



# Orange County Transportation Authority

## Regional Transportation Planning Committee Agenda

### Monday, May 1, 2023 at 10:30 a.m.

Board Room, 550 South Main Street, Orange, California

#### **Committee Members**

Andrew Do, Chairman  
Doug Chaffee, Vice Chairman  
Jon Dumitru  
Jamey Federico  
Katrina Foley  
Patrick Harper  
Farrah N. Khan

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the Orange County Transportation Authority (OCTA) Clerk of the Board's office at (714) 560-5676, no less than two business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

#### **Agenda Descriptions**

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committee may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

#### **Public Availability of Agenda Materials**

All documents relative to the items referenced in this agenda are available for public inspection at [www.octa.net](http://www.octa.net) or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

#### **Meeting Access and Public Comments on Agenda Items**

Members of the public can either attend in-person or listen to audio live streaming of the Board and Committee meetings by clicking this link: <https://octa.legistar.com/Calendar.aspx>

#### **In-Person Comment**

Members of the public may attend in-person and address the Board regarding any item. Please complete a speaker's card and submit it to the Clerk of the Board or notify the Clerk of the Board the item number on which you wish to speak. Speakers will be recognized by the Chairman at the time the agenda item is to be considered. Comments shall be limited to three minutes.

#### **Written Comment**

Written public comments may also be submitted by emailing them to [ClerkOffice@octa.net](mailto:ClerkOffice@octa.net), and must be sent by 5:00 p.m. the day prior to the meeting. If you wish to comment on a specific agenda item, please identify the item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

# REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

---

## Call to Order

## Pledge of Allegiance

Director Harper

## Special Calendar

There are no Special Calendar matters.

## Consent Calendar (Items 1 through 3)

All items on the Consent Calendar are to be approved in one motion unless a Committee Member or a member of the public requests separate action or discussion on a specific item.

### 1. Approval of Minutes

#### ***Recommendation***

Approve the minutes of the April 3, 2023 Regional Transportation Planning Committee meeting.

#### ***Attachments:***

[Minutes](#)

### 2. Agreement for Demographic Research

Anup Kulkarni/Kia Mortazavi

#### ***Overview***

Orange County's demographic data is developed by the Center for Demographic Research at California State University Fullerton and used for various planning activities. A recommendation to continue this effort through a multi-agency funding agreement is provided for review and approval.

#### ***Recommendation***

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2445 with the California State University, Fullerton Center for Demographic Research, in an amount not to exceed \$405,743, for a term of three years, to provide Orange County demographic data.

#### ***Attachments:***

[Staff Report](#)

[Attachment A](#)

# REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

## AGENDA

---

### 3. **Regional Planning Update**

Angel Garfio/Kia Mortazavi

#### **Overview**

Regular updates on regional planning matters are provided to highlight current transportation planning issues impacting the Orange County Transportation Authority and the Southern California region. This update focuses on the California Department of Transportation, District 12 Interstate 5 Managed Lanes Project and the Southern California Association of Governments' 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy.

#### **Recommendation**

Receive and file as an information item.

#### **Attachments:**

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

[Attachment F](#)

### **Regular Calendar**

### 4. **Consultant Selection for Construction Management Support Services for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue**

Jeannie Lee/James G. Beil

#### **Overview**

On December 12, 2022, the Orange County Transportation Authority Board of Directors authorized the release of a request for proposals to provide construction management support services for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue. Board of Directors' approval is requested for the selection of a firm to perform the required work.

#### **Recommendations**

- A. Approve the selection of WSP USA Inc., as the firm to provide construction management support services for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue.
  
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-2-2919 between the Orange County Transportation Authority and WSP USA Inc., to provide construction management support services for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue.

# REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

## AGENDA

---

***Attachments:***

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

**5. Final Draft Long-Range Transportation Plan**

Gregory Nord/Kia Mortazavi

***Overview***

The Long-Range Transportation Plan provides a vision for Orange County's regional transportation system over the next 20+ years. The final draft plan has been prepared, incorporating feedback from public review of the draft document. With direction from the Board of Directors, the final draft plan will be finalized and submitted to the Southern California Association of Governments as input into the 2024 Regional Transportation Plan and Sustainable Communities Strategy that is currently in development.

***Recommendation***

Direct staff to finalize the Long-Range Transportation Plan and submit it to the Southern California Association of Governments as input into the 2024 Regional Transportation Plan and Sustainable Communities Strategy.

***Attachments:***

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Presentation](#)

### Discussion Items

**6. Update on the Interstate 5 Improvement Project Between State Route 73 and El Toro Road**

Niall Barrett/James G. Beil

***Overview***

Construction activities continue on the Interstate 5 Improvement Project Between State Route 73 and El Toro Road. This presentation provides a status of the latest progress and upcoming milestones.

***Attachments:***

[Presentation](#)

**7. Public Comments**

**8. Chief Executive Officer's Report**

## REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

---

9. **Committee Members' Reports**

10. **Closed Session**

There are no Closed Session items scheduled.

11. **Adjournment**

The next regularly scheduled meeting of this Committee will be held:

**10:30 a.m. on Monday, June 5, 2023**

OCTA Headquarters  
550 South Main Street  
Orange, California



# MINUTES

## *Regional Transportation Planning Committee Meeting*

---

### **Committee Members Present**

Andrew Do, Chairman  
Doug Chaffee, Vice Chairman  
Jon Dumitru  
Jamey Federico  
Katrina Foley  
Patrick Harper  
Farrah N. Khan

### **Staff Present**

Darrell E. Johnson, Chief Executive Officer  
Jennifer L. Bergener, Deputy Chief Executive Officer  
Allison Cheshire, Clerk of the Board Specialist, Senior  
Gina Ramirez, Clerk of the Board Specialist, Principal  
James Donich, General Counsel  
OCTA Staff

### **Committee Members Absent**

None

### **Call to Order**

The April 3, 2023, regular Regional Transportation Planning Committee meeting was called to order by Committee Chairman Do at 10:30 a.m.

### **Consent Calendar (Items 1 through 7)**

#### **1. Approval of Minutes**

A motion was made by Director Harper, seconded by Committee Vice Chairman Chaffee, and declared passed by those present to approve the March 6, 2023 minutes of the Regional Transportation Planning Committee meeting.

#### **2. Cooperative Agreement with the California Department of Transportation for the Interstate 605/Katella Avenue Interchange Project**

A motion was made by Director Harper, seconded by Committee Vice Chairman Chaffee, and declared passed by those present, to:

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-3-2384 between the Orange County Transportation Authority and the California Department of Transportation, in an amount of \$27,120,000, for construction capital and construction management support, for the Interstate 605/Katella Avenue Interchange Project.
- B. Authorize the use of an additional \$2,320,000 in Measure M2 funds for construction support for the Interstate 605/Katella Avenue Interchange Project.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

Director Foley was not present to vote on this item.



**3. Amendment to Agreement for Additional Design Services for the Interstate 605/Katella Avenue Interchange Project**

A motion was made by Director Harper, seconded by Committee Vice Chairman Chaffee, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Agreement No. C-0-2186 between the Orange County Transportation Authority and Michael Baker International, Inc., in the amount of \$381,281, for additional design services for the Interstate 605/Katella Avenue Interchange Project. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$3,125,172.

Director Foley was not present to vote on this item.

**4. Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between La Palma Avenue and State Route 55**

A motion was made by Director Harper, seconded by Committee Vice Chairman Chaffee, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-9-1557 between the Orange County Transportation Authority and WKE, Inc., in the amount of \$1,193,698, for additional design services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$15,308,548.

Director Foley was not present to vote on this item.

**5. Fiscal Year 2023-24 Measure M2 Maintenance of Effort Adjustment and Updates to the Eligibility, Countywide Pavement Management Plan, and Local Signal Synchronization Plan Guidelines**

A motion was made by Director Harper, seconded by Committee Vice Chairman Chaffee, and declared passed by those present, to:

- A. Approve the maintenance of effort benchmark adjustments for the fiscal year 2023-24 eligibility cycle per Measure M2 Ordinance No.3 requirements.
- B. Approve proposed revisions to the Measure M2 Eligibility, Countywide Pavement Management Plan, and Local Signal Synchronization Plan guidelines.

Director Foley was not present to vote on this item.



**6. Comprehensive Transportation Funding Programs - 2023 Call for Projects Programming Recommendations**

A motion was made by Director Harper, seconded by Committee Vice Chairman Chaffee, and declared passed by those present, to:

- A. Approve the award of \$33.48 million in 2023 Regional Capacity Program (Project O) funds to seven local jurisdiction projects.
- B. Approve the award of \$3.66 million in 2023 Regional Traffic Signal Synchronization Program (Project P) funds to three local jurisdiction projects.

Director Foley was not present to vote on this item.

**7. Amendments to the Master Plan of Arterial Highways**

A motion was made by Director Harper, seconded by Committee Vice Chairman Chaffee, and declared passed by those present, to:

- A. Conditionally approve the amendments to the Master Plan of Arterial Highways to reclassify the facilities listed below in the cities of Fullerton and Irvine. Each proposed amendment will become final contingent upon the Orange County Transportation Authority receiving documentation demonstrating that the respective general plan has been amended accordingly and has complied with the California Environmental Quality Act requirements.
  - Fullerton: Reclassify Associated Road between Imperial Highway and Bastanchury Road from a secondary (four-lane, divided) arterial to a divided collector (two-lane, divided) arterial.
  - Irvine: Reclassify Red Hill Avenue between MacArthur Boulevard and Main Street from a major (six-lane, divided) arterial to a primary (four-lane, divided) arterial.

If the cities of Fullerton and Irvine do not update their respective general plans within three years to reflect the Master Plan of Arterial Highways amendment, the contingent approval of this requested amendment will expire but can be returned to the Orange County Transportation Authority Board of Directors for reconsideration and action



If the original proposed Master Plan of Arterial Highways amendment is modified as a result of the California Environmental Quality Act and/or general plan amendment process, the modified Master Plan of Arterial Highways amendment shall be returned to the Orange County Transportation Authority Board of Directors for consideration and action.

- B. Direct the Chief Executive Officer or his designee to negotiate and execute the memorandum of understanding between Orange County Transportation Authority and the cities of Irvine and Santa Ana related to the proposed mitigation program.
- C. Direct the Executive Director of Planning, or his designee, to file a Notice of Exemption from the California Environmental Quality Act in support of the Master Plan of Arterial Highways amendment.
- D. Receive and file a status report on the pending Master Plan of Arterial Highways amendments.

Director Foley was not present to vote on this item.

### **Discussion Items**

#### **8. California Department of Transportation Interstate 5 Managed Lanes Project Update**

Chris Flynn, Deputy District Director, Environmental and Planning Services, California Department of Transportation (Caltrans), provided a presentation on this item.

A discussion ensued among the Members and staff regarding the following:

- Role of Orange County Transportation Authority (OCTA) in the project
- Caltrans to work with OCTA in partnership
- Impacts of SB 743
- Project alternatives

Following the discussion, no action was taken on this item.

#### **9. Public Comments**

No public comments were received.



**10. Chief Executive Officer's Report**

Darrell E. Johnson, Chief Executive Officer, reported on the following:

- Earth Day free ride promotion – April 22
- Upcoming launch of redesigned OCTA webpage

**11. Committee Members' Reports**

There were no Director's reports.

**12. Closed Session**

There were no Closed Session items scheduled.

**13. Adjournment**

The meeting adjourned at 11:03 a.m.

The next regularly scheduled meeting of this Committee will be held:

**10:30 a.m. on Monday, May 1, 2023**

OCTA Headquarters  
550 South Main Street  
Orange, California



**May 1, 2023**

**To:** Regional Transportation Planning Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Agreement for Demographic Research

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the "From:" line of the header.

**Overview**

Orange County's demographic data is developed by the Center for Demographic Research at California State University Fullerton and used for various planning activities. A recommendation to continue this effort through a multi-agency funding agreement is provided for review and approval.

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2445 with the California State University, Fullerton Center for Demographic Research, in an amount not to exceed \$405,743, for a term of three years, to provide Orange County demographic data.

**Background**

The Orange County Transportation Authority (OCTA) and other agencies have agreed to jointly fund the Center for Demographic Research (CDR) at California State University, Fullerton, for the preparation of demographic projections for use in various planning activities. In addition, the participating agencies use the work by CDR as input into the Southern California Association of Government's (SCAG) Regional Transportation Plan process, infrastructure planning, and travel demand forecasting.

CDR is supported by various agencies including OCTA, the County of Orange, Orange County Council of Governments, Transportation Corridor Agencies, Orange County Sanitation District, Municipal Water District of Orange County, Orange County Water District, SCAG, California State University, Fullerton, and the Orange County Local Agency Formation Commission. The proposed agreement will provide services by CDR through fiscal year (FY) 2025-26 and was developed jointly by all the participating agencies.

***Discussion***

As part of the agreement, CDR will develop the 2026 Orange County Projections (OCP-2026), which are baseline and future projection data for Orange County, including population, housing, and employment. The basic population, housing, and employment variables will be expanded to 14 travel demand forecasting variables covering almost 2,000 traffic analysis zones for input into travel forecasting models, including the Orange County Transportation Analysis Model. Further, the OCP-2026 will be used in developing the Orange County growth forecast for the 2028 SCAG Regional Transportation Plan/Sustainable Communities Strategy and OCTA's next Long-Range Transportation Plan. Each local agency will be directly involved in demographic data development with CDR. This "bottom-up" approach has worked well in developing consensus on the forecasts. The agreement also supports other important CDR activities, including the preparation of the annual Orange County Progress Report containing a variety of statistical and demographic data depicting Orange County and its 34 cities.

OCTA's financial commitment for Agreement No. C-3-2445 is \$405,743. Funding for this agreement will be included in the OCTA FY 2023-24 Budget, Planning Division, Account No. 0001-7519-M0201-F5F.

***Summary***

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2445 with the California State University, Fullerton Center for Demographic Research, in an amount not to exceed \$405,743, for a term of three years, to provide Orange County demographic data.

***Attachment***

- A. Memorandum of Understanding by and between Orange County Interests and CSU Fullerton Auxiliary Services Corporation for the Continued Operation of the Center For Demographic Research at California State University, Fullerton

**Prepared by:**



Anup Kulkarni  
Section Manager, Regional Modeling  
(714) 560-5867

**Approved by:**



Kia Mortazavi  
Executive Director, Planning  
(714) 560-5471

**MEMORANDUM OF UNDERSTANDING**  
**by and between**  
**ORANGE COUNTY INTERESTS**  
**and**  
**CSU FULLERTON AUXILIARY SERVICES CORPORATION**  
**for the**  
**CONTINUED OPERATION OF THE CENTER FOR DEMOGRAPHIC RESEARCH**  
**AT CALIFORNIA STATE UNIVERSITY, FULLERTON**

This Memorandum of Understanding (“MOU”) is entered into between the County of Orange, Transportation Corridor Agencies, Orange County Transportation Authority, Municipal Water District of Orange County, Orange County Water District, Orange County Council of Governments, Southern California Association of Governments (“SPONSORS”); the Orange County Local Agency Formation Commission and Orange County Sanitation District (“CONTRIBUTING PARTNERS”) and the CSU Fullerton Auxiliary Services Corporation, (“ASC”), which is a 501 (c)3 California corporation organized under California law as an auxiliary organization of California State University, Fullerton (“CSUF”). This MOU is for the development of demographic data and related support products. Obligations and rights specified for CSUF in the MOU shall be exercised by the ASC.

**WHEREAS**, the development of demographic and related information for Orange County is a vital data source used for a wide range of local, subregional and regional applications, including, transportation infrastructure planning, facilities planning and timing, development of fee programs, bond revenue stream analysis, general planning and other applications; and

**WHEREAS**, a number of primary users of data in Orange County have recognized the benefit of having a local area expertise in developing demographic projections and associated products; and

**WHEREAS**, these SPONSORS, CONTRIBUTING PARTNERS, and CSUF agree on the importance of having a single entity in Orange County developing demographic products and providing such products to data users; and

**WHEREAS**, these agencies also desire to establish a long-term process which allows each individual agency participation in the development and review of demographic products; and

**WHEREAS**, the Center for Demographic Research (“CDR”) located at CSUF provides an opportunity to place demographic activities in a setting that accomplishes SPONSORS’ and CONTRIBUTING PARTNERS’ objectives and provides augmented educational opportunities for CSUF; and

**WHEREAS**, CSUF will be listed as a “SPONSOR” based upon their financial contribution as outlined in the budget in Attachment 1 and in-kind contributions for the balance of the remaining Sponsor seat; and

**WHEREAS**, the SPONSORS have worked cooperatively in supporting and organizing the Center for Demographic Research for 27 years and wish to continue their cooperation; and

**WHEREAS**, the CONTRIBUTING PARTNERS wish to participate in supporting the Center for Demographic Research beginning in Fiscal Year 2010/2011; and

**NOW, THEREFORE, IT IS RESOLVED** that the **SPONSORS, CONTRIBUTING PARTNERS**, and the ASC agree as follows:

1. The SPONSORS and CONTRIBUTING PARTNERS will fund the CDR for the next three years for an annual total fee as set forth in Item IV below and Attachment 1.
2. Process and Structure

A. Orange County Projections

The Orange County Council of Governments (“OCCOG”) will be responsible for the approval of the Orange County Projections at the Regional Statistical Area level and subsequent to that action the County of Orange will approve the Orange County Projections. The OCCOG will work with CDR staff to integrate the Orange County Projections as approved into the Southern California Association of Governments (“SCAG”) Regional Growth Forecast. Sponsors will make good faith efforts to use the Orange County Projections data in all future forecasting and planning efforts.

B. Management Oversight

The Management Oversight Committee (“MOC”) shall meet at least four (4) times each year to (1) consider policy matters associated with the operations of the Center for Demographic Research, (2) review products status and activities which are part of the core Work Program, (3) review the Center for Demographic Research’s financial status and status of MOU signatures, (4) set CDR budget and modify staff salaries funded by this MOU (5) consider requests from additional agencies wishing to become sponsors or contributing partners, (6) modify budget and work program upon addition or termination of a sponsor or contributing partner, (7) address other matters vital to the function of the Center for Demographic Research, and (8) undertake additional tasks as requested by the SPONSORS.

The Management Oversight Committee will be comprised of staff representing the SPONSORS, CONTRIBUTING PARTNERS and CSUF. Each SPONSOR will have one voting member of equal standing on the Management Oversight Committee including one member jointly representing the Municipal Water District of Orange County and the Orange County Water District; each CONTRIBUTING PARTNER will have one non-voting Ex-Officio member. The designees from each SPONSOR, CONTRIBUTING PARTNER, and the university shall be named by July 1 of each year. An organization may also designate an individual(s) to serve as an alternate

member of the Management Oversight Committee. The committee chair and vice-chair will be elected for a three-year term from voting members.

#### C. Technical Oversight:

The Technical Advisory Committee (“TAC”) provides technical guidance and input into the development of each product produced under this MOU before they are reviewed by the Management Oversight Committee. The Technical Advisory Committee advises the Director of the Center for Demographic Research, as well as reports to the Management Oversight Committee. The Committee will include one voting representative from each SPONSOR including a member representing the Municipal Water District of Orange County and the Orange County Water District; each CONTRIBUTING PARTNER will have one non-voting Ex-Officio member. University participation on the Technical Advisory Committee will include at least one voting member from CSUF, and one voting member each from the University of California, Irvine and Chapman University. The Director of the Center for Demographic Research will coordinate with research centers at these universities to ensure data consistency. The designees from each SPONSOR, CONTRIBUTING PARTNER, and agency shall be named by July 1 of each year. The committee chair and vice-chair will be elected for a three-year term from voting members.

The Technical Advisory Committee shall schedule at least four (4) meetings each year. It will (1) provide a report to the Management Oversight Committee summarizing its meetings, (2) provide advice on the approach, techniques, data sources and methods used to develop new products, (3) facilitate the acquisition of data necessary to produce products, (4) provide suggestions on the interpretation and analysis incorporated into deliverables, (5) provide input on assumptions for the development of the growth projections, (6) provide review of deliverables prior to approval by the Management Oversight Committee and (7) undertake other tasks as identified by the Management Oversight Committee.

#### D. Transportation Modeling Data

The Orange County Transportation Authority (“OCTA”) will be responsible for the approval of all transportation modeling variables used in the Orange County Transportation Analysis Model (“OCTAM”) at the Traffic Analysis Zone level. The transportation modeling variables shall be consistent with the Orange County Projections, as approved by the Orange County Council of Governments and the County of Orange at the Regional Statistical Area Level. The OCTA and SCAG will exercise user agreements for their consultants to access the transportation modeling variables.

3. Duration and Terminations

This agreement will become effective upon execution and ends on June 30, 2026. A review of the performance of the Center for Demographic Research in meeting its obligations under this MOU will be conducted by the Management Oversight Committee throughout the term July 2023 through June 2026. This MOU may be extended and/or amended by mutual agreement of all signatories.

A party may terminate its participation under this MOU by giving each of the other parties sixty (60) days written notice thereof. Upon said notice of termination, the SPONSOR or CONTRIBUTING PARTNER terminating its participation shall pay the balance of fees owed by the SPONSOR or CONTRIBUTING PARTNER for that given fiscal year. Each fiscal year, the SPONSORS and CONTRIBUTING PARTNERS shall review and approve in writing the MOU, work program, and funding arrangement. Such written approval shall constitute a SPONSOR’S or CONTRIBUTING PARTNER’S agreement to participate in this Agreement. In the event that ASC wishes to terminate its participation, it shall reimburse the SPONSORS and CONTRIBUTING PARTNERS any advance payments, less an amount to cover expenses related to work in progress and less costs reasonably necessary to effect such termination. If a party wishes to withdraw from the agreement, said notice shall be affected by delivery of such notice in person or by depositing said notice in the United States mail, registered or certified mail, return receipt required, postage prepaid.

4. Funding and Schedule

Respective fees shall be as follows for the following fiscal year:

<b>Payment Schedule for 2023-2026</b>	<b>2023-2024</b>	<b>2024-2025</b>	<b>2025-2026</b>	<b>Three-Year Total</b>
County of Orange	\$124,866.28	\$135,578.86	\$145,297.07	\$405,742.21
Orange County Council of Governments	\$124,866.28	\$135,578.86	\$145,297.07	\$405,742.21
Orange County Transportation Authority	\$124,866.28	\$135,578.86	\$145,297.07	\$405,742.21
Transportation Corridor Agencies	\$124,866.28	\$135,578.86	\$145,297.07	\$405,742.21
Southern California Association of Governments	\$124,866.28	\$135,578.86	\$145,297.07	\$405,742.21
Municipal Water District of Orange County	\$62,433.14	\$67,789.43	\$72,648.54	\$202,871.11
Orange County Water District	\$62,433.14	\$67,789.43	\$72,648.54	\$202,871.11
Orange County Local Agency Formation Commission	\$19,500.00	\$20,000.00	\$20,500.00	\$19,500.00
Orange County Sanitation District	\$65,433.14	\$69,789.43	\$72,648.54	\$207,871.11
<b>NON-CSUF TOTAL</b>	<b>\$834,130.82</b>	<b>\$903,262.59</b>	<b>\$964,930.96</b>	<b>\$2,702,324.37</b>
California State University, Fullerton	\$198,533.03	\$204,854.98	\$210,701.64	\$614,089.65
<b>TOTAL</b>	<b>\$1,068,663.83</b>	<b>\$1,132,117.57</b>	<b>\$1,175,632.57</b>	<b>\$3,376,413.98</b>

Payments shall be made in accordance with invoicing policies of the ASC according to the schedule below. SPONSORS and CONTRIBUTING PARTNERS will be invoiced at the beginning of each quarter. Quarterly payments equal to 25% of the annual fees shall follow invoices submitted according to the calendar below:

Fiscal Year 2023/2024: July 2023, October 2023, January 2024, April 2024  
Fiscal Year 2024/2025: July 2024, October 2024, January 2025, April 2025  
Fiscal Year 2025/2026: July 2025, October 2025, January 2026, April 2026

SPONSORS and CONTRIBUTING PARTNERS shall pay one-quarter of their annual fees upon receipt of said invoices or may prepay for an entire fiscal year. Prepayment does not imply a discounted rate.

5. Administrative Representatives

- A. The Principal Investigator for the operations and management of the Center for Demographic Research and the conduct of this MOU is Deborah Diep, Director. The Assistant Director, Rubaiya Zaman, will serve as the Principal Investigator in the Director's absence. They are authorized to negotiate supplemental services with the SPONSORS, CONTRIBUTING PARTNERS, and Non-sponsors as noted in Section VII. Sydney Dawes, Director, ASC Office of Sponsored Programs is designated as the administrative representative for the ASC. Should the Principal Investigators become unavailable for any reason, no other Principal Investigator shall be chosen by CSUF or the ASC without the approval of the SPONSORS. Furthermore, the ASC agrees that the Management Oversight Committee shall make the recommendation on the selection of the Director or interim Director of the Center for Demographic Research and no Director or interim Director shall be appointed without approval of the Management Oversight Committee. The Management Oversight Committee will serve as the search committee if a search committee for the Director is required by the ASC.
- B. Equipment and furniture purchased by ASC under the terms of this MOU shall remain the property of the SPONSORS. In the event that the Center for Demographic Research is disbanded, the equipment remains the property of the SPONSORS and the Management Oversight Committee shall determine its disposition.
- C. Databases and applications developed and maintained for the Center for Demographic Research purposes shall remain under control of the SPONSORS. In the event that Center for Demographic Research is relocated from CSUF, all Center for Demographic Research functions and designations shall accompany the Center for Demographic Research.

6. Additional Sponsorships and Revenues

Other agencies and entities can become sponsors or contributing partners of the Center for Demographic Research with unanimous agreement among the SPONSORS as determined by a vote of the Management Oversight Committee. Adjustments in sponsor fees found necessary resulting from the addition of sponsors shall be determined by the Management Oversight Committee with consultation from the Center for Demographic Research Principal Investigators.

The disposition of additional revenues generated through additional sponsors, and the sale of products and services to non-sponsors shall be determined by the Management Oversight Committee. The additional funds shall be prorated according to the respective sponsor fee. SPONSORS shall have the option of expending their share of the additional funds on CDR activities, products or equipment or having the funds returned to the SPONSORS at the end of the fiscal year.

7. Products and Deliverables

- A. The Center for Demographic Research will produce the identified core Demographic Products and Services as described in Attachment 2 and listed in Attachment 3. Each SPONSOR will receive ten (10) copies in printed form and one (1) copy of estimates and projections in electronic form.
- B. The SPONSORS and CONTRIBUTING PARTNERS have the right to request supplemental products and support services from the Center for Demographic Research through a purchase order. Projects above the amount of \$35,000 shall be approved by the ASC. Such purchases may be entered into if the SPONSOR or CONTRIBUTING PARTNER agrees to pay ASC all additional costs resulting from the additional products or services, including an indirect cost of 22%, and if the activities do not interfere with the normal functioning of the CDR. If requests for additional products or services require interference with the normal functioning of the CDR as determined by the Management Oversight Committee or additional resources from the CDR's basic budget the proposal for such products and services will be forwarded to the Management Oversight Committee for their advice and consent prior to finalization of the agreement. In all cases, supplemental work for SPONSORS and CONTRIBUTING PARTNERS shall be assessed indirect costs of 22%.
- C. Non-sponsors can contract with the Center for Demographic Research through the ASC for its services or obtain supplemental products and support services from the Center for Demographic Research through a Non-sponsor purchase order. A list of these projects will be submitted to the MOC on a quarterly basis. If the Director assesses a proposed project contains a conflict of interest, conflict of time commitment, or interference with the normal functioning of CDR, the Management Oversight Committee will be informed of the request for services and will review it for any potential conflicts. The Director shall notify the Management Oversight Committee of any such proposed agreement and provide the committee with draft text and budget, before the intended start of work. The Management Oversight Committee shall review the proposed project for possible conflicts of interests, conflicts of time commitment, and budgetary adequacy. The Management Oversight Committee may at its discretion impose a surcharge of funds to be used at its discretion. Action on these matters may be taken only with the concurrence of a majority of the members of the Management Oversight Committee and all such supplemental work for Non-sponsors shall be assessed normal indirect costs of 35.5% unless negotiated otherwise.

- D. Use of revenues generated by the sale of products produced by the Center for Demographic Research shall be determined by the Management Oversight Committee. A quarterly report on product sales will be presented to the Management Oversight Committee.
- E. Additional projects should not adversely affect the schedule of deliverables unless otherwise agreed to by the Management Oversight Committee.

8. Sponsorship

This Agreement shall be signed by all SPONSORS and CONTRIBUTING PARTNERS by June 30, 2023 with the exception of the Southern California Association of Governments. The Southern California Association of Governments shall sign this Agreement by September 30, 2023. If all SPONSORS and CONTRIBUTING PARTNERS listed in Section XVIII do not sign by September 30, 2023, the work program and budget will be modified to reflect the committed funding. If any SPONSOR or CONTRIBUTING PARTNER does not sign this Agreement, the funding amounts of the remaining SPONSORS and CONTRIBUTING PARTNERS will not change. The remaining SPONSORS and CONTRIBUTING PARTNERS are not required to make up the difference in the reduced budget. Any SPONSOR or CONTRIBUTING PARTNER listed as an ORANGE COUNTY INTEREST that does not sign this Agreement forfeits all rights, services, and privileges as a CDR SPONSOR or CONTRIBUTING PARTNER unless otherwise negotiated. A formal status report on execution will be delivered at each Management Oversight Committee meeting until all SPONSORS and CONTRIBUTING PARTNERS sign this Agreement.

9. Liability and Insurance

Each party to this MOU hereby assumes any and all risks for personal injury and property damage attributable to the negligent acts or omissions of that party and the officers, employees, and agents thereof. ASC warrants that it has adequate Worker's Compensation Insurance and liability insurance for its own employees. The ASC, the SPONSORS (the County of Orange, Transportation Corridor Agencies, Orange County Transportation Authority, Municipal Water District of Orange County, Orange County Water District, Orange County Council of Governments, and Southern California Association of Governments), and the CONTRIBUTING PARTNERS (the Orange County Local Agency Formation Commission and Orange County Sanitation District) agree to indemnify and hold each other, their respective officers, employees, students, agents, harmless from and against all liability, loss, expense (including reasonable attorney's fees), or claims for injury or damages arising out of the performance of this Agreement but only in proportion to and to the extent such liability, loss, expense, attorney's fees, or claims for injury or damages are caused by or result from negligent or intentional acts or omissions of the indemnifying party, its officers, employees, students or agents.

10. Independent Contractor

In the performance of all services and obligations under this agreement, SPONSORS, CONTRIBUTING PARTNERS, and ASC shall act as independent contractors. None shall be considered an employee or agent of the other.

11. Use of Names

SPONSORS and CONTRIBUTING PARTNERS agree not to use the names of the ASC or CSUF in any commercial connection with work performed under this Agreement without prior written permission from the ASC. SPONSORS and CONTRIBUTING PARTNERS may use said names in ordinary internal business reports concerning this Agreement and may use the names of the Center for Demographic Research and the Principal Investigators in non-commercial publicity announcing the results of the project.

ASC agrees not to use the names of SPONSORS and/or CONTRIBUTING PARTNERS in any commercial connection with this work without prior written permission from SPONSORS and/or CONTRIBUTING PARTNERS. ASC may use SPONSORS' and/or CONTRIBUTING PARTNERS' name in ordinary internal business reports concerning this agreement and in non-commercial publicity announcing the awarding of the contract.

The provisions of this Section of the Agreement shall survive for two (2) years beyond any termination date specified in Section III or any extension thereof.

12. Force Majeure

SPONSORS, CONTRIBUTING PARTNERS, and ASC shall not be liable or deemed to be in default for any delay or failure in performance under this Agreement or interruption of services resulting, directly or indirectly, from acts of God, civil or military authority, acts of public enemy, strikes, labor disputes, or any similar cause beyond the reasonable control of SPONSORS, CONTRIBUTING PARTNERS, or ASC, provided the affected party notifies the other party of the delay in writing within ten days of the onset of the delay.

13. Assignment

This Agreement shall inure to the benefit of and be binding upon and enforceable by the parties and their successors and permitted assigns. However, neither party may assign any of its rights or obligations under this Agreement without the prior written consent of the other.

14. Modification and Waiver

None of the terms of the Agreement may be waived or modified except by an express agreement in writing signed by SPONSORS, CONTRIBUTING PARTNERS, and ASC. Modifications not documented in writing cannot be enforced. The failure or delay of

either party in enforcing any of its rights under this Agreement shall not be deemed a continuing waiver or a modification by such party of such right.

15. Governing Law

The validity and interpretation of this Agreement shall be governed by the laws of the State of California.

16. Federal Statutes Relating to Nondiscrimination

ASC will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S. C. sections 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S. C. section 794), which prohibits discrimination on the basis of handicaps; (d) Age discrimination Act of 1975, as amended (42 U.S.C. sections 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment, and Rehabilitation Act of 1970 (P.O. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. 290 dd-d and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. section 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (I) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (j) the requirement of any other federal nondiscrimination statute(s) which may apply to the application.

17. Execution of MOU

This MOU, or any amendment related thereto, may be executed in multiple counterparts, each of which shall be deemed to be an original, but all of which shall constitute one and the same agreement. The signature page of this MOU or any amendment may be executed by way of a manual or authorized digital signature. Delivery of an executed counterpart of a signature page to this MOU or an amendment by electronic transmission scanned pages shall be deemed effective as a delivery of a manually or digitally executed counterpart to this MOU or any amendment.

18. Special Terms and Conditions

ASC, SPONSORS, and CONTRIBUTING PARTNERS agree to comply with other Special Provisions as outlined in Attachment 4 if applicable and where a Subconsultant shall provide engineering and design related or other work that are part of services provided by ASC, SPONSOR or CONTRIBUTING PARTNER, serving as recipient (as

defined in Uniform Guidance 2 CFR § 200.1) or subrecipient (as defined in Uniform Guidance 2 CFR § 200.1) of Federal assistance.

19. Notices

Notices under this agreement shall be provided via email to the individuals listed below:

For SPONSORS:

Linh Ly  
County of Orange  
400 W. Civic Center Drive, Fifth Floor  
Santa Ana, CA 92701  
linh.ly@ocgov.com

Marnie O'Brien Primmer  
Orange County Council of Governments  
3972 Barranca Pkwy, Suite J-127  
Irvine, CA 92606  
marnie@occog.com

Kurt Brotcke  
Orange County Transportation Authority  
550 S. Main Street  
2nd Floor  
Orange, CA 92868  
kbrotcke@octa.net

Kome Ajise  
Southern California Association of Governments  
c/o Michael Houston, SCAG Chief Counsel  
900 Wilshire Blvd., Suite 1700  
Los Angeles, CA 90017  
houston@scag.ca.gov

Valarie McFall  
Transportation Corridor Agencies  
125 Pacifica, Suite 100  
Irvine, CA 92618-3304  
vmcfall@thetollroads.com

Harvey De La Torre  
Municipal Water District of Orange County  
18700 Ward Street  
Fountain Valley, CA 92728  
hdelatorre@mwdoc.com

Michael R. Markus  
Orange County Water District  
18700 Ward Street  
Fountain Valley, CA 92728-8300  
MMarkus@ocwd.com

Alexander Porter  
Administration and Finance, California State University, Fullerton  
800 N. State College Blvd., LH-802  
Fullerton, CA 92831-3599  
porter@fullerton.edu

For CONTRIBUTING PARTNERS:

Carolyn Emery  
Orange County Local Agency Formation Commission  
2677 N. Main Street, Suite 1050  
Santa Ana, CA 92705  
cemery@oclafco.org

Robert Thompson  
Orange County Sanitation District  
10844 Ellis Avenue  
Fountain Valley, CA 92738-8127  
rthompson@ocsan.gov

For CSU FULLERTON AUXILIARY SERVICES CORPORATION

Sydney Dawes, Director, ASC Office of Sponsored Programs  
CSU Fullerton Auxiliary Services Corporation  
1121 N. State College Blvd.  
Fullerton, CA 92831-3014  
sdawes@fullerton.edu

20. Execution

**IN WITNESS THEREOF**, the SPONSORS, CONTRIBUTING PARTNERS, and the ASC have executed this Agreement on the date first herein written. This Agreement is to be signed in counter parts.

