

Section 7



Stewardship:

Embrace responsible policies and practices designed to promote environmental sustainability and enhance the safety and quality of life in Orange County.

Objectives:

- Environmental Sustainability
- Safety

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I. Introduction

Stewardship is a core OCTA responsibility as it has been repeatedly entrusted with the wise and careful management of critical public resources. Careful stewardship of public funds has enabled OCTA to meet the promises it had made to voters with the passage of Measure M in 1990. In the years since Orange County residents saw that OCTA fulfilled that promise with tangible results; delivering transportation projects on time and on budget. By earning public trust, OCTA set the stage for M2 where voters have expressed a continued willingness to invest local tax dollars in transportation infrastructure and environmental mitigation programs.

Stewardship encompasses efforts to mitigate the impacts of transportation projects and programs on the natural environment; a public resource critical to the high quality of life in Orange County. OCTA is currently engaged in an ongoing integrated, agency-wide approach to environmental stewardship, planning and implementation. Finally, OCTA continues to make safety a stewardship priority, including both the public that relies every day on the transportation system and the employees and contractors who develop, manage and operate the system.

This section of the 2014-2019 OCTA Strategic Plan discusses programs and projects which address government mandated environmental measures, and OCTA health and safety programs/projects.

The following spreadsheet summarizes the programs and projects which support the primary objectives of the Stewardship Goal Area. High level overviews of each program are discussed in this section and if further information is required, the guiding documents web links are provided.

This section reviews OCTA programs which enhance stewardship and accomplish our objectives.

Goal Area Objectives	Programs Supporting Objectives	Projects Supporting Programs	Benefit	Service Level Improvement	Pg.#
Stewardship: embrace responsible policies and practices designed to promote environmental sustainability and enhance the safety and quality of life in Orange County.					
Objective 1 - Environmental Sustainability <i>consider environmental sustainability in planning and operations</i>					
	M2 Freeway Environmental Mitigation Program (EMP)				
		The EMP provides comprehensive mitigation to offset the environmental impacts of the 13 Measure M2 freeway improvements projects as discussed in the Mobility section.	Minimizes and/or reduces regulatory delays in the implementation of freeway projects and greater environmental benefits.	Implement a prioritization process based on the identified county, Priority Conservation Areas for property evaluation and assessment.	246
	M2 Environmental Clean-up Allocation Program				
		Tier 1 Grant Program	Improves overall water quality in Orange County from transportation-generated pollution.	Mitigate the more visible forms of pollutants, such as litter and debris that collects on roadways and in storm drains prior to being deposited in waterways and the ocean.	250
		Tier 2 Grant Program	Improves overall water quality in Orange County from transportation-generated pollution.	Fund regional capital-intensive projects which mitigate pollutants. Examples: constructed wetlands, detention/infiltration basins and bioswalls.	250

Goal Area Objectives	Programs Supporting Objectives	Projects Supporting Programs	Benefit	Service Level Improvement	Pg.#
Objective 2- Safety <i>Encourage continual improvements in OCTA's safety and health programs</i>	Sustainability in Operations	Construction Safety	Implementation of essential programs to ensure regulatory compliance and safety of each worker.	Zero safety related construction incidents.	252
		Environmental Compliance and Environmental Health and Safety	Minimized adverse environmental impacts on operations.	Maintain environmental compliance on the bus fleet and OCTA operated facilities.	252
		Motor Vehicle and Traffic Safety	Reduction of accidents that cause harm to the public, employees and assets.	Establish an internal Accident Reduction Team; develop strategies toward accident prevention and reduction.	252
		Employee Health and Wellness	Reduction in health related illness.	Continue to offer and foster tools to OCTA employees that promote a healthy work environment.	252

A. Sustainability in Planning and Building

Orange County is expected to accommodate an additional 385,000 plus people over the next five years, and hundreds of thousands more in the next 20 years. As stated in the “*Key Trends for 2014 – 2019*” section of the Strategic Plan, Orange County will also have a significant number of people over the age of 60 as approximately 838,000 baby boomers began turning 65 in 2011. This future growth and aged population will put additional pressure on an already congested transportation system, on communities and neighborhoods that have been in existence for many decades, and on the region’s fragile natural environment.

