



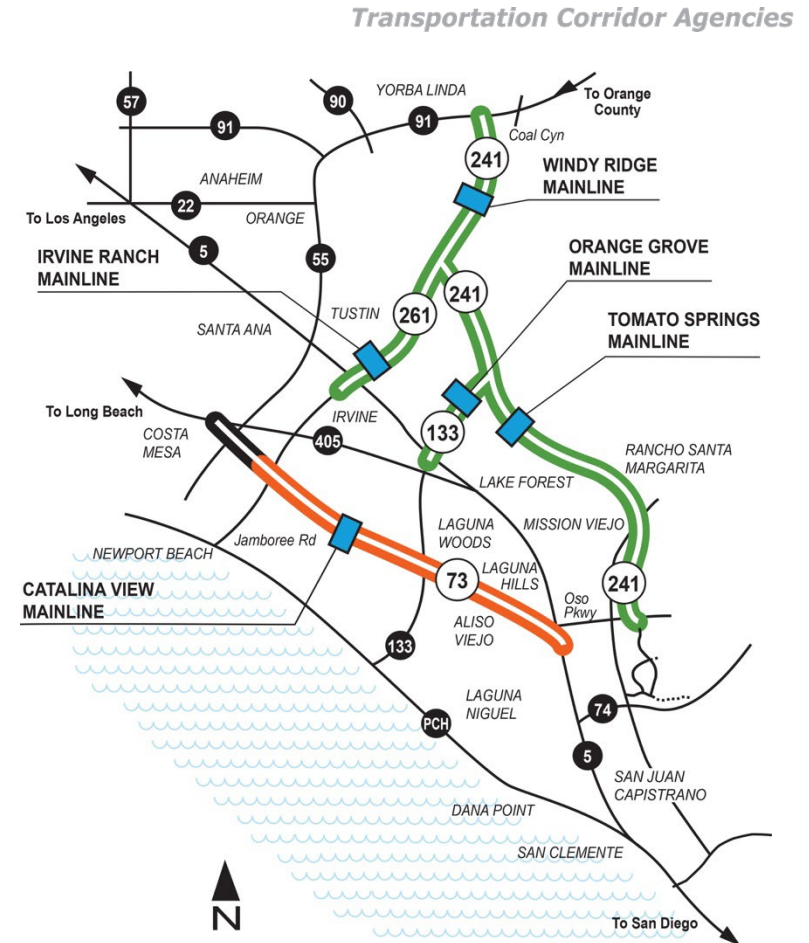
Presentation to Costa Mesa City Council

October 4, 2022



The Toll Roads: Overview

- Planned by the County in the 1980s to mitigate current and future traffic congestion
- No state/federal funding available
- Self determination and self reliance
- TCA formed as a government agency (two separate JPAs) in 1986 by local leaders to build the planned roads as tolled facilities
- Financed by nonrecourse toll revenue bonds and Development Impact Fees



The Toll Roads: Governance Model

Transportation Corridor Agencies

- Two separate Boards – San Joaquin Hills and Foothill/Eastern
- Strong local oversight by elected officials from 17 member cities and county (currently 22 Board Members)
- Regional perspective

Foothill/Eastern

- Anaheim
- Dana Point
- Irvine
- Lake Forest
- Mission Viejo
- Orange
- Rancho Santa Margarita
- San Juan Capistrano
- Santa Ana
- Tustin
- Yorba Linda
- County of Orange
(3rd, 4th and 5th Districts)

San Joaquin Hills

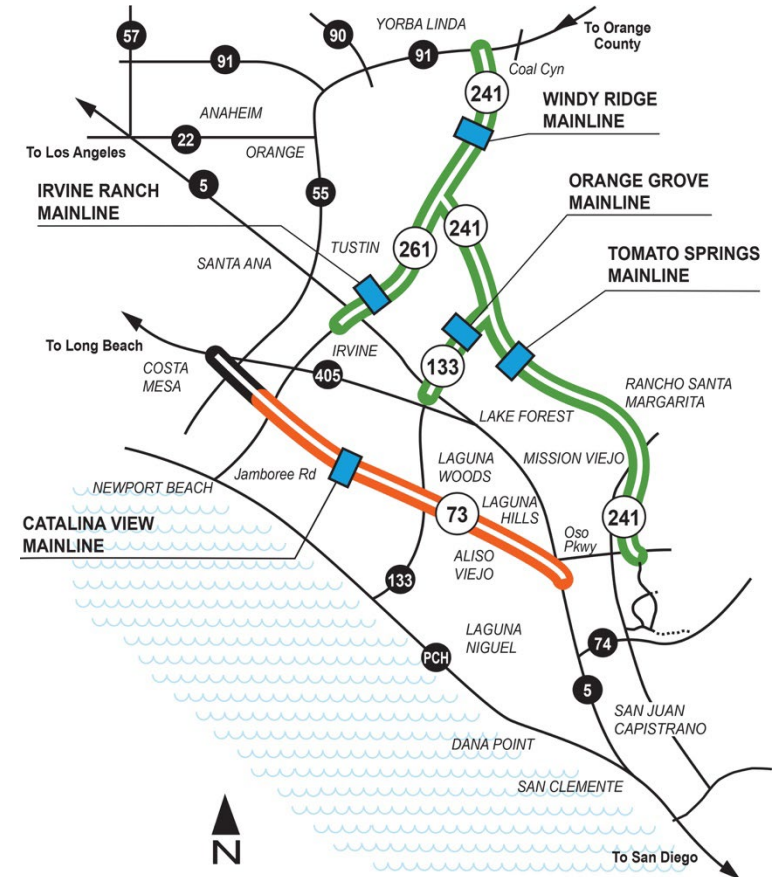
- Aliso Viejo
- Costa Mesa
- Dana Point
- Irvine
- Laguna Hills
- Laguna Niguel
- Laguna Woods
- Mission Viejo
- Newport Beach
- San Juan Capistrano
- Santa Ana
- County of Orange
(3rd and 5th Districts)

The Toll Roads Network



Transportation Corridor Agencies

- 420 lane miles
- 330,000 daily transactions
- \$400 million annual toll revenue
- 2.2 million accountholders
- Built as parallel alternatives to I-5, I-405 and SR-55 highways
- Even drivers who don't use The Toll Roads benefit



Financial Stability/Sustainability

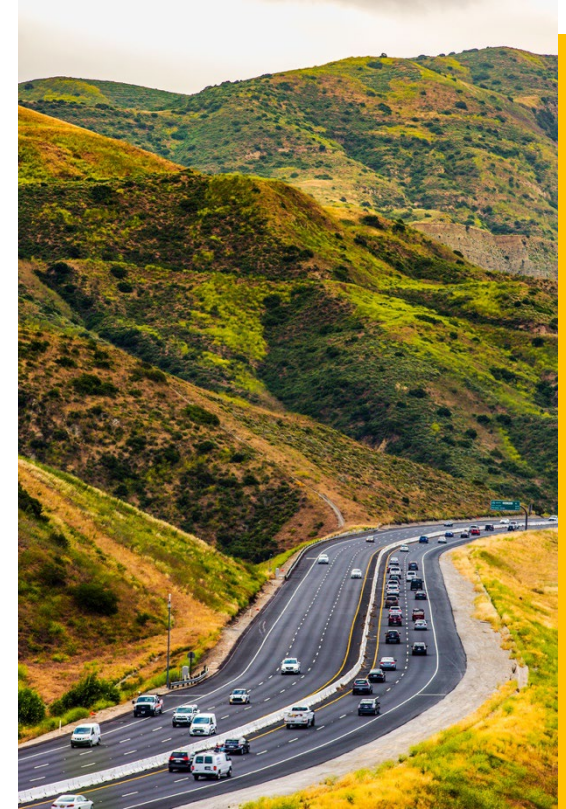
- Nonrecourse toll revenue bonds
- Full value debt payments made timely since inception
- Refinancings in 2013 and 2014
 - Established debt structures to align with historical revenue growth
 - Keep toll rates low
 - Provide “rainy-day” fund
- Reserves have grown to more than \$1.5 billion
- Consistent rating upgrades from all three major credit rating agencies
 - Both Agencies’ bonds have “A” rating
 - Last 3 years - Saved over \$700 million in interest without extending bond maturity dates

MOODY'S

FitchRatings

S&P Global

Transportation Corridor Agencies



Financial Policies and Actions to Strengthen Finances

Transportation Corridor Agencies

Debt Management Policy

- 10 Directs staff to look for **early paydown opportunities**
- 10 Bond refundings for **savings** without extending maturity dates

Zero Pension Liability

- 10 Both Agencies **paid off** unfunded pension liability 07/2019

Liquidity Reserve

- 10 Additional **cash reserve** established

Toll Policy

- 10 Small annual adjustments (pennies) easy to absorb to keep drivers on toll roads while **meeting financial obligations**

Planning for the Future

Transportation Corridor Agencies



Orange County continues to grow and change, and TCA's Boards of Directors are taking actions to ensure long-term success of the Agencies, like its founding members.



Acknowledging the current state of transportation and technology, which has changed significantly since the inception of TCA and developing a roadmap to a successful future.



For the first time in TCA history, a long-term strategic plan has been developed and adopted to help the Agencies navigate the future and follow in the path of the visionary leaders who founded TCA.

TCA's Vision and Mission Statements

Transportation Corridor Agencies

■ Vision Statement

Promote enhanced mobility, safety and environmental quality as essential components of Orange County's vibrant economy and quality of life that benefit all residents and road users.

