



# **AGENDA**

## ***Regional Planning and Highways Committee Meeting***

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### **Committee Members**

Mark A. Murphy, Chairman  
Barbara Delgleize, Vice Chair  
Lisa A. Bartlett  
Doug Chaffee  
Patrick Harper  
Gene Hernandez  
Vicente Sarmiento

Orange County Transportation Authority  
Headquarters  
Conference Room 07  
550 South Main Street  
Orange, California

**Monday, February 1, 2021 at 10:30 a.m.**

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, telephone (714) 560-5676, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

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.

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.

### **Guidance for Public Access to the Board of Directors/Committee Meeting**

On March 12, 2020 and March 18, 2020, Governor Gavin Newsom enacted Executive Orders N-25-20 and N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public to promote social distancing due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19).

In accordance with Executive Order N-29-20, and in order to ensure the safety of the OCTA Board of Directors (Board) and staff and for the purposes of limiting the risk of COVID-19, in-person public participation at public meetings of the OCTA will not be allowed during the time period covered by the above-referenced Executive Orders.

Instead, members of the public can listen to AUDIO live streaming of the Board and Committee meetings by clicking the below link:

<http://www.octa.net/About-OCTA/Who-We-Are/Board-of-Directors/Live-and-Archived-Audio/>



## **Guidance for Public Access to the Board of Directors/Committee Meeting (Continued)**

Public comments may be submitted for the upcoming Board and Committee meetings by emailing them to [ClerkOffice@octa.net](mailto:ClerkOffice@octa.net).

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.

In order to ensure that staff has the ability to provide comments to the Board Members in a timely manner, please submit your public comments **30 minutes prior to the start time of the Board and Committee meeting date.**

### **Call to Order**

### **Roll Call**

### **Pledge of Allegiance**

Committee Chairman Murphy

### **1. Public Comments**

### **Special Calendar**

### **2. Committee Meeting 2021 Schedule**

Mark A. Murphy

#### **Overview**

Committee Chairman Mark A. Murphy will lead a discussion regarding the 2021 meeting schedule for the Regional Planning and Highways Committee. The proposed 2021 dates and times for this Committee is provided in Attachment A.

#### **Recommendation**

Approve the 2021 Regional Planning and Highways Committee meetings calendar.



**3. Roles and Responsibilities of the Regional Planning and Highways Committee**

Darrell E. Johnson

**Overview**

Roles and Responsibilities for the Regional Planning and Highways Committee are reviewed periodically for any appropriate changes or additions. These roles and responsibilities are presented in Attachment A for discussion.

**Recommendation**

Approve the 2021 Regional Planning and Highways Committee Roles and Responsibilities.

**Consent Calendar (Items 4 through 8)**

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.

**4. Approval of Minutes**

Approval of the minutes of the Regional Planning and Highways Committee meeting of January 4, 2021.

**5. Amendment to Agreement for Program Management Consultant Services for Highway Programs**

Rose Casey/James G. Beil

**Overview**

On April 11, 2016, the Orange County Transportation Authority Board of Directors approved an agreement with Mott MacDonald, LLC (formerly known as Hatch Mott MacDonald, LLC) to provide program management consultant services for the Highway Programs Department, for a term of five years, with one, two-year option term. An amendment to the existing agreement to exercise the two-year option term is requested for continued program management consultant services.



**5. (Continued)**

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 11 to Agreement No. C-5-3767 between the Orange County Transportation Authority and Mott MacDonald, LLC, to exercise the two-year option term for program management consultant services for the Highway Programs Department, in the amount of \$14,900,000, and extend the term of the agreement through August 23, 2023. This will increase the maximum obligation of the agreement to a total contract value of \$39,680,661.

**6. Capital Programming Update**

Ben Ku/Kia Mortazavi

**Overview**

The Orange County Transportation Authority uses various funding sources to implement planning efforts, capital projects, and transit operations. Project costs can vary from the programmed amount, which may require funding revisions and Board of Directors' approval to meet funding requirements. Board of Directors' authorization is required to provide funding for new and ongoing projects as further described herein.

**Recommendations**

- A. Authorize the use of \$10.579 million in Measure M2 funds for the Interstate 5 improvements from Interstate 405 to Yale Avenue (Segment 1).
- B. Authorize the use of \$3.240 million in Highway Infrastructure Program funds for the State Route 57 Improvement Project from Orangewood Avenue to Katella Avenue.
- C. Authorize the use of \$4.766 million in Federal Surface Transportation Block Grant or Congestion Mitigation and Air Quality Improvement funds for the following transit projects:
  - \$4.500 million in Congestion Mitigation and Air Quality Improvement funds for the rideshare and vanpool programs.
  - \$0.266 million in Surface Transportation Block Grant funds for the Orange County Mobility Hub Strategy.





**6. (Continued)**

- D. 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.

**7. Award of Agreement for Regional Modeling Traffic Operations On-Call Support Staffing**

Alicia Yang/Kia Mortazavi

**Overview**

On October 6, 2020, the Orange County Transportation Authority released a request for proposals for on-call support staffing services for the Regional Modeling Traffic Operations section. One proposal was received and evaluated in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement for these services.

**Recommendations**

- A. Approve the selection of W.G. Zimmerman Engineering, Inc., as the firm to provide on-call support staffing services for the Regional Modeling Traffic Operations section.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2608 between the Orange County Transportation Authority and W.G. Zimmerman Engineering, Inc., in the amount of \$400,000, for a two-year initial term with two, two-year option terms.

**8. Measure M2 Environmental Cleanup Program - Project X Tier 1 Grant Program Call for Projects**

Alfonso Hernandez/Kia Mortazavi

**Overview**

The Measure M2 Environmental Cleanup Program provides grants for projects that protect Orange County waterways and beaches from roadway runoff. Staff has updated the program implementation guidelines and is seeking authorization to release the next Environmental Cleanup Program Tier 1 call for projects.



**8. (Continued)**

**Recommendations**

- A. Approve the proposed revisions to the Comprehensive Transportation Funding Programs Guidelines for the Environmental Cleanup Program Tier 1 Program.
- B. Authorize staff to issue the fiscal year 2021 Environmental Cleanup Program Tier 1 call for projects.

**Regular Calendar**

**9. South Orange County Multimodal Transportation Study Update**  
Warren Whiteaker/Kia Mortazavi

**Overview**

The Orange County Transportation Authority is conducting a long-range multimodal transportation study for the south Orange County area. Objectives of the study are to document transportation issues and opportunities, engage with key stakeholders, partner agencies, and the public to identify potential long-term multimodal solutions. A status report on the study is provided for Board of Directors' consideration.

**Recommendation**

Receive and file as an information item.

**Discussion Items**

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

**11. Committee Members' Reports**

**12. Closed Session**

There are no Closed Session items scheduled.

**13. Adjournment**

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Monday, March 1, 2021**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.



# ORANGE COUNTY TRANSPORTATION AUTHORITY

## 2021 Regional Planning and Highways Committee Meetings

JANUARY						
SUN	MON	TUE	WED	THU	FRI	SAT
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3	4	5	6	7	8	9
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FEBRUARY						
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NOVEMBER						
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DECEMBER						
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OCTA, OCTD, OCLTA, and OCSAFE regular Board meeting  
9:00 a.m., OCTA Headquarters  
550 South Main Street, Board Room - Conf. Room 07-08, Orange CA

RP & H  
10:30 a.m.

OCTA Holidays

## 2021 OCTA Proposed Committee Meeting Calendar Regional Planning and Highways Committee

Month	2021 Proposed Changes - Comparison with 2020 Calendar
January	No change
February	No change
March	No change
April	No change
May	No change
June	No change
July	Due to the Fourth of July Holiday being observed on Monday, July 5 <sup>th</sup> , the Regional Planning and Highways Committee meeting will be rescheduled to <u>Thursday</u> , July 1 <sup>st</sup> .
August	No change
September	Due to the Labor Day Holiday being observed on Monday, September 6 <sup>th</sup> , the Regional Planning and Highways Committee meeting will be rescheduled to <u>Thursday</u> , September 2 <sup>nd</sup> .
October	No change
November	No change
December	No change

**Proposed  
Roles and Responsibilities  
of the Board Committees for 2021  
(02.01.21)**

**Regional Planning and Highways Committee**

- Reviews and makes recommendations to the Board of Directors regarding compliance with federal, ~~and~~ state, and regional planning and programming requirements, such as the federal/~~regional~~ transportation program, ~~state/federal funding programs, executive orders~~, and state congestion management programs;
- Reviews local agency eligibility with respect to Measure M requirements, including guidelines related to Measure M freeway and arterial programs;
- Provides guidance to staff in the development of the Regional Transportation Plan and associated transportation conformity findings and makes recommendations to the Board of Directors on the final report and plan of action;
- Develops policy recommendations for the Board of Directors with respect to regional transportation matters such as goods movement and managed lanes proposals on the state highway system, including the coordination with other Orange County Transportation Authority Committees as appropriate;
- Monitors the planning, development, and implementation of state highway and freeway projects and the operation and maintenance of the state highway system in Orange County, and makes recommendations to the Board of Directors;
- Ensures proper coordination of related countywide plans (i.e., Master Plan of Arterial Highways, Active Transportation Programs, etc.);
- Reviews and makes recommendations to the Board of Directors regarding priorities for timing and uses of federal, state, and local transportation funding for freeway, arterial, and other projects, such as ~~active~~ transportation ~~enhancement~~ projects;
- Makes recommendations to the Board of Directors on use and procurement of professional services and contractors to support planning, programming, and delivery of regional planning and highway programs;
- Reviews and provides recommendations to the Board of Directors on matters pertaining to motorist services; and
- Reviews and provides recommendations to the Board of Directors on matters related to arterial and freeway technology, as well as regional multi-modal innovation initiatives.



# **MINUTES**

## ***Regional Planning and Highways Committee Meeting***

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### **Committee Members Present**

Mark A. Murphy, Chairman  
Barbara Delgleize, Vice Chair  
Lisa A. Bartlett  
Doug Chaffee  
Joe Muller

### **Staff Present**

Jennifer L. Bergener, Deputy Chief Executive Officer  
Sara Meisenheimer, Deputy Clerk of the Board  
Gina Ramirez, Deputy Clerk of the Board  
James Donich, General Counsel

### **Committee Members Absent**

None

### **Via Teleconference**

Darrell E. Johnson, Chief Executive Officer  
James Donich, General Counsel

## **Call to Order**

The January 4, 2021 regular meeting of the Regional Planning and Highways (RP&H) Committee was called to order by Committee Chairman Murphy at 10:31 a.m.

## **Roll Call**

The Deputy Clerk of the Board conducted an attendance Roll Call and announced that there was quorum of the RP&H Committee.

## **Pledge of Allegiance**

Committee Chairman Murphy led the Pledge of Allegiance.

### **1. Public Comments**

No public comments were received.

## **Special Calendar**

There were no Special Calendar matters.

## **Consent Calendar (Items 2 through 8)**

### **2. Approval of Minutes**

A motion was made by Director Bartlett, seconded by Director Chaffee, and following a roll call vote, declared passed 5-0, to approve the minutes of the Regional Planning and Highways Committee meeting of December 7, 2020.



**3. Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5**

A motion was made by Director Bartlett, seconded by Director Chaffee, and following a roll call vote, declared passed 5-0, to authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-0-2726 between the Orange County Transportation Authority and California Department of Transportation, in the amount of \$255,320,000, comprised of a construction capital share of \$213,460,000, and a construction management services share of \$41,860,000, for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

**4. Supplemental Contract Change Order for the Interstate 405 Improvement Project from State Route 73 to Interstate 605 - Archaeological Treatment Plan**

A motion was made by Director Bartlett, seconded by Director Chaffee, and following a roll call vote, declared passed 5-0, to authorize the Chief Executive Officer to negotiate and execute supplemental Contract Change Order No. 57.2 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$2,500,000, to implement and maintain an archaeological treatment plan and continue archaeological monitoring for the Interstate 405 Improvement Project from State Route 73 to Interstate 605.

**5. Measure M2 Environmental Mitigation Program Update**

Darrell E. Johnson, Chief Executive Officer (CEO), pulled this item and introduced Kia Mortazavi, Executive Director of Planning, who noted that none of the recent fires affected the Orange County Transportation Authority (OCTA) Preserves (i.e. conservation properties). However, two of the fires impacted multiple habitat restoration investments sponsored by OCTA. Mr. Mortazavi stated that staff will revise the Staff Report going to the January 11<sup>th</sup> Board Meeting based on these updates.

A motion was made by Director Bartlett, seconded by Director Chaffee, and following a roll call vote, declared passed 5-0, to receive and file as an information item.

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

Director Bartlett pulled this item to express her excitement and to support the amendment of the Master Plan of Arterial Highways to extend Los Patrones Parkway to Avenida La Pata.

**6. (Continued)**

A motion was made by Director Bartlett, seconded by Committee Vice Chair Delgleize, and following a roll call vote, declared passed 5-0, to:

- A. Conditionally approve the following amendments to the Master Plan of Arterial Highways to reclassify the facilities listed below in the unincorporated area of the County of Orange and/or the City of San Clemente:

County of Orange

- Reclassify Chiquita Canyon Drive between north of Fauna Drive and Esencia Drive from a secondary (four-lane, undivided) arterial to a divided collector (two-lane, divided);
- Reclassify Fauna Drive between Chiquita Canyon Drive and Esencia Drive from a secondary (four-lane, undivided) arterial to a collector (two-lane, undivided) arterial; and
- Reclassify Esencia Drive between Andaza Street and Fauna Drive from a secondary (four-lane, undivided) arterial to a collector (two-lane, undivided) arterial.

County of Orange and City of San Clemente

- Delete planned Cristianitos Road south of Cow Camp Road and replace with Los Patrones Parkway extension from south of Cow Camp Road to Avenida La Pata as a primary (four-lane, undivided) arterial.

City of San Clemente

- Reclassify Camino Vera Cruz between Camino De Los Mares and Carreterra from a secondary (four-lane, undivided) arterial to a divided collector (two-lane, divided); and
- Reclassify Camino De Los Mares between Camino Del Rio and the City of San Clemente's eastern limit from a secondary (four-lane, undivided) arterial to a divided collector (two-lane, divided).

Each of the proposed amendments will become final, contingent upon the Orange County Transportation Authority receiving documentation confirming that the respective agency or agencies have amended their general plans accordingly and have complied with the requirements of the California Environmental Quality Act.

If a general plan is not updated within three years to reflect the proposed Master Plan of Arterial Highways amendment, the contingent amendment will expire, but can be returned to the Orange County Transportation Authority's Board of Directors for reconsideration and action.





**6. (Continued)**

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

- B. Direct staff to file a Notice of Exemption from the California Environmental Quality Act in support of the Master Plan of Arterial Highways amendment.
- C. Receive and file a status report on the active Master Plan of Arterial Highways amendments.

**7. Orange County Transportation Authority State and Federal Grant Programs - Update and Recommendations**

A motion was made by Director Bartlett, seconded by Director Chaffee, and following a roll call vote, declared passed 5-0, to:

- A. Approve the requests to delay the City of Costa Mesa Adams Avenue and Pinecreek Drive Intersection Project and the County of Orange OC Loop Carbon Canyon Bikeway Gap Closure (Segment D) Project.
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.

**8. State Route 55 Improvement Project from Interstate 405 to Interstate 5 Funding Plan Update and SB 1 (Chapter 5, Statutes of 2017) Grant Acceptance**

A motion was made by Director Bartlett, seconded by Director Chaffee, and following a roll call vote, declared passed 5-0, to:

- A. Adopt Resolution No. 2021-001, to accept the Trade Corridor Enhancement Program Grant Award from the California Transportation Commission for \$115 million, to commit to the required match of 30 percent for the State Route 55 Improvement Project from Interstate 405 to Interstate 5, and to negotiate and execute any grant required agreements.

**8. (Continued)**

- B. Adopt Resolution No. 2021-002, to accept the Local Partnership Program-Competitive Grant Award from the California Transportation Commission for \$25 million, to commit to the required match of 50 percent for the State Route 55 Improvement Project from Interstate 405 to Interstate 5, and to negotiate and execute any grant required agreements.
- C. Authorize the use of up to \$36 million in additional federal Surface Transportation Block Grant Program funds, up to \$22 million in federal Congestion Mitigation and Air Quality Improvement Program funds, and the reduction of Measure M2 Freeway Program funds of \$29.5 million for the State Route 55 Improvement Project from Interstate 405 to Interstate 5.
- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate programming of the project.

**Regular Calendar**

**9. Interstate 405 Improvement Project Update**

Jeff Mills, Project Manager of the Interstate 405 Improvement Project, provided opening comments and introduced Chris Boucly, Section Manager of Public Outreach, who co-presented the PowerPoint presentation as follows:

- Project Location and Key Features;
- Background;
- Project Update;
- Construction Update:
  - Wall Construction
  - Concrete paving
  - Fairview Road bridge construction
  - Santa Ana River bridge construction
  - Bushard Street bridge complete
  - Magnolia Street bridge construction
  - Heil Avenue pedestrian overcrossing (POC) construction
  - McFadden Avenue bridge complete
  - Bolsa Avenue bridge construction
- Look Ahead for 2021 Bridge Construction;
- Bridge Construction Map;
- Major Risks Remaining;

### **9. (Continued)**

- 2020 Outreach Metrics; and
- Upcoming Outreach.

No action was taken on this receive and file information item.

## **Discussion Items**

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

Darrell E. Johnson, CEO, reported on the following:

- Wished everyone a Happy New Year and is looking forward to working with everyone, as well as the new Board Members, who will be sworn in at the January 11<sup>th</sup> Board Meeting.
- The month of January is Human Trafficking Awareness month and California consistently has the highest human trafficking rates in the nation and unfortunately, it has increased during the pandemic. In response, OCTA has relaunched the Be The One marketing campaign to educate the public about human trafficking and to learn how to spot the signs.

The campaign will include:

- Bus advertising and a full bus wrap
- Information on the website
- Email blast
- Article on the OCTA blog
- Press Release

### **11. Committee Members' Reports**

Committee Vice Chair Delgleize wished everyone a Happy New Year and is looking forward to making 2021 a better year.

Committee Chairman Murphy echoed Committee Vice Chair Delgleize's remarks.

Director Bartlett stated that due to the stay at home orders being extended, it will have impacts on bus service and other services that OCTA provides. She wants to make sure that OCTA staff is continuing to monitor and adjust accordingly.

Darrell E. Johnson, CEO, responded that every month the Transit Committee is provided a transit ridership report. From the administrative workforce, employees are continuously encouraged to stay at home from all safety protocols.



**11. (Continued)**

Mr. Johnson, CEO, also commented on the number of positive coronavirus (COVID-19) cases for the month of December and how it has tripled since the month of July. OCTA is very focused on mental health and giving employees flexibility, as needed. He also expressed concerns that there are more COVID-19 cases in the project offices and if this continues to increase, there could be potential project impacts and delays.

**12. Closed Session**

There were no Closed Session items scheduled.

**13. Adjournment**

The meeting adjourned at 10:59 a.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, February 1, 2021**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.

ATTEST

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Mark A. Murphy  
Committee Chairman

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Sahara Meisenheimer  
Deputy Clerk of the Board



**February 1, 2021**

**To:** Regional Planning and Highways Committee

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

**Subject:** Amendment to Agreement for Program Management Consultant Services for Highway Programs

### **Overview**

On April 11, 2016, the Orange County Transportation Authority Board of Directors approved an agreement with Mott MacDonald, LLC (formerly known as Hatch Mott MacDonald, LLC) to provide program management consultant services for the Highway Programs Department, for a term of five years, with one, two-year option term. An amendment to the existing agreement to exercise the two-year option term is requested for continued program management consultant services.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 11 to Agreement No. C-5-3767 between the Orange County Transportation Authority and Mott MacDonald, LLC, to exercise the two-year option term for program management consultant services for the Highway Programs Department, in the amount of \$14,900,000, and extend the term of the agreement through August 23, 2023. This will increase the maximum obligation of the agreement to a total contract value of \$39,680,661.

### **Discussion**

The current program of highway projects is an aggressive endeavor to deliver more than \$5,000,000,000 of improvements included in the Measure M2 (M2) freeway program. The Next 10 Delivery Plan Update, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2019, advanced additional projects through construction, resulting in \$4,300,000,000 of freeway improvements that will be complete or nearing completion by 2026. To meet this commitment, OCTA's Highway Programs Department (HPD) continues implementation of numerous freeway projects in

the environmental, final design, right-of-way (ROW), utility relocation, and construction phases.

The HPD maintains a small core staff of program and project management professionals to oversee the highway program, which is supplemented by program management consultant (PMC) personnel to assist with providing the appropriate level of management oversight needed for the 30 projects included in the M2 freeway program. The PMC personnel assist and support the delivery of projects in the environmental, design, ROW acquisition, utility relocation, and construction phases to meet scope, cost, and schedule commitments by providing full-time staff, as well as part-time services and technical expertise, as needed for each project.

To ensure continued support by the PMC personnel to the HPD to meet delivery commitments, approval is requested for an amendment to exercise the option term to continue the PMC services. The proposed amendment will enable the PMC staff to continue providing project management, project controls, utilities, ROW management, scheduling, cost estimating, and claims support services for the design-build (DB) Interstate 405 (I-405) Improvement Project as identified in the table below.

The proposed amendment will also continue PMC services in the areas of project management and ROW services for the State Route 55 (SR-55) Improvement Project from I-405 to Interstate 5 (I-5), which was advanced to construction through Next 10 Delivery Plan updates and Board actions. OCTA is the lead agency for design, ROW acquisition, and utility relocations for this project. The November 2019 Board-approved update to the Next 10 Delivery Plan also resulted in advancing an additional eight projects through construction on State Route 91 (SR-91) from SR-55 to State Route 57 (SR-57), I-5 from I-405 to SR-55, SR-55 from I-5 to SR-91, SR-57 from Orangewood Avenue to Katella Avenue, and the Interstate 605/Katella Avenue interchange. The proposed amendment includes PMC support for the design and ROW phases of these projects. If any of these advanced projects are slowed down or deferred through a future update to the Next 10 Delivery Plan, the level of effort of this time and expense contract will be adjusted accordingly. The total amount of continued support services for the two-year option term is estimated at \$14,900,000, which correlates to an increase in the level of support that was not originally anticipated under this contract. The breakdown of the proposed amendment by project and by category of continued services through August 2023 is provided in the following table:

	Scope	Description
I-405	Project Management	Extending the current project management support to near substantial completion
	ROW	Additional program management support to the Real Property Department to near substantial completion
	Project Controls	Extending the current project controls support to near substantial completion
SR-55	Project Management	Additional project management support, including person most qualified (PMQ) and utilities support
	ROW	Additional ROW support to the Real Property Department
	Project Controls	Additional part-time project controls support
SR-91	Project Management	Additional project management support, including PMQ, utilities, and support to the project manager
	ROW	Additional ROW project manager to support the Real Property Department
	Utilities	Additional utility support
	Project Controls	Additional project controls support
I-5	Project Management	Additional project management support, including PMQ, utilities, and support to the project manager
	ROW	Additional ROW support to the Real Property Department
	Project Controls	Additional project controls support
Other Projects	Project Management	Additional project management support. Includes ROW support, utilities, and support to the project managers.

Mott MacDonald, LLC, has been providing technical expertise and staff augmentation to assist in the delivery of highway and railroad grade separation projects for the highway program, under this contract since 2016, and under previous contracts as Hatch Mott MacDonald, LLC since 2008. This specialized support has included the development, procurement, and oversight of the I-405 DB contract. Services include project management and administration,

design services and preliminary project development, ROW support services, DB procurement, toll procurements and contracts, third-party agreements, funding, and oversight of DB construction. Continued support is needed from Mott MacDonald, LLC, to maintain successful delivery of the M2 freeway program during the two-year option term, as described above.

### ***Procurement Approach***

The procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering services which conform to both state and federal laws. On April 11, 2016, the Board approved an agreement with Mott MacDonald, LLC, for a term of five years. The contract maximum obligation of the initial five-year term was issued in the amount of \$19,451,043. This agreement has been previously amended as shown in Attachment A.

Staff requested a cost proposal from Mott MacDonald, LLC for the level of effort required for continued program management support services. The cost proposal was reviewed by OCTA project staff and found to be fair and reasonable for the tasks to be performed.

Proposed Amendment No. 11 to Agreement No. C-5-3767, in the amount of \$14,900,000, is to provide additional funding and to exercise the two-year option term for the continued level of effort needed. Amendment No. 11 will bring the total contract value to \$39,680,661.

### **Fiscal Impact**

Funding is included in OCTA's Fiscal Year 2020-21 Budget, Capital Programs Division, accounts 0017-7519-FK101-HGL, 0037-9017-A9510-HGL, and 0017-7519-FF101-HGL, and is funded with a combination of federal, state, and local funds.

### ***Summary***


Staff recommends Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Amendment No. 11 to Agreement No. C-5-3767, between the Orange County Transportation Authority and Mott MacDonald, LLC, to exercise the two-year option term for program management consultant services for the Highway Programs Department, in the amount of \$14,900,000, and extend the term of the agreement through August 23, 2023. This amendment will increase the maximum obligation of the agreement to a total contract value of \$39,680,661.