OCTA has worked actively with the people and institutions to create a dynamic regional growth vision based on mobility, livability, prosperity and sustainability. Charged by federal law with preparing a Long Range Transportation Plan (LRTP) every four years to accompany SCAG’s Regional Transportation Plan (RTP), OCTA has traditionally focused on the mobility impacts of the region’s growth. With the passage of Senate Bill 375 in 2008, OCTA is required to provide an additional area of responsibility with the preparation of a Sustainable Communities Strategy (SCS) to be included in SCAG’s RTP. The SCS must include the following components:

- Land use
- Resource and farmland protection
- Demonstration how development patterns and the transportation network can work together to reduce greenhouse gas (GHG) emissions

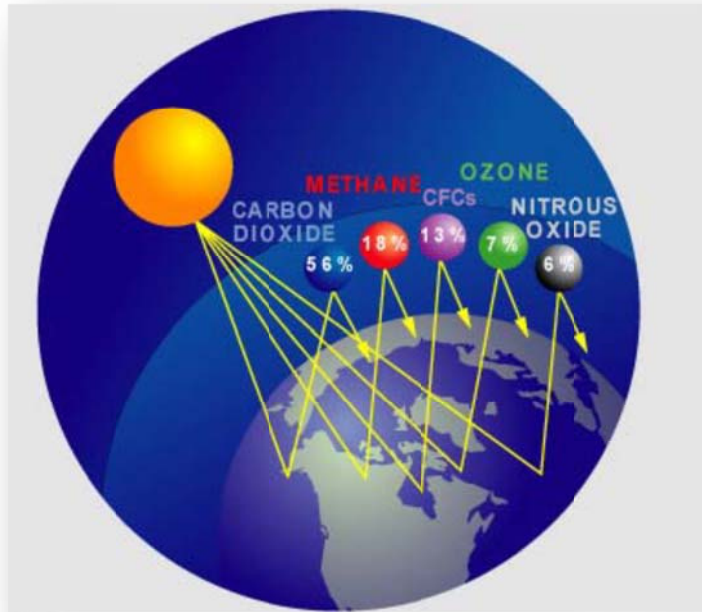
B. Sustainability in Operations

Part of OCTA’s mission is to ensure the well-being of OCTA employees, the public, and our environment. Sustainability in operations is accomplished by partnering with federal, state, and local agencies to maintain strict compliance with safety and environmental regulations. OCTA also works with its peers to analyze hazards and develop new concepts that minimize mishaps, injuries, and environmental damage.

OCTA specializes in 5 disciplines: (1) Construction Safety; (2) Environmental Compliance and Environmental Health and Safety; (3) Motor Vehicle and Traffic Safety, and (4) Employee Health and Wellness

II. Sustainability in Planning and Building

A. Addressing California Greenhouse Gas Reduction AB 32 and SB 375



<http://www.koshland-science-museum.org/exhibit2cc/images/causes02.jpg>

wood, coal, oil, and natural gas. In order, the most abundant greenhouse gases in Earth's atmosphere are: Water vapor (H₂O), Carbon Dioxide (CO₂), Methane (CH₄), Nitrous Oxide (N₂O), Ozone (O₃), CFCs.

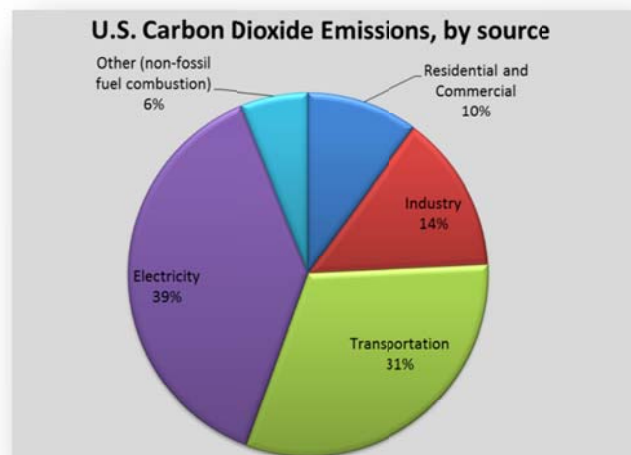
It should be noted that "while OCTA has been a leading advocate for new, cleaner transit technologies and the efficient use of transportation alternatives, it also remains alert to new, conflicting, or excessive environmental statute changes."²