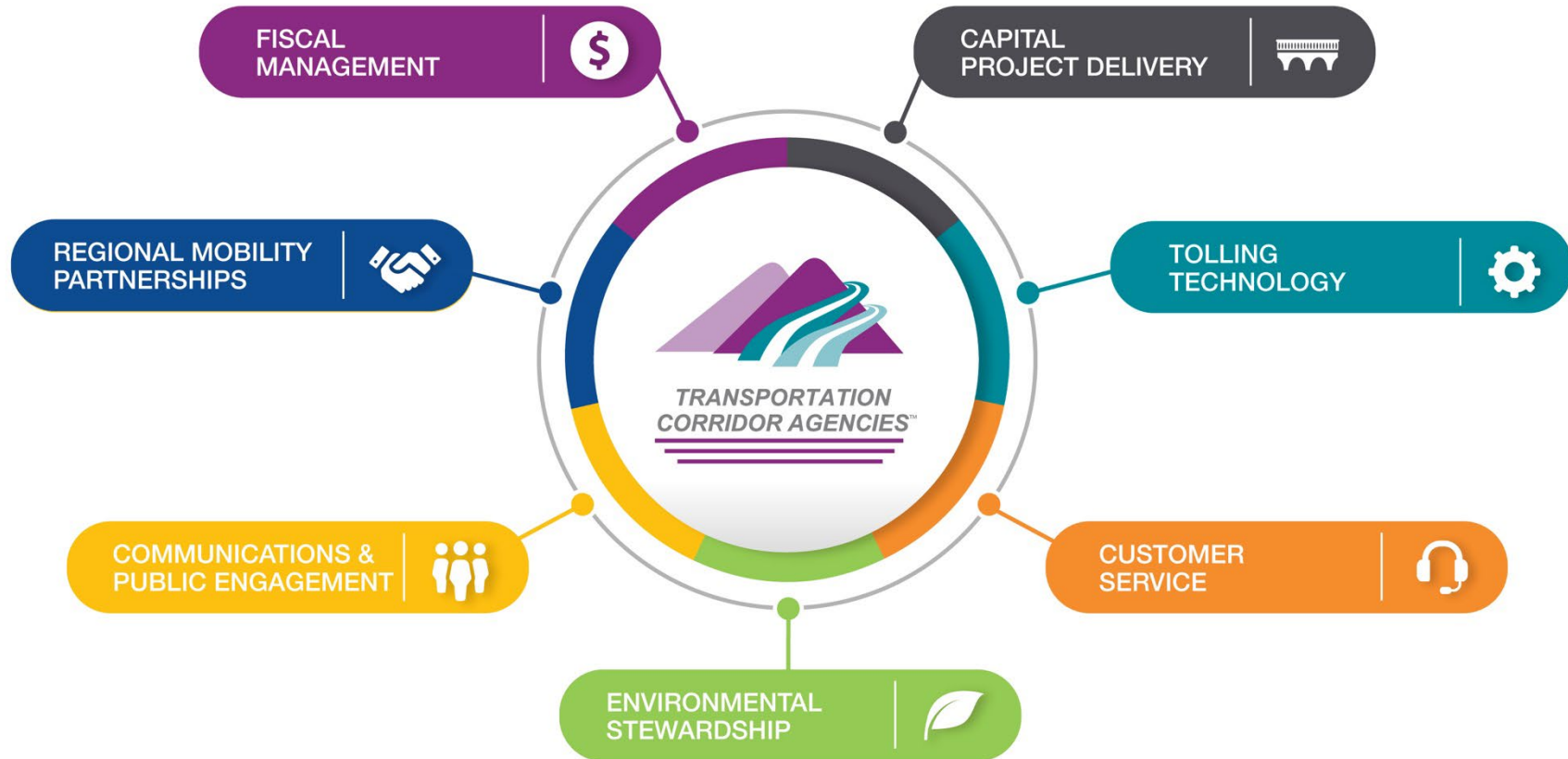
■ Mission Statement

Implement and operate a highway network of congestion free travel alternatives with a focus on customer service, innovation and self-reliant financial approaches while considering regional transportation needs and opportunities.



Seven Focus Areas

Transportation Corridor Agencies



Fiscal Management

Transportation Corridor Agencies

Activities

- Execute steps to allow Board approval of approximately **\$600 million in early debt paydown, saving \$670 million**
- Recommend adoption of **liquidity and pension policies**
- Complete **financial needs and system assessment**
- Prepare debt fact sheets that provide **accurate information on the Agencies' financial strength**
- Produce **annual updates** to seven-year cash flow projections

Fiscal Management

Fiscal Years 2023–2029



Goal

Continue to fulfill the Agencies' commitment to maintaining a long-term sustainable financial position.

Objectives

- Conduct financial planning that supports Agencies' Capital Improvement Plan, debt management strategy and other initiatives while maintaining strong credit ratings.
- In accordance with Agencies' Debt Management Policies, monitor economic environment and look for opportunities to further enhance the Agencies' strong finances.
- Develop cashflow scenarios that include opportunities for the early pay down of bonds per call provisions and strategic plans' horizon years.
- Recommend the establishment of policies that support the Boards of Directors' strategic priorities.
- Continue to provide for transparency through annual audits, transactional data and debt fact sheets to promote investor, Board and public confidence.

Activities

- Recommend adoption of liquidity policies in support of the Agencies' emergency reserve and credit rating strategy, and other financial policies such as maintaining the Agencies' fully funded pension liabilities.
- Produce annual updates to seven-year cash flow projections to include CIR, other agency initiatives and debt management.
- Execute steps necessary to allow Board approval of approximately \$600 million in early debt paydown as follows:
 - San Joaquin Hills: FY25, FY26 and FY27
 - Foothill/Eastern: FY23, FY24, and FY28
- Work with the Communications team to prepare debt fact sheets providing accurate information on the Agencies' financial strength.

Transportation Corridor Agencies

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FY23 Strategic Plan | March 10, 2022

Agencies' Strong Liquidity Provides Flexibility

Transportation Corridor Agencies

**Boards' commitment to sound financial practices
and supporting policies has resulted in:**



Improved **credit ratings**/significant refunding **savings**



Strong liquidity that **protected** against pandemic



Ability to **fund** capital program with **cash**



Ability to **paydown** bonds **early**

Customer Service


Transportation Corridor Agencies

Discount Plan

- Drivers with a prepaid FasTrak account are eligible for a monthly frequent driver discount.
- Drivers who spend \$40 in tolls on The Toll Roads (State Routes 73, 133, 241 and 261) during a statement period receive \$1 off every toll accumulated on The Toll Roads the following statement period.
- The \$40 is calculated using the base toll rate (excluding discounts earned during the previous statement period).
- The Toll Roads' charge and invoice FasTrak accountholders and FasTrak accountholders from other tolling agencies are not eligible for the discount.

Customer Service

Fiscal Years 2023–2029



Goal

Maintain high levels of customer satisfaction, convenience and operational efficiencies by leveraging new and emerging technologies and service models.

Objectives

- Maintain "A" rating in customer satisfaction and Net Promoter Score of 70+ across all customer types.
- Retain and/or reduce per transaction costs for toll operations.
- Increase customer convenience through expanded payment options, third-party models and expanded interoperability.
- Improve revenue recovery and account resolution for unpaid tolls and penalties.

Activities

- Make investments to enhance and/or upgrade key customer facing systems including:
 - Telephone and automated voice response system
 - TheTollRoads.com
 - The Toll Roads app
- Leverage partnership with PayNearMe to expand payment locations and tools for all customer types.
- Support emerging Mobility as a Service (MaaS) and connected vehicle imbedded solutions through continued expansion of fleet accounts with private companies (Innovator Fleet Accounts).
- Expand efforts to resolve delinquent accounts (Resolutions Plus Program) and evaluate use of third-party collections service provider.
- Reconsider building rehabilitation plans considering reduced space requirements.
- Ensure operating practices and approaches to penalty mitigation are effective.
- Explore partnerships with other agencies, Caltrans and the California Transportation Commission to leverage TCAs existing systems and reduce costs through road user charge pilots.

Transportation Corridor Agencies

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FY23 Strategic Plan | March 10, 2022

Environmental Stewardship

Transportation Corridor Agencies

Activities

- Continue active management of **conservation lands and environmental programs**
- **Advance evaluation, planning and implementation of recreational uses** in connection with environmental projects and programs
- **Broaden environmental education** and knowledge of TCA's contributions
- **Incorporate additional wildlife fencing** along The Toll Roads
- **Initiate planning for long-term management** of perpetual obligations

Environmental Stewardship

Fiscal Years 2023–2029



Goal

Continue to advance the Agencies' legacy of environmental stewardship and innovative leadership to protect and support Orange County's natural environment and threatened species for future generations.

Objectives

- Support TCA's lands management program incorporating:
 - Environmentally friendly methods including use of nontoxic materials for weed abatement.
 - Implementing measures to support environmental sustainability and resilience for ongoing and future CIPs.
- Evaluate opportunities to implement or support relevant, beneficial conservation programs or activities utilizing TCA's Habitat Conservation Fund.

Activities

- Continue active management of more than 2,000 acres of conservation lands and environmental programs.
- Advance the site plan and process for recreational and mitigation purposes at the Saddle Club Preservation Property.
- Reestablish educational tours for Orange County teachers and students, and work to develop periodic content for distribution.
- Incorporate additional wildlife fencing along sections of The Toll Roads when improvements are made to the extent feasible.
- Continue discussions with member cities, regional partners and environmental coalition members to identify solutions and opportunities to improve and conserve the environment, including:
 - Hybrid uses that support improved environmental outcomes and social/recreational uses
 - Establishment of habitat for urban farms
 - Enhanced support for wildlife migratory paths
 - Creation, restoration and/or preservation of resilient habitats
- Initiate planning for long-term management to comply with resource agency permit requirements and perpetual protections of habitat and wildlife, while incorporating opportunities for self-funded future enhancements.

