



Citizens Advisory Committee

July 19, 2011

1:00 – 3:00 p.m.

*600 South Main Street, Orange, California, 92863
Conference Room 103*

Agenda

- | | |
|---|--|
| 1. Chairman's Remarks | Patrick Pepper, <i>Chair, CAC</i> |
| 2. Metrolink Marketing (15 min)
<i>Presentation</i> | Stella Lin, <i>Manager, Marketing</i> |
| 3. Streets and Roads Programs Update (20 min)
<i>Presentation</i> | Abbe McClenahan, <i>Manager, Measure M Programs</i> |
| 4. Transit System Study Outreach Findings
(15 min) <i>Presentation</i> | Gordon Robinson, <i>Project Manager, Planning</i>
Stella Lin, <i>Manager, Marketing</i> |
| 5. OCTA Overview (10 min)
<i>Presentation</i> | Darrell Johnson, <i>Deputy Chief Executive Officer</i> |
| 6. Update Reports (5 minutes each) <ul style="list-style-type: none">• Government Affairs• Staff Liaison Report | Lance Larson, <i>Exec. Director, Government Rel.</i>
Alice Rogan, <i>Comm. Rel. Officer, Ext. Affairs</i> |
| 7. Committee Member Comments | |
| 8. Public Comments | |
| 9. Adjournment / Next Meeting:
September 20, 2011 | |

Agenda Descriptions/Public Comments on Agenda Items

The Agenda descriptions are intended to give notice to members of the public of a general summary of items of business to be transacted or discussed. Members from the public wishing to address the Committee will be recognized by the Chairman at the time the Agenda item is to be considered. A speaker's comments shall be limited to three (3) minutes.

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the OCTA at (714) 560-5611, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.



**Citizens Advisory Committee
Meeting Notes
May 17, 2011
1:00 p.m. to 3:00 p.m.
Orange County Transportation Authority
600 South Main Street, Orange, CA
Conference Room 103/104**

Members Present

Hamid Bahadori, *Automobile Club of Southern California*
Ralph Bauer, *Council on Aging and City of Huntington Beach*
Neil Blais, *Rancho Santa Margarita City Council*
Michael Brandman, *Building Industry Association*
John Frankel, *Rancho Santa Margarita Architectural Review*
Greg Gantman, *Aliso Viejo Planning Commission*
Tom Garner, *Lieutenant from Laguna Hills*
Roberta Jorgensen, *Architect*

Leonard Lahtinen, *North O.C. Community College District*
Barbara Mason, *Boeing*
Michael McNally, *UC Irvine*
Bob Niccum, *Buena Park Library Board of Trustees*
Jane Reifer, *Transit Advocates of Orange County*
Roy Shahbazian, *Transit Advocates of Orange County*
Greg Smith, *Irvine Resident*
Jeff Thompson, *Tustin Planning Commission*

Members Absent

Judith Berry, *Orange County Taxpayers Association*
Brian Bist, *Santa Ana Environmental & Transportation Committee*
Vince Buck, *Cal State Fullerton*
Frank Cobo, *Westminster Resident*
Devin Dwyer, *Huntington Beach City Council*
Dennis Ellsworth, *Garden Grove Planning Commission*
Beatrice Jones, *Garden Grove Resident*
Nahla Kayali, *Family Resource Center*

Jeffrey Lalloway, *Irvine Finance Commissioner*
Linda Lindholm, *Laguna Niguel City Council*
Derek McGregor, *Trabuco Canyon Advisory Committee*
David Mootchnick, *Southern California Commuters Forum*
Al Murray, *Tustin Planning Commission*
Lyle Overby, *Building Industry Association*
Pat Pepper, *Anaheim Hills Citizen Coalition*
John Tengdin, *Engineering Consultant*

1. Welcome/Chairman's Remarks

Chairman Pat Pepper began the meeting at 1:00 PM and welcomed everyone.

2. Fourth District Bikeways Collaborative

Carolyn Mamaradlo, Associate Transportation Analyst, discussed the recent bikeways planning efforts for the north Orange County Bikeways Collaborative. The project will identify key regional corridors to improve connectivity across jurisdictional boundaries. A Fourth District Bike Summit, led by OCTA Board Director Shawn Nelson, took place on April 26th and another summit will be conducted on June 29. A strategy for new regional corridors in the Fourth District is expected at the end of the year.

A committee member asked about the update on the underpass on State College Boulevard. Ellen Burton, Executive Director of External Affairs, discussed that OCTA is looking into the issue and mentioned the concept of sharrows which is how motorists can share the road with bicyclists.

A committee member mentioned the City of Long Beach and its success with the roads being built.

Two committee members said that the Second District is interested in implementing a Bikeways Collaborative Plan. Ellen said that it is a possibility for the Second District to be the next supervisorial district to implement the Bikeways Collaborative Plan.