Objective: Reduce Greenhouse Gas (GHG) Emissions Statewide

1. Assembly Bill 32 (AB 32) - California Global Warming Solutions Act of 2006

Purpose: AB 32 "Establishes a comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of greenhouse gases (GHG)."¹

The graphic to the left depicts the primary greenhouse gases in the Earth's atmosphere. AB 32 is mostly concerned with Carbon Dioxide emissions. Carbon dioxide (CO₂) emissions come from combustion of carbon-based fuels, principally



[Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2011.](#)

¹ <http://www.arb.ca.gov/cc/factsheets/ab32factsheet.pdf>

² OCTA 2013-2014 State Legislative Platform, pg. 8

a) GHG Reduction Targets:

- Intermediate, reduce GHG emissions to 1990 levels by 2020
- Long-term, reduce GHG emissions to 80 percent of 1990 levels by 2050

b) Key Elements

- Expand and strengthen existing energy efficiency programs and appliances standards
- Achieve statewide renewables energy mix of 33 percent (California is currently around 20 percent)
- Cap and Trade: Western Climate Initiative
- California Light Duty Vehicle GHG Standards
- Low Carbon Fuel Standard
- Million Solar Roofs Program

2. Senate Bill 375 (SB 375) - California’s Sustainable Communities and Climate Protection Act

Purpose: “The purpose of SB 375 is to implement the state’s greenhouse gas (GHG) emissions reduction goals in the sector of cars and light trucks. This mandate requires the California Air Resources Board to determine per capita GHG emission reduction targets for each Metropolitan Planning Organization (MPO) in the state at two points in the future—2020 and 2035.

“Because greenhouse gas emissions in the transportation sector are closely related to vehicle miles traveled (VMT), a mandated GHG reduction essentially requires SCAG to devise a regional plan and a series of strategies that will produce a per capita reduction in VMT over the next 25 years. Under SB 375, SCAG and California’s 17 other MPOs must address GHG reduction in a “Sustainable Communities Strategy,” or SCS, that is part of each MPO’s Regional Transportation Plan.”³

Regional Objective: “Achieve GHG emission reductions of 9 percent per capita in 2020 and 16 percent per capita in 2035 (surpassing both reduction targets of 8 and 13 percent for the years 2020 and 2035, respectively).”⁴

3. OCTA Programs and Positions Addressing AB 32 and SB 375

a) OCTA Programs Addressing AB32 and SB 375

“The 2010 LRTP includes a number of projects and programs that will help Orange County and the region attain their GHG emissions reduction targets. The list below identifies some of the transportation projects that may significantly contribute toward the reduction of GHG emissions:

- Fixed-Route (Bus) Service Expansion (Mobility Section)
- Express Bus Service Increases (Mobility Section)
- Bus Rapid Transit (BRT) Implementation (Mobility Section)
- Go Local Bus/Shuttle Program (Mobility Section)
- Stationlink (Bus) Service Increases (Public Service Section)

³ <http://scagrtp.net/content?c=04&s=01>

⁴ <http://scagrtp.net/content?c=04&s=01>

- Anaheim Rapid Connection (Fixed-Guideway) Project (Mobility Section)
- Santa Ana-Garden Grove Fixed-Guideway Project (Mobility Section)
- Metrolink (Rail) Service Expansion (Mobility Section)
- High-Speed Rail (not addressed in this Strategic Plan)
- Vanpool and Park-and-Ride Program Expansion (Public Service Section)
- Traffic Signal Synchronization Program (Mobility Section)
- Continuous Access High Occupancy Vehicle (HOV) Lanes (Appendix C)
- Commuter Bikeways Strategic Plan Implementation (Public Service Section)
- Regional Capacity Program”⁵ (Mobility Section)

b) OCTA Environmental Policies

“Changes in environmental laws can affect OCTA’s ability to plan, develop, and build transit, rail, and highway projects.”⁶ OCTA admires and supports efforts to keep California’s natural environment clean and beautiful; however, some policies, such as cap and trade, have failed in both the United States and Europe and need to be modified and/or dropped. OCTA has a conservative view on environmental programs and takes the following key positions:

- Oppose efforts to grant special interest groups or new bureaucracies’ control, oversight, or influence over the California Environmental Quality Act process.
- Oppose legislation that restricts road construction by superseding existing broad-based environmental review and mitigation processes.
- Support creative use of paths, roads, and abandoned rail lines using existing established rights-of-way to promote bike trails and pedestrian paths.
- Support incentives for development, testing, and purchase of clean fuel commercial vehicles.
- Support efforts to seek funding for retrofitting or repowering transit buses with cleaner engines to attain air quality standards.
- Oppose legislation that would limit lead agency discretion in the management and oversight of lands set aside for environmental mitigation purposes, while encouraging policies that promote regional advance mitigation planning programs.