Transportation Corridor Agencies 9 FY23 Strategic Plan | March 10, 2022

Innovative Environmental Stewardship

Transportation Corridor Agencies

- 25 years of environmental success
- More than 2,200 acres of native habitat
- Over \$125M on environmental programs
- Home to multiple species, including:
 - Coastal California Gnatcatcher
 - Brodiaea
 - Coastal Cactus Wren
 - Mountain Lion
- Wildlife monitoring and movement studies
- Provides improved air quality



An Environmental Pioneer

Transportation Corridor Agencies

- TCA was an early partner and financial contributor to The Orange County Central/Coastal *Natural Communities Conservation Plan/Habitat Conservation Plan* in 1996
- Today, the NCCP/HCP stretches over 40,000 acres from the coast to the Cleveland National Forest and shelters several federally protected species and more than 30 sensitive species
- The coastal sage scrub found on half of the NCCP/HCP land represents one of the rarest ecosystems in the world – *often compared to the Amazon, Madagascar and the eastern Himalayas for its breadth of biodiversity*

In order to balance construction of The Toll Roads, TCA has restored and preserved in perpetuity more than 2,200 acres of open space in Orange County -- many of which are home to the federally protected songbird, the California gnatcatcher.

Maintaining Wildlife Corridors and Connectivity

Transportation Corridor Agencies

Wildlife Crossing



Conclusion

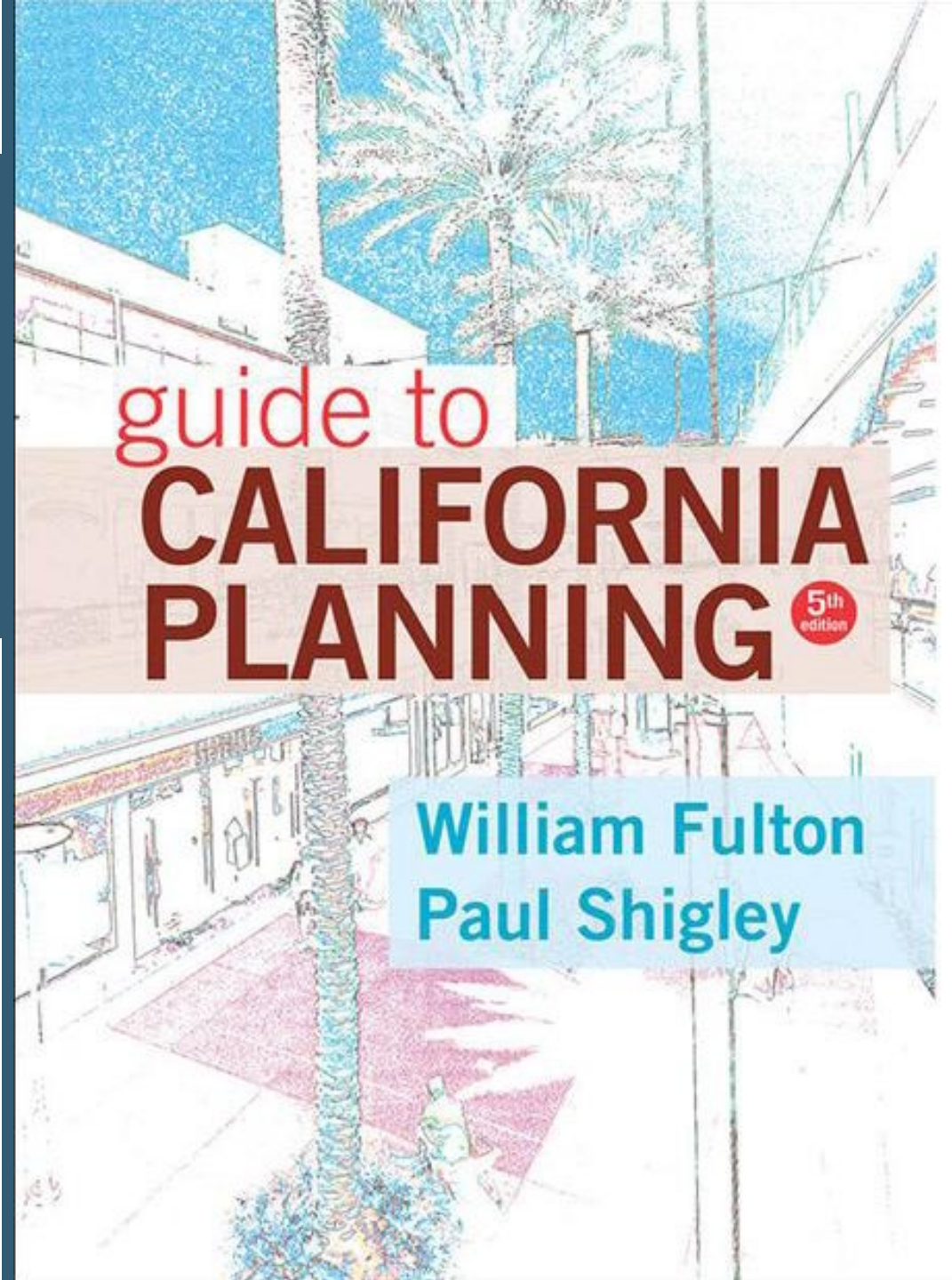
Transportation Corridor Agencies

Questions/Discussion

FIRST VISIONING, THEN PLANNING

Cynthia McDonald

EXCERPTS FROM GUIDE TO CALIFORNIA PLANNING



GUIDE TO CALIFORNIA PLANNING

The Process: Participation and Politics

A proposed general plan (or general plan revision) usually doesn't leap forward into public hearings fully formed. In most cities, the process begins with two steps: the creation of an advisory task force, often known as the "general plan advisory committee," and the selection of an outside general plan consultant. . . .

Some cities precede creation of the task force with a "visioning" process, in which the city and community leaders gather public input and attempt to reach a consensus about what sorts of things they want for the city . . . Sometimes the advisory task force undertakes the visioning process.

GUIDE TO CALIFORNIA PLANNING

The Process: Participation and Politics (continued)

An advisory committee is usually made up of 15 to 30 citizens who represent various neighborhoods, industries, and other interest groups in the city. . . . Over a period of months or even a few years, the consultant or lead staff person will work with the citizens committee to put together a draft of the general plan.

In most instances, the professional general plan team will provide the committee with technical background and make recommendations, while the committee will make the initial policy choices. . .

The rise of citizen power has changed the general plan process considerably, making it longer, more expensive, in some ways more cumbersome, in other ways more democratic.

GUIDE TO CALIFORNIA PLANNING

The Process: Participation and Politics (continued)

In many cities, city managers and council members resist broad public participation. They believe that an elite group of decisionmakers will make the most informed choices and prevent the process from getting bogged down. These city managers and council members say visioning and consensus-building is unrealistic.

Leaders in many other cities recognize that organized citizen groups cannot be ignored and welcome their participation. The state's General Plan Guidelines contain a chapter emphasizing the importance of public participation. To help avoid future conflicts, the guidelines strongly recommend early, frequent and broad public participation . . .¹

¹ Fulton, William; Shigley, Paul. Guide to California Planning, 5th edition (pp. 121-122). Solano Press Books. Kindle Edition.

WHAT ARE THE STATE GUIDELINES?

[A] general plan should start with a community's vision, but community engagement should continue throughout the process, from visioning to adoption and implementation, depending on the scope and extent of the project. . . The nature of the outreach process and its intended outcomes will differ in each stage of the update:



Exploration: The initial stages of outreach allow stakeholders to identify community strengths, assets, priorities for future development, and areas for improvement and, thus, to start the process of formulating a vision for the future. In addition, the exploration phase presents an opportunity to educate residents about land use planning principles prior to more extensive outreach.



Collaborative Action: After establishing a general baseline for community goals, planners should engage collaboratively with partners, considering different options for reaching the set goals and aligning policy priorities to attain the vision.

WHAT ARE THE STATE GUIDELINES?

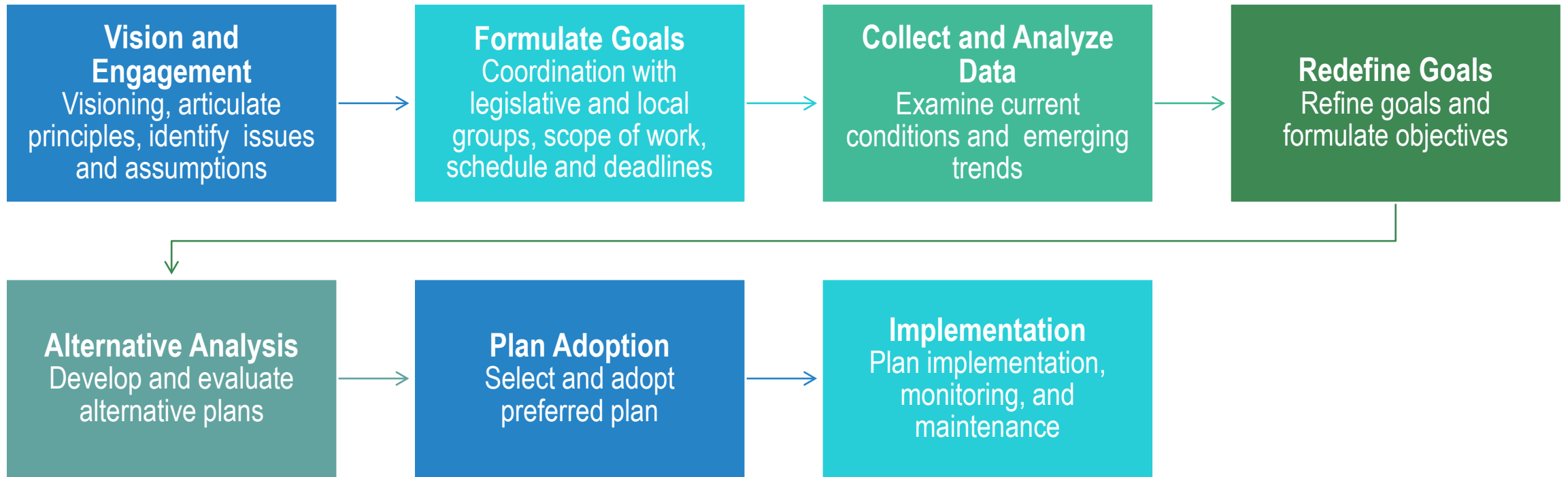


Decision Making: Exploration and collaboration should identify various policy priorities necessary for achieving the general plan vision. These priorities should then inform a framework to help identify policy options, choose among them, and assemble a draft plan.