**For the CSU Fullerton Auxiliary Services Corporation:**

\_\_\_\_\_  
Charles D. Kissel, Executive Director

\_\_\_\_\_  
Date

**For the County of Orange:**

\_\_\_\_\_  
Frank Kim, County Executive Officer

\_\_\_\_\_  
Date

**For the Orange County Council of Governments:**

\_\_\_\_\_  
Marnie O'Brien Primmer, Executive Director

\_\_\_\_\_  
Date

**For the Orange County Transportation Authority:**

\_\_\_\_\_  
Darrell E. Johnson, Chief Executive Officer

\_\_\_\_\_  
Date

**For the Southern California Association of Governments:**

\_\_\_\_\_  
Kome Ajise, Executive Director

\_\_\_\_\_  
Date

**For the Foothill/Eastern Transportation Corridor Agency:**

\_\_\_\_\_  
Valarie McFall, Interim Chief Executive Officer

\_\_\_\_\_  
Date

**For the San Joaquin Hills Transportation Corridor Agency:**

\_\_\_\_\_  
Valarie McFall, Interim Chief Executive Officer

\_\_\_\_\_  
Date

**For the Municipal Water District of Orange County:**

\_\_\_\_\_  
Megan Yoo Schneider, President of the Board

\_\_\_\_\_  
Date

\_\_\_\_\_  
Harvey De La Torre, Interim General Manager

\_\_\_\_\_  
Date

**For the Orange County Water District:**

\_\_\_\_\_  
Cathy Green, President

\_\_\_\_\_  
Date

\_\_\_\_\_  
Michael R. Markus, General Manager

\_\_\_\_\_  
Date

**For the Orange County Local Agency Formation Commission:**

\_\_\_\_\_  
Carolyn Emery, Executive Officer

\_\_\_\_\_  
Date

**For the Orange County Sanitation District:**

\_\_\_\_\_  
Robert Thompson, General Manager

\_\_\_\_\_  
Date

**For California State University, Fullerton:**

\_\_\_\_\_  
Alexander Porter, Vice President for  
Administration & Finance/CFO

\_\_\_\_\_  
Date

**Attachment 1: Center for Demographic Research  
DRAFT Annual Budget: July 1, 2023 through June 30, 2026**

		<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	
1	Salaries	\$506,994.46	\$538,091.84	\$555,010.54	
2	Benefits	\$197,002.10	\$212,734.05	\$226,691.04	
3	Supplies	\$5,500.00	\$5,500.00	\$5,500.00	
4	Printing & Publications	\$11,000.00	\$11,000.00	\$11,000.00	
5	Meetings, Mileage, & Training	\$1,950.00	\$1,950.00	\$1,950.00	
6	Equipment & Virtual Data Server	\$4,300.00	\$4,300.00	\$4,300.00	
7	<b>Expenses</b>	<b>\$726,746.56</b>	<b>\$773,575.89</b>	<b>\$804,451.58</b>	
8	Federally-negotiated Indirect Cost (IDC) / Overhead: 35.5%	\$257,995.03	\$274,619.44	\$285,580.31	
9	Office space rent (not subject to IDC)	\$83,922.24	\$83,922.24	\$85,600.68	
10	<b>(A) Gross Total Program Costs</b>	<b>\$1,068,663.83</b>	<b>\$1,132,117.57</b>	<b>\$1,175,632.57</b>	
11	Contributions toward IDC				
12	Non-CSUF SPONSORS/Contributing Partner (22.0%)	\$159,884.24	\$170,186.70	\$176,979.35	
13	CSUF contribution (IDC reduction from 35.5% to 22%)	\$98,110.79	\$104,432.74	\$108,600.96	
14	Total Indirect Cost (IDC) / Overhead	\$257,995.03	\$274,619.44	\$285,580.31	
15	<b>CSUF Contribution Summary</b>				
16	Office space rent: 100% <sup>1</sup>	\$83,922.24	\$83,922.24	\$85,600.68	
17	Administrative Asst. salary support from HSS Dean <sup>1</sup>	\$16,500.00	\$16,500.00	\$16,500.00	
18	Subtotal of CSUF Monetary Contributions	\$100,422.24	\$100,422.24	\$102,100.68	
19	IDC / Overhead (Rate reduction from 35.5% to 22%) <sup>2</sup>	\$98,110.79	\$104,432.74	\$108,600.96	
20	<b>(B) Total CSUF Contribution</b>	<b>\$198,533.03</b>	<b>\$204,854.98</b>	<b>\$210,701.64</b>	
21	<b>NET CDR BUDGET TOTAL: (A) - (B) {Also (C) + (D)}</b>	<b>\$870,130.80</b>	<b>\$927,262.59</b>	<b>\$964,930.93</b>	
22	Contributing Partner (no seat): LAFCO	\$19,500.00	\$20,000.00	\$20,500.00	
23	Contributing Partner (no seat, equiv. to 1/2 seat): OC San	\$65,433.14	\$69,789.43	\$72,648.54	
24	Cost per full Sponsorship Seat to cover full budget= (Net Budget - LAFCO) / 6.5 seat equivalent	\$130,866.28	\$139,578.86	\$145,297.07	
25	<b>(C) 2020-2023 MOU carryover to apply to remaining 6 full seats<sup>3</sup></b>	<b>\$36,000.00</b>	<b>\$24,000.00</b>	<b>\$0.00</b>	
26	Cost per Sponsorship Seat= (Net Budget - LAFCO - OC San - carryover <sup>3</sup> ) / 6 remaining seats	\$124,866.28	\$135,578.86	\$145,297.07	
	<b>Number of Seats</b>				
27	COUNTY	1	\$124,866.28	\$135,578.86	\$145,297.07
28	OCCOG	1	\$124,866.28	\$135,578.86	\$145,297.07
29	OCTA	1	\$124,866.28	\$135,578.86	\$145,297.07
30	TCA	1	\$124,866.28	\$135,578.86	\$145,297.07
31	SCAG	1	\$124,866.28	\$135,578.86	\$145,297.07
32	MWDOC <sup>4</sup>	0.5	\$62,433.14	\$67,789.43	\$72,648.54
33	OCWD <sup>4</sup>	0.5	\$62,433.14	\$67,789.43	\$72,648.54
34	CSUF	1	see above	see above	see above
35	OC San	0	\$65,433.14	\$69,789.43	\$72,648.54
36	LAFCO	0	\$19,500.00	\$20,000.00	\$20,500.00
37	<b>(D) TOTAL</b>	<b>7</b>	<b>\$834,130.82</b>	<b>\$903,262.59</b>	<b>\$964,930.96</b>

<sup>1</sup>Monetary contribution

<sup>2</sup>Non-monetary contribution (rate reduction); not included in IV. Funding and Schedule: Payment Schedule for 2020-2023, Page 4.

<sup>3</sup>Carryover is from 2020-2023 CDR MOU and is applied only to those agencies providing full seat sponsorship. \$6,000 per full seat in FY 1; \$4,000 in FY 2, \$0 in FY 3.

<sup>4</sup>MWDOC and OCWD partner to fund one sponsor seat.

**Attachment 2**  
**Proposed CDR 2023-2026 Services and Products**

**REPORTS**

**Orange County Progress Report**

Produce an annual Orange County Progress Report. This document presents a unified and a comprehensive picture of Orange County and its 34 cities including its economic health, its demographic status and trends, and other information of interest to those who might wish to relocate to Orange County, do business in the County, or otherwise have an interest in the economic and demographic status and future of Orange County.

**Orange County Projections**

Preparation and development of OCP-2026 will begin during this three-year MOU with completion and adoption expected in late 2026. OCP-2026 will include continued development of Tier 3/city TAZ level for three cities (Anaheim, Irvine, and Newport Beach) that volunteered to participate in the OCP-2022 pilot Tier 3 program. This data will also be provided to SCAG for use in their modeling efforts at the Tier 3 level. The OCP dataset contains population, housing, and employment projections by 2020 census tract, jurisdiction, Community Analysis Area, and Regional Statistical Area for a 25-year period. This iteration will include agency boundaries for MWDOC & OCWD.

**Orange County Facts and Figures**

Update quarterly the Orange County Facts and Figures. This document focuses on the most frequently asked questions about Orange County demographics and related information.

**Boundary and Annexation Report**

Working with information provided by OC LAFCO, CDR staff will produce an annual report of the jurisdictional boundary changes. This multi-page report will contain a map of the year to year boundary changes and a table listing the area change and specific annexations and incorporations for each calendar year. Detailed annexation and vicinity maps from OC LAFCO's approved changes of organization documents will also be included in the report. For ease of reference and to make the information publicly available, the report will be posted on OC LAFCO's website.

**Housing Activity Report**

Using information from the Housing Inventory System (HIS), CDR staff will produce an annual report on the housing construction and demolition activity by jurisdiction. Information will be released in aggregate form at the jurisdiction level in a PDF.

## **PUBLIC INFORMATION SERVICES**

### **Provide Public Information on Orange County Demographics as Requested**

Provide information in response to numerous requests made by government agencies, elected officials, private companies, non-profit organizations, schools, students, and citizens regarding demographic and related information about Orange County.

### **Maintain CDR Website**

Update the information currently on the CDR website on a regular basis and expand as information becomes available. CDR will continue to host the Orange County Data Acquisition Partnership (OCDAP) website as a subsite to CDR's website.

### **Provide Information and Analysis to News Media**

Provide information, description, interviews, and analysis of demographics to news media to assist them in doing stories where demographics is the focus.

### **Update RHNA Allocations**

Develop allocations of 2020 RHNA for annexations and incorporations as requested. Provide data support to local jurisdictions and SCAG during development of the 2020 RHNA. Monitor RHNA development process to ensure Orange County data is incorporated.

### **Process Decennial Census and American Community Survey Data**

Process Bureau of Census data as it pertains to development of the Orange County Projections and at the request of CDR Sponsors.

### **State Data Center Affiliate**

The CDR will serve as a State Data Center Affiliate to the Demographic Research Unit of the California Department of Finance. As an Affiliate, CDR will assist the SDC and Orange County in disseminating census data and improving public access to census data products consistent with services CDR already provides.

## **DATA BASES**

### **Housing Inventory System**

The Housing Inventory System (HIS) is a data system that includes all changes to each jurisdiction's housing stock, including recent changes to accessory dwelling units. Data is collected at the address level and converted into a GIS database by geocoding. After geocoding, quality analysis efforts include tying activity to parcels and building footprints. Depending on the jurisdiction, different documents are used to record added units including certificates of use and occupancy, utility release log, or building final documents. Demolitions and conversions are recorded through other recordation. Changes to the mobile home inventory will be verified with HCD data. This project includes an annual review and sign off process by each jurisdiction of their geocoded data to ensure accuracy.

### **Census Data by Partial TAZ**

Update the correspondence tables of 2020 Census blocks to the TAZs after release of Census Bureau data and GIS shapefiles. As the various census files become available, transportation modeling variables and other key variables useful for projecting the modeling variables will be aggregated to TAZ.

### **Calibrate Age Cohort Component, Shift-Share and Headship Rate Models**

Based on data from the Census Bureau, DOF, and EDD data, calibrate the models used to project county-wide population, housing and employment.

### **Master Polygon File**

Update master polygon file based on the 2020 Census block file for use in development of OCP dataset and annual population and housing unit estimates. Allocate Census block data to TAZ, CAA, RSA, MWDOC and OCWD. Working with information from OC LAFCO, the master polygon file will be updated annually to include changes to agency boundaries: jurisdiction, MWDOC and OCWD.

### **Population and Housing Estimates by TAZ (OCP)**

Estimates of population and housing by unit type will be developed using the 2010 Census and American Community Survey data at the split TAZ. From 2014 onwards, housing unit changes will be geocoded and aggregated to the TAZ. Annual estimates of population and housing will be produced by TAZ for maintenance of the OCP base file.

### **Annual Population and Housing Estimates by Partial Census Tract and Sponsor Agency**

Estimates of population and housing units developed using the 2020 Census for each of the special district sponsors will be updated annually. From 2014 onwards, annual estimates (January 1) of population and housing will be produced by partial census tract and for each of the special district sponsor agencies: MWDOC and OCWD.

### **Project Total County Population, Housing, and Employment**

Draft assumptions for OCP-2026 will be developed and reviewed by the CDR TAC. These will then be incorporated into the macro level models used to project population, housing, and employment. The resulting projections will be reviewed by the CDR TAC and MOC and then brought to the OCCOG TAC and Board for approval as the controls totals for OCP-2026.

### **Projected Population, Housing and Employment by TAZ (OCP)**

Preparation and development of OCP-2026 will begin during this MOU cycle. Countywide population, housing, and employment for years 2020 through 2050 will be allocated to Traffic Analysis Zones split by jurisdictions. Following the allocation, extensive review and refinement will occur to assure the accuracy of the projections.

## **Secondary Variables by TAZ (OCTAM)**

Preparation of the base year OCTAM data for OCP-2026 will begin in this MOU cycle. The basic projected population, housing, and employment from OCP-2026 will be expanded to the 14 OCTAM variables. These variables will include resident population, group quarters population, employed residents, median income, occupied single family dwelling units, occupied multiple family dwelling units, household size, retail employment, service employment, K-12 public school employment, all other employment, school enrollment, university enrollment, and area.

## **Entitlement Dataset & Support Services**

Provide support to Orange County jurisdictions in the development of the entitlements database and other data requested by SCAG during the development of the 2024 and 2028 RTP/SCS. Monitor development process to ensure Orange County data is incorporated.

## **Consolidated Boundary and Annexation Program (CBAS)**

CDR staff will report annual jurisdictional boundary and feature changes through the voluntary program of the U.S. Census Bureau that allows for a consolidated annual review of jurisdiction boundaries. This review will be done using the official County Surveyor/OC LAFCO jurisdiction GIS boundary file. Orange County jurisdictions will be able to opt in or out of this CDR service annually. CDR will notify each participating jurisdiction and OC LAFCO of the outcome of the BAS review, i.e., whether there were any areas where jurisdiction boundaries needed to be corrected.

## **COMMITTEES**

### **Participate in Sponsor Technical Advisory Committees as Requested**

Participate in appropriate Sponsor technical advisory committees, such as OCCOG TAC, County's Demographic Steering Committee, OCTA's Modeling TAC, Orange County Data Acquisition Partnership Steering and Technical Advisory Committee, and SCAG's Technical Working Group and other regional working groups.

### **Coordinate with SCAG and SCAG Committees**

This service revolves around the incorporation of OCP into the SCAG growth forecast. This service includes participation in SCAG expert panels and workshops to develop assumptions for their population and employment projections; monitoring the discussions relevant to the development of SCAG's growth forecast at SCAG policy committees and subregional coordinator meetings; and coordinating with relevant SCAG staff on this issue.

### **Coordinate with University Research Centers**

CDR staff will coordinate with UCI and Chapman University research centers to ensure consistency between the CDR's forecast and estimates and those produced by these institutes.

**2023-2026 CONTRIBUTING PARTNER LAFCO FUNDED PROJECT: Sphere of Influence Estimates**

CDR will update its master polygon file on an annual basis with changes to the county islands and sphere of influence (SOI) boundaries. CDR will produce annual estimate of January 1 population, housing, and acreage for each of the county islands, 2020 Census Designated Places (CDPs) and SOI polygons upon completion of the annual Housing Inventory System to maintain this information in preparation for OC LAFCO’s municipal service reviews. This effort includes updates covering the period from current January 1 back to the most recent Decennial Census using population control totals from the State Department of Finance.

**Boundary and Annexation Report:** Working with OC LAFCO over the three-year MOU cycle, CDR will attempt to build a historical reference collection of these reports going back to 2000 as information is available.

**NEW PROJECTS & SERVICES**

**Building Footprints**

Using the building footprint geodatabase deliverable accessed through OCDAP, for CDR’s internal use, CDR will work to append and expand the building footprint attributes in Orange County by general use type, e.g., residential (with ADUs; using CDR’s HIS address-level housing activity geodatabase), employment, schools, and accessory structures like carports.

**2023-2026 LAFCO FUNDED PROJECT: Disadvantaged Unincorporated Communities (DUCs)**

On an annual basis after the ACS 5-year block group data is released, CDR will calculate and identify the Disadvantaged Unincorporated Communities (DUCs) within Orange County based on LAFCO’s definition. Each year, CDR will provide LAFCO with a shapefile of the DUCs in Orange County and a shapefile of the DUC portions within the unincorporated portions of Orange County. The first regular annual deliverable will be January 2024. The initial deliverable will include DUC shapefiles for latest ACS data available as of July 2023 for delivery in August 2023.

**2023-2026 CONTRIBUTING PARTNER OC SAN FUNDED PROJECT: Population Estimates**

CDR will update its master polygon file on an annual basis with changes to the OC San boundaries. CDR will produce annual estimate of January 1 population upon completion of the annual Housing Inventory System. This effort includes updates covering the period from current January 1 back to the most recent Decennial Census using population control totals from the State Department of Finance.

### Attachment 3

Proposed Draft Work Program 7/2023 - 6/2026

	07/23	10/23	01/24	04/24	07/24	10/24	01/25	04/25	07/25	10/25	01/26	04/26	07/26
OC Facts and Figures		▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
Special 2020 Census Profile reports	●	▲											
OC Progress Report	▲				●	■	▲				●	■	▲
Boundary & Annexation Report				▲				▲				▲	
Housing Activity Report		▲				▲				▲			
OC Projections 2026			●	■	■	■	■	■	■	■	■	■	■
OCP 2026 secondary variables						●	■	■	■	■	■	■	■
Census Data by TAZ	■	■	■	■	■	■	■	■	■	■	■	■	■
Append Building Footprints	■	■	■	■	■	■	■	■	■	■	■	■	■
Pop & Housing by TAZ	●	■	■	■	■	■	■	■	▲	■	■	■	▲
Employment by TAZ	■	■	■	■	■	▲						●	■
Housing Inventory System	■	■	■	■	■	■	■	■	▲	■	■	■	▲
Pop & Housing by Partial CT	■	■	■	■	■	■	■	■	▲	■	■	■	▲
Special District Annual Estimates	▲			●	■	▲		●	■	▲		●	■
Calibrate Demog & Econ Models			●	■	■	■	▲						
Consolidated Boundary & Annexation		●	■	▲		●	■	▲		●	■	▲	
Public Information	■	■	■	■	■	■	■	■	■	■	■	■	■
Maintain CDR Homepage	■	■	■	■	■	■	■	■	■	■	■	■	■
Info for Media	■	■	■	■	■	■	■	■	■	■	■	■	■
Process Census Info	■	■	■	■	■	■	■	■	■	■	■	■	■
State Data Center Affiliate support	■	■	■	■	■	■	■	■	■	■	■	■	■
RHNA Allocations	■	■	■	■	■	■	■	■	■	■	■	■	■
2030 Census Geographic Support	■	■	■	■	■	■	■	■	■	■	■	■	■
Entitlement Dataset & Support Services	■	■	■	■	■	■	■	■	■	■	■	■	■
OC LAFCO Annual Population Estimates	▲			●	■	▲		●	■	▲		●	■
OC LAFCO Disadvantaged Communities	●	▲	●	■	▲		●	■	▲		●	■	▲
OC San Annual Population Estimates	▲			●	■	▲		●	■	▲		●	■

- Startup
- ▲ Milestone/Completion

## Attachment 4: Special Terms and Conditions

### 1. Invoicing for Payment

Prompt Payment to Subconsultants, if applicable: ASC or Subconsultant shall pay any sub-tier consultant for satisfactorily completed work no later than ten (10) days of receipt of each payment from SPONSOR or CONTRIBUTING PARTNER unless a longer period is agreed to in writing. Any delay or postponement of payment over thirty (30) calendar days may take place only for good cause and with SPONSOR or CONTRIBUTING PARTNER's prior written approval. This requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies otherwise available to the ASC or Subconsultant in the event of a dispute involving late payment or nonpayment by the ASC, deficient subconsultant performance, and/or noncompliance by a subconsultant. This clause applies to both Disadvantaged Business Enterprise (DBE) and non-DBE subconsultants.

### 2. Written and Electronic Versions of Work Products and Related Work Materials

All work products produced under the Agreement shall contain the following disclaimer:

*“The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) through the U.S. Department of Transportation (DOT). The contents of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of CDR Sponsors, Contributing Partners, or DOT. This report does not constitute a standard, specification or regulation.”*

### 3. Compliance with Laws, Rules, and Regulations

ASC shall perform all services under the Agreement in accordance and in full compliance with all applicable Federal, State and local statutes, rules, regulations, and policies and procedures and shall secure and maintain all licenses or permits required by law.

### 4. Contingency Fees or other Unlawful Consideration

a. ASC certifies, by execution of this MOU, except bona fide employees or bona fide established commercial or selling agencies maintained by ASC for the purpose of securing business, no person or external agency has been employed or retained by ASC to solicit or secure the Agreement for a commission, percentage, brokerage, or contingency fee for breach or violation of this warranty, SPONSOR or CONTRIBUTING PARTNER has the right in its sole discretion to terminate its partnership from the Agreement with its only obligation to pay for the value of the work actually performed, or to deduct from the Agreement price, or otherwise recover, the full amount of such commission, percentage, brokerage, or contingency fee.

b. ASC further certifies that the Agreement was not obtained or secured through rebates,

kickbacks or other unlawful consideration either promised or paid to any SPONSOR or CONTRIBUTING PARTNER employee. For breach or violation of this warranty, SPONSOR or CONTRIBUTING PARTNER shall have the right, in its discretion, to terminate its partnership from the Agreement without liability, to pay only for the value of work performed, or to deduct from the Agreement price or otherwise recover the full amount of each rebate, kickback or other unlawful consideration.

## 5. Records Retention and Audits

- a. ASC and its Subconsultant(s), if applicable, shall maintain all source documents, books, and records connected with their performance of the Agreement for a minimum of three (3) years from the date that SPONSOR or CONTRIBUTING PARTNER makes final payment to ASC or until audit resolution is achieved for each annual OWP Agreement (between SPONSOR or CONTRIBUTING PARTNER and Caltrans), whichever is later, and all other related, pending matters are closed.
- b. ASC shall establish and maintain, an accounting system conforming to Generally Accepted Accounting Principles (GAAP) to support invoices which segregate and accumulate the costs of the applicable Project Number(s) by line item and produce Quarterly Reports which clearly identify reimbursable costs and other expenditures related to such Project Number(s).
- c. Upon request, at any time during normal business hours and as often as SPONSOR or CONTRIBUTING PARTNER, The State Controller, County Auditors (in SCAG region), or other government agencies or any duly authorized representative may deem necessary, ASC shall make available for examination all of its records with respect to all matters covered by the Agreement for purposes of audit, examination, or to make copies or transcripts of such records, including, but not limited to, contracts, invoices, payrolls, personnel records, conditions of employment and other records relating to all matters covered by the Agreement. Such records and access to the facilities and premises of ASC shall be made available during the period of performance of the Agreement, and for a minimum of four (4) years following the close of SPONSOR or CONTRIBUTING PARTNER's Fiscal Year.
- d. ASC agrees and shall require that all of its agreements with Subconsultant(s), if applicable, contain provisions requiring adherence to this section in its entirety.

## 6. Federal and State Lobbying Activities Certification

- a. ASC certifies, to the best of its knowledge and belief, that no State or Federal funds have been paid or will be paid, by or on behalf of SPONSOR or CONTRIBUTING PARTNER, to any person for influencing or attempting to influence an officer or employee of any State or Federal agency, a Member of the State Legislature or United States Congress, an officer or employee of the Legislature or Congress, or any employee of a Member of the

Legislature or Congress in connection with the awarding of any State or Federal contract, the making of any State or Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, or the extension, continuation, renewal, amendment, or modification of any State or Federal contract, grant, loan, or cooperative agreement.

- b. If any funds other than State or Federal funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, ASC shall complete and submit Federal Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with those form instructions.
- c. This certification is a material representation of fact, upon which reliance was placed when the Agreement was entered into. Submission of this certification is a prerequisite for making or entering into the Agreement pursuant to 31 U.S.C. 1352.
- d. ASC also agrees that it will require that the language of this certification be included in all agreements with subconsultants which are funded wholly or in part by any funds provided herein and which exceed \$100,000 and that all such Subconsultants, if applicable, shall certify and disclose accordingly.

## 7. Certifications and Assurances

- a. ASC shall adhere to the requirements contained in SPONSOR or CONTRIBUTING PARTNER's annual Certification and Assurances (FHWA and FTA "Metropolitan Transportation Planning Process Certification") submitted as part of SPONSOR or CONTRIBUTING PARTNER's OWP, pursuant to 23 CFR 450.334 and 23 U.S.C. 134. This Certification shall be published annually in SPONSOR or CONTRIBUTING PARTNER's OWP. Such requirements shall apply to ASC to the same extent as SPONSOR or CONTRIBUTING PARTNER and may include, but are not limited to:
  - (1) Title VI of the Civil Rights Act of 1964 and Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
  - (2) The Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the United States Department of Transportation (US DOT) implementing regulations (49 CFR 27, 37, and 38).
- b. ASC shall additionally comply with the requirements contained in the annual FTA "Certifications and Assurances for FTA Assistance," including "Certifications and Assurances Required of Each Applicant" and the "Lobbying Certification" in compliance with 49 U.S.C. Chapter 53; published annually in SPONSOR or CONTRIBUTING PARTNER's OWP. Such assurances shall apply to ASC to the same extent as SPONSOR or CONTRIBUTING PARTNER, and include but are not limited to the following areas:
  - (1) Standard Assurances
  - (2) Debarment, Suspension, and Other Responsibility Matters for Primary Covered

Transactions

- (3) Drug Free Work Place Agreement
- (4) Intergovernmental Review Assurance
- (5) Nondiscrimination Assurance
- (6) Nondiscrimination on the Basis of Disability
- (7) Certification and Assurances required by the U.S. Office of Management and Budget

- c. ASC shall require its Subconsultant(s), if applicable, to comply with these Certifications, and agrees to furnish documentation at no cost to SPONSOR or CONTRIBUTING PARTNER to support this requirement that all of its agreements with Subconsultant(s) contain provisions requiring adherence to this section in its entirety.

## 8. Cost Principles

- a. ASC agrees to comply with the following:

- (1) the Contract Cost Principles and Procedures, 48 Code of Federal Regulations, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., 2 CFR Part 225 (Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards), “Cost Principles for State, Local, and Indian Tribal Governments,” and successors thereto, shall be used to determine the allowability of individual project cost items, and
- (2) the Federal administrative procedures in accordance with “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, et seq., and successors thereto.

- b. Any costs for which ASC receives payment or credit that is determined by a subsequent audit or other review by either SPONSOR or CONTRIBUTING PARTNER, Caltrans or other State or Federal authorities to be unallowable under, but not limited to, 2 CFR Part 225 ( Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, or successor there to); 48 CFR, Chapter 1, Part 31; or 2 CFR Part 200, et seq., and successors thereto, are to be repaid by ASC within thirty (30) days of ASC receiving notice of audit findings. Should ASC fail to reimburse moneys due SPONSOR or CONTRIBUTING PARTNER within thirty (30) days of demand, or within such other period as may be agreed between Parties hereto, SPONSOR or CONTRIBUTING PARTNER is authorized to withhold future payments due ASC.
- c. ASC agrees to furnish documentation to SPONSOR or CONTRIBUTING PARTNER to support this requirement that all of its agreements with Subconsultants, if applicable, contain provisions requiring adherence to this section in its entirety.



**May 1, 2023**

**To:** Regional Transportation Planning Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Regional Planning Update

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is written over the "From:" line of the email header.

### **Overview**

Regular updates on regional planning matters are provided to highlight current transportation planning issues impacting the Orange County Transportation Authority and the Southern California region. This update focuses on the California Department of Transportation, District 12 Interstate 5 Managed Lanes Project and the Southern California Association of Governments' 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy.

### **Recommendation**

Receive and file as an information item.

### **Background**

The Orange County Transportation Authority (OCTA) regularly coordinates with other planning and regulatory agencies within the Southern California region. This coordination is conducted at many levels, involving the OCTA Board of Directors (Board), executives, and technical staff. Some examples of the regional planning forums in which OCTA participates include:

- Southern California Association of Governments (SCAG) Regional Council, policy committees, and technical working groups,
- State Route 91 Advisory Committee,
- Regional Chief Executive Officers meetings,
- South Coast Air Quality Management District working groups, and
- Interregional planning coordination meetings (OCTA, SCAG, the San Diego Association of Governments, and the California Department of Transportation [Caltrans] districts 7, 11, and 12).

Staff last provided a regional planning update to the Board in November 2022. Items previously presented and other ongoing regional planning activities are

summarized in Attachment A showing lead agencies, a summary of each activity, key dates, OCTA's interests, and current involvement.

Since the November 2022 update, new activities have emerged, including:

- Caltrans District 12 (Caltrans D12) update on the Interstate 5 (I-5) Managed Lanes Project from State Route 55 (SR-55) to Orange County/Los Angeles County Line (Project), and
- SCAG continued development of the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

A discussion of each of these new activities is provided below.

### ***Discussion***

#### **Caltrans I-5 Managed Lanes Project Update**

In December 2019, Caltrans D12 provided the first of several managed lanes updates to the Regional Transportation Planning Committee and Board. The presentation covered proposed high-occupancy toll lanes (HOV) in north Orange County, HOV degradation, express lanes on a national scale, express lane benefits, and Caltrans D12 express lanes implementation priorities for Orange County. The update also provided an overview of prior managed lane studies that Caltrans had completed dating back to 2011. This included the completion of the I-5 Managed Lanes Project Study Report from State Route 91 (SR-91) to SR-55. The focus of the presentation was to inform the Board of Caltrans' intent to proceed with the Project Approval and Environmental Document (PA&ED) for the Project.

Following the December 2019 presentation, the Board requested that Caltrans include a non-tolled HOV 3+ alternative in the study. Additionally, OCTA staff requested that Caltrans explore options to avoid conflicts with Measure M2 (M2), Project A by adjusting the project limits to account for its recent completion in 2021. Project A added a second carpool lane in each direction of the I-5 between SR-55 and State Route 57 (SR-57). To formally address these issues and encourage further discussion regarding the project, OCTA submitted a letter to Caltrans D12 (Attachment B) in January 2020. In response, Caltrans D12 included an additional study alternative to evaluate HOV 3+ lanes as well as delayed the start of the PA&ED phase of the study to allow for further alternative analysis.

Caltrans D12 began the PA&ED in May 2022 to study alternatives to provide additional managed lane capacity and potentially convert HOV lanes to tolled express lanes.

In June 2022, OCTA staff provided a comment letter (Attachment C) for Caltrans' D12 Notice of Preparation for a Draft Environmental Impact Report. OCTA staff reiterated that Caltrans D12 should consider alternatives that limit the proposed project's southern terminus to the I-5/SR-57 interchange to avoid conflicts with M2 Project A. OCTA staff also requested consideration of HOV 2+ and HOV 3+ alternatives between SR-57 and SR-91 to avoid potential operational deficiencies and that Caltrans D12 hold monthly project development team meetings for adequate input from stakeholders.

At the April 2023, Regional Transportation Planning Committee and Board meetings, Caltrans D12 staff presented an update on the PA&ED for the proposed Project. The report showed the Project spans 15 miles, crossing through the cities of Anaheim, Buena Park, Fullerton, Orange, Santa Ana, and Tustin.

Caltrans D12 is planning to release the draft PA&ED in summer 2023. OCTA staff is recommending that Caltrans D12 expand stakeholder engagement opportunities, assess project alternatives that do not conflict with committed and/or planned efforts, as well as avoid potential operational deficiencies. Staff will coordinate more closely with Caltrans D12 in the coming months as information from technical studies becomes available. This will ensure that this proposed Project reflects OCTA's input when the draft PA&ED is released for public circulation.

Caltrans D12 is targeting fall/winter 2023 for the final PA&ED. Construction could be complete as early as 2029, based on Caltrans D12's current schedule:

- Begin plans, specifications, and estimates – winter 2023;
- Begin construction – 2025;
- End construction – 2029.

Caltrans D12 has requested that OCTA include the Project in planning and programming documents so Caltrans D12 can complete their environmental analyses and move to the next phase of work. OCTA can move forward with this request as more information becomes available through the environmental process, and as Caltrans D12 identifies a preferred alternative. In addition, as Caltrans D12 moves forward with further project development, OCTA will work with Caltrans D12 to ensure that construction issues, freeway operations at the transition points, local access, operations and tolling policy, funding and financing, distribution of revenues, and other policy issues are fully vetted with the Board for input and direction.

### Progress Toward the Development of SCAG's 2024-2050 RTP/SCS

The RTP/SCS documents significant transportation investments in the SCAG region over a 20-year horizon and is required to be updated every four years under state and federal law. The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic and environmental goals. Additionally, the RTP/SCS will identify a combination of transportation and land-use strategies that help the SCAG region achieve state greenhouse gas emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, and support goods movement. In preparation for the 2024-2050 RTP/SCS, OCTA has been coordinating with SCAG to provide an initial list of projects consistent with the OCTA Long-Range Transportation Plan (LRTP). This initial submittal provides project data to allow SCAG to begin its technical analysis. Coordination will continue throughout the development of the RTP/SCS to make necessary refinements to the Orange County project listing.

The framework for the 2024-2050 RTP/SCS is centered on maintaining and better managing the transportation network. This includes moving people and goods while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. In alignment with this objective, SCAG initiated the development of three special Regional Council subcommittees designed to explore key issue areas which will be highlighted in the upcoming 2024 RTP/SCS: Racial Equity and Regional Planning, Resilience and Conservation, and Next Generation Infrastructure. The subcommittees met four to five times between September 2022 and February 2023. Each developed respective white papers which outlined subcommittee goals, key findings, and a series of recommendations to guide the ongoing development and policy discussions related to 2024 Connect SoCal. Subcommittee goals and key recommendations are further described below.

#### Racial Equity and Regional Planning (Attachment D)

Goal: Identify opportunities to advance racial equity through the policies and strategies in Connect SoCal 2024 and to guide how planning and investments over the next 30 years can address and rectify the effects of racially discriminatory policies in the SCAG region.

Key recommendations: Utilize Connect SoCal 2024 as a vehicle to promote racial equity to address historic impacts of systemic racism and coordinate equity centered activities across the region. Incorporate equity centered best practices in data collection and incorporate community perspective in data-informed decision making.

**Resilience and Conservation (Attachment E)**

Goal: Advance the direction set in the SCAG Regional Council resolution on climate change action. Consider opportunities for enhanced conservation and how Connect SoCal 2024 can support communities to adapt to changing conditions or mitigate risks to become more resilient.

Key recommendations: Define resilience. Prioritize vulnerable populations and communities subject to climate hazards. Build partnerships across multiple sectors, scales, and stakeholders to ensure access of natural and built systems.

**Next Generation Infrastructure (Attachment F)**

Goal: Provide guidance on the priorities and strategies for Connect SoCal 2024 to reflect rapidly evolving developments across the region specific to future mobility and public policy implications.

Key recommendations: Ensure that deployment of new technologies support the public's needs and larger goals such as advancing equitable access and increasing safety. Prioritize use of public right-of-way for users, especially focusing on the needs of non-single-occupant vehicle users. Continue to invest in system preservation and efficiency, "fix it first." Expand and enhance mobility options by focusing on meeting the needs of existing transit riders, supporting services across transit, active transportation, micromobility, and automobile options.

The respective white papers and associated recommendations were presented to SCAG's Joint Policy Committee for further discussion on March 2, 2023. The intent of these findings is to incorporate the recommendations in the Connect SoCal 2024 planning process across topic areas and further engage with SCAG policy committees and the public.

The development process for the 2024-2050 RTP/SCS is divided into four phases, which include:

- Foundation and framework,
- Data collection and policy development,
- Outreach and analysis, and
- Draft plan creation/adoption.

SCAG is currently in the outreach and analysis phase, anticipated to be complete in summer 2023. OCTA staff will continue to monitor these efforts to ensure the alignment of the LRTP is consistent with SCAG's requirements.

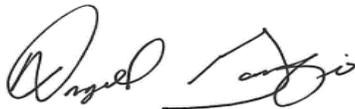
**Summary**

OCTA is engaged in ongoing regional planning activities in Orange County and Southern California. As drafts of these planning documents are released, staff will review and provide comments as needed to protect the interests of OCTA. Staff will continue to keep the Board informed of the status of these ongoing activities.

