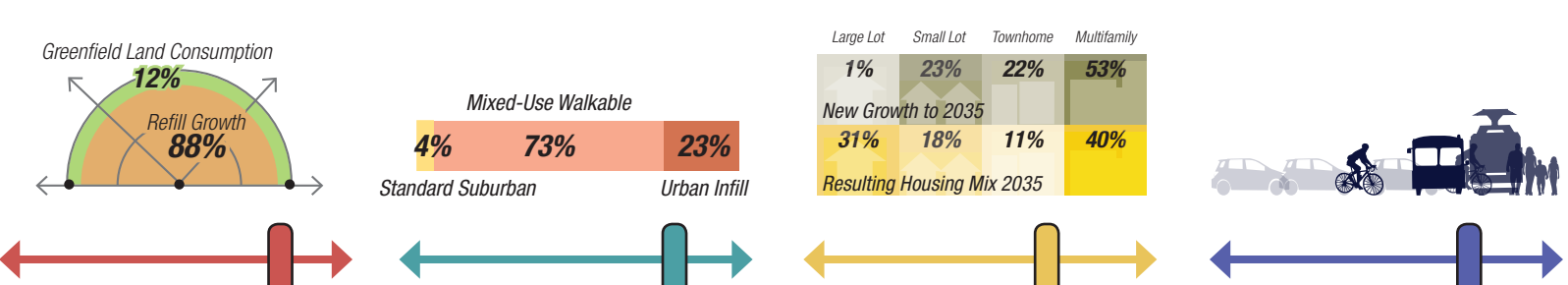
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This scenario focuses more growth in walkable, mixed-use communities and in existing and planned high-quality transit areas. It would see increased investments in transit and non-auto modes, with strategies to support growth patterns that are less auto-dependent. Employment growth is focused in urban centers around transit. This scenario strives to meet demand for a broader range of housing types, and new housing is weighted towards smaller-lot single family homes, townhomes, and multifamily condos and apartments.



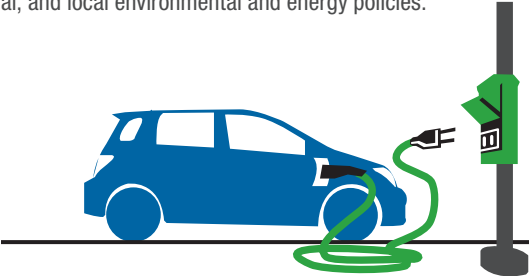
3

This scenario builds on the walkable, mixed-use focus of the growth in Scenario 2, and also aims to improve fiscal and environmental performance by shifting a portion of the region's growth into areas that are closer to transit, less auto-centric, and less intensive for building energy and water needs. Like Scenario 2, this scenario aims to meet demand for a broader range of housing types, with new housing weighted towards smaller-lot single family homes, townhomes, and multifamily condos and apartments.



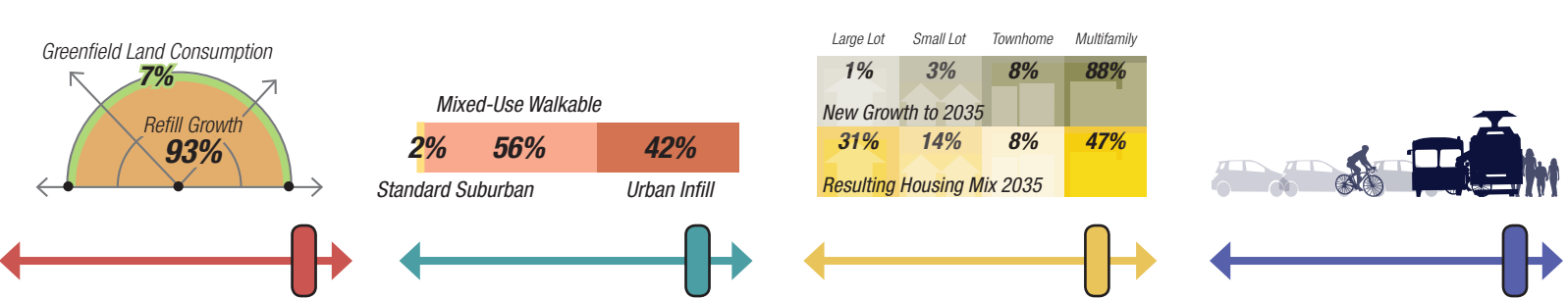
VEHICLE and FUEL POLICY

Meeting our greenhouse gas (GHG), pollutant emissions, and energy goals will include a suite of strategies and policies. In addition to the land use and transportation strategies explored in these first RTP/SCS scenarios, the efficiency of our cars and the fuels we use to power them will also play a role, as will the energy and water conservation measures for our homes and businesses. While these first scenarios focus on the impact of land use and transportation investments and strategies in meeting VMT, GHG, pollution, and energy challenges, subsequent analysis will explore the impacts of emerging vehicle technologies, renewable power generation, building measures, and a host of state, regional, and local environmental and energy policies.



4

This scenario maximizes growth in urban and mixed-use configurations in already developed areas, and around existing and planned transit investments. To support this shift, transportation system investments are heavily weighted towards transit infrastructure and operational improvements, as well as improvements to bicycle and pedestrian infrastructure. Like Scenario 3, this scenario aims to improve environmental performance by shifting a portion of the region's growth into areas that are closer to transit, and have lower demands on building energy and water use.



2012 RTP/SCS PUBLIC OUTREACH WORKSHOPS



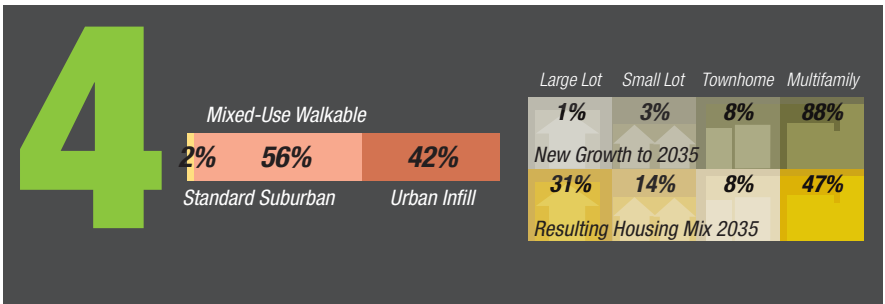
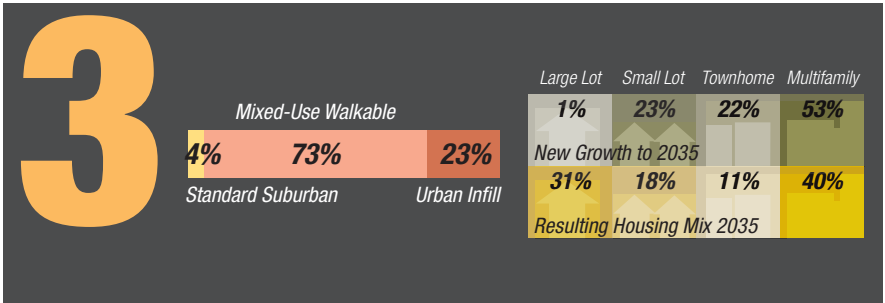
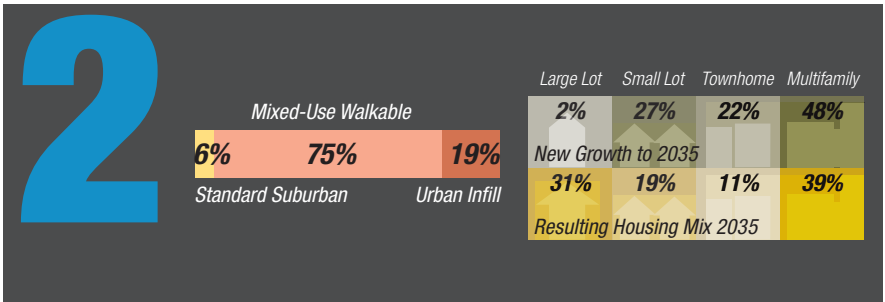
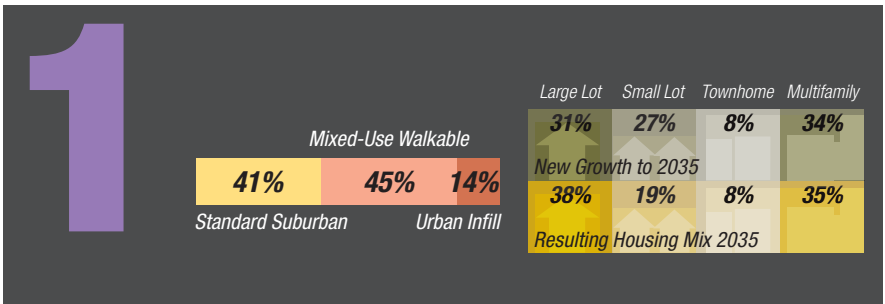
SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Rev. 25 July 2011

2035 SCENARIO OUTCOMES*

* Scenario outputs are meant for comparative purposes only. Model outputs at this stage in the RTP/SCS process are preliminary and subject to refinement as the scenario development and modeling process progresses.

LAND CONSUMPTION	LOCAL INFRASTRUCTURE COSTS	VEHICLES MILES TRAVELED (VMT)	FUEL CONSUMPTION	HOUSEHOLD COSTS	GREENHOUSE GAS (GHG) EMISSIONS	BUILDING ENERGY USE	WATER CONSUMPTION	PUBLIC HEALTH
Greenfield (Open Space) Land Consumption	Cumulative Capital Costs and General Fund Operations and Maintenance Expenditures <i>Includes local roads, waste water and sanitary sewer, water supply, and parks and recreation</i>	VMT (Auto Passenger Vehicle Travel)	Automobile Fuel Use	Annual Fuel, Auto Operating, Energy, and Water Costs per Household (HH)	GHG Emissions from Auto Passenger Transportation and Building Energy Use	Annual Commercial and Residential Energy Use	Annual Water Use, Total and per Household (HH)	Annual Savings in Health Costs due to Reductions in Transportation-Related Pollutant Emissions
[square miles]	[2009 dollars]	[miles]	[gallons]	[2009 dollars]	[Million Metric Tons CO ₂ e]	[Btu]	[acre feet and gallons]	[2009 dollars]
251 sq mi	<div><div>Capital</div><div>Operations/ Maintenance</div><div>\$35 bil</div></div>	20,920 mi per HH	5.5 bil gal	<div><div>Fuel/ Automobile</div><div>Energy/ Water</div><div>\$15,100 per HH</div></div>	<div><div>Transportation</div><div>Building</div><div>96 MMT</div></div>	<div><div>Commercial</div><div>Residential</div><div>835 tril Btu</div></div>	3.0 mil ac ft	<div><div>\$635 mil</div><div>Savings from status quo</div></div>
127 sq mi	<div><div>Capital</div><div>Operations/ Maintenance</div><div>\$31 bil</div></div>	18,630 mi per HH	4.9 bil gal	<div><div>Fuel/ Automobile</div><div>Energy/ Water</div><div>\$13,600 per HH</div></div>	<div><div>Transportation</div><div>Building</div><div>88 MMT</div></div>	<div><div>Commercial</div><div>Residential</div><div>775 tril Btu</div></div>	2.9 mil ac ft	<div><div>\$915 mil</div><div>Savings from status quo</div></div>
84 sq mi	<div><div>Capital</div><div>Operations/ Maintenance</div><div>\$29 bil</div></div>	18,250 mi per HH	4.8 bil gal	<div><div>Fuel/ Automobile</div><div>Energy/ Water</div><div>\$13,350 per HH</div></div>	<div><div>Transportation</div><div>Building</div><div>86 MMT</div></div>	<div><div>Commercial</div><div>Residential</div><div>760 tril Btu</div></div>	2.9 mil ac ft	<div><div>\$960 mil</div><div>Savings from status quo</div></div>
46 sq mi	<div><div>Capital</div><div>Operations/ Maintenance</div><div>\$25 bil</div></div>	17,990 mi per HH	4.7 bil gal	<div><div>Fuel/ Automobile</div><div>Energy/ Water</div><div>\$13,150 per HH</div></div>	<div><div>Transportation</div><div>Building</div><div>85 MMT</div></div>	<div><div>Commercial</div><div>Residential</div><div>745 tril Btu</div></div>	2.8 mil ac ft	<div><div>\$990 mil</div><div>Savings from status quo</div></div>





ORANGE COUNTY TRANSPORTATION AUTHORITY

2012 Regional Transportation Plan Update

Attachment B

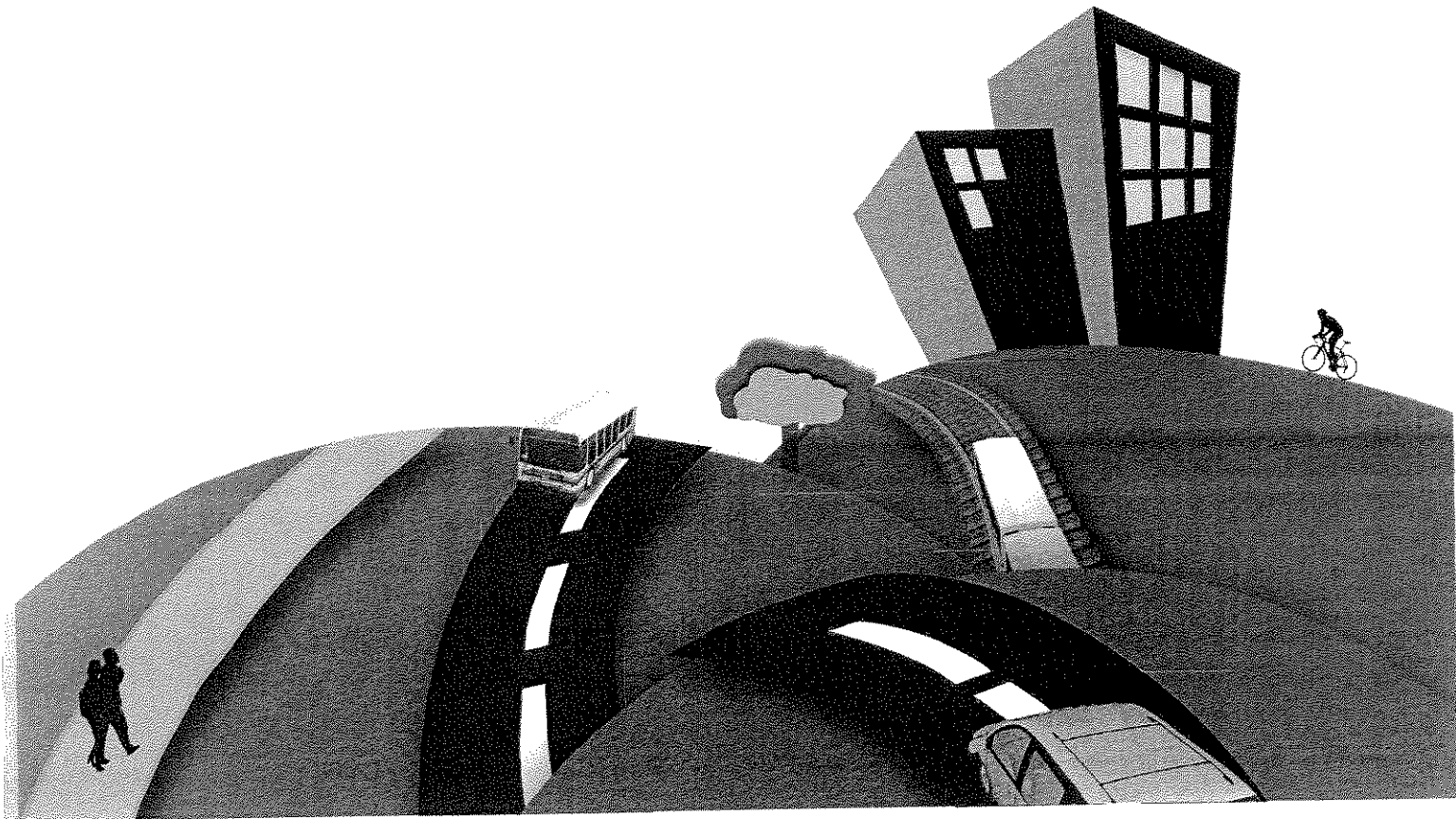
DESTINATION 2035

Appendix A
(Detailed Year 2035 Baseline Project List)

Appendix B
(Detailed Year 2035 Preferred Plan Project List)

Appendix A

- Detailed Year 2035 Baseline Project List



Detailed Year 2035 Baseline Project List , continued on the following page.

TRANSIT

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M2 Project ID	Year of Expenditure Project Cost (\$ million)
Transit Operations	Transit	Bus Operations and Maintenance	Bus Operations and Maintenance	2035		\$ 9,475.89
	Transit	Metrolink Operations and Maintenance	Metrolink Operations and Maintenance	2035	R	\$ 1,302.78
Transit Capital	Transit	Bus Capital	Bus Capital	2035		\$ 1,299.62
	Transit	Metrolink Capital	Metrolink Capital	2035	R	\$ 254.71
Transit Facilities	Anaheim Regional Transportation Intermodal Center (ARTIC)	Anaheim Regional Transportation Intermodal Center (ARTIC)	Includes expansion of existing Amtrak/Metrolink Station at Anaheim Stadium to provide access with transit service	2014		\$ 134.24
	Anaheim Canyon Station	Anaheim Canyon Station Access Improvements	Improve access of the Anaheim Canyon Station, Phase I - Construct a pedestrian undercrossing, platform extension work, 2nd track, and associated ADA improvements, transit	2014		\$ 31.28
Transit Capital	Other	Highway Bridge Replacement and Rehabilitation Program (HBRR)	Local Bridge Lump Sum	2012		\$ 28.99
	Other	FTA Section 5316 Jobs Access Reverse Commute (JARC)	Various projects to increase transportation access to jobs for low income individuals, including voucher programs and vanpools	2030		\$ 25.24
	Transit	1% Transit Security Projects	Transit Security Projects	2020		\$ 16.88
Transit Facilities	Placentia Transit Station	Placentia Transit Station	Construct a new Metrolink Station and rail siding east of SR-57 and Melrose Street and north of Crowther Ave	2014		\$ 16.60
Transit Capital	Other	FTA Section 5317 New Freedom	Various projects and transportation services beyond those required by ADA, including voucher programs	2016		\$ 11.22
	Transit	1% Transit Security Projects (Mission Viejo)	Transit security projects	2020		\$ 3.98
	Transit	1% Transit Enhancements	Bicycle and pedestrian facilities countywide	2016		\$ 3.49
	Transit	Rideshare Services (Orange County portion)	Rideguide, database, customer information, and marketing services for the rideshare program	2016		\$ 2.99
	Irvine Transit Station	Irvine Transit Station (PA&ED/PS&E)	Project Approval & Environmental Document and Plan Specifications & Estimate for station improvements	2015		\$ 2.69
	Other	FTA Section 5317 New Freedom (Mission Viejo)	Various projects and transportation services beyond those required by ADA including voucher programs	2030		\$ 1.85
	Other	FTA Section 5316 Jobs Access Reverse Commute (Mission Viejo)	Various projects to increase transportation access to jobs for low income individuals, including voucher programs and vanpools	2030		\$ 1.71
	Transit	1% Transit Enhancements (Mission Viejo)	Bicycle and pedestrian facilities countywide	2016		\$ 0.74
	Transit	Station Improvements	Improvements to stations countywide	2015		\$ 0.02
Transit Facilities	Fullerton Train Station	Fullerton Train Station	Construction of parking structure, Phase I and II, total of 800 spaces	2011		Previously Funded

* Pending Board Action

Note: LRTP cost is the remaining project cost anticipated to be incurred between 2011 and 2035

Source: Federal Transportation Improvement Program (FTIP) project listings and OCTA. For a full project description, please reference the FTIP.

Detailed Year 2035 Baseline Project List , continued on the following page.