Monitoring and Evaluation: Community engagement should continue after the plan is drafted. Updates on successful policy implementation and implementation challenges can be an opportunity to elicit feedback and help evaluate progress toward community goals.¹

¹ Governors Office of Planning Research. State of California General Plan Guidelines 2017 (p. 27).



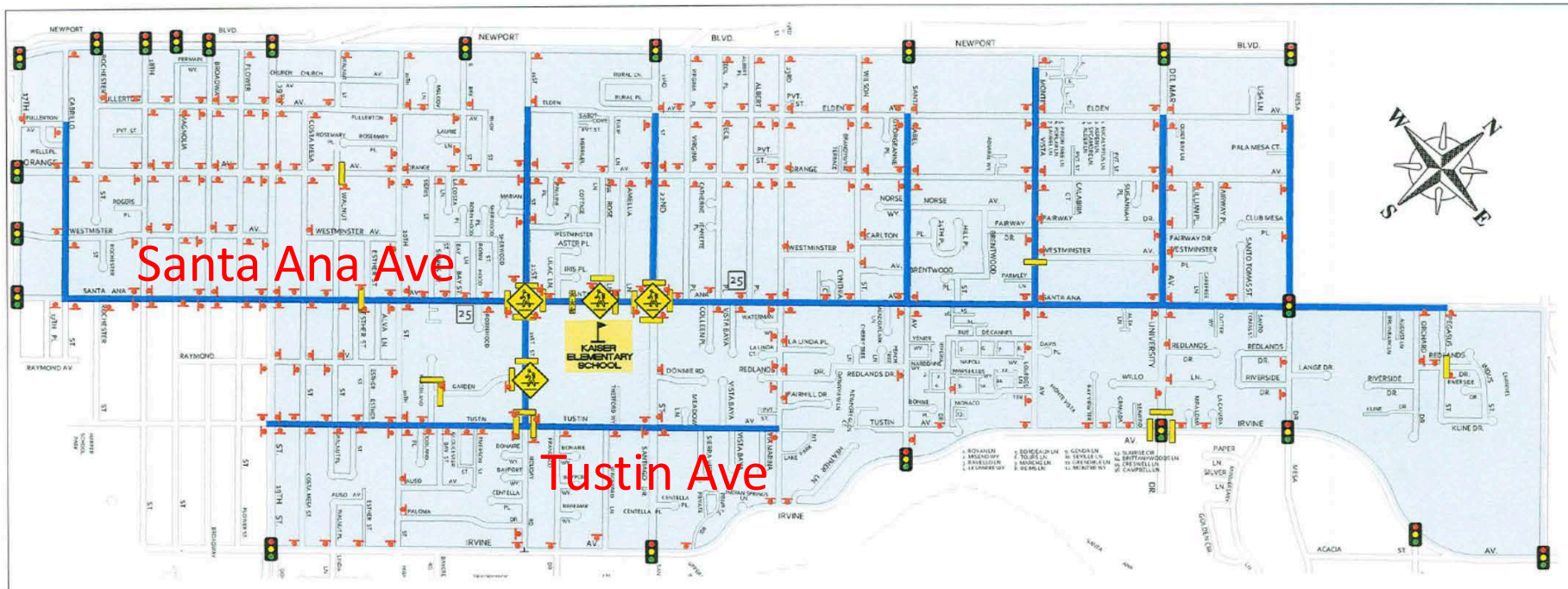
STATE GUIDELINE PROCESS

THANK YOU



Cynthia McDonald
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Can We Turn Suggested Routes
to School into Safe Routes to
School?



LEGEND

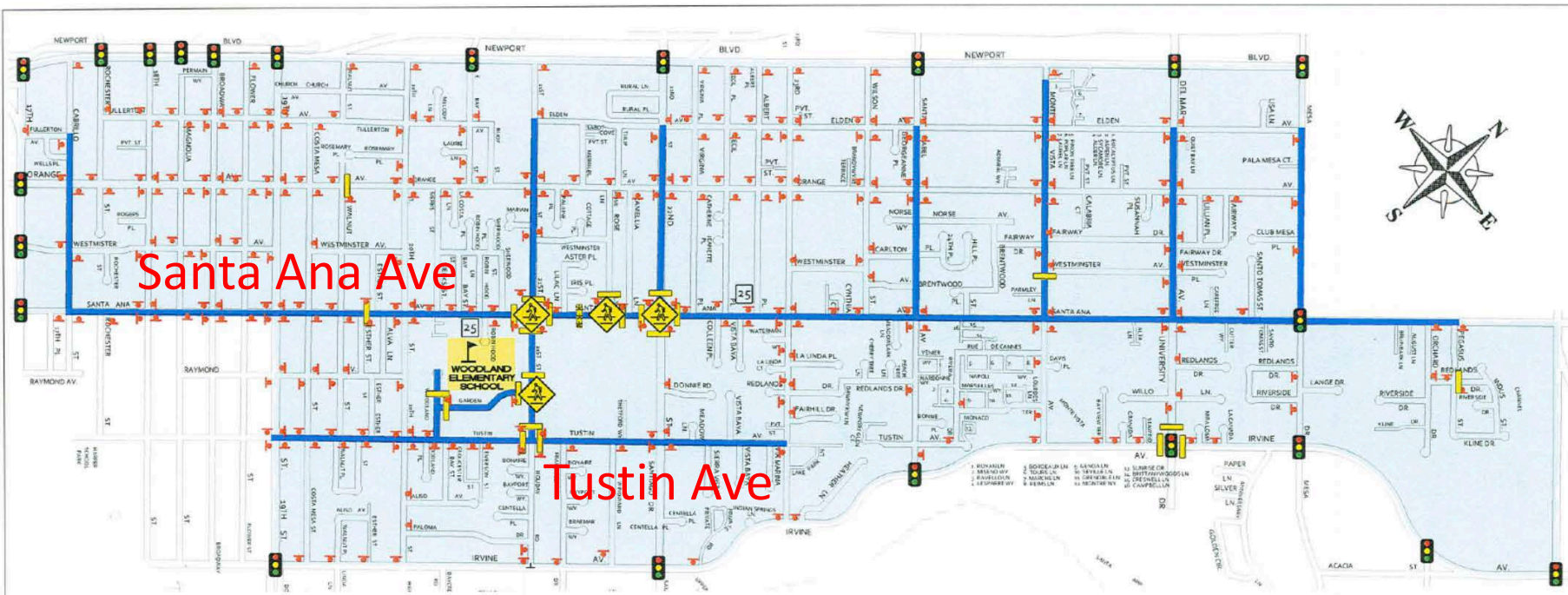
- | | | | |
|--|---------------------------|--|---------------------|
| | Suggested Route to School | | Stop Control |
| | Crossing Guard | | Attendance Boundary |
| | School Crosswalk | | Radar Speed Sign |
| | Flashing Crosswalk | | School Location |
| | Traffic Signal | | |