3. SB 375/Sustainable Communities Strategy

Dave Simpson, Executive Director, Orange County Council of Governments (OCCOG), introduced what OCCOG does. He also discussed the status of the Sustainable Community Strategy (SCS). The SCS is required by SB 375 and relates to the transportation element of AB 32. The plan has been made into a draft and hopes to build on local jurisdiction and stakeholder input in collaboration with the Southern California Association of Governments (SCAG). This plan would reduce greenhouse gas emissions, improve transportation system strategies, and Best Management Practices. This plan is currently out for review for the public at www.oc-scs.org. One public outreach meeting is planned for May 25 at 4:00 PM in Mission Viejo in the Saddleback Room. Another meeting is planned for June 7 at 4:00 PM at the West Anaheim Community Center.

Dave mentioned that the OC SCS would be considered by the OCTA and OCCOG boards in late June and submitted to SCAG for inclusion in a larger, regional SCS. SCAG will determine the measurements of GHG emissions, not Orange County. SCAG is expected to release a draft SCS/RTP in November 2011 with final approval expected in April 2012. SCAG will handle all public outreach for this effort and OCCOG will collaborate with Orange County outreach.

A committee member asked about the outlook for next year with the implementation of this new plan and what will be different in future transportation projects and development. Dave answered that OCTA will continue implementing the Measure M2 Early Action Plan with the changes going on in the economy. SB 375 would increase access to transit facilities. The Long Range Transportation Plan (LRTP) is taking shape and there will be more benefits to mass transit. A committee member asked about OCTA purchasing land dedicated for parking use and Simpson said that this is part of the new land use strategy. A committee member commented that the LRTP would only bring OCTA back to a place over two years ago.

A committee member inquired about air quality getting worse for transportation. Dave said that there are three current drafts being in place from three other counties and that SCAG is doing better in collaborating with cities and other agencies to make a

conservative effort in reducing greenhouse gas emissions. A committee member asked what changes would be made with MPAH since the SB 375 does not fix greenhouse gas emissions since it is within the vehicle. Dave said that additional content would be looked into and a recommendation would be asked from Caltrans.

4. External Affairs Update

Ellen Burton, Executive Director, External Affairs, explained that the External Affairs Division covers Marketing, Public Communication, and Construction Outreach. The communication goals of OCTA have been represented as an acronym called *GREAT*:

- 'G' stands for green alternatives such as OCTA currently hosting the annual Bike to Work Movement.
- 'R' stands for revenues with OCTA selling Bus Books, ads on the buses, and having expanded partnerships with local convenience stores to increase bus pass sales.
- 'E' stands for engagement which deals with communication on social networking sites, sending out emails to the public, and hosting public meetings for input on projects.
- 'A' stands for awareness such as the weekly Rider's Alerts, Text4Next program, and website usage to promote events such as the Angels Express Train.
- 'T' stands for transparency which informs the public about how OCTA is doing such as the External Affairs Performance Metrics available at www.octa.net/eashboard.

A committee member asked if OCTA received sponsorship for the heavy duty and expensive Orange County Bikeways map. Ellen said that OCTA did receive sponsors and the booklet only costs fifty cents each. The committee member also commented that OCTA should advertise the special Summer Youth Pass at the bus shelters and major amusement theme parks. Another committee member said that he had some bike safety booklets that should made be accessible to the public.

A committee member inquired about the 7th Street Bridge construction area. Another committee member wanted to compliment the West County Connectors outreach team for their outstanding communication with the public.

A committee member asked how the partnership between OCTA and the Angels was going for the promotional Angels Express Train. Ellen said that there has been a long standing relationship between OCTA and the Angels and that this is a very successful breakthrough for both parties.

5. Rail Program Update

Jennifer Bergener, Director, Rail Programs, discussed the quarterly rail and facilities program update on major projects, milestones, and accomplishments. The Metrolink Service Expansion is a \$95 million capital construction program that will improve turnback facilities at the Fullerton and Laguna Niguel/Mission Viejo station. The new

grade crossing and safety enhancement program has been making significant progress in establishing quiet zones at railroad crossings in the cities of Anaheim, Orange, and Tustin. The Tustin Metrolink Parking Structure expansion project is running smoothly and other train stations will also be undergoing improvements for a parking expansion. OCTA has provided funding for Metrolink to install fiber optics which will increase communication between the train, operation center, and business applications. Positive train control is one of the largest undertaking projects at Metrolink which will prevent train to train collisions, over speed derailments/accidents, arrival into established work zones, and movements through a misaligned switch. The Anaheim Regional Transportation Intermodal Center (ARTIC) is still under project development with the City of Anaheim waiting approval from the Federal Transit Administration (FTA) and receiving allocated funds from the California Transportation Commission for the use of State Transportation Improvement Program funds.

A committee member asked about where the train cars are leased from. Jennifer said that Metrolink has leased train cars from Utah because of the high passenger loads.

A committee member asked about the Anaheim layover facility and what it means for the Metrolink trains. Jennifer said that six additional trains would be sent out at peak hours which are from the late afternoon until evening time. The committee member then asked how far the trains would run. Jennifer said that there is discussion on the trains running to Los Angeles and that a request for intercounty slots would need to be done. Measure M2 is responsible for keeping the service and would increase service gradually.

A committee member asked if trains would go towards Huntington Beach. Jennifer said that at this time there is not a strong enough support from the community in order for a train service to be available to Huntington Beach residents.