***Attachment***

A. Mott MacDonald, LLC, Agreement No. C-5-3767 Fact Sheet

**Prepared by:**



Rose Casey, P.E.  
Director, Highway Programs  
(714) 560-5729



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

**Approved by:**



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

**Mott MacDonald, LLC  
Agreement No. C-5-3767 Fact Sheet**

1. April 11, 2016, Agreement No. C-5-3767, \$19,451,043, approved by the Board of Directors (Board).
  - The agreement was executed on August 24, 2016, to provide program management consulting services for the Highway Programs Department (HPD) on an as-needed basis.
2. February 23, 2017, Amendment No. 1 to Agreement No. C-5-3767, \$0, approved by the Contracts Administration and Materials Management (CAMM) Department.
  - Add new key personnel for prime consultant Mott MacDonald, LLC (Mott MacDonald).
  - Add option term language and modify allowable costs and payment language.
  - Modify "Other Direct Costs" schedule to update notes.
3. July 13, 2017, Amendment No. 2 to Agreement No. C-5-3767, \$0, approved by the CAMM Department.
  - Add new key personnel and other personnel for prime consultant Mott MacDonald and all subconsultants.
  - Add non-key personnel for subconsultant Lenax Construction Services, Inc.
4. October 16, 2017, Amendment No. 3 to Agreement No. C-5-3767, \$0, approved by the CAMM Department.
  - Add new key personnel for prime consultant Mott MacDonald.
5. February 1, 2018, Amendment No. 4 to Agreement No. C-5-3767, \$0, approved by the CAMM Department.
  - Add La Belle Marvin, Inc., as a new subconsultant to perform pavement testing, analysis, and engineering services.
6. April 25, 2019, Amendment No. 5 to Agreement No. C-5-3767, \$0, approved by the CAMM Department.
  - Add key and non-key personnel for prime consultant Mott MacDonald.
7. July 29, 2019, Amendment No. 6 to Agreement No. C-5-3767, \$0, approved by the CAMM Department.
  - Modify the agreement's allowable costs and payment article in response to the Orange County Transportation Authority's internal audit recommendations.

8. August 19, 2019, Amendment No. 7 to Agreement No. C-5-3767, \$0, approved by the CAMM Department.
  - Modify agreement to reflect Mott MacDonald's new address.
  - Add new key staff and remove staff no longer employed by Mott MacDonald.
  - Add non-key personnel for subconsultant VSCE, Inc.
  - Add KZAB Engineers, Inc., as a new subconsultant to perform project management and engineering support related to right-of-way (ROW) engineering.
9. October 7, 2019, Amendment No. 8 to Agreement No. C-5-3767, \$0, approved by the CAMM Department.
  - Add Monument ROW, Inc., as a new subconsultant to perform ROW coordination activities and provide project management support.
10. March 23, 2020, Amendment No. 9 to Agreement No. C-5-3767, \$0, approved by the CAMM Department.
  - Add non-key personnel for prime consultant Mott MacDonald and for subconsultants Monument ROW, Inc., La Belle Marvin, Inc., and VSCE, Inc.
11. June 8, 2020, Amendment No. 10 to Agreement No. C-5-3767, \$5,329,618, approved by the Board.
  - Amend the scope of work to provide additional program management consultant services for the HPD.
12. February 8, 2021, Amendment No. 11 to Agreement No. C-5-3767, \$14,900,000, pending Board approval.
  - Exercise the two-year option term for continued program management consultant services for the HPD and extend the term of the agreement to August 23, 2023.

Total committed to Mott MacDonald, LLC after approval of Amendment No. 11 to Agreement No. C-5-3767: \$39,680,661.



**February 1, 2021**

**To:** Regional Planning and Highways Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Capital Programming Update

**Overview**

The Orange County Transportation Authority uses various funding sources to implement planning efforts, capital projects, and transit operations. Project costs can vary from the programmed amount, which may require funding revisions and Board of Directors' approval to meet funding requirements. Board of Directors' authorization is required to provide funding for new and ongoing projects as further described herein.

**Recommendations**

- A. Authorize the use of \$10.579 million in Measure M2 funds for the Interstate 5 improvements from Interstate 405 to Yale Avenue (Segment 1).
- B. Authorize the use of \$3.240 million in Highway Infrastructure Program funds for the State Route 57 Improvement Project from Orangewood Avenue to Katella Avenue.
- C. Authorize the use of \$4.766 million in Federal Surface Transportation Block Grant or Congestion Mitigation and Air Quality Improvement funds for the following transit projects:
  - \$4.500 million in Congestion Mitigation and Air Quality Improvement funds for the rideshare and vanpool programs.
  - \$0.266 million in Surface Transportation Block Grant funds for the Orange County Mobility Hub Strategy.
- D. 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.

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***Background***

The Orange County Transportation Authority (OCTA) directs the use of federal, state, and local funds based on the Board of Directors (Board)-approved Capital Programming Policies (CPP), Attachment A.

As projects progress through development, costs can change, funding agency requirements may limit the anticipated use of funds, opportunities to maximize external funding may arise, savings may be identified, or additional funding may be required. OCTA regularly reports on specific project costs through the quarterly Capital Action Plan (CAP), which highlights project costs, schedules, and status. Board action to update funding for projects is requested periodically to support costs consistent with the revised funding need for projects and are included in the Capital Funding Program (CFP), Attachment B.

Additionally, OCTA is responsible for programming Orange County's annual apportionment of federal Surface Transportation Block Grant (STBG) funding and Congestion Mitigation and Air Quality Improvement (CMAQ) Program funding. Annually, staff reviews which projects are required to receive federal authorization within each year in order to fully deliver projects and also meet the federal requirements to utilize apportionment and obligation authority each year.

***Discussion***

The CAP lists highway, grade separation, rail and transit projects, and includes the funding at completion estimate, as well as the schedule for key milestones for each project. In coordination with project managers, programming staff refers to the CAP from the Operations Division to recommend or make funding adjustments for new projects, ongoing projects, and projects that have met key milestones, such as the completion of final environmental approval, 65 percent design, 95 percent design, contract award, and close out. Recommendations may also be suggested to ensure the funds are being utilized efficiently for projects, and that OCTA is able to maximize the use of any funding programs, which may have limitations or deadlines that put the funds at risk.

Based on updates from the latest CAP and also the identified funding need for projects that are planned to be delivered using federal funds, staff is recommending the following funding changes.

**Freeway Program**

The environmental document for the Interstate 5 (I-5) improvements between Interstate 405 (I-405) and State Route 55 (SR-55) was completed in early 2020. Following the environmental phase, the project was segmented into the I-5 improvements between I-405 and Yale Avenue (Segment 1), and I-5 improvements between Yale Avenue and SR-55 (Segment 2). In July of 2020,

staff provided a report to the Board that the Segment 1 project estimate at completion in the March 2020 CAP differed from the funding documented by the CFP by \$10.597 million. These additional estimated costs were primarily attributed to OCTA internal project risk and legal fees, which are typically supported internally with Measure M2 (M2). However, programming recommendations were delayed pending the California Transportation Commission's decision on SB 1 (Chapter 5, Statutes of 2017) competitive applications as that decision impacted funding for the entire freeway program. On January 11, 2021, the Board approved the acceptance of \$140 million in SB 1 funds for the SR-55 Improvement Program from I-405 to I-5, thereby providing a significant infusion of external funds into the M2 Freeway Program and allowing for flexibility in how M2 and other external funds are programmed. Staff is now returning to the Board for approval to authorize the use of \$10.579 million in M2 funds for the I-5 improvements from I-405 to Yale Avenue (Segment 1), in order to align the programmed funding with the estimate at completion presented through the CAP. This is Project B in the Next 10 Delivery Plan (Next 10 Plan), and the use of M2 funds is consistent with the CPP.

The State Route 57 Improvement Project from Orangewood Avenue to Katella Avenue or Project G is identified in the Next 10 Plan to advance from the environmental phase to the construction phase. The environmental phase was completed in late 2019, and the design phase funding of \$4.777 million in M2 funds was approved by the OCTA Board in January 2020. Additional site exploration and design are required related to soil liquefaction and other seismic issues due to the proximity to the Santa Ana River. In addition, as part of the final environmental report, cost estimates were prepared in early 2019, but the design phase will now begin in late 2021, hence, escalation for design support must also be considered. The updated cost estimate now indicates a total need of \$6.827 million for the design phase. Staff is proposing to use \$3.240 million in available federal Highway Infrastructure Program (HIP) funds for the design cost changes. The HIP funding is intended for the restoration, repair, construction of federal aid eligible roads, bridges, and tunnels. The HIP funds will support the increase in design costs and will also replace the need for \$1.190 million in already programmed M2 funds within this phase, making those funds available for future phases or other freeway program projects. This use of HIP funds is consistent with the CPP to prioritize federal funds towards Next 10 Plan projects.

#### Annual Recommendations for Use of STBG and CMAQ

The OCTA Rideshare Program includes rideshare services, ride guide database, customer information, and marketing activities, all meant to encourage ridesharing. The Vanpool Program provides capital lease subsidies to vanpools to help offset the cost to the vanpool participants. Staff is recommending approval to program \$4.500 million in CMAQ funds for rideshare and vanpool services throughout Orange County. Although several of these services have been

suspended due to the coronavirus, this proposed funding is necessary to continue the rideshare and vanpool programs once these services can be reestablished and will fund the programs across multiple years. The use of CMAQ funding is consistent with the CPP for vanpool and rideshare services.

The Orange County Mobility Hub Strategy will provide an approach for locating and designing transit mobility hubs with an integrated suite of transportation services, supporting amenities, and technologies that increase multimodal mobility by improving access to transportation choices and regional activity centers. Staff is recommending \$0.266 million in STBG funds to complement the State Transportation Improvement Program planning, programming, and monitoring funds programmed to this study. These STBG funds, if approved, will be obligated this fiscal year, and will allow the study to move forward as planned. The use of STBG funds for countywide planning activities is consistent with the CPP, which notes that five percent of STBG funds may be used for planning purposes. This request is well within that limitation and the project was included in this year's budget.

The CFP includes a summary of how OCTA's capital projects are currently funded along with the proposed changes in this item. The project descriptions and additional information for each of the projects listed in the staff report are included in Attachment C. A list of Board actions, which directed capital funds towards OCTA capital projects over the last six months, is provided in Attachment D. Attachments C and D are provided so that today's actions can be considered in the context of how OCTA generally funds capital projects.

### ***Summary***

With the objective of ensuring that OCTA projects are fully funded, external funds are maximized, and funding levels are consistent with the estimate at completion listed in the quarterly CAP, OCTA is seeking Board approval to use and reprogram various funds.

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***Attachments***

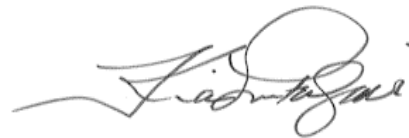
- A. Existing Capital Programming Policies by Fund Source, Approved February 2019
- B. Capital Funding Program Report
- C. Capital Programming Update Project Descriptions
- D. List of Board of Directors Reports with Programming Actions, July 2020 – December 2020

**Prepared by:**

A handwritten signature in black ink, appearing to read "Ben Ku".

Ben Ku  
Section Manager,  
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**Approved by:**

A handwritten signature in black ink, appearing to read "Kia Mortazavi".

Kia Mortazavi  
Executive Director, Planning  
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**Existing Capital Programming Policies by Fund Source  
Approved February 2019**

Funding Source	Measure M2 (M2) Programming Policies
<b>M2 Programs</b>	
Projects A-M (Freeway projects on Interstate 5, State Route 22, State Route 55, State Route 57, State Route 91, Interstate 405, and Interstate 605)	Use projects A-M M2 funding consistent with the M2 Transportation Investment Plan, the M2020 Plan, and subsequent Board of Directors (Board)-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.
Freeway Environmental Mitigation Program (Tied to projects A-M)	Utilize five percent net revenues derived from M2 funding for projects A-M consistent with the M2 Transportation Investment Plan, the M2020 Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through Board approval actions for needed environmental mitigation projects.
Project N (Freeway Service Patrol)	Use Project N funds for the Freeway Service Patrol Program. Funds are programmed through the annual budget process.
Project O (Regional Capacity Program) and Project P (Regional Traffic Signal Synchronization Program)	Use Project O and Project P M2 funding consistent with the M2 Transportation Investment Plan, and consistent with the Comprehensive Transportation Funding Programs (CTFP) Guidelines. Program funds to projects through the cyclical CTFP call for projects (call) programming recommendations.
Project Q (Local Fair Share Program)	Use Project Q M2 funds consistent with the M2 Transportation Investment Plan. Funds are programmed through the annual budget, but actual disbursements may be adjusted based on the formula distribution of funds.
Project R (High-Frequency Metrolink Service)	Use Project R M2 funding consistent with the M2 Transportation Investment Plan, with the latest Next 10 Delivery Plan (Next 10 Plan), the Comprehensive Business Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.
Project S (Transit Extensions to Metrolink) and Project T (Metrolink Gateways)	Use Project S and Project T M2 funding consistent with the M2 Transportation Investment Plan and consistent with CTFP Guidelines. Program funds to projects through a call.
Project U (Expand Mobility Choices for Seniors and Persons with Disabilities)	Use Project U M2 funds, consistent with the M2 Transportation Investment Plan, the Comprehensive Business Plan, and subsequent Board-approved plans and updates to the M2 Program. Funds are programmed through the annual budget process.
Project V (Community-Based Transit Circulators) and Project W (Safe Transit Stops)	Use Project V and Project W M2 funding consistent with the M2 Transportation Investment Plan, and consistent with CTFP Guidelines. Program funds to projects through a call.

**Existing Capital Programming Policies by Fund Source**  
**Approved February 2019**

Funding Source	Measure M2 (M2) Programming Policies
Project X (Environmental Cleanup)	<p>Use Project X M2 funding consistent with the M2 Transportation Investment Plan and consistent with CTFP Guidelines. Program funds to projects through the CTFP call.</p> <p>The Environmental Cleanup Program consists of two programs. The Tier 1 Grant Program is designed to mitigate the more visible forms of pollution. Tier 1 consists of funding for equipment purchases and upgrades to existing catch basins and related devices such as screens, filters, and inserts. The Tier 2 Grant Program consists of funding regional, multi-jurisdictional, and capital-intensive projects, such as constructed wetlands, detention/infiltration basins, and bioswales.</p>
Funding Source/Agency	State and Federal Programming Policies
All State and Federal Fund Sources	<p>Priority of all funding sources is to fulfill commitments to the latest Next 10 Plan, specifically M2 projects and to maintain existing the Orange County Transportation Authority's (OCTA) assets in a state of good repair. Consideration will also be given to use state and federal funds for projects that are complementary to M2 projects and that share the program goals to reduce congestion, strengthen the economy, and improve the quality of life. All fund sources must be programmed through formal programming actions.</p>
State	
Active Transportation Program (ATP) – Southern California Association of Governments (SCAG) Regional Selection (Formula)/California Transportation Commission (CTC)/SCAG	<p>Bicycle and pedestrian projects up to a ten percent set-aside and contingent on ready-to-go projects as submitted through competitive calls.</p>
Cap-and-Trade (Competitive) – Affordable Housing and Sustainable Communities Program (AHSC)/Strategic Growth Council	<p>Use AHSC for fixed-guideway and transit corridor projects that serve disadvantaged communities and reduce greenhouse gas (GHG) emissions.</p> <p>*Note – In the guidelines, a transit project must be paired with an affordable housing project for Transit Oriented Development Program funds.</p>
Cap-and-Trade (Formula) – Low Carbon Transit Operations Program (LCTOP)/California Department of Transportation (Caltrans)	<p>Use LCTOP for transit operations or capital for expansion of bus transit service, fare reduction programs, and other bus and commuter rail transit efforts that increase ridership and reduce GHG emissions, where 50 percent of the funds provide benefit for passengers in disadvantaged communities. Funds generated from commuter rail service in Orange County may be used in Orange County for the expansion of commuter rail service, fare reduction programs for commuter rail, and other eligible commuter rail efforts that increase ridership and reduce GHG emissions.</p>
Cap-and-Trade (Competitive) – Transit and Intercity Rail Capital Program (TIRCP)/California State Transportation Agency	<p>Use TIRCP for capital projects that expand bus and rail service to increase ridership and for projects that improve the integration between bus and rail systems. Projects must also reduce GHG emissions.</p>

**Existing Capital Programming Policies by Fund Source**  
**Approved February 2019**

Funding Source/Agency	State and Federal Programming Policies
Proposition 1A/CTC	All funds are programmed.
Proposition 1B – Competitive Programs Funding/CTC	Maximize the Orange County allocations consistent with each program and ensure the receipt of allocated funds.
Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)/Caltrans	Use PTMISEA funds for commuter rail improvements and to fund existing State Transportation Improvement Program (STIP) - Public Transit Administration projects (approximately \$60 million) currently programmed in the 2010 STIP and for eligible OC Bridges projects.
Proposition 1B – Transit System Safety, Security and Disaster Response Account (TSSSDRA)/California Governor's Office of Emergency Services	Use TSSSDRA to support capital projects that enhance the safety, security, and emergency response capabilities of transit.
Proposition 116 (CTC)	Use cost savings for commuter or intercity rail capital improvement projects along the Metrolink corridor (between the cities of Buena Park and San Clemente) that are funded with Measure M1 and M2 funds on a first-come, first-served basis.
SB 1 (Chapter 5, Statutes of 2017) Local Partnership Program (LPP) – Formula/CTC	Use LPP for ready-to-deliver M2 projects which are compatible with state goals and seek to balance funds between freeways, streets and roads, transit capital, and eligible environmental cleanup and based on the timing for the request for project nominations.
SB 1 - Caltrans (SGR)/Caltrans	Use funds for bus transit capital projects and for maintenance, rehabilitation, and replacement of existing OCTA transit assets.
SB 1 - Trade Corridors Enhancement Program (TCEP)/CTC	Use TCEP first for eligible M2 Program projects that meet the requirements and goals of the program, then fund other eligible Orange County projects.
STIP/CTC	Use of STIP funds for M2 freeway, commuter rail, fixed-guideway projects, planning/programming and complementary activities which seek an equitable balance between freeways and transit capital and are consistent with state goals.

**Existing Capital Programming Policies by Fund Source**  
**Approved February 2019**

Funding Source/Agency	State and Federal Programming Policies
Federal	
Congestion Mitigation and Air Quality (CMAQ)/Caltrans for Federal Highways Administration (FHWA)	<p>Use CMAQ funding for:</p> <ul style="list-style-type: none"> <li>• M2 fixed-guideway and/or M2 high-occupancy vehicle or high-occupancy toll operational improvements,</li> <li>• as match to leverage funding for OC Bridges grade separation projects,</li> <li>• vanpool program and rideshare services,</li> <li>• other rail and bus transit capital projects,</li> <li>• traffic light synchronization projects, and</li> <li>• new or expanded bus transit operations (three years of CMAQ funding may be used for the first five years).</li> </ul> <p>Set-asides: Bicycle and pedestrian projects up to a ten percent set-aside and contingent on ready-to-go projects as submitted through competitive calls.</p>
Federal Transit Administration (FTA) Section 5307 Formula/FTA	<p>Use funds to support ongoing transit operations and SGR through (not in priority order):</p> <ul style="list-style-type: none"> <li>• preventive maintenance,</li> <li>• capital cost of contracting, and</li> <li>• bus replacement.</li> </ul> <p>Lower priority but eligible if funding available:</p> <ul style="list-style-type: none"> <li>• other priority capital projects that are consistent with the Comprehensive Business Plan.</li> </ul> <p>Set-Asides: Up to 20 percent for paratransit operating assistance, one percent for transit security (unless funded using local, state, or other federal funds), and percent of funds generated by rail operations to be used for rail operations and capital projects.</p>
FTA Section 5309 Fixed-Guideway Capital Investment Grants ("New Starts")/FTA	<p>Prioritize M2 fixed-guideway projects that are following project development requirements consistent with the "New Starts" and/or "Small Starts" process.</p>
FTA Section 5310 Formula Funds/FTA	<p>Use funds for eligible enhancements to paratransit capital and operations.</p>
FTA Section 5337 Formula Funds/FTA	<p>Use funds for commuter rail rehabilitation and/or renovation projects, for capital projects that maintain and/or replace equipment and facilities to keep the commuter rail system in a state of good repair and for preventive maintenance. Use funds generated by bus transit for bus transit capital maintenance.</p>

**Existing Capital Programming Policies by Fund Source**  
**Approved February 2019**

Funding Source/Agency	State and Federal Programming Policies
FTA Section 5339 Formula Funds/FTA	<p>Use funds for:</p> <ul style="list-style-type: none"> <li>• capital maintenance,</li> <li>• capital cost of contracting,</li> <li>• bus replacement, and</li> <li>• other bus capital projects as identified in the transit asset management plan.</li> </ul>
Highway Infrastructure Program/Caltrans for Federal Highway Administration (FHWA)	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan).
National Highway Freight Program/CTC for FHWA	Currently these funds are administered by the state through the TCEP (see TCEP above).
Surface Transportation Block Grant Program - Formerly the Regional Surface Transportation Program/Caltrans for FHWA	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan) and local streets and roads. Funds may also be used for countywide planning activities up to five percent annually.
Transportation Alternatives Program (TAP) – CTC/SCAG through ATP	Use 100 percent of annual TAP apportionment for bicycle and pedestrian projects through a competitive call to local agencies. Currently these funds are administered by the state through the ATP. See ATP above.



# Capital Funding Program Report

Pending Board of Directors (Board) Approval - February 8, 2021

State Highway Project												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
I-5 from SR-55 to SR-57, add one HOV lane each direction	A	\$41,500	\$36,191							\$5,309		
I-5 widening, I-405 to Yale Avenue (Segment 1) <sup>1</sup>	B	\$230,482	\$52,357			\$95,338	\$44,791			\$37,996		
I-5 widening, Yale Avenue to SR-55 (Segment 2)	B	\$17,425	\$15,027							\$2,398		
I-5 HOV lanes each direction s/o PCH to San Juan Creek Road	C	\$74,300	\$11,326					\$20,789		\$42,185		
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	\$75,300	\$12,065			\$46,779				\$16,456		
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$181,327	\$49,897		\$4,728		\$9,388			\$117,314		
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$205,695	\$47,676		\$7,921					\$150,098		
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	\$213,267	\$28,167		\$6,433	\$91,977		\$29,832		\$56,858		
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	\$12,365				\$6,000				\$6,365		
I-5/El Toro Interchange	D	\$4,400	\$4,400									
SR-55 (I-5 to SR-91)	F	\$13,921	\$5,000							\$8,921		
SR-55 widening between I-405 and I-5	F	\$504,000	\$160,500		\$41,900	\$80,000	\$140,000			\$81,600		
SR-57 Orangewood Avenue to Katella Avenue <sup>2</sup>	G	\$9,327	\$2,500		\$3,240					\$3,587		
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	\$16,201	\$1,770							\$30	\$14,401	
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	\$46,314	\$3,460							\$40	\$42,814	
SR-91, SR-55 to Lakeview Avenue (Segment 1)	I	\$15,779	\$1,770							\$30	\$13,979	
SR-91, SR-241 to I-15	J	\$41,800									\$41,800	
I-405 improvements, SR-73 to I-605	K	\$2,080,234	\$35,000		\$10,648			\$89,771		\$1,315,885	\$628,930	
I-405 (I-5 to SR-55)	L	\$8,000	\$8,000									
I-405 s/b aux lane - University to Sand Canyon and Sand Canyon to SR-133	L	\$2,328				\$2,328						
I-605/ Katella Avenue interchange	M	\$4,824								\$4,824		
241/91 Express Lanes (HOT) Connector		\$182,298	\$50								\$182,248	
I-5 HOV Lane Extension from Avenida Pico to San Diego County Line (PSR/PDS)		\$6,071	\$6,071									
SR-74 widening, Calle Entradero-City/County line		\$16,653				\$14,053		\$250		\$1,950	\$400	
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620	
State Highway Project Totals		\$4,044,716	\$486,512		\$74,870	\$346,475	\$194,179	\$140,642		\$1,851,846	\$950,192	
Federal Funding Total		\$561,382										
State Funding Total		\$681,296										
Local Funding Total		\$2,802,038										
Total Funding (000's)		\$4,044,716										

State Highway Project Completed												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
I-5 HOV lanes: s/o Avenida Pico to s/o Vista Hermosa	C	\$83,500	\$26,867		\$1,600	\$43,735				\$11,298		
I-5/SR-74 interchange improvements	D	\$80,300				\$48,683		\$24,109	\$2,500		\$5,008	



# Capital Funding Program Report

Pending Board of Directors (Board) Approval - February 8, 2021

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5/SR-74 interchange landscaping/replacement planting	D	\$1,440			\$752	\$688					
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping	G	\$2,172								\$2,172	
SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping	G	\$946								\$946	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	G	\$35,827						\$24,127		\$11,700	
SR-57 n/b widening, SR-91 to Yorba Linda Boulevard	G	\$51,354						\$39,475		\$11,879	
SR-57 n/b widening, Yorba Linda to Lambert Road	G	\$52,871						\$41,250		\$11,621	
SR-57 n/b widening, Yorba Linda to Lambert Road - landscaping	G	\$1,193								\$1,193	
SR-91 w/b connect existing aux lanes, I-5 to SR-57	H	\$62,977						\$27,227		\$35,750	
SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping	H	\$2,290								\$2,290	
SR-91 w/b (SR-55 - Tustin interchange) improvements	I	\$43,753				\$15,753		\$14,000		\$14,000	
SR-91 e/b widening, SR-241 to SR-71	J	\$57,773			\$45,911					\$6,942	\$4,920
SR-91 w/b Routes 91/55 - e/o Weir replacement planting	J	\$2,898				\$2,898					
SR-91 widening, SR-55 to Gypsum Canyon (Weir/SR-241)	J	\$76,993				\$22,250		\$54,045		\$698	
I-405/SR-22/I-605 HOV connector - landscaping		\$4,600	\$4,600								
HOV connectors from I-405 and I-605	M1	\$173,091	\$14,787					\$135,430	\$16,200		\$6,674
HOV connectors from SR-22 to I-405	M1	\$115,878	\$64,375		\$49,625				\$1,878		
<b>State Highway Project Completed Totals</b>		<b>\$849,856</b>	<b>\$110,629</b>		<b>\$97,888</b>	<b>\$134,007</b>		<b>\$359,663</b>	<b>\$20,578</b>	<b>\$110,489</b>	<b>\$16,602</b>

<b>Federal Funding Total</b>	<b>\$208,517</b>
<b>State Funding Total</b>	<b>\$493,670</b>
<b>Local Funding Total</b>	<b>\$147,669</b>
<b>Total Funding (000's)</b>	<b>\$849,856</b>

## Board Actions:

1. Authorize the use of \$10.579 million in Measure M2 funds for the Interstate 5 Improvements from Interstate 405 to Yale Avenue (Segment 1).
2. Authorize the use of \$3.240 million in Highway Infrastructure Program funds for the State Route 57 Improvement project from Orangewood Avenue to Katella Avenue.

