

FACT SHEET: RANCHO MISSION VIEJO TRANSPORTATION

For decades, Rancho Mission Viejo has worked with various agencies to identify the funding for vital South Orange County infrastructure improvements, while also ensuring that infrastructure construction is phased with Ranch community development so that improvements are completed in a timely fashion.

In the past, Rancho Mission Viejo has pioneered with the County of Orange to fund and construct such important South County arterial roadways as Marguerite, Antonio, Crown Valley and Oso parkways. Currently, Rancho Mission Viejo is working with the County on the construction of Cow Camp Road and Los Patrones Parkway to serve local Ranch resident and regional needs.

FOOTHILL CIRCULATION PHASING PLAN (FCPP) and SOUTH COUNTY ROAD IMPROVEMENT PROGRAM (SCRIP)

In the late 1980s, the Orange County Board of Supervisors and 11 of the County's major southeast landowners joined forces to create an innovative program to finance the construction of regional roadways and infrastructure. Called the Foothill Circulation Phasing Plan or FCPP, the \$250 million public-private venture identified a wide range of transportation improvements to be phased with residential and commercial development in southeast Orange County, including the improvement of 40 intersections and construction of 133 lane-miles of new roads. The largest contributor to the FCPP was Rancho Mission Viejo LLC (which operated under the name of Santa Margarita Company) for its development of Rancho Santa Margarita. The FCPP is still in operation today, most recently funding intersection improvements in the City of Lake Forest and improvements to Alton Parkway (from Irvine Blvd. to Commerce Centre Dr.).

The premise of the FCPP was that development in the southeast Orange County area was tied to roadway construction through building permit phasing, thereby guaranteeing that roads would be built prior to development phasing needs. The roadway improvements identified under the FCPP were often constructed on land donated by the participating landowners and contributions to a major thoroughfare and bridge fee program based on new building permits. The program was divided into public agency and private sector construction projects with the majority of the design for both types of projects being completed by the private sector.

The FCPP is a fine example of an extensive roadway infrastructure program with significant goals that can be accomplished in a short time frame when the public agencies and private sectors work together to facilitate financing and the implementation of transportation improvements.

Based on the success of the FCPP, the County of Orange and Rancho Mission Viejo joined together in 2004 to create the South County Road Improvement Program or SCRIP. A comprehensive transportation improvement program, SCRIP has identified a wide range of roadway improvements to be phased with new development on Rancho Mission Viejo and possibly other development areas in South Orange County, as needed. Upon its approval in November 2004, SCRIP was estimated to address about \$356 million in public transportation improvements. The fair share funding to SCRIP for development on Rancho Mission Viejo was estimated to be \$144 million (based on traffic impact analysis which allocated fair share funding obligations).

EXTENSION OF LA PATA ROAD (241 TOLL ROAD TO I-5 FREEWAY CONNECTION)

The extension of La Pata Road from Ortega Highway, south to Avenida Vista Hermosa established an important South Orange County parallel to the I-5 Freeway, allowing commuters to bypass the I-5 as

they travel from as far north as Rancho Santa Margarita via Antonio Parkway, and south to La Pata and San Clemente where they can connect to the I-5 Freeway from Avenida Vista Hermosa. In addition, the construction of Los Patrones Parkway would establish a new toll road-to-freeway network, starting from the current terminus of the SR-241 toll road at Oso Parkway heading south along Los Patrones Parkway, to Cow Camp Road, and then south again along Antonio Parkway/La Pata Road to Avenida Vista Hermosa.

COW CAMP ROAD

Cow Camp Road is designated on the County of Orange Master Plan of Arterial Highways as an east-west Major and Primary Arterial Highway. Cow Camp Road is also part of the County of Orange-approved 2004 SCRIP plan. Upon its completion, Cow Camp Road will begin at Antonio Parkway (north of San Juan Creek) and extend to the east, ultimately connecting to Ortega Highway (State Route 74), near Caspers Wilderness Park. It will intersect with Los Patrones Parkway, an important north-south arterial highway, which will connect to Oso Parkway at the north. Upon its total completion to Ortega Highway, Cow Camp Road will be four miles long and will provide three lanes in each direction for a total of six lanes. In addition, Cow Camp Road will provide a parallel route to the two-lane Ortega Highway, thereby providing commuter traffic relief and creating an alternative route due to occasional Ortega Highway flooding, accidents and other causes of closures.

Cow Camp Road Segment 1 (Status: Partially Completed, Future Work Pending)

Segment 1 of Cow Camp Road is approximately 1.5 miles and runs east from Antonio Parkway to the eastern border of Esencia village (just past Los Patrones Parkway) on Rancho Mission Viejo. Segment 1 includes the construction of the Chiquita Canyon Bridge which spans 1,420 linear feet over Chiquita Creek and rises 75 feet above protected open spaces of Chiquita Canyon.

Cow Camp Road Segment 2 (Status: Environmentally Certified and Under Design)

Divided into multiple phases, the first two of which will be 1.5 miles in length and run extending east from the edge of Esencia village (from Las Patrones Parkway) to the future Planning Area 3 (PA-3) and include the construction of the bridge that will extend about 1,400 linear feet over Gobernadora Canyon.

The remaining phases will extend Cow Camp Road easterly to Ortega Highway and are also in engineering design.

Cow Camp Road Segment 2: Facts

- **Project Construction Management:** Rancho Mission Viejo LLC will manage the construction and administration for Cow Camp Road (similar to Segment 1). The County of Orange will conduct construction inspection.
Funding: The cost of Phases 2-A and 2-B is anticipated to be approximately \$42 million with funding provided by a grant from OCTA (\$14.3 million) and the remainder in assessments collected through Community Facilities Districts encompassing Rancho Mission Viejo property owners.
- Construction of the first two phases is expected to commence in spring 2018 in anticipation of completion in 2020

LOS PATRONES PARKWAY (CONNECTING COW CAMP ROAD TO THE SR-241 TOLL ROAD)

Not included in SCRIP, yet identified as part of the County of Orange's 2004-approved transportation program for Rancho Mission Viejo, is Los Patrones Parkway. It is identified as a secondary arterial highway linking Cow Camp Road to Oso Parkway and the current terminus of the SR-241 toll road (Foothill Transportation Corridor). **Existing County approvals designate this arterial as a non-tolled, County-owned and maintained arterial.**

Grading for the entire 4.5-mile road began in 2014. Phase one of Los Patrones Parkway (Oso Parkway to Chiquita Canyon Drive) opened September 2018. Phase two (Chiquita Canyon Drive to Cow Camp Road) is anticipated to open late 2018.

TOLL ROADS

While the completion of the Foothill Transportation Corridor (FTC) is not necessary for the further development of the Rancho Mission Viejo community, Rancho Mission Viejo has, for many years, supported the extension of the FTC. The Transportation Corridor Agency's (TCA) recent settlement agreement with various environmental organizations prohibits the extension of the FTC-South in the area where it would have the least impact on existing homes and residents.

With regards to the efforts by the TCA to identify new alignments for regional traffic mitigation, regrettably, there appears to be no viable option which does not impact Rancho Mission Viejo residents or our South County neighbors. Therefore, Rancho Mission Viejo is not in support of the alternatives as currently proposed.

Our understanding is TCA is undertaking a study to further evaluate potential transportation improvements and it is Rancho Mission Viejo's hope that viable solutions to address increased South County mobility can be generated that do not have an impact on existing communities.