**Attachments**

- A: Regional Planning Activities, May 2023
- B: Letter from Darrell E. Johnson, Chief Executive Officer, Orange County Transportation Authority, to Ryan Chamberlain, District Director, California Department of Transportation, District 12, dated January 31, 2020, re: Proposed High-Occupancy Toll Lanes in North Orange County
- C: Letter from Dan Phu, Sustainability Planning Manager, Orange County Transportation Authority, to Jayna Harris, Associate/Senior Environmental Planner, LSA Associates, dated June 2, 2022; re: Interstate 5 Managed Lanes Project (State Route 55 to Orange County/Los Angeles County Line) Notice of Preparation.
- D: SCAG Connect SoCal 2024 Subcommittee Draft White Paper, Racial Equity and Regional Planning
- E: SCAG Connect SoCal 2024 Subcommittee Draft White Paper, Resilience and Conservation
- F: SCAG Connect SoCal 2024 Subcommittee Draft White Paper, Next Generation Infrastructure

**Prepared by:**



Angel Garfio  
Planning and Analysis  
Transportation Analyst, Associate  
(714) 560-5822

**Approved by:**



Kia Mortazavi  
Executive Director, Planning  
(714) 560-5741

**Regional Planning Activities  
May 2023**

**California Department of Transportation (Caltrans)**

Summary	Key Dates	OCTA Interest	OCTA Role
<p><b>Interstate 5 (I-5) High-Occupancy Toll (HOT) Lanes</b></p>	<p>Caltrans District 12 (Caltrans D12) is studying implementation of HOT lanes on I-5 between the Los Angeles County Line and State Route 55. Caltrans D12 finalized a project study report (PSR) and a concept of operations (ConOps) in November 2019 and presented a summary to the OCTA in December 2019. The OCTA Board requested that Caltrans D12 include a high-occupancy vehicle (3+ occupancy) alternative as part of the subsequent environmental studies that are currently underway. Caltrans D12 provided a project update to the OCTA Board in April 2023.</p>	<p><u>November 2019</u> – Caltrans D12 finalized ConOps and PSR</p> <p><u>May 2022</u> – Caltrans D12 initiated environmental studies for I-5 managed lanes</p> <p><u>Summer 2023</u> – Draft project report and environmental document</p> <p><u>Winter 2023</u> – Final project report and environmental document</p> <p><u>Winter 2023</u> – Begin design</p> <p><u>2025</u> – Caltrans D12 anticipated to initiate construction</p>	<p>Prioritize corridor-wide (general purpose and carpool lanes) operational benefits and reliability.</p> <p>Development of toll policies, integration with adjacent toll facilities, equity considerations, support for transit services, and any necessary mitigation for vehicle miles traveled.</p> <p>Coordinate executive-level meetings.</p> <p>Assist with planning efforts and provide technical support to Caltrans D12 and other partner agencies throughout development of the ConOps, PSR, and subsequent studies.</p>

Board – Board of Directors

OCTA – Orange County Transportation Authority

## Regional Planning Activities May 2023

### Caltrans (continued)

	Summary	Key Dates	OCTA Interest	OCTA Role
<p><b>2023 California Freight Mobility Plan (CFMP)</b></p>	<p>Caltrans is developing the 2023 CFMP to provide a long-term vision for the future of freight in California. The CFMP is a comprehensive plan that governs immediate and long-term planning activities and capital investments by the state with respect to freight movement.</p>	<p><u>March 2023</u> – Release draft CFMP for three-week public review</p> <p><u>May 2023</u> – Submit to Federal Highway Administration (FHWA)</p> <p><u>July 2023</u> – Anticipated FHWA approval of CFMP</p>	<p>Ensure OCTA’s plans are consistent with the CFMP.</p>	<p>Review and comment on technical documents.</p>
<p><b>2023 California State Rail Plan (Rail Plan)</b></p>	<p>The Rail Plan is the strategic funding and programming document for rail in California. In compliance with federal and state laws, the Rail Plan proposes a unified statewide network that aligns needs for passenger and freight service and connects passenger rail to other modes.</p> <p>The plan lays out a strategy for investments and needed steps designed to increase California’s economic growth, improve quality of life, improve equity of the state’s most vulnerable and impacted communities, and advance the state’s ambitious climate action goals.</p>	<p><u>March 2023</u> – Release of draft Rail Plan for 60-day public comment period</p> <p><u>April 2023</u> – Caltrans to hold public workshops</p> <p><u>May 2023</u> – Public comment period ends</p>	<p>Ensure OCTA’s rail plans and projects are reflected and consistent with the Rail Plan.</p>	<p>Review and comment on technical documents.</p>

## Regional Planning Activities May 2023

### California Air Resources Board (CARB)

	Summary	Key Dates	OCTA Interest	OCTA Role
<b>2022 Scoping Plan for Achieving California's 2030 Greenhouse Gas (GHG) Target</b>	The Scoping Plan identifies how the State can reach 2030 climate targets to reduce GHG emissions by 40 percent from 1990 levels and lay out a path to achieve carbon neutrality by 2045.	<p><u>June 2021</u> – Initiation of workshops and meetings on Scoping Plan development</p> <p><u>Spring 2022</u> – Completion of workshops and meetings on Scoping Plan development</p> <p><u>May 2022</u> – Release of Draft Scoping Plan</p> <p><u>November 2022</u> – Release of final Scoping Plan</p> <p><u>December 2022</u> – CARB adopted final Scoping Plan</p>	Ensure that OCTA plans or projects are consistent with the state's 2030 GHG targets.	Review and comment on technical documents.

## Regional Planning Activities May 2023

### South Coast Air Quality Management District (AQMD)

Summary		Key Dates	OCTA Interest	OCTA Role
<p><b>2022 Air Quality Management Plan (AQMP)</b></p>	<p>The AQMP identifies strategies for achieving attainment with the National Ambient Air Quality Standards in the South Coast Air Basin.</p> <p>The AQMP provides input into the California State Implementation Plan (federally-required air quality plan).</p>	<p><u>March 2022</u> – Release draft AQMP</p> <p><u>March/April 2022</u> – Regional workshops and environmental scoping meeting</p> <p><u>May 2022</u> – Release draft 2022 AQMP</p> <p><u>July 2022</u> – Regional hearings</p> <p><u>August 2022</u> – AQMD and CARB consideration of AQMP and submittal to Environmental Protection Agency (EPA)</p> <p><u>December 2022</u> – Final AQMP adopted by AQMD Governing Board of Directors</p>	<p>Support development of attainment strategies that are within AQMD’s regulatory authority.</p> <p>Ensure economic impacts are considered.</p> <p>Minimize impacts to mobility.</p> <p>Ensure 2020 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) input is accurately incorporated.</p>	<p>Participate in advisory committee meetings.</p> <p>Review and comment on technical documents.</p>

## Regional Planning Activities May 2023

### Southern California Association of Governments (SCAG)

Summary	Key Dates	OCTA Interest	OCTA Role
<p><b>2024 RTP/SCS</b></p> <p>The 2024 RTP/SCS is a federally required transportation planning document. The 2024 RTP/SCS addresses needs over a 20-plus year planning horizon and is constrained by a reasonably foreseeable revenue forecast. It must also demonstrate air quality conformity and GHG emission reductions with budgeted levels set by the United States EPA and CARB.</p> <p>The 2024 RTP/SCS is an update to 2020 RTP/SCS. Commonly known as Connect SoCal 2024.</p>	<p><u>2021-2022</u> – Initiate plan development process and establish foundation and frameworks</p> <p><u>Spring 2022</u> – <u>Fall 2022</u> – Data collection and policy development; OCTA to submitted projects consistent with 2022 Long-Range Transportation Plan (LRTP)</p> <p><u>Winter 2023</u> – Outreach and analysis</p> <p><u>Spring 2023</u> – Draft plan policy discussions</p> <p><u>Fall 2023</u> – Draft plan, transportation conformity determination, and environmental document</p> <p><u>Spring 2024</u> – OCTA to submit comments on the draft 2024 RTP/SCS; comment response report and plan changes review; final plan, transportation conformity determination, and environmental document</p>	<p>Ensure inclusion of projects identified in OCTA’s LRTP.</p> <p>Support policies that are consistent with OCTA positions.</p>	<p>Coordinate with SCAG and other partner agencies.</p> <p>Participate in working groups.</p> <p>Monitor SCAG policy committees.</p> <p>Review and comment on related materials.</p>

## Regional Planning Activities May 2023

### SCAG (continued)

	Summary	Key Dates	OCTA Interest	OCTA Role
<p><b>SoCal Greenprint</b></p>	<p>SCAG is developing the SoCal Greenprint tool, a conservation mapping tool that highlights the benefits of natural lands, waters, and agricultural lands, including access to parks and trails, habitat protection and connectivity, clean water, clean air, food production, and increased resilience to climate change.</p> <p>SCAG is currently establishing a Technical Advisory Committee (TAC). The TAC will establish data guidelines, parameters, and criteria for the SoCal Greenprint tool that align with SCAG's Regional Advance Mitigation Program Policy Framework and RTP/SCS PEIR mitigation measures.</p>	<p><u>June 2023</u> – Formation of TAC</p> <p><u>June 2023</u> – Consultant selection for development of SoCal Greenprint Tool</p> <p><u>June-August 2023</u> – TAC will convene once per month</p> <p><u>Fall/Winter 2023</u> – Begin development of Greenprint tool</p> <p><u>June 2024</u> – completion of Greenprint tool</p>	<p>Monitor and provide input to ensure OCTA's environmental mitigation programs and policies are considered and not impacted</p>	<p>Review and comment on related materials.</p>

PEIR – Programmatic Environmental Impact Report

## Regional Planning Activities May 2023

### Los Angeles County Metropolitan Transportation Authority (Metro)

Summary	Key Dates	OCTA Interest	OCTA Role	
<p><b>2028 Olympics</b></p>	<p>The Greater Los Angeles Area must begin preparing for the 2028 Olympics. This will include more involved coordination efforts between OCTA, Metro, and other planning agencies in the area.</p> <p>Metro's draft initial project list (210 total projects) is comprised of the following:</p> <ul style="list-style-type: none"> <li>• Congestion reduction (34 projects)</li> <li>• First-last mile and active transportation (32 projects)</li> <li>• Bus (32 projects)</li> <li>• Rail (56 projects)</li> <li>• Systemwide (25 projects)</li> <li>• Regional rail (17 projects)</li> <li>• Goods movement (14 projects)</li> </ul>	<p><u>December 2020</u> – Metro Board of Directors approved Mobility Concept Plan</p> <p><u>April 2022</u> – Mobility Concept Plan presented to stakeholders</p> <p><u>To Be Determined (TBD)</u> – Submittal of project list for consideration by the Games Mobility Executives</p> <p><u>TBD</u> – Metro Board of Directors approval of project list</p>	<p>Coordinate with Metro and the City of Los Angeles as preparations begin for the 2028 Olympics.</p> <p>Monitor development of financing/ funding strategy and potential implementation of program of projects.</p>	<p>Coordinate with Metro and other partner agencies.</p>
<p><b>Metro L (Gold) Line Eastside Transit Corridor Phase 2</b></p>	<p>Environmental process and advanced conceptual engineering for extending the Metro L (Gold) further east from its current terminus at Pomona Boulevard and Atlantic Boulevard in East Los Angeles potentially through the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and the unincorporated communities of East Los Angeles and West Whittier-Los Nietos.</p>	<p><u>February 2020</u> – Metro Board of Directors approved proceeding with the California Environmental Quality Act only for the project's environmental process and withdrawing the State Route 60 and combined alternatives from further consideration in the environmental study</p> <p><u>2023</u> – Anticipated completion of environmental process</p> <p><u>2028</u> – Completion of final design</p> <p><u>2029</u> – Start of construction</p> <p><u>2035</u> – Phase 2 in service</p>	<p>Support alternatives that create potential for future connections into Orange County.</p>	<p>Monitoring.</p>

## Regional Planning Activities May 2023

### Metro (continued)

	Summary	Key Dates	OCTA Interest	OCTA Role
<b>West Santa Ana Branch Transit Corridor Project</b>	<p>In January 2022, Metro Board of Directors approved Los Angeles Union Station as the northern terminus and the 14.8-mile route from Slauson/A (Blue) Line to Pioneer Boulevard in the City of Artesia as the locally preferred alternative for the initial segment between the City of Artesia and downtown Los Angeles. The new light rail transit line will connect downtown Los Angeles to southeastern Los Angeles County, which could provide potential for a future extension into Orange County along the Pacific Electric right-of-way.</p>	<p><u>July 2021</u> – Draft environmental document for public comment</p> <p><u>January 2022</u> – Selection of a locally preferred alternative and project terminus</p> <p><u>2041</u> – Anticipate opening service of initial segment</p>	<p>Support alternatives that create potential for future connections into Orange County.</p>	<p>Monitoring.</p>

## Regional Planning Activities May 2023

### Transportation Corridor Agencies (TCA)

	Summary	Key Dates	OCTA Interest	OCTA Role
<b>Transportation Control Measure (TCM) substitution</b>	<p>TCA is seeking to remove the TCM designation from three portions of TCA facilities: 1) the San Joaquin Hills Transportation Corridor (ORA10254), 2) the Eastern Transportation Corridor (ORA050), and 3) the Foothill Transportation Corridor-North (ORA051).</p> <p>TCA is working with OCTA and SCAG on the formal substitution and participated in interagency consultation through SCAG's Transportation Conformity Working Group (TCWG).</p>	<p><u>Summer 2020</u> – Initiated substitution process with SCAG</p> <p><u>June 2020</u> – Presentation to SCAG TCWG</p> <p><u>June 2021</u> – Presentation to SCAG TCWG</p> <p><u>August 2021</u> – Presentation to the SCAG TCWG</p> <p><u>February 2022</u> – Presentation to the SCAG TCWG</p> <p><u>April 2022</u> – Present to the SCAG Energy and Environment Committee (EEC) for approval</p> <p><u>May 2022</u> – Present to the SCAG Regional Council for approval</p> <p><u>November 2022</u> –CARB and EPA concurrence</p>	<p>Avoid potential impacts to regional transportation funding.</p>	<p>Coordinating with SCAG and TCA.</p>

## Regional Planning Activities May 2023

### OCTA

	Summary	Key Dates	OCTA Interest	OCTA Role
<b>Express Lanes Network Study</b>	The OCTA 2018 LRTP's Short-Term Action Plan recommended an Express Lanes Network Study to identify planning and policy positions in response to an initiative by Caltrans D12 to implement express lanes in Orange County. The study will establish OCTA's priorities for tolled express lanes implementation by evaluating quantitative and qualitative factors against stated goals and objectives to determine a preferred approach.	<p><u>May 2019</u> – Study initiated</p> <p><u>December 2019</u> – Study update presented to OCTA Board</p> <p><u>Fall 2022</u> – Draft recommendations on a preferred approach for next steps to be presented to OCTA Board</p>	Establish OCTA's priorities for tolled express lanes.	Study effort led by OCTA.

## Regional Planning Activities May 2023

### OCTA (continued)

	Summary	Key Dates	OCTA Interest	OCTA Role
<p><b>South Orange County Multimodal Transportation Study (SOCMTS)</b></p>	<p>SOCMTS is a strategic transportation study that will consider transportation needs of residents, commuters, and visitors to the area. Through collaboration with local stakeholders, the study will identify a broad range of improvement recommendations for all modes of transportation, including streets, transit, freeways and bikeways. The study will address south Orange County's mobility needs through the year 2045 and beyond.</p> <p>Study objectives</p> <ul style="list-style-type: none"> <li>• Work collaboratively with stakeholders</li> <li>• Leverage all modes of transportation</li> <li>• Address long-term mobility needs</li> <li>• Develop consensus on a set of transportation improvements across all modes</li> </ul>	<p><u>Summer/Fall 2020</u> – Phase 1: Identify issues and opportunities; develop purpose and need; and develop initial alternative strategies</p> <p><u>August 2020</u> – Study update presented to OCTA Board</p> <p><u>Winter 2020 - Spring 2021</u> – Phase 2: Analysis of alternative strategies</p> <p><u>February 2021</u> – Study update presented to OCTA Board</p> <p><u>Summer 2021 - Summer 2022</u> - Phase 3: Further analysis of reduced set of alternative strategies; recommend a locally preferred strategy</p> <p><u>June 2022</u> – Study update to be presented to OCTA Board</p> <p><u>Fall 2022</u> – Approved by OCTA Board</p>	<p>Establish a locally preferred strategy for south Orange County.</p>	<p>Study effort lead by OCTA.</p>

## Regional Planning Activities May 2023

### OCTA (continued)

	Summary	Key Dates	OCTA Interest	OCTA Role
<p><b>State Route 91 (SR-91) Comprehensive Multimodal Corridor Plan</b></p>	<p>This study explored opportunities to improve mobility options and provide transportation choices on and around the corridor while preserving the character of the local communities.</p>	<p><u>January 2022</u> – Study initiated</p> <p><u>February-April 2022</u> – Public engagement</p> <p><u>May 2022</u> – Draft plan</p> <p><u>Fall 2022</u> – Final plan</p>	<p>Improving the SR-91 corridor in a manner that is consistent with sales tax measures of Orange and Riverside counties, as well as previously completed studies.</p>	<p>Study effort lead by OCTA, in partnership with the Riverside County Transportation Commission, and in coordination with Caltrans, TCA, and corridor cities.</p>
<p><b>TCM Substitution</b></p>	<p>The County of Orange has cancelled the Hazard Avenue Bikeway Project (ORA170205), which is a committed TCM. Additionally, schedule updates to two OCTA projects (Placentia Commuter Rail Transit Station [ORA030612] and Paratransit Expansion Vehicle Purchase [ORA130099]) also require TCM substitutions. OCTA is working with SCAG on next steps, including a formal substitution for the two OCTA projects. The bikeway project will follow an administrative substitution process. OCTA will participate in interagency consultation on TCM substitutions through the SCAG TCWG.</p>	<p><u>June 2021</u> – Presentation to SCAG TCWG</p> <p><u>February 2022</u> – Presentation to SCAG TCWG</p> <p><u>April 2022</u> – Presentation to SCAG TCWG</p> <p><u>June 2022</u> – Present to SCAG EEC for approval</p> <p><u>July 2022</u> – Present to SCAG Regional Council for approval</p> <p><u>February 2023</u> –CARB and EPA concurrence</p>	<p>Avoid potential impacts to regional transportation funding.</p>	<p>Coordinating with SCAG.</p>



*AFFILIATED AGENCIES*

*Orange County  
Transit District*

*Local Transportation  
Authority*

*Service Authority for  
Freeway Emergencies*

*Consolidated Transportation  
Service Agency*

*Congestion Management  
Agency*

January 31, 2020

Mr. Ryan Chamberlain  
District Director  
California Department of Transportation, District 12  
1750 East Fourth Street, Suite 100  
Santa Ana, CA 92705

**Subject: Proposed High-Occupancy Toll Lanes in North Orange County**

Dear Mr. Chamberlain:

At the December 9, 2019, Orange County Transportation Authority (OCTA) Board of Directors (Board) meeting, the California Department of Transportation (Caltrans) provided a presentation on proposed high-occupancy toll (HOT) lanes in north Orange County. Following the presentation, the Board requested Caltrans include a non-tolled high occupancy vehicle (HOV) 3+ alternative in future studies for Interstate 5 (I-5) managed lanes between State Route 55 (SR-55) and the Los Angeles County line. In addition, prior staff comments requested Caltrans explore alternatives north of State Route 57 (SR-57) to the Los Angeles County line to avoid conflicts with the Measure M HOV lanes currently under construction between SR-55 and SR-57. This project, known as Project A in the voter pamphlet, is adding a second carpool lane in each direction in this I-5 section and was environmentally cleared as an HOV project in 2015.

OCTA is very concerned that various Caltrans HOT lane proposals directly conflict with the Measure M freeway program and would result in a breach of trust and broken promises between OCTA and the Orange County voters. Therefore, we urge Caltrans to reconsider the timing of future HOT lane studies until such time the OCTA Board provides specific direction on a tolled express lane network in Orange County. OCTA staff expects to bring forward potential express lane phasing options and related policies for Board consideration by June 2020.

OCTA appreciates the time and effort you and your staff invested in the December 9, 2019 presentation. However, we believe a policy discussion and Board decision must precede HOT lane project development efforts. OCTA welcomes Caltrans participation in these discussions over the next few months.

Mr. Ryan Chamberlain  
January 31, 2020  
Page 2

Please direct any follow-up to Kia Mortazavi, Executive Director, Planning, at (714) 560-5741 or kmortazavi@octa.net.

Sincerely,



Darrell E. Johnson  
Chief Executive Officer

DEJ:sc

c: Lan Zhou, Caltrans  
OCTA Board of Directors  
Kia Mortazavi, OCTA



## AFFILIATED AGENCIES

Orange County  
Transit District

Local Transportation  
Authority

Service Authority for  
Freeway Emergencies

Consolidated Transportation  
Service Agency

Congestion Management  
Agency

June 2, 2022

Ms. Jayna Harris  
Associate/Senior Environmental Planner  
LSA Associates  
20 Executive Park, Suite 200  
Irvine, CA 92614

**Subject: Interstate 5 Managed Lanes Project (State Route 55 to Orange County/Los Angeles County Line) Notice of Preparation**

Dear Ms. Harris:

The Orange County Transportation Authority (OCTA) appreciates the opportunity to review the Notice of Preparation (NOP) for the Interstate 5 (I-5) Managed Lanes Project. Although the Department of Transportation (Caltrans) has addressed some of OCTA's previously communicated comments (attached), the following additional input is provided for your consideration.

1. Caltrans and OCTA have completed construction of the Measure M2 (Orange County's half-cent transportation sales tax initiative) project to add a high occupancy vehicle (HOV) lane in each direction on I-5 between State Route 55 (SR-55) and State Route SR-57 (SR-57). With two HOV lanes now operating in each direction from SR-55 to SR-57, the need to address managed lane degradation should not apply to this segment. Caltrans should consider alternatives that limit the project's southern terminus to the I-5/SR-57 interchange.
2. Conversion of HOV lanes to express lanes between SR-55 and SR-57 (Alternatives 3 and 4A/4B) would conflict with the aforementioned project which is a commitment to Orange County voters and investment of taxpayer dollars.
3. OCTA requests consideration of HOV 2+ and HOV 3+ alternatives that include added managed lane capacity between SR-57 and State Route 91 (SR-91).
4. The proposed project's capacity expansion could lead to an operational conflict with existing capacity limitations north of the I-5/SR-91 interchange and at the Orange/Los Angeles County line, which may result in new bottlenecks, operational deficiencies, and reduced travel time reliability.
5. We strongly urge Caltrans to hold monthly project development team meetings so that stakeholders such as OCTA are given the opportunity to provide meaningful input.

Ms. Jayna Harris  
June 2, 2022  
Page 2

6. Per prior correspondence, Caltrans does not intend to extend the NOP comment period, as previously requested by OCTA, and we appreciate Caltrans' willingness to include all comments received after the NOP comment period as part of the administrative records. However, OCTA's preference remains that Caltrans formally extend the NOP comment period to enable stakeholders to continue to be engaged in the process.
7. OCTA plans to bring this project to the Regional Planning & Highways Committee and Board of Directors meeting on June 6 and June 13, respectively. Any additional input from either of these meetings will be conveyed through subsequent correspondence. Therefore, it would be prudent for Caltrans to extend the NOP comment period for an additional 15 days.

OCTA looks forward to close communication with Caltrans throughout the Project Approval/Environmental Document process. If you have any questions, please feel free to reach me at (714) 560-5907 or [dphu@octa.net](mailto:dphu@octa.net).

Sincerely,



Dan Phu  
Sustainability Planning Manager

DP:aa  
Attachment

c: Chris Flynn, Caltrans District 12  
Smita Deshpande, Caltrans District 12



# Connect SoCal 2024 Subcommittee Draft White Paper

RACIAL EQUITY & REGIONAL PLANNING

# Connect SoCal 2024 Subcommittee Draft White Paper

## RACIAL EQUITY & REGIONAL PLANNING

### INTRODUCTION

SCAG is currently developing Connect SoCal 2024. Three special Regional Council subcommittees have been created around Next Generation Infrastructure, Resilience and Conservation, and Racial Equity and Regional Planning. Each subcommittee met between September 2022 and January 2023, to identify recommendations that will inform how these emerging issues are addressed in Connect SoCal 2024.

The Racial Equity and Regional Planning Subcommittee was convened to respond to the following policy questions:

- What are the opportunities to advance racial equity through the policies and strategies in Connect SoCal? and
- How can Connect SoCal guide how planning and investments over the next 30 years can address and rectify the effects of racially discriminatory policies in the SCAG region?

The Racial Equity and Regional Planning Subcommittee convened four times between September 2022 and January 2023. Through the course of the Racial Equity and Regional Planning Subcommittee meetings, staff brought forth content and experts in the field to ground how SCAG could approach racial equity in Connect SoCal by first recognizing the history and current day prevalence of systemic racism, outlining how it has manifested in inequitable outcomes across the region, and uplifting a series of best practices and resources that SCAG can explore to advance racial equity in the Connect SoCal 2024.

### SUBCOMMITTEE FOUNDATIONS

In July 2020, the SCAG Regional Council adopted Resolution No. 20-623-2 affirming that systemic racism is a human rights and public health crisis which results in disparities in family stability, health and mental wellness, education, employment, environmental justice, economic development, transportation, public safety, incarceration, and housing and reaffirming its commitment to advancing justice, equity, diversity, and inclusion in Southern California. The resolution directed a series of comprehensive actions that were grounded in building awareness, competency, and impact around racial equity in the SCAG region.

Of note, the resolution spurred the formation of the Special Committee on Equity and Social Justice in 2019 that led the development of the Racial Equity Early Action Plan in 2019. The Racial Equity Early Action Plan defined racial equity for SCAG and included a series of goals, strategies and actions grounded in building staff awareness and education, data, engagement, and economic activity. Informed by research, best practices, peer agency review, the Racial Equity Early Action Plan identified leading with racial equity as a focal point in addressing the pervasive and deep inequities faced by people of color across the region. SCAG recognizes that challenging racism is essential if

SCAG is to support the creation of a just and equitable society. Though all dimensions of equity are not addressed in the plan, by focusing on race, SCAG staff will develop the skills needed to address inequities faced by other marginalized groups based on gender, sexual orientation, ability and age, among others. A comprehensive status report on these efforts is included on SCAG's website.

The Connect SoCal Subcommittee on Racial Equity and Regional Planning was formed to explicitly focus and seek board direction on strategies to "Center Racial Equity in Regional Policy and Planning," which is one of the four goals identified in SCAG's Racial Equity Early Action Plan. Connect SoCal provides a regional vision for integrating land-use and transportation for increased mobility and more sustainable growth and serves as the guiding policy document for local planning and transportation funding across the region. Therefore, ensuring that Connect SoCal's goals, policies and metrics are centered on racial equity is critical to integrating and institutionalizing the Regional Council's commitment to advancing justice, equity, diversity, and inclusion in Southern California through regional planning.

## SUBCOMMITTEE: DISCUSSION & KEY FINDINGS

### DISCUSSION

The Racial Equity and Regional Planning Subcommittee met four times between September 2022 and January 2023. Each meeting included a presentation from SCAG staff, presentations from experts in the field, facilitated dialogue by Mr. Charles T. Brown, founder and principal of Equitable Cities, and feedback collected from Subcommittee members. The meeting topics included:

- **Historic and Contemporary Impacts of Systemic Racism in the United States**

With a focus on housing and transportation, the first meeting examined the historic and contemporary impacts and outcomes of systemic racism in the United States. The content provided a national and historic perspective that illustrated the breadth of the systems that have created and perpetuated systemic racism across the country at every level of government.

Despite both the ratification of the 14th Amendment in 1868, intended to provide equal protection under the law, and the 15th (1870) and 19th (1920) Amendments, which guaranteed citizens the right to vote, people of color have consistently not seen the full benefits of these rights. In 1896, the United States Supreme Court upheld the constitutionality of "separate but equal" laws in the case of *Plessy v. Ferguson*, ushering in the Jim Crow Era of racial segregation and disenfranchisement. During this era, major expansions in transportation infrastructure were encouraged by a stimulus of federal funding in California. In 1911, the newly established California Highway Commission implemented federal policy direction toward the creation of the Interstate Highway System, which included the 1921 and 1944 Federal Aid Highway Acts. The Commission determined project locations, and both state and local officials routed new freeways through existing communities of color, displacing thousands of households through eminent domain. Much of this freeway construction was in service of a suburban housing boom that was explicitly segregationist. Racist policies and decisions also influenced the siting of other types of transportation infrastructure, such as commuter railways, and the delivery of transit services.

The content included a viewing of [Segregated by Design](#), a short video that summarizes the book *The Color of Law*, which provides a historic overview of how systemic racism shaped housing policies and access to housing, homeownership opportunities for people of color, and racial segregation in the United States.

Segregated by Design highlighted how federal policies across the nation caused displacement of established and thriving Black communities for major infrastructure and public works projects. In addition, the video highlighted how a series of specific actions by the governmental actors, at all levels, across the nation, created segregated communities. For example, the United States Housing Authority of the New Deal Programs resulted in public housing projects that segregated different racial and ethnic groups. Another example was a program by the Federal Housing Administration which subsidized the development of suburbs with the requirement that the homes could only be sold to white families and the inclusion of deed restrictions that prohibited resale to African American families.

The meeting also included a presentation by Ms. Beth Osborne, Director of Transportation for America, on transportation and racial equity. Ms. Osborne highlighted the importance of roadway design and how it could create dangerous conditions for the most vulnerable users. She highlighted the increase in pedestrian fatalities (62%) between 2009-2020 and the higher risk for people of color, especially for Black and Native American pedestrians and those from low-income households.

- **Impacts and Outcomes of Systemic Racism in the SCAG region**

Building on the historic perspective that was offered in the first meeting, the second Subcommittee meeting focused on the current day impacts and outcomes of systemic racism in the SCAG region. Content included a presentation on the updated [Racial Equity Baseline Conditions Report](#) that was published in 2019 and later updated in 2022. The Baseline Conditions Report highlights demographic information and important regional data on the economy, communities, mobility, the environment, and wherever possible, disaggregation of the data by race/ethnicity. The report is significant in furthering SCAG's racial equity work because it memorializes how communities across the region are faring around the above topic areas. In addition, the report disaggregates data by race/ethnicity which allows for an assessment of how people from different racial and ethnic groups are impacted around the various indicators.

A few compelling SCAG region indicators and outcomes include:

- Hispanic/Latinx (40%), Native American (39%), and Black households (38%) experience the highest poverty rates, almost twice the rates of White Households (20.2%), who have the lowest rates in the region.
- Hispanic/Latinx full-time workers (29%) are three times more likely to be living in poverty than White full-time workers (10%).
- Hispanic/Latinx Households have the highest Housing Cost Burden of any racial/ethnic group in the region with 42% of renters and 16.2% of homeowners experiencing a housing cost burden (meaning that 30% of more of household income goes towards housing cost). This is in comparison with 24.2% of White Households who are renters and 9.4% of White Households who are renters who experience a housing cost burden.
- Black households have the lowest homeownership rates at 36% in the region, compared to White households with the highest at 61%.
- Hispanic/Latinx households make up the largest percentage of residents living in census tracts with the highest CalEnviroScreen scores (highest environmental/pollution burden) in comparison to White Households who disproportionately live in the areas with the lowest percentile (least environmental/pollution burden).

Beyond the Baseline data, the Connect SoCal 2024 Plan will also include Equity Performance Measures. The proposed measures are organized around the economy, communities, mobility, and the environment. Sample measures include neighborhood change and displacement, share of transportation system usage, resilience and climate vulnerabilities, and public health impacts.

The meeting also included presentations from two community-based organizations (CBOs)/community partners, Just San Bernardino (Just SB) and Santa Ana Active Streets (SAAS). The community partners were invited to share their work to uplift the importance of equitably integrating the community perspective in ground-truthing data, meaningfully engaging vulnerable and marginalized people and communities, and working with stakeholders to identifying community needs, assets, and solutions.

- **Best Practices for Mitigating the Impacts of Systemic Racism**

The third Racial Equity and Regional Planning Subcommittee meeting focused on best practices and strategies for mitigating impacts of systemic racism. The meeting started with a staff update on the Racial Equity Early Action Plan, followed by presentations by three guest speakers.

- **Racial Equity Early Action Plan:** The Racial Equity Early Action Plan includes a series of activities for SCAG to advance racial equity in the region. For example, SCAG has funded several initiatives that have advanced equitable engagement and partnerships with Community Based Organizations and community leaders. The Call for Collaboration is funded by REAP 1, in partnership with three foundations. SCAG provided \$1 million of its REAP 1.0 funding to develop a program that provided capacity-building technical assistance and grants to non-profits and CBOs. Fifteen organizations were invited to engage in land use planning efforts that support the acceleration of housing production, with an emphasis on ensuring principles of equity are included in planning processes, new funding programs, and policies.

The Go Human Program completed its Mini Grant Program, which aimed to build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, prioritizing Black, Indigenous and People of Color; people with disabilities; and frontline workers, particularly those walking and biking. The program emphasized community-driven co-creation and community engagement. Go Human awarded more than \$350,000 to 26 CBO-identified and led projects, directly engaging more than 300,000 people.

In addition, SCAG is in process of developing the Sustainable Communities Program Call 4, the Call for Civic Engagement, Equity, and Environmental Justice which will prioritize resources in historically disinvested areas and communities most impacted by adverse public health outcomes and air quality impacts. This program will catalyze planning activities to support housing, GHG and VMT reduction, advance equity and environmental justice, and provide needed funding to communities with the highest need.

Addressing poverty and access to economic opportunity is one of the most impactful ways to address racial inequities. In July 2021 SCAG adopted the Inclusive Economic Recovery Strategy (IERS). The guiding principles for the IERS are: (1) center on racial and gender equity with regard to economic opportunity; (2) rebuilding the region's middle class; (3) contributing to a climate-ready region; (4) tailoring strategies to meet both regional factors and specific needs for targeted industries; and (5) reflect new and diverse voices. As a result of one-time State funding, SCAG created a limited-term Department of Inclusive

Economic Growth that is responsible for implementing targeted economic and workforce development projects that were direct recommendations from the IERS. These projects will expand access to economic opportunity in the region by centering the community in identifying pathways to quality jobs, promoting inclusive government contracting, and by building the business case for equity.

- **Ms. Jocelyn Gibson, Sr. Consultant, ZoneCo:** Ms. Gibson was the first speaker following the staff presentation on the Racial Equity Early Action Plan. She is an experienced city planner with extensive public and private sector planning, zoning, and commercial real estate experience. Ms. Gibson’s presentation highlighted the history of zoning and how its roots are infused with racism and the intent to segregate people. Of note, the presentation highlighted the confluence of a series of actions that included policies that terrorized black families who moved into white neighborhoods, the destruction of property, racial covenants, race-based zoning, redlining, and housing finance, urban renewal, real estate practices that have shaped the segregation, housing, and wealth inequities that exist today.

The equity-centered best practices that were discussed by Ms. Gibson focused on procedures, standards, and policies. For example, Ms. Gibson highlighted the value of limiting subjective review, requiring that public engagement is representative of the community, and that appointed bodies are representative of the community to ensure that a multitude of perspectives inform decision making. Zoning standards that were recommended to advance racial equity included promoting housing diversity in all zoning districts where residential uses are appropriate, removing parking minimums, and ensuring equal access to food, services, amenities, and public goods. Finally, policy recommendations included ensuring that equity-driven policy level frameworks at the general plan level related to the zoning level implementation tools.

- **Dr. Andre Perry, Senior Fellow, Brookings Metro:** Dr. Perry is a Senior Fellow at Brookings Metro, a scholar-in-residence at American University, and a professor of practice of economics at Washington University. A nationally known commentator on race, structural inequality, and education, Dr. Perry is the author of the book “Know Your Price: Valuing Black Lives and Property in America’s Black Cities”.

Dr. Perry’s presentation focused on the [Black Progress Index: Examining the social factors that influence Black well-being](#). The research-based tool looked at life expectancy for black people from 1200 major black cities and metropolitan areas across the United States. The Black Progress Index highlighted, through research, the places where black people are thriving most and the social predictors that are in place.

In the presentation, Dr. Perry highlighted the 13 key predictors of life expectancy that can generally be categorized around environmental quality, family health, human and social capital, safety, and wealth. Examples of these indicators include percent of black foreign-born adults, black higher educational attainment, black household income, black homeownership rates, black commuting via walking/biking, and black business ownership rates. The tool is a valuable resource because it uplifts the places where black people thrive in the United States and the factors that are in place to support this.

- **Mr. Christopher Coes, Assistant Secretary for Transportation Policy, U.S. Department of Transportation, Office of the Secretary:** Mr. Christopher Coes serves as the Assistant Secretary for Transportation Policy in the Office of the Secretary. Mr. Coes presented on Justice40 Program, which

established a commitment that 40% of federal investments and benefits will go to communities who have been overburdened with environmental justice harm and underserved from federal investments.