TRANSIT

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M2 Project ID	Year of Expenditure Project Cost (\$ million)
Transit Capital	Transit	Paratransit Vehicles Expansion in FY06/07	Purchase of one vehicle	2010		Complete
	Transit	SCRRA Rolling Stock Storage Facility in the Pacific Surfliner Corridor (OCTA Share)	OCTA share of cost for SCRRA rolling stock storage facility in the Pacific Surfliner Corridor near Los Angeles Union Station and control point San Diego Junction at Keller Street yard	2010		Complete
	Transit	Relocate Los Angeles Union Station Mail Dock (OCTA Share)	OCTA share of demolition of existing mail dock and construction of new, expanded passenger platform at Los Angeles Union Station	2011		Previously Funded
Transit Planning	Transit	Santa Fe Depot Specific Plan Update (PA&ED/PS&E)	Update of the Santa Fe Depot Specific Plan	2010		Previously Funded
Transit Capital	Transit	Vehicle Replacement for Express Service in Orange County	Purchase of one 40' replacement vehicle for express service in Orange County	2035		Previously Funded
	Other	Commuter Rail Monitoring Equipment Upgrade/Installation	Commuter rail crossing monitors upgrade and/or install monitoring equipment at rail crossings in Orange County to provide notification in the event of damage or malfunction	2016		Previously Funded
	Other	Video Surveillance System for Irvine Station	Implement a video surveillance system at the Irvine Transportation Center	2013		Complete
	Other	Video Surveillance System for Base Facilities	Install video surveillance equipment at four OCTA base facilities: Anaheim, Garden Grove, Irvine (Sand Canyon and Construction Circle)	2016		Previously Funded
Transit Facilities	Other	Commuter Rail Right-of-Way Fencing	Replace destroyed or damaged fencing along the rail corridors within Orange County to deter unauthorized access	2016		Previously Funded
Transit Capital	Other	On-board bus video surveillance System	Equip 67 buses with on board video surveillance system equipment, of which 36 are 40-foot buses and 31 are 30-foot mid-size buses	2013		Complete
Transit Capital	Other	Key Card Access System for Base Facilities	Install key card access system at five OCTA base facilities: Anaheim, Garden Grove, Irvine (Sand Canyon and Construction Circle) and Santa Ana	2016		Previously Funded
Transit Operations	Transit	1% Transit enhancements (Mission Viejo)	Bus stop ADA improvements countywide	2010		Complete
Transit Planning	Other	Program Environmental Impact Report (EIR) for the Santa Fe Specific Plan Update (PA&ED/PS&E)	Program Environmental Impact Report (EIR) for the Santa Fe Specific Plan Update	2012		Previously Funded
Transit Planning	Other	Planning for Transit in Stanton (PA&ED/PS&E)	Citywide policies and site specific development standards for Transit-Oriented Projects	2008		Previously Funded
Transit Capital	Transit	Implement Positive Train Control (PTC)	Implement PTC, a system of monitoring and controlling train movements to provide increased safety	2015		Previously Funded
	Transit	High Speed Rail Project (PA&ED/PS&E)	High Speed Rail from San Francisco to Los Angeles and Anaheim	2015		Previously Funded
	Transit	Vehicle Purchase	ABRAZAR - purchase of three (R) small buses Type1A, three SE small buses Type1A, eight MRs	2011		Previously Funded

Detailed Year 2035 Baseline Project List , continued on the following page.

TRANSIT

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M2 Project ID	Year of Expenditure Project Cost (\$ million)
Transit Capital	Transit	Vehicle Purchase	Purchase of vehicles for the City of Huntington Beach Seniors Program - two (2) large bus - VII One (SE) mini van - type IV	2011		Previously Funded
	Transit	Vehicle Purchase	Purchase of paratransit vehicles and equipment for the Orange County ARC (OCARC) - ten (SE) large buses type III, cameras	2011		Previously Funded
Transit Planning	Transit	Anaheim Fixed Guideway (PA&ED/PS&E)	Project Approval & Environmental Document and Plan Specification & Estimate for fixed guideway project in Anaheim	2013		Previously Funded
	Transit	Santa Ana Fixed Guideway (PA&ED/PS&E)	Project Approval & Environmental Document and Plan Specifications & Estimate for fixed guideway project in Santa Ana/Garden Grove	2015		Previously Funded
Transit Capital	Transit	Vehicle Purchase	Purchase of Trolleys (three replacement) by the City of Laguna Beach	2010		Previously Funded
	Santa Ana Transit Station	Santa Ana Transit Station (PA&ED/PS&E)	Project Approval & Environmental Document and Plan Specifications & Estimate for station improvements	2015		Previously Funded
	Fullerton Transportation Center	Fullerton Transportation Center (PA&ED/PS&E)	Project Approval & Environmental Document and Plan Specifications & Estimate for station improvements	2015		Previously Funded
	Other	Orange County Metrolink Fiber Optics Installation Project	Replacement and upgrade of the existing SCRBA communications system with fiber optics	2011		Previously Funded
	Transit	Irvine Guideway Demonstration Project Study	Transit System in the Great Park Spectrum Area, linking Irvine Station with Spectrum and others	2009		Complete
	Transit	Vehicle Purchase for Paratransit Service	Purchase of one replacement modified van for paratransit service (FY07 cycle) - Easter Seals Southern California	2009		Complete
	Transit	Vehicle Purchase for Paratransit Service	Purchase of one replacement largest bus for paratransit service (FY07 cycle) - Golden Rain Foundation (Laguna Woods)	2009		Complete
	Transit	Vehicle Purchase for Paratransit Service	Purchase of two replacement mini vans for paratransit service (FY07 cycle) - St. Jude Hospital	2009		Complete
	Transit	Vehicle Purchase for Paratransit Service	Purchase of two replacement paratransit vehicles for the City of La Habra Senior Transportation Program	2012		Complete
	Transit	City of Yorba Linda Senior Mobility Program	Transportation services to seniors	2012		Complete
	Other	Security-related Equipment for Transit	Security surveillance and monitoring equipment for transit	2016		Previously Funded
	Transit	Vehicle Purchase	Purchase of three 40ft expansion vehicles for Bus Rapid Transit (BRT) service in Orange County	2012		Previously Funded
	Transit	Vehicle Purchase for Paratransit Service	ABRAZAR - purchase of 1 small bus, 2 minivans, 8 radios, base Station, computer equipment to expand Paratransit Service (FY07 cycle)	2009		Complete
	Transit	Santa Ana Transit Terminal Facility Improvements	Improvements to the Santa Ana Transit Terminal Facility to increase ventilation/safety	2015		Previously Funded
	Transit	Eastern Area Rolling Stock Maintenance Facility (OCTA Share)	Construction of a rolling stock maintenance facility in Colton (between Mill and Oak Street on railroad line)	2009		Complete
	Transit	Vehicle Capital Lease	Vehicle Capital Lease for OCTA Inter-County Express Bus Service	2010		Complete

Detailed Year 2035 Baseline Project List , continued on the following page.

TRANSIT

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M2 Project ID	Year of Expenditure Project Cost (\$ million)
Transit Capital	Tustin Rail Station	Tustin Rail Station Parking Expansion	Construction of 191 new spaces (281 existing plus 191 new, total of 472 spaces)	2012		Previously Funded
	Laguna Niguel Station	Laguna Niguel Rail Station Parking Expansion	Construction of 562 new spaces (281 existing plus 562 new, total of 843 spaces)	2013		Previously Funded
	Transit	Operating assistance	Transit operating assistance	2010		Previously Funded
	Transit	Vehicle Replacement	Replacement Clean Air and Festival Trolleys	2010		Previously Funded
	Transit	1% Transit enhancements	Bus stop ADA improvements - countywide	2010		Complete
	Multi-use Trail	San Clemente Multi-use Trail	Construct 2.6 miles of multi-use trail in San Clemente parallel to railroad tracks	2009		Previously Funded
	Other	FTA 5316 - Job Access Reverse Commute (JARC), FTA 5317 New Freedom Lump Sum CAPITAL	Various projects to increase transportation access to jobs for low income individuals, including voucher programs and vanpools/Various projects and transportation services beyond those required by ADA including voucher programs	2016		Previously Funded
Transit Operations	Other	FTA 5316 - Job Access Reverse Commute (JARC), FTA 5317 New Freedom Lump Sum OPERATING	Various projects to increase transportation access to jobs for low income individuals, including voucher programs and vanpools/Various projects and transportation services beyond those required by ADA including voucher programs	2016		Previously Funded
Transit Capital	Transit	Vehicle Purchase	Purchase of 50 standard 60R replacement vehicles - alternative fuel - FY15/16	2018		Previously Funded
	Transit	Preventative Maintenance	Preventative Maintenance	2016		Previously Funded
	Transit	Vehicle Purchase	Purchase of 464 replacement paratransit vans: 79 in FY06/07 120 in FY08/09 140 in FY 15/16 67 in FY07/08 58 in FY10/11	2016		Previously Funded
	Transit	Fixed Route Operating Costs	Fixed Route Operating Costs	2016		Previously Funded
	Transit	Vehicle Purchase	Purchase of 66 40' Replacement Vehicle in Orange County - FY10/11	2016		Previously Funded
	Transit	Metrolink Service Track Expansion and Grade Crossing Improvements	Metrolink Service Track Expansion and Grade Crossing Improvements	2015		Previously Funded
	Transit	Bus Operating assistance FTAS - for Paratransit - Mission Viejo - UZA	Bus Operating assistance FTAS - for Paratransit - Mission Viejo - UZA	2016		Previously Funded
	Transit	Preventative Maintenance (Mission Viejo)	Preventative Maintenance (Mission Viejo)	2016		Previously Funded
	Transit	Vehicle Purchase	Purchase of 71 standard 30ft expansion buses - alternative fuel: 31 in FY08/09 7 in FY11/12 FY13/14 9 in FY09/10 6 in FY12/13 18 in	2016		Previously Funded

Detailed Year 2035 Baseline Project List , continued on the following page.

TRANSIT

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M2 Project ID	Year of Expenditure Project Cost (\$ million)
Transit Capital	Other	Capital Cost of Contracting	Capital Cost of Contracting	2020		Previously Funded
	Other	Radio Communication System Upgrade	Radio Communication System Upgrade	2016		Previously Funded
	Transit	City Shuttle System Capital and Operations and Maintenance	City Shuttle System Capital and Operations and Maintenance	2014		Previously Funded
	Other	Support Equipment Purchase	Purchase miscellaneous support equipment	2020		Previously Funded
	Other	Support Vehicle Purchase	Purchase miscellaneous support vehicles	2020		Previously Funded
	Transit	MetroLink Commuter Rail Program	MetroLink Commuter Rail Program	2015		Previously Funded
	Transit	Vehicle Purchase	Purchase of 72 Paratransit expansion vans: 21 in FY09/10 51 in FY10/11	2016		Previously Funded
	Transit	Vehicle Purchase	Purchase of eight paratransit vehicles replacement (Mission Viejo) - FY09/10	2016		Previously Funded
	Transit	Vehicle Purchase	Purchase of 11 paratransit vehicles expansion (Mission Viejo) - FY09/10	2030		Previously Funded
	Transit	MetroLink Rolling Stock Acquisition (OCTA Share)	OCTA share of the MetroLink rolling stock acquisition	2020		Previously Funded
	Transit	Construction and Operations of CNG Fueling Station at Anaheim Maintenance Base	Capital lease costs associated with the Construction and operations of CNG fueling Station at Anaheim maintenance base	2016		Previously Funded
	Transit	Construction and Operations of CNG Fueling Station at Garden Grove Maintenance Base	Capital lease costs associated with the Construction and operations of CNG fueling Station at Garden Grove maintenance base	2012		Previously Funded
	Transit	Bus Operating Assistance FTA9 - for Paratransit (OCTA)	Bus operating assistance FTA9 - for Paratransit (OCTA)	2020		Previously Funded
	Transit	Capital Maintenance on MetroLink System	Rehabilitation of track, signal, communications, structures, facilities, and rolling stock	2015		Previously Funded
	Transit	Operating Assistance for Commuter Rail	Operating assistance for Commuter Rail	2016		Previously Funded
	Transit	Vehicle Modifications, Supplemental Vehicles and Equipment Replacement	Vehicle modifications/miscellaneous, replace supplemental vehicles and support equipment, bus and facility equipment	2016		Previously Funded
	Transit	Facility Modifications for Bus Transit	Facility modifications for Bus Transit	2016		Previously Funded
	Transit	Vehicle Purchase	Purchase of 87 standard 40ft expansion alternative fuel buses: 14 in FY08/09 44 in FY10/11 14 in FY11/12 2 in FY12/13 13 in FY13/14	2016		Previously Funded
	Transit	Vehicle Purchase (Mission Viejo)	Purchase of (10) 40ft alternative fuel replacement bus - FY10/11	2016		Previously Funded

Detailed Year 2035 Baseline Project List , continued on the following page.

FREEWAY

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M2 Project ID	Year of Expenditure Project Cost (\$ million)
Interchange Projects	Santa Ana Freeway (Interstate 5)	Interstate 5/State Route 74 Interchange (San Juan Capistrano)	Reconstruct Interstate 5/State Route 74 Interchange (San Juan Capistrano) on Route 74 from Interstate 5 to east of the City limit	2014	D	\$ 45.39
	Santa Ana Freeway (Interstate 5)	Interstate 5/Camino De Estrella (San Clemente)	Widen the southbound off-ramp at Camino De Estrella from one to two lanes and widen the overcrossing from five to seven lanes (one westbound left turn lane and one eastbound lane)	2011		\$ 16.34
	Santa Ana Freeway (Interstate 5)	Interstate 5/Jamboree Road	Construct auxiliary lane on southbound Interstate 5 and widen the southbound off-ramp from one to two lanes	2012		\$ 2.11
	Santa Ana Freeway (Interstate 5)	Interstate 5/La Paz Road Interchange Improvements	Expand La Paz Road from 4 to 6 lanes total	2011		Previously Funded
	Santa Ana Freeway (Interstate 5)	Gene Autry Way West/Interstate 5	Add overcrossing on Southbound Interstate 5/Manchester Avenue at Gene Autry Way and extend Gene Autry Way West from Interstate 5 HOV Drop Ramps to Hasler (three lanes in each direction)	2012		Previously Funded
	Santa Ana Freeway (Interstate 5)	Interstate 5/Camino Capistrano	Improve intersection of Interstate 5 with Camino Capistrano by widening the southbound off-ramp from two to three lanes	2012		Previously Funded
	Santa Ana Freeway (Interstate 5)	Interstate 5/Oso Parkway	Improve exit lane and interchange of Interstate 5 southbound with Oso Parkway. Widen from one to two lanes and add exit/storage lane. Sight distance improvement to northbound off-ramp	2009		Complete
	Santa Ana Freeway (Interstate 5)	Interstate 5/Crown Valley Parkway (Mission Viejo)	Widen the southbound off-ramp from four to five lanes at the interchange of Interstate 5 with Crown Valley Parkway	2012		Previously Funded
Interchange Projects	Santa Ana Freeway (Interstate 5)	Interstate 5/Avery Parkway	Improve interchange of Interstate 5 with Avery Parkway - widen Avery Parkway between Marguerite Parkway and Camino Capistrano from four to five lanes (for turn lane) under freeway bridge	2010		Previously Funded
General Purpose Improvements	Santa Ana Freeway (Interstate 5)	Interstate 5 Pavement and Landscape	Provide enhanced paving and landscaping on the Interstate 5 from Calle Juanita to 4th Street	2013		Previously Funded
Other	Santa Ana Freeway (Interstate 5)	Interstate 5 Soundwall Design and Construction	Soundwall design and construction on Interstate 5 southbound from El Camino Real to Avenida Ramona	2011		Previously Funded
	Santa Ana Freeway (Interstate 5)	Interstate 5 Soundwall Design and Construction	Soundwall design and construction on Interstate 5 northbound at Avenida Vaquero (San Clemente)	2011		Previously Funded

Detailed Year 2035 Baseline Project List , continued on the following page.

FREEWAY

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M2 Project ID	Year of Expenditure Project Cost (\$ million)
General Purpose Improvements/ Transportation System Management Projects	Garden Grove Freeway (State Route 22)	State Route 22 Improvements	Add two HOV lanes (one in each direction) to the segment between Interstate 405 and State Route 55, two auxiliary lanes (one in each direction) to the segment between Interstate 5 and Beach Boulevard, and implement operating improvements (ICRP)	2011		\$ 47.30
Transportation System Management Projects	Garden Grove Freeway (State Route 22)	State Route 22/Interstate 405 HOV Connector	Construct State Route 22/Interstate 405 HOV connector	2013		\$ 32.10
General Purpose Improvements/ Transportation System Management Projects	Garden Grove Freeway (State Route 22)	State Route 22/Magnolia	Replace interchanges, construct HOV lanes and lengthen bridges in Garden Grove	2010		Complete
Interchange Projects/ Transportation System Management Projects General Purpose Improvements	Garden Grove Freeway (State Route 22)	State Route 22/Harbor Boulevard	Reconstruct interchange to Harbor Boulevard to four lanes in each direction (1/4 mile before and after the State Route 22 ramps), two HOV lanes (one eastbound and one westbound) and proposed State Route 22 HOV lanes	2011		Complete
	Garden Grove Freeway (State Route 22)	State Route 22/City Drive	Improve interchange of State Route 22 and City Drive - reconfigure freeway interchange at State Route 22 from State Route 57 to Lewis Street, adding two HOV lanes	2010		Complete
General Purpose Improvements	Costa Mesa Freeway (State Route 55)	State Route 55 Improvements	Construct one auxiliary lane on State Route 55 in the southbound direction between East Edinger Avenue on-ramp and East Dyer Road off-ramp	2011		\$ 32.88
	Costa Mesa Freeway (State Route 55)	State Route 55 Improvements	Add auxiliary lane to State Route 55 in the southbound direction from Dyer Road to MacArthur Boulevard	2012		Previously Funded
	Costa Mesa Freeway (State Route 55)	State Route 55/MacArthur Boulevard	State Route 55 at MacArthur Boulevard (Santa Ana) - widen MacArthur northbound on-ramp (from eastbound MacArthur to State Route 55 by adding one lane)	2010		Previously Funded
Interchange Projects	Orange Freeway (State Route 57)	State Route 57/Lambert Road	Improve interchange of State Route 57 with Lambert Road - reconfigure existing diamond interchange to loop ramp and add southbound lane on/off-ramp	2018		\$ 35.00

Detailed Year 2035 Baseline Project List , continued on the following page.