## Acronyms:

Aux - Auxilliary

CMAQ - Congestion Mitigation Air Quality Improvement Program

FTA - Federal Transit Administration

FY - Fiscal Year

HOT - High-Occupancy Toll

HOV - High-Occupancy Vehicle

Hwy - Highway

I-405 - Interstate 405

I-5 - Interstate 5

I-605 - Interstate 605

LA - Los Angeles

M Code - Project Codes in Measure M1 and M2

M1 - Measure M1

M2 - Measure M2

N/B - Northbound

OC - Orange County

OCTA - Orange County Transportation Authority

PCH - Pacific Coast Highway

RSTP - Regional Surface Transportation Program

S/B - Southbound

S/O - South of

SR-133 - State Route 133

SR-241 - State Route 241

SR-55 - State Route 55

SR-57 - State Route 57

SR-71 - State Route 71

SR-73 - State Route 73

SR-90 - State Route 90

SR-91 - State Route 91

SS - Southside

STBG - Surface Transportation Block Grant

STIP - State Transportation Improvement Program

W/B - Westbound



# Capital Funding Program Report

Pending Board of Directors (Board) Approval - February 8, 2021

Bus Transit Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Go Local - Step 1	S	\$5,730							\$5,730		
Mobile ticketing equipment	S	\$4,036						\$4,036			
M2 Project V Community Circulators	V	\$53,767								\$53,767	
M2 Project W Safe Transit Stops (City)	W	\$1,708								\$1,708	
M2 Project W Safe Transit Stops (OCTA)	W	\$370								\$370	
ACCESS and fixed-route radio systems upgrade		\$22,465		\$4,434	\$341			\$16,239			\$1,451
Associated Transportation Improvements		\$556		\$556							
Bravo! 529 buses (six)		\$3,595	\$549					\$3,046			
Bus replacement - articulated alternative fuel buses (60')		\$31,105	\$22,250	\$8,855							
Bus replacement (40' and ACCESS)		\$149,009	\$29,198	\$68,139							\$51,672
Capital cost of contracting FY2016-17 to FY2023-24 (ACCESS and contracted fixed-route contracts)		\$325,734		\$162,114							\$163,620
Engine rebuild		\$16,294		\$14,824				\$1,470			
Facility modifications, upgrades, and replacement projects		\$5,347					\$5,347				
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities		\$3,657		\$3,657							
FTA Section 5316 Jobs Access and Reverse Commute		\$13,962		\$13,962							
FTA Section 5317 New Freedom		\$6,388		\$6,388							
Goldenwest Transportation Center parking structure		\$4,000	\$3,400								\$600
Goldenwest Transportation Center surface lot		\$2,000						\$1,200			\$800
iShuttle replacement buses (12)		\$6,803					\$6,123				\$680
iShuttle replacement buses (five)		\$2,800					\$2,520				\$280
MSRC County Transportation Commission Partnership Program		\$2,319				\$176					\$2,143
Non-fixed-route paratransit operations assistance - FY 2014-15 to FY 2023-24		\$294,861		\$102,395							\$192,466
OC Mobility Hubs Strategy <sup>1</sup>		\$300	\$266			\$34					
OCTA Transit Security & Operations Center		\$6,310	\$50					\$6,260			
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)		\$162,740		\$162,740							
Purchase (165) 40-foot alternative fuel replacement buses (OCTA)		\$229,384	\$134,670	\$47,696							\$47,018
Purchase replacement paratransit vans (through FY 2023-24)		\$64,290		\$50,524							\$13,766
Rideshare/vanpool <sup>1</sup>		\$11,232	\$11,232								
Standby backup generators at Anaheim and IRCC bases		\$1,374					\$1,374				
Transit Security Program		\$3,167						\$3,167			
Vanpool Program - capital lease		\$12,838	\$12,838								
VSS upgrades at OCTA facilities		\$1,159		\$960				\$199			
Zero-emission Bravo! buses (ten battery electric) and bus infrastructure		\$13,938					\$6,400	\$7,538			
<b>Bus Transit Project Totals</b>		<b>\$1,463,238</b>	<b>\$214,453</b>	<b>\$647,244</b>	<b>\$341</b>	<b>\$210</b>	<b>\$21,764</b>	<b>\$43,155</b>	<b>\$5,730</b>	<b>\$55,845</b>	<b>\$474,496</b>





# Capital Funding Program Report

Pending Board of Directors (Board) Approval - February 8, 2021

Bus Transit Project												
			Federal Funds			State Funds			Local Funds			
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
<b>Federal Funding Total</b>		\$862,038										
<b>State Funding Total</b>		\$65,129										
<b>Local Funding Total</b>		\$536,071										
<b>Total Funding (000's)</b>		\$1,463,238										

Bus Transit Project Completed												
			Federal Funds			State Funds			Local Funds			
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
Heating ventilation unit replacements <sup>2</sup>		\$405		\$313			\$92					
Zero-emission hydrogen fuel cell buses (10) <sup>2</sup>		\$12,978					\$5,640	\$7,338				
<b>Bus Transit Project Completed Totals</b>		<b>\$13,383</b>		<b>\$313</b>			<b>\$5,732</b>	<b>\$7,338</b>				
<b>Federal Funding Total</b>		<b>\$313</b>										
<b>State Funding Total</b>		<b>\$13,070</b>										
<b>Local Funding Total</b>		<b>\$0</b>										
<b>Total Funding (000's)</b>		<b>\$13,383</b>										

## Board Actions:

1. Authorize the use of \$4.766 million in Federal Surface Transportation Block Grant or Congestion Mitigation and Air Quality Improvement funds for the following transit projects:
  - \$0.266 million in Surface Transportation Block Grant funds for the Orange County Mobility Hub Strategy
  - \$4.500 million in Congestion Mitigation and Air Quality Improvement funds for the rideshare and vanpool programs.

## Notes:

2. Project completed and funding updated to reflect actuals.

## Acronyms:

ATN - Anaheim Transportation Network  
CMAQ - Congestion Mitigation Air Quality Improvement Program  
FTA - Federal Transit Administration  
FY - Fiscal Year  
IRCC - Irvine Construction Circle  
M Code - Project Codes in Measure M1 and M2  
M1 - Measure M1  
M2 - Measure M2  
MSRC - Mobile Source Air Pollution Reduction Review Committee  
OCTA - Orange County Transportation Authority  
SB 1 - Chapter 5, Statutes of 2017  
STBG - Surface Transportation Block Grant  
STIP - State Transportation Improvement Program  
VSS - Video Surveillance System



# Capital Funding Program Report

Board of Directors (Board) Approved - July 13, 2020

Local Road Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
State-Local Partnership Program (SLPP) formula grant call	M1/Q	\$54,445						\$24,945	\$1,280	\$27,249	\$971
M2 Project O Regional Capacity Program call <sup>1</sup>	O	\$319,611						\$24,254		\$295,357	
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	O	\$121,500			\$7,719	\$74,705				\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program call <sup>1</sup>	P	\$117,578	\$1,774					\$11,762	\$4,546	\$99,496	
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22) <sup>1</sup>	Q	\$361,621								\$361,621	
M2 Project X Environmental Clean Up <sup>1</sup>	X	\$55,258								\$55,258	
Active Transportation Program - regional call		\$72,406	\$311		\$66,421	\$92					\$5,582
Active Transportation projects		\$17,784				\$15,650					\$2,134
ARRA transportation enhancements		\$6,833			\$4,049				\$500		\$2,284
Arterial Pavement Management Program		\$50,888	\$19,930								\$30,958
Atlanta Avenue widening		\$4,160	\$2,278								\$1,882
Bicycle Corridor Improvement Program (BCIP)		\$72,144	\$49,803								\$22,341
Bristol Street widening		\$44,750									\$44,750
Local Agency American Reinvestment and Recovery Act of 2009 rehabilitation projects		\$32,369			\$32,369						
M1 Combined Transportation Funding Program (CTFP)		\$34,000							\$34,000		
SCAG Sustainability Planning Grants		\$720			\$671						\$49
Traffic Signal Improvements		\$15,000				\$12,000					\$3,000
Transportation Enhancement Activities		\$22,172			\$15,628						\$6,544
Del Obispo widening	M1	\$6,419	\$3,740								\$2,679
<b>Local Road Project Totals</b>		<b>\$1,409,658</b>	<b>\$77,836</b>		<b>\$126,857</b>	<b>\$102,447</b>		<b>\$60,961</b>	<b>\$40,326</b>	<b>\$858,235</b>	<b>\$142,996</b>
<b>Federal Funding Total</b>		<b>\$204,693</b>									
<b>State Funding Total</b>		<b>\$163,408</b>									
<b>Local Funding Total</b>		<b>\$1,041,557</b>									
<b>Total Funding (000's)</b>		<b>\$1,409,658</b>									

Local Road Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Grand Avenue widening, 1st Street to 4th Street	O	\$12,537	\$6,708								\$5,829
Kraemer Boulevard grade separation	O	\$63,830	\$22,044					\$16,973		\$22,981	\$1,832
Lakeview Avenue grade separation	O	\$110,702	\$37,102		\$9,709			\$27,520		\$21,616	\$14,755
Orangethorpe Avenue grade separation	O	\$106,043	\$38,240		\$18,600			\$30,324		\$16,182	\$2,697
Placentia Avenue grade separation	O	\$64,539						\$33,386		\$27,453	\$3,700
Raymond Avenue grade separation	O	\$126,317						\$95,351		\$23,402	\$7,564
State College Boulevard grade separation	O	\$99,631	\$31,541		\$10,887			\$34,785		\$11,400	\$11,018
Tustin Avenue/Rose Drive grade separation	O	\$96,638	\$45,957					\$22,534		\$26,384	\$1,763



# Capital Funding Program Report

Board of Directors (Board) Approved - July 13, 2020

Local Road Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
M2 Fair Share State - Local Partnership Grant Program	Q	\$7,032						\$3,516		\$3,516	
Antonio Parkway widening		\$32,553	\$15,499								\$17,054
Firestone Boulevard widening at Artesia Boulevard		\$2,468	\$2,059								\$409
I-5 at La Paz interchange improvements	M1	\$8,942	\$2,800						\$1,792		\$4,350
Imperial Highway Smart Streets	M1	\$1,900						\$200	\$200		\$1,500
Traffic Light Synchronization Program (TLSP), county-wide - Proposition 1B	M1	\$8,000						\$4,000	\$4,000		
<b>Local Road Project Completed Totals</b>		<b>\$741,132</b>	<b>\$201,950</b>		<b>\$39,196</b>			<b>\$268,589</b>	<b>\$5,992</b>	<b>\$152,934</b>	<b>\$72,471</b>
<b>Federal Funding Total</b>		<b>\$241,146</b>									
<b>State Funding Total</b>		<b>\$268,589</b>									
<b>Local Funding Total</b>		<b>\$231,397</b>									
<b>Total Funding (000's)</b>		<b>\$741,132</b>									

Project Updates:

1. Funding levels updated based on prior Board actions.

## Acronyms:

Aux - Auxilliary

CMAQ - Congestion Mitigation Air Quality Improvement Program

FTA - Federal Transit Administration

FY - Fiscal Year

HOT - High-Occupancy Toll

HOV - High-Occupancy Vehicle

Hwy - Highway

I-405 - Interstate 405

I-5 - Interstate 5

I-605 - Interstate 605

LA - Los Angeles

M Code - Project Codes in Measure M1 and M2

M1 - Measure M1

M2 - Measure M2

N/B - Northbound

OC - Orange County

OCTA - Orange County Transportation Authority

PCH - Pacific Coast Highway

RSTP - Regional Surface Transportation Program

S/B - Southbound

S/O - South of

SS - Southside

STBG - Surface Transportation Block Grant

STIP - State Transportation Improvement Program

W/B - Westbound



# Capital Funding Program Report

Board of Directors (Board) Approved - July 13, 2020

Rail Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Fullerton Transportation Center parking expansion	M1/R	\$33,667				\$11,250		\$11,035	\$9,718		\$1,664
OC Streetcar (New Starts)	M1/S	\$408,228	\$54,465	\$162,213				\$25,586		\$165,964	
OC Streetcar preliminary studies and environmental	M1/S	\$7,014		\$341					\$4,977	\$554	\$1,142
Anaheim Canyon Station	R	\$29,900	\$26,132							\$2,000	\$1,768
Fullerton Transportation Center Stair Rehabilitation	R	\$1,330		\$1,295							\$35
Future VSS	R	\$217		\$174							\$43
Laguna Niguel to San Juan Capistrano Passing Siding	R	\$36,360	\$25,056	\$1,015		\$3,000		\$6,734			\$555
Metrolink new capital	R	\$516		\$516							
Metrolink rehabilitation/renovation - FY 2011-12 to FY 2023-24	R	\$169,802		\$169,802							
Metrolink station and track improvements, and rehabilitation	R	\$3,063		\$2,617							\$446
Orange Olive Wye Connection	R	\$16,000				\$16,000					
Placentia Commuter Rail Station	R	\$34,825	\$50			\$2,500		\$400		\$8,000	\$23,875
Preventive Maintenance (SCRRA - Metrolink) - FY 16-17 to FY 23-24	R	\$65,374		\$65,374							
San Juan Creek Bridge replacement	R	\$43,091	\$908	\$39,832	\$913			\$59		\$1,379	
Slope stabilization Laguna Niguel-Lake Forest	R	\$5,168		\$4,834						\$334	
State College grade separation (LOSSAN)	R	\$79,284						\$46,000		\$33,284	
Ticket vending machines	R	\$6,857									\$6,857
VSS at Commuter Rail Stations	R	\$4,409		\$3,594				\$56			\$759
M2 Project S Transit extensions to Metrolink (Rubber Tire)	S	\$733								\$733	
<b>Rail Project Totals</b>		<b>\$945,838</b>	<b>\$106,611</b>	<b>\$451,607</b>	<b>\$913</b>	<b>\$32,750</b>		<b>\$89,870</b>	<b>\$14,695</b>	<b>\$212,248</b>	<b>\$37,144</b>
<b>Federal Funding Total</b>		<b>\$559,131</b>									
<b>State Funding Total</b>		<b>\$122,620</b>									
<b>Local Funding Total</b>		<b>\$264,087</b>									
<b>Total Funding (000's)</b>		<b>\$945,838</b>									

Rail Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Laguna Niguel-Mission Viejo Station parking improvements and expansion (ADA ramps)	M1/R	\$5,177	\$2,800	\$732					\$1,645		
Metrolink Grade Crossing Safety Improvements (OCX)	M1/R	\$80,618						\$18,250	\$7,600	\$30,710	\$24,058
Metrolink rolling stock	M1/R	\$158,009	\$42,230	\$35,390				\$36,300	\$44,089		
Metrolink Service Track Expansion	M1/R	\$119,957						\$51,399	\$68,558		
Orange Transportation Center parking structure	M1/R	\$31,003	\$2,555	\$2,644		\$13,762			\$1,850	\$420	\$9,772
Sand Canyon Avenue grade separation	M1/R	\$62,050	\$10,536					\$28,192	\$3,116	\$5,352	\$14,854
M2 Project S Fixed-Guideway Anaheim Rapid Connection	M1/S	\$9,924		\$1,516					\$6,000	\$1,286	\$1,122
Anaheim Regional Intermodal Transportation Center (ARTIC) construction	M1/T	\$184,164	\$33,250	\$37,253	\$3,501	\$29,219			\$43,900	\$35,291	\$1,750



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Rail Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Fullerton Transportation Station expansion planning, environmental PSR	M1/T	\$0	\$0						\$0		
Santa Ana grade separation planning and environmental PSR	M1/T	\$1,333	\$1,180						\$153		
Santa Ana Transportation Station planning and environmental PSR	M1/T	\$1,003	\$888						\$115		
17th Street grade separation environmental	R	\$2,476								\$2,476	
Control Point at 4th Street	R	\$2,985		\$2,985							
Control Point Stadium Crossover	R	\$6,490		\$3,245				\$3,245			
LOSSAN Corridor grade separations PSR in Anaheim, Orange, and Santa Ana	R	\$2,699								\$2,699	
Metrolink grade crossing safety improvements ROW	R	\$3,025								\$3,025	
North Beach crossings safety enhancements	R	\$348						\$166		\$182	
Positive Train Control (Metrolink)	R	\$39,916		\$4,492	\$1,234			\$34,190			
Rail Crossing signal lights and pedestrian gates	R	\$252						\$252			
Rail Station Platform safety improvements (Fullerton, Irvine, and Tustin)	R	\$553						\$553			
Safety repairs for San Clemente Pier Station	R	\$122						\$122			
San Clemente Beach Trail Crossings safety enhancements	R	\$4,999						\$2,170		\$2,251	\$578
Transit Rail Security (monitors, fencing, video surveillance)	R	\$163						\$163			
Go Local	S	\$7,730							\$7,730		
ARTIC environmental, ROW, program management support, site plan	M1	\$41,369							\$8,869		\$32,500
Fiber Optics installation (Metrolink)	M1	\$23,183		\$10,903				\$10,479	\$1,801		
Laguna Niguel-Mission Viejo Station parking expansion (south lot)	M1	\$4,135						\$695	\$3,440		
Tustin Rail Station parking expansion	M1	\$15,390				\$1,100		\$7,181	\$7,109		
<b>Rail Project Completed Totals</b>		<b>\$809,073</b>	<b>\$93,439</b>	<b>\$99,160</b>	<b>\$4,735</b>	<b>\$44,081</b>		<b>\$193,357</b>	<b>\$205,975</b>	<b>\$83,692</b>	<b>\$84,634</b>
<b>Federal Funding Total</b>		<b>\$197,334</b>									
<b>State Funding Total</b>		<b>\$237,438</b>									
<b>Local Funding Total</b>		<b>\$374,301</b>									
<b>Total Funding (000's)</b>		<b>\$809,073</b>									

## Acronyms:

ADA - Americans with Disabilities Act

CMAQ - Congestion Mitigation Air Quality Improvement Program

FTA - Federal Transit Administration

FY - Fiscal Year

LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor

M Code - Project Codes in Measure M1 and M2

M1 - Measure M1

M2 - Measure M2

OC - Orange County

OCTA - Orange County Transportation Authority

OCX - Rail-Highway Grade Crossing/Safety Enhancement Project

PSR - Project Study Report

ROW - Right-of-Way

STBG - Surface Transportation Block Grant

STIP - State Transportation Improvement Program

VSS - Video Surveillance System

**Capital Programming Update Project Descriptions****Interstate 5 (I-5) Improvements from Interstate 405 (I-405) to Yale Avenue (Segment 1 {Construction})**

This project will add one general purpose lane in both directions of the I-5 from the I-405 to State Route 55. Additional features of the project include improvements to various interchanges. Auxiliary lanes will be added in some segments and re-established in others within the project limits. The overall project length is approximately nine miles.

Currently, this segment of the I-5 corridor is experiencing congestion and long traffic delays due to demand exceeding capacity, primarily resulting from local, regional, and interregional traffic demand. In addition, forecasted local and regional traffic demand is expected to increase by over 10,000 vehicles per day by the year 2040. This is Project B in the Next 10 Delivery Plan.

The existing and proposed funding plans are provided below.

Existing Funding (in 000s)	STBG	STIP	SB 1 LPP-F	M2	Total
Environmental	4,473				4,473
Design			7,395	7,396	14,791
Right-of-Way	27,459			6,729	34,188
Construction	20,425	95,338	37,396	13,292	166,451
<b>TOTAL</b>	<b>\$52,357</b>	<b>\$95,338</b>	<b>\$44,791</b>	<b>\$27,417</b>	<b>\$219,903</b>

STBG - Surface Transportation Block Grant

STIP - State Transportation Improvement Program

SB 1 (Chapter 5, Statutes of 2017) LPP-F - Local Partnership Program – Formula

M2 – Measure M2

Proposed Funding (in 000s)	STBG	STIP	SB 1 LPP-F	M2	Total
Environmental	4,473				4,473
Design			7,395	7,396	14,791
Right-of-Way	10,595		16,864	6,729	34,188
Construction	37,289	95,338	20,532	23,871	177,030
<b>TOTAL</b>	<b>\$52,357</b>	<b>\$95,338</b>	<b>\$44,791</b>	<b>\$37,996</b>	<b>\$230,482</b>
Increase/(Decrease)	-	-	-	\$10,579	\$10,579

**State Route 57 (SR-57) Improvement Project from Orangewood Avenue to Katella Avenue**

This is Project G in the M2 Ordinance, which will widen the SR-57 freeway between Orangewood Avenue and Katella Avenue. The purpose of the project is to improve mainline mobility and throughput, improve lane continuity, and facilitate regional circulation and flow of goods and services by increasing freeway speeds and improving

## Capital Programming Update Project Descriptions

merge/diverge operations. The project area currently experiences congestion and operational deficiencies due to increased traffic volumes and limited capacity.

Existing and proposed funding summaries are depicted below.

Existing Funding (in 000s)	STBG	M2	HIP	Total
Environmental	2,500			2,500
Design		4,777		4,777
TOTAL	\$2,500	\$4,777	-	\$7,277

Proposed Funding (in 000s)	STBG	M2	HIP	Total
Environmental	2,500			2,500
Design		3,587	3,240	6,827
TOTAL	\$2,500	\$3,587	\$3,240	\$9,327
Increase/(Decrease)	-	(\$1,190)	\$3,240	\$2,050

HIP - Highway Infrastructure Program

### Rideshare/Vanpool Program

The Rideshare/Vanpool Program includes regional rideshare services in Orange County, including ride guide database, customer information, and marketing activities. The Orange County Vanpool Program is a super carpool that saves riders money, time and stress for riders who have similar work destinations and schedules. The funding requesting Board of Directors' approval for vanpool program will provides capital lease subsidies to vanpools in the amount of \$400 to \$500 per month. The proposed Congestion Mitigation and Air Quality funding of \$4.5 million will support the program across multiple years.

### Orange County Mobility Hub Strategy

This project will provide an approach for locating and designing mobility hubs with an integrated suite of transportation services, supporting amenities, and technologies that increase multimodal mobility by improving access to transportation choices and regional activity centers. Mobility hubs are situated at activity centers with concentrations of employment, housing, shopping and/or recreation. By providing alternatives to single occupancy vehicle trips within regional activity centers, mobility hubs can reduce vehicle dependency and promote use of transit, active transportation, and ridesharing. This study will identify best practices, establish criteria for siting and designing mobility hubs, and develop conceptual mobility hub designs at priority locations that are recommended for further study and potential implementation.

## Capital Programming Update Project Descriptions

The proposed funding plan is provided below.

Proposed Funding (in 000s)	STBG	STIP PPM	Total
Planning	266	34	300
TOTAL	\$266	\$34	\$300

STIP PPM - State Transportation Improvement Program Planning, Programming, and Monitoring



**ATTACHMENT D**

List of Board of Directors Reports with Programming Actions  
July 2020 – December 2020

<b>Date</b>	<b>Report Title</b>	<b>Fund Source(s) Affected</b>
7/13/20	Capital Programming Update	CARES Act, CMAQ, FTA 5337, LCTOP, M2
7/13/20	OC Bridges Railroad Grade Separation Program Funding Update and Closeout	Demo Earmark, M2 Project O, Prop 1B TCIF, STBG
8/10/20	Grant Acceptance for the Orange County Bike Connectors Gap Closure Feasibility Study	Sustainable Transportation Planning Grant
8/10/20	Comprehensive Transportation Funding Programs Semi-Annual Review – March 2020	M2 Projects P and X
8/24/20	SB 1 (Chapter 5, Statutes of 2017) SGR Recommendations for Fiscal Year 2020-21 Funds	SB 1 SGR
9/14/20	M2 Project W Safe Transit Stops – 2020 Programming Recommendations	M2 Project W
10/12/20	2020 Project X – Environmental Cleanup Program Tier 1 Call for Projects – Programming Recommendations	M2 Project X
10/12/20	Cooperative Agreement with the California Department of Transportation for the SR-91 Improvement Project Between State Route 57 and State Route 55 and Authority to Acquire Right-of-Way	SR-91 Express Lanes Revenue
12/14/20	Comprehensive Transportation Funding Programs Semi-Annual Review – September 2020	M2 Projects P, O, V, and W
12/14/20	Interstate 405 Improvement Project Funding Update	M2

**Acronyms:**

CARES Act – Coronavirus Aid, Relief, and Economic Security Act  
CMAQ – Congestion Mitigation and Air Quality Improvement Program  
Demo Earmark – Federal Demonstration Earmark  
FTA 5337 – Federal Transit Administration Section 5337  
LCTOP – Low Carbon Transit Operations Program  
M2 – Measure M2  
Prop 1B TCIF – Proposition 1B Trade Corridors Improvement Fund  
SGR – State of Good Repair  
SR-91 – State Route 91  
STBG – Surface Transportation Block Grant



**February 1, 2021**

**To:** Regional Planning and Highways Committee

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

**Subject:** Award of Agreement for Regional Modeling Traffic Operations  
On-Call Support Staffing

### **Overview**

On October 6, 2020, the Orange County Transportation Authority released a request for proposals for on-call support staffing services for the Regional Modeling Traffic Operations section. One proposal was received and evaluated in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement for these services.

### **Recommendations**

- A. Approve the selection of W.G. Zimmerman Engineering, Inc., as the firm to provide on-call support staffing services for the Regional Modeling Traffic Operations section.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2608 between the Orange County Transportation Authority and W.G. Zimmerman Engineering, Inc., in the amount of \$400,000, for a two-year initial term with two, two-year option terms.