B. M2 Freeway Environmental Mitigation Program

Purpose: OCTA’s M2 Freeway Environmental Mitigation Program (EMP) provides comprehensive mitigation to offset the environmental impacts of the 13 Measure M2 freeway improvement projects. The EMP is spearheaded by the Environmental Oversight Committee (EOC), which is made up of two OCTA Board Members and representatives from the California Department of Transportation (Caltrans), resource agencies, environmental groups, and the public.

⁵ OCTA 2010 Long Range Transportation Plan, pg. 68

⁶ OCTA 2013-2014 State Legislative Platform, pg. 8

Instead of mitigating the natural resource impacts of Measure M2 freeway projects on a project-by-project basis, the EMP presented a comprehensive mitigation approach that provides not only replacement habitat, but also provided the opportunity to improve the overall functions and value of sensitive biological resources throughout Orange County.

Based on the evaluation of mitigation opportunities in the County, Priority Conservation Areas (PCA) have been identified, which include candidate parcels and properties that could be considered for open space purposes. A standardized criteria and prioritization process has been developed to facilitate the property evaluation and assessment. Properties for acquisition and restoration were selected based on:

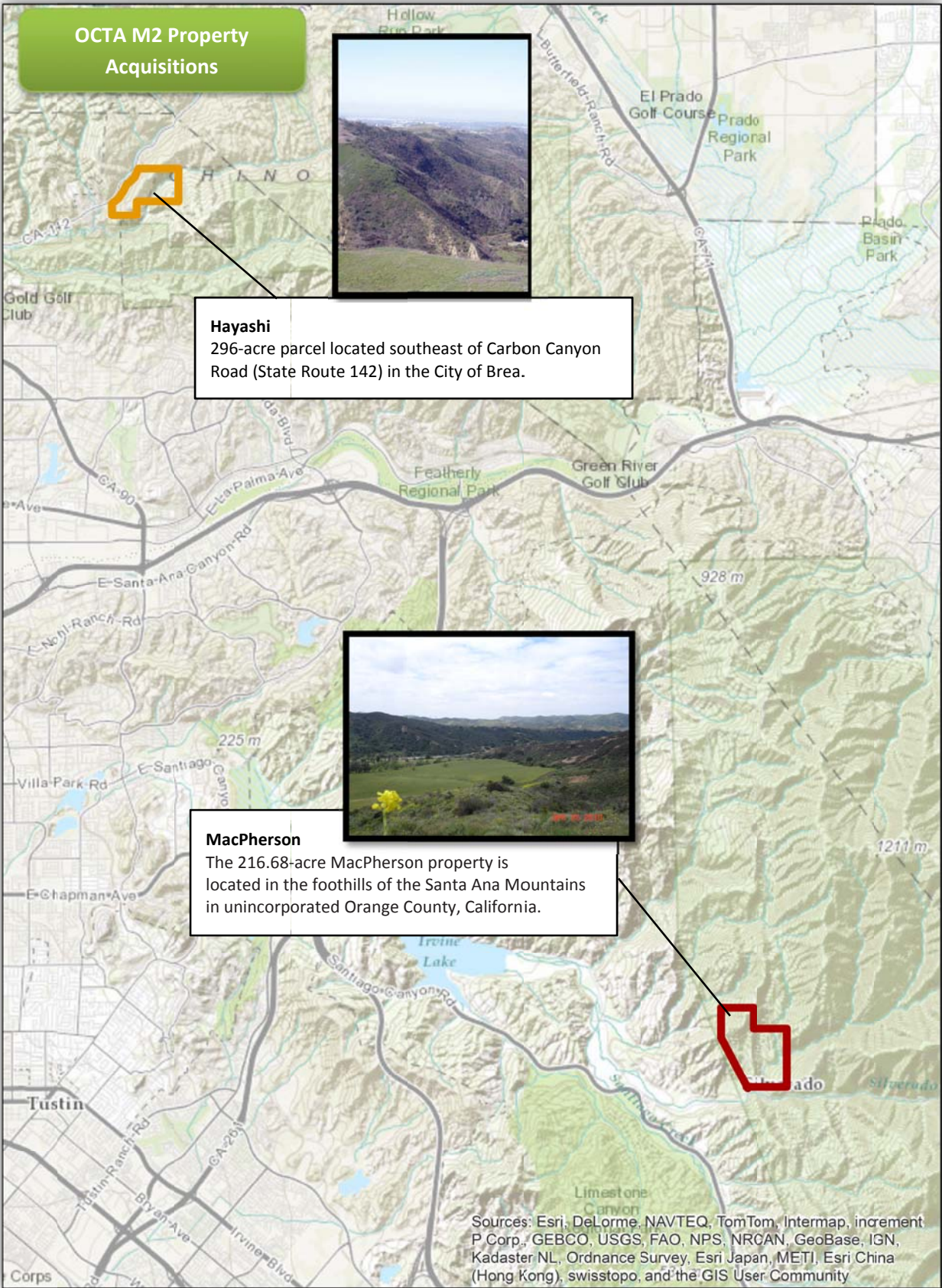
- Conservation Values
- Policy Considerations
- Mitigation Credits
- Mitigation Plan Review and Adoption and
- Real Estate Value/Economics