FREEWAY

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M2 Project ID	Year of Expenditure Project Cost (\$ million)
General Purpose Improvements	Orange Freeway (State Route 57)	State Route 57 Improvements	Widen the northbound direction from four to five mixed-flow lanes, from 0.3 mi south of Katella Avenue to 0.3 mi north of Lincoln Avenue	2015	G	\$ 34.69
	Orange Freeway (State Route 57)	State Route 57 Improvements	Add one mixed-flow lane in the northbound direction, from 0.4 mi north of State Route 91 to 0.1 mile north of Lambert Road	2014	G	\$ 2.70
	San Joaquin Hills Transportation Corridor (State Route 73)	San Joaquin Hills Transportation Corridor State Route 73 Improvements	Add one mixed-flow lane in each direction and climbing and auxiliary lanes as required (between Irvine and San Juan Capistrano)	2020		\$ 334.77
Interchange Projects	Riverside Freeway (State Route 91)	State Route 91 at State Route 55/Tustin Street Interchange	Add lane at the interchange with State Route 55/Tustin Street	2015	I	\$ 63.96
General Purpose Improvements	Riverside Freeway (State Route 91)	State Route 91 Improvements	Add one mixed-flow lane on State Route 91 in the eastbound direction between the State Route 91/ State Route 55 connector and State Route 241	2014	J	\$ 78.68
General Purpose Improvements	Riverside Freeway (State Route 91)	State Route 91 Improvements	Connect existing auxiliary lane on State Route 91 in the westbound direction between State Route 57 and Interstate 5 through interchanges with ITS elements	2015	H	\$ 50.40
General Purpose Improvements	Riverside Freeway (State Route 91)	State Route 91 Improvements	Add one lane on State Route 91 in the eastbound direction between State Route 241 & State Route 71. Improve northbound State Route 71 connector from State Route 91 to standard one lane and shoulder width	2011	J	\$ 19.96
General Purpose Improvements	Riverside Freeway (State Route 91)	State Route 91 Improvements	State Route 91 eastbound at Beach Boulevard - widen on-ramp from 1 to 2 lanes, including the addition of a ramp meter	2010		\$ 1.26
General Purpose Improvements	Riverside Freeway (State Route 91)	State Route 91 Improvements	Lane drop restoration on State Route 91 in the westbound direction - extend existing auxiliary lane from westbound to southbound State Route 241 from 400 meters west of Coal Canyon Road undercrossing to 1000 meters east of Coal Canyon Road	2010		Complete
Other	Riverside Freeway (State Route 91)	State Route 91 Improvements	Construct soundwall on State Route 91 in the eastbound direction from State Route 55/State Route 91 separation to Lakeview Avenue Overcrossing (Anaheim - Peralta Hills)	2010		Complete
Interchange Projects	Eastern Transportation Corridor (State Route 133)	State Route 133 / Trabuco Road	Add new on-ramps and off-ramps on State Route 133 at Trabuco Road (Irvine)	2020		\$ 70.23
Transportation System Managed Projects	Foothill Transportation Corridor (State Route 241)	Foothill Transportation Corridor South Improvements	Improvements on Foothill Transportation Corridor South from Interstate 5 to Dso Parkway - two mixed-flow lanes in each direction by 2013, and one additional mixed-flow lane in each direction plus climbing and auxiliary lanes as required by 2030	2030		\$ 1,212.19

Detailed Year 2035 Baseline Project List

FREEWAY

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M2 Project ID	Year of Expenditure Project Cost (\$ million)
Transportation System Managed Projects	Foothill Transportation Corridor (State Route 241)	Foothill Transportation Corridor Improvements	Improvements on Foothill Transportation Corridor in the northbound direction from Oso Parkway to Eastern Transportation Corridor - two additional mixed-flow lanes plus climbing and auxiliary lanes as required by 2020	2020		\$ 132.98
Transportation System Managed Projects	Transportation Corridor Agencies (State Route 241/261/133/73)	Transportation Corridor Maintenance	Highway Maintenance Project	2010		Previously Funded
Transportation System Managed Projects	Eastern Transportation Corridor	Eastern Transportation Corridor (Routes 241/261/133) Improvements	Add two mixed-flow lanes in each direction plus climbing and auxiliary lanes as required by 2020 to the Eastern Transportation Corridor (Routes 241/261/133) from State Route 91 to Interstate 5/Jamboree Road	2020		\$ 1,140.89
General Purpose Improvements	San Diego Freeway (Interstate 405)	Interstate 405 Improvements	Add one auxiliary lane in both directions to the Interstate 405 from Magnolia Street to Beach Boulevard	2010		Complete
General Purpose Improvements	San Diego Freeway (Interstate 405)	Interstate 405 Improvements	Rehabilitate Interstate 405, from Bear Street to Fairview Road	2011		Previously Funded
Transportation System Managed Projects	San Gabriel River Freeway (Interstate 605)	Interstate 405/Interstate 605 HOV Connector	Construction of the Interstate 405/Interstate 605 HOV connector	2013		\$ 52.25
Other	Freeway - Countywide	Emergency Projects	Emergency projects in various locations (Countywide)	2020		\$ 21.65
Other	Freeway - Countywide	Emergency Response Projects	Emergency response projects in various locations (Countywide)	2020		\$ 21.65
Other	Freeway - Countywide	Orange County - HOV Drop Ramp Study (PA&ED/PS&L)	Orange County - HOV Drop Ramp Study	2013		\$ 12.82
Interchange Projects	Santa Ana Freeway (Interstate 5)	Interstate 5 Improvements	Widen the off-ramp in the southbound direction on the interchange of Interstate 5 with Culver Drive from one to two lanes	2009		Complete
Other	Freeway - Countywide	Highway Maintenance Project	Highway Maintenance Project	2010		Previously Funded
Other	Freeway - Countywide	Emergency Response Projects	Emergency response projects in various locations (Countywide)	2014		Complete
Interchange Projects	Foothill/Eastern Transportation Corridor (State Route 241)	State Route 241/Cristianitos Road Interchange	Add new interchange on State Route 241 at Cristianitos Road	Unconstrained		Previously Funded

Detailed Year 2035 Baseline Project List , continued on the following page.

STREET

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M2 Project ID	L RTP Cost (\$ million)
Capacity Improvements	Cow Camp Road	Cow Camp Road Construction	Construct Cow Camp Road from Antonio Parkway to Foothill Transportation Corridor (SR-241) and to Ortega Highway	2015		\$ 176.00
Rail Grade Separations	Orangethorpe Ave.	Orangethorpe Avenue Grade Separation	Construct a grade separation on Orangethorpe Avenue at the BNSF railroad tracks.	2015		\$ 94.15
Rail Grade Separations	Raymond Ave.	Raymond Avenue Grade Separation	Construct a grade separation on Raymond Avenue at the BNSF railroad tracks	2016		\$ 60.20
Rail Grade Separations	State College Boulevard	State College Grade Separation	Construct a grade separation on State College Boulevard at the BNSF railroad tracks (from Santa Fe Avenue to 700 ft south of Valencia Avenue)	2016		\$ 59.29
Rail Grade Separations	Tustin Avenue/Rose Dr	Tustin Avenue / Rose Drive Grade Separation	Construct a grade separation on Tustin Avenue / Rose Drive at the BNSF railroad tracks.	2015		\$ 56.87
Other	Streets and Roads	Orange County - Mandate Projects	Lump sum at various locations in Orange County - mandate projects	2015		\$ 49.79
Capacity Improvements	Bristol Street	Bristol Street Widening	Widen Bristol Street from four to six lanes, from Warner Avenue to Memory Lane. Includes improvements at the intersection of Bristol Street/ Warner Avenue (additional northbound, eastbound and southbound thru lanes and westbound right-turn lane) and Bristol Street/1st Street (additional northbound and southbound thru lanes and southbound left- and right-turn lanes)	2012		\$ 41.66
Rail Grade Separations	Kraemer Boulevard	Kraemer Boulevard Grade Separation	Construct a grade separation on Kraemer Boulevard at the BNSF railroad tracks	2015		\$ 35.94
Capacity Improvements	La Pata Avenue	La Pata Avenue Widening/Gap Closure	Widening of La Pata Avenue from three lanes to five lanes and extension as a four-lane facility and connecting to La Pata Avenue in San Clemente at Calle Saluda	2014		\$ 32.00
Rail Grade Separations	Lakeview Avenue	Lakeview Avenue Grade Separation	Construct a grade separation on Lakeview Avenue at the BNSF railroad tracks	2015		\$ 28.69
Capacity & Maintenance	Streets and Roads	Roadway Preservation Projects	Lump sum at various locations in Orange County - roadway preservation projects	2015		\$ 25.94
Rail Grade Separations	Streets and Roads	Grade Separation/ Corridor Improvements on BNSF Railway Line (Placentia)	Grade Separation/ Corridor Improvements on BNSF Railway Line along south side of Orangethorpe	2015		\$ 25.13
Capacity Improvements	Tustin Ranch Road	Tustin Ranch Road Gap Closure	New six lane major arterial from Walnut Avenue to Valencia Avenue with new grade separation at Edinger Avenue	2012		\$ 24.69

Detailed Year 2035 Baseline Project List , continued on the following page.

STREET

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M2 Project ID	Year of Expenditure Project Cost (\$ million)
Capacity Improvements	Onega Highway (State Route 74)	State Route 74 Widening	Widen from two to four lanes (one lane in each direction), from San Juan Capistrano city limits to 1,900 feet past La Pata Avenue (1.2 miles)	2012		\$ 24.21
Capacity Improvements	Antonio Parkway	Antonio Parkway Widening	Widen from four to six lanes	2015		\$ 15.50
Capacity Improvements	Brookhurst Street	Brookhurst Street Widening	Widen from south of Ball Road to north of Katella Ave	2014		\$ 13.03
Capacity Improvements	Grand Avenue	Grand Avenue Widening	Widen from two to three lanes between 1st Street and 4th Street	2011		\$ 12.32
Other	Streets and Roads	Collision Reduction	Lump sum in various locations in Orange County - collision reduction	2015		\$ 11.90
Capacity Improvements	1st Street	1st Street Widening	Widen from four to six lanes between Susan Street and Fairview Street (Santa Ana)	2014		\$ 10.33
Capacity & Maintenance	Streets and Roads	Roadside Preservation Projects	Lump sum at various locations in Orange County - roadside preservation projects	2015		\$ 7.32
Capacity Improvements	Oso Parkway	Oso Parkway Widening	Widen from three lanes to four lanes in each direction between Blasco and Interstate 5	2015		\$ 6.80
Capacity Improvements	Alton Parkway	Alton Parkway Improvements	Extend as a four-lane divided highway between Commercenter and Towne Center Drive	2013		\$ 6.40
Capacity Improvements	Jamboree Road	Jamboree Road Improvements	Add 4th southbound and northbound thru lanes on Jamboree Road at Interstate 5/Michelle (Irvine)	2012		\$ 6.30
Capacity Improvements	La Paz Road	La Paz Road Widening	Widen bridge from four to six lanes from Murfrees Boulevard/Interstate 5 to Chrisanta Drive	2014		\$ 6.12
Other	Streets and Roads	Mobility Projects	Lump sum at various locations in Orange County - Mobility Projects	2015		\$ 5.79
Capacity Improvements	Laguna Canyon Road	Laguna Canyon / Interstate 405 Overcrossing	Widen overcrossing from two lanes to four lanes	2013		\$ 5.10
Capacity Improvements	Gypsum Canyon Road	State Route 91/Gypsum Canyon Road Interchange	Widen Gypsum Canyon Road from two to four lanes, add Class II on-road bike lanes, and add multi-use trail and sidewalk on west side of roadway	2015		\$ 5.00
Capacity & Maintenance	Streets and Roads	Bridge Preservation SHOPP Projects	Lump sum at various locations in Orange County - Bridge Preservation SHOPP Projects	2015		\$ 4.73

Detailed Year 2035 Baseline Project List , continued on the following page.

STREET

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M2 Project ID	Year of Expenditure Project Cost (\$ million)
Capacity Improvements	Harbor Boulevard	Harbor Boulevard - Adams Avenue	Harbor Boulevard - Adams Avenue	2015		\$ 4.50
Capacity Improvements	Firestone Boulevard	Firestone Boulevard Improvement	Widen and reconstruct from Artesia Boulevard to approximately 900 feet north of Artesia Boulevard	2010		\$ 3.57
Capacity Improvements	Bolsa Avenue	Bolsa Avenue Bridge Widening	Widen Bolsa Avenue Bridge from four to six lanes (from Chestnut Street to Goldenwest Avenue)	2011		\$ 2.20
Capacity Improvements	Rancho Parkway	Rancho Parkway Improvements	Extend from existing terminus at Hermana Circle to Portola Parkway	2013		\$ 2.06
Transportation Demand Management	Streets and Roads	Orange County Signal Improvement Program	This project will target 158 miles and 533 signalized intersections along ten high-volume regional traffic corridors across the County of Orange for coordinated signal synchronization.	2012		\$ 2.00
Capacity & Maintenance	Streets and Roads	Landscaping and Other Scenic Improvements Throughout Orange County	Lump sum, TEA Funds for landscaping and other scenic improvements throughout Orange County	2020		\$ 2.00
Capacity Improvements	Atlanta Avenue	Atlanta Avenue Widening	Widen from two to four lanes from Huntington Street to Delaware Street	2010		\$ 1.90
Rail Grade Separations	Jeffrey Road	Jeffrey Road Railroad Grade Separation	Widen from four to six lanes from Irvine Center Drive to Walnut Avenue - railroad grade separation	2011		\$ 1.80
Capacity Improvements	Seal Beach Boulevard	Seal Beach Boulevard Street Widening Project	Seal Beach Boulevard street widening project at Interstate 405 southbound off-ramp	2012		\$ 1.44
Capacity Improvements	Seal Beach Boulevard	Seal Beach Boulevard Street Widening Project	Seal Beach Boulevard Street widening project from Old Ranch Parkway to St. Cloud Drive	2012		\$ 1.44
Other	Imperial Highway (State Route 90)	State Route 90 Enhancement	Provide enhancement and mitigation planting in the cities of Yorba Linda and Anaheim - from east of Kellogg Drive undercrossing to La Palma Avenue	2012		\$ 1.44
Capacity Improvements	Orangethorpe Avenue	Orangethorpe Avenue Widening	Widen from four to six lanes from Melrose Avenue to east City limits	2013		\$ 1.19
Capacity Improvements	Baker Street	Baker Street / State Route 55	Northbound and southbound frontage road improvements, intersection improved with southbound free right turn, northbound left turn and second eastbound left turn	2014		\$ 0.90
Capacity & Maintenance	Coal Canyon Road	Coal Canyon Road Interchange	Install vegetation enhancements	2013		\$ 0.80

Detailed Year 2035 Baseline Project List , continued on the following page.

STREET

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M2 Project ID	Year of Expenditure Project Cost (\$ million)
Transportation Demand Management	Lemon Street	Recreational Trail Reconstruction/Rehabilitation	Reconstruct or rehabilitate recreational trail along Lemon Street from Santiago Boulevard to Valley Drive	2013		\$ 0.73
Capacity Improvements	Paularino Avenue	Paularino Avenue/State Route 55 Intersection Improvement	Improve intersection of State Route 55 northbound frontage road at Paularino Avenue with the addition of northbound ramp and westbound right turn lane	2015		\$ 0.51
Other	Streets and Roads	Preliminary Engineering for Six Miles of New Roadways (PA&ED/PS&E)	Six miles of new roadways including Trabuco Road, O Street and Marine Way - Preliminary Engineering only	2012		\$ 0.50
Transportation Demand Management	Multi-use Trails	Multi-use Trail Staging Facility in Anaheim (Anaheim Coves)	Construct multi-use trail staging facility on the west of the Santa Ana River south of Lincoln Avenue (Anaheim). Includes 14 parking stalls, restroom building, one drinking fountain, a horse D-Rail, bicycle racks, benches, native landscape	2011		\$ 0.47
Capacity Improvements	Newport Avenue	Newport Avenue Extension Project, Phase II (PA&ED/PS&E)	Extend from north of Edinger Avenue to Myrtle Ave with grade separation at OCTA SCRRRA Railway	2013		\$ 0.33
Capacity Improvements	Paularino Avenue	Paularino Avenue/State Route 55 Intersection Improvement	Improve intersection of State Route 55 southbound frontage road at Paularino Avenue with the addition of southbound right-turn lane	2014		\$ 0.27
Transportation Demand Management	Santa Ana Golden Loop Trail	Santa Ana Golden Loop Trail Rehabilitation	Rehabilitation of 19,000 linear feet of trail	2010		\$ 0.21
Grade Separation	Santa Ana Boulevard	Santa Ana Boulevard Grade Separation (PA&ED/PS&E)	Santa Ana Boulevard Grade Separation	2015		\$ 0.18
Transportation Demand Management	Streets and Roads	Signal upgrades in Rancho Santa Margarita	Signal upgrades on Avenida De Las Flores, Melinda Road, Avenida De Las Banderas, and Alvia Aldea	2010		\$ 0.02
Capacity & Maintenance	Streets and Roads	Roadway Rehabilitation of Major and Primary Arterials	Countywide roadway rehabilitation of major and primary arterials. Non-capacity adding improvements	2010		\$ 0.01
Transportation Demand Management	Rail Trail	Tustin Branch Rail Trail Gap Closure	Closure of a two mile gap in the Tustin Branch Rail Trail - along the Santiago Creek from Tustin Street to Walnut Avenue and City-owned Right-of-Way from Walnut Avenue to Collins Avenue	2011		\$ 0.01
Transportation Demand Management	Bicycle and Pedestrian Facilities	Bicycle and Pedestrian Facility Projects Throughout Orange County	Lump sum - TEA funds for bicycle and pedestrian facility projects throughout Orange County	2015		\$ 0.01

Detailed Year 2035 Baseline Project List , continued on the following page.

STREET

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M2 Project ID	Year of Expenditure Project Cost (\$ million)
Capacity Improvements	Imperial Highway (State Route 93)	Imperial Highway Smart Street Project	Restripe four to six lanes, add raised median from Los Angeles County line to Idano Street, modify medians at four intersections and add bus pads, turnouts	2010		Previously Funded
Capacity Improvements	Imperial Highway (State Route 93)	Imperial Highway Smart Street Project	Widen eastbound by one lane from east of Valencia Avenue to City limits. Median modifications at intersections: Associated Road, Valencia Ave. and Rose Dr	2011		Previously Funded
Capacity Improvements	Alton Avenue	Alton Avenue Overcrossing (PA&ED/PS&E)	Construct a new four-lane (two lanes in each direction) overcrossing and HDV access ramps at State Route 55	2011		Previously Funded
Capacity Improvements	Moulton Parkway	Moulton Smart Street Project	Moulton Smart Street from Ritchey St to Red Hill Avenue - restripe 6 lanes, add bike lanes, and construct raised median. Add right turn lane for on/off-ramp at State Route 55. Widen intersection	2010		Complete
Rail Grade Separations	Orangethorpe Avenue	Imperial Highway/Orangethorpe Avenue Grade Separation	Imperial Hwy Grade Separation at Orangethorpe Ave/Esperanza Road and BNSF railroad	2011		Complete
Capacity Improvements	Harbor Boulevard	Harbor Boulevard/Interstate 405 Interchange Improvements	Channelization and operational improvements at the Interstate 405 interchange on northbound Harbor Boulevard, southbound on-ramp to Law Court	2009		Complete
Capacity Improvements	Katella Avenue	Katella Avenue Smart Street Project	Katella Avenue Smart Street Project from Humor Drive to Jean Street	2010		Previously Funded
Rail Grade Separations	Sand Canyon Road	Sand Canyon Road Railroad Grade Separation and Widening	From Burl Road to Laguna Canyon/Oak Canyon - Railroad Grade Separation, widen from four to six lanes	2013		Previously Funded
Capacity Improvements	El Toro Road	El Toro Road / Paseo de Valencia	Add one right turn and one left turn lane in each direction on El Toro Road.	2010		Complete
Capacity Improvements	Moulton Parkway	Moulton Parkway Improvements	Widen from eight to nine lanes. Moulton Parkway, from Lake Forest Drive to El Pacifico Drive. Northbound remains the same (four lanes) and southbound increases one lane (from four to five lanes). Project also includes the widening of intersections and landscape.	2010		Complete
Capacity Improvements	Moulton Parkway	Moulton Parkway Improvements	Widen from seven to nine lanes, adding one lane in each direction from Santa Maria Avenue to El Pacifico Drive. Number of lanes after project is four lanes northbound and five lanes southbound. Project also includes the widening of intersections, addition of sidewalk and landscape.	2011		Previously Funded

Detailed Year 2035 Baseline Project List , continued on the following page.