### **Discussion**

The Orange County Transportation Authority (OCTA) has been designated by the local agencies to administer and lead over 15 regionally significant traffic signal synchronization projects. These projects are currently underway or in early development.

When OCTA internal resources are unavailable or unable to perform certain specialized or unique tasks required for projects, OCTA utilizes external, qualified consultant services for that function. Project management assistance is required by OCTA to support traffic engineering needs for the Regional Traffic

Signal Synchronization Program (RTSSP) and other transportation engineering and planning projects on an as-needed basis. The contract awarded under this procurement will provide OCTA with the flexibility of engaging and delivering simultaneous traffic signal synchronization projects to meet delivery schedules and to assist staff in day-to-day tasks required as part of signal synchronization projects.

Regional modeling-traffic operations staff has limited resources to provide this service to local agencies in support of the RTSSP and requires assistance from an on-call consultant. The contracted support staff, which includes one on-site engineer, as well as off-site support staff, will provide OCTA resources to advance and deliver simultaneous traffic signal synchronization projects.

### ***Procurement Approach***

This procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for professional and technical services. Various factors are considered in an award for professional and technical services. Award is recommended to the firm offering the most comprehensive overall proposal considering such factors as qualifications, prior experience with similar projects, staffing and project organization, work plan, as well as cost and price.

On October 6, 2020, Request for Proposals (RFP) 0-2608 was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on October 6 and 13, 2020. A pre-proposal conference was held virtually on October 13, 2020, with six attendees representing four firms. Three addenda were issued to make available the pre-proposal conference registration sheets and presentation, as well as to handle administrative issues related to the RFP.

On October 28, 2020, one proposal was received from W.G. Zimmerman Engineering, Inc. (WGZE). In accordance with OCTA's procurement policies and procedures, a single proposal received for a procurement over \$50,000 requires OCTA's Internal Audit Department to conduct an agreed-upon procedures review to determine whether the Contracts Administration and Materials Management Department (CAMM) complied with procedures to ensure adequate outreach to stimulate competition. The review found CAMM complied with these procedures. In addition, CAMM contacted the firms that attended the pre-proposal conference along with all the firms on the planholder's list indicating interest in submitting a proposal to inquire why they did not submit proposals

The responses from the firms varied, such as a potential conflict of interest with current or upcoming projects, uncertainty as to why a proposal was not prepared, lack of resources and inability to pursue the opportunity at this time, and not within scope of services.

An evaluation committee comprised of OCTA staff from CAMM, Transportation Modeling, Programming, and Planning and Analysis departments, as well as external representatives from the cities of Anaheim and Irvine, met to review the proposal received from WGZE.

The proposal was evaluated based on the following evaluation criteria and weightings:

- |   |                                   |            |
|---|-----------------------------------|------------|
| • | Qualifications of the Firm        | 20 percent |
| • | Staffing and Project Organization | 30 percent |
| • | Work Plan                         | 30 percent |
| • | Cost and Price                    | 20 percent |

Several factors were considered in developing the criteria weightings. Qualifications of the firm was weighted at 20 percent as the firm had to demonstrate experience working on similar signal synchronization projects. Staffing and project organization was weighted at 30 percent as the proposed project team had to demonstrate previous experience in all areas specified in the scope of work, stability with the firm, and sufficient allocation of resources to perform the work. Work plan was also weighted at 30 percent as the firm had to demonstrate its understanding of the project requirements, outline its technical approach to managing the signal synchronization projects with adequate support, and completing traffic-related assignments. Cost and price was weighted at 20 percent to ensure OCTA receives value for the services provided.

The evaluation committee conducted an interview with WGZE. The interview consisted of a brief overview of the team's organization plan, as well as an opportunity to respond to the evaluation committee's questions.

The following is a brief summary of the proposal evaluation results.

#### **Qualifications of the Firm**

WGZE is the incumbent firm and has been providing support staffing to OCTA since 2012. The firm has been providing traffic, transportation engineering, and project management services since 1995. The firm is located in the City of Huntington Beach with eight employees. WGZE has extensive

experience in traffic project management and traffic signal synchronization services. The firm demonstrated relevant experience having worked with several Southern California agencies in addition to OCTA, such as the Los Angeles County Metropolitan Transportation Authority, and the cities of La Mirada, Seal Beach, and Signal Hill on similar efforts. WGZE demonstrated familiarity with OCTA's signal synchronization program and process including funding guidelines, Measure M2 (M2) application reviews, issuing cooperative agreements and contract task orders, as well as agency coordination. The firm proposed to utilize the same subcontractor, Land CM Corp., as its current contract to provide project management support.

#### **Staffing and Project Organization**

WGZE proposed the same project team as its current contract with OCTA to provide continued support staffing for this effort. The proposed project manager is the founder of WGZE and has 30 years of experience in project management, traffic signal design, and corridor traffic signal timing. The proposed on-site traffic engineer has five years of experience and has been providing the same support services to OCTA since 2016, which includes developing a document control system, assisting with interagency coordination, providing support in developing corridor projects funded through M2, assisting with the execution of cooperative agreements and contract task orders, and providing project management services. WGZE's proposed project team demonstrated experience and familiarity with traffic signal synchronization projects, as well as experience with multiple transportation software modeling programs. During the interview, the project team further demonstrated its knowledge and expertise.

#### **Work Plan**

WGZE addressed all elements of the scope of work in its work plan. The firm demonstrated an understanding of the project requirements and discussed its approach to meeting those objectives. The firm described its management approach, which includes holding monthly project meetings, maintaining a project schedule, monitoring the budget, and providing quality assurance. The proposed on-site traffic engineer will continue to provide the same support services, including assisting in the management and administration of project contracts, assisting local agency staff and/or consultants by answering project-related questions, tracking and documenting scope changes, and providing data for various reporting needs. WGZE also discussed the project team's responsibilities in providing traffic engineering services as needed, such as maintaining the regional network using the Synchro software, assisting

with signal synchronization field tasks, and maintaining the OCTA geographic information system geodatabase related to traffic operations.

#### **Cost and Price**

CAMM also conducted a price review. The hourly rates proposed by WGZE are deemed fair and reasonable as they are on average lower than the OCTA project manager's independent cost estimate and are on average less than what OCTA currently pays for these services.

#### **Procurement Summary**

Based on the evaluation of the written proposal, the firm's qualifications, and the information obtained from the interview, the evaluation committee recommends the selection of WGZE to provide on-call support staffing services for the regional modeling-traffic operations section. The WGZE team demonstrated relevant experience and submitted a comprehensive proposal that was responsive to the requirements of the RFP.

The agreement will be a time-and-expense agreement with a two-year initial term and two, two-year option terms. The amount of the initial term is \$400,000.

#### **Fiscal Impact**

This project was approved in OCTA's Fiscal Year 2020-21 Budget, Planning Division, Account No. 0017-7519-SP001-P2U, and is funded through the Orange County Local Transportation Authority.

#### **Summary**

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement C-0-2608 with W. G. Zimmerman Engineering, Inc., in the amount of \$400,000, for a two-year initial term, effective through April 30, 2023, with two, two-year option terms, to provide on-call support staffing services for the regional modeling-traffic operations section.

***Attachment***

None.

**Prepared by:**



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**Approved by:**



Kia Mortazavi  
Executive Director, Planning  
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**February 1, 2021**

**To:** Regional Planning and Highways Committee

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

**Subject:** Measure M2 Environmental Cleanup Program - Project X Tier 1 Grant Program Call for Projects

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

### **Overview**

The Measure M2 Environmental Cleanup Program provides grants for projects that protect Orange County waterways and beaches from roadway runoff. Staff has updated the program implementation guidelines and is seeking authorization to release the next Environmental Cleanup Program Tier 1 call for projects.

### **Recommendations**

- A. Approve the proposed revisions to the Comprehensive Transportation Funding Programs Guidelines for the Environmental Cleanup Program Tier 1 Program.
- B. Authorize staff to issue the fiscal year 2021 Environmental Cleanup Program Tier 1 call for projects.

### **Background**

The Environmental Cleanup Program (ECP), also referred to as Project X, provides for the allocation of two percent of annual gross Measure M2 (M2) revenues to improve overall water quality in Orange County. Funding is allocated on a countywide competitive basis to assist jurisdictions in controlling transportation-related pollution. These funds are intended to supplement, not supplant, existing transportation-related water quality programs. Funds are awarded to priority projects that improve water quality in streams, harbors, and other waterways that have a nexus to transportation-related pollution, consistent with the Orange County Transportation Authority's (OCTA) Ordinance No. 3. The ordinance requires the Environmental Cleanup Allocation Committee (ECAC) to advise the OCTA Board of Directors (Board) on priorities and processes for the use of ECP funds.



On May 24, 2010, the Board approved a two-tiered approach to fund the M2 ECP. The Tier 1 Grant Program consists of funding for equipment purchases and upgrades to existing storm drains and related best management practices. The Tier 2 Grant Program consists of funding for regional, potentially multi-jurisdictional, capital-intensive projects.

The previous Tier 1 call for projects (call) was finalized by the OCTA Board on October 12, 2020, with the approval of \$2,800,000 in ECP Tier 1 funds. The Board programmed funding to support 12 successful project applications (based on the scoring criteria). To date, the Board has approved funding for 189 Tier 1 projects, totaling approximately \$27 million, and it is estimated that nearly 33 million gallons of trash and debris have been captured since inception of the ECP in 2011.

### ***Discussion***

OCTA staff worked with local agencies and the ECAC to determine areas of the program guidelines that needed to be adjusted, as well as reviewed issues that emerged out of the previous calls. The proposed modifications to the program guidelines are included in attachments A and B.

The proposed changes were reviewed by the ECAC at the January 14, 2021 meeting. The ECAC voted unanimously to endorse the changes to the CTFP Guidelines and recommended Board approval to issue the fiscal year (FY) 2021 ECP Tier 1 call. A summary of proposed modifications is provided below.

### **2021 Call Updates**

The revisions to the CTFP Guidelines include minor technical changes to the ECP call application schedule. The proposed funding target, subject to Board approval, for the call is \$2.8 million, which is consistent with prior years. While M2 revenues were impacted by the economic downturn emerging from the coronavirus pandemic, this program has been conservatively managed in terms of funding distributions to the Tier I and Tier II programs, and based upon the program's currently projected cash flow, the \$2.8 million call amount appears to be both reasonable and fiscally responsible.

Based on requests from local agencies, the CTFP Guidelines were also modified to clarify that for the Project X Tier I program only, local agencies may spend up to 15 percent of total construction costs to support construction management, project management, and final design combined.

Finally, the updated CTFP Guidelines clarify that only electronic applications will be accepted during this call cycle.

**Next Steps**

Following Board approval expected on February 8, 2020, staff will notify local agencies of the call. Once the call is issued, staff will offer one-on-one meetings to assist local agencies with the application process. Per the recommendation of the ECAC, in addition to one-on-one meetings, staff will offer a workshop for local agencies as an additional resource. The workshop is tentatively scheduled for February 25, 2021. Applications will be due to OCTA by May 6, 2021, and staff will return to the Board with programming recommendations by late summer 2021.

Awards would be effective with Board approval and become available starting in FY 2021-22.

***Summary***

OCTA staff is recommending revisions to the ECP Tier 1 CTFP Guidelines and requests authorization to issue a 2021 ECP Tier 1 call, in order to make available approximately \$2.8 million for important projects that will mitigate the impacts of street runoff and improve water quality for Orange County waterways.

***Attachments***

- A. List of Proposed Revisions to the 2021 CTFP Guidelines for Project X (Chapter 11)
- B. Comprehensive Transportation Funding Programs Guidelines Excerpt, Proposed Revisions

**Prepared by:**



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**Approved by:**



Kia Mortazavi  
Executive Director, Planning  
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## List of Proposed Revisions to the 2021 CTFP Guidelines for Project X (Chapter 11)

No.	Chapter	Section	Page No.	Proposed Change
1	V. Precepts	Precept Number 28	xx	Added the following language: Note: For the Project X Tier 1 Program only, local agencies may also include final design.
2	Chapter 11	Overview	11-1 to 11-3	Minor wording modifications.
3	Chapter 11	Funding Estimates	11-5	Updated reference from 2020 to 2021 and other minor wording modifications.
4	Chapter 11	2021 Tier 1 Call for Projects	11-6	Updated 2020 references to 2021 and clarified that the deadline for the 2021 Tier 1 call for projects is Thursday, May 6, 2021 at 5:00 PM.
5	Chapter 11	Exhibit 11-1 (Tier 1 Scoring Criteria)	11-7 - 11-8	Minor wording modification. Removed the note that “overmatch bonus points can only be granted to project with a cash match.” Statement is no longer necessary, as cash is the only form of match now accepted by the program.
6	Chapter 11	Application Process	11-11	Revised language to specify that OCTA will only accept electronic application packages and clarified appropriate application submittal and document formatting requirements. Also, clarified that application revisions may be allowed, if they are made prior to the application deadline.
7	Chapter 11	Eligible Expenditures	11-12	Clarified the eligible expenditures, specifically the following language for construction management costs:  For construction management, project management and final design (for Project X Tier 1 projects only), combined costs cannot exceed 15 percent of total construction cost.
8	Chapter 11	Ineligible Expenditures	11-12	Clarified that Environmental Cleanup Program Project X Tier 1 funds are not to be used for planning but can be used for final design, subject to the eligible expenditure requirements.

### Acronyms

CTFP – Comprehensive Transportation Funding Program  
OCTA – Orange County Transportation Authority

# **Comprehensive Transportation Funding Programs Guidelines Excerpt**

## **Proposed Revisions**

Intersection Capacity Utilization (ICU) calculations shall use 1,700 vehicles per hour per lane with a .05 clearance interval.

25. OCTA shall consider matching fund credit(s) for an implementing agency's proposed projects current and applicable environmental clearance expenditures. OCTA will review and consider these expenditures on a case-by-case basis at the time of funding approval.
26. An approved CTFP project may be determined ineligible for funding at any time if it is found that M2 funding has replaced all or a portion of funds or commitments that were to be provided by other sources such as: development conditions of approval, development deposits, fee programs, redevelopment programs or other dedicated local funding sources (i.e., assessment districts, community facilities districts, bonds, certificates of participation, etc.). Appeals may be made in accordance with Precept 39.
27. OCTA may fund environmental mitigation, up to 25 percent (25%) of the total eligible project cost by phase, as required for the proposed project contained in the environmental document. Participating environmental mitigation expenditures are eligible for funding under certain programs, but not all.
28. Construction Engineering, Construction Management, Materials Testing, Engineering Support and/or Project Management shall not exceed 15 percent (15%) of the total eligible project cost based upon the engineers' estimate. The cap is applied to the sum of eligible expenses, contract change orders (within the scope of work), equipment and materials (e.g. eligible traffic signal equipment). [Note: For the Project X Tier I program only, local agencies may include final design.](#)
29. Contract change orders are only eligible for reimbursement of work due to unforeseen changed conditions within the original scope of work and not exceeding 10 percent (10%) contingency provided in the application cost estimate.
30. OCTA shall evaluate "whole" projects during the initial review process. Subsequent phase application reviews shall not include prior phases in the evaluation unless locally funded and pledged as a match and are subject to OCTA verification. The criteria for ranking project applications is included in these guidelines as part of each program component chapter.
31. Projects that receive competitive CTFP funds shall not use other M2 competitive funds as a local match source. Lead agencies may request project consolidation. The TAC and Board must approve consolidation requests. OCTA shall use the weighted average match rate of the consolidated project's individual segments.
32. OCTA shall conduct a SAR of all active CTFP projects. All agencies shall participate in these sessions through a process established by OCTA. Currently, OCTA administers the SAR through OCFundtracker. OCTA's intent is to: 1) verify project

## Chapter 11 – Environmental Cleanup Program (Project X)

### Overview

The ECP, herein referred to as Project X, provides ~~for~~ M2 revenues to improve overall water quality in Orange County from transportation-generated pollution. Specifically, ~~the~~ OCTA's Ordinance No. 3 (Ordinance), dated July 24, 2006, provides that 2 percent (2%) of gross M2 revenues be dedicated to protecting Orange County beaches and waterways from the conveyance of urban runoff associated with transportation-generated pollution. Project X ensures that funds will be used on a countywide competitive basis to meet federal Clean Water Act standards for controlling transportation-generated pollution by funding nationally recognized Best Management Practices (BMPs).

As required by the Ordinance, an Environmental Cleanup Allocation Committee (ECAC), representing a broad cross-section of the water quality community, was formed in October 2007 to provide guidance on program design and funding. The goal of Project X is to fund projects on a countywide, competitive basis. This will assist the County of Orange and Orange County cities in reducing transportation-related water quality pollution by meeting Clean Water Act standards for local waterways and beaches.

Proposed projects must demonstrate a direct nexus (connection) to a reduction of transportation-related pollution as developed and defined by the ECAC in conformity with the Ordinance. All proposing agencies must demonstrate an understanding of how their proposed projects meet the following transportation pollution nexus definition:

- Transportation-related activities can be a contributor of pollutants and/or impairments to receiving waters via aerial deposition, storm, and non-storm water discharges. Transportation-related activities are associated with the operation, construction, and maintenance of public roads, highways, and other ground transportation systems.
- The conveyance of transportation-related pollutants to surface and groundwater can occur from precipitation, runoff, and leachate entering or discharging from public roads, highways, and other ground transportation systems via drainage systems, such as catch basins, curbs, gutters, ditches, manmade channels, retention basins, or storm drains. The quality and quantity of these discharges vary considerably and are affected by hydrology, geology, land use, season, and sequence and discharge of hydrologic events.
- Pollutant sources can encompass right-of-way, properties, facilities, and activities related to motor vehicles, highway maintenance, construction site runoff, maintenance facility runoff, illegal dumping, spills, and landscaping care. Pollutant categories include but are not limited to metals (such as copper, lead, and zinc), organic chemicals and compounds (hydrocarbons), pesticides, sediment, nutrients (nitrogen and phosphorus), litter, oxygen demanding substances (decaying

vegetation, animal waste, and other organic matter), groundwater dewatering discharges, and pathogenic material.

Project X funds are designed to supplement, not supplant, existing water quality programs. Proposed projects must improve and not replace existing pollution reduction efforts by an eligible party. Funds will be awarded to the most competitive projects with the highest benefit to water quality.

The intent of the Project X is to provide funding for water quality projects that do not replace existing transportation water quality expenditures. In other words, if a project has components which would replace features already in place or which would fulfill project specific mitigation, those components would not be eligible for funding consideration. Some upgrades and expansions may be eligible with appropriate supporting justification.

Proposed projects, which support compliance with the 2015 adopted Trash Provisions, are eligible for Project X funding provided the funds ~~would~~do not replace established and programmed funds and the funds are not applied to any mandated project design features or required mitigation measures.

The eligibility of the project and its components will be determined during the evaluation process. Contact Alfonso Hernandez at (714) 560-5363, or [AHernandez@octa.net](mailto:AHernandez@octa.net) with questions.

## Tier 1 Grant Program

### Overview

The Tier 1 Grant Program is designed to mitigate the more visible forms of pollutants, such as litter and debris, which collect on ~~the~~ roadways and in the catch basins (storm drains) prior to being deposited in waterways and the ocean. It consists of grant funding for Orange County local governments to purchase equipment and upgrades for existing catch basins and other related BMPs (i.e., “street-scale” low flow diversion projects). Examples include screens, filters, and inserts for catch basins, as well as other devices designed to remove the above-mentioned pollutants. To date, [ten](#) Tier 1 calls for projects have been held. Through this process, many of the opportunities for street-scale BMPs have been fulfilled. Water quality projects, regardless of technology, are eligible for Tier 1 funding provided they have a verifiable benefit to water quality and fall within the maximum per project programming cap. The intent of this funding program is for project applicants to complete the work generally within one year from the letter agreement execution [date](#).

### Tier 1 Project Types

Tier 1 projects funded in the past include the following types. A description of each project type is provided below:

- 1) Automatic Retractable Screen and other debris screens or inserts: screen or insert units prevent debris from entering the storm drain system.
- 2) Irrigation system retrofits to reduce runoff: these projects decrease runoff from highway medians by using more efficient irrigation systems and/or replacing existing landscape to reduce the amount of water used in irrigation.
- 3) Continuous Deflection Separator (CDS): CDS units screen, separate, and trap debris, sediment, oil, and grease from storm water runoff.
- 4) Linear Radial Gross Solid Removal Device (GSRD): GSRDs are certified full capture systems which efficiently remove large solids from runoff water flows.
- 5) Marina Trash Skimmer: these devices draw in floating debris, such as plastics, bottles, paper, oil sheen, and driftwood. The installation of marina trash skimmers will reduce the amount of trash and debris reaching the open ocean.
- 6) Bioswales and Bioretention systems: pollutants and sediments are captured and subsequently removed from stormwater runoff.
- 7) Trash Boom: a floating boom placed across a channel captures trash and debris that have reached flood channels from being further conveyed to downstream receiving waters.



## Pre-Application Process

In order to ensure the best use of M2 funds and assist eligible jurisdictions with the Tier 1 Grant Program, applicants may engage in a pre-application process with OCTA staff in project planning, cost estimate development, and determination of likely projected competitiveness. Specific meeting times will be established once the call is initiated. After the call for projects deadline and submittal of the grant application, applicants will not be able to change the content of the application or scope of the project.

## Eligible Applicants

Project X funds can be used to implement street and highway-related water quality improvement projects to assist Orange County cities and the County of Orange to meet federal Clean Water Act standards for urban runoff and State Water Resources Control Board requirements for trash capture. Applicants eligible for Project X funds include the 34 Orange County cities plus the County of Orange. Eligible applicants must meet the transportation requirements discussed in the M2 Ordinance.

Third parties, such as water and wastewater public entities, environmental resource organizations, nonprofit 501(c) environmental institutions, and homeowners' associations cannot act as the lead agency for a proposed project, however; these agencies can jointly apply with an Orange County city and/or the County of Orange.

Two or more agencies may participate in a project. If a joint application among agencies and/or third-party entities is submitted, a preliminary agreement with joint or third-party entities must be provided as part of the application. In order to meet Ordinance requirements, an eligible applicant must be the lead agency for the funding application. If a project includes more than one jurisdiction and is being submitted as a joint application, one agency shall act as lead agency and must provide a resolution of support from all joint applicants.

Each eligible jurisdiction must meet the eligibility criteria as set forth in Chapter 1 of these guidelines.

## Project Programming

The Tier 1 Grant Program approach is designed to be consistent with Chapter 2 of these CTFP Guidelines regarding the provisions below:

- Program Consolidation
- Funding Projections
- Programming Adjustments
- Project Cost Escalation
- Programming Policies

- Schedule Change Requests
- Project Advancements
- Semi-Annual Review

Refer to Chapter 2 for explanations of the above provisions.

## Funding Estimates

Approximately \$2.8 million is available for the 2021<sup>0</sup> Tier 1 call for projects.

The maximum amount for the Tier 1 Grant Program is \$500,000 per project. The maximum amount that an eligible local agency can receive in this funding period is \$500,000.

## Matching Funds

For the Tier 1 Grant Program, a minimum local match of 20 percent (20%) of the eligible project cost is required. The matching funds shall be provided as a cash contribution.

Retroactive expenditures cannot be credited towards the matching fund threshold [or project expenditures](#).

## Overmatch

For the Tier 1 Grant Program, administering agencies may “overmatch” Project X projects; that is, additional cash match may be provided for the project. Applicants will receive additional points in the evaluation process for matching with cash above the minimum requirement. Proposals that exceed the 20 percent (20%) minimum funding match will be given an additional one-half point for every five percent (5%) over the minimum cash match (up to five bonus points).

Additionally, administering agencies must commit to cover any future cost overruns if the project is underfunded. Any work not eligible for Project X reimbursement must be funded by other means by the project applicant and cannot count as match. These non-eligible items should not be included in the cost estimate breakdown in the application.

## Reimbursements

For the Tier 1 Grant Program, OCTA will release funds through two payments. The initial payment will constitute 75 percent (75%) of the contract award or programmed amount at contract award. OCTA will disburse the final payment, approximately 25 percent (25%) of eligible funds, after approval of the final report. Further information on reimbursements can be located within Chapter 9 of these Guidelines.

## Scope Reductions/Modifications and Cost Savings

Any proposed scope modifications, such as a change in BMP device quantities and/or the adjustment of device locations of an approved project must be submitted to OCTA for review and approval in advance of the change to ensure consistency with Tier 1 Grant Program

requirements. The proposed modifications must mitigate the same pollutants, affect the same waterways, and meet all other provisions as stipulated in these guidelines.

If the proposed scope modification is approved by OCTA, any cost savings will be proportionally shared between OCTA and the grantee; for example, a reduction in Project X funds must be applied proportionally to maintain the approved local match percentage. All cost savings will be returned to the Tier 1 Grant Program for reallocation for subsequent calls for projects.

## **2021 Tier 1 Call for Projects**

2021 Tier 1 Call for Projects applications must be received by OCTA **no later than 5:00 p.m. on Thursday, May 6, 2021**. Projects that do not award construction contracts by June 30, 2022 will not be considered. OCTA allocates funds on July 1 of each year. **Tier 1 projects are not eligible for delay requests**; please refer to Precept 17 for additional information. Funds will become available upon execution of a letter agreement.

After Tier 1 applications are reviewed by OCTA, an advisory panel will review and rank projects. Following a review by the ECAC, a recommended priority list of projects will be forwarded to the OCTA Board for approval in summer 2021. Funds allocated for projects are final once approved by the OCTA Board. No additional funds will be allocated to the project. Grantees are responsible for any costs exceeding the allocated amount.