Kaiser Elementary School Suggested Route to School Map



175-003
2/10/10



Santa Ana Ave

Tustin Ave

LEGEND

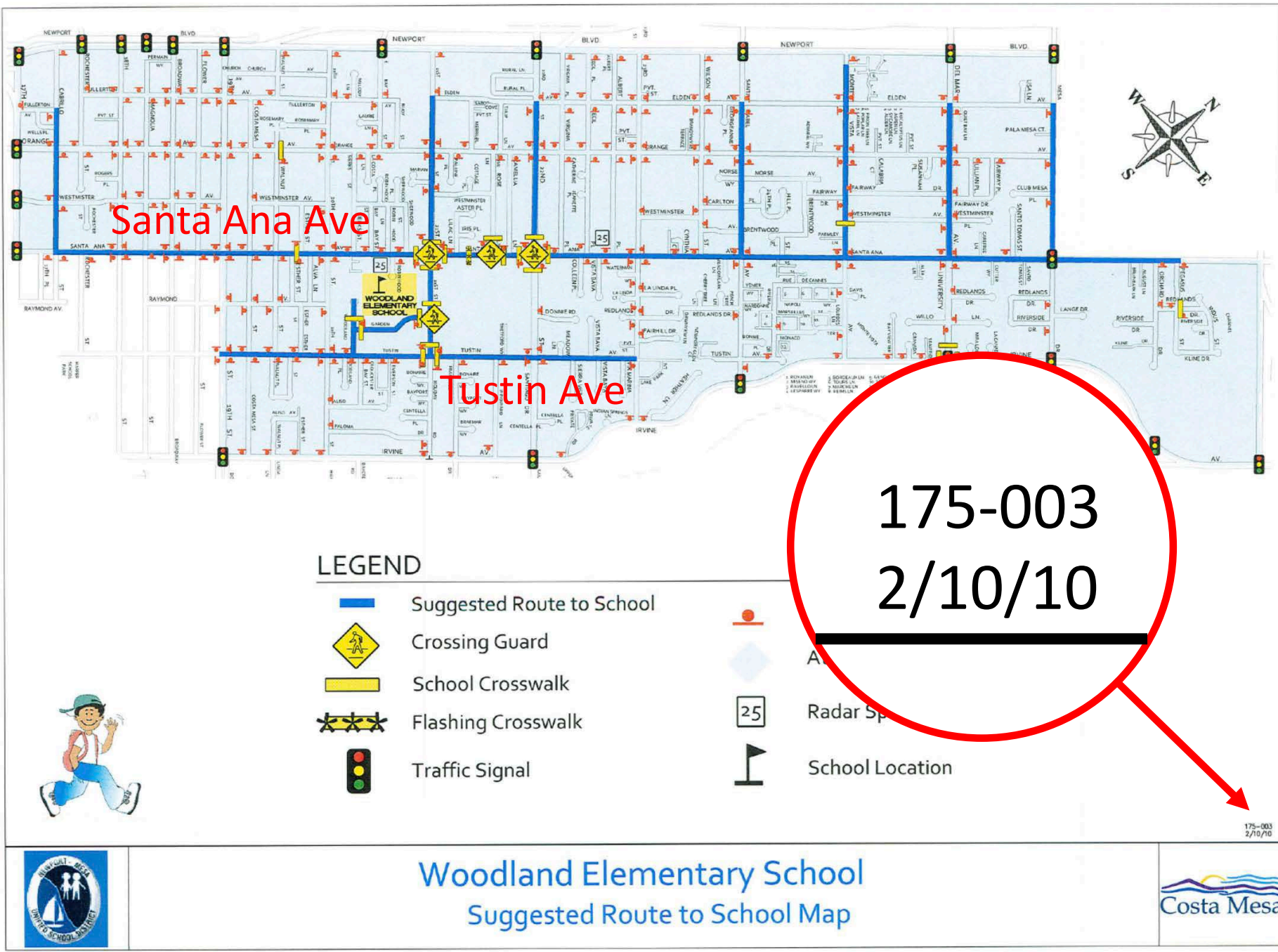
-  Suggested Route to School
-  Crossing Guard
-  School Crosswalk
-  Flashing Crosswalk
-  Traffic Signal
-  Stop Control
-  Attendance Boundary
-  Radar Speed Sign
-  School Location



Woodland Elementary School Suggested Route to School Map



175-003
2/10/10







Santa Ana Ave

Tustin Ave

175-003
2/10/10

LEGEND

-  Suggested Route to School
-  Crossing Guard
-  School Crosswalk
-  Flashing Crosswalk
-  Traffic Signal

-  Radar Sp
-  School Location



Woodland Elementary School
Suggested Route to School Map



Why these are good candidates for example routes

- Routes for two schools are already consolidated
- Existing strong culture of walking and bicycling
- Direct route already has some bicycle facilities
- Improvements would benefit other schools (Ensign, Newport Harbor) that draw from the same neighborhoods, as well as adults (17th Street)
- Fully within Costa Mesa's jurisdiction

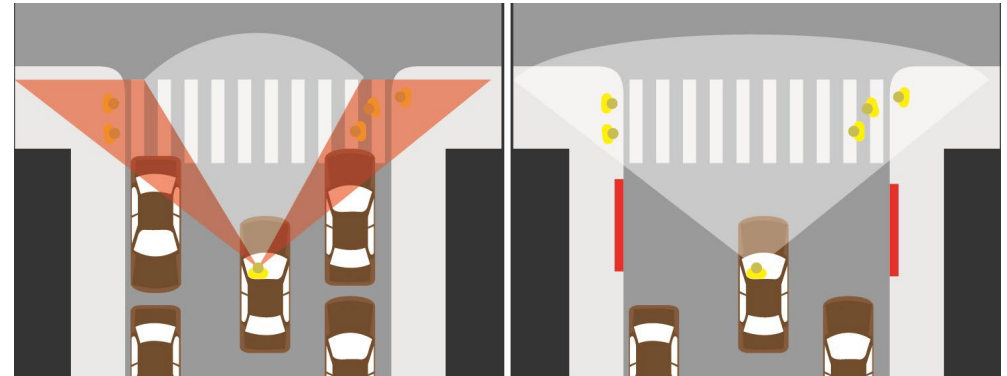
Some ideas to improve the routes

- **Make the route signage intentionally educational**



Some ideas to improve the routes

- **Orient infrastructure toward all ages and all abilities**



Some ideas to improve the routes

- **Make school zones unmistakable and behavior-defining**



Why I support Measure K

By Marc Vukceovich

What is Measure K?

It's a ballot measure just for Costa Mesa that lets the city plan its own housing future instead of Sacramento

So why do i support Measure K?

#1 Measure K will help solve traffic

80,000 people drive in to work in Costa Mesa
every day

A mismatch between economic centers and housing

Economic powerhouses:

Costa Mesa

Irvine

Los Angeles

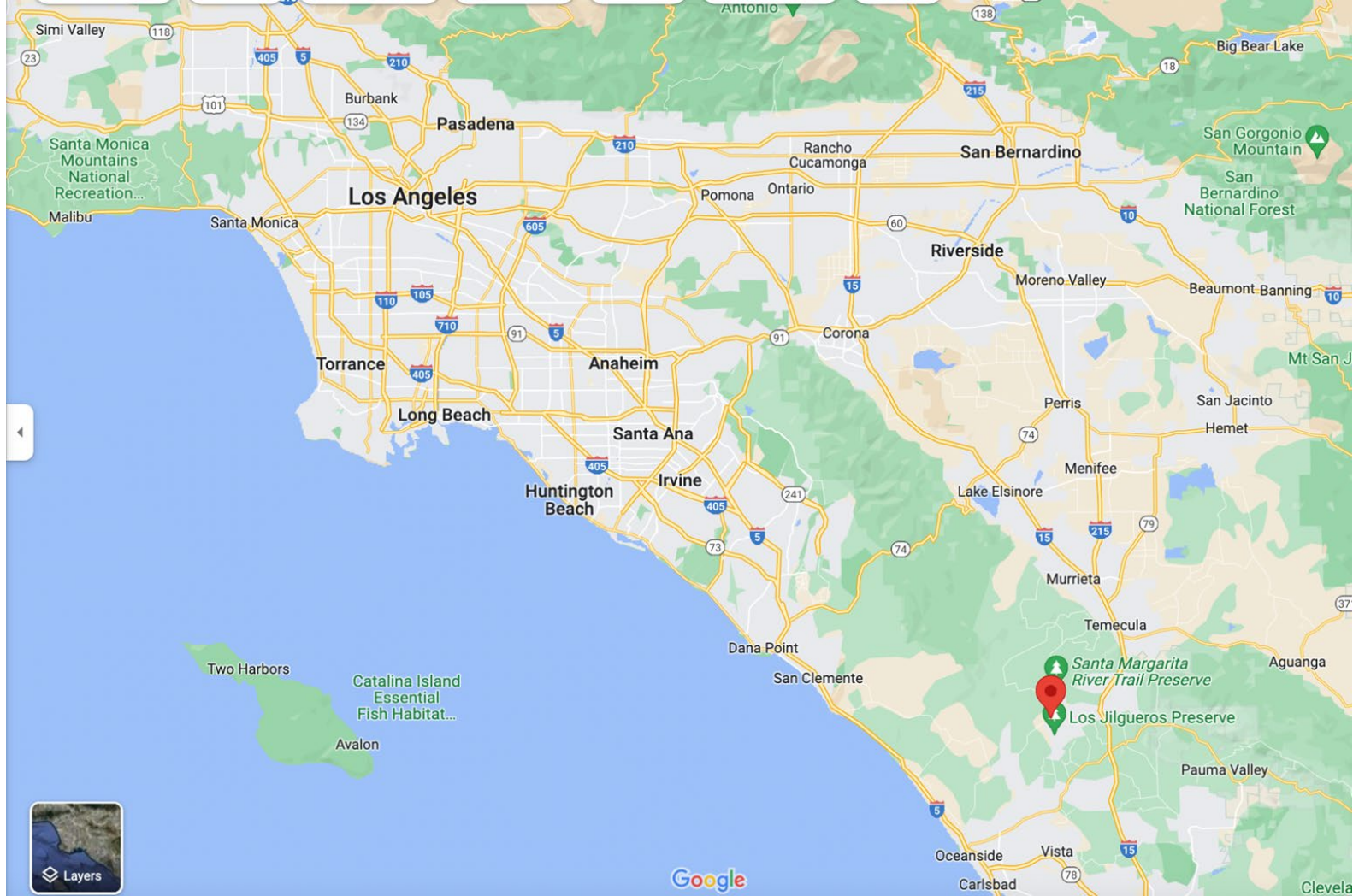
Long Beach

Homes:

Riverside

San Bernandino

Temecula



#2 Measure K will help fund our schools and
parks
(with no new taxes)

#3 K is the first step to stabilizing, rapidly rising rents.

#4 Measure K keeps my favorite people in Costa Mesa

- Those guys who work at Taco Mesa, esp the one who always calls me Marco
- My favorite baristas at my favorite coffee shops
- The tellers at my bank who always smile when I'm grumpy

These people deserve a reasonably priced place to live.