STREET

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M2 Project ID	Year of Expenditure Project Cost (\$ million)
Other	Streets and Roads	Preliminary Engineering, Technical Studies, Project Report and EIR for Arterial Crossings with BNSF Railway Line	Preliminary engineering, technical studies, project report and EIR for the lowering/grade separation of seven or eight arterial crossings along the BNSF Railway Line west of Bradford Avenue to Imperial Highway, along south side of Orangethorpe East Avenue	2009		Complete
Capacity Improvements	Chapman Avenue	Chapman Avenue Improvements	Widen from four to six lanes from Tustin Street to State Route 55. Add two dedicated right turn lanes (one at westbound Chapman Avenue and one at northbound Tustin Street) plus two bus turnouts (one at northbound Tustin Street and one at westbound Chapman Ave)	2011		Previously Funded
Capacity Improvements	Crown Valley Parkway	Crown Valley Parkway Widening	Widen from six lane divided to eight lane divided, from Puerta Real to City Limits, near Jardines	2011		Previously Funded
Capacity Improvements	Culver Drive	Culver Drive Widening	Widen Culver Drive from Campus Drive to Bonita Canyon from two lane undivided to four lane divided facility and realign	2011		Complete
Capacity Improvements	Memory Lane	Memory Lane Bridge Widening	Widen from four to six lanes, from Pacific Avenue to City Drive	2009		Complete
Rail Grade Separations	Red Hill Avenue	Red Hill Avenue Grade Separation (PA&ED/PS&E)	Grade separation at Edinger Ave/railroad tracks	2016		Previously Funded
Transportation Demand Management	El Toro Road	El Toro Road Hardware Installation and Signal Timing	From Bridger Road to Trabuco Road - timing study and interconnect system; install hardware and signal timing.	2010		Complete
Capacity Improvements	Katella Avenue	Katella Avenue Smart Street Project	Katella Avenue Smart Street from Magnolia Street to Beach Boulevard and Beach Boulevard to Knott Street. Widen from four to six lanes, add bus turnouts, intersection widening, curbline/median modification	2011		Complete
Other	Streets and Roads	Passive Park Adjacent to Patricia Lane Scenic Enhancements	Acquire Right-of-Way from Caltrans adjacent to Patricia Lane Scenic Enhancements, between 6th Street and Eastside Avenue and landscape empty lot to create passive park. (State T&A share)	2009		Complete
Other	Pacific Coast Highway	Pacific Coast Highway Congestion Relief Project	Pacific Coast Highway at Del Gaudio Street - implementation of PCH Congestion Relief Project	2009		Complete
Capacity Improvements	Cabor Road	Cabor Road Bridge to Camino Capistrano (PA&ED/PS&E)	Provide alternate access to Metrolink Station and relief to interchange at Interstate 5 and Avery Parkway	2011		Previously Funded

Detailed Year 2035 Baseline Project List , continued on the following page.

STREET

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M2 Project ID	Year of Expenditure Project Cost (\$ million)
Transportation Demand Management	Sea Terrace Park Recreational Trail	Sea Terrace Park Recreational Trails Improvement	Improve existing trail and construct new trail in Sea Terrace Park	2009		Complete
Transportation Demand Management	Salt Creek Trail	Salt Creek Trail Enhancement Project (PAS&ED/PS&E)	Salt Creek Trail Enhancement Project	2011		Previously Funded
Other	Streets and Roads	Supplemental Safety Measures for BNSF Railway Line At-grade Crossings	Install supplemental Safety measures at 6 at-grade crossings for the BNSF Railway Line from Kraemer Boulevard to Kellogg Dr. along south side of Orangefhorpe Avenue	2010		Previously Funded
Capacity Improvements	Jamboree Road	Jamboree Road Widening	Widen from six to eight lanes between Bayview Way and MacArthur Boulevard	2012		Previously Funded
Capacity Improvements	Weir Canyon Road	Weir Canyon Road Widening	Widen by adding one northbound lane from State Route 91 to La Palma Avenue	2009		Complete
Other	Streets and Roads	Planning Study to Evaluate the Land Use in the Gateway Specific Plan (GSP) (PAS&ED/PS&E)	Planning Study to evaluate the land use in the Gateway Specific Plan (GSP), including Transit-Oriented Development and Mixed-Use Development	2011		Previously Funded
Transportation Demand Management	Streets and Roads	ITS Master Plan in Anaheim	Develop and implement an ITS Master Plan in Anaheim	2011		Previously Funded
Transportation Demand Management	Harbor Boulevard	ITS for Harbor Boulevard in Garden Grove	Design and implement Harbor Boulevard ITS in Garden Grove.	2011		Previously Funded
Transportation Demand Management	Bud Turner Recreational Trail	Bud Turner Recreational Trail at Laguna Lake Improvements	Trail reconstruction, landscape and irrigation improvement	2011		Previously Funded
Transportation Demand Management	Santa Ana River Trail	Santa Ana River Trail Fairview Triangle Habitat Restoration Project	Improvements for and along the Santa Ana River Trail	2010		Previously Funded
Transportation Demand Management	Oso Creek Trail	Oso Creek Trail Signing	Comprehensive signage including four kiosks and wayfinding signs along 5.5 miles of trail	2009		Previously Funded

Detailed Year 2035 Baseline Project List , continued on the following page.

STREET

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M2 Project ID	Year of Expenditure Project Cost (\$ million)
Transportation Demand Management	Bikeways	Regional Class 1 Bikeway along Coyote Creek Flood Control Channel	Construct Regional Class 1 Bikeway along Coyote Creek Flood Control Channel from Imperial Highway in La Habra to Los Angeles County border	2010		Previously Funded
Other	Streets and Roads	Esperanza Road Berm Wall	Construct a berm and wall along the south side of Esperanza Road from Imperial Hwy to Weir Cyn Road/Yorba Linda Boulevard including landscaping	2009		Complete
Transportation Demand Management	Santiago Creek Bike trail	Santiago Creek Bike Trail Enhancement Project	Extend trail by 600ft to run under Broadway and Interstate 5. Refurbish existing trail from Main Street to Santiago Park	2009		Complete
Transportation Demand Management	Discovery Science Center Park-and-Ride Facility	Intermodal Park-and-Ride Facility at Discovery Science Center	Intermodal Park-and-Ride Facility at Discovery Science Center in Santa Ana	2016		Previously Funded
Capacity Improvements	La Palma Avenue /Del Amo Boulevard	La Palma Avenue /Del Amo Boulevard Improvements	Realign existing roadway over Coyote Creek. Demolition and reconstruction	2008		Previously Funded
Capacity Improvements	Goldenwest Bridge	Goldenwest Bridge Widening	Widen over Interstate 405 from five to six lanes (addition of one southbound lane)	2010		Previously Funded
Capacity Improvements	Sand Canyon Avenue	Sand Canyon Avenue / Interstate 5 (Irvine)	Add a third and fourth northbound and southbound lane, improve eastbound approach by adding two left turn lanes, one thru lane and one right turn lane	2012		Previously Funded
Capacity Improvements	Crown Valley Parkway	Crown Valley Parkway Widening	Widen eastbound direction from Cabot Road to Interstate 5 on-ramp from four to five lanes; add dedicated right turn lane for southbound Interstate 5 on-ramp and dedicated right turn lane for northbound on-ramp)	2011		Previously Funded
Capacity Improvements	Seal Beach Boulevard	Seal Beach Boulevard Improvement	Overpass bridge lengthening turn lanes and ramps realignment from Beverly Manor Road to Old Ranch Parkway	2010		Previously Funded
Capacity Improvements	Streets and Roads	Intelligent Transportation System	Interconnect 21 signals from the west side of Garden Grove to the City's TMC with fiber optics (project closes a 3.5 mile gap)	2008		Previously Funded

Detailed Year 2035 Baseline Project List , continued on the following page.

STREET

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M2 Project ID	Year of Expenditure Project Cost (\$ million)
Other	Streets and Roads	Planning Programming and Monitoring AB3090 - Payback Project	Planning Programming and Monitoring AB3090 - Payback Project - Orange County	2009		Complete
Capacity Improvements	Newport Boulevard	Newport Boulevard Widening	Widen from six to lanes (addition of one lane in each direction) from 19th Street to Harbor Boulevard	2009		Complete
Capacity Improvements	Newport Boulevard/17th Street	Newport Boulevard/17th Street Intersection Improvement	Add 4th northbound thru lane and southbound right turn lane on Newport Boulevard	2009		Complete
Capacity Improvements	Alton Parkway	Alton Parkway Extension	Construct six lane roadway from Irvine Boulevard to Commercentre Drive	2010		Previously Funded
Capacity Improvements	MacArthur Boulevard/Red Hill Ave	MacArthur Boulevard / Red Hill Avenue Intersection Improvements (Irvine)	Add 3rd westbound lane, eastbound, southbound and northbound thru lanes and northbound left turn lane	2009		Previously Funded
Capacity Improvements	Barranca Parkway/Red Hill Avenue	Barranca Parkway / Red Hill Avenue Intersection Improvements	Add 4th thru lane in all directions, eastbound/westbound left turn lanes and westbound dedicated right turn lane	2011		Previously Funded
Capacity Improvements	Culver Drive	Culver Drive/Interstate 5/Trafalco Improvements	Add 5th lane on Interstate 5 southbound off-ramp; 3rd northbound thru lane and 2nd westbound right turn lane	2009		Previously Funded
Capacity Improvements	Richfield Avenue	Richfield Avenue/Atwood Channel Bridge Widening	Widen Atwood Channel Bridge from three to four lanes	2010		Previously Funded
Capacity Improvements	Streets and Roads	Del Obispo Widening	Widen to accommodate bike lanes and sidewalk in each direction from Alipaz to Camino Capistrano	2010		Previously Funded
Capacity Improvements	Main Street	Main Street Widening	Widen from four to six lanes from Culver Drive to 260ft north of Palmyra	2011		Previously Funded
Capacity Improvements	Flamingo Road	Flamingo Road Reconstruction	Reconstruct Flamingo Road	2010		Previously Funded

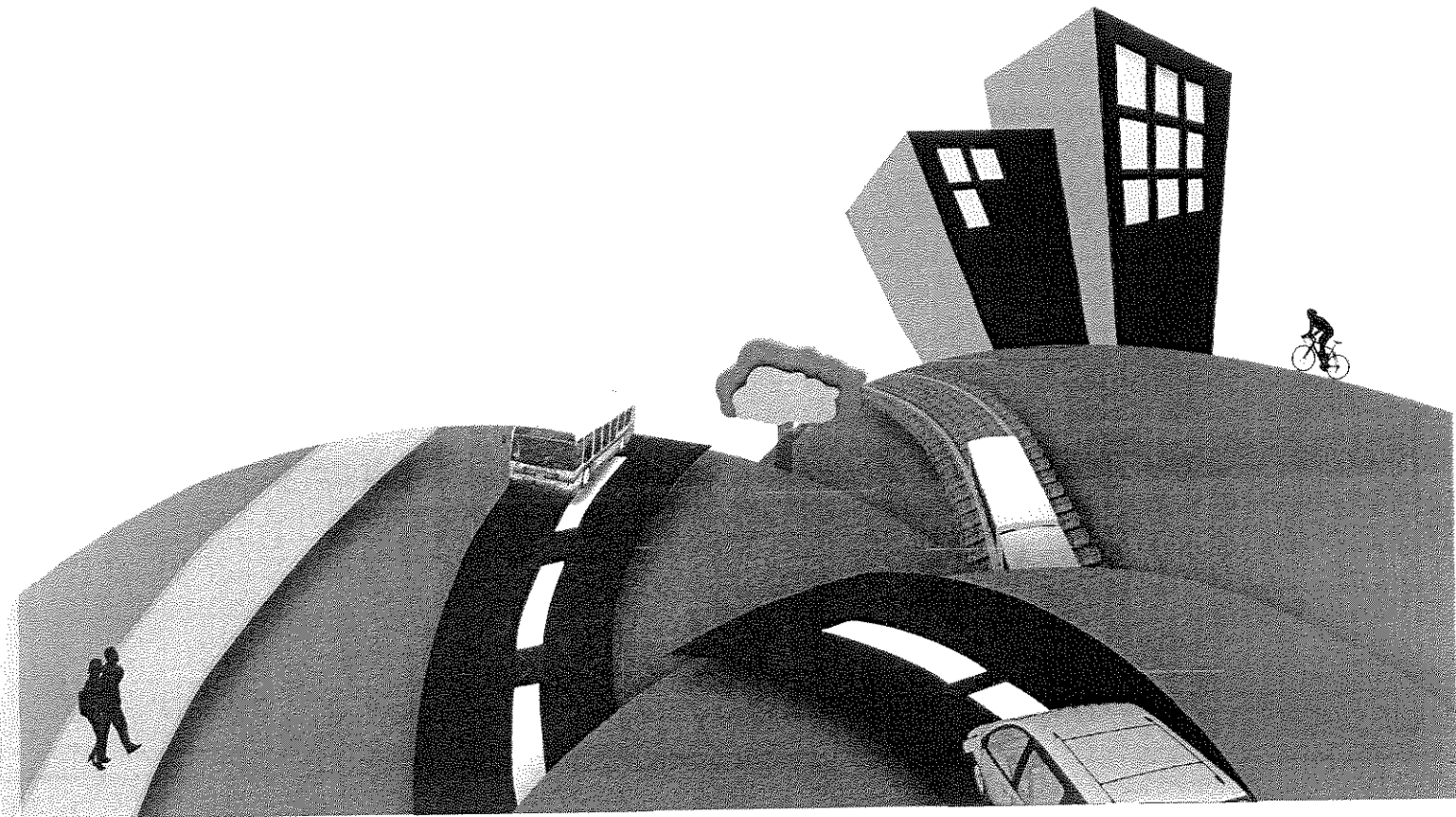
Detailed Year 2035 Baseline Project List , continued on the following page.

STREET

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M2 Project ID	Year of Expenditure Project Cost (\$ million)
Other	Streets and Roads	Debt Service for 1990 and 1993 Cops Funding of Capital Projects	Debt Service for 1990 and 1993 Cops Funding of Capital Projects	2010		Complete
Capacity Improvements	Valley View Street	Valley View Street Widening	Widen from 6 lanes to 8 lanes from Lincoln Avenue to Artesia Boulevard	2010		Complete
Capacity Improvements	Artesia Boulevard	Artesia Boulevard Improvements	Improve intersection of Artesia Boulevard with Interstate 5 (from Knott Street to Botryodes Avenue). Realign northbound off-ramp and southbound on-ramp.	2010		Complete
Capacity Improvements	Harbor Boulevard	Harbor Boulevard Improvement	Implement intersection channelization on Harbor Boulevard at Gisler Avenue. Add 5th northbound lane on Harbor Boulevard and right turn lane on Gisler Avenue to northbound Harbor Boulevard, and 2nd southbound Interstate 405 slip on-ramp lane	2010		Complete
Transportation Demand Management	Multi-use Trails	Multi-use trail (San Clemente)	Multi-use trail constructed parallel to railroad tracks, 2.6 miles long	2009		Complete
Capacity & Maintenance	Streets and Roads	Native Landscaping	Native Landscaping	2015		Previously Funded
Other	Streets and Roads	Reduce Orange County Congestion (ROCC) Program (PA&ED/PS&E)	Reduce Orange County Congestion (ROCC) Program (includes studies and planning)	2009		Previously Funded
Other	Streets and Roads	Planning and Transportation Projects	Various Planning and Transportation Projects determined by the Orange County Council of Governments (OCCOG) to reduce congestion in Orange County, including smart growth and increased transit	2016		Previously Funded
Other	Planning Studies	Planning, Programming and Monitoring (PPM)	Countywide activities: Planning, Programming and Monitoring (PPM)	2020		\$ 3.22

Appendix B

- Detailed Year 2035 Preferred Plan Project List



Detailed Year 2035 Preferred Plan Project List , continued on the following page.

TRANSIT

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M Project ID	Year of Expenditure Project Cost (\$ million)
Fixed-Route Service	Transit	Several	Bus expansion capital	2035		\$ 73.54
	Transit	Several	Bus expansion operations	2035		\$ 456.34
	Transit	Several	Community-based shuttles – Deployment	2035	V	\$ 264.50
Express Bus Service	Transit	Express Bus Service Expansion	Express Bus Service Expansion (Intra-county and Inter-county)	2035		Part of bus expansion capital
Bus Rapid Transit (BRT)	Transit	Westminster Avenue / 17th Street BRT	22-mile fixed-route BRT between Santa Ana and Long Beach. Includes structures, (23) rolling stock	2026		\$ 2.08
	Transit	Harbor Boulevard BRT	19-mile fixed-route BRT between Fullerton and Newport Beach. Includes structures, (23) rolling stock	2027		\$ 3.49
	Transit	Bristol Street/State College Boulevard BRT	26-mile fixed-route BRT from Brea Mall to Irvine Transportation Center. Includes structures, (32) rolling stock	2028		\$ 4.04
Go Local Bus/ Shuttle*	Go Local - Extensions to Metrolink	Anaheim Regional Transportation Intermodal Center (ARTIC) to Fullerton Transportation Center	New local bus/rail feeder service	2035	S	\$ 1,168.00
	Go Local - Extensions to Metrolink	ARTIC/Anaheim Resort/West Anaheim	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	Anaheim Canyon Feeder Shuttle	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	Aliso Viejo Town Center Shuttle	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	Brea Employee Shuttle	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	Yorba Linda & Placentia Park-and-Ride Shuttle	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	La Habra Community Bus	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	Buena Park Station to Auto Center/Civic Center	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	Buena Park Station to Buena Park Downtown	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	Irvine Spectrum Shuttle	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	Cal State Fullerton Shuttle	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	Laguna Beach Summer Arts Festival Shuttle	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	Laguna Woods/Lake Forest/Laguna Hills to Irvine Station	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	Tri-City Trolley	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	Tustin Metrolink to Tustin Downtown	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	Tustin Metrolink to Tustin Legacy	New local bus/rail feeder service			

* Pending Board Action

Detailed Year 2035 Preferred Plan Project List

TRANSIT

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M Project ID	Year of Expenditure - Project Cost (\$ million)
Go Local Bus/Shuttle*	Go Local - Extensions to Metrolink	Mission Viejo Blue Line	New local bus/rail feeder service	2035	S	\$ 1,168.00
	Go Local - Extensions to Metrolink	Bolsa Chica Inter-County Express	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	Fountain Valley Express	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	Little Saigon/Fountain Valley/Huntington Beach Express	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	ARTIC to Anaheim Canyon Station	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	Lake Forest Metrolink Shuttle	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	Irvine Station to Mission Viejo Community Center	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	Lake Forest Demand Response Shuttle	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	Tustin Station to Irvine 1	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	Tustin Station to Irvine 2	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	Tustin Station to Irvine 3	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	Tustin Station to Irvine 4	New local bus/rail feeder service			
Go Local Fixed Guideway*	Go Local - Extensions to Metrolink	Irvine Station to Great Park/Woodbury	New local bus/rail feeder service			
	Go Local - Extensions to Metrolink	Anaheim Rapid Connection (ARC)	New fixed guideway/rail feeder service	2020		funds from outside of the OCTA financial forecast
Station Link	Go Local - Extensions to Metrolink	Santa Ana & Garden Grove Fixed Guideway	New fixed guideway/rail feeder service	2020		funds from outside of the OCTA financial forecast
	Transit	StationLink Service Increase	Service increase as needed to coordinate with Metrolink service (rail-feeder expansion)	2035		Part of Metrolink service expansion to L.A.
Rail	Transit	Regional Gateways Program	Station improvements including ARTIC and others, to accommodate high-speed rail systems	2035	I	\$ 264.70
	Transit	Metrolink Service Expansion Program (Phase II)	Metrolink service expansion from Fullerton to Los Angeles (Operations)	2035	R	\$ 23.38
	Transit		Metrolink service expansion from Fullerton to Los Angeles (Capital)	2035	R	\$ 6.86
	Transit	California High-Speed Rail - Phase 1	New service from San Francisco to Los Angeles and Anaheim	2020		funds from outside of the OCTA financial forecast
Other	Transit	Elderly & Handicapped Assistance	Expand transportation choices	2035	U	\$396.90
	Transit	Safe Transit Stops	Transit stop improvements	2035	W	\$29.20
	Transit	Vanpool and Park & Ride Program Expansion	Expand rideshare services in Orange County	2035		\$ 161.54

* Pending Board Action

Detailed Year 2035 Preferred Plan Project List , continued on the following page.