## **Tier 1 Selection Criteria**

OCTA will evaluate all proposals that meet the mandatory prerequisites based on competitive selection criteria (Exhibit 11-1) with the following categories:

- Project Need, Transportation Nexus, and Water Quality Benefits (15 points)
- Cost/Benefit (16 points)
- Pollutant Reduction Benefits (12 points)
- Effectiveness Against More Visible Forms of Pollutants (10 points)
- Justification for Project Devices Considered and Proposed (5 points)
- Proposed Device Performance Efficiency and/or Effectiveness (6 points)
- Project Readiness (6 points)
- Secondary attributes\* (5 points)
- Methodology for Measuring Pollutant Reduction Before and After Implementation (10 points)
- Operations and Maintenance Plan (15 points)

*\*Note: Project elements which may qualify for points under the "secondary attributes" category do not need to be eligible expenditures. See Eligible Expenditures and Ineligible Expenditures sections for further information.*

Each proposal can receive a maximum of 100 points, exclusive of five bonus points for cash overmatch. See Exhibit 11-1 for scoring categories and point distribution.

## Exhibit 11-1 (Tier 1 Scoring Criteria)

Scoring Criteria		Points Possible												
1. Describe the need for the selected BMP(s), including nexus to transportation pollutants, and detail the benefits to water quality the BMP(s) will achieve. (up to 15 Points)		15												
2. Cost/Benefit (Up to 16 points): Based on information provided by the applicant, a cost/benefit calculation will be conducted to compare the total project cost to the area of priority land uses treated by the proposed BMP(s). Applicant is required to provide <sup>1</sup> : <ul style="list-style-type: none"> <li>Types(s) of BMP(s) proposed</li> <li>Number of each BMP type</li> <li>Total drainage area(s) contributing to each BMP type</li> <li>Percent of drainage area(s) that is/are considered priority land uses (i.e., high density residential, industrial, commercial, mixed urban, public transportation stations)</li> </ul> <p>The applicant must also provide geospatial information (through ArcGIS and/or Google Earth) that identifies the drainage area(s) and BMP location(s) for the project.</p>		16												
3. Pollutant Reduction Benefits: Based on treatment capacity and BMP type, project benefit will be calculated using the scoring equation: $(A \times 3) + (B \times 3) + (C \times 6) =$ (up to 12 points) <sup>1</sup>		12												
<table border="1"> <thead> <tr> <th>Line</th><th>Factor</th><th>Points Available</th></tr> </thead> <tbody> <tr> <td>A</td><td>Fractional percent of 1 year, 1-hour event flowrate discharging from priority land uses to the BMP(s)</td><td>0 to 1</td></tr> <tr> <td>B</td><td>Fractional percent of 85th percentile, 24-hr design event that is treated by a low-impact development (LID) or treatment control BMP<sup>2</sup></td><td>0 to 1.5</td></tr> <tr> <td>C</td><td>BMP Multiplier: <ul style="list-style-type: none"> <li>1/3 point for high capacity systems</li> <li>2/3 point for filters/biofilters</li> <li>1 point for zero-discharge BMPs</li> </ul> </td><td>0 to 1</td></tr> </tbody> </table>			Line	Factor	Points Available	A	Fractional percent of 1 year, 1-hour event flowrate discharging from priority land uses to the BMP(s)	0 to 1	B	Fractional percent of 85th percentile, 24-hr design event that is treated by a low-impact development (LID) or treatment control BMP <sup>2</sup>	0 to 1.5	C	BMP Multiplier: <ul style="list-style-type: none"> <li>1/3 point for high capacity systems</li> <li>2/3 point for filters/biofilters</li> <li>1 point for zero-discharge BMPs</li> </ul>	0 to 1
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<sup>1</sup> Applicants are not expected to calculate the score for question 2 and question 3. OCTA's technical consultant will provide the analysis for these questions based on the application materials provided by the applicant.														
<sup>2</sup> Examples include <a href="#">high-capacity</a> systems (i.e. hydrodynamic separators), filters/biofilters, or zero-discharge BMPs (i.e., retention/infiltration).														
4. How effective will the proposed project be in dealing with the more visible forms of pollutants, such as a litter and debris? (up to 10 points)		10												
5. What other BMP types were considered for this project? Why was the proposed BMP chosen? (5 points)		5												
6. Provide information on proposed BMP performance efficiency and/or effectiveness, including pollutant capture, storage capacity, flow capacity, etc. (up to 6 points)		6												
7. Project Readiness: The project schedule will be reviewed by the evaluation committee to determine when the proposed BMP will be operational following the OCTA Board of Directors approval. (up to 6 points):		6												
Less than 4 Months	(6 points)	8 - 12 months (2 points)												
4 - 8 months	(4 points)	More than 12 months (1 point)												

# Comprehensive Transportation Funding Programs



- |  |           |
|--|-----------|
| 8. Secondary Attributes: Will the proposed project provide any benefits beyond water quality improvement (i.e., water use efficiency, public awareness, flooding control, recreation, habitat, sustainability)? (up to 5 points) | <b>5</b>  |
| 9. What is the methodology for measuring pollutant reduction before and after the BMP is implemented? How frequently will monitoring and performance assessment occur? (up to 10 points)   | <b>10</b> |
| 10. Provide an O&M plan for the lifespan of the proposed project. Include schedule of inspections, cleaning, removal and disposal of pollutants, repairs, etc. (up to 15 points)   | <b>15</b> |

---

**100**

- |  |          |
|--|----------|
| 11. <b>BONUS:</b> Are local matching funds in excess of the 20% minimum cash being proposed? If yes, at what percentage? (.5 point for each 5% cash overmatch, up to 5 points) | <b>5</b> |
|--|----------|

~~Note: overmatch bonus points can only be granted to projects with a cash match.~~

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## Application Process

The following information, which is to be completed within the Tier 1 Grant Application Form, available electronically from OCTA, is required to evaluate and select projects. A checklist is included in the Tier 1 Grant Application Form to assist eligible agencies in assembling project proposals. The following project information will be necessary as part of the application process:

- Project Title
- Lead Agency Information
- Proposed Schedule
- Project Management
- Description and Scope of Proposed Project
- Integrated Regional Water Management Plan (IRWMP) identification (if applicable)
- Project Readiness
- Performance Metrics
- Detailed Project Estimate
- Minimum 20% Local Match (cash match only)
- Joint-Application (if applicable)

In addition to the completed Tier 1 Grant Application, the following documentation is required as part of the application process:

- Project design or concept drawings, including preliminary design calculations, of proposed BMPs.
- Precise maps to show tributary drainage area and proposed location(s) for BMP installation including geospatial information (through ArcGIS and/or Google Earth)
- Digital project site photos
- Preliminary agreements with joint and/or third-party entities if part of the funding application (if applicable)
- A city council resolution specific to each proposed project and funding commitment must be approved by the local jurisdiction's governing body prior to the Board approval of grant funds. A sample resolution is included as Exhibit 11-2. **Local agencies, at a minimum, must include items a-l.** The mechanism selected shall serve as a formal request for CTFP funds and states that matching funds will be provided by the agency. A final resolution authorizing [a](#) request for funding consideration with a commitment of local match funding must be provided with the project application. **If a draft copy of the resolution is provided, the local agency must also provide the date the resolution will be finalized by the local agency's governing body.** A final copy of the City Council approved resolution must be provided at least four (4) weeks **PRIOR** to the consideration of programming recommendations by OCTA's Board.

OCTA will only be accepting electronic copies of completed application forms and supporting documentation. All application materials are to be submitted by the call for projects deadline to the following OCTA staff email:

Alfonso Hernandez

Orange County Transportation Authority

AHernandez@octa.net

There is no maximum length for proposals. All pages must be numbered, organized, and use the standard ~~and printed on~~ 8 1/2 x 11 format size for the application form pages in PDF format. Supporting documentation, such as ~~maps~~ and drawings can be included in the ~~on~~ 11 x 17 format size. ~~The original proposal should be left unbound for reproduction purposes. An unbound original and two copies (total of three) of the completed application form and supporting documentation are to be submitted, plus an electronic copy of the complete application materials.~~ Electronic application materials can be submitted via email as an attachment, via a link to an online storage device site, such as DropBox and/or OneDrive, or USB drive. CD/DVD files will not be accepted.

Note:

Applications are considered final once the electronic application has been submitted. OCTA will document the submittal date and time and download the files for storage and application review. Any applications that do not contain all required information and documentation will be disqualified. Revisions may be allowed if changes are made prior to the application deadline.

## Exhibit 11-2 (Tier 1 Sample Resolution)

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION OF THE CITY COUNCIL/BOARD OF THE CITY/COUNTY OF \_\_\_\_\_

AUTHORIZING AN APPLICATION FOR FUNDS FOR THE ENVIRONMENTAL CLEANUP, TIER 1 GRANT PROGRAM UNDER ORANGE COUNTY LOCAL TRANSPORTATION ORDINANCE NO. 3 FOR  
(PROJECT NAME).

- (a) WHEREAS, Orange County Local Transportation Ordinance No.3, dated July 24, 2006, and is known and cited as the Renewed Measure M Transportation Ordinance and Investment Plan makes funds available through the Environmental Cleanup Program to help protect Orange County beaches and waterways from transportation-generated pollution (urban runoff) and improve overall water quality.
- (b) WHEREAS, the Environmental Cleanup, Tier 1 Grant Program consists of funding purchases and installation to catch basins with Best Management Practices, such as screens, filters, inserts, and other "street-scale" low flow diversion projects.
- (c) WHEREAS, OCTA has established the procedures and criteria for reviewing proposals; and
- (d) WHEREAS, (ADMINISTERING AGENCY) possesses authority to nominate water quality improvement projects that have a transportation pollution nexus to finance and construct the proposed project; and
- (e) WHEREAS, by formal action the (GOVERNING BODY) authorizes the nomination of (PROJECT NAME), including all understanding and assurances contained therein, and authorizes the person identified as the official representative of the (ADMINISTERING AGENCY) to act in connection with the nomination and to provide such additional information as may be required; and
- (f) WHEREAS, the (ADMINISTERING AGENCY) will maintain and operate the equipment acquired and installed; and
- (g) WHEREAS, the (ADMINISTERING AGENCY) will give OCTA's representatives access to and the right to examine all records, books, papers or documents related to the funded Tier 1 Grant Project; and
- (h) WHEREAS, the (ADMINISTERING AGENCY) will cause work on the project to be commenced within a reasonable time after receipt of notification from OCTA and that the project will be carried to completion with reasonable diligence; and
- (i) WHEREAS, the (ADMINISTERING AGENCY) will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the American with Disabilities Act, and any other federal, state, and/or local laws, rules and/or regulations;
- (j) WHEREAS, the (ADMINISTERING AGENCY) must include all projects funded by Net Revenues in the seven-year Capital Improvement Program as part of the Renewed Measure M Ordinance eligibility requirement.
- (k) WHEREAS, the (ADMINISTERING AGENCY) authorizes a formal amendment to the seven-year Capital Improvement Program to add projects approved for funding upon approval from the Orange County Transportation Authority Board of Directors.
- (l) WHEREAS, the City/County of \_\_\_\_\_ will provide a minimum of 20% in matching funds for the (PROJECT NAME) as required by the Orange County Comprehensive Transportation Funding Programs Guidelines.
- NOW, THEREFORE, BE IT RESOLVED that the City/County of \_\_\_\_\_ hereby authorizes (NAME OF AGENCY REPRESENTATIVE) as the official representative of the (ADMINISTERING AGENCY) to accept funds for the Environmental Cleanup, Tier 1 Grant Program for (PROJECT NAME).
- BE IT FURTHER RESOLVED that the City/County of \_\_\_\_\_ agrees to fund its share of the project costs and any additional costs over the identified programmed amount.



## Eligible Expenditures

- Project X funds must be for capital improvements.
- ~~Construction management and project management cannot exceed 15 percent (15%) of total construction costs.~~ For construction management, project management and final design (for Project X Tier 1 projects only), combined costs cannot exceed 15 percent (15%) of total construction cost.
- Project X funds can only be used for facilities that are in public ownership for public use; however, water quality improvements on private property, which are connected to municipal separate storm sewer systems, are eligible. (For example, a homeowner association can apply for funding through an eligible agency if the proposed project is connected to a public facility.)
- Reducing volume of surface flows is an integral factor of improving water quality, therefore, projects that have water-saving features (i.e., drip systems) are eligible for funding considerations.

## Ineligible Expenditures

- O&M costs are not eligible expenditures. O&M costs cannot be utilized as a source of matching funds.
- Project X funds are not to be used for planning but can be used for final design, subject to the restrictions above.
- Expenditures prior to the grantee executed letter agreement date cannot be considered eligible for funding or match.
- Landscaping installation and replacement are not eligible for funding consideration.
- Replacement of equipment funded with Project X funds that is still within its anticipated useful life (based on manufacturer's specifications).
- Capital equipment purchases related to regular on-going street maintenance efforts, including, but not limited to: trash receptacles, vacuum trucks and/or equipment, street sweepers, signage, etc.

## Reporting and Reimbursement

A final report must be filed within 180 days of the project being completed with information as shown in Form 10-16. See Chapter 9 for the process and requirements regarding reimbursements and reporting for the Tier 1 Grant Program.

Additionally, an exception to Precept #36: Agencies may appeal to the ECAC and the OCTA Board on any issues that the agency and OCTA cannot resolve, as such are the reviewing and approving bodies, respectively, for this program.

## Technical and/or Field Review

Once an agency submits a final report for a project, OCTA shall review the report for compliance with the CTFP guidelines and may conduct a field review. OCTA will use the project cost estimate forms submitted with the application and revised where appropriate, project accounting records and the final report as the primary items to conduct the review. Agencies must maintain separate records for projects (i.e., expenditures, interest) to ensure compliance. Only CTFP eligible items listed on a project's cost estimate form will be reimbursed. See Chapter 10 for independent audit requirements beyond the technical and/or field review.

## Additional Information

Questions regarding these procedures and criteria should be directed to:

By mail:

Alfonso Hernandez  
Orange County Transportation Authority  
P.O. Box 14184  
Orange, CA 92863-1584  
Tel: (714) 560-5363  
Fax: (714) 560-5794

In person:

Orange County Transportation Authority  
600 South Main Street  
Orange, CA 92863-1584

Via email:

[AHernandez@octa.net](mailto:AHernandez@octa.net)



**February 1, 2021**

**To:** Regional Planning and Highways Committee

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

**Subject:** South Orange County Multimodal Transportation Study Update

### **Overview**

The Orange County Transportation Authority is conducting a long-range multimodal transportation study for the south Orange County area. Objectives of the study are to document transportation issues and opportunities, engage with key stakeholders, partner agencies, and the public to identify potential long-term multimodal solutions. A status report on the study is provided for Board of Directors' consideration.

### **Recommendation**

Receive and file as an information item.

### **Background**

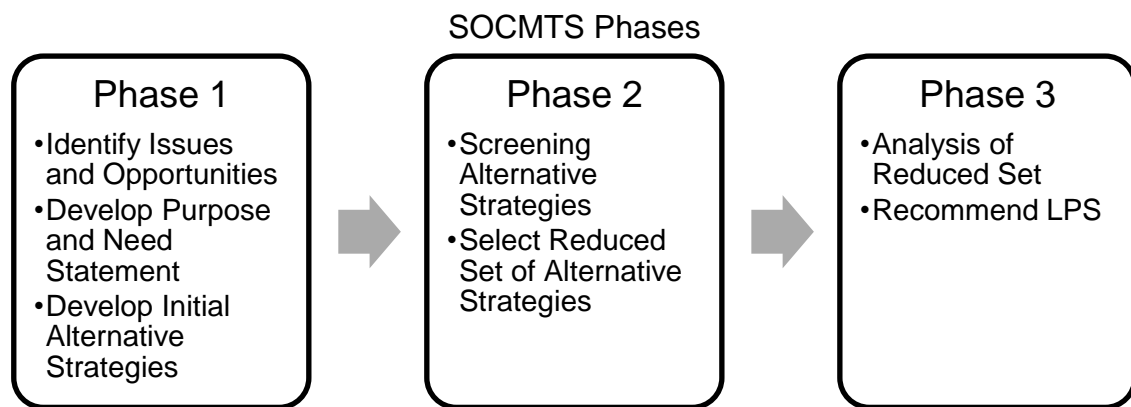
The Orange County Transportation Authority (OCTA) conducts planning studies to address the long-term transportation needs of Orange County. Multimodal transportation studies serve as the foundation of the long-range planning process by engaging stakeholders, providing focused analysis of corridor-specific transportation issues, and recommending a vision for the corridor or study area. This vision is often referred to as the locally preferred strategy (LPS).

Once an LPS is approved by the Board of Directors (Board), recommended improvements are considered for inclusion in the Long-Range Transportation Plan (LRTP) financially constrained project list. This project list is then submitted as input for the Regional Transportation Plan (RTP) developed by the Southern California Association of Governments (SCAG). Projects included in the RTP are then eligible to proceed through project-level development and can compete for state and federal funding.

Achieving consensus on a LPS involves local jurisdictions, transportation and environmental resource agencies, elected officials, residents, businesses, and other key community organizations in the study screening and decision-making processes. As such, these recommendations represent a locally supported vision for the study area's long-term transportation needs (Attachment A).

### ***Discussion***

In August 2020, an item was provided to the Board on the South Orange County Multimodal Transportation Study (SOCMTS). The August 2020 item reviewed the study background, phasing, stakeholder and partner agency engagement approach, and study area transportation issues and opportunities. The current update primarily focuses on the Purpose and Need Statement and the initial alternative strategies, which mark the completion of the first study phase.



The Purpose and Need Statement summarizes the existing and future transportation challenges in the study area and the desired outcomes of the study. Therefore, it provides the basis for defining alternatives for consideration, comparing alternative strategies, and ultimately for selecting an LPS for south Orange County. This also provides a starting point in forming the evaluation measures used to screen alternative strategies in favor of more competitive options during the study process.

The following Purpose and Need Statement was informed by the technical analysis of the transportation system in the study area, and refined through stakeholder, partner agency, and public input, including:

- Four meetings of the Technical Working Group comprised of technical planning and public works staff from cities within the study area.
- Four meetings of the Transportation Agency Working Group comprised of staff from the California Department of Transportation (Caltrans),

the Transportation Corridor Agencies (TCA), SCAG, the San Diego Association of Governments, the Southern California Regional Rail Authority (Metrolink), the North County Transit District, the Federal Transit Administration, and the Federal Highway Administration.

- Individual agency meetings offered by OCTA and, to date, requested by Caltrans, Metrolink, TCA, and the cities of Dana Point, Irvine, Laguna Beach, Laguna Hills, Laguna Niguel, Laguna Woods, and Newport Beach.
- One key stakeholder roundtable, one elected official roundtable, and one public webinar.
- An online survey that was available in English, Spanish, Mandarin, Korean, Vietnamese, and through a project information phone line, also available in multiple languages. A total of 360 surveys were collected and the results can be viewed in Attachment B.
- The online survey and public webinar were promoted through a social media campaign, e-blasts, communications toolkit sent to cities and stakeholders, news release, and to members of the Citizens Advisory Committee, Special Needs Advisory Committee, and Diverse Community Leaders group. Postcards printed in English and Spanish were mailed to low-income and disadvantaged communities with Mandarin, Korean, and Vietnamese interpretation offered.

### Study Need

Long-term investments and strategies are needed to address the following transportation issues and opportunities in the study area:

- Historical land development patterns and transportation network that favor driving. The existing transportation network was largely developed to serve the auto-oriented access and circulation needs associated with the lower-density, single-family residential land-use patterns that comprise a substantial portion of south Orange County. As a result, travel by modes other than automobile is constrained. Traditional fixed-route transit is unable to provide convenient access to lower-density development areas. Despite a robust bikeway and sidewalk network, circulation by active transportation modes is challenging because of a circuitous road network and a land-use pattern that generally makes for lengthy distances between trip origins and destinations. Bicyclists and pedestrians also face potential safety concerns due to the lack of physical separation from motor vehicles often traveling at higher speeds and wide intersections with limited crossing times. In short, the auto-oriented land-use patterns and street network in south Orange County present challenges for providing efficient transit service, meeting the travel needs of non-auto owning people in the study area, and supporting safe travel conditions for all users.

- Growing travel demand on a constrained system. Many mainline segments of Interstate 5 and Interstate 405 through south Orange County consistently experience congestion on weekdays and weekends. This results in low travel-time reliability, with extra travel time needing to be budgeted to ensure on-time arrival during peak travel periods. The arterial street system depends heavily on east-west roads for both local circulation and freeway access. This results in reduced travel speeds and traffic congestion near freeway interchanges. Projected population and employment growth (with a nearly 20 percent increase by 2045) are expected to increase travel demand. If not effectively managed, this could worsen roadway congestion, increase travel times, and reduce travel speeds and reliability, particularly in areas where planned development is concentrated.
- Environmental and economic sustainability challenges. Vehicular emissions negatively affect air quality and contribute to climate change. These environmental impacts are anticipated to worsen as vehicle-miles traveled are projected to increase by 16 percent between 2016 and 2045, based on current trends. Risks like rising sea level and increased frequency and intensity of wildfires threaten the resiliency of the transportation network and its ability to serve the circulation needs of south Orange County in emergency situations. Traditional capacity expansion projects may impose unacceptable impacts on environmental resources like air and water quality, encroach upon biological or open space resources, or displace homes and businesses. Traditional capacity expansion projects can also be very expensive to build, operate, and maintain, which could result in impacts to the long-term financial viability of the system.
- Evolving travel behaviors in a rapidly changing world. There are significant uncertainties related to how emerging technology innovations and work conditions in a post-coronavirus (COVID-19) pandemic environment may affect transportation and mobility in south Orange County. Advancements in technologies, such as autonomous/connected-vehicle technology, high-speed electric vehicle charging, trip planning apps, and shared/micro-mobility could change travel behaviors and how traffic operates in south Orange County. Depending on the adoption rate, autonomous/connected vehicles could alter roadway capacities needed to sufficiently meet demand, as vehicles could travel safely at higher speeds with shorter following distances. Improvements in trip planning apps and shared/micro-mobility could enable south Orange County residents and visitors to make more informed choices about when, where, and how they travel. Increased levels of telework and telemedicine, and lingering COVID-19 threats could decrease travel overall, particularly via transit if people favor private vehicle options.

These types of uncertainties in emerging technologies and travel behavior will need to be recognized and accounted for in planning the future of south Orange County's transportation system.

### Study Purpose

Each study need identified above has several purpose components identified to address the transportation issues and opportunities. The Purpose and Need Statement will be used to develop and evaluate strategies and alternatives for the study.

Need	Purpose
Historical land development patterns and transportation network that favors driving	<ul style="list-style-type: none"><li>• Increase availability and convenience of using non-single occupant vehicle (SOV) modes</li><li>• Provide convenient connections between different travel modes</li><li>• Provide options that are competitive to driving</li><li>• Support travel alternatives that reduce SOV trip-making and trip lengths in coordination with land-use changes</li></ul>
Growing travel demand on a constrained system	<ul style="list-style-type: none"><li>• Reduce overall travel demand</li><li>• Enhance safety and efficiency of the existing transportation system</li><li>• Employ cost-effective strategies to better utilize available highway, managed lane, and arterial capacity</li></ul>
Environmental and economic sustainability challenges	<ul style="list-style-type: none"><li>• Support increased adoption of zero-emission vehicles</li><li>• Improve access to clean, affordable alternatives to private automobiles</li><li>• Improve transportation resilience to destructive natural forces and events</li><li>• Recommend improvements that minimize adverse environmental impacts and support economic development and community enhancement</li></ul>
Evolving travel behaviors in a rapidly changing world	<ul style="list-style-type: none"><li>• Adopt flexible recommendations to adapt to evolving circumstances and conditions</li><li>• Pursue improvements utilizing proven technologies</li><li>• Promote policies and improvements that support equity and innovation</li></ul>

### Initial Alternative Strategies

An initial set of alternative strategies will be evaluated as part of the SOCMTS. They are not intended to be cumulative and are not necessarily multimodal in nature at this point of the study. Reflecting the exploratory nature of these alternative strategies, they are labeled as scenarios. For the purposes of initial screening, the intent is to understand how the specific improvements and strategies identified within each scenario would affect travel in south Orange County and address the study's Purpose and Need Statement. The results of the initial screening will be used to create multimodal alternatives for more detailed evaluation in subsequent study tasks. The scenarios under evaluation include the following and are outlined in more detail in Attachment C.

- Maximize Rail and Transit
- Revise Roadway System Operations
- Eliminate Roadway Bottlenecks
- Repurpose Road Space - Enhance Transit/Active Transportation
- Demand Management - Support Tele-Everything
- Demand Management - Emphasize User Pricing and Managed Lanes
- Demand Management - Subsidize Mode Shift
- Maximize Emerging Technologies

During the next few months, OCTA will engage with the public, stakeholders, and partner agencies to review the performance of these alternative strategy scenarios. Based on the effectiveness in addressing the Purpose and Need Statement, the strategies will be combined into multimodal alternatives. Utilizing the Purpose and Need Statement, the recommended long-range alternative strategies will include improvements and policies that enhance travel choices, manage growing travel demand, address sustainability issues, and consider the implications of COVID-19 and possibilities of emerging technologies on mobility in the study area. The investments and policies will support convenient, competitive, and effective travel options beyond driving alone, will address the travel needs of disadvantaged communities and transit-dependent populations, and will be appropriate for implementation in south Orange County.

### **Summary**

OCTA is developing strategies to improve travel in south Orange County. Study progress is presented for Board review. Technical analysis, in conjunction with input from stakeholder engagement efforts, will guide the development of the alternative strategies and be brought to the Board for consideration later this year.