All of them should be able to live in the great city of Costa Mesa



So this November,

Beat traffic

(also pollution, climate change, and unhappy commutes)

Vote YES on Measure K

Fund our schools and parks

Vote YES on Measure K

Make Costa Mesa affordable
again

Vote YES on Measure K

Let's make a Costa Mesa for
everyone

Vote like your rent depends on
it

Vote like Costa Mesa Depends
on it

Vote YES on Measure K



Table B-1: Summary of RHNA Status and Sites Inventory

	Very Low Income	Low Income	Moderate Income*	Above Moderate Income	Total
RHNA (2021-2029)	2,919	1,794	2,088	4,959	11,760
Units Constructed in Projection Period (Begins June 30, 2021)	3	19	9	8	39
Remaining Unmet RHNA	2,916	1,775	2,079	4,951	11,721
Large Sites					
Fairview Developmental Center	575	345	690	690	2,300
Sakioka Lot 2	120	60	120	900	1,200
Home Ranch	221	110	221	1,663	2,215
Senior Center Housing Project	40	20	0	0	60
Pacific Arts Plaza and Town Center	53	27	53	402	535
Total Potential Capacity - Large Sites	1,009	562	1,084	3,655	6,310
Overlays, Specific Plans, and Urban Plans					
North Costa Mesa Specific Plan	1,269	632	1,269	3,265	6,435
SoBECA Urban Plan	141	67	141	383	732
Mesa West Bluff Urban Plan	208	100	208	555	1,071
19 West Urban Plan	123	59	123	335	640
Harbor Mixed Use Overlay	286	135	286	778	1,485
Total Potential Capacity - Overlays, Specific Plans, and Urban Plans	2,027	993	2,027	5,316	10,363
Projected ADU Construction					
Projected ADU Construction	143	246	172	11	572
Sites Inventory Total					
Total Units towards RHNA	3,179	1,801	3,283	8,982	17,245
Total Capacity Over RHNA Categories	109%	101%	158%	181%	147%



Table B-3: Sites to Accommodate Costa Mesa 2021-2029 RHNA

Note: This table is sorted by unique identifier (Unique ID). The unique identifiers were established at the beginning of the sites analysis process. Some sites were removed as part of the analysis and sites were not renumbered to retain continuity for the community and other users when referring to specific sites.

APN	Unique ID	ADDRESS	OWNER	ZONING	COUNCIL DISTRICT	Specific Plans	Size (Ac)	Density	Vacant	Potential Consolidation	Used in 5th Cycle	Very Low (20%)	Low (10%)	Moderate (20%)	Above Moderate (50%)	Notes
424-191-10	10	821 W 19th St	WATTS RICHARD C TR	C1	4	19 West	0.69	50				6	3	6	19	Small commercial uses in a strip mall center. Approximately half of the parcel is surface parking and property abuts a major transportation corridor (19th Street) and existing multi-family. Shopping Center shows no recent sign of renovation.
424-191-11	11	817 W 19th St	TRAUTWEIN LLC, L & M PROPERTY MANAGEMENT	C1	4	19 West	1.56	50				15	7	15	40	El Metate market and adjacent small commercial uses in a strip mall center. Approximately half of the parcel is surface parking and property abuts a major transportation corridor (19th Street) and existing multi-family. Shopping Center shows no recent sign of renovation.
424-202-02	12	719 W 19th St	PANGE MARC C TR PANGE REVOC TR	C1	4	19 West	1.29	50			Yes	12	6	12	34	Small commercial uses in a strip mall center. Approximately half of the parcel is surface parking and property abuts a major transportation corridor (19th Street). Shopping Center shows no recent sign of renovation.
424-202-03	13	707 W 19th St	MUNOZ FAMILY PROPERTIES LLC	C1	4	19 West	2.00	50				19	9	19	52	Existing single-user (Smart&Final) with large surface parking lot. Potential to redevelop for mixed-use adjacent to major transportation corridor (19th Street).
424-211-01	14	695 W 19th St	CITY OF COSTA MESA	C1	5	19 West (Senior)	2.66	50				40	20	0	0	Proposed Senior Center Housing project.
424-281-20	16	1710 Pomona Ave	PACIFIC MESA PROPERTIES	MG	5	19 West	1.08	50				10	5	10	28	Existing self-storage facility in close proximity to new residential uses and major transportation corridor (17th Street).
424-281-21	17	670 W 17th St	PACIFIC MESA PROPERTIES	MG	5	19 West	1.06	50				10	5	10	28	Existing 2-story office and commercial uses in close proximity to new residential uses and major transportation corridor (17th Street).
424-281-22	18	660 W 17th St	PACIFIC MESA PROPERTIES	MG	5	19 West	2.22	50				22	11	22	55	Existing self-storage facility and light industrial/commercial use in close proximity to new residential uses and major transportation corridor (17th Street).



WEDNESDAY, OCTOBER 5, 2022

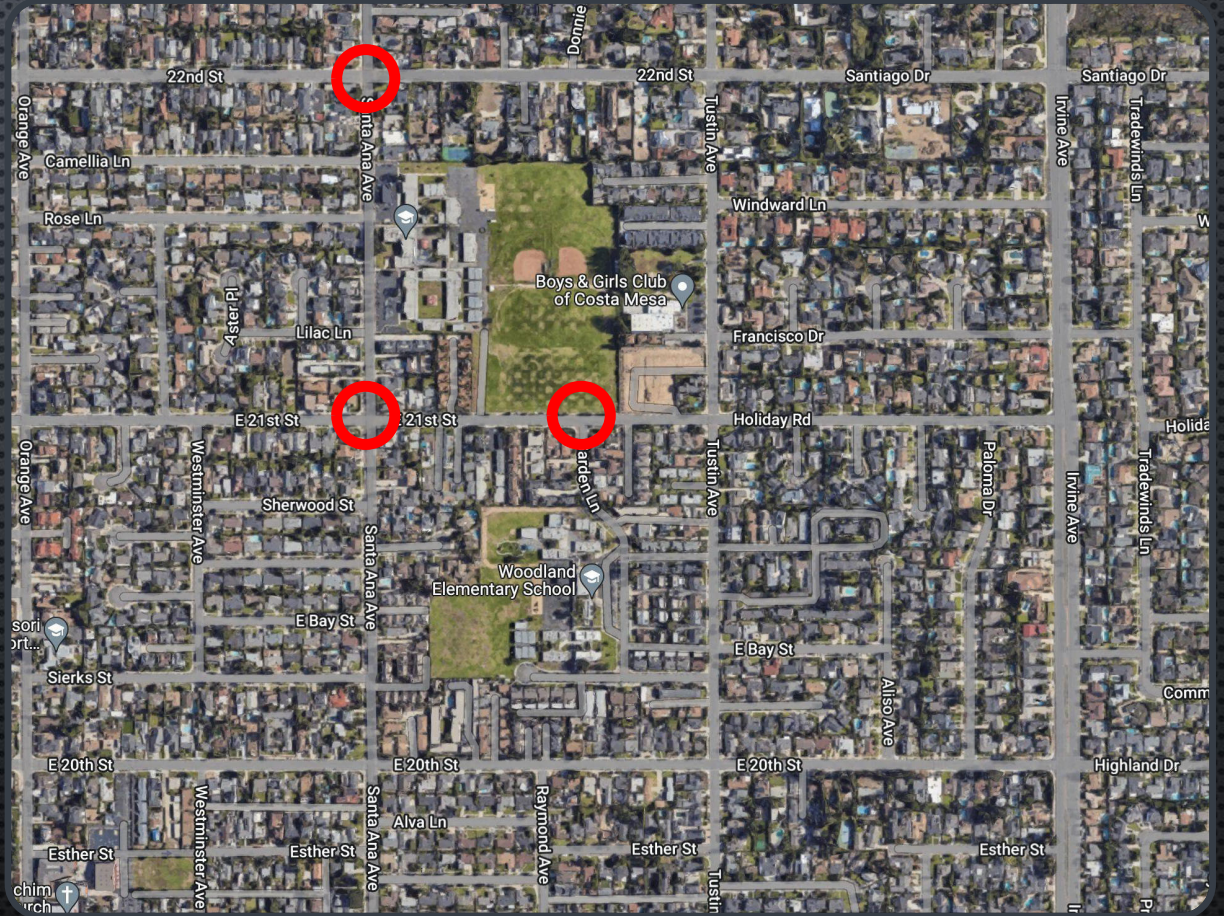
On Wednesday, parents, children, school staff and our police officers will come together to promote the promise of healthier, happier students; quieter, cleaner and safer streets; and more connected neighborhoods.

We hope you will join us for this fun event!