FREEWAY

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M Project ID	Year of Expenditure Project Cost (\$ million)
Transportation System Management Projects	Santa Ana Freeway (Interstate 5)	Interstate 5 HOV Expansion from Pacific Coast Highway to Avenida Pico, Interstate 5 Local Interchange Upgrade	Add one HOV lane in each direction from Pacific Coast Highway to Avenida Pico	2019	C/D	\$ 365.00
Interchange Projects	Santa Ana Freeway (Interstate 5)		Improve interchange of Interstate 5 with Avenida Pico			
Transportation System Management Projects	Santa Ana Freeway (Interstate 5)	Interstate 5 HOV Lane Expansion, Interstate 5 Interchange Upgrade	Add one HOV lane each direction from State Route 55 to State Route 57	2031	A	\$ 95.95
Interchange Projects	Santa Ana Freeway (Interstate 5)		Reconstruct interchange of Interstate 5 with 1st Street/4th Street to increase weaving length to standard on southbound Interstate 5 (extend merge lanes by 100 feet)			
Transportation System Management Projects	Santa Ana Freeway (Interstate 5)	Interstate 5 HOV Improvements	HOV ramp improvements at Barranca Parkway (southbound on-ramp, northbound off-ramp)	2021		\$21.21
	San Diego Freeway (Interstate 405)	Interstate 405 HOT Project, Interstate 405 Improvements Project from State Route 73 to Interstate 605	Convert existing HOV lane to HOT, add one additional HOT lane each direction from State Route 73 to Interstate 605	2022	K	\$ 2,200.00
General Purpose Improvements	San Diego Freeway (Interstate 405)		Add one mixed-flow lane in each direction from State Route 73 to Interstate 605			
Transportation System Management Projects	Orange Freeway (State Route 57)	State Route 57 Improvements	Provide HOV interchange at Cerritos Avenue	2035		\$ 81.42
	Orange Freeway (State Route 57)	State Route 57 Improvements	Add one truck climbing auxiliary lane in the northbound direction from Lambert Road to Los Angeles County line	2015	G	\$ 124.60
	Corona Del Mar Freeway/San Joaquin Transportation Corridor (State Route 73)	State Route 73 Improvements	Add one HOV lane each direction from MacArthur Boulevard to Interstate 405	2035		\$ 359.13

Detailed Year 2035 Preferred Plan Project List , continued on the following page.

FREEWAY

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M Project ID	Year of Expenditure Project Cost (\$ million)
Transportation System Management Projects	Corona Del Mar Freeway (State Route 73)	State Route 73 HOV Connector	Add HOV lane connector to Interstate 405	2035		\$ 513.61
	Eastern Foothill Transportation Corridor (State Route 241) / Riverside Freeway (State Route 91)	State Route 91/State Route 241 Interchange	Add HOV/HQ1 connector at State Route 241 / State Route 91 interchange (eastbound on-ramp, westbound off-ramp)	2020		\$ 394.75
	All Freeways	Freeway Service Patrol & Call Box Program	Continuation of motorist aid services	2035	N	\$ 175.20
	Transportation Corridor Agencies (State Route 241/261/133/73)	Toll Roads Video Detection Demonstration Project	Image-based toll collection system demonstration project	2014		\$ 0.75

Detailed Year 2035 Preferred Plan Project List , continued on the following page.

FREEWAY

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M Project ID	Year of Expenditure Project Cost (\$ million)
General Purpose Improvements	Santa Ana Freeway (Interstate 5)	Interstate 5 Improvements Between State Route 55 and El Tero "Y"	Add one mixed-flow lane in each direction from State Route 55 to Interstate 405	2023	B	\$ 394.24
	Santa Ana Freeway (Interstate 5)	Interstate 5 Improvements from State Route 57 to State Route 91	Add one mixed-flow lane in each direction from State Route 57 to State Route 91	2030		\$ 475.55
	Santa Ana Freeway (Interstate 5)	Interstate 5 Improvements South of the El Tero "Y"	Add one mixed-flow lane in each direction from Avery Parkway to Alicia Parkway	2019	C/D	\$ 584.24
			Reconfigure interchange of Interstate 5 with Avery Parkway			
			Reconfigure interchange of Interstate 5 with La Paz Road			
	San Diego Freeway (Interstate 405)	Interstate 405 Improvements Project from State Route 55 to Interstate 5	Add one auxiliary lane in the northbound direction from Jeffrey Road to Culver Drive	2020		\$ 12.17
	San Diego Freeway (Interstate 405)	Interstate 405 Improvements Project from State Route 55 to Interstate 5	Add one mixed-flow lane in each direction from Interstate 5 to State Route 55 and improve merging	2023	L	\$ 664.30

Detailed Year 2035 Preferred Plan Project List , continued on the following page.

FREEWAY

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M Project ID	Year of Expenditure Project Cost (\$ million)
General Purpose Improvements	Costa Mesa Freeway (State Route 55)	State Route 55 Improvements	Add one mixed-flow lane in each direction from Interstate 405 to Interstate 5 and fix chokepoints	2020	F	\$ 325.34
	Costa Mesa Freeway (State Route 55)		Add one auxiliary lane in each direction between select on/off ramps through project limits from Interstate 405 to Interstate 5			
	Costa Mesa Freeway (State Route 55)	State Route 55 Improvements	Add one mixed-flow lane in each direction from Interstate 5 to State Route 22	2022	F	\$ 136.12
	Orange Freeway (State Route 57)	State Route 57 Improvements	Add one mixed-flow lane in the northbound direction from Orangewood Avenue to Katella Avenue	2016		\$ 27.63
	Orange Freeway (State Route 57)	State Route 57 Improvements	Add one mixed-flow lane in the northbound direction from Lincoln Avenue to Orangethorpe Avenue	2020		\$ 44.29
	Riverside Freeway (State Route 91)	State Route 91 Improvements from State Route 55 to Orange County/Riverside County Line	Add one westbound lane from State Route 241 to Gypsum Canyon Road	2018	J	\$ 223.29
	Riverside Freeway (State Route 91)		Add one auxiliary lane in each direction from State Route 241 to Green River Road. Additional improvements in Riverside County			
	Riverside Freeway (State Route 91)	State Route 91 Improvements from State Route 57 to State Route 55	Add one mixed-flow lane in the eastbound direction from State Route 57 to State Route 55			
Interchange Projects	Riverside Freeway (State Route 91)	State Route 91 Improvements from State Route 57 to State Route 55	Improve interchange with State Route 55 (operational, no increase in capacity)	2021	I	\$ 469.59
	Riverside Freeway (State Route 91)	State Route 91 Improvements from State Route 57 to State Route 55	Improve interchange with Lakeview Drive (operational, no increase in capacity)			
	Santa Ana Freeway (Interstate 5)	Interstate 5/Stonehill Drive Interchange	Add southbound off-ramp at interchange with Stonehill Drive	2020		\$ 117.85
	Santa Ana Freeway (Interstate 5)	Interstate 5/Marguerite Parkway Interchange	Add interchange with Marguerite Parkway (Saddleback College connection)	2020		\$ 166.06
	Santa Ana Freeway (Interstate 5)	Interstate 5/Alicia Parkway Interchange Improvement	Improve interchange of Interstate 5 with Alicia Parkway	2021		\$ 100.60
	Santa Ana Freeway (Interstate 5)	Interstate 5/Los Alisos Boulevard Interchange	Add interchange at Los Alisos Boulevard	2019	D	\$ 73.85

Detailed Year 2035 Preferred Plan Project List

FREEWAY

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M Project ID	Year of Expenditure Project Cost (\$ million)
Interchange Projects	Santa Ana Freeway (Interstate 5)	Interstate 5/North Irvine Traffic Mitigation Improvements	Improve interchanges on Interstate 5: Alton Parkway (SB off-ramp) Bake Parkway (SB off-ramp) Culver Drive (SB off-ramp) El Toro Road (SB off-ramp) Jamboree Road (NB and SB off-ramps) Jeffrey Road (SB off-ramp) Sand Canyon Avenue (NB on-ramp)	2025		funds from outside of the OCTA financial forecast
	San Diego Freeway (Interstate 405)	Interstate 405/South Bristol Braid Interchange Reconfiguration	Reconfigure interchange of Interstate 405 with State Route 55 and Bristol Street	2035		\$ 138.37
	San Diego Freeway (Interstate 405)	Interstate 405/Irvine Center Drive/North Irvine Traffic Mitigation Improvements	Improve interchanges at: Irvine Center Drive (SB off-ramp) Jeffrey Road (NB off-ramp) Sand Canyon Avenue (NB direct on-ramp) Sand Canyon Avenue (SB off-ramp)	2025		funds from outside of the OCTA financial forecast
	San Gabriel Freeway (Interstate 605)	Interstate 605 Freeway Access Improvements	Ramp improvements at interchange with Katella Avenue	2020	M	\$ 43.11
	Costa Mesa Freeway (State Route 55)	State Route 55/Meats Avenue Interchange	Construct on-ramp/off-ramps at the interchange of State Route 55 with Meats Avenue	2017	O	\$ 60.00
	Orange Freeway (State Route 57)	State Route 57 Improvements	Ramp Improvement at Lamben Road	2035		\$ 19.43
	San Joaquin Transportation Corridor (State Route 73)	State Route 73/Glenwood Drive/Pacific Park Drive Interchange	Complete southbound ramp at interchange with Glenwood Drive/Pacific Park Drive	2035		\$ 66.52
	Riverside Freeway (State Route 91)	State Route 91/Gypsum Canyon Road	Improve access ramp at Gypsum Canyon Road	2025		funds from outside of the OCTA financial forecast
	Riverside Freeway (State Route 91)	State Route 91/Fairmont Boulevard Interchange	Add interchange and overcrossing at Fairmont Boulevard	2018		\$88.93
	Foothill Transportation Corridor (State Route 241)	State Route 241/Jeffrey Road Interchange	New interchange at Jeffrey Road	2025		funds from outside of the OCTA financial forecast
Other	Freeways	Soundwall Program	Construct soundwalls along freeways to minimize traffic noise from freeways into residential neighborhoods	2035		\$ 32.00
	Freeways	State Highway Operation and Protection Program	Reconstruction or rehabilitation to correct major highway issues	2035		\$ 1,723.27
Environmental Mitigation	Freeways	Environmental Cleanup and Freeway Mitigation Programs	Transportation-related water quality program and acquisition/restoration of habitat, respectively	2035	X	\$ 368.41

Detailed Year 2035 Preferred Plan Project List

STREET

Category	Route/Facility	Project	Description	Anticipated Completion Date	Measure M Project ID	Year of Expenditure Project Cost (\$ million)
Transportation Demand Management	Streets	Signal Synchronization Program	Coordinate traffic signals in key corridors - 750 mile network with 2000 signals (includes local share)	2023	P	\$ 635.04
	Bikeways	Implement Commuter Bikeways Plan	Add Class I, II, III bikeways throughout Orange County	2035		\$ 704.50
Capacity & Maintenance	Alton Parkway	Alton Parkway Overpass	Add new four lane roadway from Dairler Street to east Alton Avenue	2015		\$ 35.00
	Streets	Local Fair Share Program	Roadway maintenance projects	2035	O	\$ 2,381.60
	Streets	Complete the MPAH Regional Capacity Program	Various arterial roadway projects (includes local share)	2035	O	\$ 1,984.65
Other	Other	Planning, Programming & Monitoring Studies, and Other Studies Including TDM/TSM	Transportation-related studies	2035		\$ 87.43
	Other	Debt Services	Debt Services (interest)	2035		\$ 3,026.83



ORANGE COUNTY TRANSPORTATION AUTHORITY

2012 Regional Transportation Plan Update

Attachment C

MEMO

DATE: August 18, 2011

TO: High-Speed Rail Subcommittee

FROM: Steve Fox, Senior Regional Planner

SUBJECT: 2012 RTP Strategic Plan Projects

BACKGROUND: On June 2, 2011, the Regional Council approved formation of the High-Speed Rail (HSR) Subcommittee. The purpose of the subcommittee is to help guide staff in defining and formulating high-speed rail strategies for the Draft 2012 RTP's Constrained and Strategic Plans. This memorandum provides an analysis of the HSR projects currently in the planning phases, with recommendations on which projects should be included in the Strategic Plan 2012 RTP.

DISCUSSION: Several HSR projects are in the planning phases, with varying degrees of funding, costing, and operational specifics. In that regard, it is difficult to rate and compare the projects on an apple-for-apple basis, and in some cases projects directly compete with one another. Therefore, staff has developed an evaluation approach using various criteria to determine which projects in the planning phases are most viable, beneficial to our region, and offer the greatest chances of being implemented sooner rather than later.

RTP Framework – For project evaluation, it is important to note the difference between the Constrained and Strategic Plans. For example, for a project to be considered for inclusion into the Constrained Plan, funding must be reasonably available with appropriate documentation on how, or from what sources, the funds will become available to construct and operate the project. The project would also need to demonstrate that there is broad public and regional stakeholder support and consensus, and that including the project in the Constrained Plan does not pose an undue risk of potentially placing the RTP out of conformity. On the other hand, for a project to be considered for inclusion into the Strategic Plan there should be no fatal flaws, but still a broad and regional stakeholder support for the project even if no funding has been identified. Projects, strategies, or proposals included in the strategic plan should also have definition beyond the conceptual level. It is important to note that some projects are inter-regional, for example connecting the SCAG region with Las Vegas or the Bay Area; while others are intra-regional. This must be considered in the evaluation.

Further, some of the proposals in our region are incremental; they consist of a program of improvement to existing corridors and services. Other proposals consist of an entirely new project or group of projects. In the first case, the region must come to consensus on questions of degree: how many improvements will we pursue, and what are our goals for these improvements? In the latter case the region must come to consensus on whether or not these proposals are the most effective way to meet our regional transportation needs.

Decision-Making Process - The decision-making approach to a final recommendation of HSR projects to include in the RTP has three steps. The first step is to narrow down the proposed HSR projects to a set of projects that are qualified at least for the Strategic Plan. The second step is to narrow down the projects further to those that are acceptable to be included in the Constrained Plan. This requires higher levels of details relative to costs, funding, ridership potential, community

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and stakeholder support etc-. The final step is to evaluate how the proposed HSR system will work together with the rest of the planned transportation system using SCAG's travel demand model. Staff will provide the results of this evaluation prior to the subcommittee finalizing its recommendation to the RTP Subcommittee. Based on this and further direction from the subcommittee, staff will recommend any appropriate adjustments needed to maximize total system potential.

The criteria that staff is using to formulate the preferred rail alternative include: reasonableness of available funding, level and amount of costing details, current project status, level of stakeholder and public support, stakeholder consensus of project's alignment and operational characteristics, degree of regional connectivity, and ridership potential. Following is a discussion of the candidate projects with staff recommendations.

Proposed Inter-regional Projects

California High-Speed Rail Phases One and Two

The CA HSR project Phase One is planned to operate from San Francisco to L.A. Union station with a spur to Anaheim. Phase Two includes Merced to Sacramento and L.A. Union station to San Diego via the Inland Empire. The project is being planned in segments all with different degrees of project readiness. In November 2008 state voters passed Proposition 1A, allowing the state to sell up to \$9 billion in bonds for Phase One of the project. Since the beginning of 2010, the project has received \$3.6 billion in federal funding. Using the state funds to match this amount, the project has \$6.3 billion to start construction on the initial operating segment in the San Joaquin Valley between Merced and Bakersfield. The DEIR/DEIS was just released last week and construction is expected to start late next year. On the other hand, initial costs for Phase One were \$43 billion, but are now estimated to be \$67 billion, and the balance of the \$43 billion is supposed to come from local, federal and private sources. The current political environment in Washington has stalled any further federal allocations and no local or private sources have been identified to date. In our region, the Palmdale to L.A. and L.A. to Anaheim segments have completed the supplemental alternatives analysis process and the L.A. to San Diego segment has completed the preliminary alternatives analysis process.

Project consensus and stakeholder support is generally good. Cities that have planned stations provide a strong level of support, although there are still some alternative alignments being considered and some stakeholders along the alignments have objections to the project due to negative impacts, especially if their community will not benefit from a station.

Regional connectivity and ridership potential are good provided the regional transportation network is adjusted where necessary to complement the proposed HSR system thereby serving as a strong feeder system. In our region the planned HSR stops will readily connect with a robust network of inter-city and commuter rail, subway and light-rail, and fixed-route transit systems. When both phases are complete, the system will offer connectivity to Palmdale, Bob Hope Burbank, and Los Angeles Ontario International Airports, helping to meet SCAG's long-term goal of regionalizing air travel in Southern California. It can also be reasonably expected that many inter-regional trips will be attracted from trips now made by car or airline.

- Staff recommends that both Phase One and Phase Two of the CA HSR project be included in the Strategic Plan portion of 2012 RTP at this time.

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DesertXpress

The DesertXpress would connect Las Vegas to Victorville using steel wheel on steel rail technology. There are no intermediate stops. The project has completed the environmental process and the FRA issued a record of decision (ROD) on July 8, 2011. DesertXpress Enterprises has applied to the FRA for a \$4.9 billion loan to start and complete construction of the project. The company also states that they can acquire the necessary private funding to complete the project.

Project consensus and stakeholder support is low. Not extending the alignment through the Cajon Pass into the urban centers of Southern California puts the financial viability of the project in question. It also is a competing project with the California/Nevada Super-Speed Train project, so it is not reasonable to have both projects built. There would be greater project consensus and stakeholder support if the project connected to the CA HSR project in Palmdale. While this is mentioned on their website, it is not part of the project at this time and would have to go through an additional environmental process and would need additional funding.

Regional connectivity is low due to the southern terminal being Victorville. Ridership is considered low to moderate as top speeds are projected to be 150 mph thereby making the trip in 80 minutes for a \$50 dollar one-way fare. This trip can be made by auto in a little over two-and-a half hours and the 80 minute DesertXpress travel time does not include the time involved in car-to-train transfer in Victorville and station-to-destination transfer in Las Vegas.

- While funding for construction has not been secured and the project's business plan does not seem solid, staff nevertheless recommends that the DesertXpress be included in the Strategic Plan portion of 2012 RTP at this time.

California/Nevada Super-Speed Train Project

The California/Nevada Super-Speed Train (CNSST) project would connect Las Vegas to Anaheim using maglev with intermediate stops in Primm, Barstow, Victorville, and Ontario. A Programmatic EIR/EIS was initiated in 2004 but has not been completed to date, and \$45 million of federal funding was earmarked for the environmental review. Plans call for building the first 40-mile segment either from Las Vegas to Primm or Anaheim to Ontario. To date, no funds for construction have been identified.

Project consensus and stakeholder support is uncertain at best. The stop in Primm was designed to serve the new Ivanpah Valley Airport (IVA), which is planned to relieve Las Vegas' McCarran airport when it reaches capacity. Planning for IVA was put on hold last June due to the economic recession, which led to decreased demand at McCarran Airport. In addition, the DesertXpress project has emerged recently as a competing project (albeit without the intermediate stops between Las Vegas and Victorville) and it is not reasonable to assume that both projects would be built in the same corridor. However, there is support among some local stakeholders for the Anaheim to Ontario segment to be constructed first and serve as the initial operating segment (IOS), if not a stand-alone segment. So this segment rates better for project consensus and stakeholder support.

Regional connectivity and ridership potential would be good if the project is built, especially for Southern California to Las Vegas trips. But this would also depend on pricing compared to auto and

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airline travel and the project has no business plan at this time. The Anaheim to Ontario segment would provide good regional connectivity to CA HSR, Amtrak, Metrolink and fixed-route transit service, and it could be reasonable to assume that the travel demand between an under-utilized Ontario airport and the Anaheim resort area could make this segment viable.

- Due to a lack of progress in funding and project readiness, staff recommends that the CNSST project in its entirety not be included in the Strategic Plan at this time. However, due to the potential benefits of the Anaheim to Ontario IOS to the SCAG region if funding becomes available, staff does recommend that this segment be included in the Strategic Plan.

Proposed Intra-regional Projects

Orange Line

The Orangeline is a proposed HSR project connecting Santa Clarita to Cerritos via Glendale, downtown L.A., the Gateway cities and a connection to Bob Hope Airport. At this point in time, the project has not advanced beyond the conceptual phase.

Project consensus and stakeholder support is moderate. While the member agencies of the Orangeline Development Authority (OLDA) along the corridor are highly supportive, this project would share alignments with CA HSR from Santa Clarita to downtown, as well as Metrolink, freight and Amtrak causing potential capacity issues (although they may be different travel markets).

Regional connectivity and ridership potential are good if the project gets built. The planned stops will readily connect with CA HSR, Amtrak, Metrolink, Metro Rail, and fixed-route transit systems.

- While this project is still in the conceptual stage and has no funds identified for construction, staff recommends it be included in the Strategic Plan due to its level of stakeholder support and connectivity and ridership potential.

Proposed Improvements to Existing Intra-regional Services

Amtrak LOSSAN Corridor

Amtrak is the inter-city rail provider in the SCAG region covering Ventura, Los Angeles and Orange Counties. Amtrak and the LOSSAN JPA are continuously working towards speed and service improvements and many capital projects to improve speed have been identified and planned with estimated costs.