Mr. Coes highlighted that Justice40 is centered around seven areas, 39 funding programs, across five modes, and totaling \$204 billion. The presentation included an overview of the process that U.S. DOT is pursuing to carry out Justice40 including the key indicators that they are using to define disadvantaged communities and how Metropolitan Planning Organizations (MPOs) could use the indicators to identify Justice40 communities in their region. Mr. Coes highlighted that MPOs should incorporate housing, land use, and equitable economic development in their transportation planning processes and identify and prioritize the areas in the region who have experienced the greatest harm, identify a baseline and strategy for how to address those needs, identify the projects that will help address those needs, and focus on project delivery.

The content from the Racial Equity and Regional Planning Subcommittee meetings included a wealth of information for subcommittee members to identify opportunities for integrating racial equity in Connect SoCal 2024. The feedback received from subcommittee members is summarized in the Key Findings section with the recommendations included in the following Subcommittee Recommendations section.

## KEY FINDINGS

The overarching task of the Racial Equity and Regional Planning Subcommittee was to identify:

- What are the opportunities to advance racial equity through the policies and strategies in Connect SoCal? and
- How can Connect SoCal guide how planning and investments over the next 30 years can address and rectify the effects of racially discriminatory policies in the SCAG region?

Each of the subcommittee meetings included facilitated discussion led by Mr. Charles T. Brown of Equitable Cities with feedback collected at each meeting. The Racial Equity and Regional Planning subcommittee presentations and subsequent discussions highlighted the following key findings:

- Break down silos across governmental agencies and equity efforts.
- Important to identify short to long term recommendations and measure success.
- Systemic racism has shaped housing and transportation policy, funding, and implementation in the region.
- Housing cost burden (rental and ownership) is highest for households of color.
- People of color have lower homeownership rates in the region, with Black households experiencing the lowest homeownership rates.
- Predatory real estate practices have undervalued homes in black neighborhoods.
- Mobility infrastructure varies across the region (commuter community versus dense/transit rich community). However, the need to create walkable places is needed across the region.

- Need to identify economic development strategies to address poverty in the region, including employment opportunities for nonviolent offenders, contracting opportunities for people of color, improve wages and career ladders, and engaging the business community.
- There is a need to assess how to improve health outcomes for people of color.
- Environmental Injustice most negatively affects communities of color, with Latinx most affected in the region.
- Need to identify strategies to collect and use data and science to support black and brown communities in improving outcomes including affordable housing and mobility.
- Data should be disaggregated beyond racial/ethnic categories, identify historic trends, be shared widely, and vetted with affected communities. Essential to understand the underlying issues that are creating negative outcomes in communities of color.
- Need to include diversity and representation in jurisdictional staffing and decision making.
- Need to identify how to effectively engage affected disadvantaged communities and communities of color.
- Need to develop inclusive engagement practices, with accountability, that facilitate participation of historically underrepresented and marginalized groups.
- Need to document historic inequities as part of planning processes.
- Need to consult with indigenous and other marginalized people, beyond required consultation in environmental process.
- Broadly communicate SCAG’s equity work.
- There is a need to analyze equity for SCAG and support jurisdictions to do this assessment.

## SUBCOMMITTEE RECOMMENDATIONS

One of the most significant opportunities that SCAG has to advance racial equity is to first acknowledge that SCAG has a role in advancing racial equity. SCAG is in a unique position to advocate, convene, coordinate, and prioritize the implementation of racial equity-centered initiatives across the region. As the largest MPO in the United States, the infusion of racial equity policy direction in Connect SoCal will have a transformative impact in the region that will shape planning and investments that are grounded in recognition of historic harms with a keen focus on addressing inequities and prioritizing resources in the communities with the greatest need.

The following recommendations were informed by the feedback received at each of the Racial Equity and Regional Planning Subcommittee meetings. Given the intersectionality of racial equity, the recommendations are cross cutting and are centered on pursuing equitable processes and outcomes across all Connect SoCal topic areas.

1. Connect SoCal 2024 will be a vehicle to promote racial equity (as defined in the Racial Equity Early Action Plan), to address the historic impacts of systemic racism and coordinate and implement equity centered activities across the region.
2. Embed a racial equity lens in Connect SoCal implementation, prioritize equity as a process and outcome that benefits and reduces burdens for the most disadvantaged communities and people across the region, and identify opportunities to measure and track success and lessons learned.
3. Incorporate equity centered best practices in data collection to ensure that data assessments reflect community needs, disaggregate data by race/ethnicity and other important demographic factors, ground

truth data, widely distribute data to impacted stakeholders, and incorporate community perspective in data-informed decision making.

4. Break down silos-within SCAG and among other local, regional, and federal agencies that are doing equity-centered work, for example State Reparations Effort and Justice40.
5. Prioritize community-centered interventions, resources, and programming that serve the most disadvantaged communities and people in the region with strategies that can be implemented in the short-to-long-term.
6. Identify and target communities that are vulnerable to displacement and work towards stabilizing communities and increase access to housing that meets the needs of the region, with an emphasis on preserving and producing affordable housing, increasing homeownership opportunities, and reducing housing cost burden (for renters and homeowners), with a focus on the communities with the greatest need.
7. Incorporate equity-centered economic activities that increase access to opportunity and living wages for disadvantaged communities and individuals who face barriers to employment and economic mobility.
8. Increase equitable, inclusive, and meaningful representation and participation of people of color and disadvantaged communities in SCAG led and funded planning processes.

Beyond the above recommendations the following conceptual preliminary strategies are recommended for further consideration as regional policy priorities and/or implementation strategies for the plan:

1. Develop an agencywide Community Based Organization Partnering (CBO) Strategy that outlines tools and resources for partnering with CBOs to increase inclusive and equitable engagement opportunities.
2. Develop a Restorative Justice Pilot Program that prioritizes comprehensive solutions, capacity building, engagement, planning, and investment in the most underserved communities in the region (1 in each county in pilot phase).
3. Develop an Equity Assessment Tool that can be utilized by SCAG in program development and delivery and a complementary tool that can be incorporated into local assistance/subrecipient programming and delivery.
4. Identify, align with appropriate State and Federal partners, and utilize equity-centered measures to track outcomes, progress, and lessons learned on Connect SoCal implementation.
5. Identify innovative homeownership models that can reduce costs and increase housing production in the region and identify strategies to engage households of color that are underrepresented as homeowners.
6. Develop and deploy community stabilization (anti-displacement) resources that can be utilized to address displacement pressures for communities across the region and Affirmatively Further Fair Housing.
7. Deploy actions that expand access to training and employment, with an emphasis on lower income communities, communities of color, and others facing barriers to employment.
8. Implement strategies that support the creation and expansion of small, minority-, woman-, and veteran-owned businesses in the region.
9. Develop a resource guide and training for equitable stakeholder engagement for public agencies, including SCAG, that is culturally relevant, recognizes community contexts and histories, existing community resources and engagement opportunities, and inclusion of cultural and racial/ethnic groups.

The above list of conceptual strategies are preliminary ideas of how the recommendations move forward. Further assessment and evaluation of the policy recommendations and concept strategies will be explored through the SCAG Policy Committees and the Connect SoCal 2024 stakeholder engagement process.

## NEXT STEPS

These recommendations are intended to inform the on-going development of the Connect SoCal Policy Development Framework to provide direction for addressing emerging and cross-cutting issues in Connect SoCal 2024. They will be considered by the Joint Policy Committee alongside recommendations from the Next Generation Infrastructure Subcommittee and the Resilience and Conservation Subcommittee in March. The scope of the subcommittee discussions also illuminated opportunities for broader recommendations to inform SCAG's work both in Connect SoCal implementation and other program areas.

## MAIN OFFICE

900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017  
Tel: (213) 236-1800  
scag.ca.gov

## REGIONAL OFFICES

### IMPERIAL COUNTY

1503 North Imperial Ave., Ste. 104  
El Centro, CA 92243  
Tel: (213) 236-1967

### ORANGE COUNTY

OCTA Building  
600 South Main St., Ste. 741  
Orange, CA 92868  
Tel: (213) 236-1997

### RIVERSIDE COUNTY

3403 10th St., Ste. 805  
Riverside, CA 92501  
Tel: (951) 784-1513

### SAN BERNARDINO COUNTY

Santa Fe Depot  
1170 West 3rd St., Ste. 140  
San Bernardino, CA 92418  
Tel: (213) 236-1925

### VENTURA COUNTY

4001 Mission Oaks Blvd., Ste. L  
Camarillo, CA 93012  
Tel: (213) 236-1960





# Connect SoCal 2024 Subcommittee Draft White Paper

RESILIENCE AND CONSERVATION

# Connect SoCal 2024 Subcommittee Draft White Paper

## RESILIENCE AND CONSERVATION

### INTRODUCTION

SCAG is currently developing Connect SoCal 2024. Three special Regional Council subcommittees have been created around Next Generation Infrastructure, Resilience and Conservation, and Racial Equity and Regional Planning. Each subcommittee met four times between September 2022 and January 2023, to identify recommendations that will inform how these emerging issues are addressed in Connect SoCal 2024.

The purpose of the Resilience & Resource Conservation Subcommittee is to advance the direction set in the SCAG Regional Council Resolutions on Climate Change Action (21-628-1) and Water Action (22-647-3) to consider opportunities for enhanced conservation and how Connect SoCal can support our communities in adapting to changing conditions or mitigating risks to become more resilient in the context of future growth, as well as to identify and integrate policies and strategies to align investments in water infrastructure with housing needs and the adopted growth forecast and development pattern featured in Connect SoCal 2024.

By 2050, the SCAG region is anticipated to grow by an additional 1.7 million people, with a significant 15% increase in employment. Further, the region is expected to experience shocks and stressors related to climate change, such as more intense wildfires, drought, extreme heat and rising sea levels, as well as seismic events that will negatively impact the region's public health, welfare, and the greater economy. Our region's built environment, natural and social systems, as well as the greater economy could be significantly affected by these hazards as well as the associated constraint on essential resources, with particularly acute and disproportionate impacts on vulnerable communities. Significant regional public health and economic benefits could accrue if targeted strategies and investments are prioritized now to address potential impacts of climate-related shocks and stressors. Within the resilience policy space, shocks are commonly defined as sudden and acute events that threaten immediate safety and well-being, whereas stressors are commonly defined as chronic challenges that weaken natural, built, or human systems and resources.

As such, the Subcommittee's policy question at hand is:

- How can Connect SoCal mitigate and adapt to the impacts of climate and seismic-related hazards on our built and natural systems and increase our region's resilience?

To tackle this question and formulate recommendations for inclusion in Connect SoCal, the goals of the body, as established by the members, are to:

- Advance the direction set in the SCAG Regional Council Resolution on Climate Change Action and Water Action to consider opportunities for enhanced resilience & resource conservation; and

- Develop recommendations on how Connect SoCal can support our communities in adapting to changing conditions or mitigating risks to become more resilient.

## SUBCOMMITTEE FOUNDATIONS

Resilience and conservation are embedded across the number of SCAG’s work. Within Connect SoCal 2020, resilience and conservation were integrated into the core vision, key goals, and guiding principles of the plan. Looking further at the Connect SoCal 2020 goals, the following elements are featured:

- Enhance the preservation, security, and resilience of the regional transportation system;
- Reduce greenhouse gas emissions and improve air quality;
- Support healthy and equitable communities;
- Adapt to a changing climate and support an integrated regional development pattern and transportation network; and
- Promote conservation of natural and agricultural lands and restoration of habitats.

Additionally, SCAG includes a number of resilience and conservation mitigation measures in the Connect SoCal 2020 Program Environmental Impact Report (PEIR) that address resilience and resource conservation.

Through SCAG’s unanimously adopted Climate Change Action Resolution (Resolution No. 21-628-1) from January 2021, SCAG resolved to develop a Regional Resilience Framework to “help the region plan and prepare for a changing climate, as well as potential near- and long-term disruptions to Southern California.” As part of that work, SCAG conducted a landscape resilience assessment to understand how jurisdictions are planning for climate change. Looking towards the development of Connect SoCal 2024, the Climate Change Action Resolution also called on SCAG staff to “include climate adaptation and mitigation analysis and strategies in the 2024 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).”

In October 2022, SCAG’s Regional Council also unanimously adopted a Water Action Resolution that resolved to “further explore regional water challenges and solutions [through the Resource & Conservation Subcommittee] and report findings for consideration by SCAG’s Energy & Environment Committee.” This resolution called on local and regional partners to join together to adopt an “all of the above” approach to addressing the region’s water challenges and catalyzing opportunities, and for SCAG to take action and support partners to reduce water use; improve water conservation, reuse, and efficiency; enhance water systems’ health and resilience; pursue and potentially implement new water supply and storage opportunities; and support investments in water infrastructure and conservation practices that support the region’s economic and population growth and fosters planning for the region’s housing needs.

## SUBCOMMITTEE: DISCUSSION & KEY FINDINGS

In fulfilling direction from SCAG’s Regional Council, the four meetings of the Resilience & Conservation Subcommittee included presentations from staff and subject matter experts, followed by facilitated dialogue amongst subcommittee members. Each meeting built off the previous and informed and shaped the recommendations that are included in the white paper. Meeting topics included:

- **Where We Are: Level Setting & Work Plan Prioritization**

Meeting 1 of the Resilience & Conservation Subcommittee provided the group with an overview of the Subcommittee's purpose and proposed outlook; SCAG's proposed definition of "resilience"; and resilience and conservation principles, goals, and strategies embedded in Connect SoCal 2020 and Connect SoCal 2020 Programmatic Environmental Impact Report (PEIR).

Resilience and conservation are key parts of the core vision, key goals and guiding principles outlined in Connect SoCal to advance the region's economic vitality, improve mobility options, and grow in a sustainable way that builds healthy and vibrant communities. As part of the Connect SoCal Guiding Principles, resilience and conservation are most prominently featured across three major efforts: Land Use & Sustainable Development, Transportation & Mobility and Planning. Furthermore, the Connect SoCal 2020 PEIR includes approximately 20 mitigation measures which address resilience and resource conservation. These mitigation measures span efforts to address wildfire risk, water conservation and planning, greenhouse gas mitigation, agriculture and forestry, biological resources, and more.

In evaluating the proposed definition of resilience for inclusion in Connect SoCal 2024, members of the Subcommittee provided feedback that the effectiveness of responding to climate hazards should be emphasized within the plan. As such, the definition was updated to include "effectively respond to climate hazards", and subsequently reviewed in Meeting 2 of the Subcommittee.

Other guidance from members included the need to:

- Prioritize strategies that promote long-term and short-term responses to resilience shocks and stressors, and monitor effectiveness;
- Build strong partnerships to ensure shocks and stressors can be effectively addressed; and,
- Secure resources for local agencies to promote disaster preparedness.

Potential opportunities for integrating this guidance in Connect SoCal 2024 include:

- Identify how Connect SoCal 2024 strategies address long-term and short-term responses to shocks and stressors;

- **How Can SCAG Have an Impact: Policy Areas of Focus & Implementation Tools**

Meeting 2 of the Resilience & Conservation Subcommittee provided an overview of SCAG's landscape analysis of resilience planning efforts across the SCAG region, as well as a more detailed analysis of resilience planning within the Inland Southern California Region. Kristopher Eclarino, Technical Project Manager at Climate Resolve, and Michelle Baron, Consultant at Climate Resolve, provided a presentation examining the state of climate adaptation planning across jurisdictions within the Southern California region. The study explored the impacts of climate-related shocks and stressors on the SCAG region to further SCAG's understanding and approach to addressing resilience at a regional scale, and involved the review of climate-related resilience planning efforts and documents, such as climate action plans, sustainability plans, resilience plans, general plans, local hazard mitigation plans, and more.

The study area consisted of 191 cities and two tribal nations within the SCAG region. Through the climate resilience landscape analysis, the following trends were found:

- 86 out of 193 (45%) of jurisdictions have adopted a standalone climate, sustainability and/or resilience plan, with 30 of the 86 plans including adaptation strategies;
- 141 out of 193 (73%) of jurisdictions have adopted a local hazard mitigation plan (LHMP) at either the local or multijurisdictional level, with 105 of the 141 LHMPs accounting for climate change impacts;
- 19 out of 193 (10%) of jurisdictions have updated generals plans to meet the requirements of SB 379 and SB 1035;
- 104 out of 193 (54%) of jurisdictions contain disadvantaged communities, as defined and identified via CalEnviroScreen 4.0. Of the 104 jurisdictions, 17 have adopted environmental justice goals, policies and objects and 10 have updated general plans which meet the requirements of SB 1000; and
- Drought, flood and wildfire were found to be the most frequently cited climate resilience disruption noted across jurisdiction plans.

Additionally, the following climate-related shocks and stressors were most commonly identified through the review of local planning documents:

<b>SHOCKS</b>	<b>STRESSORS</b>
<i>SUDDEN OR ACUTE EVENTS THAT THREATEN IMMEDIATE SAFETY AND WELL-BEING</i>	<i>CHRONIC CHALLENGES THAT WEAKEN NATURAL, BUILT, OR HUMAN RESOURCES</i>
<ul style="list-style-type: none"> <li>• Avalanche</li> <li>• Drought</li> <li>• Earthquake</li> <li>• Extreme Cold</li> <li>• Extreme Heat</li> <li>• Flood</li> <li>• Hazard Material Release</li> <li>• Infrastructure Failure</li> <li>• Landslide</li> <li>• Non-heat-related Severe Weather</li> </ul>	<ul style="list-style-type: none"> <li>• Access &amp; Function Needs Population</li> <li>• Access to Open Space</li> <li>• Age Dependency Ratio</li> <li>• Aging Infrastructure</li> <li>• Car-less Households</li> <li>• Economic Security</li> <li>• Educational Attainment</li> <li>• Female Head of Household</li> <li>• Food Insecurity</li> <li>• Foreign Born</li> </ul>

Furthermore, following feedback from the Subcommittee, SCAG finalized the resilience definition to the following:

***The capacity of the SCAG region's built, social, economic and natural systems to anticipate and effectively respond to changing conditions, acute shocks, and chronic stressors by creating multiple opportunities for a sustainable, thriving and equitable future.***

Meeting 2 also included presentations from resilience experts within the region as a means of exploring resilience in the context of the region’s built, economic, and natural systems. These speakers included Leah Fisher, Office Chief for Air Quality and Climate Change at Caltrans (CA DOT); Rutger de Koning and Robert Mens, Bouwinvest Real Estate Investors based in The Netherlands; Charles Wilson, Executive Director and

CEO of the Southern California Water Coalition; and, Dr. Qinqin Liu, scientist and former analyst at California Natural Resources Agency, Department of Fish and Wildlife, and Department of Water Resources.

Charles Wilson focused on the current state and future of water supplies in the SCAG region, noting that the SCAG's region's primary water sources are severely stressed. In the coming decades, the region will have to prioritize increased conservation, and invest in new infrastructure for stormwater capture, large scale recycling, and desalination to ensure water supply.

Leah Fisher's presentation provided an overview of Caltrans' work to implement State guidance on infrastructure resilience. Caltrans has updated their climate vulnerability assessments to keep pace with the latest climate science, and adaptation consideration of climate risks is now required for early project planning.

Rutger de Koning and Robert Mens of Bouwinvest Real Estate Investors demonstrated the emerging practice of considering climate change as an integral part of risk management for real estate investment, and the need consider mitigation to lower investment risks.

Finally, Qinqin Liu, Ph.D., shared her conceptual model framework for water, energy, food and ecosystems with climate change, and its implications for integrated regional resource policy. For example, 12 percent of energy use is for water, so it is important to assess energy intensity for regional water planning on management. She concluded that resilience depends on the coordination of multiple sectors including water, energy, agriculture and fish and wildlife, and to assess benefits, trade-offs and conflicts between these systems.

From these presentations, members of the Subcommittee highlighted that data-driven climate vulnerability assessments can better inform decision-making in all areas, including infrastructure projects, natural resource systems, and financial investments. Other areas of importance for SCAG include:

- Providing widely accessible climate hazard and resource data to help inform small-scale and large-scale decision-making in the public and private sectors;
- Prioritizing the most vulnerable people, places, and infrastructure at risk for climate change impacts - recognizing that disadvantaged communities are often overburdened; and,
- Applying ecosystem-based approaches to promote sustainable resource management.

Actions to integrate these findings in Connect SoCal 2024 could include:

- Utilize climate hazard and resource areas data to help inform local input on jurisdictional and neighborhood-level forecasted growth, as demonstrated through SCAG's Local Data Exchange completed in December 2022;
- Integrate nature-based solutions and preservation/restoration of native plants to increase water resilience, and adaptation to climate change; and,
- Map climate hazards for disadvantaged communities.

- **How Can SCAG Have an Impact: Policy Areas of Focus & Implementation Tools**

Meeting 3 of the Resilience & Conservation Subcommittee included a presentation from Dr. Meghan Jennings, conservation biologist from San Diego State University, who provided information examining ecosystem resilience in the context of climate change. SCAG Staff also provided further insight on social resilience via updates on SCAG's Regional Resilience Framework (RRF), and shared early feedback from community-based organizations (CBOs) and one tribal government participating in RRF outreach and engagement to supplement discussions on resilience and conservation principles and policies.

Findings from these presentations emphasized that ecosystem resilience is important to minimize impacts of climate change in natural lands (e.g. wildfires) and can be improved through nature-based solutions. Jurisdictions need additional staff resources and funding to address climate adaptation needs. In addition, social resilience and community networks should be prioritized and improved to minimize the impacts of shocks and stressors on the most vulnerable populations.

As such, members of the Subcommittee emphasized outreach with disadvantaged communities, and opportunities for maximizing co-benefits from conservation of wildlife and natural lands:

- Outreach and early involvement with disadvantaged communities is essential to identify potential climate vulnerabilities and potential resilience strategies, especially in the area of social resilience; and,
- Maximize mutual benefits to support resilience and conservation initiatives across built, social, economic, and natural systems, such as disaster preparedness, to ensure synergies across systems and reduce/avoid impacts of maladaptation.

In carrying over these findings to the development of Connect SoCal, approaches could include:

- Assessing and minimizing climate hazards for the most vulnerable populations, communities, natural systems, and infrastructure; and
- Integrating climate adaptation strategies that are responsive to the unique shocks and stressors present for focus areas, and avoid maladaptive impacts;

- **Resilience & Conservation Final Draft White Paper**

Meeting 4 included additional presentations from water experts and further discussion to solidify the resilience and conservation principles and policies for consideration by Policy Committees and Regional Council for inclusion in Connect SoCal 2024.

Waverly Klaw, Director of the Growing Water Smart program at the Sonoran Institute, provided information on land use strategies for local jurisdictions that can increase the resilience of the built and natural environment to the impacts of climate change. Growing Water Smart is a joint project between the Lincoln Institute and the Sonoran Institute featuring workshops that introduce communities to the full range of collaboration, communication, public engagement, planning, and policy implementation tools to realize their watershed health and community resiliency goals. Through Growing Water Smart, communities learn to better integrate land use and water planning.

David Sumi and Elise Goldman, Resource Specialists at Metropolitan Water District (MWD), spoke on the agency's WaterWise conservation efforts, as well as the 2020 Urban Water Management Plan that provides

an assessment of Metropolitan’s water service reliability, describes and evaluates sources of water supply, efficient uses of water, demand management measures, implementation strategy and schedule, and other relevant information and programs. In addition to the water reliability assessments, the plan includes an evaluation of frequent and severe periods of droughts, as described in the Drought Risk Assessment, and the preparation and adoption of the Water Shortage Contingency Plan (WSCP).

In reviewing the draft Resilience & Conservation Subcommittee White Paper, members requested that additional recommended implementation actions be included to:

- Support equitable distribution of efforts in economic development to help vulnerable communities have greater resources to respond to resilience shocks and stressors; and,
- Foster engagements across industry sectors and areas of expertise to support research and solutions development.

As such, these revisions were included in the final draft White Paper.

## SUBCOMMITTEE RECOMMENDATIONS

Overall, feedback from members of the Subcommittee can be grouped into four broad recommendations. These recommendations will inform the Connect SoCal Policy Development Framework and on-going development and policy discussions related to Connect SoCal 2024, and will be taken to the Regional Council for further deliberation:

- **Define Resilience:** The capacity of the SCAG region's built, social, economic and natural systems to anticipate and effectively respond to changing conditions, acute shocks, and chronic stressors by creating multiple opportunities for a sustainable, thriving and equitable future;
- **Prioritize the most vulnerable populations and communities subject to climate hazards:** Help the people, places, and infrastructure that are most at risk for climate change impacts, recognizing that disadvantaged communities are often overburdened;
- **Build strong partnerships:** Coordinate across multiple sectors, scales, and stakeholders to ensure all people have access to the fundamental physical, health, and social benefits of our natural and built systems;
- **Apply ecosystem-based approaches:** Incorporate ecosystem resilience, protection of ecosystem services, and sustainable resource management; and,
- **Maximize mutual benefits:** Support resilience and conservation initiatives across built, social, economic, and natural systems, such as disaster preparedness, to ensure synergies across systems and reduce/avoid impacts of maladaptation.

## NEXT STEPS

The scope of the subcommittee discussions also illuminated opportunities for broader recommendations to inform SCAG’s work both in Connect SoCal implementation and other program areas. To realize these recommendations, potential actions to support integration into Connect SoCal 2024 and its implementation are summarized below:

- **Prioritize the most vulnerable populations, communities, and infrastructure subject to climate hazards:** Help the people, places, and infrastructure that are most at risk for climate change impacts, recognizing that disadvantaged communities are often overburdened

  - Incorporate climate change considerations into Connect SoCal 2024;
  - Map disadvantaged communities with critical infrastructure and assets, and assess vulnerability to hazards in the Equity Analysis for Connect SoCal 2024;
  - Identify and support local agencies to protect communities vulnerable to climate effects;
  - Support implementing agencies in incorporating equity considerations in climate risk management and/or emergency management plans and preparedness procedures;
  - Support equitable distribution of efforts in economic development to help vulnerable communities have greater resources to respond to resilience shocks and stressors;
  
- **Build strong partnerships:** Coordinate across multiple sectors, scales, and stakeholders to ensure all people have access to the fundamental physical, health, and social benefits of our natural and built systems

  - Support expansion of public outreach activities for Connect SoCal 2024 to align implementation of strategies with community needs;
  - Collaborate with local and regional partners to support building resiliency through preparedness education, trainings, and resources;
  - Foster engagements across industry sectors and areas of expertise to support research and solutions development;
  - Expand public outreach and education to policymakers, businesses, and the general public;
  - Develop templates to support jurisdictions in preparing a community-wide outreach program to educate a diverse population on how to prepare and recover from climate change effects;
  
- **Apply ecosystem-based approaches:** Incorporate ecosystem resilience, protection of ecosystem services, and sustainable resource management

  - Support use of systems-based risk-management methods and tools for implementation agencies, and help prioritize options that take into account nature-based solutions and considerations for reducing vulnerabilities;
  - Support preservation, enhancements, and protection of open space, as well as natural and working lands, that have climate adaptation and resilience benefits – including carbon sequestration, as well as groundwater capture and storage;
  
- **Maximize mutual benefits:** Support resilience and conservation initiatives across built, social, economic, and natural systems, such as disaster preparedness, to ensure synergies across systems and reduce/avoid impacts of maladaptation.

  - Incorporate climate change adaptation for natural lands into Connect SoCal 2024;
  - Support implementing agencies' efforts to include climate-ready home hardening strategies in housing construction to minimize the potential loss of housing units stemming from climate-related hazards, including sea level rise, wildfires, landslides, and extreme flooding, among others;
  - Support development of Local Hazard Mitigation Plans to help jurisdictions prepare for disasters and access federal disaster relief resources; and,

- Support integration of climate vulnerability assessments into infrastructure planning and delivery for implementing agencies.

## MAIN OFFICE

900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017  
Tel: (213) 236-1800  
scag.ca.gov

## REGIONAL OFFICES

### IMPERIAL COUNTY

1503 North Imperial Ave., Ste. 104  
El Centro, CA 92243  
Tel: (213) 236-1967

### ORANGE COUNTY

OCTA Building  
600 South Main St., Ste. 741  
Orange, CA 92868  
Tel: (213) 236-1997

### RIVERSIDE COUNTY

3403 10th St., Ste. 805  
Riverside, CA 92501  
Tel: (951) 784-1513

### SAN BERNARDINO COUNTY

Santa Fe Depot  
1170 West 3rd St., Ste. 140  
San Bernardino, CA 92418  
Tel: (213) 236-1925

### VENTURA COUNTY

4001 Mission Oaks Blvd., Ste. L  
Camarillo, CA 93012  
Tel: (213) 236-1960





# Connect SoCal 2024 Subcommittee Draft White Paper

NEXT GENERATION INFRASTRUCTURE

Attachment: Next Generation Infrastructure Subcommittee White Paper (Connect SoCal 2024 Update)

# Connect SoCal 2024 Subcommittee Draft White Paper

## NEXT GENERATION INFRASTRUCTURE

### INTRODUCTION

SCAG is currently developing Connect SoCal 2024. Three special Regional Council subcommittees have been created around Next Generation Infrastructure, Resilience and Conservation, and Racial Equity and Regional Planning. The Resilience and Conservation Subcommittee and Racial Equity and Regional Planning Subcommittee each met four times between September 2022 and January 2023 and the Next Generation Infrastructure Subcommittee met five times between September 2022 and February 2023, to identify recommendations that will inform how these emerging issues are addressed in Connect SoCal 2024.

The goal of the Next Generation Infrastructure Subcommittee was to build on Connect SoCal 2020 and provide guidance on the priorities and strategies for Connect SoCal 2024, reflecting the rapidly evolving developments across the region specific to the future of mobility and associated implications for public policy. The need for a more comprehensive understanding of these developments and consensus building on key regional strategies and policies is even more evident today in preparation for Connect SoCal 2024 as we continue to grapple with the pandemic, a more challenging economic environment, and shifting state and federal priorities with increasing uncertainties across the planning horizon.

The Next Generation Infrastructure Subcommittee convened five times between September 2022 and February 2023. To facilitate greater policy discussion of key areas anticipated to be critical for the development of Connect SoCal 2024, the Next Generation Infrastructure Subcommittee discussed and responded to the following policy questions:

- How has travel changed with COVID and what will this mean for long-range transportation planning?
- (How) should our objectives for highway investment evolve?
- How do we ensure transit recovery?
- (How) should we better align the way we pay for and fund transportation with equity and resiliency goals?

### SUBCOMMITTEE FOUNDATIONS

SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years, which provides a vision for integrating land use and transportation for increased mobility and more sustainable growth. SCAG's next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020. The pillars of Connect SoCal 2020 are anticipated to continue into Connect SoCal 2024, including a focus on maintaining and better managing the transportation network we have for moving people and goods, while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets.

The adoption of Connect SoCal 2020 illustrated the complexity of long-range planning with rapidly evolving developments across the region ranging from broader sustainability and air quality issues to the future of mobility and associated implications for public policy. The need for more comprehensive understanding of these developments and consensus building on key regional strategies and policies is even more evident today in preparation for Connect SoCal 2024 as we continue to grapple with the pandemic, a more challenging economic environment, and increasing uncertainties across the planning horizon. The emerging landscape will be complex, likely exacerbating many of our existing core challenges.

Over the course of the next fiscal year, SCAG staff will be seeking direction from our policy makers, through the relevant Policy Committees, on the priorities and strategies for Connect SoCal 2024 to better align investments across the region.

## SUBCOMMITTEE: DISCUSSION & KEY FINDINGS

On September 21, 2022, the first meeting of the Subcommittee focused on how travel behavior is evolving. The meeting explored telecommuting/hybrid work, including implications of on job centers and future commute patterns. Despite higher levels of telecommuting/hybrid work, travel volumes have rebounded from pandemic lows. The meeting also explored the contribution of non-commute travel to increasing traffic and investment strategy alignment with the non-commute geospatial patterns and modal choices. Professor Giovanni Circella, the Director of the 3 Revolutions Future Mobility Program at the University of California, Davis and Professor Brian Taylor, the Director of the Institute of Transportation Studies at the University of California, Los Angeles provided presentations exploring emerging trends and engaged Subcommittee members with implications for investment strategies.

The second Subcommittee meeting was held on October 19, 2022, and focused on evolving objectives for highway investment. A panel discussion comprised the bulk of the meeting. The panelists were:

- Fran Inman, Senior Vice President, Majestic Realty
- Benito Pérez, Policy Director, Transportation for America
- Jeanie Ward-Waller, Deputy Director, Planning & Modal Programs, Caltrans
- Raymond Wolfe, Executive Director, San Bernardino County Transportation Authority

The panelists explored how highway investment policies have evolved in recent years, including shifting away from highway capacity investments. The discussion also explored the implications of changing highway objectives for goods movement and the supply chain. The panelist addressed how we might reimagine use of our public rights-of-way, including for Complete Streets, safety improvements, and curb space management.

On November 16, 2022, the third Subcommittee meeting focused on how the region can work together to ensure transit recovery. A panel discussion comprised the bulk of the meeting. The panelists were:

- Rolando Cruz, Chief Transportation Officer, City of Culver City, Culver CityBus
- Roderick Diaz, Director of Planning and Development, Metrolink
- Krista Glotzbach, Partnerships Lead, Via
- Lauren McCarthy, Director and Strategic Lead, Shared-Use Mobility Center

The panelists explored how transit has changed in recent years and in light of the pandemic, and the ways in which public and private organizations can work together to motivate increased transit ridership.

The final Subcommittee meeting was held on January 18, 2023. Seleta Reynolds, Chief Innovation Officer at the Los Angeles County Metropolitan Transportation Authority, addressed universal basic mobility and Professor Michael Manville, UCLA Department of Urban Planning Vice Chair, highlighted his research on how we should better align the way we pay for, fund, and manage our transportation system with equity and resiliency goals.

Each of the Subcommittee meetings included facilitated discussions led by the Subcommittee Chair. The Subcommittee presentations and subsequent discussions highlighted the following key findings:

- Increases in telework are changing the dynamics of travel both in time and in location.
- Post-pandemic, the region is experiencing more short trips throughout the day, especially across the afternoon period.
- Transportation system preservation remains a universal priority, and with greater needs associated with transition to zero emissions vehicles.
- The deployment of new technology should focus on people and addressing larger shared goals (e.g., advancing equitable access).
- Expanding highway capacity may be warranted but should be aligned with efforts to mitigate potential increases in vehicle miles traveled, especially single-occupant vehicle travel.
- Transportation solutions should involve increasing choices beyond driving, including connecting communities with pedestrian and bicycle facilities, and prioritizing transit to make it competitive with driving.
- Center solutions on people and their evolving travel needs, for example supporting more local short trips versus long commutes.
- Focus on understanding and meeting the needs of existing transit riders because this will also help attract new riders.
- Leverage technology and data to better understand people's needs, communicate information and invite feedback, attract riders that might otherwise never consider transit, and facilitate unified planning and payment for multimodal trips.
- Public agencies should partner across agencies and sectors to develop projects and in doing so, minimize risk, build trust, and recognize/leverage unique strengths that each party brings.
- Cities should encourage the shift of the mobility paradigm by enhancing and supporting services across all modes including transit, micromobility, and automobiles.
- Public agencies need to engage and assert a role in management of the transportation digital realm.
- Re-envision the transportation system more like a utility.
- Rethink the role of the automobile in our daily lives, but in a sophisticated manner that goes beyond just focusing on the need to reduce vehicle miles traveled.
- Place greater importance on valuing accessibility.
- Recognize that we can achieve many environmental goals with modest changes in travel behavior.
- Plan and manage the transportation system like an investor.
- Road pricing can be revenue source, mechanism to improve driving and system performance, and tool for addressing equity concerns.