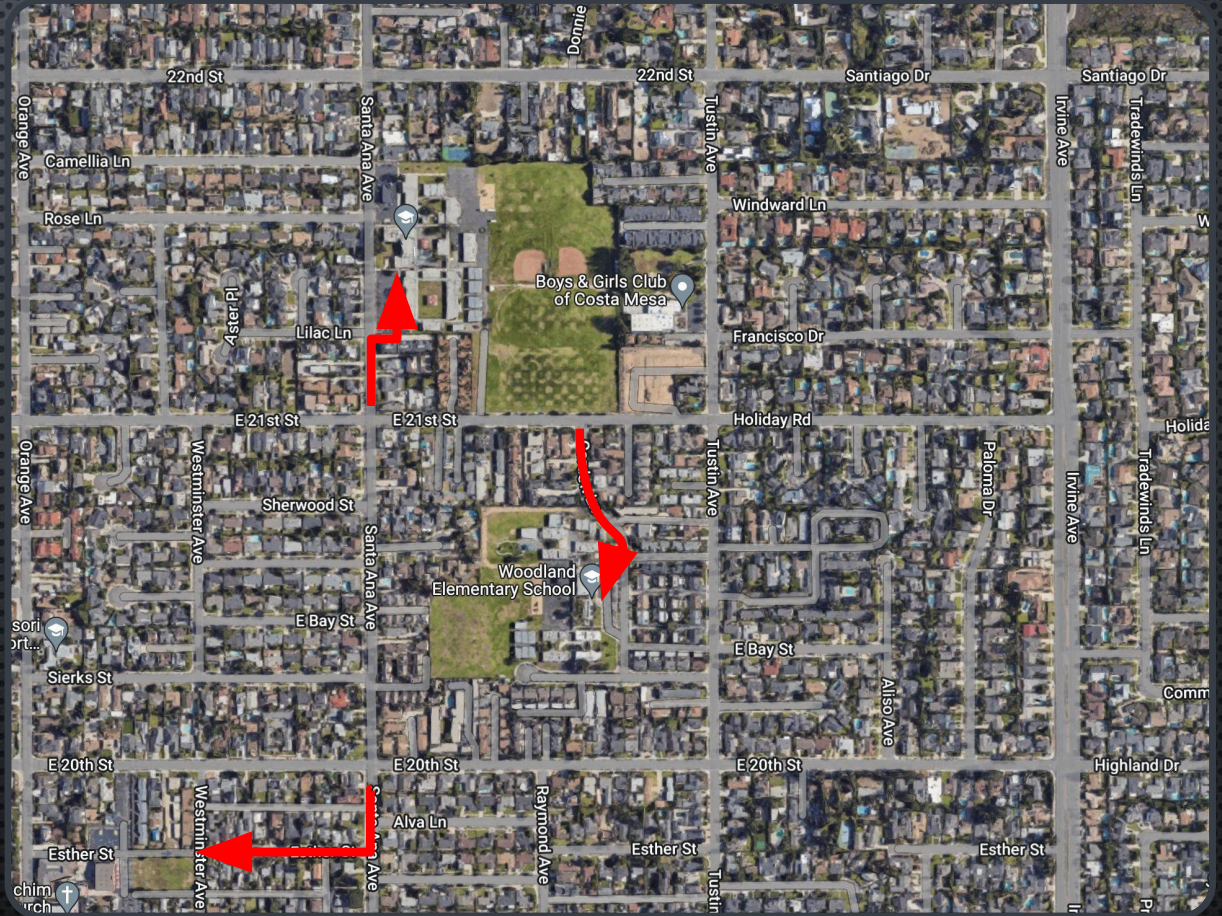
Why Walk (or Bike/Skateboard/Scooter)?

- When walking, biking or rolling to school together, families can appreciate things they don't notice while driving, see friends and neighbors and feel connected with their community.
- Active trips to school enable students to incorporate the physical activity they need each day while also forming healthy habits that can last a lifetime.
- When families decide to lace up their sneakers or strap on their bike helmets to get to school instead of riding in a car, they help reduce the amount of air pollutants emitted by automobiles.

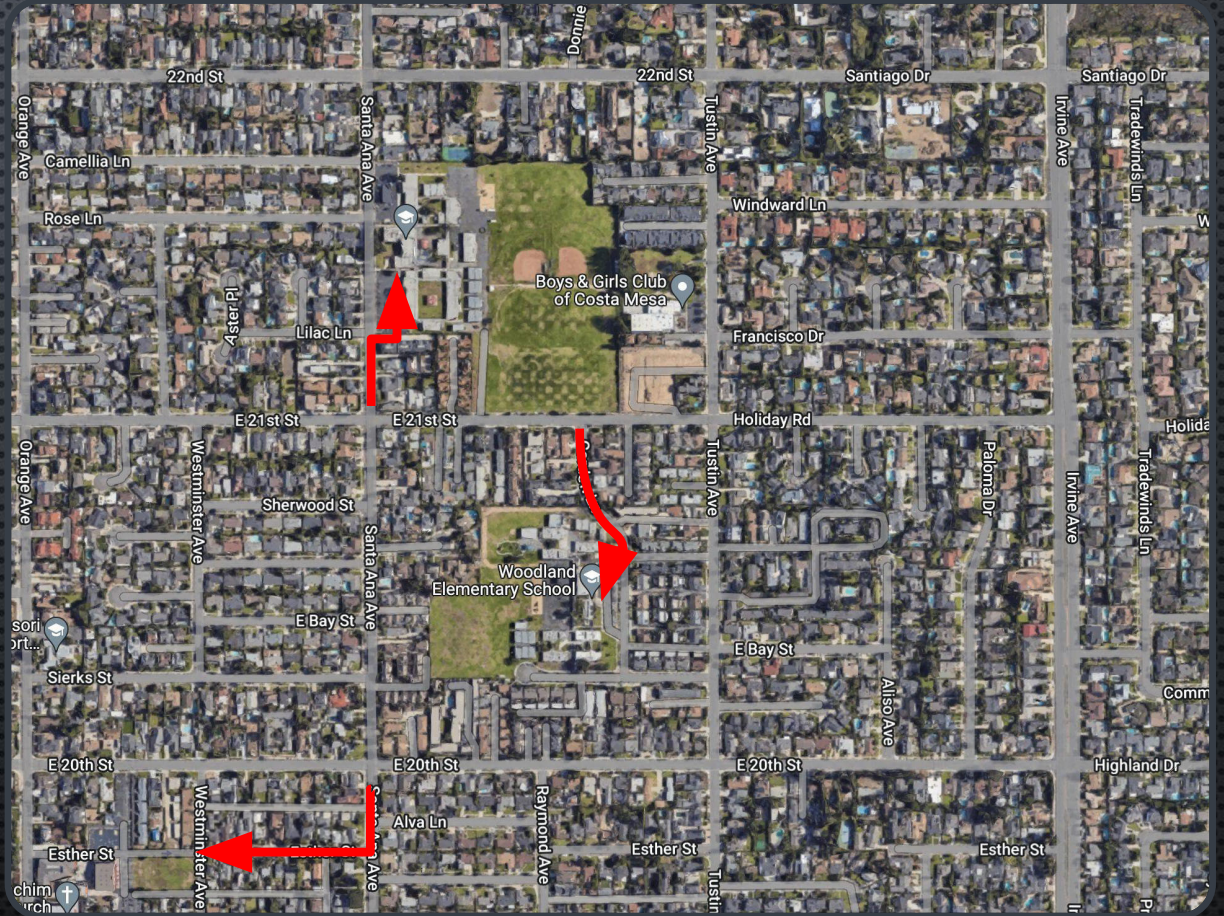
- Drivers are often reckless and disrespect the crossing guards



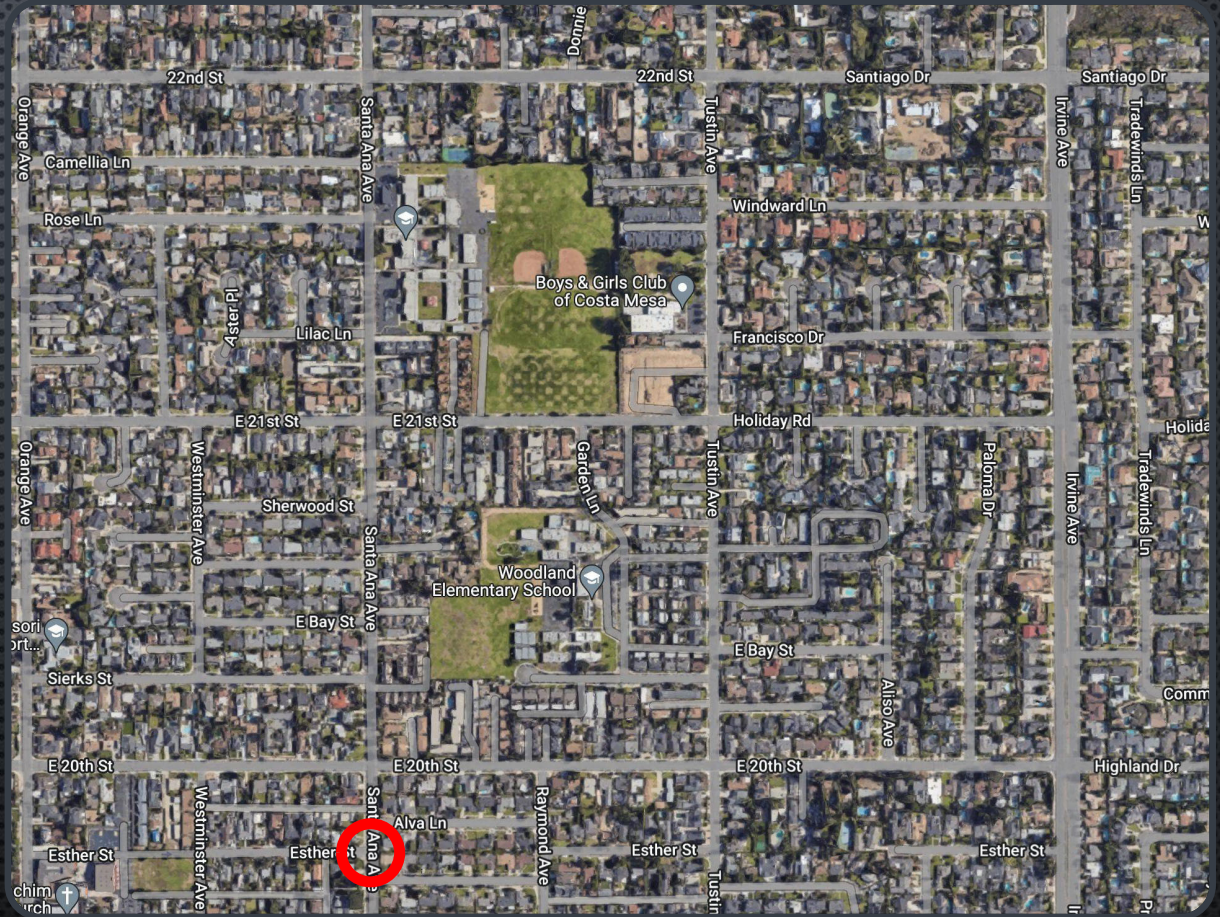
- Drivers are often reckless and disrespect the crossing guards
- Dropoff/pickup lines block both car and bike lanes



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- Drivers are often reckless and disrespect the crossing guards
- Dropoff/pickup lines block both car and bike lanes
- Midblock crosswalks are ignored





VEHICLE CODE - VEH

DIVISION 1. WORDS AND PHRASES DEFINED [100 - 681]

(DIVISION 1 ENACTED BY STATS. 1959, CH. 3.)