A committee member asked if the Fullerton layover facility has independent utilities and would it still be used for trains to run to Los Angeles. Jennifer said that Metrolink will continue intercounty services and the Fullerton layover facility would still be utilized.

A committee member asked about the status of the promotional \$7 Angels Express ridership. Jennifer said that OCTA and Metrolink are hopeful that it will increase ridership on the train.

6. Transit System Study Update

Gordon Robinson, Project Manager of the Transit System Study (TSS), reviewed the Transit System Study Goals and mentioned that a tentative CAC Roundtable would be taking place on June 13 for additional discussion on the Transit System Study. The goals of the Transit System Study are to improve fixed-route and paratransit efficiency, increase ridership, and prioritize the farebox ratio thresholds. The Board of Directors

approved the Transit System Study strategies at their meeting on April 25. A draft plan is to be completed by the end of this summer.

The key market regions for the plan are the core, emerging core, the outer core and the suburbs. The core concept is to expand rapid and local networks to increase ridership. The emerging core concept is to have rapid extensions which would utilize the 73, 241, and 261 toll roads. The outer core concept is to integrate with the core network and build an extension of local routes, a rapid network, and new flexible community options. The suburbs concept is match the connections with the core area and to retain productive fixed-route bus service. These service strategies would take from three years up to 10 years in order for these changes to be implemented. OCTA is continuing to gather feedback from the public, stakeholders, Board of Directors, and local cities. Local community workshops will be taking place during the month of June.

Stella Lin, OCTA Marketing Manager, commented that there will be community workshops would be at Santa Ana College and Anaheim in early and mid June. Gordon said that there will be Transit Committee meeting on July 14 to discuss results to date.

A committee member recommended to the other committee members to attend the CAC Roundtable. Ellen said that a notification will be sent out to all of the committee members.

7. Update Reports

Lance Larson, Executive Director, Government Relations, discussed the upcoming California 2011-2012 Budget and the state funding for transportation. The state transit assistance fund is slated to give OCTA \$20 million; however, OCTA will continue to work with Sacramento and the Orange County Business Council Delegation for the transportation budget.

A committee member commented that the California budget will reduce services such as education and asked how transportation will be affected by the budget. Lance said California must finalize the budget in order for OCTA to look at future projects.

Alice Rogan said that half of the members' terms will expire on June 30 and if they would like to continue to apply online and fill out an application.

8. Committee Member Comments

There were no Committee Member comments.

9. Public Comments

There were no public comments.

10. Adjournment

The meeting was adjourned at 3:07 PM and the next meeting will be held on July 19, 2011 at 1:00 PM at OCTA Headquarters.

**Citizens Advisory Committee
Fiscal Year 2010-2011 Attendance Record**

● = Present ⊙ = Absent R = Resigned

Member	Meeting Dates						
	7/20/10	9/21/10	11/16/10	1/18/11	3/15/11	5/17/11	
Bahadori, Hamid	●	●	●	●	⊙	●	
Bauer, Ralph	⊙	⊙	●	⊙	●	●	
Berry, Judith	⊙	●	●	⊙	●	⊙	
Bettencourt, Phil	●	●	R	R	R	R	
Bist, Brian	●	⊙	⊙	⊙	●	⊙	
Blais, Neil	⊙	⊙	●	●	⊙	●	
Brandman, Michael	●	●	●	●	●	●	
Buck, Vince	●	⊙	●	●	●	⊙	
Cobo, Frank	●	⊙	⊙	⊙	⊙	⊙	
Dwyer, Devin	⊙	⊙	⊙	⊙	⊙	⊙	
Ellsworth, Dennis	⊙	⊙	●	⊙	⊙	⊙	
Frankel, John	●	●	●	●	●	●	
Gantman, Greg	●	⊙	●	⊙	●	●	
Garner, Tom	n/a	n/a	n/a	n/a	n/a	●	
Jones, Beatrice	⊙	⊙	⊙	⊙	⊙	⊙	
Jorgensen, Roberta	n/a	n/a	n/a	⊙	●	●	
Kayali, Nahla	⊙	⊙	⊙	⊙	●	⊙	
Lahtinen, Leonard	●	⊙	●	●	●	●	
Lalloway, Jeffrey	⊙	⊙	⊙	⊙	⊙	⊙	
Lindholm, Linda	⊙	⊙	●	⊙	●	●	
Mason, Barbara	●	●	●	⊙	●	●	
McGregor, Derek	●	●	●	●	⊙	⊙	
McNally, Michael	⊙	●	●	●	●	●	
Mootchnick, David	⊙	●	●	⊙	⊙	⊙	
Murray, Al	●	⊙	●	⊙	●	⊙	
Niccum, Bob	●	⊙	●	●	●	●	
Overby, Lyle	●	●	⊙	●	⊙	⊙	
Pepper, Pat	●	●	●	●	●	●	
Reifer, Jane	●	●	⊙	●	●	●	
Shahbazian, Roy	●	●	●	●	●	●	
Smith, Greg	n/a	n/a	n/a	n/a	●	●	
Tengdin, John	⊙	⊙	⊙	⊙	●	●	
Thompson, Jeff	●	●	●	●	●	●	

Presentation

Items

Attachments available upon request

or

Can be viewed at www.octa.net

under board/archives



June 6, 2011

To: Highways Committee

From: Will Kempton, Chief Executive Officer

Subject: Comprehensive Transportation Funding Program - 2010 Regional Capacity Program Call for Projects Award

Overview

The Orange County Transportation Authority issued the first annual Measure M2 Regional Capacity Program call for projects in December 2010. This call for projects made available approximately \$56 million in grant funding for streets and roads capital projects countywide. A priority list of projects recommended for funding is presented for review and approval.