Project consensus and stakeholder support is very high. There is a strong interest amongst the CEOs of Metro, OCTA, SCAG and SANDAG to pursue significant improvements to the LOSSAN corridor that will enable operation of HSR services that would meet the FRA criteria for high-speed (110 mph or above). This could be the most viable way to expedite HSR operation in our region providing connection to and phasing in with the CA HSR that will begin construction in the Central Valley. For our region, this corridor could serve as a preliminary Phase One of the CA

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HSR system. Similar efforts to bring HSR operation sooner rather than later by improving existing corridors is happening in the Bay Area for the Capitol Corridor. In fact, much of the federal high-speed rail appropriation awards are funding existing Amtrak inter-city rail corridors. The alignments and ROW already are in operation and higher speeds would provide benefits to the entire region.

Regional connectivity and ridership potential is high as existing stations already connect to an array of rail, airline and public transit connections, and higher speeds would increase ridership that already grows at significant levels on a yearly basis.

- Staff recommends Amtrak LOSSAN corridor improvements that would allow HSR operation in this corridor be included in the Strategic Plan.

2008 RTP Regional High-Speed Transport System (HSRT)

The current 2008 RTP contains a regional HSRT System designed to connect our regional airports. The proposed regional HSRT system is a conceptual project that is technology neutral. Only the IOS connecting West L.A. to Ontario Airport with a spur to San Bernardino Airport, and the freight component of the proposed HSRT system connecting the ports with Hobart Yard in downtown L.A. are included in the Constrained Plan. Inclusion of this system in the constrained plan in the 2008 RTP was predicated on a conceptual level business plan that assumed the system, particularly with the freight service to the ports, would generate enough revenue to support its construction and operation. However, a number of things have changed since the adoption of the 2008 RTP, particularly:

- California voters passed the HSR bond measure in 2008, thus making the proposed CA HSR a much more likely and viable option to implement HSR in our region. The Phase II of the CA HSR system in our region will be serving the same corridor connecting Union Station with Ontario Airport, thereby making the proposed IOS in the 2008 RTP redundant.
- Significant freight improvements are moving forward in our region, such as the I-710 freight corridor improvement that would render the freight component of the proposed regional HSRT redundant, and thereby remove the fundamental premise in the 2008 RTP that revenue from the freight operation would partially pay for the HSRT system.

Given these conditions, staff recommends that the HSRT system in the 2008 RTP be removed from the Strategic Plan.

Metrolink

Metrolink is the commuter rail provider in the SCAG region, and operates approximately 150 weekday trains on seven corridors with weekend service on four corridors. Metrolink is currently working on capital improvements to improve speed and service, especially in Orange County where the daily number of trains will increase significantly. As with Amtrak's LOSSAN corridor, directing resources to Metrolink's corridors to speed up service makes sense, as the existing alignments and ROW are currently operating, and minor to modest capital investments will greatly benefit the region by making the service more competitive to single-occupant vehicle travel. Metro and Metrolink are currently working on a study of the Antelope Valley Line regarding what improvements would be necessary to greatly speed up service. The Metro Board motion that initiated this study calls for studying the other Metrolink corridors when this one is completed.

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Project consensus and stakeholder support is high. Improvements to bring Metrolink service up to 110 mph in certain segments would lead to greater average speeds for the entire system.

Regional connectivity and ridership potential is also high as existing stations already connect to an array of rail, airline and public transit connections and higher speeds would increase ridership that already grows on a yearly basis and offer increased attraction to the single-occupant-vehicle commuter. While Metrolink has a different travel market than the CA HSR, both systems will complement each other acting as feeders to one another.

- Staff recommends Metrolink corridor improvements be included in the Strategic Plan.

NEXT STEPS: With HSR Subcommittee concurrence, staff will include these projects in the Strategic Plan of 2012 RTP and move them to the next step in the analysis, which is to further narrow down these projects to the ones to be included in the 2012 RTP as financially constrained projects. A more detailed and thorough level of analysis will be applied to these projects to determine which provide our region the most benefits and viability according to our evaluation criteria. Staff will return at the next meeting with the results.

ATTACHMENT: HSR Alternatives Matrix

HSR Alternatives Matrix

Project	Project Description	Project Readiness	Project Consensus	Stakeholder Support	Regional Connectivity	Ridership Potential	Cost	Funding	Recommendation
California High-Speed Rail Phase One	San Francisco to L.A. Union Station with additional alignment south to Anaheim. Top speed 220 mph.	In Alternatives Analysis except San Joaquin Valley which has released DEIR/DEIS.	Good, except for revisiting previously dropped Grapevine alignment.	Good, especially among cities with stations.	Very good. Connecting and adjacent transit services must be properly adjusted to provide appropriate feeder role.	Very good. Should attract significant inter-city and also current auto and airline trips.	\$43 billion.	Only partially funded.	Include in Strategic Plan.
California High-Speed Rail Phase Two	Merced to Sacramento and L.A. Union Station to San Diego via the Inland Empire.	In Alternatives Analysis.	Good, but some concerns of negative impacts in San Gabriel Valley and Inland Empire along alternative alignments.	Good, but some concerns of negative impacts in San Gabriel Valley and Inland Empire along alternative alignments.	Very good. Connecting and adjacent transit services must be properly adjusted to provide appropriate feeder role.	Very good. Should attract significant inter-city and also current auto and airline trips.	Building consensus that cost under-estimated.	Currently not funded.	Include in Strategic Plan.
DesertXpress	Las Vegas to Victorville. No intermediate stops. Steel wheel on steel rail. Top speed 150 mph.	FEIS completed. FRA ROD issued July 8, 2011.	Low, due to not serving urban areas of Southern California.	Would improve if extended south of Victorville or west to Palmdale to connect with CAHSR.	Not good since southern terminal is Victorville.	Questionable due to southern terminal.	\$4.9 billion.	Federal grant or privately funded.	Include in Strategic Plan.
California/Nevada Super-Speed Train	Maglev project from Las Vegas to Anaheim with intermediate stops in Primm, Barstow, Victorville and Ontario. Top speed 185 mph.	Program EIS begun in 2004 has not been completed.	Low. Project not moving forward and is a competing project to DesertXpress which is further along in project delivery process.	Low. Project not moving forward and is a competing project to DesertXpress which is further along in project delivery process.	Would be good if project was built.	Would be good if project was built.	No information available.	No funding identified beyond \$45 million federal earmark for environmental work.	Do Not Include in Strategic Plan.
California/Nevada Super-Speed Train Anaheim to Ontario IOS	Initial operating segment, or stand-alone project of CMSSTP from Ontario Airport to Anaheim. Top speed 165 mph.	Program EIS begun in 2004 has not been completed.	Good, but lower outside of corridor and operator not identified.	Good, but maglev technology does not have broad stakeholder support and consensus in our region.	Very good. Connecting and adjacent transit services must be properly adjusted to provide appropriate feeder role.	Good. Will provide excellent connection from under-utilized Ontario airport to Anaheim Resort area.	No information available.	No funding identified beyond \$45 million federal earmark for environmental work.	Include in Strategic Plan.
Orangeline	HSR project from Santa Clarita to Cerritos via Bob Hope Airport.	In conceptual stage.	Project in conceptual stage so operational details not yet vetted with stakeholders.	Moderate, but member agencies of OIDA strongly support.	Good. Connecting and adjacent transit services must be properly adjusted to provide appropriate feeder role.	Good. Will provide a good connection to Bob Hope even though they have low MAP ceiling. Gateway Cities corridor underserved by transit.	No information available.	Currently not funded.	Include in Strategic Plan.
Amtrak LOSSAN Corridor	Speed improvements to Pacific Surfliner corridor in SCAG region. Top speeds up to 110 mph in some segments.	Improvements ready to go with funding.	Very high.	Very high.	Very good. Connecting and adjacent transit services must be properly adjusted to provide appropriate feeder role.	Very good. Should attract significant inter-city and also current auto trips.	Costing for some identified projects is estimated.	Funding currently being lobbied.	Include in Strategic Plan.
IOS HSRT proposed in the 2008 RTP by SCAG	IOS West L.A. to Ontario Airport with four additional possible segments. Technology neutral.	In conceptual stage.	Moderate, with stronger support in the Inland Empire. Operator not identified. JPA has not met since 2009.	Moderate, with some support in the Inland Empire.	IOS redundant to CA HSR Phase 2 from L.A. Union Station to San Bernardino.	IOS redundant to CA HSR Phase 2 from L.A. Union Station to San Bernardino.	\$7.8 billion (2007 estimate).	Not funded. Planning assumptions questionable.	Do Not Include in Strategic Plan.
Freight Component of the HSRT proposed in the 2008 RTP by SCAG		In conceptual stage.	Low, freight movement industry concentrating on multi-modal yards, Alameda Corridor and clean trucks.	No efforts have been made to garner stakeholder support to date.	N/A	N/A	\$7.8 billion (2007 estimate).	Not funded. Planning assumptions questionable.	Do Not Include in Strategic Plan.
MetroLink	All current MetroLink corridors, with current emphasis on the Antelope Valley Corridor. Top speeds up to 110 mph in some segments.	Improvements being studied.	High.	High.	Very good. Connecting and adjacent transit services must be properly adjusted to provide appropriate feeder role. MetroLink and the CA HSR will complement one another.	Very good. Should attract significant inter-city and also current auto trips.	Costing for some identified projects is estimated.	Funding currently being lobbied.	Include in Strategic Plan.



ORANGE COUNTY TRANSPORTATION AUTHORITY

2012 Regional Transportation Plan Update

Attachment D

DRAFT

September 26, 2011

Mr. Hasan Ikhata
Executive Director
Southern California Association of Governments
818 W. Seventh Street, 12th Floor
Los Angeles, CA 90017

Dear Mr. Ikhata:

The Orange County Transportation Authority (OCTA) is writing to thank you for your 2012 Regional Transportation Plan (RTP) outreach efforts. OCTA appreciates your efforts in working with key stakeholders, the transportation commissions, and the public in defining issues and opportunities for the upcoming RTP. As you move forward with the draft RTP, scheduled for release by the end of 2011, OCTA is submitting early comments on the preliminary information provided at outreach and Southern California Association of Governments (SCAG) committee meetings. OCTA requests that you consider these comments in developing the draft RTP document.

Our first comment relates to the four RTP/Sustainable Community Strategy (SCS) scenarios presented in the outreach meetings. The information presented to date lacks specific detail by county or by region on land use changes and transportation projects. However, as described, three of these scenarios appear to go beyond OCTA's approved Long-Range Transportation Plan (LRTP) and the Orange County Council of Governments' (OCCOG's) SCS. Our agencies spent considerable time and debate in developing these consensus plans and alternatives that go beyond the land use assumptions and transportation projects included in these plans and they cannot be supported by OCTA. OCTA requests that SCAG provide additional detail on the specific land use changes and transportation projects as soon as possible. This information will allow OCTA to provide meaningful comments on land use and transportation strategies.

We understand a vehicle miles traveled (VMT) fee is also assumed in the four scenarios. While we acknowledge the need for additional transportation funding to meet critical needs, we believe that the VMT fee should be further studied before this funding strategy is included in the RTP. Specifically, the study should address the relationship of the VMT fee to current state and federal gas taxes, policy, legislative, institutional, and legal aspects of a VMT fee, a program of projects supported by fee revenue, and an overall economic assessment. At this point, we cannot support a VMT fee without this additional information.

Mr. Hassan Ihkata
September 26, 2011
Page 2

Separate from the scenarios above, SCAG is also evaluating funding options that may include: an increase in state and federal gas taxes, port container fees, tolling and congestion pricing, and a regional development impact fee dedicated to transportation. OCTA suggests the following principles as these funding options are evaluated for the draft RTP: (1) port fees must relate to mitigating impacts of increased port traffic on the transportation system; (2) development impacts fees must have a reasonable relationship between development and proposed transportation projects; (3) tolling options and supporting infrastructure should be facility-specific; and (4) cordon pricing (as used in London) should be a local decision made by the impacted agency or agencies. Please consider these principles as you develop revenue options for the RTP.

We understand that SCAG is also evaluating high-speed ground transportation projects for the RTP, and through the high-speed rail subcommittee, is determining which projects should be included in the financially-unconstrained strategic plan. Projects serving Orange County include California High-Speed Rail (HSR) Phase 1, California-Nevada Super Speed Train, and Surfliner speed improvements. As you know, California HSR Phase 1 is included in OCTA's LRTP Preferred Plan and Cal-Nevada Super Speed Train (Anaheim to Ontario) is included in the LRTP Unconstrained Plan. OCTA requests SCAG include these projects in the corresponding RTP alternative. Details are not yet available on the Surfliner speed improvements, and we look forward to receiving this information from you at your earliest convenience.

Finally, SCAG is evaluating alignments for a potential east-west truck corridor, and potential corridors include State Route 91 (SR-91) in Orange County. SR-91 does not have adjacent warehouse and distribution centers to support this type of facility, expansion right-of-way is not available due to existing development, and the adjacent Santa Ana River would be impacted by this proposal. We encourage SCAG to consider other east-west corridors for the RTP.

Again, we appreciate your leadership on these issues as you move forward with the draft RTP, and OCTA requests you consider our comments in developing the draft document.

Sincerely,

Will Kempton

Chief Executive Officer

WK:kb



ORANGE COUNTY

COUNCIL OF GOVERNMENTS

September 22, 2011

Subject: **Discuss Options for Future Administration of the Orange County Council of Governments**

Summary: In late 2009, the Orange County Council of Governments (OCCOG) and the Orange County Transportation Authority (OCTA) entered into an agreement to provide administrative services for OCCOG through June 30, 2013. The term of the agreement may end sooner if requested by either party.

Broadly defined, OCTA currently provides all administrative support for the OCCOG including board meetings, financial management, audit and grant functions. Per the administrative agreement, OCCOG pays OCTA \$141,000 annually for these services. It should be noted that a full-time OCCOG Executive Director provided by OCTA was not envisioned when the administrative agreement was approved. The OCCOG Technical Advisory Committee (TAC) is largely supported on a volunteer (these hours are not tracked by OCTA) basis by local agency staff and is very active in all technical aspects of OCCOG. The collective resources provided in-kind to OCCOG through the TAC by local agency staff is substantial.

OCTA executive management has indicated a desire to identify alternative administrative arrangements for OCCOG for discussion of both OCCOG and OCTA Board by late 2011. Additionally, OCCOG Chairman Peter Herzog has made identifying a clear path for OCCOG's future a high priority.

Staff is in the process of querying surrounding COGs to determine functions and structure of each. Results from a more thorough survey are forthcoming and also includes COGs statewide; however, a quick review has revealed that differences of both function and structure exist in almost every COG. Funding sources, board make-up and relationships with County Transportation Commissions and other government agencies vary drastically within the SCAG region alone. In sum, there is not one clear model to turn to, COGs have developed based on what political and functional environments exist in a given county or subregion.

The following concepts are offered for discussion purposes only. None of these options have been discussed thoroughly with OCTA executive management or board members from either entity.

Draft Options:

1. Local Agency Option

Identify an Orange County agency to provide administrative services for OCCOG on a permanent basis.

2. Self-Sustaining Option

Thoroughly analyze what it would take for OCCOG to be a completely separate, self-sustaining agency.

3. SCAG Option

Utilize Orange County SCAG Regional Council members and member agencies to advocate for Orange County instead of having a formal Orange County COG.

In addition to surveying COG functions regionally and statewide, OCCOG and OCTA staff has tracked staff hours and all costs associated with the administration of OCCOG. Depending on OCCOG board direction on options to further pursue, staff will provide more thorough analysis of actual costs at OCCOG's October board meeting. For purposes of discussion, options 1 or 2 above would likely require a significant dues increase for OCCOG member agencies.

Following OCCOG board discussion, OCCOG and OCTA staff expects to will meet with OCTA's Chair Pat Bates, CEO Will Kempton, and Chairman Herzog. Additionally, a discussion with the Orange County city Manager's Association will be sought to seek their input.

Recommendation: Discuss options and provide staff direction.

Staff Contact: Dave Simpson, Executive Director
(714) 560-5570
Dsimpson@octa.net



ORANGE COUNTY

COUNCIL OF GOVERNMENTS

September 22, 2011

Subject: **Report from the Orange County Council of Governments' Technical Advisory Committee Chair**

Summary: The Orange County Council of Governments (OCCOG) Technical Advisory Committee (TAC) Chair report provides the OCCOG Board of Directors (Board) and update on the activities of the OCCOG TAC.

Background: Since the last OCCOG Board of Directors meeting, the OCCOG Technical Advisory Committee met on August 2, 2011, August 23, 2011, and September 6, 2011. Copies of the agenda for the August 2, 2011, August 23, 2011, and September 6, 2011 meetings are included as Attachment A.

The OCCOG TAC meeting discussion on August 2, 2011 included an overview of the following items:

- An update on the SCAG application for the Department of Housing and Urban Development (HUD) Sustainable Communities Regional Planning Grant.
- An update on the 2012 Regional Transportation Plan and Sustainable Communities Strategy including:
 - 2012 Regional Transportation Plan and Sustainable Communities Strategy workshops
 - 2012 Regional Transportation Plan and Sustainable Communities Strategy Draft Alternative Scenarios
 - SCAG Regional Transportation Plan Subcommittee meeting of July 22, 2011
 - Methodology for Air Resource Board Review of Greenhouse Gas Reductions from Sustainable Communities Strategy Pursuant to SB 375
- An update from the Center for Demographic Research on:
 - January – June 2011 Housing Inventory System (HIS) Collection
 - Update on Demolition Affected Parcels
- An update on the Orange County Council of Governments and Southern California Association of Governments
- An update on the Regional Housing Needs Assessment including:
 - RNHA Integration into the Sustainable Communities Strategy
 - RHNA Subcommittee Meeting of August 12, 2011
 - HCD RHNA Working Group Update

The OCCOG TAC took action on one item, the appointment of the Orange County representative to the South Coast Air Quality Management District Mobile Source Air Pollution Reduction Review Committee. The OCCOG TAC appointed Jaime Lai, City of Anaheim, as the primary representative, and Marika Modugno, City of Irvine, as the alternate.

A special meeting of the OCCOG TAC was scheduled on August 23, 2011 to allow TAC members to discuss two items related to the Regional Housing Needs Assessment (RHNA) prior to the SCAG RHNA Subcommittee meeting on August 26, 2011. The TAC reviewed SCAG's proposed RHNA methodology, which incorporated direction from California's Department of Housing and Community Development (HCD). The TAC also reviewed and discussed the draft integrated growth forecast for Orange County.

The OCCOG TAC meeting discussion on September 6, 2011 included an overview of the following items:

- An update on the 2012 Regional Transportation Plan and Sustainable Communities Strategy including:
 - A recap on the 2012 Regional Transportation Plan and Sustainable Communities Strategy workshops
 - Key highlights from the 2012 Regional Transportation Plan, Sustainable Communities Strategy, and Regional Housing Needs Assessment presentation from the September 1, 2011 Regional Council meeting
 - An update on the 2012 Regional Transportation Plan and Sustainable Communities Strategy Preferred Alternative
 - SCAG Regional Transportation Plan Subcommittee meeting of August 19, 2011 and September 2, 2011 – including discussion of the 2012 RTP Performance Measures and Overarching Policies and Goals
- An update from the Center for Demographic Research on:
 - Census Products
- An update on the Regional Housing Needs Assessment including:
 - The RHNA Subcommittee meeting of August 26, 2011
 - The RHNA Allocation for the SCAG Region and the next steps for distribution
 - The scheduled public hearings to discuss the proposed RHNA methodology
 - The RHNA Subcommittee meeting of September 16, 2011
- An update on the Orange County Council of Governments and the Southern California Association of Governments
- A discussion on the “Future of the OCCOG” that focused on the importance of the OCCOG and the benefits received from OCCOG as it relates to the local jurisdictions.

The OCCOG TAC agendaized for discussion at its October 3, 2011 meeting the following:

- A status update on the 2012 Regional Transportation Plan and Sustainable Communities Strategy
- Center for Demographic Research update

- Orange County Council of Governments and Southern California Association of Governments Update – including discussion of the agenda for the October 6, 2011 joint meeting of the Regional Council and SCAG Policy Committees
- Regional Housing Needs Assessment Update.