275.

"CROSSWALK" IS EITHER:

(A) THAT PORTION OF A ROADWAY INCLUDED WITHIN THE PROLONGATION OR CONNECTION OF THE BOUNDARY LINES OF SIDEWALKS AT INTERSECTIONS WHERE THE INTERSECTING ROADWAYS MEET AT APPROXIMATELY RIGHT ANGLES, EXCEPT THE PROLONGATION OF SUCH LINES FROM AN ALLEY ACROSS A STREET.

(B) ANY PORTION OF A ROADWAY DISTINCTLY INDICATED FOR PEDESTRIAN CROSSING BY LINES OR OTHER MARKINGS ON THE SURFACE.

VEHICLE CODE - VEH

DIVISION 11. RULES OF THE ROAD [21000 - 23336]

(DIVISION 11 ENACTED BY STATS. 1959, CH. 3.)

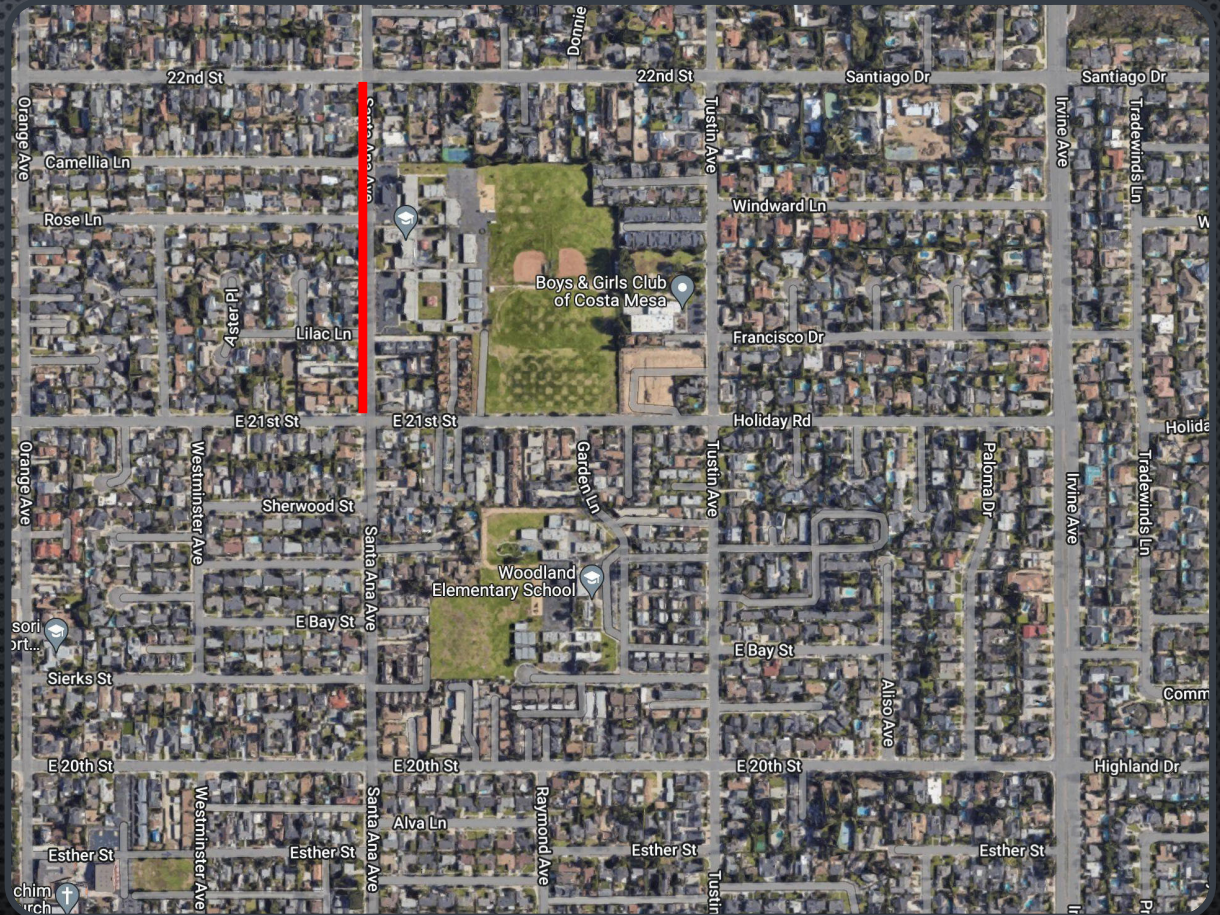
CHAPTER 5. PEDESTRIANS' RIGHTS AND DUTIES [21949 - 21971]

(CHAPTER 5 ENACTED BY STATS. 1959, CH. 3.)

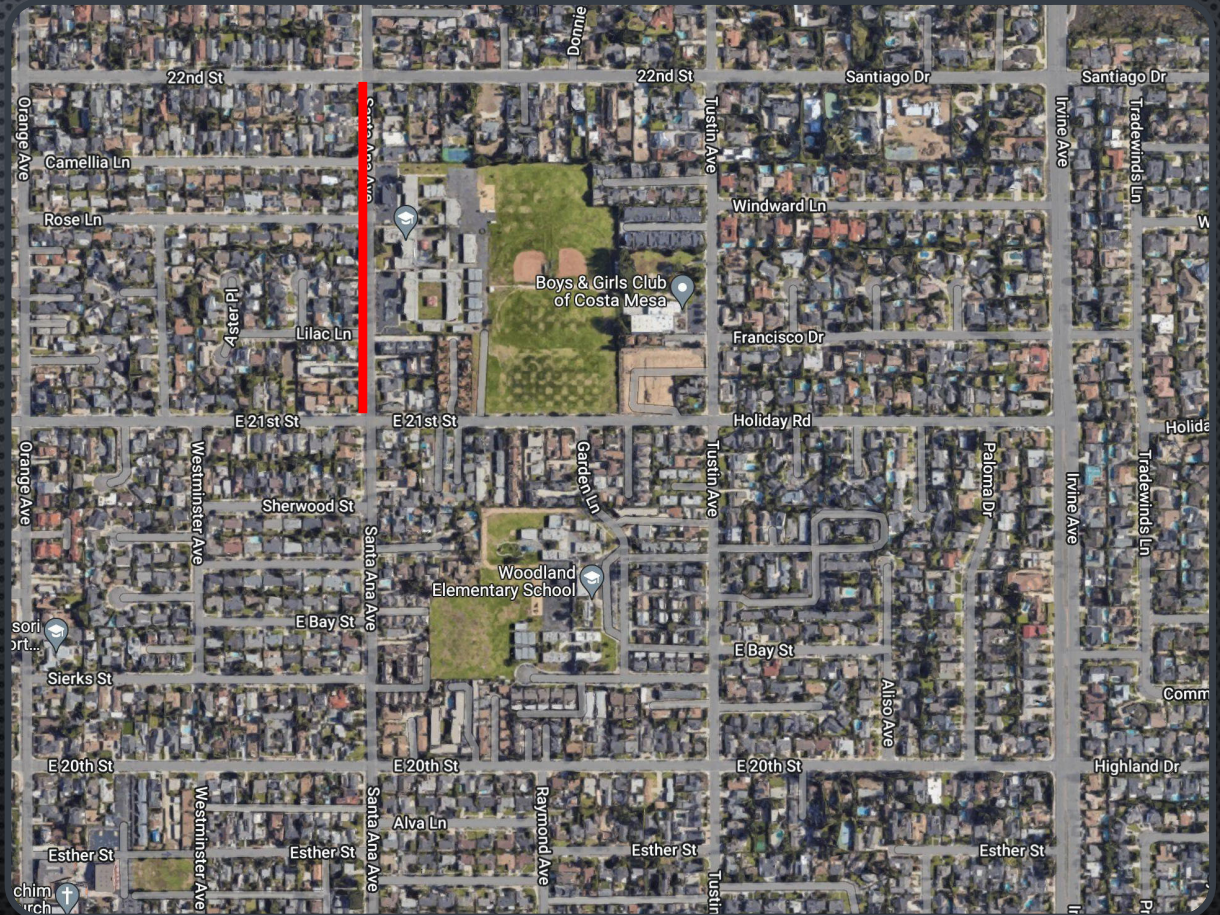
21950.

(A) THE DRIVER OF A VEHICLE SHALL YIELD THE RIGHT-OF-WAY TO A PEDESTRIAN CROSSING THE ROADWAY WITHIN ANY MARKED CROSSWALK OR WITHIN ANY UNMARKED CROSSWALK AT AN INTERSECTION, EXCEPT AS OTHERWISE PROVIDED IN THIS CHAPTER.

- Drivers are often reckless and disrespect the crossing guards
- Dropoff/pickup lines block both car and bike lanes
- Midblock crosswalks are ignored
- Bike lanes disappear



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- Bike lanes disappear







- MODAL FILTERS



- MODAL FILTERS
- PAINT AND PLANTS



- MODAL FILTERS
- PAINT AND PLANTS
- SIMPLE BIKE LANE PROTECTION



- MODAL FILTERS
- PAINT AND PLANTS
- SIMPLE BIKE LANE PROTECTION
- RAISED CROSSWALKS



- MODAL FILTERS
- PAINT AND PLANTS
- SIMPLE BIKE LANE PROTECTION
- RAISED CROSSWALKS
- DAYLIGHTED INTERSECTIONS





- Let's do everything we can to promote these things every day:
 - The promise of healthier, happier students,
 - Quieter, cleaner, & safer streets, and
 - More connected neighborhoods