Recommendations

- A. Approve the programming recommendations for the 2010 Regional Capacity Program in the categories of Arterial Capacity Enhancement, Intersection Capacity Enhancement, and Freeway Arterial/Street Transitions.
- B. Authorize the Chief Executive Officer, or his designee, to negotiate and execute a master funding cooperative agreement with each local jurisdiction eligible to receive Measure M2 net revenues.
- C. Authorize the allocation of funds through the master funding agreement for projects approved for programming in Recommendation A above.
- D. Authorize staff to submit selected projects to the California Transportation Commission to fund with Proposition 1B State-Local Partnership Program funds, in the amount of \$14,191,434, and seek a Letter of No Prejudice using Measure M2 local funds, if necessary, in advance of receiving Proposition 1B funding.
- E. Direct staff to amend the Federal Transportation Improvement Program and execute any necessary agreements to facilitate the actions above.

Discussion

The Regional Capacity Program (RCP), Project O, is the Measure M2 (M2) funding program for streets and roads projects throughout Orange County. The Comprehensive Transportation Funding Program (CTFP), which encompasses the RCP, was developed to provide local agencies with a common set of guidelines and project evaluation criteria for a variety of funding programs. The CTFP allocates funds for streets and roads improvement projects through a competitive call based on criteria approved by the Board of Directors (Board). The CTFP includes the M2 streets and roads funding, as well as state and federal sources as available.

On November 7, 2010, the Board authorized staff to issue a call for projects (call) making approximately \$56 million in funding available. The funding for the call includes M2 funds, Measure M (M1) funds, as well as Proposition 1B State-Local Partnership Program funds (SLPP).

On January 28, 2011, the Orange County Transportation Authority (OCTA) received a total of 64 applications from 22 local agencies requesting approximately \$92.8 million in project funding. Applications were reviewed for eligibility, consistency, and adherence to guidelines and program objectives. Staff worked with the Technical Steering Committee and Technical Advisory Committee (TAC) to prepare a recommended priority list of projects. This recommendation includes 46 projects and allocations of \$55.6 million (escalated). This is comprised of approximately \$14.1 million in SLPP funds, \$8 million in M1 funds, and \$33.5 million in M2 funds. Combined with the local agency match component, the total investment will result in more than \$107 million in streets and roads improvements throughout Orange County. The details of projects recommended for funding are shown in Attachment A, and brief program descriptions are provided below. Projects not recommended for funding are summarized in Attachment B.

Intersection Capacity Enhancements

The Intersection Capacity Enhancements (ICE) will provide funds for improvements to congested intersections. Projects funded through this program have a low level of service (LOS) and will benefit from capacity improvements. A total of 23 project applications requesting \$11.2 million were received for this category. Staff is recommending to program approximately \$8.2 million (escalated) to fund 19 projects through this component.

Arterial Capacity Enhancements

The Arterial Capacity Enhancements (ACE) provides funding for improvements to the Master Plan of Arterial Highways (MPAH), which serves as the backbone of Orange County's arterial street network. A total of 35 project applications requesting \$77.2 million were submitted for consideration. Staff is recommending to program approximately \$43 million (escalated) to fund 22 projects through the ACE. This includes five projects that will provide gap closures on the MPAH.

Freeway Arterial/Street Transitions

The Freeway Arterial/Street Transitions (FAST) program provides funding to improve existing interchanges along the MPAH in an effort to improve connectivity between freeways and arterials. A total of six applications requesting \$4.4 million were submitted. Approximately \$4.4 million (escalated) is recommended to fund five projects through the FAST program.

Technical Considerations

The CTFP guidelines for the RCP require a minimum starting LOS of .8 for a project to be eligible for consideration. An LOS of .8 indicates that a roadway is operating at 80 percent of capacity. However, as a result of the current economic climate, traffic volumes throughout the County are down significantly. This led to a number of projects that had merit, but did not meet the minimum LOS requirements as defined in the CTFP guidelines. This resulted in a project list that did not utilize all of the available funding for this call.

As a result, the TAC recommended the consideration of four additional projects that scored competitively, but were slightly below the minimum .8 LOS. These projects were determined to be of regional benefit, and per the TAC, should be considered as exceptions to the minimum LOS requirement. These projects are noted in Attachment A. The TAC approved the recommended list of projects on May 11, 2011.