## SUBCOMMITTEE RECOMMENDATIONS

Overall, feedback from members of the Subcommittee can be grouped into four broad recommendations. These recommendations will inform the Connect SoCal Policy Development Framework and on-going policy discussions related to Connect SoCal 2024, and will be taken to the Regional Council for further deliberation:

- **Maintain a people-centric transportation investment strategy:** Ensure that deployment of new technologies support people’s needs and address larger shared goals like advancing equitable access and reducing traffic fatalities and series injuries. Prioritize use of our public rights-of-way for all roadway users, especially focusing on the needs of non-single occupant vehicle users.
- **Continue to invest in system preservation and efficiency investments:** Fix-it-first remains a key strategy for Connect SoCal, especially recognizing greater needs associated with the transition to zero emission vehicles and ensuring system resilience. Within this context, operational improvements and targeted strategic highway capacity expansion are warranted when coupled with complementary efforts to offset any potential increases in vehicle miles traveled and especially single-occupant vehicle travel.
- **Expand and enhance mobility choices:** Focus on understanding and meeting the needs of existing transit riders, which will also attract new riders. Increase choices beyond driving by enhancing and supporting services across all modes of travel including transit, active transportation, micromobility, and automobiles. Reconsider the role of the automobile in our daily lives and how mobility options can increase reliable accessibility.
- **Re-envision how we plan, fund, and manage the transportation system:** Plan and manage the transportation system more like an investor, including asserting a role in the management of the transportation digital realm. Appropriately pricing the transportation system ensures that the system functions for all users (even during peak demand periods), generates reliable revenue, and established resources for addressing equity concerns.

## NEXT STEPS

These recommendations are intended to inform the on-going development of the Connect SoCal Policy Development Framework to provide direction for addressing emerging and cross-cutting issues in Connect SoCal 2024. They will be considered by the Joint Policy Committee alongside recommendations from the Racial Equity and Regional Planning Subcommittee and the Resilience and Conservation Subcommittee in March. The scope of the Subcommittee discussions also illuminated opportunities for broader recommendations to inform SCAG’s work both in Connect SoCal implementation and other program areas. To realize these recommendations, potential actions to support integration into Connect SoCal 2024 and its implementation are summarized below:

- Incorporate and analyze data from surveys, other location-based services data as available to incorporate emerging travel patterns and behaviors.
- Evaluate options to assess transit priority treatments and on-demand shared mobility services, including directly within regional models.
- Explore mitigation strategies to combine with efforts to build out the express lane system and improve the flow of goods.

- Conduct research and engagement with disadvantaged communities and communities of color to better understand and plan for mobility needs.
- Conduct research, engagement, and pilot projects for advancing funding strategies that transition the region to a user fee-based system that better reflects the true costs of transportation and ensures an equitable distribution of costs and benefits.

### MAIN OFFICE

900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017  
Tel: (213) 236-1800  
scag.ca.gov

### REGIONAL OFFICES

#### IMPERIAL COUNTY

1503 North Imperial Ave., Ste. 104  
El Centro, CA 92243  
Tel: (213) 236-1967

#### ORANGE COUNTY

OCTA Building  
600 South Main St., Ste. 741  
Orange, CA 92868  
Tel: (213) 236-1997

#### RIVERSIDE COUNTY

3403 10th St., Ste. 805  
Riverside, CA 92501  
Tel: (951) 784-1513

#### SAN BERNARDINO COUNTY

Santa Fe Depot  
1170 West 3rd St., Ste. 140  
San Bernardino, CA 92418  
Tel: (213) 236-1925

#### VENTURA COUNTY

4001 Mission Oaks Blvd., Ste. L  
Camarillo, CA 93012  
Tel: (213) 236-1960





**May 1, 2023**

**To:** Regional Transportation Planning Committee

**From:** Darrell E. Johnson, Chief Executive Officer 

**Subject:** Consultant Selection for Construction Management Support Services for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue

### **Overview**

On December 12, 2022, the Orange County Transportation Authority Board of Directors authorized the release of a request for proposals to provide construction management support services for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue. Board of Directors' approval is requested for the selection of a firm to perform the required work.

### **Recommendations**

- A. Approve the selection of WSP USA Inc., as the firm to provide construction management support services for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-2-2919 between the Orange County Transportation Authority and WSP USA Inc., to provide construction management support services for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue.

### **Discussion**

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the State Route 91 (SR-91) Improvement Project between State Route 55 (SR-55) and Lakeview Avenue (Project). The Project is part of Project I in the Measure M2 (M2) freeway program and is being advanced through the updated Next 10 Delivery Plan approved by the OCTA Board of Directors (Board) in November 2022.

The Project will improve freeway operations within the SR-91/SR-55 interchange area by separating westbound (WB) SR-91 traffic from southbound (SB) SR-55 traffic through the realignment of the existing WB SR-91 on- and off-ramps to direct traffic to WB SR-91 and the addition of a new on-ramp from the Lakeview Avenue bridge that connects directly to SB SR-55. The existing Lakeview Avenue overcrossing bridge will be replaced with a new bridge that will include six lanes with shoulders and sidewalks. Caltrans has also developed a multi-asset project (MAP) within the project limits that is funded by the State Highway Operation and Protection Program. The Caltrans MAP scope includes pavement rehabilitation, existing safety device upgrades, census stations installation, lighting replacement, conduit replacement, and Smart Street Lighting. The Project and MAP 100 percent design plans were combined and submitted to Caltrans as one package in late March 2023. The construction contract is expected to be advertised for bids by Caltrans in fall 2023.

OCTA staff proposes that Caltrans administer the construction contract. As the implementing agency for the construction phase, Caltrans will provide the resident engineer, structures representative, and other field personnel, along with construction administrative support and environmental monitoring. OCTA will provide consultant field staff for construction inspection, the office engineer, scheduling, claims support, materials testing, and field surveying. Through separate contracts, OCTA will lead the public outreach and freeway service patrol efforts.

### ***Procurement Approach***

This procurement was handled in accordance with Board-approved procedures for A&E services that conform to both federal and state laws. Proposals are evaluated and ranked in accordance with the qualifications of the firm, staffing and project organization, and work plan. As this is an A&E procurement, pursuant to state and federal laws, price is not an evaluation criterion. An evaluation of the proposals was conducted based on overall qualifications to develop a competitive range of offerors. The highest-ranked firm is requested to submit a cost proposal, and the final agreement is negotiated. Should negotiations fail with the highest-ranked firm, a cost proposal will be solicited from the second-ranked firm in accordance with Board-approved procurement policies.

On December 12, 2022, Request for Proposals (RFP) 2-2919 was issued electronically on CAMM NET. The RFP was advertised in a newspaper of general circulation on December 12 and 19, 2022. A pre-proposal conference was held on December 20, 2022, with 17 attendees representing five firms.

**Consultant Selection for Construction Management Support Services for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue** **Page 3**

---

Three addenda were issued to make available the pre-proposal conference registration sheets and presentation materials, provide responses to questions received, and address administrative issues related to the RFP.

On January 23, 2023, four proposals were received. An evaluation committee consisting of staff from OCTA's Contracts Administration and Materials Management and Highway Programs departments, as well as external representatives from Caltrans and the City of Anaheim, met to review the submitted proposals. The proposals were evaluated utilizing the following Board-approved evaluation criteria and weightings:

- Qualifications of the Firm 20 percent
- Staffing and Project Organization 40 percent
- Work Plan 40 percent

Several factors were considered in developing the criteria and weightings. The firms' qualifications and experience in performing relevant work of similar scope, size, and complexity are important to the success of the Project. Next, staff assigned a high level of importance to staffing and project organization, as the qualifications of the project manager (PM) and other key task leaders are critical to understanding the Project requirements and to the timely delivery and successful performance of the work. An equal level of importance is also assigned to the work plan, as an understanding of freeway construction and other required critical activities, such as utility relocations and coordination, control of the contractor's work within temporary construction easement limits, and management of anticipated critical work elements in the risk register is critical to the success of the Project.

The evaluation committee reviewed and discussed the four proposals received based on the evaluation criteria and found two firms most qualified to perform the required services. The most qualified firms are listed below in alphabetical order:

Firms and Location

Harris and Associates, Inc. (Harris)  
Irvine, California

WSP USA Inc. (WSP)  
Orange, California

On March 14, 2023, the evaluation committee interviewed the two short-listed firms. The interviews consisted of a presentation allowing each team to discuss its qualifications, highlight its proposal, and respond to evaluation committee questions. Each firm highlighted its staffing plan, work plan, and perceived Project challenges. The firms were asked general questions regarding their approach to the requirements of the scope of work (SOW), management of the Project, coordination with various agencies, experiences with similar projects, and solutions in achieving the Project goals. After considering the presentations and responses to questions asked during the interviews, the evaluation committee adjusted the preliminary scores for WSP. However, WSP remained as the top-ranked firm with the highest cumulative score.

Based on the evaluation of the written proposals and information obtained during the interviews, the evaluation committee recommends WSP as the top-ranked firm to provide construction management (CM) support services for the Project. WSP submitted a comprehensive proposal that was responsive to the requirements of the RFP and presented a cohesive interview highlighting the firm's experience, staffing, and the technical approach to the work plan.

#### Qualifications of the Firm

The two shortlisted firms are qualified to perform the required services and have demonstrated expertise in providing CM services. Both firms are established firms with the resources and relevant experience providing construction inspection services for freeway and bridge replacement projects. Positive references were received for both firms.

WSP is a national firm that was founded in 1885 and has 66,000 technical and professional staff across the United States. The firm has four offices in Southern California, and over 190 staff in its Orange County office. With over 130 CM staff in California, the firm has specialized in transportation-related local construction projects for the last 30 years. WSP has provided CM support services in Southern California for freeway widening, roadway improvement, interchange/overcrossing replacement, and bridge replacement projects as a prime consultant and as part of an integrated team.

WSP has demonstrated proficiency in providing CM support services such as inspection for freeway widening, street improvements, bridge and retaining wall construction, electrical installation, traffic management, oversight of utility relocations, office engineering, scheduling, claims analysis, constructability review, and Caltrans and public agency coordination. Similar project experience includes CM services on a Transportation Corridor Agency (TCA) contract for

program management and specialty support services, including constructability review services, the Port of Long Beach's Gerald Desmond Bridge Replacement and Interstage 710 (I-710) Connectors, San Gabriel Valley Council of Governments' (SGVCOG) Fairway Drive Grade Separation and Lemon Avenue Interchange, and OCTA's Interstate 5 (I-5) South County Improvements between Avenida Pico and Avenida Vista Hermosa (I-5 high-occupancy vehicle (HOV) Segment 1), I-5 South County Improvements between Vista Hermosa to Pacific Coast Highway (I-5 HOV Segment 2), Interstate 405 (I-405)/State Route 22 (SR-22) HOV Connector, and I-405/Interstate 605 (I-605) HOV Connector. Most of the proposed subconsultants have experience working with WSP and will support WSP with additional construction inspection, field materials testing, and survey services.

Harris is a California firm that was founded in 1974 and has specialized in transportation-related construction projects for Caltrans for over 30 years. The firm has eight offices in California with 251 employees and 90 CM staff, with five offices in Southern California. Harris has provided CM support services in Southern California for freeway widening, freeway interchange construction, and bridge construction as a prime consultant as well as part of an integrated team.

Harris has demonstrated proficiency in providing CM support services, including inspections for freeway widening, bridge and retaining wall construction, electrical installation, traffic management, office engineering, scheduling, and Caltrans and public agency coordination. Examples of relevant experience include CM support services for OCTA's I-405 Improvement Project Design-Build (DB) (I-405 DB Project) and I-405/SR-22 HOV Connector, and the California High-Speed Rail Authority's High-Speed Rail (HSR) Construction Package 1. The proposed subconsultants have experience working with Harris and are proposed to support Harris with additional construction inspection, office engineering, field materials testing, and survey services.

#### Staffing and Project Organization

Both short-listed firms proposed qualified PMs, key personnel, and subconsultants with relevant CM experience in freeway and bridge widening, and roadway and structure inspection.

WSP proposed a qualified project team with each key personnel demonstrating relevant and comprehensive CM experience with freeway and bridge replacement projects. The team has demonstrated experience in roadway and structures inspections, utility relocations, bridge reconstruction, traffic management plan and staging, and has extensive experience working with

Caltrans. WSP's proposed PM has over 30 years of project management and CM experience on similar freeway/bridge construction projects and performed the PM role for OCTA's I-5 Improvement Project between SR-55 and State Route 57, I-5 HOV Segment 2, and SGVCOG's Fairway Drive Grade Separation and Lemon Avenue Interchange. The proposed PM also performed as a contract manager/task manager for the I-405 DB Project and for the construction engineering and inspection services contract for Caltrans, and for the On-Call Program and Signage Enhancements project for TCA, as well as a principal assistant resident engineer (RE) for I-405/I-605 HOV Connector project.

WSP's proposed senior roadway inspector has successfully delivered freeway and bridge widening, bridge replacement, and interchange improvement projects for over 30 years. While at Caltrans, the proposed senior roadway inspector managed the SR-91 Slab Replacement and Express Lane Pavement Rehabilitation from SR-55 to Riverside County Line, I-5 HOV Segment 1, I-405/SR-22 HOV Connector, and I-5 Improvement Project from La Paz Road to Oso Parkway as a senior construction engineer/senior RE. Additional relevant experience includes serving as the senior RE for TCA's On-Call Program and Signage Enhancements project.

WSP's proposed structure inspector has more than 18 years of experience with various methods of bridge construction, administering all phases of construction from beginning to closeout, including multi-span freeway interchange connector bridges, bridges over major highways, bridges over creeks and rivers, and various other types of bridges and walls. The proposed structure inspector has delivered 17 pre-cast girder bridges and demonstrated knowledge and experience during the interview. With pile driving analyzer certification, the proposed inspector is a readily available resource to mitigate potential pile conflicts with the existing bridge. Relevant experience includes OCTA's I-5 Improvement Project from Oso Parkway to Alicia Parkway, Caltrans' I-710 Freeway Widening, San Bernardino County Transportation Authority's Interstate 15/Baseline Road Interchange Improvements, and Caltrans' 60 SWARM Three Bridge Replacements as structure inspector/assistant structure representative, as well as TCA's On-Call Program and Signage Enhancements project as structures constructability reviewer.

WSP presented a cross-trained staff in roadway inspection and structures inspection. Having cross-trained personnel provides efficiencies for OCTA by quickly mobilizing personnel who can bring different perspectives to the work based on the team's varied experiences.

The WSP team presented an interview demonstrating comprehensive knowledge of its proposed approach to the SOW, a clear understanding of the team's roles and responsibilities, and the process to resolve any potential challenges while keeping the project on schedule. All team members contributed detailed responses to interview questions.

Harris proposed a qualified project team with CM experience. The team's expertise includes a range of relevant CM services, including roadway inspection, structures inspection, electrical inspection, and scheduling support, among other relevant expertise. Harris' proposed PM has over 33 years of professional consulting experience, including HSR Construction Package 1 and OCTA's I-405 DB Project as principal-in-charge, the City of Torrance's Pacific Coast Highway at Hawthorne Boulevard Intersection Improvements for the design phase as project director, and the Interstate 10 Interchange Project Study Report as assistant PM.

Harris' proposed senior roadway inspector has 27 years of experience with Caltrans in all aspects of infrastructure projects, mostly in construction. Relevant project experience includes RE for the I-405 DB Project Segment 2, assistant PM for I-405/I-22 HOV Connector, assistant structures representative for SR-22 DB, and PM/RE for Riverside County Transportation Department's Sunset Avenue Grade Separation project.

Harris proposed a structures inspector with over 31 years of experience in design, construction, and surveying. The proposed inspector is a former Caltrans employee and performed as the senior bridge engineer/structure representative for State Route 60/91/215 Design Sequencing Interchange, provided oversight on locally funded projects in Riverside County, and was the RE for the State Route 60/91 project. Additional relevant experiences include the I-405 DB Project Segment 1 as a lead engineer, and Riverside County Transportation Commission's SR-91 Improvements project as senior structures RE.

The proposed PM and key personnel were responsive to interview questions; however, there was limited participation from other personnel. In addition, some responses to specific questions were general and did not fully address the interview questions.

## Work Plan

Both short-listed firms met the requirements of the RFP, and each firm discussed its approach to the Project, identified risks, and discussed utility relocation, quality, budget, and schedule control methods.

WSP presented a Project-specific and comprehensive work plan. The work plan included a complete discussion of Project issues and challenges with realistic recommendations and proposed solutions demonstrating the firm's knowledge and experience. The team identified the top three project risks and demonstrated methodical, detailed, and well-thought-out approaches to address those risks throughout the proposal and interview. Solutions to challenges included timely monitoring of utility relocations, coordination on electrical compliance, proactive management of temporary construction easements (TCE) to minimize impacts to property owners, identification of time-saving construction staging, identification of a maintenance of traffic (MOT) plan for long-term ramp closures, mitigation measures for all the potential risk items related to structures precast girders, and proactive documentation for claims prevention.

A clear map illustrating the step-by-step construction staging of Lakeview Avenue bridge reconstruction over the 91 Express Lanes was presented. The work plan also identified many critical issues that may be encountered, along with proposed mitigations supported by relevant project experience. The workplan described the efforts needed to minimize impacts and prevent delays to the overall project schedule. A detailed construction schedule was provided with potential schedule savings related to construction staging and the identification of potential schedule risk elements.

Harris presented an organized work plan with a Project-specific approach for identified risk elements. The team demonstrated an understanding of the overall Project issues and challenges. The work plan identified challenges and proposed solutions for utility work, bridge and retaining wall construction, construction staging, MOT, and TCEs. The sequential outline of activities provided proposed personnel responsibility by task throughout the Project. A detailed construction schedule was provided with critical elements highlighted. The Harris team presented an interview demonstrating knowledge of its proposed approach to the SOW.

## Procurement Summary

Based on the evaluation of the written proposals, team qualifications, and information obtained during the interviews, the evaluation committee

**Consultant Selection for Construction Management Support Services for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue** *Page 9*

---

recommends the selection of WSP as the top-ranked firm to provide CM support services for the Project.

**Fiscal Impact**

Funding for the Project will be included in OCTA's proposed Fiscal Year 2023-24 Budget and subsequent fiscal year budgets, Capital Programs Division, Account No. 0017-9085-FI106-10Q and will be funded with a combination of net excess 91 Express Lanes revenue, and federal and state grants.

***Summary***

Staff requests Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Agreement No. C-2-2919 with WSP USA Inc., as the firm to provide construction management support services for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue.

**Consultant Selection for Construction Management Support *Page 10*  
Services for the State Route 91 Improvement Project Between  
State Route 55 and Lakeview Avenue**

---

***Attachments***

- A. Review of Proposals, RFP 2-2919 Construction Management Support Services for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue
- B. Proposal Evaluation Criteria Matrix (Short-Listed), RFP 2-2919 Construction Management Support Services for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue
- C. Contract History for the Past Two Years, RFP 2-2919, Construction Management Support Services for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue

**Prepared by:**



Jeannie Lee, P.E.  
Senior Project Manager  
(714) 560-5735

**Approved by:**



James G. Beil, P.E.  
Executive Director, Capital Programs  
(714) 560-5646



Pia Veessen  
Director, Contracts Administration and  
Materials Management  
(714) 560-5619

**Review of Proposals**

**RFP 2-2919 Construction Management Support Services for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue**

Presented to the Regional Transportation Planning Committee - May 1, 2023

**4 proposals were received, 2 firms were interviewed, 1 firm is being recommended**

<b>Overall Ranking</b>	<b>Overall Score</b>	<b>Firm &amp; Location</b>	<b>Subconsultants</b>	<b>Evaluation Committee Comments</b>
1	91	WSP USA Inc. Orange, California	Analyzer International Inc. Coast Surveying, Inc. Dynamic Engineering Services, Inc. Leighton Consulting, Inc. TRC Engineers, Inc.	Firm has demonstrated relevant construction management (CM) support experience, including with highway and bridge construction projects, as well as scheduling, California Department of Transportation (Caltrans) and public agency coordination, claims analysis, and constructability review. Qualified team, including project manager (PM), roadway inspector, structures inspector, and subconsultants. Proposed PM has over 30 years of project management and CM experience. Proposed senior roadway inspector has delivered freeway and and bridge widening, bridge replacement, and interchange improvement projects for over 30 years. Proposed structural inspector, with more than 18 years of experience, has delivered 17 pre-cast girder bridges and has experience with various methods of bridge construction. Clear understanding of the scope of work. Project-specific and comprehensive work plan, demonstrating potential issues and challenges, with realistic solutions and project experience applying similar solutions. Comprehensive interview with contributions from all team members with detailed responses to all questions. Positive references received.
2	80	Harris & Associates, Inc. Irvine, California	Jacobs Project Management Co. AESCO, Inc. Coast Surveying, Inc. Construction Quality Management Solutions, Inc. EarthSpectives	Firm has demonstrated relevant CM support experience, including with highway and bridge construction projects, as well as scheduling and Caltrans and public agency coordination. Qualified team, including PM, roadway inspector, structures inspector, and subconsultants. Proposed PM has 33 years of professional consultant experience. Proposed senior roadway inspector has 27 years of experience with Caltrans in all aspects of infrastructure projects. Proposed structures inspector has over 31 years of experience in design, construction, and surveying. Overall understanding of the scope of work. Project-specific and organized work plan demonstrating an overall understanding of the project issues and challenges. Limited participation to interview questions from some team members, and overall responses to some questions were general and did not fully address all questions. Positive references received.

**Evaluation Panel: Six Members**

**Internal:**

- Contracts Administration and Materials Management (1)
- Highway Programs (2)

**External:**

- California Department of Transportation (2)
- City of Anaheim (1)

**Evaluation Criteria:**

- Qualifications of the Firm
- Staffing and Project Organization
- Work Plan

**Weight Factors**

- 20 percent
- 40 percent
- 40 percent

**PROPOSAL EVALUATION CRITERIA MATRIX (SHORT-LISTED)  
RFP 2-2919 Construction Management Support Services for the State Route 91  
Improvement Project Between State Route 55 and Lakeview Avenue**

<b>WSP USA Inc.</b>								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.5	4.0	4.0	4.0	4.0	4.5	4	16.7
Staffing/Project Organization	4.5	4.5	4.5	4.5	4.5	4.5	8	36.0
Work Plan	5.0	4.5	5.0	5.0	4.5	4.5	8	38.0
<b>Overall Score</b>	<b>94.0</b>	<b>88.0</b>	<b>92.0</b>	<b>92.0</b>	<b>88.0</b>	<b>90.0</b>		<b>91</b>

<b>Harris &amp; Associates, Inc.</b>								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.0	4.0	3.5	4.0	4.0	4.0	4	15.7
Staffing/Project Organization	4.0	4.0	4.0	4.0	4.0	3.5	8	31.3
Work Plan	4.0	4.0	4.0	4.5	4.0	4.0	8	32.7
<b>Overall Score</b>	<b>80.0</b>	<b>80.0</b>	<b>78.0</b>	<b>84.0</b>	<b>80.0</b>	<b>76.0</b>		<b>80</b>

**Range of scores for the non short-listed firms was 56 to 68.**

**CONTRACT HISTORY FOR THE PAST TWO YEARS**

**RFP 2-2919**

**Construction Management Support Services for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue**

<b>Prime and Subconsultants</b>	<b>Contract No.</b>	<b>Description</b>	<b>Contract Start Date</b>	<b>Contract End Date</b>	<b>Subconsultant Amount</b>	<b>Total Contract Amount</b>
<b>WSP USA Inc.</b>						
Contract Type: Firm-Fixed and Variable Price	C-0-2690	Back Office System and Customer Service Center for 405 Express Lanes	January 14, 2022	July 15, 2030		\$ 106,069,864
Subconsultants:						
	<i>None</i>					
Contract Type: Contract Task Order	C-8-1465	On-Call Consulting Services for the 91 Express Lanes	June 21, 2018	March 31, 2023		\$ -
Subconsultants:						
	<i>None</i>					
Contract Type: Firm-Fixed Price	L-1-0001	Preliminary Design and Environmental Document for San Diego County Maintenance and Layover Facility	December 15, 2021	July 31, 2024		\$ 2,058,678
Subconsultants:						
	<i>None</i>					
Contract Type: Firm-Fixed Price	C-8-1629	Bristol Street Transit Corridor Study	October 24, 2018	July 31, 2021		\$ 538,157
Subconsultants:						
	<i>Arellano Associates</i>				\$ 53,084	
	<i>Kal Krishnan Consulting Services, Inc.</i>				\$ 20,000	
	<i>STV Incorporated</i>				\$ 170,854	
<b>Total</b>						<b>\$ 108,666,699</b>
<b>Harris &amp; Associates, Inc.</b>						
Contract Type:		No contracts awarded.				
Subconsultants:						



**May 1, 2023**

**To:** Regional Transportation Planning Committee

**From:** Darrell E. Johnson, Chief Executive Officer

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is written over the "From:" line.

**Subject:** Final Draft Long-Range Transportation Plan

### **Overview**

The Long-Range Transportation Plan provides a vision for Orange County's regional transportation system over the next 20+ years. The final draft plan has been prepared, incorporating feedback from public review of the draft document. With direction from the Board of Directors, the final draft plan will be finalized and submitted to the Southern California Association of Governments as input into the 2024 Regional Transportation Plan and Sustainable Communities Strategy that is currently in development.

### **Recommendation**

Direct staff to finalize the Long-Range Transportation Plan and submit it to the Southern California Association of Governments as input into the 2024 Regional Transportation Plan and Sustainable Communities Strategy.

### **Background**

The Long-Range Transportation Plan (LRTP) is a long-term visioning document that analyzes anticipated demographic and travel demand growth in consideration of established and potential transportation priorities. The LRTP is updated every four years to adjust for changing conditions, as well as to coincide with the Orange County Transportation Authority's (OCTA) input into the Southern California Association of Governments' (SCAG) Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). Regionally significant transportation projects cannot proceed through the project development process without being included in the RTP/SCS.

The comprehensive technical work to prepare the LRTP was complemented by a two-phase outreach effort conducted in fall 2021 and concluded in winter 2023. This included a pre-draft element (Phase One) and a post-draft element (Phase Two). Phase One efforts engaged the public-at-large, elected officials, local jurisdiction staff, advocacy groups, and industry professionals. Discussions were conducted in the context of OCTA's commitment to delivering Measure M2 (M2) projects and – for the first time in an LRTP – the sunset of the M2 sales tax in 2041.

The results of the Phase One outreach effort were considered in the development of the draft LRTP, and particularly in the development of the Paths to Success that identify strategies that look beyond the sunset of M2 and respond to 2045 socioeconomic and travel conditions.

The draft LRTP was released for public review in January 2023. The release initiated Phase Two of the outreach effort. The comments received resulted in updates and clarifications to the draft LRTP but did not change the performance results.

### ***Discussion***

The final draft LRTP, Directions 2045, and executive summary (Attachment A) have been prepared and are ready to be finalized and submitted to SCAG as input into the 2024 RTP/SCS, pending Board of Directors (Board) direction. Two 2045 scenarios are analyzed in Directions 2045, including the 2045 no-build scenario (reflecting how the 2019 transportation network performs based on 2045 travel demand) and the 2045 Preferred Plan (reflecting improvements envisioned for 2045). A 2019 base year was used, consistent with the 2024 RTP/SCS. The 2019 data also avoids the atypical pandemic-era traffic data from later years.

By 2045, an additional 1.35 million daily person-trips are projected in Orange County, amounting to an eight percent increase from 2019. This increase in travel demand is due to anticipated socioeconomic growth that is outside the control of OCTA. Orange County Projections (OCP)-2018, developed by the Center for Demographic Research at California State University, Fullerton, provided the basis for the 2019 and 2045 socioeconomic conditions. OCP-2018 was the latest approved forecast when the LRTP scenarios were being developed and analyzed. The recently approved OCP-2022 will be used in future analyses once the Orange County Transportation Analysis Model is updated.

The LRTP forecast estimates increases of more than 284,000 residents and approximately 220,000 jobs in Orange County between 2019 and 2045. The

2045 no-build scenario reflects how this socioeconomic growth would impact the 2019 transportation system. The no-build scenario analysis highlights the transportation challenges presented by travel demand increases over the next 20+ years. One challenge of note in the 2045 no-build scenario is the projected 33 percent increase in daily vehicle hours of delay due to congestion.

In addition to the projects outlined in M2, OCTA has undertaken critical planning efforts in recent years which identify priorities, projects, and programs that address many of Orange County’s transportation needs using a multimodal approach. These efforts include major investment studies, the South Orange County Multimodal Transportation Study, Making Better Connections Study, OC Transit Vision, OC Active, and the Next 10 Delivery Plan. These studies represent research, design work, coordination, cost and benefit analysis, and public input that have gone into planning for mobility in Orange County.

The M2 Investment Plan and the associated Next 10 Delivery Plan make up the cornerstone of the 2045 Preferred Plan scenario. The 2045 Preferred Plan also draws from the seven Paths to Success that identify strategies that support the LRTP goals of expanding transportation system choices, improving system performance, and supporting sustainability. The table below highlights how projected growth in travel demand between 2019 and 2045 impacts the transportation system and the benefits of the 2045 Preferred Plan. In short, the 2045 Preferred Plan does well to mitigate increases in travel demand due to projected socioeconomic changes, while keeping growth in vehicle miles traveled (VMT) to less than one percent compared with the 2045 no-build scenario.

	<b>2019 Base Year</b>	<b>2045 No-Build Scenario</b>	<b>2045 Preferred Plan</b>
Daily Transit Trips	131,000	138,000	185,000
Total Vehicle Hours of Delay	341,000	454,000	316,000
Delay as Percent of Travel Time	15%	18%	14%
Daily VMT	76,400,000	81,900,000	82,100,000
Average Freeway Speed (mph) – Peak Period	41	40	42
Average Arterial Speed (mph) – Peak Period	26	25	27

mph – miles per hour

The public input received through the comprehensive outreach effort was important when preparing the draft document and refining the final draft LRTP. The goal of Phase One outreach was to identify transportation options, priorities, and challenges that would help shape the LRTP, while Phase Two focused on gathering feedback on the draft plan. A summary of Phase Two is provided below. Further details about both phases of community engagement are included in the Community Engagement Summary Report (Attachment B).

Phase Two outreach included a variety of activities designed to solicit public input from a broad spectrum of people including an online survey (6,508 respondents), telephone town hall (up to 1,800 callers), public webinar (51 attendees), Community Leaders Roundtable (29 attendees), social media and geofencing campaigns (331,000 impressions), and 13 pop-up events. These events engaged the public, transportation professionals/organizations, business and community leaders, elected officials, city/county officials, diverse community leaders, OCTA's public committees, students, and environmental groups. The qualitative survey and notification materials were available in English, Spanish, and Vietnamese. Multilingual advertisements were placed to connect with the Spanish and Vietnamese communities, including newspaper, radio, Facebook and geofencing advertisements. Both the public webinar and telephone townhall were offered in Spanish and a multilingual telephone helpline also was available throughout the outreach phases.

Through this engagement, the following key themes were identified that showed public support for the projects and strategies included in the 2045 Preferred Plan:

- Focus on improving transportation efficiencies more than on new major widening projects,
- Enhance bus service,
- Increase mobility options for seniors, those with disabilities and underrepresented communities,
- Improve bicycle and pedestrian safety, and
- Develop electric vehicle infrastructure.

Eight comment letters were also received from state and local agencies and organizations, which are included in the Community Engagement Summary Report. The comment letters requested clarifications on data sources, project descriptions, and topics of specific interest to the individual agencies and organizations, and several letters also expressed support for strategies included in the LRTP. The final draft LRTP addresses many of the requests by incorporating clarifying language and updated figures as appropriate. The Community Engagement Summary Report also includes a record of responses to the comments received.

Three of the four commenting local jurisdictions questioned the inclusion of some transit improvement projects in the 2045 Preferred Plan. This is due to concerns with state and regional land-use processes that leverage high-quality transit corridors (including corridors with existing or planned bus routes with headways of 15 minutes or better) and major transit stops (including transfer points served by two or more existing or planned high-quality transit corridors). While the land-use implications raise valid concerns, OCTA has a responsibility as a transit provider and as the County Transportation Commission to plan for transit service improvements that benefit Orange County travelers. The planned improvements are consistent with the OC Transit Vision, which was developed before the state and regional processes were established and are not intended to influence land use, rather support development of existing local agency general plans.

By including the OC Transit Vision projects in the LRTP and SCAG's RTP/SCS, transit improvements become eligible to receive external funding and can be advanced through implementation. This process has allowed OCTA to successfully implement four Bravo! routes to date, along with the nearly completed OC Streetcar. To avoid delaying future transit improvements, staff has retained these projects as part of the 2045 Preferred Plan. However, OCTA is committed to engaging stakeholders, including local jurisdictions, in ongoing and upcoming planning efforts, particularly the update to the OC Transit Vision. This will ensure that stakeholder concerns are understood and appropriately addressed. Additionally, staff is coordinating with SCAG to limit the potential land-use implications from planned transit projects, particularly for those projects that have not been programmed for funding in the Federal Transportation Improvement Program.

Refinements made in response to the feedback received on the draft LRTP did not significantly change the project list; therefore, the revisions made did not require additional technical analysis for the final draft LRTP. Much of the feedback received will be further addressed through activities to be undertaken over the next few years, as outlined in the Short-Term Action Plan, included in Attachment A. The activities are grouped into the following four categories:

- Orange County Planning Activities,
- Regional Planning Activities,
- Emerging Issues, and
- Transportation Outreach and Education.

The results of these activities will be incorporated into the next LRTP to help steer the continued development of Orange County's transportation system. It should also be noted that the Short-Term Action Plan includes activities addressing the California Department of Transportation's plan for managed lanes, the 2028 Olympics, and emerging technologies and services – all of which

are anticipated to be major topics of discussion during the development of SCAG's 2024 RTP/SCS.

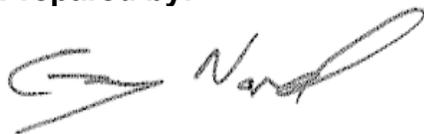
***Summary***

The final draft LRTP, Directions 2045, has been prepared. This LRTP incorporates input received during the public review period and proposes a Short-Term Action Plan that identifies efforts to be pursued by staff over the next four years. With direction from the Board, staff will finalize the LRTP and submit it to SCAG as input for the 2024 RTP/SCS.

***Attachments***

- A. Directions 2045, Long Range Transportation Plan, Executive Summary, Final Draft – May 2023
- B. Directions 2045, Long Range Transportation Plan, Community Engagement Summary Report, March 2023

**Prepared by:**



Gregory Nord  
Section Manager III  
(714) 560-5885

**Approved by:**



Kia Mortazavi  
Executive Director, Planning  
(714) 560-5741



# DIRECTIONS 2045

## LONG RANGE TRANSPORTATION PLAN

*Sustainable, Equitable, and Innovative Transportation Solutions*



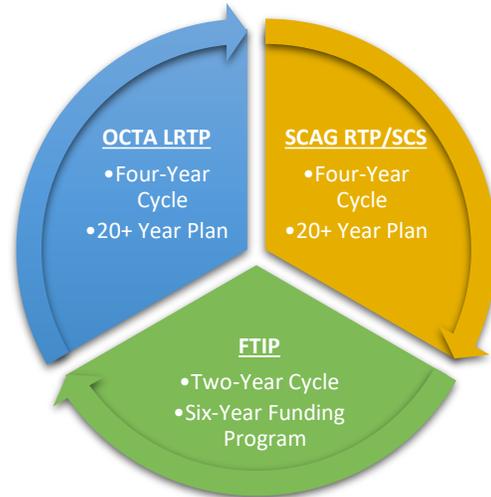
## EXECUTIVE SUMMARY

**Final Draft – May 2023**

## EXECUTIVE SUMMARY

This Long-Range Transportation Plan (LRTP) looks out to the year 2045 to identify strategies that we can begin developing today to meet Orange County’s transportation challenges anticipated for tomorrow. These strategies chart the path that will improve mobility, protect transportation resources, and enhance the quality of life for all Orange County travelers.

The Orange County Transportation Authority (OCTA) prepares an LRTP every four years to provide a system-level vision for Orange County. The LRTP is also used to provide input into the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) prepared by the Southern California Association of Governments (SCAG). Similar to the LRTP, SCAG’s RTP/SCS provides a system-level vision but at a larger scale, covering the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Projects must be included in an approved RTP/SCS to be programmed for state and federal funding through the Federal Transportation Improvement Program (FTIP) and to receive project-level approvals. This is a continuous planning process as shown in Figure 1-1.

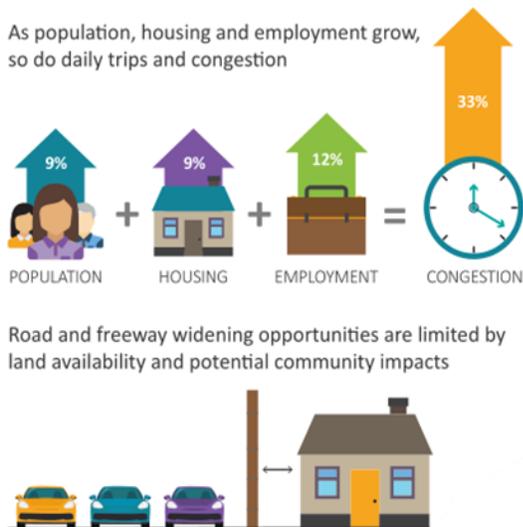


**Figure 1: Continuous Planning Process**

## Planning for 2045

Many factors affect how people travel and how to plan for reliable mobility. Five key factors were identified as being particularly influential in this LRTP.