Funding: Approximately \$317 million available from Measure M2 (over 30 years)

On August 13, 2007, the OCTA Board of Directors approved a five-year Renewed Measure M (M2) Early Action Plan to implement the EMP. Approximately \$55 million was bonded against future revenues for this program. These funds enabled OCTA to undertake property acquisitions and funding of restoration projects in advance of the sales tax revenue collection, which began in April 1, 2011. In addition, this enabled OCTA to initiate the Natural Community Conservation Planning process which essentially serves as the biological permit for the construction of the 13 freeway projects. The Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) is currently underway. The OCTA Board of Directors authorized release of the draft NCCP/HCP in late January 2014. It is anticipated this draft will be released in Spring 2014 for a 90-day public review/comment period. The final NCCP/HCP along with the Implementing Agreement is anticipated to be approved by the wildlife agencies within the next 12 to 18 months.

As part of the EAP expenditure, in November 2010, the Board authorized \$42 million to purchase open space in Orange County during the first round of funding. In 2011, OCTA acquired five properties totaling more than 950 acres of open space in the Trabuco Canyon area and in Brea. In May 2012, \$4.7 million was allocated to restore another 214 acres. Reference maps on the following pages for location and description of properties. In December 2013, OCTA acquired a sixth property in the Silverado-Modjeska area. To date, approximately 1150 acres of open space lands has been acquired.

Benefit: The project has the potential to minimize or reduce regulatory delays in the implementation of freeway projects and to result in greater environmental benefits than could be achieved through traditional project-by-project mitigation. This approach provides more significant benefits with strategic acquisitions that enhance existing wildlife linkages and connectivity.



OCTA M2 Property Acquisitions



Saddle Creek South
The 84-acre Saddle Creek South property is located on the south side of Live Oak Canyon Road in the eastern portion of unincorporated Orange County, north of Rancho Santa Margarita.



Hafen
The Hafen Estates Property is a 48-acre parcel located northwest of the City of Rancho Santa Margarita in Trabuco Canyon.



Ferber Ranch
The Ferber Ranch property is a 399-acre parcel located northwest of the City of Rancho Santa Margarita in Trabuco Canyon.



O'Neill Oaks
The O'Neill Oaks property is a 119-acre parcel located northwest of the City of Rancho Santa Margarita in Trabuco Canyon.

Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community

Continuing Efforts: OCTA has approximately \$5 million remaining in the M2 Environmental Program for additional land investments. It is anticipated OCTA will complete the acquisition process utilizing the remaining funds within the next 18 months.