The table below provides an overall summary of the funding recommendations:

2010 CTFP Call for Projects Summary (\$ in millions)

	ICE	ACE	FAST	Total
Number of Applications Recommended for Approval	19	22	5	46
Amount Recommended for Approval (escalated)	\$8.2	\$43.0	\$4.4	\$55.6

Next Steps

Each local agency must enter into a master funding agreement with OCTA in order to receive M2 funds. The projects, once approved by the Board, will be incorporated into a master funding agreement to be executed between OCTA and all local agencies (Attachment C). The six projects being recommended for SLPP funding will be submitted to the California Transportation Commission for approval. Staff will also seek Letters of No Prejudice (LONP) for these projects. The LONP allows use of local funds in advance of allocation of SLPP funds and to be reimbursed at a later date. Lastly, staff will continue to monitor project status and project delivery through the semi-annual review process.

Summary

Proposed programming recommendations for projects in the Regional Capacity Program have been developed by staff. Funding for 46 projects totaling \$55.6 million in Measure M, Measure M2, and Proposition 1B State-Local Partnership Program funds is proposed. Staff is further seeking Board of Directors' approval to execute a master funding agreement with local jurisdictions to receive Measure M2 funds, as well as seek allocation of Proposition 1B State-Local Partnership Program funds from the California Transportation Commission.

Informational Items

Attachments available upon request
or
Can be viewed at www.octa.net
under board/archives



June 16, 2011

To: Legislative and Communications Committee
From: Will Kempton, Chief Executive Officer
Subject: Citizens Advisory Committee Annual Update, New Member Recruitment, and Resolutions of Appreciation for Outgoing Members

Overview

The Orange County Transportation Authority's Citizens Advisory Committee currently meets every other month. A summary of the committee's activities during the past year and the new member appointment status is provided with this report, as well as resolutions of appreciation for outgoing members.

Recommendations

- A. Receive and file the Citizens Advisory Committee status report.
- B. Adopt resolutions of appreciation 2011-053 through 2011-059 for members who are leaving the Citizens Advisory Committee.

Background

In its role as county transportation commission, the Public Utilities Code (PUC) 130105 requires the Orange County Transportation Authority (OCTA) to appoint a Citizens Advisory Committee (CAC) to provide input on OCTA's transportation projects, programs, and services. The PUC states that the commission shall "appoint...a citizens advisory committee, which membership shall reflect a broad spectrum of interests and all geographic areas of the county." The CAC is structured such that each OCTA Board of Directors (Board) member appoints two citizens to serve on the CAC, creating a 34-member committee representing diverse interests and geographic areas of Orange County.

The CAC's ongoing responsibilities include:

- Commenting on significant transportation issues, suggesting possible solutions, and making recommendations to the Board
- Identifying opportunities for community input
- Recommending mechanisms and methodologies for obtaining public opinion on specific transportation issues
- Serving as a public liaison for OCTA

Discussion

The CAC has met six times during the past year to review and provide input on a variety of OCTA programs and topics, including:

- OCTA's Long-Range Transportation Plan (LRTP)
- Transit System Study
- Bus Book Sales Pilot Program
- Metrolink Service Expansion Program
- OC Bridges Grade Separation Projects
- State and Federal Legislative Platforms
- Transportation Funding
- San Diego Freeway (Interstate 405) Improvements
- West County Connectors Project
- Digital Communications Branding
- OCTA's Strategic Plan
- Pacific Electric Right-of-Way Study
- Measure M2 Early Action Plan
- Senate Bill (SB) 375/Sustainable Communities Strategy

CAC members actively participated in committee discussions regarding the above-mentioned topics. As an advisory body, members' comments and suggestions help shape OCTA's services and communications such that they are as responsive and user-friendly as possible. The wide range of viewpoints and interests represented by the membership also provides OCTA with an added sounding board for prospective programs and initiatives. Director Greg Winterbottom regularly attends meetings, providing guidance and sharing his insights with the committee.

CAC input is communicated to the Board in a variety of ways. Members' feedback on different projects and initiatives is incorporated as programs develop, which is often noted in project staff reports. CAC input also is reflected in the Chief Executive Officer's weekly update. As direct appointees

of the Board, CAC members are also encouraged to communicate directly with their appointing Board Member. Additionally, Director Winterbottom relays CAC feedback to the Board as appropriate. In addition, the CAC chairman is invited to share the committee's activities and recommendations with the Board annually.

Key CAC activities for this past year include:

- Providing comments on the draft 2010 LRTP.
- Providing input on the strategies for the Transit System Study.
- Commenting on the strategies for the Pacific Electric Right-of-Way Study.
- Commenting on creative concepts for bus system marketing and Metrolink intra-county service expansion programs.
- Providing feedback on the bus book sales pilot program and OCTA's Digital Communications Program.
- Discussing the need for alternate modes of transportation as part of SB 375, and suggesting ways to make roadways more bike-friendly.

In addition to the agenda items at regular CAC meetings, ad hoc committees can be formed to address long-range issues and projects. During the past year, the Bicycle Ad Hoc Committee met several times to give feedback to staff on ways to better incorporate bicycle commuting as an alternative mode of transportation, and to emphasize the need to consider bicycle lanes when making street improvements.

Also, a special roundtable of CAC members was convened to brainstorm strategies and ideas in the development of the Transit System Study.