### 1. Growing Travel Demand and a Built-Out Roadway System



### 2. Evolving Travel Trends



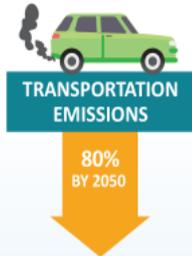
## EXECUTIVE SUMMARY

### 3. Increasing Climate-Related Risks



Orange County residents and infrastructure are impacted by high heat, wildfires, drought, coastal flooding and inland flooding

State and regional plans and policies include strategies to meet ambitious greenhouse gas emissions reduction goals



### 4. Changing Funding Outlook



Orange County's local transportation sales tax is set to end in 2041

The state is leveraging its more than \$5 billion transportation budget to reduce greenhouse gas emissions and address inequities in transportation



### 5. Diversity, Equity, and Inclusion



Nationwide, disadvantaged populations have historically been disproportionately burdened by transportation inequities that have limited access to opportunities

Policies and practices need to be considered to make transportation options more equitable for all

## Goals for 2045

While new challenges have emerged over the years, the goals of the LRTP remain steady, thereby allowing plans, programs, and projects to stay on course.



#### Goal 1: Deliver on Commitments

Prioritize the voter-approved OC Go programs and fulfill OCTA's responsibility for providing safe and reliable transit service.



#### Goal 2: Improve System Performance

Improve overall travel conditions with conventional and innovative solutions that respond to Orange County's growing travel demand.



#### Goal 3: Expand System Choices

Provide travelers with convenient and equitable travel options and reduce the number of single occupant vehicle (SOV) trips.



#### Goal 4: Support Sustainability

Include adaptation and resiliency strategies that reduce climate-related risks, while also supporting Orange County's economy, infrastructure maintenance, and environmental health.

## EXECUTIVE SUMMARY

### 2045 Preferred Plan

The 2045 Preferred Plan provides a long-term vision for Orange County’s transportation system that supports the LRTP goals. This vision prioritizes programs funded by the Measure M2 half-cent sales tax, also known as OC Go, the OC Go program of projects, but also includes seven strategy sets, referred to as the Paths to Success.

### Deliver OC Go Programs

In 2006, nearly 70 percent of voters approved the OC Got sales tax, to improve transportation in Orange County. Collection of the OC Go sales tax began in 2011 and will continue through 2041 to support the following OC Go programs:

## EXECUTIVE SUMMARY

<p><b>Freeway Projects</b></p>  <p>Implement 17 remaining projects to relieve congestion and improve safety</p>	<p><b>Motorist Services</b></p>  <p>Assists motorists and removes congestion-causing debris</p>	<p><b>Street Improvements</b></p>  <p>Over \$1 billion invested so far to support local street improvement projects</p>
<p><b>Signal Synchronization</b></p>  <p>Supports coordinated signal timing to improve roadway traffic flow</p>	<p><b>Bridges &amp; Underpasses</b></p>  <p>Separates cars and freight trains to enhance safety and relieve congestion</p>	<p><b>Metrolink Station Improvements</b></p>  <p>Expands service, enhances the experience, and improves safety</p>
<p><b>OC Streetcar</b></p>  <p>Construction is underway with service to begin in 2024</p>	<p><b>Transit Access</b></p>  <p>Reduced fares and specialized services for seniors and persons with disabilities</p>	<p><b>Local Transit</b></p>  <p>Supports locally operated services to enhance community level mobility</p>
<p><b>Safe Transit Stops</b></p>  <p>Projects to improve the 100 busiest transit stops</p>	<p><b>Freeway Mitigation</b></p>  <p>1300 acres acquired and preserved as open space</p>	<p><b>Environmental Cleanup</b></p>  <p>Removes pollutants from roads before they reach waterways</p>

## The Paths to Success

The Paths to Success, outlined below, identify seven sets of transportation strategies that are proposed in addition to delivering the OC Go program. These paths look beyond the 2041 sunset of OC Go to achieve the LRTP goals by responding to the five key factors, discussed above, and public engagement feedback.



### **Extend or Modify Programs Funded by OC Go**

Fund popular and effective programs beyond 2041

Signal synchronization | Roadway improvements | Community circulators | Metrolink service | Transit accessibility | Senior mobility | Environmental mitigation



### **Expand Transit Services**

Provide more service tailored to local needs

Rapid bus (BRAVO!) | Microtransit (OC Flex/SC Rides) | High-capacity transit | Reduced or free transit fares



### **Enhance Active Transportation**

Provide safe and attractive facilities through coordination with local jurisdictions

Coordinate regional routes | Support local routes | Reallocation of excess roadway space



### **Explore Mobility Integration**

Improve access to more options and overcome first-and last-mile challenges

Mobility hubs | Mobility as a Service | Micromobility



### **Eliminate Freeway Chokepoints**

Enhance safety and reduce driving delays within existing right-of-way (ROW)

Auxiliary lanes | Braided ramps | Address lane drops | System management



### **Embrace Technology**

Leverage technology to provide more options and improve efficiency

Electric vehicle (EV) charging | Remote work/Teleservices | E-bicycles/neighborhood EVs | Connected Vehicles | Enhanced signal Synchronization | Monitor emerging technology



### **Elevate Maintenance and Resilience Priorities**

Protect travelers and preserve transportation investments

Maintain existing infrastructure | Assess risks and mitigations | Electric bus fleet by 2040

## **Achieving the Goals**

The Preferred Plan combines the benefits from OC Go and the Paths to Success to achieve the LRTP goals. The findings below compare the 2045 Preferred Plan to the 2045 No-Build scenario, which considers how the 2019 transportation system would perform with the 2045 socioeconomic conditions forecasted in Orange County Projections (OCP)-2018. This analysis is used to determine if the projects and programs

## EXECUTIVE SUMMARY

proposed in the 2045 Preferred Plan are supporting the LRTP goals. Note that the 2045 No-Build and 2045 Preferred Plan both assume that, by 2045, the California Department of Transportation (Caltrans) will have converted all freeway carpool lanes to tolled express lanes that require vehicles with fewer than three persons to pay a fee to access the lane(s).

### Goal 1: Deliver on Commitments

The cornerstone of the LRTP is the delivery of the voter-approved OC Go programs and fulfilling OCTA’s responsibility for delivering safe and reliable transit service. Therefore, this goal is achieved by prioritizing the voter-approved OC Go programs and safe and reliable transit service in the 2045 Preferred Plan.

### Goal 2: Improve System Performance

The Preferred Plan successfully addresses system performance by improving travel time reliability and reducing the time spent in congestion by 30 percent. This provides for faster and safer travel for all forms of transportation on our roads and freeways.

Performance Metrics – Improve System Performance				
Performance Measure	Unit	2045 No-Build	2045 Preferred Plan	% Change (2045 Preferred - 2045 No-Build)
Daily Vehicle Hours of Delay	Vehicle-Hours	454,000	316,000	-30%
Delay as Percent of Travel Time	Percent	18%	14%	--
Freeway Average Speed				
Peak Period				
AM Peak	Miles/Hour	40	42	5%
PM Peak		38	40	5%
PM Peak		41	43	5%
Arterial Average Speed				
Peak Period				
AM Peak	Miles/Hour	25	27	8%
PM Peak		25	26	4%
PM Peak		26	27	4%
Managed Lane Average Speed				
Peak Period	Miles/Hour	49	61	24%
Average Travel Time				
Transit	Minutes	63	60	-5%
Automobile		14	14	0%

## EXECUTIVE SUMMARY

### Goal 3: Expand System Choices

By investing in transit, active transportation, and mobility integration, the Preferred Plan provides a combination of services that effectively expand system choices and reduce the number of drive-alone trips, resulting in a 12 percent increase in non-single occupant vehicle (non-SOV) trips.

Performance Metrics – Expand System Choices				
Performance Measure	Units	2045 No-Build	2045 Preferred Plan	% Change (2045 Preferred - 2045 No-Build)
Total Number of Daily Trips	Person-Trips	17,600,000	17,700,000	0%
Daily Transit Trips	Person-Trips	138,000	185,000	34%
Non-SOV Mode Share	Percent	51%	57%	--
Average Bus Headways	Minutes	36.8	35.2	--
Revenue Service Hours (All Transit)	Hours	1,651,000	2,061,000	25%
Revenue Service Hours (Frequent Transit Service <sup>1</sup> )	Hours	74,000	688,000	828%
Households with Access to High-Capacity Transit Stops	Households	73,000	259,000	254%
Microtransit Service Area	Square Miles	7	112	1,437%
Multimodal/Rideshare Facilities	Facilities	28	67	--
Bikeways (Class, I, II, III, IV)	Miles	1,238	2,045	65%
Jobs Accessible:				
By Transit within 30 minutes	Jobs	71,000	79,000	11%
By Automobile within 30 minutes		1,366,000	1,640,000	20%
Key Destinations Accessible:				
By Transit within 30 minutes	Destinations	70	80	8%
By Automobile within 30 minutes		1,200	1,420	19%
Average Household Spending on Transportation as a Percent of Income	Percent	-- <sup>2</sup>	↓2% vs. No-Build <sup>2</sup>	--

**Notes:**

<sup>1</sup> Includes OC Streetcar

<sup>2</sup> Future household income information unavailable; assumed to be constant for 2045 No-Build and 2045 Preferred.

### Goal 4: Support Sustainability

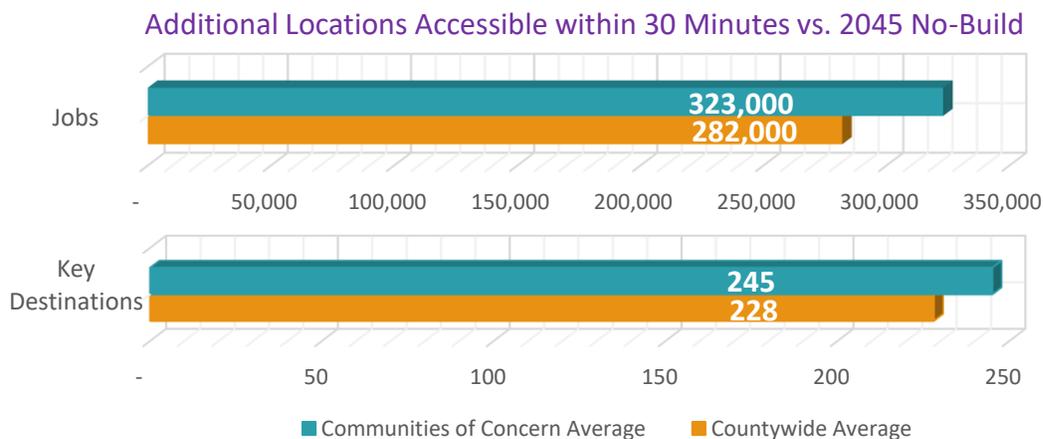
Although the Preferred Plan includes roadway and freeway improvements that are generally thought to increase how much people drive, vehicle miles traveled (VMT) only increased by less than one percent. With more people choosing travel modes other than driving, and by allowing vehicles to travel at more efficient speeds, greenhouse gas and smog forming emissions are reduced, which supports a more sustainable system. Additionally, by elevating maintenance and resiliency priorities, the Preferred Plan provides for improved pavement conditions on Orange County roadways.

## EXECUTIVE SUMMARY

Performance Metrics – Support Sustainability			
Performance Measure	2045 No-Build	2045 Preferred Plan	% Change (2045 Preferred - 2045 No-Build)
Vehicle Miles Traveled per Capita	23.2	23.2	--
Greenhouse Gas Emissions (CO <sub>2</sub> e lbs/day) from vehicles	41,500,000	40,400,000	-3%
Criteria Pollutant Emissions (lbs/day) from vehicles			
Reactive Organic Gases (ROG)	1,200	1,100	-8%
Nitrogen Oxides (NO <sub>x</sub> )	4,200	4,000	-3%
Carbon Monoxide (CO)	98,100	94,900	-3%
Sulfur Oxides (SO <sub>x</sub> )	400	400	0%
Particulate Matter – 10 micrometers (PM <sub>10</sub> )	3,810	3,870	2%
Particulate Matter – 2.5 micrometers (PM <sub>2.5</sub> )	1,240	1,260	1%
Arterial Pavement Condition Index weighted average	79.9	82.4	--
Jobs Created or Supported by Transportation Investment	--	745,000	--

### Equitable Access Analysis

In addition to reporting on the specific LRTP goals, equity was also analyzed by assessing access to jobs and key destinations that serve essential needs. The results were compared between the County as a whole and the Communities of Concern within Orange County. Access for Orange County households showed an improvement over the 2045 No-Build conditions. However, accessibility improved even more within the communities of concern. The results show access to jobs and key destinations increases by approximately 15 percent and 7 percent more than the county average, respectively. OCTA’s future planning efforts will focus on maintaining this positive trend.



## EXECUTIVE SUMMARY

### Project List

Below is a detailed listing of the projects and programs included in the 2045 Preferred Plan.

Table 4.6: 2045 Preferred Plan	
Project	Description
<b>Local Facilities</b>	
Master Plan of Arterial Highways (MPAH)	Coordinate with local jurisdictions to implement the MPAH
Regional Traffic Signal Synchronization Program	Coordinate with local jurisdictions to maintain and expand the Orange County signal synchronization network
Enhanced signal synchronization and integration with connected vehicles	Incorporate technologies in the signal synchronization network that further improve the efficiency and safety of roadways
Pavement Maintenance	Coordinate with local jurisdictions to maintain or improve pavement quality on Orange County roads
Local Fair Share Program	Continue to provide funding to qualifying local jurisdictions to support transportation improvements that address local needs
Active Transportation Network	Coordinate with local jurisdictions to implement and enhance regional and local bicycle and pedestrian networks
<b>State Facilities</b>	
I-5: SR-55 to SR-57 (Project A, Complete)	Add one managed lane in each direction
I-5: I-405 to SR-55 (Project B)	Add one general purpose lane in each direction from I-405 to Yale Avenue; add one general purpose lane in each direction from Yale Avenue to SR-55; improve merging
I-5: SR-73 to Oso Parkway (Projects C and D)	Add one general purpose lane in each direction, plus auxiliary lanes as needed and improve Avery Parkway interchange
I-5: Oso Parkway to Alicia Parkway (Projects C and D)	Add one general purpose lane in each direction, plus auxiliary lanes as needed and improve La Paz Road interchange
I-5: Alicia Parkway to El Toro Road (Project C)	Add one managed lane in each direction; add auxiliary lanes as needed
I-5: El Toro Road (Project D)	Improve access and merging in the vicinity of I-5/El Toro Road interchange
I-5: Avenida Pico to San Diego County Line	Add one managed lane in each direction
I-5: Barranca Parkway	Add southbound managed lane on-ramp and northbound managed lane off-ramp
I-5: SR-57 to SR-91	Add one managed lane in each direction
SR-22: at I-5/SR-57 (Complete)	Improve operations and merging in vicinity of I-5/SR-57 interchange
SR-55: I-405 to I-5 (Project F)	Add one general purpose lane and one managed lane in each direction and fix chokepoints; add auxiliary lanes between select on/off ramps and other operational improvements through project limits
SR-55: I-5 to SR-91 (Project F)	Add one general purpose lane in each direction and fix chokepoints from I-5 to SR-22; and other operational improvements throughout project limits
SR-57: Orangewood Avenue to Katella Avenue (Project G)	Add one northbound general purpose lane
SR-57: Lambert Road	Improve SR-57/Lambert Road interchange

EXECUTIVE SUMMARY

Table 4.6: 2045 Preferred Plan	
Project	Description
SR-57: Lambert Road to Los Angeles County Line (Project G)	Add one northbound truck climbing lane
SR-73: I-405 to MacArthur Boulevard	Add one managed lane in each direction
SR-73: SR-133 to Newport Coast Drive	Add one toll lane in each direction
SR-91: SR-57 to SR-55 (Project I)	Improve westbound operations from Lakeview Avenue to SR-55; add one eastbound general-purpose lane from La Palma Avenue to SR-55; add one westbound general-purpose lane from La Palma Avenue to Acacia Street.
SR-91: SR-241 to SR-71 (Project J)	Add one eastbound general-purpose lane; Add one westbound general-purpose lane from Green River Road to SR-241 (Westbound Lane Complete)
SR-91: Fairmont Boulevard	Add SR-91/Fairmont Boulevard interchange and overcrossing to the north
SR-91: at SR-241	Add Express Lane Connector at SR-91/SR-241
SR-91 Express Lanes operations & maintenance	Operations & maintenance expenses for the 91 Express Lanes
SR-241: Oso Parkway to Los Patrones Parkway (Complete)	Add overcrossing and SR-241/Oso Parkway/Los Patrones Parkway interchange
SR-241: SR-133 to north of SR-261	Add one toll lane in each direction
I-405: SR-73 to I-605 (Project K)	Add one express lane in each direction and convert the existing managed lane to an express lane from SR-73 to I-605; Add one general purpose lane in each direction from Euclid Street to I-605; improve operations
I-405 Express Lanes operations & maintenance	Operations & maintenance expenses for the 405 Express Lanes
I-405: I-5 to SR-55 (Project L)	Add one general-purpose lane in each direction and add one southbound auxiliary lane from SR-133 to Irvine Center Drive
I-405: University Drive to SR-133 (Complete)	Add auxiliary lanes – University Drive to Sand Canyon Avenue and Sand Canyon Avenue to SR-133
I-605: Katella Avenue (Project M)	Improve I-605/Katella Avenue interchange
Freeway Chokepoint Safety Projects	Improve safety and supply chain efficiency on Orange County freeways
Conversion of carpool lanes to tolled Express Lanes by 2045 (Caltrans initiative)	Modify operations of carpool lanes to allow tolled access for vehicles with fewer than three passengers (vehicles with three or more persons have toll-free access)
Freeway Program Economic Uncertainties	Funding reserve to cover unforeseeable cost or revenue fluctuations
Motorist Services (Project N)	Freeway Service Patrol: assist motorists and remove congestion-causing debris
<b>Transit</b>	
OC Streetcar (Project S)	Implement streetcar service from Santa Ana Regional Transportation Center to Harbor Boulevard/Westminster Avenue
OC Bus and OC ACCESS	Zero-emission bus fleet by 2040; Increase to 1.926 million revenue vehicle hours of service – includes: <ul style="list-style-type: none"> <li>• Making Better Connections recommendations</li> <li>• Main Street BRAVO!</li> </ul>

EXECUTIVE SUMMARY

Table 4.6: 2045 Preferred Plan	
Project	Description
	<ul style="list-style-type: none"> <li>Expanded Main Street BRAVO!</li> <li>Expanded Beach Boulevard BRAVO!</li> <li>Lincoln Avenue/La Palma Avenue BRAVO!</li> <li>Chapman Avenue BRAVO!</li> <li>McFadden Boulevard/Bolsa Avenue BRAVO!</li> <li>Westminster Avenue/17th Street/Bristol Street high-capacity transit</li> <li>Bristol Street/State College Boulevard high-capacity transit</li> <li>South Harbor Boulevard high-capacity transit</li> <li>North Harbor Boulevard high-capacity transit</li> <li>I-5 BRT</li> <li>SR-55 BRT</li> </ul>
Mobility Accessibility Programs (Project U)	Expand mobility choices for seniors and persons with disabilities: <ul style="list-style-type: none"> <li>Senior Mobility Program</li> <li>Senior Non-Emergency Medical Transportation Program</li> <li>Fare Stabilization Program</li> </ul>
Community-Based Circulators (Project V)	Work with local jurisdictions to maintain successful community circulator projects and potentially provide grant opportunities for expanded or new services
Safe Transit Stops (Project W)	Continue to improve the top 100 busiest transit stops to enhance customer experience
Reduced or fare-free transit service	Continue and potentially expand programs to reduce transit fares
Transit Security & Operations Center	New operations center for transit and emergency security functions
Microtransit service	Expand service (e.g., OC Flex) in suitable areas
Metrolink Service	Increase service to 86 weekday trains through coordinated improvements with the Southern California Regional Rail Authority
Anaheim Canyon Station improvements (Project R, Complete)	Add a second passenger platform, new amenities, new second track, and improvements to at-grade crossings at La Palma Avenue and Tustin Avenue
Placentia Metrolink Station (Project R)	New rail station in the City of Placentia
OC Rail Maintenance Facility (Project R)	A new rail maintenance facility that allows for expanded transit services to meet the needs of a growing population and to support employment growth and sustainability objectives
Grade Separations	LOSSAN rail corridor bridge and underpass projects at: <ul style="list-style-type: none"> <li>17th Street</li> <li>State College Boulevard</li> <li>Santa Ana Boulevard</li> <li>Ball Road</li> <li>Grand Avenue</li> <li>Main Street</li> <li>Orangethorpe Avenue</li> </ul>
<b>Transportation Demand Management (TDM) Strategies</b>	
Vanpool & Rideshare Programs	Continue and potentially expand vanpool and rideshare programs
Mobility Hubs Network	Coordinate with partners to implement and operate a network of mobility hubs
Remote Work Incentive Program	Reduce trips and vehicle miles traveled through an incentive-based program
Additional TDM Initiatives	Continue to explore and develop additional TDM strategies

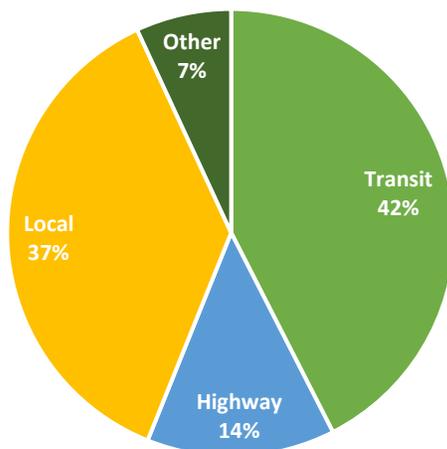
## EXECUTIVE SUMMARY

Table 4.6: 2045 Preferred Plan	
Project	Description
<b>Other</b>	
Environmental Cleanup Program	Transportation-related water quality program (Project X)
Environmental Mitigation Program	Environmental mitigation for the OC Go freeway program (Projects A - M)
Adaptation & Resiliency Initiatives	Continue to explore and develop adaptation and resiliency initiatives including, but not limited to, addressing concerns with coastal rail infrastructure
EV Charging Infrastructure	Coordinate implementation of publicly accessible EV charging stations that accounts for equity and infrastructure needs
Debt Service	Payments against bonding
<b>Notes:</b>	
BRT = Bus Rapid Transit	SR-22 = State Route 22
I-5 = Interstate 5	SR-55 = State Route 55
I-405 = Interstate 405	SR-57 = State Route 57
I-605 = Interstate 605	SR-71 = State Route 71
	SR-73 = State Route 73
	SR-91 = State Route 91
	SR-133 = State Route 133
	SR-241 = State Route 241
	SR-261 = State Route 261
	LOSSAN = Los Angeles – San Diego – San Luis Obispo

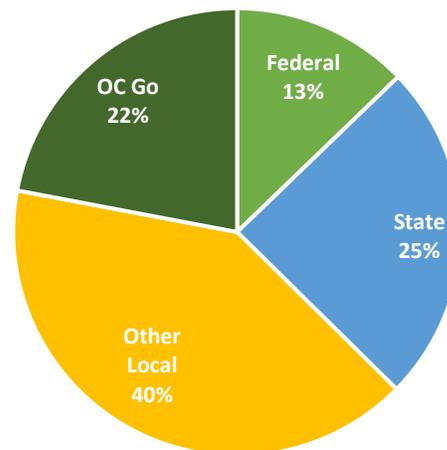
## Financial Forecast

Total expenditure to implement the 2045 Preferred Plan is projected to be approximately \$57.3 billion. The forecasted transportation revenues between 2023 and 2045 are estimated at \$52.4 billion. This results in a shortfall of approximately \$4.9 billion. To address this shortfall, the Short-Term Action Plan, outlined in the next section, recommends a strategy be developed to identify funding sources that can offset the 2041 sunset of the OC Go sales tax revenues and meet the long-term funding needs of the 2045 Preferred Plan.

**Expenditures by Type**  
Total (in millions) = \$57,291



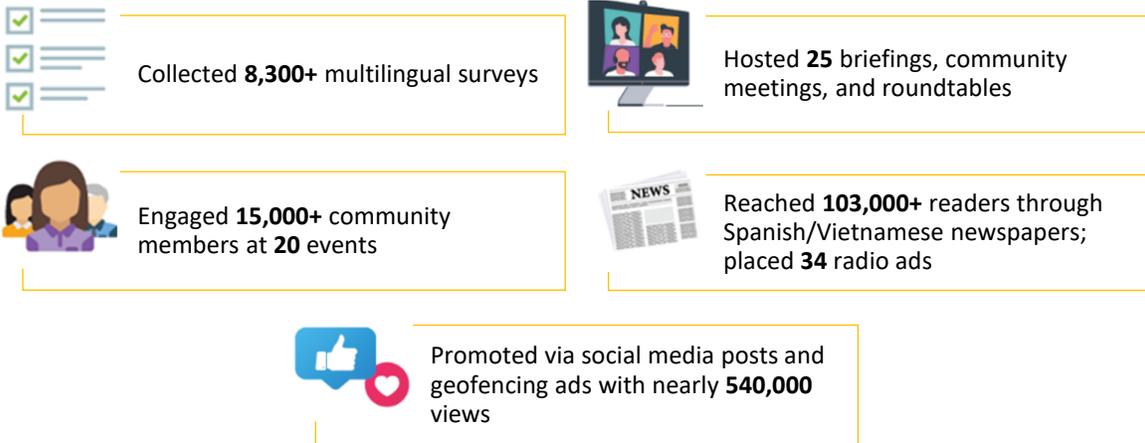
**L RTP Funding by Source**  
Total (in millions) = \$52,425



## EXECUTIVE SUMMARY

### Public & Stakeholder Engagement

A two-phase outreach effort was conducted in fall 2021 and concluded in winter 2023. These efforts are summarized below.



Phase Two focused on gathering feedback on the strategies and findings reported in the LRTP. A summary of Phase Two survey is provided below, which shows that a significant majority of participants either agreed or strongly agreed with all seven statements.

PHASE TWO SURVEY STATEMENTS	Strongly Agree / Agree	Neutral	Disagree / Strongly Disagree
1. The LRTP should include transportation options that support equitable mobility solutions for all.	78%	15%	7%
2. Orange County would benefit from transportation solutions that provide alternatives to driving alone.	76%	16%	8%
3. Improving the efficiency and safety of roads and freeways is becoming more important as an alternative to major widening projects	76%	15%	9%
4. Orange County’s many diverse communities require a wide variety of transportation options to address local mobility needs.	78%	15%	7%
5. A variety of solutions should be studied to reduce threats like wildfires, flooding, coastal erosion, and extreme heat on transportation infrastructure.	78%	13%	9%
6. It’s important to continue programs that maintain infrastructure, signal synchronization, transit accessibility, senior mobility, Metrolink service, and other programs.	78%	14%	8%
7. Monitoring developing technologies and services to identify opportunities that demonstrate a benefit to the transportation system should be a priority.	78%	15%	7%

## EXECUTIVE SUMMARY

# A Living Document

Orange County’s LRTP is updated every four years to adapt to changing conditions and includes a Short-Term Action Plan that advances the LRTP Preferred Plan strategies. Additionally, OCTA maintains a Conceptual Projects listing that identifies projects that require further development before being included in the Preferred Plan.

## Short-Term Action Plan

OCTA has identified several short-term activities that are outlined in the table below. These are intended to support the Preferred Plan and development of the next LRTP.

Short-Term Action Plan	
Activity	Description
<b>Orange County Planning Activities</b>	
Coordination with Local Partner Agencies	Continue the dialogue with local jurisdictions –Caltrans District 12, Transportation Corridor Agencies (TCA), local transit operators, and other local agencies as needed to further intra-county connectivity.
Diversity, Equity, and Inclusion	Explore opportunities to improve equity-related analyses in OCTA planning processes.
Long-Term Transportation Funding Strategy	Develop and recommend strategies for securing funds for addressing transportation needs beyond the 2041 sunset of the OC Go sales tax.
Corridor Studies and Improvements	Conduct studies evaluating the feasibility of multimodal corridor enhancements.
OC Transit Vision Update	Update the long-term transit vision for Orange County.
Transit Chokepoints Study	Evaluate areas where buses experience acute delay and the source(s) of the cause of delay and make recommendations to improve operating speed and reliability. This could include improvements to routing and scheduling, as well as capital improvements such as transit signal priority.
Transit Support Services	Establish a long-term plan for Orange County transit supportive services, such as OC Flex, vanpools, and park-and-rides.
OC Metrolink Vision	Develop a long-term Metrolink operations vision for Orange County.
Coastal Infrastructure Study	Study sustainable solutions for infrastructure along Orange County’s southern coast.
Managed Lane Studies	Coordinate with Caltrans District 12 on the I-5 Managed Lanes Project from Red Hill to the Los Angeles County Line. Explore additional operational enhancements to the high-occupancy vehicle network and potential expansion of priced managed lanes on SR-91 and SR-57.
Future of the Toll Roads	Coordinate with Caltrans District 12 and TCA to plan for toll road improvements and operational approaches on the Toll Road corridors related to the State assuming full control of the facilities.
Freeway Chokepoints	Study and develop projects to improve freeway safety and system efficiency.
Signal Synchronization	Support local initiatives to maintain signal synchronization corridors countywide and study opportunities for integrating advanced technologies.
TDM	Study opportunities for new or expanded TDM projects.

## EXECUTIVE SUMMARY

Short-Term Action Plan	
Activity	Description
Mobility Hubs	Develop a concept of operations for a future demonstration project to be pursued with public and private partners.
Active Transportation Investments	Continue evaluating Orange County’s Active Transportation needs, develop long-term plans, and implement programs that address data collection, data management, and safety education.
Complete Streets	Analyze the MPAH for opportunities to reallocate excess capacity in support of active transportation and transit.
Sustainable Transportation Strategies	Study potential for a mitigation program designed to offset VMT induced by transportation and land-use projects within Orange County.
EV Charging Infrastructure	Develop a strategy for Orange County’s EV charging infrastructure to ensure equitable and affordable access as the EV fleet rapidly grows.
Joint Development Studies	Evaluate opportunities for joint developments at OCTA transit terminals to improve transit facilities and connectivity with employment/housing.
Asset Management	Monitor maintenance needs for existing and new facilities and equipment. Update fleet plans to address zero-emission bus requirements.
Adaptation Planning	Study infrastructure needs and develop recommendations.
Traffic Model Update	Update the Orange County Traffic Analysis Model to incorporate the latest socioeconomic data.
Regional Planning Activities	
Coordination with Regional Partner Agencies	Continue the dialogue with the SCAG, San Diego Association of Governments (SANDAG), County Transportation Commissions, South Coast Air Quality Management District, Caltrans, and other regional agencies as needed to further inter-county connectivity.
Trade Corridors/Goods Movement	Coordinate with partner agencies to plan for projected growth in regional goods movement.
2024 RTP/SCS	Participate in the development of the 2024 RTP/SCS and initiate dialogue with SCAG and local jurisdictions.
2028 Olympics	Coordinate with Los Angeles County Metropolitan Transportation Authority (Metro) on preparations for the 2028 Olympics.
Metro Countywide Express Lanes Strategic Plan	Continue the dialogue with Metro and appropriate agencies to identify impacts and opportunities for connectivity with Orange County’s transportation network.
San Diego’s I-5 High Occupancy Toll Lane Project	Continue the dialogue with SANDAG and appropriate agencies to identify impacts and opportunities for connectivity with Orange County’s transportation network.
West Santa Ana Branch/ Pacific Electric ROW	Continue the dialogue with Metro and appropriate agencies to identify impacts and opportunities for connectivity with Orange County’s transportation network.
Gold Line Eastern Extension – Phase 2	Continue the dialogue with Metro and appropriate agencies to identify impacts and opportunities for connectivity with Orange County’s transportation network.

## EXECUTIVE SUMMARY

Short-Term Action Plan	
Activity	Description
<b>Emerging Issues</b>	
Monitor Technology	Monitor developing technologies and their potential impacts on transportation (e.g., autonomous and connected vehicles, remote work trends, vertiports, and air taxis).
Connected Infrastructure Needs Assessment	Study infrastructure needs and identify opportunities to implement and/or complement emerging transportation technologies.
State and Federal Regulation	Monitor State and federal legislation/regulations/policies.
State and Federal Funding	Identify strategies and opportunities to access and leverage State and federal funding.
<b>Transportation Outreach and Education</b>	
Diversity, Equity, and Inclusion	Provide all members of the public with equal opportunities to provide input into OCTA planning efforts.
Active Transportation Safety	Seek opportunities to enhance public outreach and education related to active transportation safety.
Transit Use and Trip Planning	Explore new approaches to increase the use of modes other than single-occupant vehicles, including enhanced transit and active transportation facilities, public education, and incentives.

## Conceptual Project List

Several transportation concepts and projects have been identified in the table below that support the L RTP goals, but require more research, development, funding, and/or public input. Through additional development, they may be considered for inclusion in future Preferred Plan scenarios.

Conceptual Project List
<b>Local Facility</b>
Crown Valley Parkway – I-5 to Greenfield Drive Lane Additions beyond MPAH
Cabot Road – Paseo De Colinas to Camino Capistrano Lane Additions beyond MPAH
Pedestrian Bridge Improvements in the Anaheim Resort Area
Harbor Boulevard – Warner Avenue to 17th Street Lane Additions beyond MPAH
Laguna Canyon Road – El Toro Road to Canyon Acres Drive
MPAH Complete Streets Assessment – Reuse of Excess Capacity
<b>State Facility</b>
Ortega Highway – Operational Improvements
I-5 – Avenida Pico to Avenida Vaquero Truck Lane
Additional Freeway Chokepoint Relief & System Management Projects (TBD)
Direct access ramps (TBD) – Managed Lane and High-Capacity Transit Support
SR-73, SR-261, SR-241 North – Buildout to Planned Capacity – TCA Project
SR-73/Glenwood Drive Intersection Improvement – TCA Project
SR-133/Great Park Boulevard Interchange – City of Irvine Project
SR-55/Meats Avenue Interchange
SR-55 – Extend Managed Lanes to Southern Terminus

## EXECUTIVE SUMMARY

Conceptual Project List	
<b>Transit</b>	
Enhanced East/West OCTA transit service connecting Anaheim Regional Transportation Intermodal Center mobility hub to areas of high employee and visitor travel demand	
California High-Speed Rail	
New Southern OC Metrolink Station	
Metrolink Expansion (Southern California Regional Rail Authority vision to increase above 86-weekday trains)	
<b>Other</b>	
Goods Movement – Supply Chain Resiliency	



# DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

*Sustainable, equitable, and innovative transportation solutions.*

## Community Engagement Summary Report

---

March 2023

**Prepared for:** Orange County Transportation Authority  
550 South Main Street  
Orange, CA 92868



**Prepared by:** Arellano Associates  
5851 Pine Avenue, Suite A  
Chino Hills, CA 91709



Page intentionally left blank.