C. M2 Environmental Clean-up Allocation Program

Purpose: The Environmental Cleanup Program (Program) helps improve overall water quality in Orange County from transportation-generated pollution. On August 13, 2007, the OCTA Board of Directors approved a five-year Renewed Measure M (M2) Early Action Plan to implement street and highway related water quality improvement programs and projects that will assist Orange County cities, the County of Orange and special districts to meet federal Clean Water Act standards for urban runoff. The environmental cleanup funds may be used for water quality improvements related to both existing and new transportation infrastructure, including capital and operations improvements such as:

- Catch basin screens, filters and inserts
- Roadside bioswales and biofiltration channels
- Wetlands protection and restoration
- Continuous deflective separation units
- Maintenance of catch basins and bioswales
- Other street-related best management practices for capturing and treating urban runoff

There are two tiers for awarding projects under this program.

1. Tier 1: The Tier 1 Grant Program is designed to mitigate the more visible forms of pollutants, such as litter and debris that collects on roadways and in storm drains prior to being deposited in waterways and the ocean. Tier 1 consists of funding for equipment purchases and upgrades to existing catch basins and related best management practices (BMPs) such as screens, filters, inserts, and other street scale low-flow diversion projects.

2. Tier 2: The Tier 2 Grant Program consists of funding regional, potentially multi-jurisdictional, capital-intensive projects. Examples include constructed wetlands, detention/infiltration basins, and bioswales, which mitigate pollutants including litter and debris, but also heavy metals, organic chemicals, sediment, and nutrients.

Funding: Approximately \$300 million is available from Measure M2 (over 30 years).

Tier 1 Funding: A total of up to \$19.5 million from the M2020 Early Action Plan (EAP) was provided for the Tier 1 program over a seven-year window from fiscal year 2011-12 through fiscal year 2017-18. Awards and call for projects for Tier 1 are in the table below:

Fiscal Year	Number of projects awarded	Amount
FY 2011-2012	August 2011, 34 projects	\$2.8 million
FY 2012-2013	August 2012, 33 projects	\$2.8 million
FY 2013-2014	August 2013, 19 projects	\$2.8 million
FY 2014-2015	Call for projects in April 2014, Award in September 2014	
FY 2015-2016	Call for projects in March 2015, Award in September 2015	
FY 2016-2017	Call for projects in March 2016, Award in September 2016	
FY 2017-2018	Call for projects in March 2017, Award in September 2017	

Tier 2 Funding: The Tier 2 program is funded with bond financing revenues with up to \$38 million from the EAP allocated through fiscal year 2015-16. Beyond 2015-16, funding will be based on a pay-as-you-go basis.

Awards and call for projects for Tier 2

Fiscal Year	# of projects and cities awarded	Amount
FY 2012-2013	February 2013, 8 projects	\$12.7 million
FY 2013-2014	Call for projects in June 2013, Award in February 2014	Potential \$25.3 million
FY 2014-2015	TBD, based on funding	
FY 2015-2016	TBD, based on funding	

III. Sustainability in Operations

A. Construction Safety

OCTA is dedicated to developing partnerships with project management and contractors to ensure each construction project is successfully delivered on time, on budget, and with zero safety-related incidents. In doing so, OCTA will drive the implementation of essential programs to ensure regulatory compliance and the safety of each worker involved.

B. Environmental Compliance and Environmental Health and Safety

As a leading steward within Orange County and the State of California, OCTA is committed to ensuring environmental compliance and minimizing the environmental impact of operations. Whether it is the maintenance required to operate fleet and facilities, or the oversight of wastes generated from construction activities, OCTA provides the necessary resources to mitigate such impacts.

C. Motor Vehicle and Traffic Safety

OCTA is committed to protecting the public, its employees, and its assets from accidental harm and loss. Through the internal Accident Reduction Team, strategies are developed and resources are focused towards accident prevention, incident investigations, lessons learned, and the implementation of best practices in order to fulfill the commitment OCTA abides by.

D. Employee Health and Wellness

In order to foster a healthy work environment and provide the tools OCTA employees need to make healthy lifestyle choices, OCTA will continue to offer its award-winning wellness program as an additional benefit to its employees. Resources will be dedicated to keeping employees healthy and influencing at risk employees to make healthier decisions. OCTA believes that health and wellness programs lead to personal success, and in parallel, foster an environment of organizational excellence.