Terms of Service

CAC members currently serve staggered two-year terms from July through June, so every year each Board Member has one CAC member whose term is expiring on June 30, 2011. In May, each committee member whose term was expiring was contacted to see if they were interested in continuing to serve. The opportunity to reappoint interested members for an additional term, along with resignations, was presented to each OCTA Board Member in early June.

Also, directors who recently joined the Board could choose to keep or replace one or both members previously appointed by another director. The recruitment is now complete and Board Members have either reappointed existing members or appointed new members to begin service on July 1, 2011.

To show OCTA's appreciation to members whose terms have expired, resolutions of appreciation have been prepared to thank them for their contributions during their terms (Attachment A).

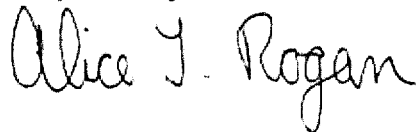
Summary

The OCTA CAC plays a vital role in OCTA's efforts to incorporate public feedback into the agency's transportation decision making process. CAC members have contributed substantially to the work of OCTA in the past year. With the recruitment process now complete, new members have been appointed by Board Members to fill vacancies and current members whose terms expire on June 30, 2011 have been reappointed. To thank members who are not continuing on the committee, resolutions of appreciation have been prepared.

Attachment

- A. Resolutions of Appreciation

Prepared by:



Alice T. Rogan
Community Relations Officer
(714) 560-5577

Approved by:



Ellen S. Burton
Executive Director, External Affairs
(714) 560-5923



June 27, 2011

To: Members of the Board of Directors

[Handwritten signature]
From: Will Kempton, Chief Executive Officer

Subject: Approval of Final Orange County Sustainable Communities Strategy

Overview

In December 2009, the Orange County Transportation Authority entered into a cooperative agreement with the Orange County Council of Governments to prepare and adopt a subregional Sustainable Communities Strategy per SB 375 (Chapter 728, Statutes of 2008). Since that time, jurisdictions and stakeholders throughout Orange County have been working to develop an Orange County Sustainable Communities Strategy. Following extensive local jurisdiction and stakeholder input, a Final Orange County Sustainable Communities Strategy is complete and ready for consideration.

Recommendation

Approve the Orange County Sustainable Communities Strategy and direct staff to transmit it to the Southern California Association of Governments.

Background

In 2008, California State Senate Bill 375 (SB 375) was enacted with the intent to reduce greenhouse gas (GHG) emissions from automobiles and light trucks through integrated transportation, land use, and housing and environmental planning. To achieve the goal of reduced GHG emissions, the legislation requires metropolitan planning organizations (MPO) such as the Southern California Association of Governments (SCAG) to include a new element in the Regional Transportation Plans called a Sustainable Communities Strategy (SCS).

The regional SCS is submitted by SCAG to the California Air Resources Board (CARB) which has set reduction targets for each MPO throughout the state. SCAG's targets (using 2005 as a baseline) are 8 percent reduction by 2020 and 13 percent reduction by 2035. The 2035 target of 13 percent reduction was met with strong resistance from the SCAG Regional Council and

other stakeholders as a number that was too aggressive, especially given the state of the economy and lack of state commitment to transit funding.

Ultimately, SCAG's Regional Council indicated to CARB in September 2010 a willingness to accept the 13 percent reduction conditioned upon a combination of actions. These conditions include the restoration of previous levels of funding for transit, a commitment to work with the MPO and local governments to identify funding for planning activities related to SB 375 implementation, fully funding local government redevelopment programs, and timely implementation of projects identified in counties with self-help programs. While CARB does not have control of many of these conditions, as a result of these efforts, they have indicated that the 2035 target will be revisited in 2014.

Subregional Delegation

The enactment of SB 375 provided an opportunity for subregional councils of governments in the SCAG region to work with the respective county transportation commissions to conduct a subregional SCS. SCAG requested subregions in the region to notify them by December 31, 2009, if they intend to develop and submit a subregional SCS. Orange County (OC) accepted this delegation in late 2009. In addition to Orange County Council of Governments (OCCOG), the only other subregion to accept delegation for the development of a subregional SCS in the SCAG region is the Gateway Cities Council of Governments.

In August of 2010, Orange County Transportation Authority (OCTA) entered into an agreement with LSA Associates, Inc., for purposes of developing the OC SCS over an 18-month timeframe. While the contract is with OCTA, federal funds previously secured by the OCCOG will be used to fund this effort.

Discussion

Work on the OC SCS began in earnest in August 2010. Since that time, OCCOG has worked extensively with member agencies in the development of the OC SCS. Specifically, OCCOG staff has worked through the OCCOG Technical Advisory Committee (TAC) consisting of planning staff from OC local jurisdictions, Transportation Corridor Agency, California Department of Transportation, California State University, and Fullerton's Center for Demographic Research.

In late April 2011, a draft OC SCS was approved for public release by both the OCTA and OCCOG Board of Directors (Board). On June 23, 2011, both the

Joint OCCOG/OCTA SCS Committee and the OCCOG Board unanimously approved the final OC SCS.