## Table of Contents

<b>EXECUTIVE SUMMARY .....</b>	<b>1</b>
Outreach Approach.....	1
Diversity Outreach .....	2
Key Themes.....	3
Engagement Highlights .....	3
<b>I. MEETINGS &amp; EVENTS.....</b>	<b>5</b>
A. Virtual Public Meetings .....	5
B. Telephone Town Hall Meeting .....	6
C. Community Leaders Roundtable Meetings .....	7
D. Agency Stakeholder Engagements .....	8
E. Stakeholder Briefings.....	9
F. Community & Pop-up Events .....	10
<b>II. INFORMATION RESOURCES &amp; TOOLS .....</b>	<b>12</b>
A. Stakeholder Database .....	12
B. Comment Log .....	12
C. Fact Sheet .....	12
D. Project Video .....	13
E. Webpage.....	13
F. Story Map .....	13
G. Community Surveys.....	14
<b>III. NOTIFICATION EFFORTS .....</b>	<b>17</b>
A. Mailers and Handouts .....	17
B. Print Advertisements.....	19
C. Radio.....	19
D. Online Advertisements.....	20
i. Geofencing Advertisements .....	20
ii. Social Media Advertisements .....	21
E. Social Media Posts.....	22
F. Electronic Mail Notifications .....	23
i. Community Leader Eblasts .....	25

G. Text Messaging .....	26
H. Website Notice .....	27
I. Story Map Notice .....	27
J. OCTA Blog & Media .....	27
K. Stakeholder E-Communications Toolkits.....	28
L. Earned Media .....	29
<b>IV. CONCLUSION.....</b>	<b>31</b>

## Tables

<b>Table 1:</b> Live Community Webinars Held .....	6
<b>Table 2:</b> Live Telephone Town Hall Meeting Held .....	6
<b>Table 3:</b> Community Leaders Stakeholder Roundtable Meetings Held.....	8
<b>Table 4:</b> Agency Stakeholder Engagements.....	8
<b>Table 5:</b> Stakeholder Briefings .....	9
<b>Table 6:</b> Community & Pop-ups Events Held .....	11
<b>Table 7:</b> Survey Participation .....	15
<b>Table 8:</b> Direct Mail Distributions .....	18
<b>Table 9:</b> Public Counters and Other Direct Distributions .....	18
<b>Table 10:</b> Published Newspaper Advertisements .....	19
<b>Table 11:</b> Radio Advertisements .....	19
<b>Table 12:</b> Distributed Geofencing Campaigns .....	20
<b>Table 13:</b> Distributed Facebook Advertisements .....	21
<b>Table 14:</b> OCTA Facebook Posts .....	22
<b>Table 15:</b> OCTA Twitter Posts .....	23
<b>Table 16:</b> OCTA Instagram Post .....	23
<b>Table 17:</b> Electronic Mail Distributions.....	24
<b>Table 18:</b> Community Leaders Stakeholder Roundtable Email Distributions.....	25
<b>Table 19:</b> Text Distributions.....	26
<b>Table 20:</b> OCTA Blog & Media Notifications .....	28
<b>Table 21:</b> E-Communications Tool Kit Distribution List .....	29
<b>Table 22:</b> Identified Earned Media .....	30

## Figures

<b>Figure 1:</b> Meeting Poll on Mobile Device.....	5
<b>Figure 2:</b> Webinar Screenshot .....	7
<b>Figure 3:</b> Fullerton Farmers Market, La Carreta Market & UVSA Tet Festival Events .....	10
<b>Figure 4:</b> LRTP Website Video Widget .....	13
<b>Figure 5:</b> LRTP Paths to Success Widget .....	14
<b>Figure 6:</b> Vietnamese Handout .....	17
<b>Figure 7:</b> Geofencing Ads.....	20
<b>Figure 8:</b> Spanish Facebook Ad .....	21
<b>Figure 9:</b> MMS-SMS Text .....	25
<b>Figure 10:</b> Website Meeting Notice.....	27
<b>Figure 11:</b> Story Map Notice.....	27
<b>Figure 12:</b> Local Cable TV Notice .....	28
<b>Figure 13:</b> Local Cable TV Notice .....	28

## Appendix

<b>Appendix</b> .....	32
<b>Appendix A:</b> Virtual Public Meetings .....	A1
<b>Appendix B:</b> Telephone Town Hall Meeting .....	A29
<b>Appendix C:</b> Community Leaders Stakeholder Roundtables .....	A37
<b>Appendix D:</b> Agency Stakeholder Engagements .....	A107
<b>Appendix E:</b> Community & Pop-up Events .....	A134
<b>Appendix F:</b> Comments .....	A138
<b>Appendix G:</b> Fact Sheets .....	A206
<b>Appendix H:</b> Webpage .....	A213
<b>Appendix I:</b> Interactive Story Map .....	A215
<b>Appendix J:</b> Community Surveys .....	A217
<b>Appendix K:</b> Mailers & Handouts .....	A332
<b>Appendix L:</b> Print Advertisements .....	A339
<b>Appendix M:</b> Online Advertisements .....	A344

**Appendix N:** Social Media Posts ..... A351  
**Appendix O:** Electronic Mail Notices ..... A357  
**Appendix P:** Text Messages ..... A380  
**Appendix Q:** OCTA Blog Posts & Media ..... A383  
**Appendix R:** E-Communications Toolkits ..... A399  
**Appendix S:** Earned Media ..... A424



## EXECUTIVE SUMMARY

The Orange County Transportation Authority (OCTA) updated the Long-Range Transportation Plan (LRTP) to define a vision for Orange County to address future mobility needs. The LRTP is updated every four years to reflect current OCTA policies and commitments, transportation study findings, and input from local jurisdictions, business leaders, community leaders, county residents, commuters, and transportation planning professionals.

Evolving travel trends, increasing climate-related impacts, limited land, available funding and the need for an equitable transportation system are the key reasons for building upon the LRTP. As part of this study, multiple interactive meetings took place with the public and key stakeholders. In addition, two qualitative surveys were designed and administered to gather public input and identify community preference and level of agreement with the proposed priorities, initiatives and programs going forward. Public meetings and surveys were promoted at events. The feedback received was used to develop the LRTP as well as provide local input for the Southern California Association of Government's (SCAG) Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

### Outreach Approach

A dynamic, multi-layered Public Participation Plan (PPP) was created, coordinated, and executed to build awareness, educate and engage the public, and gather community input toward greater consensus and endorsement of the Draft LRTP. A variety of notification materials and a range of outreach tactics were developed and implemented to promote stakeholder engagement and increase public involvement in the process. This was comprised of branded print and digital collateral materials and a robust web-presence, including an interactive story map. The engagement strategy featured a number of meetings with the public and community leaders in addition to forums with elected officials, city staff and others. Surveys were also used to capture the attention of the public and gather focused input.

The study included two outreach phases, *Blue Sky* and *Draft Release*, each promoting community meetings and survey engagements. The *Blue Sky* phase occurred during the COVID-19 pandemic which limited in-person stakeholder engagement. This phase focused on building project awareness and education and sought to gather input on the public's transportation habits and needs. Most *Blue Sky* communications occurred between September 28 and October 31, 2021. The second phase centered on the strategies outlined in the draft plan. The *Draft Release* engagement and notifications included a second round of community meetings and a survey, which ran from January 3

to February 6, 2023. The goal of this effort was to gain input and consensus in which to refine and complete the LRTP for OCTA Board approval and adoption.

As the outreach process advanced, methods and tools were evaluated for their effectiveness, and new or modified means of engagement were applied to promote greater project awareness, participation, and feedback from the community. Due to the ongoing pandemic, the early phase of the study primarily utilized digital tools, such as eblasts, text messaging and social media, to promote a public webinar and online survey while also abiding to current COVID-19 protocols. An increased focus on in-person engagement took place in the second phase, including more community events and pop-up information tables in high traffic areas, in addition to the distribution of flyers at community centers, libraries and food banks. A telephone town hall meeting was also held, as well as an increased radio presence to promote awareness of the draft LRTP.

### Diversity Outreach

To align with OCTA's diversity, equity and inclusion goals, outreach methods were created and implemented with a diverse audience in mind to engage hard to reach segments of the community and ensure all voices had the opportunity to be heard, regardless of ethnicity, language or socioeconomic background. To accommodate multilingual speakers, the online survey, project collateral, a helpline, and notification materials, such as fact sheets, eblasts, social media, print and digital advertisements, and other notices were made available in English, Spanish and Vietnamese. The helpline provided an alternative to the internet for those interested in requesting print versions of the survey, wishing to comment by phone or engage by means other than the internet. Closed captioning and simultaneous English-Spanish interpretation was also used during public webinars to encourage participation and ensure clarity of messaging. Community leaders from more than 100 community-based organizations and key stakeholder organizations were also actively engaged throughout the study. In addition, presentations and public webinar video recordings were posted to the website for those who were not able to attend. Lastly, a telephone town hall, simulcasted in Spanish, was offered as an optional meeting format to engage a broader audience, providing an alternative to meetings convened via the internet.

## Key Themes

Following is a summary of common themes shared regarding how OCTA should plan for the future.

- Enhance bus service
- Focus on improving transportation efficiencies more than on new major widening projects
- Increase mobility options for seniors, those with disabilities and under represented communities
- Improve bike and pedestrian safety
- Develop electric vehicle infrastructure

## Engagement Highlights

Highlights of the comprehensive outreach efforts conducted during the LRTP are as follows:



Collected more than **8,300** survey responses with **at least 60%** from Orange County residents



Hosted **3** community leader roundtables, **2** public webinars, **1** telephone town hall, **1** Transportation Planning Forum, **1** Elected Officials Roundtable, attracting nearly **2,000** participants



Engaged **15,000+** community members at **20** Orange County events throughout the **5** County Supervisor Districts



Assembled a stakeholder contact database with approximately **9,100** key stakeholders and interested parties



Sent **460** mailers to key stakeholders and interested parties



Distributed over **4,000** multi-lingual flyers to **13** organizations that serve diverse and disadvantaged communities in Orange County



Reached more than **103,000** readers through Spanish and Vietnamese newspapers



Emailed **32** project notices to more than **7,200** interested community stakeholders



Signed-up nearly **4,700** project followers to receive text messages by the end of the second survey



Promoted community meetings and surveys by way of **14** Facebook, **13** Twitter and **4** Instagram posts reaching approximately **133,000** interested parties as well as **20** geofencing and **15** Facebook online advertisements with nearly **540,000** views



Developed and distributed an **e-communications toolkit**, providing an easy-to-share communication resource, to elected officials, agencies and key stakeholder groups, generating at least **25** earned notifications



Broadcast meeting and survey announcements **34 times** on local Spanish and Vietnamese radio stations



Created an educational project video that was shared through notifications and in meetings



Announced the project through **OCTA's On the Move** blog and via media press releases



Featured a webpage and an interactive story map viewed by more than **5,100+** and **3,600+** unique visitors, respectively



Provided a **multi-language helpline** for interested parties to take the survey and comment on the plan



Shared materials in **English, Spanish** and **Vietnamese**

## I. MEETINGS & EVENTS

The public was included in the outreach process through a number of general and focused meeting opportunities as well as at local events. Each engagement provided project information, built community awareness, provided education on the study purpose, encouraged participation and feedback, and was recorded for project record.

### A. Virtual Public Meetings

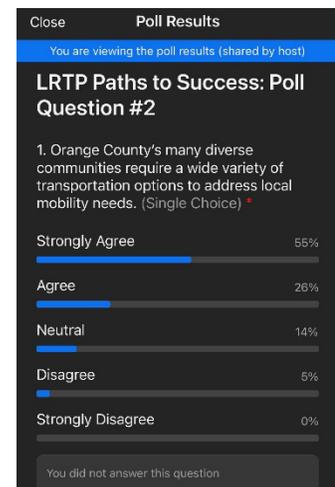
Two (2) virtual community meetings took place during the development of this LRTP. Each live, Zoom webinar was held during a weekday evening to increase the potential of public participation. Meetings included a PowerPoint presentation, interactive polling to provoke thought and initiate conversation, and question-and-answer sessions, led by OCTA staff.

Virtual community meeting goals were to:

- Build LRTP awareness,
- Educate the public on the goals and purpose,
- Share an overview of the dynamic range of studies and initiatives that would result from the LRTP, and
- Provide an opportunity for public feedback to inform the evolving plan.

The webinars offered a call-in phone number for those without internet access. The meetings were simulcast with live Spanish interpretation as well as offering Closed Captioning service to provide greater access and increased active participation from those with language or auditory disadvantages. Additional language service and accommodations were offered through meeting notifications with 72-hour advanced notice, whenever possible, to help ensure that no one was left out of the process. A unique URL (LRTP-meeting.com) was created to easily inform interested parties about how to access the meeting and to provide a memorable name for the public to share by word-of-mouth. In addition, each presentation was recorded and posted to the study website within days following the meeting allowing interested parties to view the webinar if they had not been able to attend on the day. The PowerPoints were also posted for those that wished to download or share the presentations with others.

**Figure 1: Meeting Poll on Mobile Device**



A brief meeting overview is shown in the table below. Reference Appendix A for a copy of webinar presentations and a detailed summary of each webinar’s highlights, process, polling response and review of comments.

**Table 1: Live Community Webinars Held**

Phase	Date	Time	Format	Attended	Questions / Comments			Recorded Meeting Video Views*
					Commentors	Written	Oral	
Blue Sky	10/19/21	5:30 – 6:30 p.m.	Zoom Webinar	30	9	14	3	107
Draft Release	01/24/23	5:30 – 6:30 p.m.	Zoom Webinar	51	20 Named 11 Anonymous	59	13	English 28 Spanish 7
<b>Total</b>				<b>81</b>	<b>&gt;20</b>	<b>73</b>	<b>16</b>	<b>142</b>

\* Views as of February 15, 2023.

## B. Telephone Town Hall Meeting

In addition to webinar meetings, OCTA held one (1) telephone town hall during the second phase to gather input on the Draft LRTP. As with the webinars, the public was offered advanced registration to attend through various notifications and the meeting was simulcasted with live Spanish interpretation. Approximately 75,000 phone numbers were directly dialed on the day of the meeting, inviting those that had registered, known project stakeholders, and others from throughout the County. The telephone-based format provided increased opportunity for those that could not or preferred not to participate by internet. The meeting led with an overview of the project and its intentions and offered a forum for discussion with those interested in learning more. Participant callers were also encouraged to participate in the subsequent webinar and current survey to provide greater input on the project and learn more. In addition, the meeting recordings were posted on the study website. See Appendix B for more on the process and review the comments and questions voiced during the town hall.

**Table 2: Live Telephone Town Hall Meeting Held**

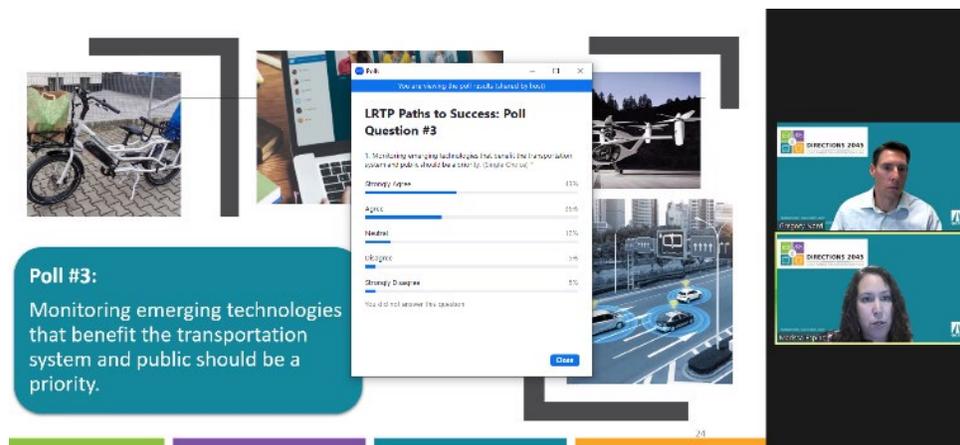
Phase	Date	Time	Language	Dials	Accepts	Web Opt-in	Participation		Question / Comment			Total Question / Comments
							First 15 Min.	At End	Speaker Queue	Oral	Voice mail	
Draft Release	01/19/23	5:30 – 6:30 p.m.	English & Spanish	73,748	12,557	130	1,800	200	51	15	13	28

### C. Community Leaders Roundtable Meetings

Two (2) rounds of community leaders roundtable meetings were conducted during the development of the LRTP. A diverse and broad range of special interest groups were invited with attendees including representatives from local and regional community empowerment, environmental social justice, green-environmental interest, unions, faith-based organizations, cultural/historic resource interests, utilities, healthcare organizations, high education institutions, as well as housing and other business interests.

During the first phase, two (2) meetings were held to engage community leaders in the LRTP and the OC Mobility Hubs Study process. In coordination with OCTA’s Diversity Engagement team, staff provided an overview presentation of each project and probed participant leaders on how the projects fit with their vision for the future of Orange County, specifically their community’s transit and travel needs. Roundtable sessions also provided an overview on a third study, the Bikeways Gap Closure Study, which had the goal of enhancing connectivity and expanding alternative modes of transportation. Each meeting was convened virtually, with the Zoom Meeting platform, and provided attendees an opportunity to openly express their comments and questions on the studies as well as gain valuable insight in which to inform their unique representative communities.

Figure 2: Webinar Screenshot



During the release of the Draft LRTP, a third roundtable was conducted prior to a round of community meetings to share the plan with interested leaders. The Zoom meeting assisted the development of the LRTP by gathering input on the proposed strategies or “paths to success.” Stakeholder input aided in the refinement of public messaging in advance of the scheduled community meetings.

Below are highlights of the roundtable meeting series.

**Table 3: Community Leaders Stakeholder Roundtable Meetings Held**

Phase	No	Date	Time	Format	Registered	Attended	Commentors	Total Question / Comments
Blue Sky	1	10/14/21	1:00 p.m. – 2:30 p.m.	Zoom Meeting	11	11	14	61
	2	10/21/21	10:30 a.m. – 12:00 p.m.	Zoom Meeting	8	8		
Draft Release	3	01/12/23	1:30 p.m. – 3:00 p.m.	Zoom Meeting	42	29	15	56
<b>Total</b>					<b>61</b>	<b>48</b>	<b>29</b>	<b>117</b>

For a full list of invitees, presentations and summary of process and comments, see Appendix C.

### D. Agency Stakeholder Engagements

Six (6) agency stakeholder engagements were organized to educate and gather feedback from state, regional, and local jurisdictions. One (1) meeting was held with the California Department of Transportation (Caltrans) and three (3) were status briefings conducted as part of reoccurring meetings with elected officials and city staff from throughout the County. The other two (2) were special engagements, which shared more detail and included open discussion with the project team.

The first of the special engagements, a Transportation Planning Forum, was held in July 2022 and invited city and County of Orange staff to learn about the project and offer input to ensure planning outcomes considered and aligned with local and regional policy and projects. The second special engagement, an Elected Officials Roundtable, took place in September 2022 to seek input from local elected city leaders on their vision for Orange County’s transportation future.

A quick summary of these engagements is shown below with more in Appendix D.

**Table 4: Agency Stakeholder Engagements**

Phase	No	Date	Agency Stakeholder Engagement
Blue Sky	1	10/07/21	Mayor’s Forum
Draft Release	2	07/21/22	Orange County Transportation Planning Forum
	3	09/28/22	Elected Officials Roundtable

Phase	No	Date	Agency Stakeholder Engagement
	4	11/01/22	Orange County Council of Governments (OCCOG) Technical Advisory Committee
	5	11/10/22	California Department of Transportation (CALTRANS), District 12
	6	01/26/23	Orange County Council of Governments (OCCOG) Board Meeting

## E. Stakeholder Briefings

Briefings were provided to key stakeholder groups to provide open communication on clear expectations and LRTP’s progress. These engagements also provided an opportunity to promote study awareness and to encourage the promotion of the survey to the broader stakeholder organizations. As seen in the efforts below, the team conducted 13 stakeholder briefings throughout the LRTP, including: six (6) OCTA Citizen Advisory Committee briefings, five (5) OCTA Diverse Community Leaders Committee briefings, one (1) OCTA Accessible Transit Advisory Committee briefing, and one (1) Orange County Business Council briefing.

**Table 5: Stakeholder Briefings**

Phase	No	Date	Committee
Blue Sky	1	01/19/21	OCTA Citizens Advisory Committee (CAC)
	2	04/20/21	OCTA Citizens Advisory Committee (CAC)
	3	05/27/21	OCTA Diverse Community Leaders (DCL)
	4	07/07/21	OCTA Diverse Community Leaders (DCL)
	5	07/20/21	OCTA Citizens Advisory Committee (CAC)
	6	10/19/21	OCTA Diverse Community Leaders (DCL)
	7	10/25/21	OCTA Accessible Transit Advisory Committee (ATAC)
Draft Release	8	05/03/22	OCTA Diverse Community Leaders (DCL)
	9	07/12/22	Orange County Business Council (OCBC)
	10	07/19/22	OCTA Citizens Advisory Committee (CAC)
	11	10/18/22	OCTA Citizens Advisory Committee (CAC)
	12	12/03/22	OCTA Diverse Community Leaders (DCL)
	13	01/17/23	OCTA Citizens Advisory Committee (CAC)

## F. Community & Pop-up Events

A list of scheduled community and impromptu pop-up events were identified and attended in support of the LRTP. A total of 20 events took place throughout the five County Supervisorial Districts. The team favored events located in diverse and disadvantaged communities, such as those with above average Spanish and/or Vietnamese speaking populations, to improve reach and inclusion in the process.

Events featured a tri-lingual display board and fact sheets in English, Spanish and Vietnamese to increase public awareness and education. Events were staffed with bi-lingual team members, which promoted survey input, encouraged meeting participation, and solicited public comment on the Draft LRTP. Event staff also prompted participating individuals to sign-up to receive future notices related to LRTP.

In all, staff engaged over 15,000 people at these tabled events. In addition, staff also made public announcements on stage during the larger events to increase project awareness and encourage community input.

*Figure 3: Fullerton Farmers Market, La Carreta Market & UVSA Tet Festival Events*



**Table 6: Community & Pop-ups Events Held**

Phase	No	Date Sent	Purpose	Reach
Blue Sky	1	10/07/21	Garden Grove Local Harvest Farmers' Market	45
	2	10/21/21	Downtown Fullerton Farmers' Market	40
	3	10/23/21	Revive Santa Ana 5k Run: Health & Resource Fair	30
	4	10/24/21	Bower's Museum: Dia de los Muertos	40
	5	10/27/21	H. Louis Senior Center Senior Resources Fair	30
	6	10/28/21	Tustin Metrolink Station Pop-up	15
	7	10/29/21	Westminster Halloween Movie Night	8
Draft Release	8	01/12/23	Pre-Tet Festival with LSTV at Asian Garden Mall	596
	9	01/20/23 – 01/22/23	Fountain Valley Tet Festival at Mile Square Park	7,915
	10	01/23/23	Advance Beauty College	50
	11	01/23/23	California State Fullerton – Titan Walk	70
	12	01/26/23	La Carreta Supermarket Pop-up	20
	13	01/27/23	Target at The District Pop-up	20
	14	01/27/23 – 01/29/23	UVSA Tet Festival at the OC Fairgrounds	5,304
	15	01/28/23	South OC Cars and Coffee	30
	16	01/31/23	KidWorks Community Development Corporation	80
	17	02/02/23	Northgate Supermarket	55
	18	02/04/23	Mission Viejo Farmers Market	70
	19	02/04/23	Anaheim Indoor Marketplace	344
	20	02/04/23	Black History Parade	531
<b>Total</b>				<b>15,293</b>

Event display boards can be found in Appendix E.

## II. INFORMATION RESOURCES & TOOLS

The outreach team utilized a variety of information resources and tools to facilitate public engagement and documentation, including the development of a stakeholder database, comment log, website, ESRI StoryMap, collateral, video, in addition to community surveys. The following section provides a review of each, detailing how they were used for the LRTP study project.

### A. Stakeholder Database

A master contact database was developed at the start of the project to identify key stakeholders and served as the official stakeholder list. The database was comprised of local residents and businesses, business associations, local agencies, transportation agencies and groups, academic institutions, community and healthcare organizations, other social interest groups, as well as interested parties. The database was utilized when distributing emails, texts and postal notices and was regularly updated. New contacts were collected throughout the study via the website contact form, surveys, public meetings, and community events. By the project's end, the stakeholder database included contacts for 9,112 project stakeholders.

### B. Comment Log

A comment log was created and maintained during the LRTP project. The log organized comments and inquiries received by surveys, meetings, social media, phone, or email and archived them by source, type of stakeholder, date, and category of statement. Eight comment letters were received from state and local agencies and organizations. All comments and a comment letters response matrix can be viewed in Appendix F.

### C. Fact Sheet

The project included two branded fact sheets which served as the primary information handouts. The first was an overview fact sheet providing the LRTP's general purpose, background and schedule. The second, an infographic fact sheet, was developed as a fun and easy-to-digest information resource, characterizing the LRTP's transportation challenges and opportunities going into 2045. The fact sheets were made available in English, Spanish and Vietnamese to expand community reach and participation. Fact sheets were available in print form for in-person engagements or mail request and digitally available for download from the website. All versions of the fact sheet are available for viewing in Appendix G.

## D. Project Video

A project video was also developed to help spread awareness and more importantly educate the public on the topic of a long-range transportation plan. The video was posted to the project webpage, shared in meeting notices, and featured in meetings to help enlighten the public and build interest in and excitement about the LRTP. The video was also updated to include meeting and survey announcements.

*Figure 4: LRTP Website Video Widget*



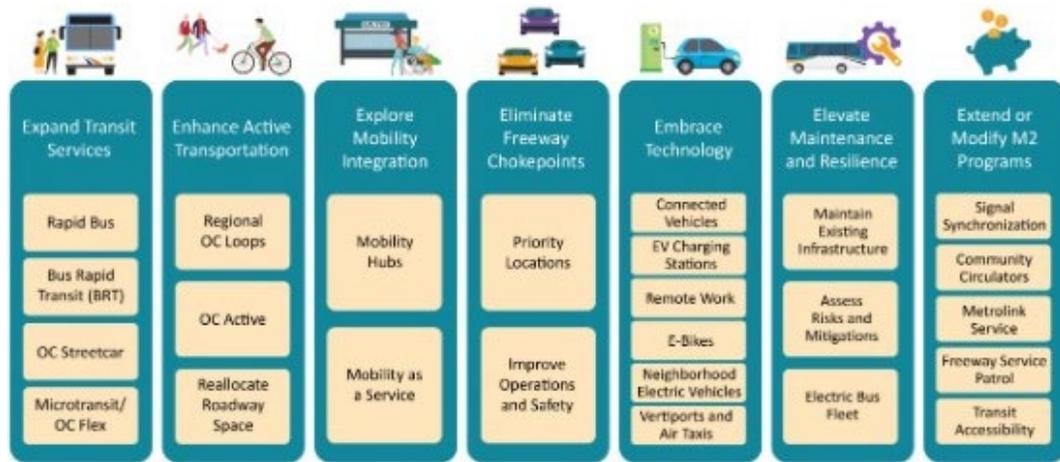
## E. Webpage

A project webpage was created and maintained to serve as the anchor resource for the LRTP project. It provided a project overview and schedule, fact sheets, and a digital form to comment or be added to the study database. Prior to each community meeting, the webpage was updated to include current project information and promote meeting and/or survey participation. The webpage was revised again following each meeting to promote and post webinar video recordings, downloadable presentation PDFs, and other related materials for those that missed the opportunity to participate on the day-of event. The webpage has been viewed by more than 5,130 unique visitors since the start off the project. Examples of website updates are available in Appendix H.

## F. Story Map

A web-based Story Map was created for the release of the Draft LRTP to educate the public on the dynamic nature of the studies and proposed paths to success. Linked on the project webpage and promoted by notifications, the LRTP story was viewed by more than 3,644 unique visitors. The information portal provided a visual narrative using interactive maps to explain several factors that will likely influence future mobility in Orange County. It highlighted the importance of equity, diversity, and inclusion through illustrative maps featuring, communities of concern, a health index, limited English speaking populations, poverty levels and more. See Appendix I for screen images of the LRTP story.

Figure 5: LRTP Paths to Success Widget



## G. Community Surveys

Two (2) surveys (offered online and as a hard copy) were developed and distributed to engage those that travel in Orange County. This survey research was qualitative, which means that results cannot be considered representative of the total population of interest. Informal research methods are useful to explore a group’s opinions and views, allowing for the collection of verifiable data. This data can reveal information that may warrant further study and is often a cornerstone for generating new ideas.

Keeping the importance of equity, diversity and inclusion in mind, the surveys were offered and promoted in English, Spanish, and Vietnamese to maximize community reach. To assist with the understanding of existing conditions and community needs, the first survey was created and implemented online during the initial project phase to gather public input and insight in order to better identify and frame transportation initiatives and priorities that will shape the LRTP. The second qualitative survey was created during the release of the Draft LRTP to gather public input on the plan’s proposed “*paths to success*” transportation initiatives and priorities. More than 8,300 surveys were collected during the study with more than 13% of the surveys gathered in Vietnamese or Spanish.

The first survey comprised of 20 questions and was developed to spread public awareness; determine participant habits, use and conditional strategies for change; assess improvement opportunities; and receive input to identify and shape future transportation initiatives. Due to the COVID-19 pandemic, the LRTP team primarily utilized digital tools, such as eblasts, texts, geofencing, and social media messaging to promote the survey, virtual community meetings and other outreach opportunities to engage the public while abiding by current health and safety protocols. More than 1,800 surveys were collected in 2021.

The second survey was created and implemented in early 2023 to gather public input on the Draft LRTP. Like the initial survey, this survey was created using Typeform and distributed using digital tools, such as eblasts, texts, geofencing, and social media messaging to reach community stakeholders. Staff also attended more than 10 community events and high foot traffic areas throughout the County. More than 6,500 surveys were collected during this time.

Features of the LRTP surveys are listed below:

- Each survey was offered in three languages (English, Spanish, and Vietnamese);
- A total of **8,333** surveys were collected and analyzed (7,237 English, 242 Spanish and 854 in Vietnamese);
- Surveys were promoted using a variety of methods including digital, print, radio advertisements, direct and electronic mail, text promotion, and online meetings and in-person events among other methods of communication;
- A vanity URL (LRTP-survey.com) was created for easy online access;
- The survey was made available in print version with pre-paid postage for those who may not be connected to the internet and was also accessible online; and
- Eight (8) survey respondents (four for each survey), were selected as opportunity drawing winners and each awarded a \$50 gift card.

**Table 7: Survey Participation**

Phase	Date	Surveys Collected by Language			Total Surveys Collected
		English	Spanish	Vietnamese	
Blue Sky	09/27/21 – 10/31/21	1,781	43	1	1,825
Draft Release	01/06/23 – 02/06/23	5,456	199	853	6,508
<b>Total</b>		<b>7,237</b>	<b>242</b>	<b>854</b>	<b>8,333</b>

The surveys, analysis, and infographic summaries for both LRTP surveys can be found in Appendix J.

In June 2021, OCTA conducted its triennial Attitudinal and Awareness Survey, which included a few questions designed to obtain input to inform the development of the LRTP. A total of 2,564 randomly selected Orange County adult residents participated in the survey between June 3 and June 27, 2021. The survey followed a mixed-method design that employed multiple recruiting methods (telephone and email) and multiple data collection methods (telephone and online). The interviews averaged 18 minutes in length and were conducted in English, Spanish, and Vietnamese.

The questions related to the LRTP were intended to obtain feedback on transportation priorities and strategies. Key themes from the quantitative survey results include:

- Among strategies OCTA could pursue to reduce driving trips, VMT, and congestion, Orange County residents expressed the strongest support for encouraging businesses to allow employees to work from home at least one day per week, where possible (88% strongly + somewhat support), creating safe routes to school to encourage more kids to walk and bike to school (86%), and encouraging more walking by improving sidewalks, crosswalks, pedestrian safety, signs, and infrastructure (84%).
- Approximately eight-in-ten respondents also supported improving and expanding commuter rail services including Metrolink and Amtrak (81%), modifying streets so they can safely accommodate all forms of transportation including cars, transit, pedestrians and bicyclists (80%), making it easier for transit riders to get to their final destination by offering shuttles, e-bikes, e-scooters, and rideshare services at transit stations (79%), improving and expanding bus services (79%), and increasing programs that encourage carpooling, vanpooling, and ridesharing (79%).
- More than two-thirds of respondents also supported offering a guaranteed ride home for those who use transit, carpool, vanpool or bike and find themselves in need of an emergency ride home (75%), encouraging more bicycling by expanding the network of dedicated bike lanes and shared lanes (73%), and creating a network of light rail streetcars, similar to the San Diego trolley system (68%).
- When presented with pricing and policy strategies OCTA could pursue to reduce vehicle trips and congestion in the future, creating programs and incentives that encourage employees to work remotely at home (83% support) and that encourage businesses and employees to make greater use of transit, carpooling, and bicycling for their commutes (82%) were the most popular, along with reducing the cost of transit passes and tickets to encourage more transit use (81%).
- Three-quarters of respondents were also supportive of focusing future transit improvements in areas that have a high percentage of multifamily housing (80%) and creating dedicated lanes for transit so that it is faster and avoids traffic (74%).
- Whether described as the conversion of a single carpool lane to an express lane (49%) or as converting carpool lanes on freeways throughout the County to create a network of connected express lanes (51%), approximately half of respondents supported this strategy that would require three people per vehicle to use an express lane, but also allowing vehicles with fewer occupants to use the lane for a toll.
- Just one-third of respondents supported charging for parking in areas that receive a lot of traffic (34%) or requiring at least three people in a vehicle to qualify for the carpool lane (33%) as strategies for reducing traffic congestion in Orange County.

- When presented with a series of capacity and infrastructure improvements, fixing potholes and repairing roadways received the highest percentage of individuals stating it should be a high or medium priority for inclusion in the LRTP (93%), followed by making more efficient use of existing freeways, lanes, roads, and infrastructure (88%), and synchronizing traffic signals on major roadways (86%). Approximately three-quarters of respondents also rated widening freeways where possible (75%) and improving and repairing the network of sidewalks (75%) as a high or medium priority for inclusion in the LRTP.
- When compared to the other items tested, enhancing infrastructure to accommodate autonomous, driverless vehicles had far fewer respondents rate the item as a high or medium priority (40%).

To learn more about this survey, visit:

<http://www.octa.net/pdf/2021OCTAAttitudinalAwarenessSurveyReport.pdf>.

### III. NOTIFICATION EFFORTS

For each phase of the project, print and electronic notifications were distributed to stakeholders and the general public promoting community meetings and surveys to increase public awareness and participation. Outreach notification plans were developed and carried out to ensure timely notices were accessible on multiple platforms. The comprehensive notification plans detailed communication run dates, targeting, budget, messaging, languages, and featured graphics/visuals. Most notifications featured meeting and survey invitations during concentrated periods during two phases of outreach. The first period spanned from September 28 to October 31, 2021, while the second took place from January 3 to February 6, 2023. Notifications were prepared and distributed in English, Spanish, and Vietnamese to promote inclusion and facilitate the greatest project reach.

Figure 6: Vietnamese Handout



#### A. Mailers and Handouts

A direct mailer and handout were developed in support of the draft LRTP release notification campaign. The mailer consisted of a multi-lingual (English, Spanish and Vietnamese), 11"x17" brochure design that was sent to existing stakeholder database

contacts that did have an email address. The mailer encouraged meeting and survey participation in addition to general comment on the Draft LRTP. A total of 460 mailers were distributed.

**Table 8: Direct Mail Distributions**

Phase	No	Date	Purpose	Format	Language	Audience	Count
Draft Release	1	01/17/23	Town Hall, Webinar & Survey Invitation	11"x17" bi-fold	English, Spanish & Vietnamese	Stakeholder database contacts with postal address only	460

Handout versions of the mailer were also prepared in double-sided, English-Spanish and English-Vietnamese formats to be shared at public counters and passed-out at select food banks to better include the whole of the public in the process. A list of these distributions is below.

**Table 9: Public Counters and Other Direct Distributions**

Phase	No	Date	Location	Count
Draft Release	1	01/19/23	Anaheim Central Public Library	400
	2	01/19/23	Community Action Partnership of Orange County Food Bank	400
	3	01/19/23	Downtown Anaheim Community Center	400
	4	01/19/23	Delhi Center	400
	5	01/19/23	El Salvador Community Center	400
	6	01/19/23	Families Forward	400
	7	01/19/23	Garden Grove Main Library	400
	8	01/19/23	Garden Grove Sports & Recreation Center	400
	9	01/19/23	SEVA Collective	600
	10	01/19/23	Santa Ana Main Public Library	50
	11	01/19/23	Stanton Community Center	50
	12	01/19/23	Stanton Family Resource Center	50
	13	01/19/23	Stanton Library	50
<b>Total</b>				<b>4,000</b>

Appendix K includes copies of the mailer and handouts.

## B. Print Advertisements

Print newspaper advertisements were used to boost LTRP awareness and promote meeting and survey participation among the Spanish and Vietnamese language communities. The print ads also offered an opportunity to reach disadvantaged populations that lack or choose not to use internet access. Three (3) local papers with diverse audiences and language preference were identified and used in this notification effort. Collectively, newspaper circulation reached more than 100,000 community addresses. Find ads in Appendix L.