Provide for OCCOG Board information and discussion at the request of Chairman Peter Herzog are excerpt PowerPoint slides (Attachment C) from a presentation given to SCAG's Regional Council on September 1, 2011 by SCAG's Executive Director, Hasan Ikhata.

OCCOG TAC Chair Marika Modugno, City of Irvine, will be available at the OCCOG Board meeting to overview and clarify items discussed at the August 2, 2011, August 23, 2011, and September 6, 2011 meetings.

Attachments:

- A. OCCOG TAC Agendas for August 2, 2011, August 23, 2011, and September 6, 2011
- B. OCCOG TAC Meeting Minutes of July 12, 2011, August 2, 2011, and August 23, 2011
- C. 2012 RTP/SCS and RHNA Presentation (Excerpt slides) from SCAG September 1, 2011 Regional Council Presentation by Hasan Ikhata

Staff Contact:

Marika Modugno, OCCOG TAC Chair, City of Irvine
 949/724-6456
mmodugno@cityofirvine.org



**ORANGE COUNTY
COUNCIL OF GOVERNMENTS**
Technical Advisory Committee

Meeting Date / Location

**Tuesday, August 2, 2011
9:00 a.m. – 12:00 Noon
Orange County Transportation Authority Headquarters
Conference Room 154 (OCTA/OCCOG Board Room)
600 South Main Street
Orange, California 92863**

Agenda Item

Staff

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INTRODUCTIONS

(Chair Marika Modugno,
City of Irvine)

PUBLIC COMMENTS

(Chair Modugno)

The agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not include what action will be taken. The Technical Advisory Committee may take any action which it deems appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

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ADMINISTRATION

1.

OCCOG TAC Meeting Minutes

(Chair Modugno)

1

♦ **Draft OCCOG TAC minutes for July 12, 2011**

Recommended Action: Approve the draft
OCCOG TAC meeting minutes for July 12,
2011.

PRESENTATIONS, DISCUSSION AND ACTION ITEMS, REPORTS

- 2. Southern California Association of Governments Application for HUD Sustainable Communities Regional Planning Grant** (Vice-Chair Tracy Sato, City of Anaheim) – 30 minutes **5**

Recommended Action: Receive report. Discussion.
- 3. 2012 Regional Transportation Plan and Sustainable Communities Strategy Update** (David Simpson, OCCOG Executive Director, Chair Modugno, Vice-Chair Sato) – 40 minutes **6**

 - 2012 Regional Transportation Plan and Sustainable Communities Strategy Workshops
 - 2012 Regional Transportation Plan and Sustainable Communities Strategy Draft Alternative Scenarios
 - SCAG Regional Transportation Plan Subcommittee meeting of July 22, 2011
 - Methodology for Air Resource Board Review of Greenhouse Gas Reductions from Sustainable Communities Strategy Pursuant to Senate Bill 375

Recommended Action: Receive report. Discussion.
- 4. Center for Demographic Research Update** (Deborah Diep, Director, Center for Demographic Research) – 15 minutes **44**

 - January – June 2011 Housing Inventory System (HIS) Collection
 - Update on Demolition Affected Parcels

Recommended Action: Receive reports.
- 5. Regional Housing Needs Assessment Update** (Chair Modugno, Vice-Chair Sato) – 20 minutes **48**

 - RHNA Integration into the Sustainable Communities Strategy
 - RHNA Subcommittee Meeting of August 12, 2011
 - HCD RHNA Working Group Update

Recommended Action: Receive report. Discussion.

Agenda Item	Staff	Page
<p>6. Orange County Council of Governments (OCCOG) and Southern California Association of Governments (SCAG) Update</p> <ul style="list-style-type: none"> • Orange County Council of Governments Board meeting of July 28, 2011 • SCAG Transportation Committee meeting of August 4, 2011 • SCAG Subregional Coordinators Group meeting of August 2, 2011 • SCAG Plans and Programs Technical Advisory Committee meeting of July 12, 2011 <p><u>Recommended Action:</u> Receive report. Discussion.</p>	<p>(David Simpson, OCCOG Executive Director, Chair Modugno) – 15 minutes</p>	49
<p>7. Mobile Source Air Pollution Reduction Review Committee</p> <p><u>Recommended Action:</u> Receive report. Appointment of Orange County representative to the Mobile Source Air Pollution Reduction Review Committee</p>	<p>(David Simpson, OCCOG Executive Director, Chair Modugno) – 5 minutes</p>	

REPORT FROM THE CHAIR

REPORT FROM THE OCCOG EXECUTIVE DIRECTOR

- Plug-in Electric Vehicle Grant Opportunity

MATTERS FROM OCCOG TAC MEMBERS

IMPORTANT DATES OR UPCOMING EVENTS

- August 2, 2011: SCAG Subregional Coordinators Group meeting
- August 3, 2011: SCAG 2012 RTP/SCS Workshop 1 (Anaheim)
- August 4, 2011: SCAG Transportation Committee Special Workshop (Los Angeles)
- August 10, 2011: SCAG 2012 RTP/SCS Workshop 2 (OCTA)
- August 12, 2011: SCAG RHNA Subcommittee (Los Angeles)
- August 15, 2011: SCAG 2012 RTP/SCS Workshop 3 (Mission Viejo)
- October 2011: SCAG Regional Council and Joint Policy Committee workshop to discuss the 2012 RTP/SCS

Agenda Item

Staff

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ADJOURNMENT

**Adjourn to: Tuesday, September 6, 2011
Orange County Transportation Authority Headquarters
600 South Main Street
Orange, California**



**ORANGE COUNTY
COUNCIL OF GOVERNMENTS**
Technical Advisory Committee

SPECIAL MEETING OF THE OCCOG TAC

Meeting Date / Location

NOTE SPECIAL DATE, TIME, AND LOCATION FOR MEETING

Tuesday, August 23, 2011

2:00 p.m. to 4:00 p.m.

Anaheim City Hall, 5th Floor Code Enforcement Conference Room

200 South Anaheim Boulevard

Anaheim, California 92805-3820

Agenda Item

Staff

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INTRODUCTIONS

(Chair Marika Modugno,
City of Irvine)

PUBLIC COMMENTS

(Chair Modugno)

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PRESENTATIONS, DISCUSSION AND ACTION ITEMS, REPORTS

- | | | | |
|-----------|---|--|----------|
| 1. | Proposed Methodology for the Regional Housing Needs Assessment | (Chair Modugno and
Chair Tracy Sato, City
of Anaheim) – 60
minutes | 1 |
| | <u>Recommended Action:</u> | Receive report.
Discussion. | |
| 2. | Draft Integrated Growth Forecast for Orange County | (Deborah Diep,
Director, or Scott
Martin, Assistant
Director, Center for
Demographic | |

Agenda Item

Staff

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Research) – 40 minutes

Recommended Action: Receive report.
Discussion.

REPORT FROM THE CHAIR

REPORT FROM THE OCCOG EXECUTIVE DIRECTOR

MATTERS FROM OCCOG TAC MEMBERS

IMPORTANT DATES OR UPCOMING EVENTS

- August 26, 2011: SCAG Regional Housing Needs Assessment (RHNA) Subcommittee – 9:00 a.m. – 12:00 p.m. (SCAG offices)
- September 1, 2011: SCAG Regional Council and Policy Committee meetings
- October 6, 2011: SCAG Regional Council and Joint Policy Committee workshop to discuss the 2012 RTP/SCS
- October 11, 2011: SCAG RHNA Methodology Public Hearing (morning)
- October 19, 2011: SCAG RHNA Methodology Public Hearing (afternoon)

ADJOURNMENT

**Adjourn to: Tuesday, September 6, 2011
Orange County Transportation Authority Headquarters
600 South Main Street
Orange, California**



**ORANGE COUNTY
COUNCIL OF GOVERNMENTS**
Technical Advisory Committee

Meeting Date / Location

**Tuesday, September 6, 2011
9:00 a.m. – 12:00 Noon
Orange County Transportation Authority Headquarters
Conference Room 154 (OCTA/OCCOG Board Room)
600 South Main Street
Orange, California 92863**

Agenda Item

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INTRODUCTIONS

(Chair Marika Modugno,
City of Irvine)

PUBLIC COMMENTS

(Chair Modugno)

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ADMINISTRATION

1.

OCCOG TAC Meeting Minutes

(Chair Modugno)

1

- ◆ **Draft OCCOG TAC minutes for August 2, 2011 and August 23, 2011**

Recommended Action: Approve the draft
OCCOG TAC meeting minutes for August 2,
2011 and August 23, 2011.

PRESENTATIONS, DISCUSSION AND ACTION ITEMS, REPORTS

- | | | | |
|----|---|--|----|
| 2. | 2012 Regional Transportation Plan and Sustainable Communities Strategy Update <ul style="list-style-type: none"> • 2012 Regional Transportation Plan and Sustainable Communities Strategy Workshops • 2012 Regional Transportation Plan, Sustainable Communities Strategy, and Regional Housing Needs Assessment (Key Highlights from Presentation from September 1, 2011 Regional Council Meeting) • 2012 Regional Transportation Plan and Sustainable Communities Strategy Preferred Alternative Update • SCAG Regional Transportation Plan Subcommittee meeting of August 19, 2011 – including discussion of 2012 RTP Performance Measures and Overarching Policies and Goals <p><u>Recommended Action:</u> Receive report. Discussion.</p> | (David Simpson, OCCOG Executive Director, Chair Modugno, Vice-Chair Sato) – 40 minutes | 8 |
| 3. | Center for Demographic Research Update <ul style="list-style-type: none"> • Census Products <p><u>Recommended Action:</u> Receive report. Discussion</p> | (Scott Martin, Assistant Director, Center for Demographic Research) – 15 minutes | 9 |
| 4. | Regional Housing Needs Assessment Update <ul style="list-style-type: none"> • RHNA Subcommittee Meeting of August 26, 2011 • RHNA Allocation for SCAG Region – Next Steps for Distribution • Public Hearings to Discuss Proposed RHNA Methodology • RHNA Subcommittee Meeting of September 16, 2011 <p><u>Recommended Action:</u> Receive report. Discussion.</p> | (Chair Modugno, Vice-Chair Sato) – 20 minutes | 10 |

Agenda Item	Staff	Page
<p>5. Orange County Council of Governments (OCCOG) and Southern California Association of Governments (SCAG) Update</p> <ul style="list-style-type: none"> • SCAG Regional Council and Policy Committee Meetings of September 1, 2011 • SCAG Subregional Coordinators Group meeting of August 30, 2011 • SCAG Plans and Programs Technical Advisory Committee meeting of August 10, 2011 • OCCOG Board Meeting of September 22, 2011 <p><u>Recommended Action:</u> Receive report. Discussion.</p>	<p>(David Simpson, OCCOG Executive Director, Chair Modugno) – 15 minutes</p>	11
<p>6. The Future of the Orange County Council of Governments</p> <ul style="list-style-type: none"> • The Importance of OCCOG and the Benefits Received from OCCOG <p><u>Recommended Action:</u> Receive report. Discussion.</p>	<p>(David Simpson, OCCOG Executive Director, Chair Modugno) – 50 minutes</p>	12

REPORT FROM THE CHAIR

REPORT FROM THE OCCOG EXECUTIVE DIRECTOR

MATTERS FROM OCCOG TAC MEMBERS

IMPORTANT DATES OR UPCOMING EVENTS

- September 13, 2011: Plans and Programs Technical Advisory Committee
- September 16, 2011: RHNA Subcommittee Meeting
- September 16, 2011: RTP Subcommittee Meeting
- September 22, 2011: OCCOG Board of Directors
- October 6, 2011: SCAG Regional Council and Joint Policy Committee workshop to discuss the 2012 RTP/SCS
- October 11, 2011: Public Hearing for Proposed RHNA Methodology
- October 19, 2011: Public Hearing for Proposed RHNA Methodology

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ADJOURNMENT

**Adjourn to: Tuesday, October 4, 2011
Orange County Transportation Authority Headquarters
600 South Main Street
Orange, California**



**ORANGE COUNTY
COUNCIL OF GOVERNMENTS**
Technical Advisory Committee

Final Action Minutes

Meeting of July 12, 2011

The Orange County Council of Governments Technical Advisory Committee (TAC) meeting of July 12, 2011 was called to order by Chair Marika Modugno at the offices of the Orange County Transportation Authority (OCTA), Conference Room 154, 600 South Main Street, Orange, California at 9:00 a.m. Attendees were invited by the Chair to introduce themselves. The list of meeting attendees is attached.

PUBLIC COMMENT:

Mayor Leroy Mills, City of Cypress, expressed his appreciation of the hard work of the OCCOG Technical Advisory Committee, specifically as it related to the development and review of the Orange County Sustainable Communities Strategy (OC SCS).

ADMINISTRATION:

1. OCCOG TAC Meeting Minutes

The OCCOGTAC meeting minutes for April 5, 2011, May 3, 2011, June 7, 2011, and June 14, 2011 were unanimously approved by the TAC upon a motion by Mr. Ron Santos, City of Lake Forest, and a second by Ms. Adrienne Gladson, City of Brea.

2. Southern California Association of Governments Application for HUD Sustainable Communities Regional Planning Grant

Mr. Ping Chang, SCAG staff, and Vice-Chair Tracy Sato, City of Anaheim provided an overview of the opportunity for the OCCOG to participate in SCAG's application for a U.S. Housing and Urban Development (HUD) Sustainable Communities Regional Planning Grant. SCAG is seeking proposals from OCCOG or other Orange County jurisdictions that could be included in the SCAG grant application.

The OCCOG TAC formed an ad-hoc working group that will be responsible for exploring project ideas that could be included in SCAG's grant application. Given the expected accelerated timeline for submittal of the grant, the working group will schedule a meeting prior to the July 28, 2011 OCCOG Board of Directors meeting.

Action: Received report. Discussion. TAC members volunteered to serve on an ad-hoc working group to identify projects to include in SCAG's grant application pending the support of the OCCOG Board of Directors.

3. Orange County Sustainable Communities Strategy

Mr. David Simpson, Executive Director of OCCOG, provided an update on the Orange County Sustainable Communities Strategy (OC SCS) including a recap of the action taken by the Orange County Council of Governments Board of Directors and the Orange County Transportation Authority Board of Directors. Mr. Simpson and Chair Modugno also provided

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Meeting of July 12, 2011
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information on the 2012 Regional Transportation Plan/Sustainable Communities Strategy workshops scheduled to be held in Orange County August 3, 10, and 15.

Action: Received report. Discussion.

4. Center for Demographic Research Update

Ms. Deborah Diep, Director for the Center for Demographic Research, provided the TAC with an update on the following items:

- 2010 Housing Inventory Systems (HIS) Verification
- January to June 2011 Housing Inventory Systems (HIS) Collection
- Update on the Demolition Affected Parcels

Action: Received report. Discussion.

5. Regional Housing Needs Assessment Update

Chair Modugno and Vice-Chair Sato provided a brief update on the following items:

- The SCAG Regional Housing Needs Assessment (RHNA) Subcommittee meeting of June 24, 2011
- AB 2158 Factor survey
- An update on RHNA subregional delegation
- A preview of the items tentatively scheduled to be discussed at the August 12, 2011 RHNA Subcommittee meeting
- An update on the HCD RHNA working group

Action: Received report. Discussion.

6. Orange County Council of Governments (OCCOG) and Southern California Association of Governments (SCAG) Update

Mr. David Simpson, OCCOG Executive Director, provided an update on the Orange County Council of Governments (OCCOG) and Southern California Association of Governments (SCAG) meetings in June and July. This included an update on the following items:

- Orange County Council of Governments Board meeting of June 23, 2011
- SCAG Regional Council and Policy Committee meeting of July 7, 2011
- SCAG Subregional Coordinators Group meeting of July 5, 2011
- SCAG Plans and Programs Technical Advisory Committee meeting of July 12, 2011

Action: Received report. Discussion.

7. South Coast Air Quality Management District Energy Policy

Chair Modugno and Vice-Chair Sato provided an overview of the draft Energy Policy proposed by the South Coast Air Quality Management District (SCAQMD). TAC members received a

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copy of the draft Energy Policy and were provided a link to the SCAQMD website for additional information.

REPORT FROM THE CHAIR

None

REPORT FROM THE OCCOG EXECUTIVE DIRECTOR

None

MATTERS FROM OCCOG TAC MEMBERS

None

ITEMS FOR NEXT MEETING

No additional items submitted.

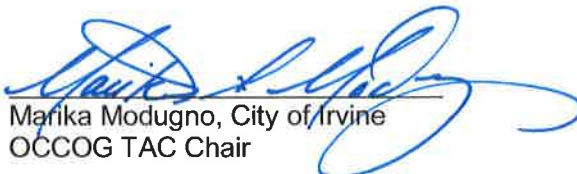
IMPORTANT DATES OF UPCOMING EVENTS

- July 12, 2011: SCAG Plans and Programs Technical Advisory Committee
- August 2, 2011: OCCOG Technical Advisory Committee meeting
- August 2, 2011: SCAG Subregional Coordinators Group meeting
- August 3, 2011: SCAG 2012 RTP/SCS Workshop 1 (Anaheim)
- August 10, 2011: SCAG 2012 RTP/SCS Workshop 2 (OCTA)
- August 12, 2011: SCAG RHNA Subcommittee (Los Angeles)
- August 15, 2011: SCAG 2012 RTP/SCS Workshop 3 (Mission Viejo)
- August 2011: SCAG Transportation Committee Special Workshop (Date to be determined)
- October 2011: SCAG Regional Council and Joint Policy Committee workshop to discuss the 2012 RTP/SCS

ADJOURNMENT

The meeting was adjourned by Chair Modugno at 11:00 a.m. to Tuesday, August 2, 2011 at 9:00 a.m. at the Orange County Transportation Authority offices.

Submitted by:


Marika Modugno, City of Irvine
OCCOG TAC Chair

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Meeting of July 12, 2011
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Attendees List for July 12, 2011 Meeting

Marika Modugno, City of Irvine
Tracy Sato, City of Anaheim
Linda Padilla Smyth, City of La Habra
Julie Molloy, City of Laguna Hills
Minoo Ashabi, City of Costa Mesa
Mayor Leroy Mills, City of Cypress
Ping Chang, Southern California Association of Governments
Deborah Diep, Center for Demographic Research/Cal State Fullerton
Melanie McCann, City of Santa Ana
Ron Santos, City of Lake Forest
Nate Farnsworth, City of Rancho Santa Margarita
Dave Simpson, Orange County Council of Governments
Adrienne Gladson, City of Brea
Scott A. Hutter, City of La Palma
John Douglas, JH Douglas and Associates
Bruce Cook, City of Aliso Viejo
Roy Ramsland, City of La Habra
Scott Reekstin, City of Tustin
Carla Walecka, Transportation Corridor Agencies
Amy Mullay, City of Irvine
Linda Tang, Kennedy Commission
Larry Longenecker, City of Laguna Niguel
Fern Nueno, City of Newport Beach
Jay Saltzberg, City of Buena Park
Scott Martin, Center for Demographic Research
Kori Nevarez, City of Cypress
Anna Pehoushek, City of Orange
Rebecca Ramirez, City of Stanton
Maria Parra, City of Garden Grove
Monica Covarrubias, City of Garden Grove
Ruby Maldonado, County of Orange
Greg Nord, Orange County Transportation Authority



**ORANGE COUNTY
COUNCIL OF GOVERNMENTS**
Technical Advisory Committee

Final Action Minutes

Meeting of August 2, 2011

The Orange County Council of Governments Technical Advisory Committee (TAC) meeting of August 2, 2011 was called to order by Chair Marika Modugno at the offices of the Orange County Transportation Authority (OCTA), Conference Room 154, 600 South Main Street, Orange, California at 9:00 a.m. Attendees were invited by the Chair to introduce themselves. The list of meeting attendees is attached.

PUBLIC COMMENT:

There was no public comment.

ADMINISTRATION:

1. OCCOG TAC Meeting Minutes

The OCCOG TAC meeting minutes for July 12, 2011 were unanimously approved by the TAC upon a motion by Vice Chair Tracy Sato, City of Anaheim, and a second by Ms. Linda Padilla-Smyth, City of La Habra.