OC SCS

Following OCTA and OCCOG Board approval of the draft OC SCS, the document was transmitted to SCAG for their review per agreement between OCTA, OCCOG, and SCAG. Following additional public comment as well as input from local jurisdictions, a final draft OC SCS is now complete. A copy of the OC SCS is available upon request or through the OC SCS web portal at www.OC-SCS.org.

In addition to the comments provided prior to or at the OCCOG Board's May meeting where an update was provided, OCCOG has received letters of comment, comments via the website, and verbal input at public meetings where the draft document was reviewed in detail. Topics of discussion included:

- Public lands and open spaces,
- Addition of sustainability strategy examples,
- Priced transportation network and open space mitigation program,
- Clarification of maps,
- Complete Streets,
- Transit,
- Housing and match between jobs and housing,
- Public participation.

The OCTA Executive Committee received an update on the OC SCS at the June 6, 2011, meeting; however, the document was not finalized so no action was taken.

A meeting was also held with SCAG representatives to review the initial thoughts on the draft OC SCS. While SCAG asked for some clarifications, their preliminary comments were very positive regarding the document. SCAG indicated a willingness to continue to work with OCCOG to address their comments as the document moves forward and is incorporated into the SCAG regional SCS.

A matrix generally outlining comments received, issues identified, and the substantive changes between the draft document and the final OC SCS has been provided (Attachment A).

In addition to the comments received by others, four entities provided written comment letters (Attachment B) to OCCOG late in the day on June 10, 2011, the last day comments on the draft OC SCS were due. The comment period on the draft began May 2, 2011, following approval of both the OCTA and OCCOG Boards. It should be noted this comment period was not set by any statute, it was chosen based on approval schedules. The OCCOG OC SCS team reviewed these letters and concluded that while many of the comments showed a great deal of thoughtfulness and creativity, they did not require a change to the document and are, in fact, inherent in the narrative and strategies of the OC SCS. Given the extremely tight schedule and deadlines for completion of the OC SCS, the document was not revised to reflect any of the suggested changes referenced in the letters. Instead, the comments were shared with the OCCOG TAC on June 14, 2011. OCCOG has committed to work with SCAG on these particular comments, subject to the agreement of OC local jurisdictions and OCTA and/or OCCOG Boards as needed. At the June 14, 2011, meeting, the OCCOG TAC recommended support of the June 14, 2011, final OC SCS (Attachment C).

The final OC SCS coordinates transportation and land use planning in order to contribute to the reduction of GHG emissions in the SCAG region. Likely the most important aspect of the strategy to keep in mind is that while the goal of the effort is GHG reduction, measurement of affect of the overall effort (or a specific strategy) is not included. Measurement and methodology is the responsibility of SCAG in the regional SCS that will take place between June and November 2011. It should be noted that the amended LSA Associates, Inc., contract approved by the OCTA Board in April 2011 included adding the services of Dr. Marlon Boarnet, Chair of the Social Ecology Department at the University of California, Irvine. Dr. Boarnet has been involved with CARB's efforts to quantify the effect of various measures to reduce GHG emissions. This expertise will assist OC's work with SCAG as they develop methodologies and measurements that will be used to evaluate submitted strategies.

While the SCS is a new concept, it is fair to say that the draft OC SCS does not necessarily contain new projects and policies. Rather, it is largely a compilation of planning policies, projects, and programs that exist today or are planned for the future. A snapshot of the sustainability strategies included in the final OC SCS is provided below:

Sustainability Strategies

Support transit-oriented development.
Support infill housing development and redevelopment.
Support mixed-use development, thereby improving walkability of communities.
Increase regional accessibility in order to reduce vehicle miles traveled.
Improve jobs-to-housing ratio.
Promote land use patterns that encourage the use of alternatives to single-occupant automobile use.
Support retention and/or development of affordable housing.
Support natural land restoration and conservation and/or protection offering significant carbon mitigation potential via both sequestration and avoidance of increased emissions due to land conversion.
Eliminate bottlenecks and reduce delay on freeways, toll roads, and arterials.
Apply Transportation System Management and Complete Street practices to arterials and freeways to maximize efficiency.
Improve modes through enhanced service, frequency, convenience, and choices.
Expand and enhance Transportation Demand Management practices to reduce barriers to alternative travel modes and attract commuters away from single occupant vehicle travel.
Continue existing and explore expansion of highway pricing strategies.
Implement near-term (Transportation Improvement Program and Measure M2 Early Capital Action Plan) and long-term (Long Range Transportation Plan 2035 Preferred Plan) transportation improvements to provide mobility choices and sustainable transportation options.
Acknowledge current sustainability strategies practiced by OC jurisdictions and continue to implement strategies that will result in or support the reduction of GHG emissions.

Taken together, the OCCOG and its OC SCS team are confident that these and many other strategies described in the final OC SCS will lead to reductions in GHG emissions from automobiles and light trucks.

California Environmental Quality Act

Staff believes that the submittal of the OC SCS to SCAG does not constitute approval of a project subject to the California Environmental Quality Act, Public Resources Code Sections 21000 et seq. (CEQA), pursuant to California Code of Regulations, Title 14, Section 15352(a) ("approval" means the decision by a

public agency which commits the agency to a definite course of action regarding a project). The OC SCS is an informational document offered as input for SCAG's SCS. On this basis, the OC SCS does not commit any agency, including OCCOG or OCTA, to any definite course of action. Further, the preparation and submission of the OC SCS is exempt from CEQA pursuant to California Code of Regulations Title 14, § 15262 (feasibility and planning studies); California Code of Regulations, Title 14, § 15378(b)(4) (government funding mechanisms that do not involve any commitment to any specific project which may result in a potentially significant impact on the environment); and California Code of Regulations, Title 14 § 15061(b)(3)(it can be seen with certainty that there is no possibility the activity in question may have a significant effect on the environment). Upon transmittal of the OC SCS to SCAG, OCCOG, and OCTA staff, respectively, will file a Notice of Exemption (NOE) with the Clerk of the County of Orange. This action has been discussed with SCAG staff who agree with the determination as noted in the Memorandum of Understanding (MOU) between OCTA, OCCOG, and SCAG. Gateway Cities COG is expected to file a similar NOE for their subregional SCS.

Public Outreach

Between June 2009 and March 2010, SCAG hosted six public meetings in Orange County to discuss the SCS. While SCAG is leading the public participation process for the regional SCS, OCCOG has engaged in a public participation process for the OC SCS since accepting delegation in late 2009.

To provide for additional public participation, OCCOG established a Non-Profit Stakeholders Working Group in early 2011. The non-profit stakeholders include a diverse group of individuals from conservation, non-profit housing, health, bike and pedestrian, and education interests. Since February 2011, this group has met on five separate occasions to obtain information on the OC SCS plan development and to provide input.

A final effort to solicit input on the OC SCS occurred upon the approval to release the draft OC SCS by both the OCTA and OCCOG Boards in late April. The draft plan was broadly distributed to Orange County local jurisdictions, community organizations, and other stakeholders. In addition, since April 2011, OCCOG has provided presentations on the draft OC SCS to ten separate organizations that requested overviews of OC's plan. OCTA's External Affairs Division assisted in the development of a web-based flier that was sent to 968 contacts in OCTA's community stakeholder database. To gauge the effectiveness of these efforts, a noticeable spike in hits to the OC-SCS.org web portal occurred and many comments were provided directly

through this tool as designed. The web portal has been a 24/7 operation since late summer 2010.

While some OC SCS materials were translated into Spanish and offered to organizations in an attempt to reach monolingual audiences, no identified use of the materials was identified. OCCOG will work with SCAG to explore penetration into these audiences as deemed appropriate for the regional SCS.

Next Steps

Following OCTA Board approval of the OC SCS, OCCOG will submit the document to SCAG as outlined in the MOU between the three agencies. Following submittal of the document, OCCOG and OCTA will work closely with SCAG staff as the Regional Transportation Plan (RTP)/SCS is developed.

Public outreach efforts on the RTP/SCS will be lead by SCAG with collaboration from OCCOG and OCTA. Regional public workshops are planned to occur beginning in August 2011, with three to be held in OC.

It is important to note that while SCAG must accept the OC SCS as submitted, additional regional SCS strategies may emerge from the regional effort that go beyond what OC has included. OCCOG and OCTA staff will be closely monitoring the SCS development process to assure OC interests are represented. Below are some milestones that outline the SCS process through April 2012.

Milestone (completed items in italics)	Date
<i>OCTA and OCCOG Boards approve Draft OC SCS</i>	<i>Late April, 2011</i>
<i>Draft OC SCS circulated for public comment</i>	<i>May 2 – June 10, 2011</i>
<i>OCTA Executive Committee discusses Final OC SCS</i>	<i>June 6, 2011</i>
<i>Final OC SCS approved by OCCOG Board</i>	<i>June 23, 2011</i>
Final OC SCS to OCTA Board	June 27, 2011
Submit Final OC SCS to SCAG	June 30, 2011
OC SCS integration into regional SCS	June 2011 – Jan. 2012
Participate in SCS public outreach with SCAG	June 2011 – Jan. 2012
SCAG releases draft RTP/SCS	November 2011
Public Outreach for SCS	Nov. 2011 – Jan 2012
SCAG adopts RTP/SCS (submits SCS to CARB)	April 2012

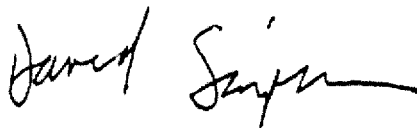
Summary

In December 2009, OCTA entered into a cooperative agreement with OCCOG to prepare a subregional Sustainable Communities Strategy known as the OC SCS, a plan outlining OC's contribution to a regional SCS that SCAG is required to prepare. Since August 2010, OCCOG and its OC SCS consulting team have worked closely with local jurisdictions and stakeholders throughout OC to develop a draft OC SCS. Following extensive local jurisdiction input on this draft, a Final Orange County Sustainable Communities Strategy has been approved by the OCCOG Board of Directors and is now ready for consideration for the OCTA Board of Directors.

Attachments

- A. Summary of Comments and Edits for Inclusion in Final Orange County Sustainable Communities Strategy
- B. Comment Letters Received Friday, June 10, 2011
- C. OCCOG TAC Support Letter of June 15, 2011

Approved by:



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