*Table 10: Published Newspaper Advertisements*

Phase	No	Date	Newspaper	Language	Format	Circulation
Blue Sky	1	10/01/21	Excelsior	Spanish	Black & White; ¼ Page	71,230
	2	10/01/21	Viet Bao Daily News	Vietnamese	Black & White; ½ Page	25,000
Draft Release	3	01/13/23	Nguoi Viet Daily	Vietnamese	Color; ¼ Page	7,000
	4	01/13/23	Excelsior	Spanish	Black & White; ¼ Page	71,230
<b>Total</b>						<b>103,230</b>

## C. Radio

Radio advertisements were developed and broadcasted among local language-specific radio stations serving the Spanish and Vietnamese community. These ads served as another means of broadening project reach to the greater public in Orange and Los Angeles Counties. Two (2) radio stations promoted project meetings and surveys 34 times.

*Table 11: Radio Advertisements*

Phase	No	Dates	Station	Language	Listening Audience	Run Spots
Blue Sky	1	10/04/21 – 10/08/21	Saigon Radio	Vietnamese	Orange & Los Angeles Counties	20
Draft Release	2	01/16/23 – 01/24/23	Que Buena Radio	Spanish	Orange County & the Greater Los Angeles Area	4
	3	01/13/23 – 01/23/23	Saigon Radio	Vietnamese	Orange & Los Angeles Counties	10
<b>Total</b>						<b>34</b>

## D. Online Advertisements

To reach a wide range of stakeholders, online advertising was developed and implemented. The campaigns aimed to reach those within and traveling through Orange County to promote public meetings and ensure quality and relevant survey data. Online ads (Appendix M) were distributed through geofencing and via Facebook.

### i. Geofencing Advertisements

Geotargeted advertising was used to push notifications to drivers that traveled throughout Orange County. Two (2) geofencing campaigns were conducted sharing more than 300,000 impressions to encourage project participation.

The first campaign was distributed prior to the first community meeting to promote the project survey and increase meeting participation. A single ad was designed in eight (8) sizes to fit different media. The ads utilized zip and parcel data to place digital notices on web-based platforms for those that drive through select zip codes (or fenced area) throughout the County.

The later round pushed notices to reach commuters that travel through key freeway interchanges on I-405, I-5, SR-22, SR-55, SR-57, and SR-91 further broadening potential participation from those that travel through as well as reside in the County. The campaign included 12 advertisements for targeted commuters and the images and messaging were varied to broaden project understanding.

Figure 7: Geofencing Ads



Table 12: Distributed Geofencing Campaigns

Phase	No	Dates	Language	Impressions	Clicks
Blue Sky	1	10/11/21 – 10/17/21	English	150,097	249
Draft Release	2	01/21/23 – 01/24/23	English	150,016	96
Total				300,113	345

## ii. Social Media Advertisements

Facebooks ads were used to increase public meeting and survey engagement, as well as provide an interactive tool for stakeholders to comment, like, and share project notices with others. Ads were directed to those 18 years and older with interest in transit, biking and/or walking. To increase involvement from the Spanish and Vietnamese communities, language specific ads were further focused to County zip codes with the greatest percentage of the designated language speaking communities. In all, 15 ads were distributed through Facebook, sharing more than 235,000 ad impressions.

Figure 8: Spanish Facebook

¡OCTA (por sus siglas en inglés) quiere escucharte! TOME LA ENCUESTA, INSCRÍBASE a las próximas reuniones y COMENTE en el borrador del plan visitando [www.LRTP-StoryMap.com](http://www.LRTP-StoryMap.com). RESERVE LA FECHA para la próxima reunión telefónica del ayuntamiento (1/19) y seminario web (1/24).



Table 13: Distributed Facebook Advertisements

Phase	No	Dates	Purpose	Language	Impressions	Clicks	
Blue Sky	1	09/28/21 – 10/03/21	Webinar & Survey Invite	English	39,399	439	
	2	09/28/21 – 10/03/21		Spanish	24,441	153	
	3	09/29/21 – 10/03/21		Vietnamese	16,120	90	
	Draft Release	4	10/06/21 – 10/10/21	Webinar & Survey Invite	English	32,571	251
		5	10/06/21 – 10/10/21		Spanish	20,350	152
		6	10/06/21 – 10/10/21		Vietnamese	11,443	81
		7	10/11/21 – 10/17/21	Webinar & Survey Invite	English	33,882	223
		8	10/11/21 – 10/17/21		Spanish	16,830	121
		9	10/11/21 – 10/17/21		Vietnamese	11,130	76
Draft Release	10	01/13/23 – 01/18/23	Town Hall, Webinar & Survey Invite	English	10,637	132	
	11	01/13/23 – 01/18/23		Spanish	2,919	28	
	12	01/13/23 – 01/18/23		Vietnamese	1,385	16	
	Draft Release	13	01/20/23 – 01/24/23	Webinar & Survey Invite	English	9,272	99
		14	01/20/23 – 01/24/23		Spanish	2,722	18
		15	01/20/23 – 01/24/23		Vietnamese	4,831	43
<b>Total</b>					<b>237,932</b>	<b>1,922</b>	

## E. Social Media Posts

Social media posts were utilized to promote the community survey and meetings to OCTA’s community of followers. Facebook, Twitter and Instagram were used to reach users who regularly engage OCTA’s platforms. A total of 31 posts were published on the three social media platforms. Nearly 81,000 stakeholders were reached through the combined social media posts. A complete list of these posts, their timing and level of engagement are shown in the table below. See Appendix N for copies of each communication.

OCTA promoted the project and/or project featured events in 14 posts across two Facebook pages: @GoOCTA and @OCBus.

**Table 14: OCTA Facebook Posts**

Phase	No	Platform & Post	Date	Reach	Views
Blue Sky	1	@GoOCTA Facebook Post #1	09/28/21	352	385
	2	@OCBus Facebook Post #1	09/28/21	466	493
	3	@OCBus Facebook Post #2	10/14/21	678	736
	4	@GoOCTA Facebook Post #2	10/19/21	236	257
	5	@GoOCTA Facebook Post #3	10/28/21	174	189
Draft Release	6	@GoOCTA Facebook Post #4	12/14/22	263	310
	7	@OCBus Facebook Post #3	12/28/22	567	619
	8	@OCBus Facebook Post #4	01/05/23	674	795
	9	@GoOCTA Facebook Post #5	01/06/23	470	584
	10	@OCBus Facebook Post #5	01/12/23	826	1k
	11	@OCBus Facebook Post #6	01/24/23	531	598
	12	@GoOCTA Facebook Post #6	01/24/23	214	231
	13	@GoOCTA Facebook Post #7	02/01/23	178	190
	14	@GoOCTA Facebook Post #8	02/02/23	189	200
<b>Total</b>				<b>5,818</b>	<b>5,587</b>

OCTA promoted the project and/or project featured events in 13 posts across two Twitter pages: @GoOCTA and @RideOCBus.

**Table 15: OCTA Twitter Posts**

Phase	No	Platform & Post	Date	Reach	Views
Blue Sky	1	@GoOCTA Twitter Post #1	09/28/21	6,093	392
	2	@RideOCBus Twitter Post #1	09/28/21	5,499	276
	3	@GoOCTA Twitter Post #2	10/19/21	11,963	1,010
	4	@RideOCBus Twitter Post #2	10/21/21	16,651	473
Draft Release	5	@RideOCBus Twitter Post #3	12/15/22	2,969	209
	6	@GoOCTA Twitter Post #3	12/27/22	3,974	243
	7	@GoOCTA Twitter Post #4	01/05/23	5,432	921
	8	@RideOCBus Twitter Post #4	01/11/23	2,979	181
	9	@GoOCTA Twitter Post #5	01/19/23	4,384	218
	10	@RideOCBus Twitter Post #5	01/19/23	3,045	326
	11	@RideOCBus Twitter Post #6	01/24/23	2,977	172
	12	@GoOCTA Twitter Post #6	01/27/23	3,985	285
	13	@GoOCTA Twitter Post #7	02/02/23	3,991	242
Total				73,942	4,948

The project was featured in four (4) Instagram posts.

**Table 16: OCTA Instagram Post**

Phase	No	Platform & Post	Date	Impressions	Reach
Blue Sky	1	@GoOCTA Instagram Story Post #1	09/28/21	158	152
Draft Release	2	@GoOCTA Instagram Story Post #2	12/20/22	334	326
	3	@GoOCTA Instagram Story Post #3	01/19/23	319	309
	4	@GoOCTA Instagram Story Post #4	02/02/23	296	291
Total				1,107	1,078

## F. Electronic Mail Notifications

Eblasts were a fundamental method of communicating with public stakeholders, including the Spanish and Vietnamese language communities. In all, 32 eblasts were

distributed in English, Spanish and Vietnamese over the course of the project to invite stakeholders to option-in to receive project updates, build awareness about the study, encourage meeting participation, and encourage public comment and survey participation during both project phases. Most eblasts were directed to the project’s stakeholder database list, which was updated routinely as new parties engaged with the project. The project also was promoted to Metrolink and bus transit riders as well as to the OCTA ride share community. A sample of the emails are available in Appendix O.

**Table 17: Electronic Mail Distributions**

Phase	No	Date	Audience	Purpose	Language	Sent	Open Rate
Blue Sky	1	09/08/21	OCTA Prior Projects Interested Parties	Opt-in #1	English	1,538	38.1%
	2	09/09/21	Stakeholder Database	Contact Update	English	2,715	40.4%
	6	09/14/21	SOCMTS Project’s Interested Parties	Opt-in #2	English	602	53.7%
	3	09/17/21	Transit Rider Contacts	Opt-in #3	English	22,922	17.9%
	4	09/17/21	Metrolink Contacts	Opt-in #4	English	32,447	23.5%
	5	09/17/21	Rideshare Contacts	Opt-in #5	English	3,135	19.0%
	7	09/28/21	Stakeholder Database	Survey Kick-Off and Meeting #1 Save the Date	English, Spanish & Vietnamese	2,897	34%
	8	10/05/21	Stakeholder Database	Survey #1 and Meeting #1 Invitation	English, Spanish & Vietnamese	2,899	32.9%
	9	10/19/21	Transit Rider Contacts	Survey #1 Reminder	English	22,711	19.8%
	10	10/19/21	Metrolink Contacts	Survey #1 Reminder	English	31,603	26.3%
	11	10/19/21	Rideshare Contacts	Survey #1 Reminder	English	2,994	11.5%
	12	10/19/21	Stakeholder Database	Survey #1 and Meeting #1 Reminder	English, Spanish & Vietnamese	3,092	32.7%
	13	10/27/21	Stakeholder Database	Meeting #1 Thank You and Survey Last Chance Reminder	English	2,909	41.4%
	14	02/04/22	Stakeholder Database	Survey #1 Thank You	English	4,392	51.5%
Draft Release	15	01/10/23	Stakeholder Database	Survey #2 and Meeting #2 Invitation	English, Spanish & Vietnamese	4,307	46%

Phase	No	Date	Audience	Purpose	Language	Sent	Open Rate
	16	01/18/23	Stakeholder Database	Survey #2 and Meeting #2 Reminder	English, Spanish & Vietnamese	4,782	40.9%
	17	01/23/23	Stakeholder Database	Survey #2 and Meeting #2 Reminder	English, Spanish & Vietnamese	4,822	38.1%
	18	02/01/23	Stakeholder Database	Survey #2 Reminder	English, Spanish & Vietnamese	4,771	38.1%
	19	03/06/23	Stakeholder Database	Survey #2 and Meeting #2 Thank you	English	7,206	54.6%

### i. Community Leader Eblasts

In addition to public email communications, community leaders were notified of project updates and invited to attend the stakeholder roundtable meetings. A total of 108 leaders were invited by email and/or phone to participate in these critical engagement meetings and share their opinions and unique perspectives. Eight (8) e-mail notices were distributed for the first round of meeting and five for the second round. Thank you emails were shared following each meeting to recognize participation and share the prior presentation, project collateral and other project information with attendees and with those who did not participate. Leaders were also encouraged to share the e-communications toolkits to aid, as they saw fit, in the notification of project meetings and surveys to their communities. Record of communication between the project team and community leaders is logged in the table below (Appendix C).

Figure 9: MMS-SMS Text



Table 18: Community Leaders Stakeholder Roundtable Email Distributions

Phase	No	Date Sent	Purpose	Sent	Open Rate
Blue Sky	1	10/01/21	Meeting #1 & #2 - Invitation	103	32.1%
	2	10/07/21	Meeting #1 & #2 - Reminder #1	94	27.5%
	3	10/13/21	Meeting #1 & #2 - Reminder #2	94	27.5%
	4	10/14/21	Meeting #1 - RSVP Only Reminder #3	12	N/A

Phase	No	Date Sent	Purpose	Sent	Open Rate
	5	10/20/21	Meeting #1 - Thank You	10	N/A
	6	10/20/21	Meeting #2 - Reminder #4	110	26.1%
	7	10/21/21	Meeting #2 - RSVP Additions Reminder #5	2	N/A
	8	10/26/21	Meeting #2 - Thank You	115	N/A
Draft Release	9	12/21/22	Meeting #3 - Save the Date	107	44.6%
	10	12/28/22	Meeting #3 - Reminder #1	107	37.8%
	11	01/05/23	Meeting #3 - Invitation	108	45.8%
	12	01/10/23	Meeting #3 - Reminder #2	109	41.2%
	13	01/26/23	Meeting #3 - Thank you	109	34.7%

### G. Text Messaging

Text messaging was also used to reach those that preferred phone notifications. Throughout the project interested parties were provided an option to opt-in to receive Short Message Service (SMS) and/or Multimedia Message Service (MMS) L RTP text message updates. Stakeholders opted-in through eblast invitation, webpage comment form and by survey and helpline. Seven (7) texts were shared with nearly 4,300 notifications distributed to community stakeholders. By the end of the project, the opt-in list grew to 4,698 contact numbers. The text messages are in Appendix P.

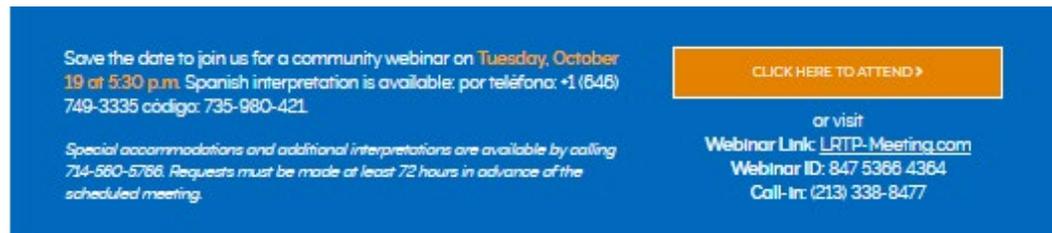
*Table 19: Text Distributions*

Phase	No	Date	Format	Purpose	Languages	Sent
Blue Sky	1	09/29/21	SMS-MMS	Meeting Save the Date	English, Spanish & Vietnamese	220
	2	10/05/21	SMS-MMS	Survey Reminder	English, Spanish & Vietnamese	220
	3	10/18/21	SMS-MMS	Meeting Reminder	English, Spanish & Vietnamese	199
	4	10/19/21	SMS-MMS	Meeting Reminder #2	English, Spanish & Vietnamese	163
	5	10/27/21	SMS-MMS	Survey Reminder #2	English, Spanish & Vietnamese	285
Draft Release	6	01/12/23	SMS-MMS	Register for Meetings	English, Spanish & Vietnamese	1,401
	7	01/24/23	SMS-MMS	Take the Survey	English & Spanish	1,784

## H. Website Notice

The project webpage underwent periodic updates prior to and following each community meeting. Prior to each community webinar the webpage was updated to include current project information and promote meeting and/or survey participation. The webpage was reset again following each meeting to promote webinar video recordings, downloadable presentation PDFs, and other related materials for those who did not participate on the day of event. Examples of website notices can be seen below and are in Appendix H.

*Figure 10: Website Meeting Notice*



Save the date to join us for a community webinar on **Tuesday, October 19 at 5:30 p.m.** Spanish interpretation is available: por teléfono: +1 (646) 749-3335 código: 735-980-421

Special accommodations and additional interpretations are available by calling 714-580-5766. Requests must be made at least 72 hours in advance of the scheduled meeting.

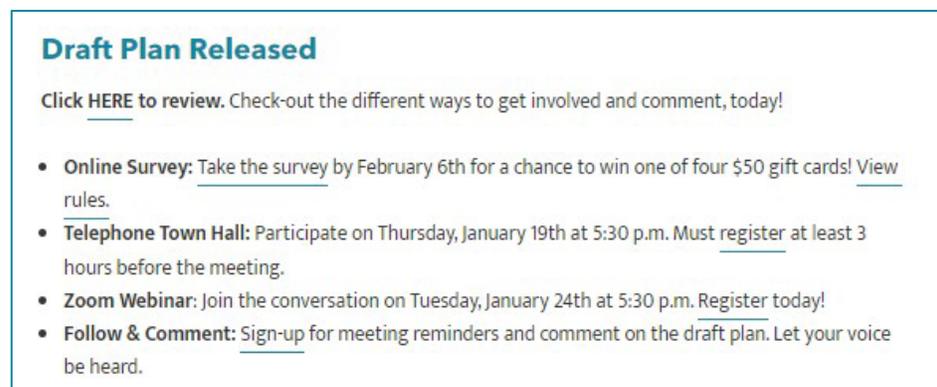
[CLICK HERE TO ATTEND >](#)

or visit  
Webinar Link: [L RTP Meeting.com](https://www.lrtplm.com)  
Webinar ID: 847 5366 4364  
Call-In: (213) 338-8477

## I. Story Map Notice

During the second phase, notification efforts directed interested parties to visit the LRTP story map. Upon landing, visitors were encouraged to get involved in the draft release process by giving feedback on the draft, taking the online survey, and registering for the telephone town hall and Zoom community webinar. Copies of these notices can be found in Appendix I.

*Figure 11: Story Map Notice*



**Draft Plan Released**

Click [HERE](#) to review. Check-out the different ways to get involved and comment, today!

- **Online Survey:** Take the [survey](#) by February 6th for a chance to win one of four \$50 gift cards! [View rules.](#)
- **Telephone Town Hall:** Participate on Thursday, January 19th at 5:30 p.m. Must [register](#) at least 3 hours before the meeting.
- **Zoom Webinar:** Join the conversation on Tuesday, January 24th at 5:30 p.m. [Register today!](#)
- **Follow & Comment:** [Sign-up](#) for meeting reminders and comment on the draft plan. Let your voice be heard.

## J. OCTA Blog & Media

In addition, LRTP meetings and surveys were announced in press releases and via OCTA’s “On the Move” blog. A schedule of these announcements is shared below. Copies of each blog post, newsletter and press releases are in Appendix Q.

**Table 20: OCTA Blog & Media Notifications**

Phase	No	Date	Format
Blue Sky	1	10/06/21	On the Move Blog Post
	2	10/07/21	On the Move Newsletter
	3	10/18/21	OCTA Press Release
	4	10/21/21	On the Move Blog Post
	5	11/03/21	On the Move Blog Post
	6	11/05/21	On the Move Newsletter
Draft Release	7	07/20/22	On the Move Blog Post
	8	07/22/22	On the Move Newsletter
	9	01/16/23	Press Release
	10	01/18/23	On the Move Blog Post
	11	01/20/23	On the Move Newsletter

## K. Stakeholder E-Communications Toolkits

Electronic communications toolkits were developed to promote study awareness through local agencies, a diverse range of community organizations, and other key stakeholders that represent various segments of the public including the harder-to-reach populations throughout the County. These toolkits were

**Figure 12: Local Cable TV Notice**



designed to be an easy resource to share information about the study and upcoming webinar. Some of the outreach elements of the toolkits included social media copy for Facebook, Instagram and Twitter posts, e-blasts and newsletter content, next door blog posts, as well as website and calendar posting update information and a phone script for groups to push messaging through pre-recorded audio announcements. The toolkit was provided in English, Spanish, and Vietnamese. Offering a multitude of outreach tools gave supporters a choice on how best to assist in engaging their respective organization’s stakeholders.

For the draft release, a second toolkit was created specifically for Orange County cities. It was customized for the cities needs and included messaging for digital marqueees and local cable channels. A sample of the toolkits are in Appendix R.

**Table 21: E-Communications Tool Kit Distribution List**

No	Organization	Phase	
		Blue Sky	Draft Release
1	Orange County Cities & County of Orange	✓	✓
2	State and Fed Elected Officials staff	✓	✓
3	Community Leaders Stakeholder Roundtable Members	✓	✓
4	Association of California Cities (ACCOC)	✓	
5	California Department of Transportation (Caltrans), District 12	✓	
6	Environmental Community Leaders	✓	✓
8	Mobility 21	✓	✓
9	OCTA Accessible Transit Advisory Committee (ATAC)	✓	✓
10	OCTA Capital Projects	✓	
11	OCTA Citizens Advisory Committee (CAC)	✓	✓
12	OCTA Diversity Leaders Committee (DLC)	✓	✓
13	OCTA Taxpayer Oversight Committee (TOC)	✓	✓
14	The Orange County Business Council (OCBC)	✓	✓
15	Women in Transportation (WTS)	✓	✓

## L. Earned Media

In response to outreach efforts, cities (8) and stakeholder organizations (6) helped to spread the word about the LRTP by promoting project awareness about surveys and meeting engagements. Over the course of the project, 18 organic social media posts were identified on Facebook and Twitter, as well as project support via three (3) webpage announcements, two (2) online news feeds, and two (2) e-newsletters. Most (21) communications were distributed in support of the draft release. Appendix S includes found earned media.

**Table 22: Identified Earned Media**

Phase	No	Date	Source	Media
Blue Sky	1	10/10/21	City of Laguna Beach	Facebook
	2	10/11/21	Friends of Harbors Beaches and Parks	Facebook
	3	10/12/21	City of Cypress	Twitter
	4	10/29/21	Event-News Enterprise	Online News
Draft Release	5	01/05/23	Friends of Harbors Beaches and Parks	Twitter
	6	01/12/23	Friends of Harbors Beaches and Parks	Facebook
	7	01/12/23	Friends of Harbors Beaches and Parks	Twitter
	8	01/13/23	RSM Chamber of Commerce	Webpage News
	9	01/16/23	Unincorporated Rossmoor	Facebook
	10	01/16/23	Voice of OC	E-Newsletter
	11	01/18/23	City of Laguna Niguel	Facebook
	12	01/18/23	City of Rancho Santa Margarita	Webpage News
	13	01/18/23	OC Independent	Online News
	14	01/18/23	Senator Josh Newman	Facebook
	15	01/18/23	Senator Josh Newman	Facebook
	16	01/19/23	City of Tustin	Facebook
	17	01/19/23	City of Tustin	Twitter
	18	01/20/23	City of Newport Beach	E-Newsletter
	19	01/23/23	City of Stanton	Webpage News
	20	01/23/23	Unincorporated Rossmoor	Facebook
	21	01/27/23	City of Laguna Niguel	Facebook
	22	01/27/23	City of Laguna Niguel	Twitter
	23	01/30/23	City of Huntington Beach	Facebook
	24	01/31/23	City of Laguna Niguel	Facebook
	25	01/31/23	City of Laguna Niguel	Twitter

## IV. CONCLUSION

The comprehensive outreach efforts were carried out thoughtfully and inclusively. Each form of engagement and communication aimed to involve a diverse audience and the largest number of stakeholders possible. As the outreach process advanced, methods and tools were evaluated for their effectiveness, and new or modified means of engagement or approach were applied to promote greater project awareness, participation and feedback from the community. The outreach performed captured diverse viewpoints and insights and aided in the development of the LRTP. This public feedback is vital and will help guide OCTA when planning for the future of transportation in Orange County.

---

# Final Draft

# Long-Range Transportation Plan



# Delivering on Commitments

## Freeways

- Deliver 17 freeway projects
- Continue annual endowment deposits

## Streets and Roads

- Return 18 percent to local agencies for transportation needs
- Provide annual grants to improve streets
- Fund traffic signal coordination

## Transit

- Operate Metrolink and fund station improvements
- Implement and operate OC Streetcar
- Offer enhanced mobility options for seniors and persons with disabilities
- Support local transit circulators
- Improve priority transit stops

## Environmental Cleanup

- Provide grants for water cleanup



## ENVIRONMENTAL



A total of 5% of OC Go Freeway Program funds is allocated to the Freeway Environmental Mitigation Program



A total of 2% of the overall OC Go Program funds is allocated to the Environmental Cleanup Program

# L RTP: Paths to Success



## DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

*Sustainable, equitable, and innovative transportation solutions.*



1. Extend or modify select M2 programs beyond 2041



2. Expand transit services



3. Enhance active transportation



4. Explore mobility integration



5. Eliminate freeway chokepoints



6. Embrace technology



7. Elevate maintenance and resilience priorities

# Achieving the Goals

---



**Improve System Performance**

**30% fewer Hours in Traffic**



**Expand System Choices**

**10% fewer Drive Alone Trips**



**Support Sustainability**

**0% change in Vehicle Miles Traveled**

**Jobs & Key Destinations  
Accessible within 30 minutes**

**+ 282,000 on Average for Orange County**

**+ 323,000 on Average for Communities of Concern**

# Short-Term Action Plan

<b>Orange County Planning Activities</b>	
<b>Coordination with Local Partner Agencies</b>	<b>Transportation Demand Management</b>
<b>Diversity, Equity, and Inclusion</b>	<b>Transit Chokepoints Study</b>
<b>Long-Term Transportation Funding Strategy</b>	<b>Mobility Hubs</b>
<b>Corridor Studies and Improvements</b>	<b>Active Transportation Investments</b>
<b>OC Transit Vision Update</b>	<b>Complete Streets</b>
<b>Transit Support Services</b>	<b>Sustainable Transportation Strategies</b>
<b>OC Metrolink Vision</b>	<b>Electric Vehicle Charging Infrastructure</b>
<b>Coastal Infrastructure Study</b>	<b>Joint Development Studies</b>
<b>Managed Lane Studies</b>	<b>Asset Management</b>
<b>Future of the Toll Roads</b>	<b>Adaptation Planning</b>
<b>Freeway Chokepoints</b>	<b>Traffic Model Update</b>
<b>Signal Synchronization Strategies</b>	

# Short-Term Action Plan (continued)

Regional Planning Activities	Emerging Issues
Coordination with Regional Partner Agencies	Monitor Technology
Trade Corridors/Goods Movement	Connected Infrastructure Needs Assessment
2024 RTP/SCS	State and Federal Regulation
2028 Olympics	State and Federal Funding
LA Metro Countywide ExpressLanes Strategic Plan	<b>Transportation Outreach and Education</b>
San Diego's I-5 HOT Lane Project	
West Santa Ana Branch/Pacific Electric Right-of-Way	
Gold Line Eastern Extension – Phase 2	

HOT – High-occupancy toll  
I-5 – Interstate 5  
LA Metro – Los Angeles Metropolitan Transportation Authority  
RTP/SCS – Regional Transportation Plan/ Sustainable Community Strategies

# Response to Comments Summary

---

- Clarifications
  - Transit route assumptions
  - Express lane assumptions
  - Modeling process and socioeconomic assumptions
  - Identification of Key Destinations
  - Refinements to maps
- Refinements to project list and Short-Term Action Plan
  - Coordination with Caltrans on the I-5 Managed Lanes Project between Red Hill Avenue and Los Angeles County Line – included in Short-Term Action Plan
  - Transit Chokepoints Study – added to Short-Term Action Plan
  - Pedestrian Bridge Improvements in the Anaheim Resort – added to conceptual list
  - Enhanced East/West OCTA transit service in Anaheim – added to conceptual list

# Public and Stakeholder Engagement

---



Collected **8,300+** multilingual surveys



Hosted **25** briefings, community meetings, and roundtables



Engaged **15,000+** community members at **20** events



Reached **103,000+** readers through Spanish/Vietnamese newspapers; placed **34** radio ads



Promoted via social media posts and geofencing ads with nearly **540,000** views

# Next Steps

---

Finalize the LRTP and submit to the Southern California Association of Governments

Participate in development of the 2024 Regional Transportation Plan / Sustainable Communities Strategy

Proceed with:

- Project development & implementation
- Short-Term Action Plan elements

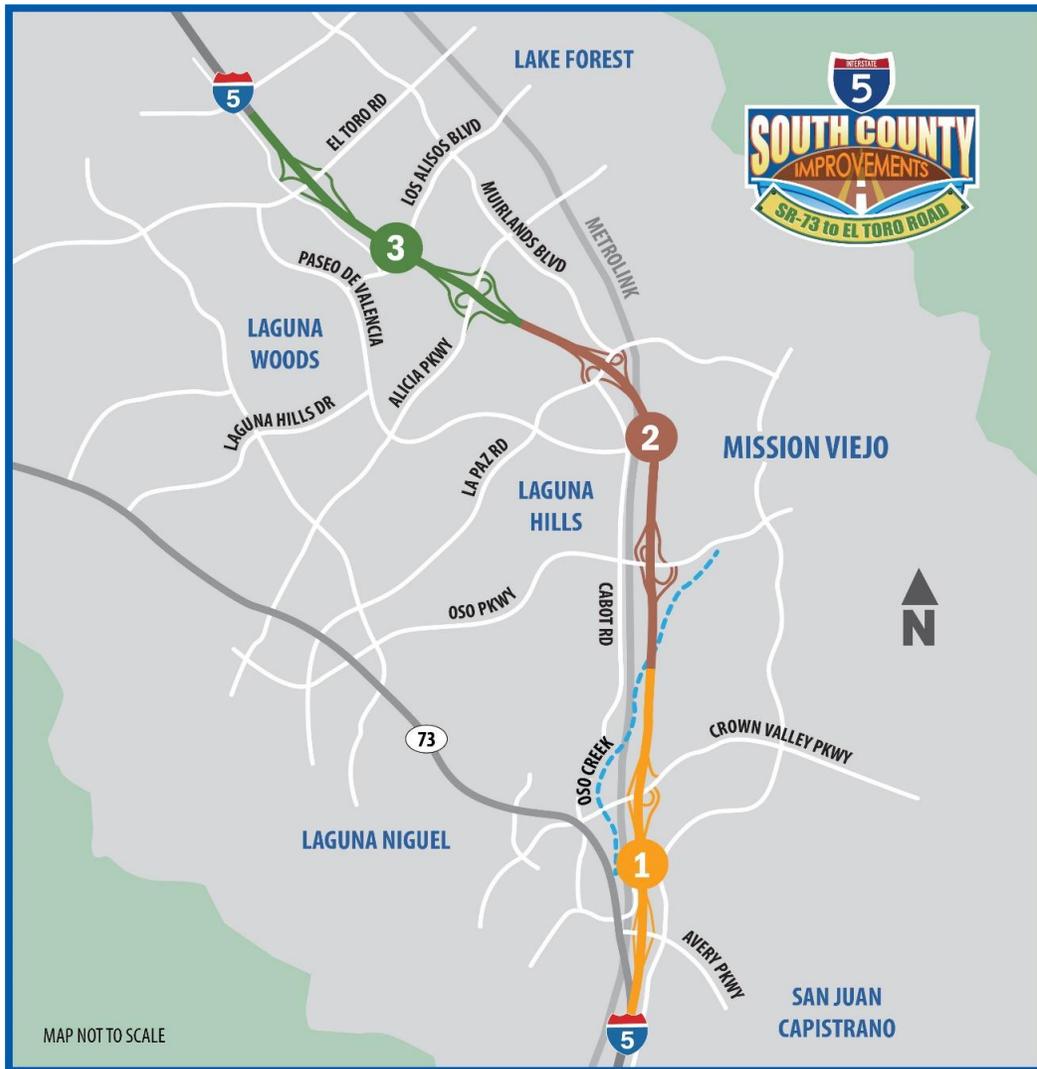
# Update on the Interstate 5 Improvement Project Between State Route 73 and El Toro Road



May 1, 2023



# Project Overview



**Segment 1**  
State Route 73 to Oso Parkway

**Segment 2**  
Oso Parkway to Alicia Parkway

**Segment 3**  
Alicia Parkway to El Toro Road

**Total length: 6.5 miles**  
**Total Estimated Cost: \$600 million**

**70%**  
complete



- 1** Add one general purpose lane in both directions from Avery Parkway to Alicia Parkway
- 2** Extend second carpool lane in both directions from Alicia Parkway to El Toro Road
- 3** Reconstruct Avery Parkway and La Paz Road interchanges, and Los Alisos Boulevard overcrossing
- 4** Reconstruct and add auxiliary lanes
- 5** Realign and/or improve on- and off-ramps

Segment	Major Milestones
<p><b>Segment 1</b> State Route 73 to Oso Parkway</p>	<ul style="list-style-type: none"><li>• <i>Construction is 73% complete</i></li><li>• <i>Reconstruction of Avery Parkway Interchange currently in (final) Stage 3</i></li></ul>
<p><b>Segment 2</b> Oso Parkway to Alicia Parkway</p>	<ul style="list-style-type: none"><li>• <i>Construction is 84% complete</i></li><li>• <i>Reconstruction of La Paz Road Interchange scheduled to move into Stage 3 in early May 2023</i></li></ul>
<p><b>Segment 3</b> Alicia Parkway to El Toro Road</p>	<ul style="list-style-type: none"><li>• <i>Construction is 58% complete</i></li><li>• <i>Reconstruction of Los Alisos Bridge Stage 1 opening and Stage 2 demolition scheduled for late May 2023</i></li></ul>

# I-5 at Avery Parkway Interchange



# Crown Valley Parkway



# Oso Parkway



# I-5 at La Paz Road Interchange



# North of La Paz Road: Roadway & Retaining Walls



# I-5 at Alicia Parkway



# Los Alisos Boulevard Bridge



# Aliso Creek Bike and Hiking Trail

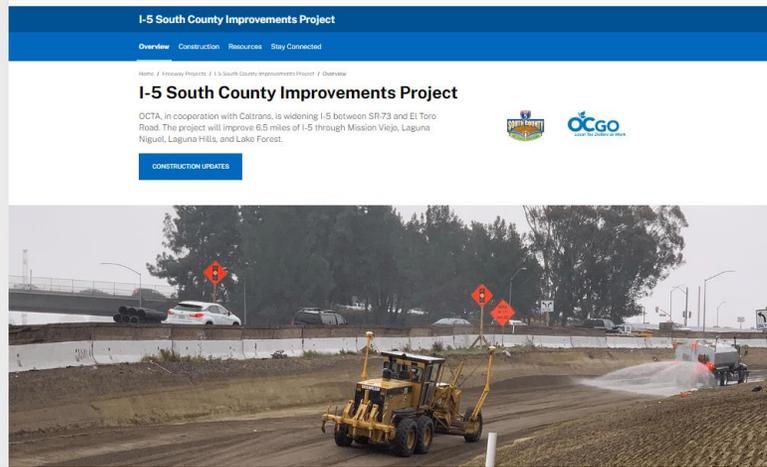


# El Toro Road



# SB I-5 at Los Alisos Boulevard





### CONSTRUCTION NOTICE

**PILE DRIVING · EXPECT NOISE**

**WHERE:**  
Crews will be performing pile driving work along southbound I-5 adjacent to Avenida De La Carlota.

**WHEN:**

- Crews will mobilize equipment as early as Tuesday, March 14.
- Pile driving will begin as early as Wednesday, March 15, for up to three weeks.
- Weekdays, 6 a.m. to 6 p.m.

**WHY:**

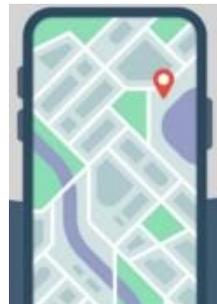
- To construct the new concrete barrier and retaining wall along southbound I-5 at the Los Alisos bridge.

**WHAT TO EXPECT:**

- Construction noise.
- A total of 95 piles are needed at this location.

\*This work may be loud. The schedule is subject to change due to inclement weather or unforeseen operational issues.

For additional project information, please visit [octa.net/i5southcounty](http://octa.net/i5southcounty)



## LET'S HEAR FROM YOU!

The I-5 South County Improvements team is hosting an online community meeting and we want to hear from you. What topics are most important?

[Take Our Poll](#)

### WHAT'S AHEAD

**EL TORO ROAD**

**Bridge Metal Decking and Rebar Placement**

## #FollowUp Fridays

# Q&A



**Fernando Chavarria**  
 (714) 560-5306  
[fchavarria@octa.net](mailto:fchavarria@octa.net)  
[i5SouthCounty@octa.net](mailto:i5SouthCounty@octa.net)



[octa.net/i5SouthCounty](http://octa.net/i5SouthCounty)



[@OCi5SouthCounty](https://www.instagram.com/OCi5SouthCounty)



[OCi5SouthCounty](https://www.facebook.com/OCi5SouthCounty)

**Project Help Line**  
 949-614-0202

---

# THANK YOU

---