PRESENTATIONS, DISCUSSION AND ACTION ITEMS, REPORTS

2. Southern California Association of Governments Application for HUD Sustainable Communities Regional Planning Grant

Vice Chair Tracy Sato, City of Anaheim, provided an update on the SCAG application for the HUD Sustainable Communities Regional Planning Grant, including the action taken by the OCCOG Board of Directors at their July 28, 2011 meeting. Vice Chair Sato requested that any jurisdiction or group of jurisdictions interested in being the project manager for the grant should contact her or Mr. David Simpson, Executive Director of OCCOG, by Friday, August 5, 2011.

Action: Received report. Discussion.

3. 2012 Regional Transportation Plan and Sustainable Communities Strategy Update

Chair Marika Modugno, City of Irvine, and Vice Chair Sato provided an update on the SCAG 2012 Regional Transportation Plan and Sustainable Communities Strategy, including a preview of the agenda for the 2012 RTP/SCS SCAG workshops scheduled to be held in Orange County on August 3, 2011, August 10, 2011, and August 15, 2011. Chair Modugno and Vice Chair Sato also provided copies of the draft alternative scenarios distributed by SCAG at the July Plans and Programs Technical Advisory Committee meeting. According to the presentation given by Doug Williford, SCAG Deputy Director, the alternative scenarios were created to encourage discussion and do not reflect the preferred alternative that will be developed prior to the distribution of the draft 2012 RTP/SCS. There was also a report on the SCAG RTP Subcommittee meeting of July 22, 2011 and TAC members were provided with a copy of the

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Meeting of August 2, 2011
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"Methodology for Air Resources Board Review of Greenhouse Gas Reductions from Sustainable Communities Strategy Pursuant to Senate Bill 375.

Action: Received report. Discussion.

4. Center for Demographic Research Update

Ms. Deborah Diep, Director for the Center for Demographic Research, provided the TAC with an update on the following items:

- January – June 2011 Housing Inventory System (HIS) Collection
- Update on Demolition Affected Parcels

Action: Received report. Discussion.

5. Regional Housing Needs Assessment Update

Chair Modugno and Vice-Chair Sato provided a brief update on the following items:

- RHNA Integration into the Sustainable Communities Strategy
- The SCAG Regional Housing Needs Assessment (RHNA) Subcommittee meeting of August 12, 2011
- HCD RHNA Working Group Update

Action: Received report. Discussion.

6. Orange County Council of Governments (OCCOG) and Southern California Association of Governments (SCAG) Update

Mr. David Simpson, OCCOG Executive Director, provided an update on the Orange County Council of Governments (OCCOG) and Southern California Association of Governments (SCAG) meetings in June and July. This included an update on the following items:

- Orange County Council of Governments Board meeting of July 28, 2011
- SCAG Transportation Committee meeting of August 4, 2011
- SCAG Subregional Coordinators Group meeting of August 2, 2011
- SCAG Plans and Programs Technical Advisory Committee meeting of July 12, 2011

Action: Received report. Discussion.

7. Mobile Source Air Pollution Reduction Review Committee

The OCCOG TAC unanimously approved the appointment of Jamie Lai, City of Anaheim, as the Orange County representative to the Mobile Source Air Pollution Reduction Review Committee (MRSC) Technical Advisory Committee. The motion was made by Chair Modugno and seconded by Vice Chair Sato. Chair Modugno was appointed the alternate on a motion by Vice Chair Sato and a second from Ms. Melanie McCann, City of Santa Ana.

REPORT FROM THE CHAIR

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None

REPORT FROM THE OCCOG EXECUTIVE DIRECTOR

None

MATTERS FROM OCCOG TAC MEMBERS

None

ITEMS FOR NEXT MEETING

- The Future of the Orange County Council of Governments

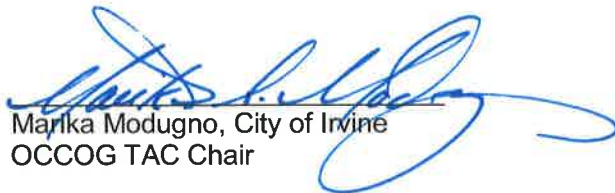
IMPORTANT DATES OF UPCOMING EVENTS

- August 2, 2011: SCAG Subregional Coordinators Group meeting
- August 3, 2011: SCAG 2012 RTP/SCS Workshop 1 (Anaheim)
- August 4, 2011: SCAG Transportation Committee Special Workshop (Los Angeles)
- August 10, 2011: SCAG 2012 RTP/SCS Workshop 2 (OCTA)
- August 12, 2011: SCAG RHNA Subcommittee (Los Angeles)
- August 15, 2011: SCAG 2012 RTP/SCS Workshop 3 (Mission Viejo)
- October 2011: SCAG Regional Council and Joint Policy Committee workshop to discuss the 2012 RTP/SCS

ADJOURNMENT

The meeting was adjourned by Chair Modugno at 11:15 a.m. to Tuesday, September 6, 2011 at 9:00 a.m. at the Orange County Transportation Authority offices.

Submitted by:



Marika Modugno, City of Irvine
OCCOG TAC Chair

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Meeting of August 2, 2011
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Attendees List for August 2, 2011 Meeting

Marika Modugno, City of Irvine
Tracy Sato, City of Anaheim
Linda Padilla-Smith, City of La Habra
Aileen Kennedy, Caltrans
Tony Petros, LSA Associates
Minoo Ashabi, City of Costa Mesa
Ron Santos, City of Lake Forest
Deborah Diep, Center for Demographic Research/Cal State Fullerton
Jamie Lai, City of Anaheim
Fern Nueno, City of Newport Beach
Scott Martin, Center for Demographic Research/Cal State Fullerton
Bruce Cook, City of Aliso Viejo
Carolyn Mamaradlo, Orange County Transportation Authority
Julie Molloy, City of Laguna Hills
Jay Saltzberg, City of Buena Park
Elaine Lister, City of Mission Viejo
Kori Nevarez, City of Cypress
Carla Walecka, Transportation Corridor Agency
Ruby Maldonado, County of Orange
Larry Longenecker, City of Laguna Niguel
Ian Boles, Center for Demographic Research/Cal State Fullerton
Linda Tang, Kennedy Commission
Erica Roess, City of Aliso Viejo
Wallace Walrod, Orange County Business Council
Anna Pehoushek, City of Orange
David Simpson, Orange County Council of Governments
Douglas Reilly, City of Laguna Woods
Maria Parra, City of Garden Grove
Melinda Whelan, City of Newport Beach



**ORANGE COUNTY
COUNCIL OF GOVERNMENTS**
Technical Advisory Committee

Final Action Minutes

Meeting of August 23, 2011

The Orange County Council of Governments Technical Advisory Committee (TAC) special meeting of August 23, 2011 was called to order by Chair Marika Modugno at the Anaheim City Hall at 200 South Anaheim Boulevard, Anaheim, California 92805-3820 at 2:00 p.m. Attendees were invited by the Chair to introduce themselves. The list of meeting attendees is attached.

PUBLIC COMMENT:

There was no public comment.

PRESENTATIONS, DISCUSSION AND ACTION ITEMS, REPORTS

1. Proposed Methodology for the Regional Housing Needs Assessment

Chair Marika Modugno, City of Irvine, and Vice Chair Tracy Sato, City of Anaheim, briefed the members of the OCCOG TAC on the proposed methodology for the Regional Housing Needs Assessment (RHNA). The proposed methodology was discussed at the August 12, 2011 Southern California Association of Governments (SCAG) RHNA Subcommittee meeting, but was continued to allow SCAG staff time to modify the proposed methodology based on direction from the California Housing and Community Development Department (HCD). The August 23, 2011 special meeting of the OCCOG TAC was scheduled to allow TAC members the opportunity to review the proposed RHNA methodology and provide comments to the Orange County representatives prior to the August 26, 2011 SCAG RHNA Subcommittee meeting and prior to the release of the proposed methodology for public review. Vice Chair Sato provided the TAC with an example of how the RHNA would be calculated using the proposed methodology.

Action: Received report. Discussion

2. Draft Integrated Growth Forecast for Orange County

Chair Modugno, City of Irvine, Vice Chair Tracy Sato, City of Anaheim, and Ms. Deborah Diep, Director for the Center for Demographic Research, provided an explanation of the draft integrated growth forecast for Orange County provided to SCAG for use in the calculation of the Regional Housing Needs Assessment. SCAG staff requires the use of households, which accounts for the absorption of vacant units, as an input for the RHNA, which is consistent with the data collected throughout the SCAG region. OCCOG TAC members were provided with a table outlining the number of households for Orange County and the individual jurisdictions located within the County and the housing units that were used to calculate households.

Action: Received report. Discussion.

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Meeting of August 23, 2011
Page 2**

REPORT FROM THE CHAIR

None

REPORT FROM THE OCCOG EXECUTIVE DIRECTOR

None

MATTERS FROM OCCOG TAC MEMBERS

None

ITEMS FOR NEXT MEETING

IMPORTANT DATES OF UPCOMING EVENTS

- August 26, 2011: SCAG Regional Housing Needs Assessment (RHNA) Subcommittee
- September 1, 2011: SCAG Regional Council and Policy Committee meetings
- October 6, 2011: SCAG Regional Council and Joint Policy Committee workshop to discuss the 2012 RTP/SCS
- October 11, 2011: SCAG RHNA Methodology Public Hearing
- October 19, 2011: SCAG RHNA Methodology Public Hearing

ADJOURNMENT

The meeting was adjourned by Chair Modugno at 3:20 p.m. to Tuesday, September 6, 2011 at 9:00 a.m. at the Orange County Transportation Authority offices.

Submitted by:



Marika Modugno, City of Irvine
OCCOG TAC Chair

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Meeting of August 23, 2011
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Attendees List for August 23, 2011 Meeting

Marika Modugno, City of Irvine
Tracy Sato, City of Anaheim
Rob Ferrier, City of Fullerton
Scott Huller, City of La Palma
Roy Ramsland, City of La Habra
Adrienne Gladson, City of Brea
Linda Tang, Kennedy Commission
Scott Reekstin, City of Tustin
Christy Teague, City of Dana Point
Julie Molloy, City of Laguna Hills
Jay Saltzberg, City of Buena Park
Cheryl Kuta, City of Lake Forest
Kelly Hart, City of Stanton
John Douglas, JHDA
Greg Rehmer, City of Yorba Linda
Gregg Ramirez, City of Newport Beach
Nate Farnsworth, City of Rancho Santa Margarita
Melinda Whelan, City of Newport Beach
Anna Pehoushek, City of Orange
Erica Roess, City of Aliso Viejo
Linda Padilla-Smyth, City of La Habra
Minoo Ashabi, City of Costa Mesa
Steve Holtz, City of Irvine
Scott Martin, Center for Demographic Research/Cal State Fullerton
Deborah Diep, Center for Demographic Research/Cal State Fullerton
Douglas Reilly, City of Laguna Woods
Jeff Hook, City of San Clemente
Tiffany Abrahms, Southern California Association of Governments



Attachment C

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

2012 Regional Transportation Plan, Sustainable Communities Strategy and Regional Housing Needs Assessment

September 1, 2011
Regional Council Meeting

Hasan Ikhata
Executive Director

Possible New Revenue Options to Bridge Funding Gap Attachment C

Revenue Option	Examples
Motor fuel-related sources	<ul style="list-style-type: none"> • Increase state and federal gas tax consistent with historical trends (enacted by Congress or State) • Carbon tax, emission trading (or other voter approved fee—see following slide)
Vehicle-related sources	<ul style="list-style-type: none"> • Regional/county vehicular-related fees (voter approved registration fees, driver's license surcharge)
Broad-based taxes	<ul style="list-style-type: none"> • New sales tax measures (i.e. voter approved by county commissions to renew current tax or augment to replace lost federal \$)
Freight-related fees	<ul style="list-style-type: none"> • Port container fees
Tolling and pricing	<ul style="list-style-type: none"> • Mileage-based user fees to replace per gallon gas tax (e.g. VMT tax enacted by Congress to replace alternative fuel vehicles) • Tolling and congestion pricing (potential for private equity participation)
Value capture	<ul style="list-style-type: none"> • Regional development impact fee dedicated to transportation • Assessment districts & tax increment
Innovative financing tools	<ul style="list-style-type: none"> • Tax credits, low interest loans – not new revenue

Quality of Life Concept

- Voter approved authority by 2016 RTP Update
- Incentive based funding grants to cities/counties/transit providers wishing to voluntarily implement plans & projects mitigating pollutant impacts & community livability
- Explore below (and other) polluter revenue collection options:
 - Landing fee at regional airports (e.g. 10 cents/landing)
 - Carbon fee/ton for interstate railroads operating through region (small fee TBD)
 - Energy consumption fee for vehicles operating <20 mpg at time of purchase (small fee to be determined)

Quality of Life Fee Concept

Attachment C

- Would require voter approval
- Incentive-based grants available to cities/counties/transit providers to implement plans and projects mitigating pollutant impacts and improving community livability
- Regionally administered to ensure compliance with SB 375 ARB established greenhouse gas reduction targets by 2035
- Potential fee assessment options focusing on largest polluters

- Last RHNA cycle housing need in the region 699,368
- The current RHNA cycle housing need (409,000 – 438,000) resulted from staff collaboration with HCD on the following:
 - Economic down-turn
 - Replacement need
 - Indian tribes
 - Vacancy rate



Next Steps

- Feedback today
- Seek key stakeholder input
- Joint Policy/RC meeting-Oct 6
- Recommendations from Committees to RC-Nov 3
- Presentation of Recommended Preferred Staff Alternative and Authority to release for Public Comment-Dec 1
- Public Comment Period: Dec-April
- RC Adopts RTP/SCS/RHNA-April 5, 2012



ORANGE COUNTY

COUNCIL OF GOVERNMENTS

September 22, 2011

Subject: Executive Director's Report

1. Progress Report: LSA Associates, Inc. Contract for the Orange County Sustainable Communities Strategy
2. On The Horizon: OCCOG Planning Calendar

Progress Report: LSA Associates, Inc. Contract for the OC SCS

Summary:

Orange County Council of Governments (OCCOG) and the consulting team at LSA Associates, Inc. (LSA) continue to work on the integration of the Orange County Sustainable Communities Strategy (OC SCS) into Southern California Association of Governments (SCAG) Draft 2012 Regional Transportation Plan (RTP)/SCS. The following represents status of professional services provided through July 31, 2011.

The following services were performed in accordance with the LSA team-approved scope of work and Amendment No. 1.

- **Task 1 – Project Management:** The LSA Team conducted regular project management, including schedule and budget monitoring.
- **Task 2 – Outline Development:** No work was undertaken on this task.
- **Task 3 – Draft OC Subregional SCS:** No work was undertaken on this task.
- **Task 4 – Final Draft OC Subregional SCS:** The LSA Team finalized revision of the OC SCS.
- **Task 5 – Final OC Subregional SCS:** No work was undertaken on this task.
- **Task 6 – Research/Data:** The LSA Team followed up on SCAG issues related to consistency of data.
- **Task 7 – BMPs:** The LSA Team followed up on SCAG issues related to consistency of data and presentation of Sustainable Strategies.
- **Task 8 – Public Outreach:** No work was undertaken on this task.
- **Task 9 – Meetings (SCS):** The LSA team attended SCAG meetings and other meetings related to project management and OC SCS presentation.
- **Task 10 – OCCOG TAC:** The LSA team reviewed materials associated with OCCOG TAC meetings and RHNA matters.

OCCOG's agreement with LSA Associates, Inc. ends January 31, 2012. The contract balance, by task, is outlined on Attachment A.

On The Horizon: OCCOG Planning Calendar

Summary: A 12-month planning calendar outlining major OCCOG actions or milestones is provided for board member information (Attachment B).

Staff Contact: Dave Simpson, Executive Director
(714) 560-5570
Dsimpson@octa.net

Attachment A

LSA ASSOCIATES, INC.

TASK NO.	DESCRIPTION	ORIGINAL CONTRACT AMOUNT	AUGMENT AMOUNT	TOTAL PRIOR BILLINGS	WORK PERFORMED THIS BILLING	TOTAL WORK PERFORMED TO DATE	TOTAL WORK REMAINING	PERCENT COMPLETE
1	PROJECT MANAGEMENT							
	2a SUBCONSULTANT- OCBC	\$ 25,420.00	\$ 4,000.00	29,420.00		29,420.00	0.00	100.00%
2	OUTLINE DEV. (WHITE PAPER)							
	2a SUBCONSULTANT- OCBC	\$ 10,180.00	\$ -	10,180.00		10,180.00	0.00	100.00%
3	DRAFT ORANGE COUNTY SUBREGIONAL SCS							
	2a SUBCONSULTANT- OCBC	\$ 38,000.00	\$ -	38,000.00		38,000.00	0.00	100.00%
4	FINAL DRAFT OC SUBREGIONAL SCS							
	2a SUBCONSULTANT- OCBC	\$ -	\$ 2,000.00	2,000.00		2,000.00	0.00	100.00%
5	FINALIZE OC SUBREGIONAL SCS							
	2a SUBCONSULTANT- OCBC	\$ 1,000.00	\$ -			-	1,000.00	0.00%
6	RESEARCH / DATA							
	2a SUBCONSULTANT- OCBC	\$ 7,200.00	\$ 34,000.00	19,200.00	3,800.00	23,000.00	18,200.00	55.83%
7	BMPS							
	2a SUBCONSULTANT- OCBC	\$ 1,200.00	\$ 8,000.00	8,000.00		8,000.00	1,200.00	86.96%
8	PUBLIC OUTREACH							
	2a SUBCONSULTANT- OCBC		\$ 7,000.00		3,200.00	3,200.00	3,800.00	45.71%
9	MEETINGS							
	2a SUBCONSULTANT- OCBC	\$ 1,600.00	\$ 14,000.00	7,800.00	1,000.00	8,800.00	6,800.00	56.41%
10	OCCOG TAC							
	2a SUBCONSULTANT- OCBC	\$ 2,400.00	\$ 10,000.00	6,200.00	600.00	6,800.00	5,600.00	54.84%
TOTAL TASK:		\$250,000.00	\$275,000.00	\$395,786.75	\$ 15,441.23	\$411,227.98	\$ 113,772.02	

MASTER CALENDAR OF OCCOG & BOARD AGENDA ITEMS

July – December 2011

<p style="text-align: center;">Jul</p> <p style="text-align: center;">OCCOG</p> <p style="text-align: center;">Approve CDR MOU</p>	<p style="text-align: center;">Aug</p> <p style="text-align: center;">NO OCCOG or SCS Committee Meeting DARK</p>	<p style="text-align: center;">Sep</p> <p>OCCOG Agenda Items for 9/22:</p> <ul style="list-style-type: none"> • HUD Grant MOU • RTP/SCS Update • Future of OCCOG • RHNA Update <p>Other: OCCOG TAC Meeting CAL APA Conference – Sept 9-13 Santa Barbara (Simpson) Plan for annual audit SCAG Regional Council meeting 9/1 League of Cities Annual meeting 9/21-23</p>
<p style="text-align: center;">Oct</p> <p>OCCOG Agenda Items for 10/27:</p> <ul style="list-style-type: none"> • RTP/SCS Update • Future of OCCOG • State Legislative report • RHNA Update (Marika) <p>Other: SCAG Regional Council meeting 10/6 (CONSIDERATION OF RHNA methodology, RTP/SCS matters) OCCOG TAC Meeting</p>	<p style="text-align: center;">Nov</p> <p>OCCOG Agenda Items for 11/17:</p> <ul style="list-style-type: none"> • OCCOG Comments Draft RTP/SCS Update • Future of OCCOG • OCCOG Audit Approval • RHNA Update (Marika) <p>Other: SCAG Regional Council meeting 11/3 OCCOG TAC Meeting</p>	<p style="text-align: center;">Dec</p> <p>OCCOG Agenda Items for 12/15:</p> <ul style="list-style-type: none"> • Draft RTP/SCS Update • Future of OCCOG • RHNA Update (Marika) <p>Other: SCAG Regional Council meeting 12/1 (CONSIDERATION OF DRAFT 2012 RTP/SCS) OCCOG TAC Meeting</p>

To be scheduled: