

## EXECUTIVE SUMMARY

In 2008, California State Senate Bill 375 (SB 375) was enacted to reduce greenhouse gas (GHG) emissions from automobiles and light trucks through integrated transportation, land use, housing and environmental planning. To achieve the goal of reduced GHG emissions, the legislation requires Metropolitan Planning Organizations (MPOs) throughout the state to include a new element in their Regional Transportation Plans (RTPs) called a Sustainable Communities Strategy (SCS).

The Southern California Association of Governments (SCAG) is the MPO encompassing the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. They prepare the RTP for the SCAG region, with input from each of the counties and county transportation commissions. SCAG is also responsible for developing the Sustainable Communities Strategy for the SCAG Region, known as the SCAG Regional SCS.

However, in the SCAG region, SB 375 also allows for a subregional council of governments and county transportation commission to work together to propose a subregional SCS. As one of these subregions, Orange County has availed itself of this opportunity to prepare its own *subregional* SCS (OC SCS). As long as the OC SCS follows the requirements of SB 375, SCAG will incorporate it into the SCAG Regional SCS.

The following document constitutes the OC SCS. It was prepared by the Orange County Council of Governments (OCCOG) and the Orange County Transportation Authority (OCTA), in collaboration with multiple Orange County stakeholders including municipal agencies, the County of Orange, County special districts, OCTA, the Center for Demographic Research (CDR), the California Department of Transportation (Caltrans), Transportation Corridor Agencies, and many community organizations and the public.

The OC SCS begins with the setting of current population, housing, and employment in Orange County, and then describes projected long-term trends for these socio-economic variables. The resulting assessment is this: a majority of Orange County's projected growth of population, housing, and employment will occur near existing and future job centers, which will positively impact transportation patterns and therefore be beneficial to GHG emission reductions.

The projected growth in Orange County housing units between 2008 and 2020 as well as between 2008 and 2035 will be sufficient to house the anticipated population growth in the subregion. Further, Orange County will create housing adequate to accommodate employment growth during these periods.



Because there is an indisputable interconnectedness between Orange County’s population, housing and employment and the transportation systems that support them, the OC SCS also delineates the foundational transportation systems that currently exist in Orange County. Transportation systems described include freeways, arterial streets and local roads, rail and bus transit, bikeways, and demand responsive services and transportation demand management.

Central to the OC SCS are the strategies identified to reduce GHG emissions. These strategies illustrate that there is already a collective effort by many Orange County jurisdictions, agencies, and groups to link transportation and land uses through a variety of processes and an array of progressive measures. The strategies outlined in the OC SCS include land use-related strategies, transportation system improvements, and best management practices (BMPs).

**Orange County’s land use strategies include the following:**

- Support Transit-Oriented Development.
- Support infill housing development and redevelopment.
- Support mixed-use development and improve walkability of communities.
- Increase regional accessibility in order to reduce vehicle miles traveled.
- Improve jobs-housing ratio.
- Promote alternatives to single-occupant automobile use.

**Orange County’s transportation system strategies include the following:**

- Improve and expand freeway, high-occupancy vehicle (HOV), toll road, and express lane options to reduce delay.
- Apply Transportation System Management practices to the currently planned arterials street system to maximize efficiency.
- Improve attractiveness of transit modes through enhanced service, frequency, convenience, and choices. Improve linkages between transit options to diminish automobile travel.
- Expand and enhance Transportation Demand Management (TDM) practices to reduce barriers to alternate travel modes and attract commuters away from single occupant vehicle travel.
- Continue to provide highway and roadway pricing measures.

**Orange County’s Best Management Practices include the following:**

- Transportation infrastructure investments such as implementation of smart streets, improving links between travel modes, and providing enhanced bus stops.
- Transportation system management measures that enhance the capacity of the existing system through better management and operation of the system.



- Facilitating the use of alternate modes of transportation through policies such as encouraging large businesses to develop alternative transportation plans and providing for employer incentives.
- Improving facilities and experiences for travelers who use non-motorized transportation coupled with incentives for alternatives to commuting by automobile.

Taken together, these and the many other strategies described in the OC SCS produce results that lead to reductions in GHG emissions from automobiles and light trucks.

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