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**Attachments**

- A. South Orange County Multimodal Transportation Study Area
- B. South Orange County Multimodal Study, Public Involvement Program  
Phase 1: Summary of Survey Results, January 2021
- C. South Orange County Multimodal Transportation Study Initial Alternative  
Strategies

**Prepared by:**



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(714) 560-5748

**Approved by:**



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

South Orange County Multimodal Transportation Study Area





# South Orange County Multimodal Transportation Study

## Public Involvement Program Phase 1:

## Summary of Survey Results

January 2021



Prepared by:



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# Appendices

## **APPENDIX A Surveys**

Appendix A.1 Online Survey (English; Spanish; Mandarin; Korean; Vietnamese)

Appendix A.2 Hard Copy Survey (English; Spanish; Mandarin; Korean; Vietnamese)

## **APPENDIX B Survey Results**

Appendix B.1 Compiled Survey Results

Appendix B.2 English Survey Results

Appendix B.3 Spanish Survey Results

Appendix B.4 Mandarin Survey Results

## **APPENDIX C Notification Materials**

Appendix C.1 Stakeholder Communications Toolkit

Appendix C.2 Study Website

Appendix C.3 News Release

Appendix C.4 Study Blog Article

Appendix C.5 On the Move Article

Appendix C.6 Eblast #1 — Community Meeting and Survey Invite

Appendix C.7 Eblast #2 — Survey Reminder

Appendix C.8 Community Meeting/ Survey Postcard (English; Spanish; Mandarin;  
Korean; Vietnamese)

Appendix C.9 Facebook Posts

Appendix C.10 Twitter Posts

## EXECUTIVE SUMMARY

The Orange County Transportation Authority (**OCTA**) is conducting the South Orange County Multimodal Transportation Study (**Study**) to examine a wide range of long-term transportation needs looking at the year 2045 and beyond, including improvements to streets, bus and other transit options, highways, and bikeways. As part of this Study, OCTA is implementing a comprehensive Public Involvement Program (**PIP**). Phase One of the PIP which took place in fall 2020, included an online public webinar, a key stakeholder virtual roundtable and a virtual meeting with south county elected officials. In addition, a survey was conducted which was designed to assess public perception of transportation challenges and improvement strategies in south Orange County. The survey was available September 25 to October 30, 2020 both online as well as through the project information phone line with a live person answering and conducting the survey. The engagement methods to distribute information about the survey included various channels such as emails, postcards mailed specifically to low-income and disadvantaged communities, a communications toolkit sent to cities and stakeholders, and the OCTA Facebook and Twitter accounts.

The 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. The survey accomplished the following objectives:

- Solicited public input to include in the study findings report which will include a general analysis of survey results and general comments provided
- Disseminated study information and the online survey to a vast target audience

A total of 360 surveys were collected (351 English, 8 Spanish, 1 Mandarin). The information phone line number was listed on all survey distribution materials; however, no responses were collected through the information phone line.

### Key Findings

The survey respondents identified various opportunities to improve future transportation and mobility challenges within south Orange County. From the 350+ people surveyed – who reflect a wide range of demographics and preferences – a majority would like to see:

- Reduction in traffic congestion,
- Increased frequency and accessibility of multimodal transportation, and
- Increased safety and efficiency for all modes of travel.

The summary below displays the top-ranked results related to transportation preferences, perceived challenges, and opportunities for improvement. Respondents had the ability to select up to two or three responses depending on the question.

**Table 1 Summary of Key Findings**

Survey Question	Top Ranked	Second Ranked	Third Ranked
When you travel in and around Orange County,	Drive alone	Walk/jog/run	Carpool/vanpool

Survey Question	Top Ranked	Second Ranked	Third Ranked
how do you normally get from place to place?	<b>41%</b>	<b>14%</b>	<b>13%</b>
What is the most important issue concerning transportation in south Orange County? (Pick 2)	Traffic congestion on freeways/highways <b>27%</b>	Traffic congestion on local streets and roads <b>22%</b>	Not enough transportation choices (bus, rail, or on-demand microtransit service) <b>19%</b>
What is the primary challenge to bus and rail travel in south Orange County? (Pick 2)	Access to/from destinations <b>38%</b>	Service frequency <b>30%</b>	Travel time <b>19%</b>
What is the primary challenge of using local streets in south Orange County? (Pick 2)	Traffic congestion <b>36%</b>	Safety for all users (drivers, pedestrians, cyclists) <b>26%</b>	Intersection delays <b>25%</b>
What is the primary challenge to using freeways/highways in south Orange County? (Pick 2)	Traffic congestion <b>44%</b>	Unpredictable commute time <b>25%</b>	Back-up at freeway off ramps <b>16%</b>
What is the most significant barrier to active transportation (walking, cycling) in south Orange County? (Pick 2)	Safety concerns (lack of physical separation from cars, lack of pedestrian accommodations) <b>32%</b>	Long distances between trip origins and destinations <b>26%</b>	Gaps in the bikeway and sidewalk network <b>24%</b>
Which set of transportation solutions is most important to you? (Pick 2)	Freeway maintenance, on and off ramp enhancements, and projects to improve overall traffic flow <b>26%</b>	Pothole repairs, signal synchronization, and intersection improvements <b>21%</b>	Bike lanes, bikeway networks, and pedestrian pathways <b>19%</b>
Considering that south Orange County's population is expected to continue growing into the foreseeable future, which strategy would provide the most long-term benefits?	Land-use planning (coordinating new development with transportation) <b>39%</b>	Bus, rail, and other transit services <b>22%</b>	Technology to minimize traffic (signal synchronization, autonomous vehicles)

Survey Question	Top Ranked	Second Ranked	Third Ranked
			<b>21%</b>
What do you think is the most useful strategy to reduce traffic congestion in south Orange County? (Pick 2)	Work from home programs <b>38%</b>	Mobility hubs (shared activity centers for connecting bus/shuttle/rideshare/etc.) <b>27%</b>	Pricing (tolled express lanes, charge for parking) <b>13%</b>
Given limited space to widen freeways without impacting businesses and residences, which could help manage south Orange County freeway congestion the most? (Pick 2)	Fix chokepoints (high congestion areas) <b>37%</b>	Encourage carpools, vanpools, and ridesharing <b>20%</b>	Other <b>13%</b>
What is the best way to address traffic congestion through land-use planning (coordinating new development with transportation) in south Orange County? (Pick 2)	Concentrate business development around transit (bus/rail) centers <b>31%</b>	Encourage walkability and complete streets (streets designed and operated safely for all users like drivers, cyclists, pedestrians) <b>28%</b>	Concentrate new housing developments around transit (bus/rail) centers <b>23%</b>

\*Percentages do not equal 100% because the answers were ranked.

## Survey Overview

### Survey Format

The survey was offered in English, Spanish, Mandarin, Korean, and Vietnamese to accommodate the south Orange County population demographics. An online survey was created using SurveyMonkey to provide a streamlined outlet to collect public input and feedback. The survey was also offered through the project information telephone line with a live operator to conduct the survey verbally, making the survey accessible to a wider range of people. The operator was available to provide the survey in English and Spanish, and for the Vietnamese, Korean and Mandarin surveys, the operator would return the stakeholder's call. The survey had a total of 17 questions that focused on the respondent's geographic location, mobility use, transportation and mobility concerns and challenges, and useful strategies to address these challenges. The survey provided respondents the ability to select up to two or three responses depending on the question. Several questions also gave respondents the option to choose "other" and individually submit an answer not already provided. The survey concluded with optional demographic questions related to age, ethnicity, and a sign-up to receive project updates.



## Survey Outreach

To reach the south Orange County community at large, multiple outlets were utilized to disseminate the survey. The engagement methods included online tools, mailed postcards, communication toolkits distributed to cities and stakeholders within the project area and social media. Reference Appendix C for the outreach efforts. Through the various methods of outreach, the online survey was successfully distributed to a wide target audience which provided a good foundation for an analysis of the results. Reference Table 2 for a summary of the distribution channels.

**Table 2 Summary of Survey Outreach**

#.	Notification Method	Audience	Notes
1.	Community Meeting/Survey Postcard <ul style="list-style-type: none"> <li>- Mailed postcards to over 13,000 stakeholders (English/ Spanish; interpretation was offered in Korean, Mandarin and Vietnamese)</li> <li>- Featured on project webpage</li> </ul>	<ul style="list-style-type: none"> <li>• Low income community</li> <li>• Disadvantaged community</li> <li>• Stakeholder database (including community organizations, city staff, major businesses, and facilities, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>• The postcard promoted the Community Meeting as well as the online survey and project information phone line.</li> </ul>
2.	Facebook Ads	<ul style="list-style-type: none"> <li>• South Orange County</li> <li>• Zip codes with a high Spanish Population</li> <li>• Zip codes with a high Korean Population</li> <li>• Zip codes with a high Vietnamese Population</li> <li>• Zip codes with a high Mandarin Population</li> </ul>	<ul style="list-style-type: none"> <li>• Facebook Ads were developed in four languages and targeted zip codes based on demographics and interests.</li> <li>• Ads were placed at the beginning and end of the survey period.</li> </ul>
3.	Twitter Posts	<ul style="list-style-type: none"> <li>• OCTA Twitter Followers and General Public</li> </ul>	<ul style="list-style-type: none"> <li>• Twitter posts promoted the Community Meeting and the online survey.</li> <li>• Tweets were posted throughout the survey period.</li> </ul>
4.	Communications Toolkit	<ul style="list-style-type: none"> <li>• South county cities and the County</li> <li>• OCTA's Citizen's Advisory Committee, Special Needs</li> </ul>	<ul style="list-style-type: none"> <li>• Provided instructions to distribute the survey via electronically to the</li> </ul>

#.	Notification Method	Audience	Notes
		Advisory Committee, and Diverse Leaders Committee <ul style="list-style-type: none"> <li>• Transportation partners</li> <li>• Environmental Community</li> <li>• HOAs</li> <li>• Chambers</li> </ul>	stakeholder's constituents.
5.	Digital <ul style="list-style-type: none"> <li>- Email Blasts</li> <li>- OCTA On the Move blog</li> <li>- Linking to project website and survey</li> </ul>	<ul style="list-style-type: none"> <li>• Stakeholder database (including HOAs, community organizations, city staff, major businesses, and facilities, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>• Eblast distributed to stakeholder database (830) and OCTA customer database (36,540).</li> <li>• Blog article distributed to 12,700 readers</li> </ul>
6.	Announcement at meetings	<ul style="list-style-type: none"> <li>• Stakeholder Roundtable</li> <li>• Technical Working Group meetings</li> <li>• Transportation Agency Working Group Meetings</li> <li>• Public Webinar</li> <li>• Elected Officials Roundtable</li> </ul>	<ul style="list-style-type: none"> <li>• Survey link was provided at each meeting</li> </ul>
7.	News Release	<ul style="list-style-type: none"> <li>• Media outlets</li> </ul>	<ul style="list-style-type: none"> <li>• The release promoted the Community Meeting as well as the online survey and project information phone line.</li> </ul>

## SURVEY RESULTS ANALYSIS

The survey results were analyzed based on the 360 responses collected from the 17-question survey.

### Geographic Distribution

Multiple engagement methods were utilized to promote full participation within the project area. The majority of the survey respondents indicated they both lived and worked within south Orange County.

### Home Zip Code

Out of the 360 surveys collected, 99% of the respondents shared their home zip code (357) and 81% of those respondents shared they live within the project area as shown in Figure 1. 13% of the respondents indicated their home zip code was outside of the project area but still within Orange County, the majority being east of the project area, with some respondents immediately adjacent to the project area. There was a higher concentration of survey participants in Newport Beach, Lake Forest, Mission Viejo, Laguna Niguel, Laguna Woods, and San Clemente. This can vary for numerous reasons such as more noticing reached these respondents through the city's distribution channels, the targeted Facebook ads, etc. Although the responses are concentrated more in some areas than others, the responses collected are spread throughout the entire project area.



## Work Zip Code

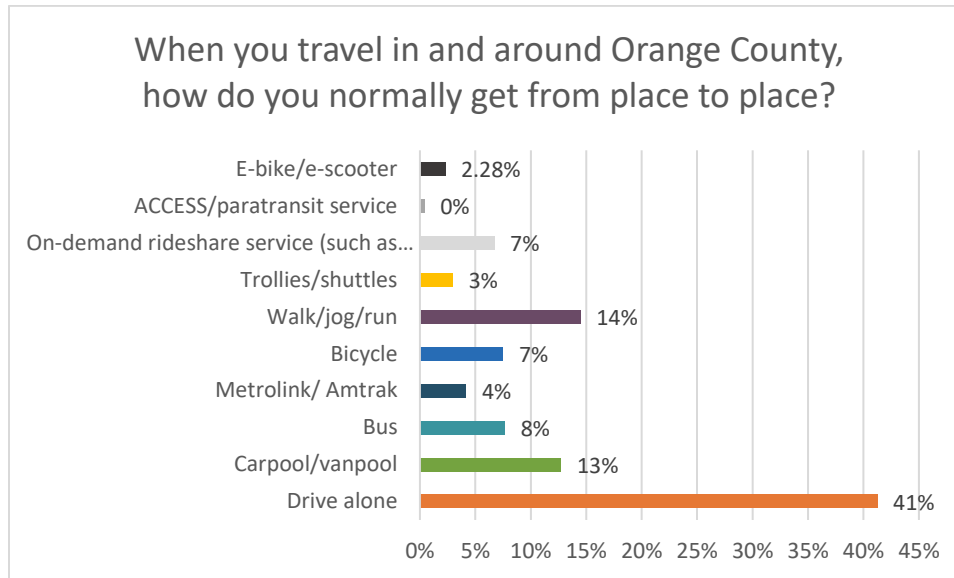
75% of the survey respondents (267) indicated their work zip code and from these respondents, 74% indicated their work zip code is within the project area. There was a higher concentration of survey participants in Lake Forest, Mission Viejo, and San Clemente. Although the responses are concentrated more in some areas than others, the responses collected are more evenly distributed throughout the entire project area slightly more than the home zip codes.



Figure 2: Survey Respondents - Work Zip Code

## Transportation Preferences

One question was asked to analyze survey participants' current transportation preferences in Orange County.



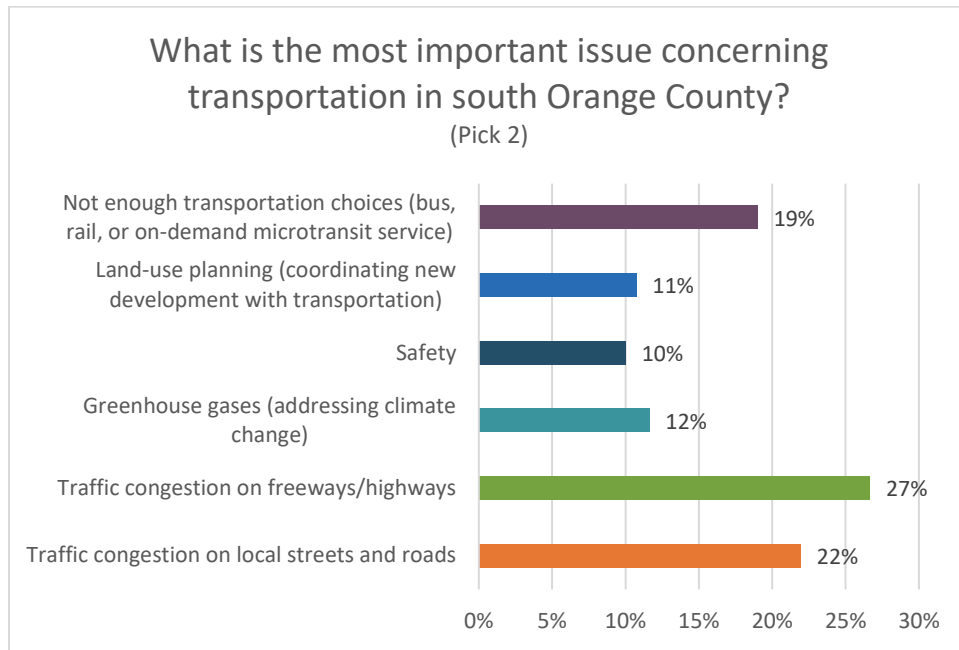
Option	Total*
Drive alone	308
Carpool/vanpool	95
Bus	57
Metrolink/ Amtrak	31
Bicycle	56
Walk/jog/run	108
Trolleys/shuttles	22
On-demand rideshare service (such as Uber or Lyft)	50
ACCESS/paratransit service	3
E-bike/e-scooter	17

\* Based upon 359 respondents

\* Respondents allowed up to 3 choices

## Perceived Challenges

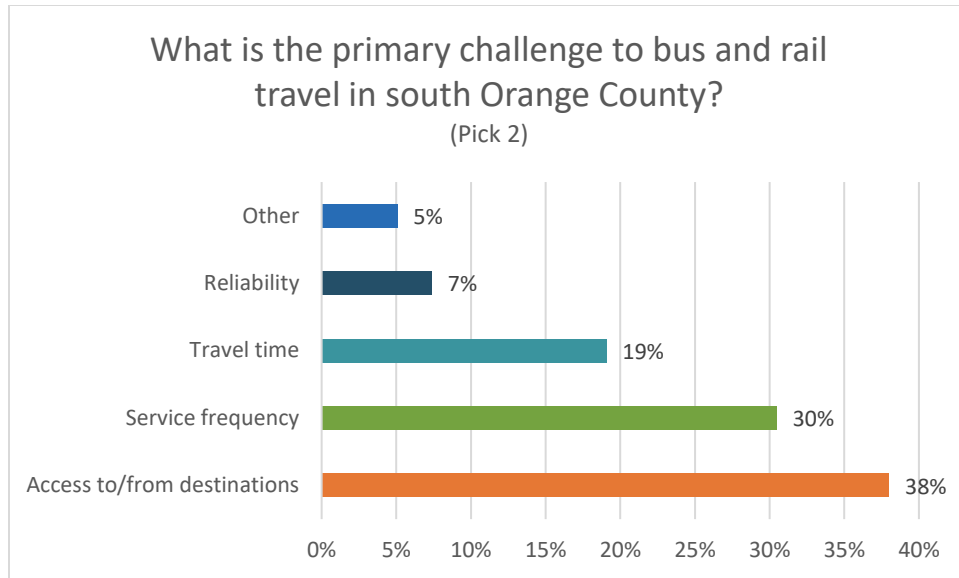
Five questions were asked to assess transportation challenges experienced when traveling in south Orange County to analyze what the community sees as a top concern.



Option	Total*
Traffic congestion on local streets and roads	149
Traffic congestion on freeways/highways	181
Greenhouse gases (addressing climate change)	79
Safety	68
Land-use planning (coordinating new development with transportation)	73
Not enough transportation choices (bus, rail, or on-demand microtransit service)	129

\* Based upon 358 respondents

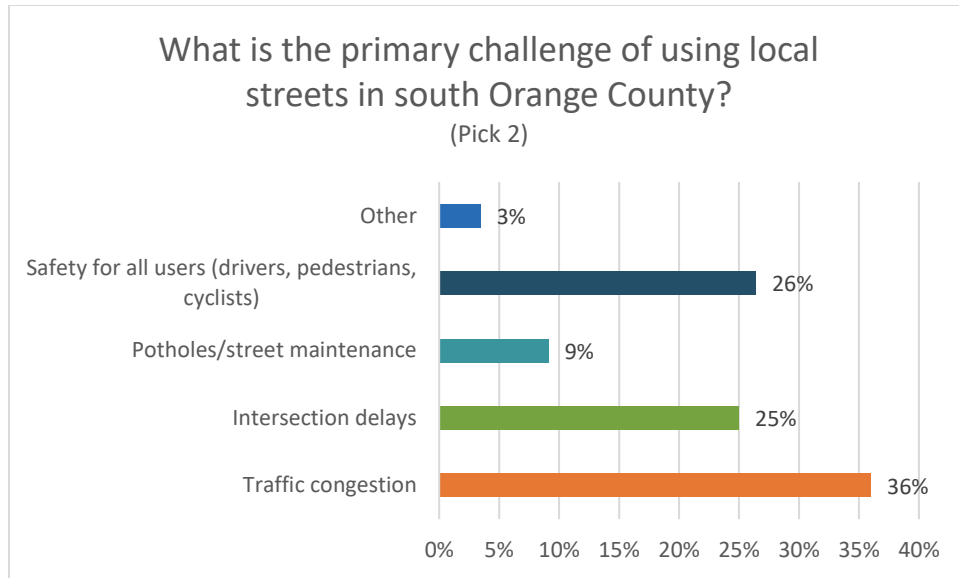
\* Respondents allowed up to 2 choices



Option	Total*
Access to/from destinations	247
Service frequency	198
Travel time	124
Reliability	48
Other	33

\* Based upon 354 respondents

\* Respondents allowed to 2 choices

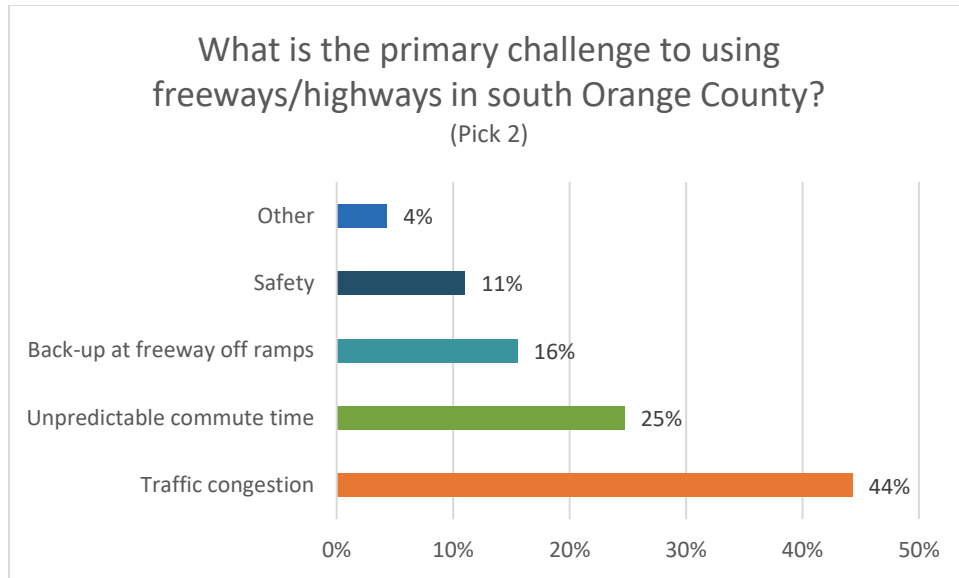


Option	Total*
Traffic congestion	229
Intersection delays	159
Potholes/street maintenance	58
Safety for all users (drivers, pedestrians, cyclists)	168
Other	22

\* Based upon 358 respondents

\* Respondents allowed up to 2 choices



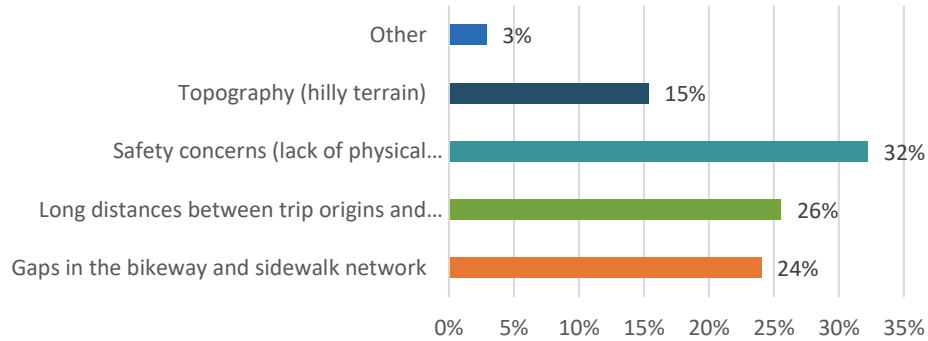


Option	Total*
Traffic congestion	285
Unpredictable commute time	159
Back-up at freeway off ramps	100
Safety	71
Other	28

\* Based upon 357 respondents

\* Respondents allowed up to 2 choices

What is the most significant barrier to active transportation (walking, cycling) in south Orange County?  
(Pick 2)



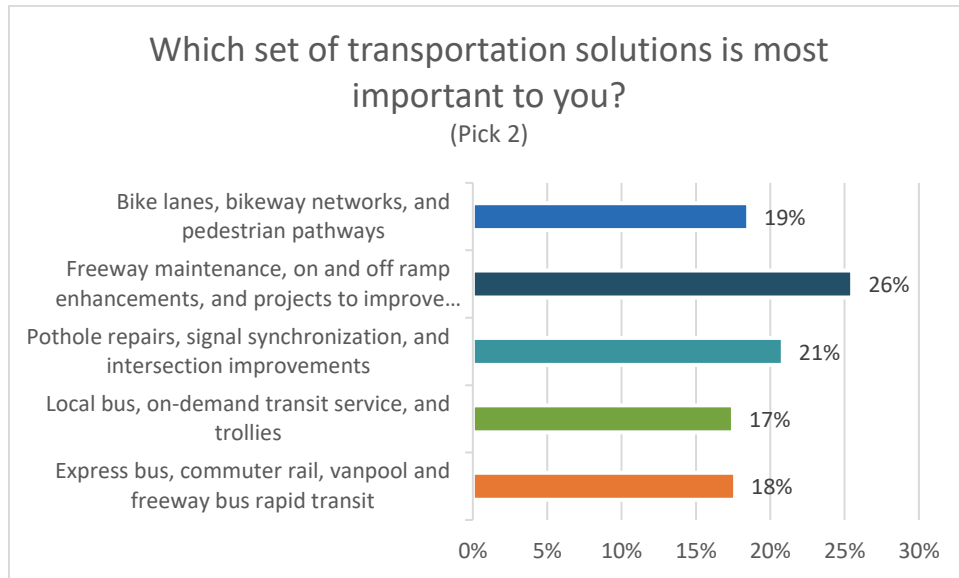
Option	Total*
Gaps in the bikeway and sidewalk network	158
Long distances between trip origins and destinations	168
Safety concerns (lack of physical separation from cars, lack of pedestrian accommodations)	212
Topography (hilly terrain)	101
Other	19

\* Based upon 356 respondents

\* Respondents allowed up to 2 choices

## General Transportation Solutions

Two questions were asked to prioritize the top opportunities to improve transportation in Orange County overall.

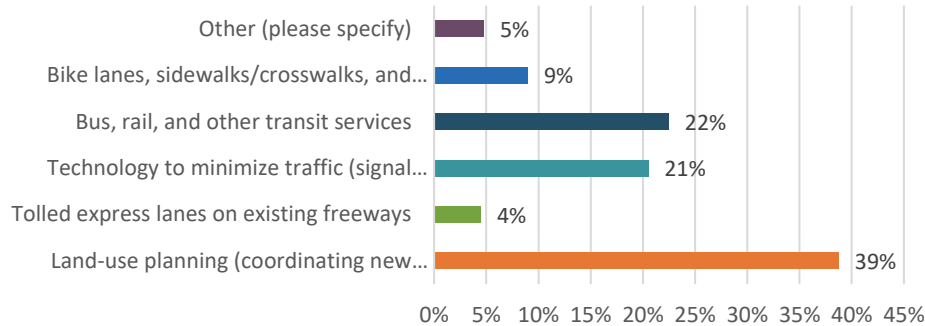


Option	Total*
Express bus, commuter rail, vanpool, and freeway bus rapid transit	121
Local bus, on-demand transit service, and trolleys	120
Pothole repairs, signal synchronization, and intersection improvements	143
Freeway maintenance, on and off ramp enhancements, and projects to improve overall traffic flow	175
Bike lanes, bikeway networks, and pedestrian pathways	127

\* Based upon 357 respondents

\* Respondents allowed up to 2 choices

Considering that south Orange County's population is expected to continue growing into the foreseeable future, which strategy would provide the most long-term benefits?



Option	Total*
Land-use planning (coordinating new development with transportation)	138
Tolled express lanes on existing freeways	16
Technology to minimize traffic (signal synchronization, autonomous vehicles)	73
Bus, rail, and other transit services	80
Bike lanes, sidewalks/crosswalks, and paved trails	32
Other (please specify)	17

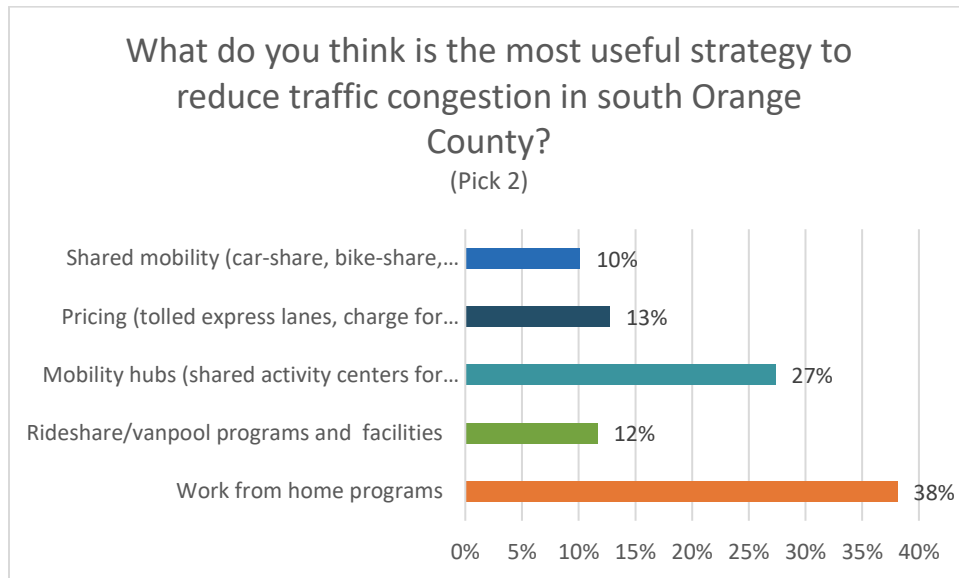
\* Based upon 356 respondents

Common Other Responses Received	# of Responses per Topic
Work from home initiatives	2
Autonomous vehicles	2
Limit/ remove toll road or toll road cost	3
Reduce new development	2

\* Based upon comments made two or more times by 17 respondents.

## Traffic Congestion Solutions

Three questions were asked to determine the best strategies to improve traffic congestion in south Orange County. This offered insight on the respondents' top priorities and solutions.



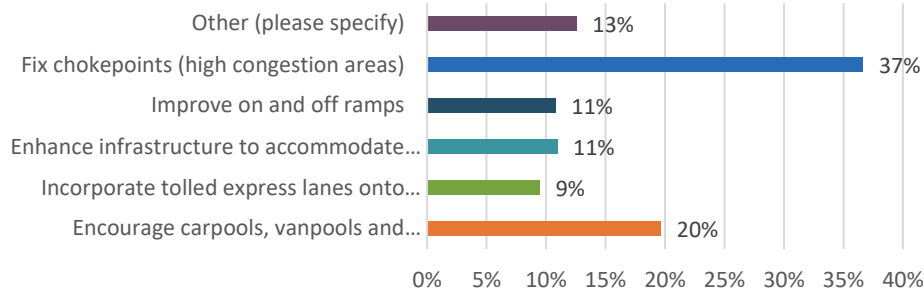
Option	Total*
Work from home programs	248
Rideshare/vanpool programs and facilities	76
Mobility hubs (shared activity centers for connecting bus/shuttle/rideshare/etc.)	178
Pricing (tolled express lanes, charge for parking)	83
Shared mobility (car-share, bike-share, scooter-share)	66

\* Based upon 351 respondents

\* Respondents allowed up to 2 choices

Given limited space to widen freeways without impacting businesses and residences, which could help manage south Orange County freeway congestion the most?

(Pick 2)



Option	Total*
Encourage carpools, vanpools, and ridesharing	133
Incorporate tolled express lanes onto existing freeways (91 Express Lanes)	64
Enhance infrastructure to accommodate autonomous (self-driving) vehicles	74
Improve on and off ramps	73
Fix chokepoints (high congestion areas)	248
Other (please specify)	85

\* Based upon 351 respondents

\* Respondents allowed up to 2 choices

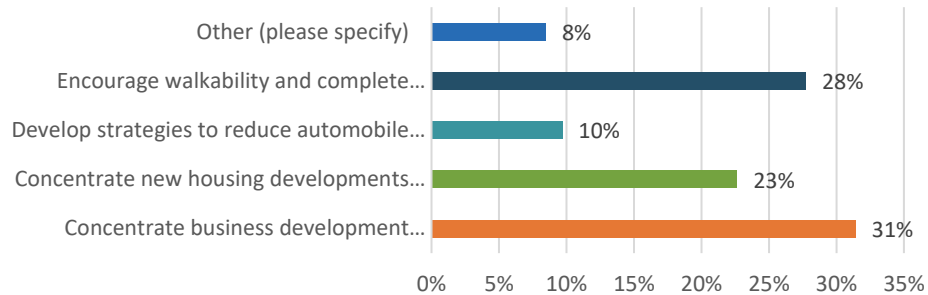
Common Other Responses Received	# of Responses per Topic
Affordable public transit service	6
Increase/ improve overall trains/ bus service (especially light rail)	36
Expand bike parking	2
Double-stacked Freeways	2
Reduce construction	3
Decrease toll roads/ lanes	3

Common Other Responses Received	# of Responses per Topic
Increase multimodal options	10
Encourage toll road use/ reduce fees	2
Incentivize carpools, vanpools, or ridesharing	3
Existing roadway maintenance	3
Increase more accessibility/ public use of golf carts	3
Construct/ improve safety of cycling lanes	6
Complete roadway gaps	4
Encourage Work from Home Initiatives	3

\* Based upon comments made two or more times by 85 respondents.

What is the best way to address traffic congestion through land-use planning (coordinating new development with transportation) in south Orange County?

(Pick 2)



Option	Total*
Concentrate business development around transit (bus/rail) centers	204
Concentrate new housing developments around transit (bus/rail) centers	147
Develop strategies to reduce automobile dependency (i.e., charge for parking)	63
Encourage walkability and complete streets (streets designed and operated safely for all users like drivers, cyclists, pedestrians)	180
Other (please specify)	55

\* Based upon 356 respondents

\* Respondents allowed up to 2 choices

Common Other Responses Received	# of Responses per Topic
Rail service supplemented by local driving services	2
Eliminate parking/toll road fees	6

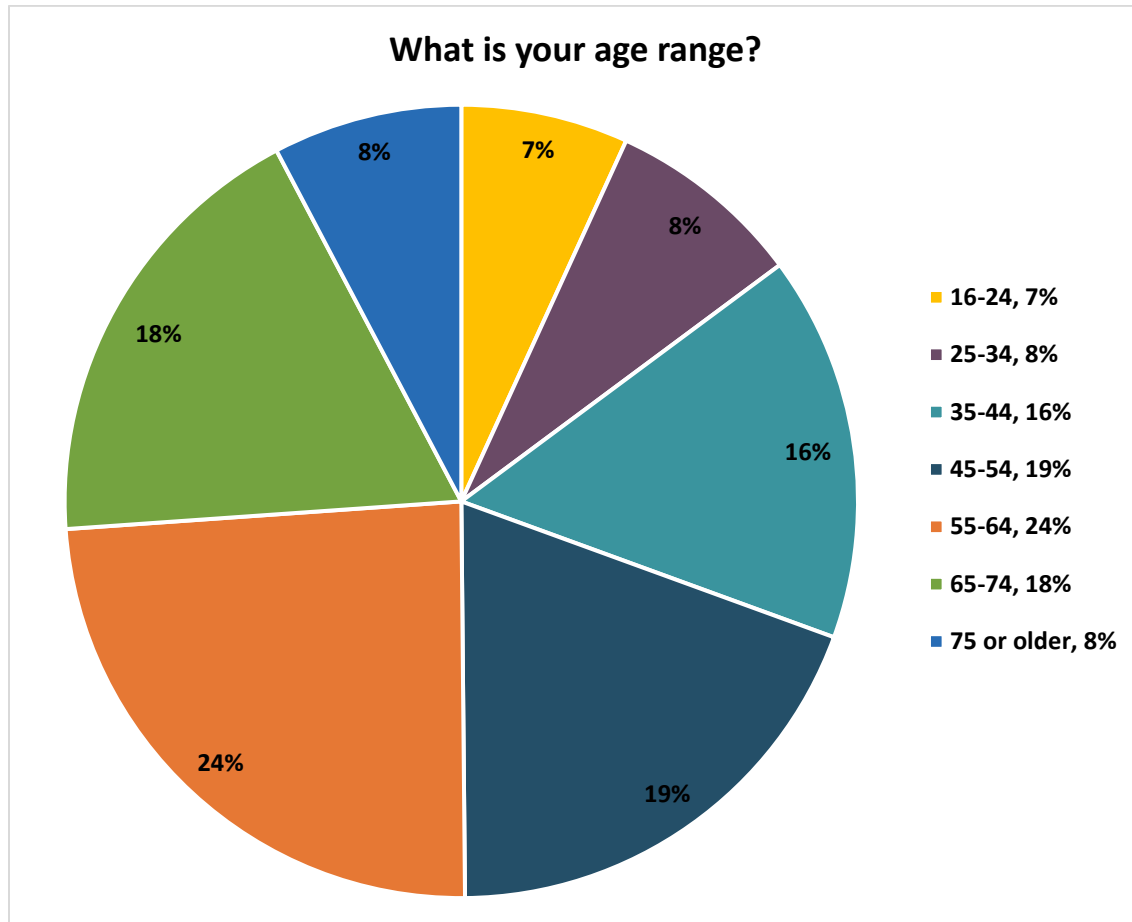


Common Other Responses Received	# of Responses per Topic
Improve/ increase public transportation (bus, rail)	9
Incentivize carpools, vanpools, or ridesharing	1
Reduce residential/ commercial development	7
Create more multimodal roads (golf cart/ bike friendly)	2
Increase cost of new development	3
Encourage work from home environment	2

\* Based upon comments made two or more times by 55 respondents.

## Demographics

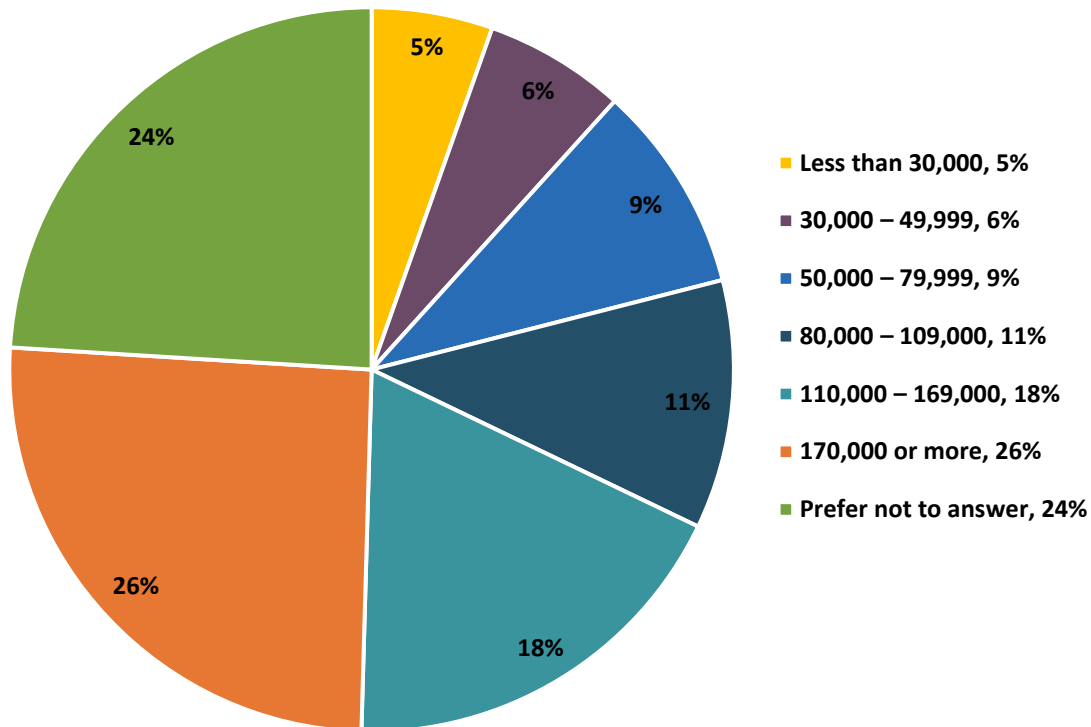
Three questions were asked to assess the demographics of the respondents.



Option	Total*
16-24	23
25-34	27
35-44	53
45-54	65
55-64	81
65-74	62
75 or older	26

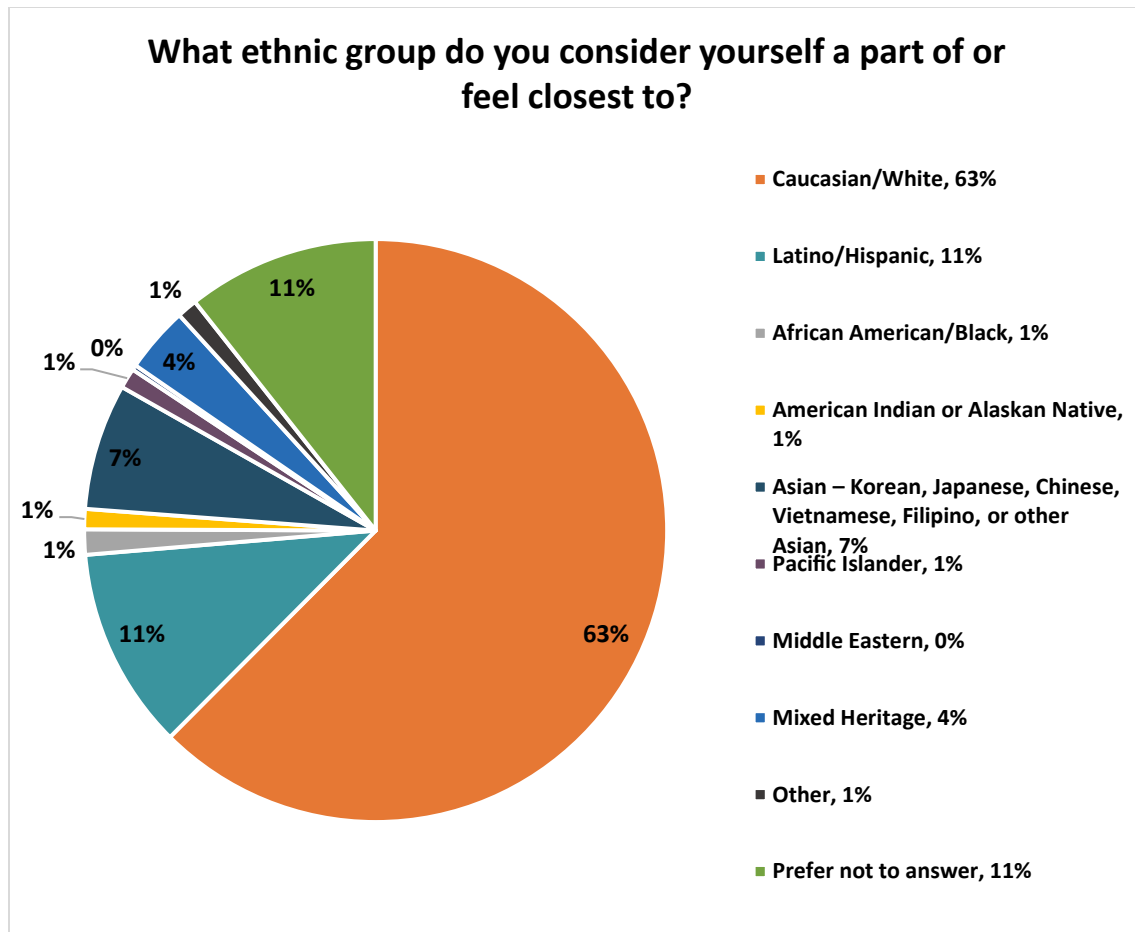
\* Based upon 337 respondents

### What is your combined annual household income?



Option	Total*
Less than 30,000	18
30,000 – 49,999	21
50,000 – 79,999	31
80,000 – 109,000	37
110,000 – 169,000	61
170,000 or more	85
Prefer not to answer	80

\* Based upon 333 respondents



Option	Total*
Caucasian/White	223
Latino/Hispanic	40
African American/Black	5
American Indian or Alaskan Native	4
Asian – Korean, Japanese, Chinese, Vietnamese, Filipino, or other Asian	25
Pacific Islander	4
Middle Eastern	1
Mixed Heritage	13
Other	4
Prefer not to answer	38

\* Based upon 357 respondents

## Stay Involved

A total of 90 email contacts were received and were included in the Stakeholder Database to receive notifications, project updates, community meeting invites and to be included in outreach during Phase 2.

## CONCLUSION

The collected survey results offered insight that showed respondents recognize the need to address transportation challenges and want to see an increase in alternative transportation frequency and accessibility, a reduction in traffic congestion, and overall safer conditions for all modes of travel. Analysis of the South Orange County Multimodal Transportation Study, along with strategic planning, will help address the various challenges of transportation accessibility while providing mobility opportunities to relieve transportation congestion and acclimating to the county's rising population. During Phase 2 of the PIP, OCTA will be presenting draft multimodal alternatives to the public for review and input. The feedback collected during Phase 2 combined with the public input collected during Phase 1 will provide OCTA a solid foundation to develop recommendations to address future south Orange County's mobility needs.

# Appendices

# **Appendix A**

## **Surveys**

**Appendix A.1 Online Survey (English;  
Spanish; Mandarin; Korean;  
Vietnamese)**

**Appendix A.2 Hard Copy Survey (English;  
Spanish; Mandarin; Korean;  
Vietnamese)**

# **Appendix A**

## **Appendix A.1 Online Survey (English; Spanish; Mandarin; Korean; Vietnamese)**





## OCTA SOCMTS PUBLIC INPUT SURVEY

The Orange County Transportation Authority (OCTA), is conducting a transportation study that will consider transportation needs of residents, commuter, and visitors in south Orange County. The South Orange County Multimodal Transportation Study (SOCMTS) will identify improvements for all modes of transportation, including streets, bus and rail transit, highways and bikeways through the year 2045.

Please take this short survey to provide your input and help OCTA improve transportation in south Orange County.

Take the survey in [Spanish](#), [Mandarin](#), [Korean](#) or [Vietnamese](#).

1. What is your home zip code?

**2. When you travel in and around Orange County, how do you normally get from place to place?**

You may select up to three choices.

- ☐ Drive alone
- ☐ Carpool/vanpool
- ☐ Bus
- ☐ Metrolink/ Amtrak
- ☐ Bicycle
- ☐ Walk/jog/run
- ☐ Trollies/shuttles
- ☐ On-demand rideshare service (such as Uber or Lyft)
- ☐ ACCESS/paratransit service
- ☐ E-bike/e-scooter

**3. What is the most important issue concerning transportation in south Orange County? (pick two)**

- ☐ Traffic congestion on local streets and roads
- ☐ Traffic congestion on freeways/highways
- ☐ Greenhouse gases (addressing climate change)
- ☐ Safety
- ☐ Land-use planning (coordinating new development with transportation)
- ☐ Not enough transportation choices (bus, rail, or on-demand microtransit service)

**4. What is the primary challenge to bus and rail travel in south Orange County?  
(pick two)**

- ☐ Access to/from destinations
- ☐ Service frequency
- ☐ Travel time
- ☐ Reliability
- ☐ Other

**5. What is the primary challenge of using local streets in south Orange County?  
(pick two)**

- ☐ Traffic congestion
- ☐ Intersection delays
- ☐ Potholes/street maintenance
- ☐ Safety for all users (drivers, pedestrians, cyclists)
- ☐ Other

**6. What is the primary challenge to using freeways/highways in south Orange County? (pick two)**

- ☐ Traffic congestion
- ☐ Unpredictable commute time
- ☐ Back-up at freeway off ramps
- ☐ Safety
- ☐ Other

**7. What is the most significant barrier to active transportation (walking, cycling) in south Orange County? (pick two)**

- ☐ Gaps in the bikeway and sidewalk network
- ☐ Long distances between trip origins and destinations
- ☐ Safety concerns (lack of physical separation from cars, lack of pedestrian accommodations)
- ☐ Topography (hilly terrain)
- ☐ Other

**8. What do you think is the most useful strategy to reduce traffic congestion in south Orange County? (pick two)**

- ☐ Work from home programs
- ☐ Rideshare/vanpool programs and facilities
- ☐ Mobility hubs (shared activity centers for connecting bus/shuttle/rideshare/etc.)
- ☐ Pricing (tolled express lanes, charge for parking)
- ☐ Shared mobility (car-share, bike-share, scooter-share)

**9. Given limited space to widen freeways without impacting businesses and residences, which could help manage south Orange County freeway congestion the most? (pick two)**

- ☐ Encourage carpools, vanpools and ridesharing
- ☐ Incorporate tolled express lanes onto existing freeways (91 Express Lanes)
- ☐ Enhance infrastructure to accommodate autonomous (self-driving) vehicles
- ☐ Improve on and off ramps
- ☐ Fix chokepoints (high congestion areas)
- ☐ Other (please specify)

**10. Which set of transportation solutions is most important to you? (pick two)**

- ☐ Express bus, commuter rail, vanpool and freeway bus rapid transit
- ☐ Local bus, on-demand transit service, and trolleys
- ☐ Pothole repairs, signal synchronization, and intersection improvements
- ☐ Freeway maintenance, on and off ramp enhancements, and projects to improve overall traffic flow
- ☐ Bike lanes, bikeway networks, and pedestrian pathways

**11. What is the best way to address traffic congestion through land-use planning (coordinating new development with transportation) in south Orange County? (pick two)**

- ☐ Concentrate business development around transit (bus/rail) centers
- ☐ Concentrate new housing developments around transit (bus/rail) centers
- ☐ Develop strategies to reduce automobile dependency (i.e., charge for parking)
- ☐ Encourage walkability and complete streets  
(streets designed and operated safely for all users like drivers, cyclists, pedestrians)
- ☐ Other (please specify)

**12. Considering that south Orange County's population is expected to continue growing into the foreseeable future, which strategy would provide the most long-term benefits?**

- ☐ Land-use planning (coordinating new development with transportation)
- ☐ Tolloed express lanes on existing freeways
- ☐ Technology to minimize traffic (signal synchronization, autonomous vehicles)
- ☐ Bus, rail, and other transit services
- ☐ Bike lanes, sidewalks/crosswalks, and paved trails
- ☐ Other (please specify)

***THANKS FOR YOUR INPUT! NOW, PLEASE TELL US A LITTLE ABOUT YOURSELF. (Optional)***

**13. What is your worksite zip code if you have one?**

**14. What is your age range?**

☐ 16-24

☐ 55-64

☐ 25-34

☐ 65-74

☐ 35-44

☐ 75 or older

☐ 45-54

**15. What is your combined annual household income?**

☐ Less than 30,000

☐ 110,000 – 169,000

☐ 30,000 – 49,999

☐ 170,000 or more

☐ 50,000 – 79,999

☐ Prefer not to answer

☐ 80,000 – 109,000

**16. What ethnic group do you consider yourself a part of or feel closest to?**

☐ Caucasian/White

☐ Pacific Islander

☐ Latino/Hispanic

☐ Middle Eastern

☐ African American/Black

☐ Mixed Heritage

☐ American Indian or Alaskan Native

☐ Other

☐ Asian – Korean, Japanese, Chinese,  
Vietnamese, Filipino, or other Asian

☐ Prefer not to answer

**17. Sign up to receive project updates and meeting invites**

Stay in touch! Sign-up today at [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy) to learn more about the study, upcoming meetings and to receive news updates.



## OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

La Autoridad de Transporte del Condado de Orange (OCTA) está realizando un estudio sobre transporte que considerará las necesidades de transporte de los residentes, viajeros y visitantes en el condado de Orange del sur. El Estudio sobre el Transporte Multimodal del Condado de Orange del Sur (SOCMTS) identificará mejoras para todas las modalidades de transporte, incluyendo calles, tránsito, autopistas y bicisendas hasta el año 2045.

Por favor realice esta breve encuesta para darnos su opinión y ayudar a la OCTA a mejorar el transporte en el condado de Orange del sur.

1. ¿Cuál es su código postal?



**2. Cuando viaja por el condado de Orange, ¿cómo se desplaza habitualmente de un lugar a otro?**

**Puede seleccionar hasta tres opciones.**

- ☐ Conduzco solo
- ☐ Viaje compartido en coche/van
- ☐ Autobús
- ☐ Metrolink/ Amtrak
- ☐ Bicicleta
- ☐ Caminar/trotar/correr
- ☐ Trolebuses/shuttles
- ☐ Servicio de viaje compartido a demanda (como Uber o Lyft)
- ☐ ACCESS/servicio de paratransito
- ☐ Bicicleta eléctrica/scooter eléctrico

**3. ¿Cuál es el problema de transporte más importante en el condado de Orange del sur? (seleccione dos)**

- ☐ Congestión del tráfico en las calles locales y carreteras
- ☐ Congestión del tráfico en las autopistas
- ☐ Gases de efecto invernadero (resolución del cambio climático)
- ☐ Seguridad
- ☐ Planificación del uso de la tierra (coordinación de los nuevos desarrollos con el transporte)
- ☐ Falta de opciones de transporte suficientes (autobús, tren, o servicio de microtránsito a demanda)

**4. ¿Cuál es el principal desafío que plantea viajar en tren o en autobús en el condado de Orange del sur? (seleccione dos)**

- ☐ Acceso a/desde los destinos
- ☐ Frecuencia de los servicios
- ☐ Tiempo de viaje
- ☐ Confiabilidad
- ☐ Otros

**5. ¿Cuál es el principal desafío a la hora de utilizar las calles locales en el condado de Orange del sur? (seleccione dos)**

- ☐ Congestión del tráfico
- ☐ Demoras en las intersecciones
- ☐ Baches/mantenimiento de las calles
- ☐ Seguridad para todos los usuarios (conductores, peatones, ciclistas)
- ☐ Otros
- ☐ Other (please specify)

**6. ¿Cuál es el principal desafío a la hora de utilizar las autopistas en el condado de Orange del sur? (seleccione dos)**

- ☐ Congestión del tráfico
- ☐ Tiempo de desplazamiento impredecible
- ☐ Asistencia en las salidas de las autopistas
- ☐ Seguridad
- ☐ Otros

**7. ¿Cuál es la principal barrera al transporte activo (caminar, bicicleta) en el condado de Orange del sur? (seleccione dos)**

- ☐ Deficiencias en la red de bicisendas y sendas peatonales
- ☐ Largas distancias entre el origen y destino de los viajes
- ☐ Problemas de seguridad (falta de separación física respecto de los vehículos, falta de adaptaciones para peatones)
- ☐ Topografía (terreno montañoso)
- ☐ Otros

**8. ¿Cuál cree que es la estrategia más útil para reducir la congestión del tráfico en el condado de Orange del sur? (seleccione dos)**

- ☐ Programas de trabajo en casa
- ☐ Programas de viaje compartido e instalaciones
- ☐ Centros de movilidad (centros de actividad compartida para conectar los servicios de autobuses/viaje compartido, etc.)
- ☐ Precios (carriles rápidos con peaje, estacionamiento de pago)
- ☐ Movilidad compartida (servicio compartido de vehículos, bicicletas y scooters)

**9. Dado el espacio limitado para ampliar el ancho de las autopistas sin impactar en los comercios y residencias, ¿qué medida contribuiría más a gestionar la congestión de las autopistas en el condado de Orange del sur? (seleccione dos)**

- ☐ Promover los viajes compartidos
- ☐ Incorporar carriles exprés con peaje a las autopistas existentes (91 carriles exprés)
- ☐ Optimizar la infraestructura para acomodar los vehículos autónomos
- ☐ Mejorar las vías de entrada y salida de las autopistas
- ☐ Solucionar los cuellos de botella (zonas de alta congestión)
- ☐ Otros (por favor, especificar)

**10. ¿Qué conjunto de soluciones de transporte es más importante para usted? (seleccione dos)**

- ☐ Autobús exprés, tren interurbano, viaje compartido en van y tránsito rápido de autobús por autopista
- ☐ Servicio de autobuses locales, tránsito a demanda y trolebuses
- ☐ Reparación de baches, sincronización de señales y mejoras en las intersecciones
- ☐ Mantenimiento de las autopistas, mejoras en las vías de entrada y salida y proyectos para optimizar el flujo del tráfico en general
- ☐ Carriles especiales para bicicletas, redes de bicisendas y sendas peatonales

**11. ¿Cuál es la mejor forma de abordar la congestión del tráfico a través de la planificación del uso de la tierra (coordinación de nuevos desarrollos con el transporte) en el condado de Orange del sur? (seleccione dos)**

- ☐ Concentrar el desarrollo de los negocios en torno a los centros de tránsito (autobús/tren)
- ☐ Concentrar los nuevos desarrollos de viviendas en torno a los centros de tránsito (autobuses/trenes)
- ☐ Desarrollar estrategias para reducir la dependencia al automóvil (es decir, estacionamiento de pago)
- ☐ Fomentar la infraestructura para caminar y finalizar las obras en las calles (calles diseñadas y operadas de manera segura para todos los usuarios, como conductores, ciclistas, peatones)
- ☐ Otros (por favor especificar)

**12. Teniendo en cuenta que se prevé que la población del condado de Orange del sur continúe creciendo en un futuro cercano, ¿qué estrategia aportaría los mayores beneficios a largo plazo?**

- ☐ Planificación del uso de la tierra (coordinación de los nuevos desarrollos con el sistema de transporte)
- ☐ Carriles expés con peaje en las autopistas existentes
- ☐ Tecnología para minimizar el tráfico (sincronización de señales, vehículos autónomos)
- ☐ Bicisendas, sendas peatonales y sendas pavimentadas
- ☐ Otros (por favor, especificar)

***¡GRACIAS POR SUS COMENTARIOS! POR FAVOR CUÉNTENOS MÁS SOBRE USTED. (Opcional)***

**13. ¿Cuál es el código postal de su lugar de trabajo, si corresponde?**

**14. ¿Cuál es su rango de edad?**

☐ 16-24

☐ 55-64

☐ 25-34

☐ 65-74

☐ 35-44

☐ 75 o más

☐ 45-54

**15. ¿Cuál es el ingreso anual total de su hogar?**

☐ Menos de 30,000

☐ 110,000 – 169,000

☐ 30,000 – 49,999

☐ 170,000 o más

☐ 50,000 – 79,999

☐ Prefiero no responder

☐ 80,000 – 109,000

**16. ¿A qué grupo étnico cree que pertenece o con cuál se siente más identificado?**

☐ Caucásico/Blanco

☐ Isleño del Pacífico

☐ Latino/Hispano

☐ Procedente de Medio Oriente

☐ Afroamericano/Negro

☐ Herencia mixta

☐ Indio americano o nativo de Alaska

☐ Otros

☐ Asiático – coreano, japonés, chino, vietnamita, filipino u otro

☐ Prefiero no responder

**17. Suscríbase para recibir información actualizada sobre los proyectos e invitaciones a las reuniones**

Manténgase en contacto. Suscríbase hoy en [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy) para obtener más información sobre el estudio y las próximas reuniones, y para recibir noticias actualizadas.



## OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

橙县交通管理局（OCTA）正在进行交通研究。这项研究将考虑橙县南部的居民、社区和访客的交通需要。橙县南部多式交通研究（SOCMTS）将确定所有交通模式的改进方案，包括到 2045 年的街道、公共汽车和铁路公交、公路和自行车道。

请您完成这份简短的调查，提供您的意见，帮助 OCTA 改善橙县南部的交通。

### 1. 您的住家邮政编码是什么？

### 2. 您在橙县及其周围出行时，通常如何从一个地方到另一个地方？

您可以最多选择三项。

- ☐ 独自驾车
- ☐ 小车/面包车共乘
- ☐ 公共汽车
- ☐ Metrolink/ Amtrak
- ☐ 自行车
- ☐ 步行/慢跑/跑步
- ☐ 电车/班车
- ☐ 按需共乘服务（例如 Uber 或 Lyft）
- ☐ ACCESS/辅助运输服务
- ☐ 电动自行车/电动踏板车

3. 关于橙县南部的交通，最重要的问题是什么？（选择两个）

- ☐ 当地街道和道路上的交通拥堵
- ☐ 高速公路/公路上的交通拥堵
- ☐ 温室气体（应对气候变化）
- ☐ 土地利用规划（对新开发和交通进行协调）
- ☐ 交通运输选项不够（公共汽车，铁路或者按需的微型公交服务）

4. 在橙县南部，公共汽车和铁路面临的主要挑战是什么？（选择两个）

- ☐ 方便往返目的地
- ☐ 服务频率
- ☐ 旅行时间
- ☐ 可靠性
- ☐ 其他

5. 在橙县南部，使用当地街道的主要挑战是什么？（选择两个）

- ☐ 交通拥堵
- ☐ 交叉路口延误
- ☐ 坑洼/街道维修
- ☐ 所有使用者（驾驶人，行人，骑自行车的人）的安全
- ☐ 其他



6. 在橙县南部，使用高速公路/公路的主要挑战是什么？（选择两个）

- ☐ 交通拥堵
- ☐ 通勤时间不可预测
- ☐ 在高速公路出口匝道排队等候
- ☐ 安全
- ☐ 其他

7. 在橙县南部，积极交通（步行，骑自行车）的最大障碍是什么？（选择两个）

- ☐ 自行车道与人行道网络中的空隙
- ☐ 出发地与目的地自己的距离较远
- ☐ 安全问题（与汽车没有物理隔离，没有信任转让设施）
- ☐ 地形（丘陵地带）
- ☐ 其他

8. 您认为减少橙县南部交通拥堵的最有效策略是什么？（选择两个）

- ☐ 在家工作方案
- ☐ 共乘车/共乘方案和设施
- ☐ 移动中心（用于连接公共汽车/班车/共乘车的共享活动中心）
- ☐ 收费（收费高速公路，停车费）
- ☐ 共享出行（汽车共享，自行车共享，踏板车共享）

9. 在不影响企业和住宅的前提下利用有限的空间来拓宽高速公路，哪一项可以最大程度地管理橙县南部高速公路的拥堵？（选择两个）

- ☐ 鼓励小车共乘，面包车共乘和拼车
- ☐ 把收费车道纳入现有的高速公路（91号公路快速车道）
- ☐ 加强基础设施以适用自动（自动驾驶）车辆
- ☐ 改善高速公路出入口坡道
- ☐ 疏通阻塞点（高拥挤区域）
- ☐ 其他（请具体说明）

10. 您认为哪一组交通运输解决方案最重要？（选择两个）

- ☐ 快速公共汽车、通勤铁路、面包车共乘和高速公路公共汽车快速运输
- ☐ 当地公共汽车、按需公交服务和电车
- ☐ 坑洼修复、信号同步和交叉路口改善
- ☐ 高速公路维护、出入口坡道改善和改善整体交通流量的项目
- ☐ 自行车道、自行车道网络和人行道

11. 在橙县南部，通过土地利用规划（对新开发和交通进行协调）解决交通拥堵的最佳方法是什么？（选择两个）

- ☐ 集中公交（公共汽车/铁路）中心周围的业务发展
- ☐ 集中公交（公共汽车/铁路）中心周围的住房开发
- ☐ 制定减少依赖汽车的策略（即收停车费）
- ☐ 鼓励步行和整条街道（为驾驶人、骑自行车的人和行人等所有志愿者安全设计和运营的街道）
- ☐ 其他（请具体说明）

**12. 考虑到橙县南部的人口预计在可以一建的将来会继续增长，哪种策略将提供最大的长期利益？**

- ☐ 土地利益规划（对新开发和交通进行协调）
- ☐ 现有高速公路上的收费快车道
- ☐ 减少交通的技术（信号同步，自动驾驶车辆）
- ☐ 公共汽车、铁路和其他公交服务
- ☐ 自行车道、人行道/人行横道和铺面小径
- ☐ 其他（请具体说明）

*谢谢您的意见！现在，请向我们稍微介绍一下您自己。（可选）*

**13. 如果有的话，您的工作地点的邮政编码是什么？**

**14. 您在哪个年龄段？**

- |                                  |                                  |
|----------------------------------|----------------------------------|
| <input type="checkbox"/> 16-24 岁 | <input type="checkbox"/> 55-64 岁 |
| <input type="checkbox"/> 25-34 岁 | <input type="checkbox"/> 65-74 岁 |
| <input type="checkbox"/> 35-44 岁 | <input type="checkbox"/> 75 岁以上  |
| <input type="checkbox"/> 45-54 岁 |                                  |

**15. 您的家庭年总收入是多少？**

- |   |  |
|---|--|
| <input type="checkbox"/> 低于30,000         | <input type="checkbox"/> 110,000 - 169,000 |
| <input type="checkbox"/> 30,000 - 49,999  | <input type="checkbox"/> 170,000 以上        |
| <input type="checkbox"/> 50,000 - 79,999  | <input type="checkbox"/> 不愿回答              |
| <input type="checkbox"/> 80,000 - 109,000 |  |

**16. 您认为自己属于或者最接近哪个种族？**

- |   |                                |
|---|--------------------------------|
| <input type="checkbox"/> 高加索人/白人                        | <input type="checkbox"/> 太平洋岛民 |
| <input type="checkbox"/> 拉丁裔/西班牙裔                       | <input type="checkbox"/> 中东人   |
| <input type="checkbox"/> 非洲裔美国人/黑人                      | <input type="checkbox"/> 混合族裔  |
| <input type="checkbox"/> 美洲印第安人或阿拉斯加原住民                 | <input type="checkbox"/> 其他    |
| <input type="checkbox"/> 亚裔 - 韩国人、日本人、中国人、越南人、菲律宾人或其他亚裔 | <input type="checkbox"/> 不愿回答  |

**17. 注册接收项目更新资讯和会议邀请**

保持联系。今天就在[octa.net/SouthOCStudy](https://octa.net/SouthOCStudy)上注册，以了解有关该研究的更多信息、即将举行的会议并接收新闻更新。



## OCTA SOCMTS PUBLIC INPUT SURVEY – Korean

오렌지 카운티 교통국(OCTA)은 지역 주민들, 통근자들 및 남부 오렌지 카운티 방문객들의 교통 요구를 고려하여 교통 연구를 수행하고 있습니다. 남부 오렌지 카운티 복합 교통수단 연구(SOCMTS)는 2045년에 걸쳐 자동차 도로, 버스와 철도 대중 교통, 고속도로 및 자전거 도로를 포함한 모든 교통 수단에 대한 개선책들을 강구할 것입니다.

이 짧은 설문조사를 통해 의견을 주셔서 OCTA가 남부 오렌지 카운티의 교통을 개선하는데 도움을 주시기 바랍니다.

### 1. 집 우편번호는 어떻게 되나요?

2. 오렌지 카운티 안에서 또는 주위를 다닐 때 보통 한 곳에서 다른 곳으로 어떻게 이동 하나요?

응답을 세 개까지 선택할 수 있습니다.

- ☐ 혼자 운전
- ☐ 카풀/밴풀
- ☐ 버스
- ☐ 메트로링크/엠트랙
- ☐ 자전거
- ☐ 걷기/조깅/달리기
- ☐ 트롤리/셔틀
- ☐ 차량 공유 서비스(예: **Uber** 또는 **Lyft**)
- ☐ **ACCESS**/보조 대중교통
- ☐ 전기 자전거/전자 스쿠터

3. 남부 오렌지 카운티의 교통과 관련하여 가장 중요한 문제는 무엇입니까? (2 개만 선택)

- ☐ 거리와 도로의 교통 체증
- ☐ 프리웨이/고속도로의 교통 체증
- ☐ 온실 가스 (기후 변화 원인)
- ☐ 안전
- ☐ 토지 사용 계획 (교통 수단 변화와 함께)
- ☐ 교통 수단 선택이 많지 않음 (버스, 철도 또는 초소형 교통 수단)

4. 남부 오렌지 카운티에서 버스와 철도를 사용할 때 가장 큰 문제는 무엇입니까? (2 개만 선택)

- ☐ 목적지까지/로부터 접근
- ☐ 서비스 빈도
- ☐ 여행 시간
- ☐ 신뢰도
- ☐ 기타

5. 남부 오렌지 카운티에서 지역내 도로를 사용할 때 가장 큰 문제는 무엇입니까? (2 개만 선택)

- ☐ 교통 체증
- ☐ 교차로 지연
- ☐ 포트홀/도로 관리
- ☐ 모든 사용자(운전자, 보행자, 자전거)들을 위한 안전
- ☐ 기타

6. 남부 오렌지 카운티에서 프리웨이/고속도로를 사용할 때 가장 큰 문제는 무엇입니까? (2 개만 선택)

- ☐ 교통 체증
- ☐ 예측할 수 없는 통근 시간
- ☐ 프리웨이에서 램프 출구 교통 정체
- ☐ 안전
- ☐ 기타

7. 남부 오렌지 카운티에서 걸거나 자전거 탈 때 가장 큰 장벽은 무엇입니까? (2 개만 선택)

- ☐ 자전거 도로 또는 걷는 길이 끊어진다
- ☐ 출발지와 목적지 사이에 거리가 멀다
- ☐ 안전 문제 (자동차와의 물리적 분리 부족, 보행자 편의 시설 부족)
- ☐ 지형 (언덕이 많음)
- ☐ 기타

8. 남부 오렌지 카운티의 교통 혼잡을 줄이는데 가장 좋은 전략은 무엇이라고 생각하십니까? (2 개만 선택)

- ☐ 재택 근무
- ☐ 차량공유/밴풀 및 시설
- ☐ 이동수단 허브 (버스/셔틀/차량공유 등을 연결하는 활동 센터)
- ☐ 요금부과 (유료 익스프레스 레인, 유료 주차)
- ☐ 이동수단 공유 (자동차 공유, 자전거 공유, 스쿠터 공유)

9. 상점들과 주택에 영향을 주지 않고 프리웨이를 확장하는데 공간이 부족한 상황에서, 남부 오렌지 카운티 프리웨이 체증을 관리하는 데 가장 도움이 되는 것은? (2 개만 선택)

- ☐ 카풀, 밴풀 및 차량 공유를 장려한다
- ☐ 기존 프리웨이(91 익스프레스 레인)에 유료 익스프레스 레인을 통합한다
- ☐ 자율주행(셀프 드라이빙) 차량을 위해 인프라 강화한다
- ☐ 램프 진입 및 출구시 정체 개선
- ☐ 정체 구간 개선 (교통 체증 지역)
- ☐ 기타 (구체적으로 기재)



**10. 귀하에게 가장 중요한 교통 수단은 무엇입니까? (2 개만 선택)**

- ☐ 익스프레스 버스, 통근 전철, 밴풀, 프리웨이 급행 버스
- ☐ 지역 버스, 주문형 교통 서비스 및 트롤리
- ☐ 포트홀 수리, 신호 동기화 및 교차로 개선
- ☐ 프리웨이 유지 관리, 램프 진입 및 출구 개선, 전반적인 교통 흐름 개선 프로젝트
- ☐ 자전거 레인, 자전거 도로망, 보행자 길

**11. 남부 오렌지 카운티의 토지 사용 계획(교통 수단 변화와 함께)을 통해 교통 체증을 해결하는 가장 좋은 방법은 무엇입니까? (2 개만 선택)**

- ☐ 대중 교통(버스/철도) 센터 주변에 비즈니스 개발에 집중한다
- ☐ 대중 교통(버스/철도) 센터 주변에 새로운 주거지 개발에 집중한다
- ☐ 자동차 의존도를 줄이는 전략을 개발한다 (예: 유료 주차)
- ☐ 걷기 쉽고 운전자, 자전거, 보행자 모두에게 안전한 거리를 만든다
- ☐ 기타(구체적으로)

**12. 남부 오렌지 카운티의 인구가 계속 증가할 것으로 예상되는 것을 고려할 때 장기적인 혜택을 위한 가장 좋은 전략은 무엇입니까?**

- ☐ 토지 사용 계획 (교통 수단 변화와 함께)
- ☐ 기존 프리웨이에 유료 익스프레스 레인 설치
- ☐ 교통량을 최소화 하는 기술(신호 동기화, 자율 주행 차)
- ☐ 버스, 철도 및 기타 대중 교통 서비스
- ☐ 자전거 도로, 인도/횡단 보도 및 포장된 트레일
- ☐ 기타(구체적으로)

의견을 주셔서 감사합니다! 본인에 대하여 좀 말씀해 주시기 바랍니다. (선택)

13. 직장 우편번호는 어떻게 됩니까?

14. 연령대는 어떻게 되십니까?

☐ 16-24 세

☐ 55-64 세

☐ 25-34 세

☐ 65-74 세

☐ 35-44 세

☐ 75 세 이상

☐ 45-54 세

15. 가계 총 소득은 얼마입니까?

☐ 30,000불 미만

☐ 110,000 - 169,000 불

☐ 30,000 - 49,999 불

☐ 170,000 불 이상

☐ 50,000 - 79,999 불

☐ 답하고 싶지 않음

☐ 80,000 - 109,000 불

16. 어떤 인종 그룹에 속하신다고 생각하십니까?

☐ 백인

☐ 태평양 도서인

☐ 라틴계/히스패닉

☐ 중동인

☐ 흑인

☐ 혼혈인

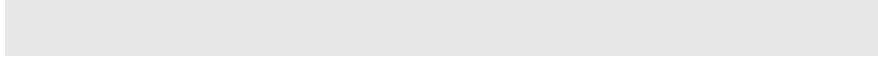
☐ 아메리칸 인디언 또는 알래스카 원주민

☐ 기타

☐ 아시아 - 한국, 일본, 중국, 베트남, 필리핀  
또는 기타 아시아

☐ 답하고 싶지 않음

## 17. 프로젝트 업데이트 및 회의 초대를 받으려면 등록하십시오



참여 방법. 웹사이트 [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy)에서 등록하신 다음 연구, 미팅들에 대해 자세히 알아보고 뉴스 업데이트도 받으십시오.



## OCTA SOCMTS PUBLIC INPUT SURVEY – Vietnamese

Cơ quan Giao thông Vận chuyển Quận Orange (OCTA), đang tiến hành một cuộc nghiên cứu về giao thông vận chuyển sẽ xem xét nhu cầu vận chuyển của cư dân, người đi làm và du khách ở khu vực phía nam Quận Cam. Cuộc Nghiên cứu Giao thông Vận chuyển Đa phương thức của Khu vực phía Nam Quận Orange (SOCMTS) sẽ xác định các cải tiến cho tất cả các phương thức vận chuyển, bao gồm các đường phố, các phương tiện xe buýt và đường sắt, đường cao tốc và đường dành cho xe đạp cho đến cuối năm 2045.

Xin vui lòng thực hiện cuộc khảo sát ngắn này để cung cấp ý kiến đóng góp của quý vị và trợ giúp OCTA cải thiện phương tiện đi lại ở khu vực phía nam Quận Orange.

**1. Mã zip nhà của quý vị là gì?**

**2. Khi quý vị đi lại trong và xung quanh Quận Cam, quý vị thường đi từ nơi này đến nơi khác bằng cách nào?**

**Quý vị có thể chọn tối đa ba lựa chọn.**

- ☐ Lái xe một mình
- ☐ Đi chung xe / xe van
- ☐ Xe buýt
- ☐ Metrolink / Amtrak
- ☐ Xe đạp
- ☐ Đi bộ / chạy bộ / chạy
- ☐ Xe điện (Trolleys) / xe đưa đón
- ☐ Dịch vụ đi chung xe theo yêu cầu (chẳng hạn như Uber hoặc Lyft)
- ☐ TIẾP CẬN / dịch vụ vận chuyển phụ
- ☐ Xe đạp điện / xe tay ga điện

**3. Vấn đề quan trọng nhất liên quan đến giao thông vận chuyển ở phía nam Quận Cam là gì? o (Chỉ chọn hai)**

- ☐ Tắc nghẽn giao thông trên đường phố và đường địa phương
- ☐ Ùn tắc giao thông trên xa lộ / đường cao tốc
- ☐ Khí thải từ nhà kính (giải quyết biến đổi khí hậu)
- ☐ Sự an toàn
- ☐ Quy hoạch sử dụng đất (phối hợp phát triển mới với giao thông vận chuyển)
- ☐ Không có đủ các lựa chọn phương tiện đi lại (xe buýt, đường sắt hoặc dịch vụ đi lại vi mô theo yêu cầu)

**4. Khó khăn chính đối với việc đi lại bằng xe buýt và đường sắt ở phía nam Quận Cam là gì? (Chỉ chọn hai)**

- ☐ Tiếp cận đến / đi từ các điểm đến
- ☐ Tần suất dịch vụ
- ☐ Thời gian du lịch
- ☐ Độ tin cậy
- ☐ Điều khác

**5. Khó khăn chính của việc sử dụng các đường phố địa phương ở phía nam Quận Cam là gì? (Chỉ chọn hai)**

- ☐ Ùn tắc giao thông
- ☐ Chậm trễ tại giao lộ
- ☐ Ổ gà / bảo trì đường phố
- ☐ An toàn cho tất cả các người sử dụng (người lái xe, người đi bộ, người đi xe đạp)
- ☐ Khác

**6. Thách thức chính đối với việc sử dụng xa lộ / đường cao tốc ở phía nam Quận Cam là gì? (Chỉ chọn hai)**

- ☐ Ùn tắc giao thông
- ☐ Thời gian đi làm không lường trước được
- ☐ Kẹt xe tại lối ra khỏi xa lộ
- ☐ Sự an toàn
- ☐ Khác

**7. Rào cản quan trọng nhất đối với phương tiện giao thông tích cực (đi bộ, đi xe đạp) ở phía nam Quận Cam là gì? (Chỉ chọn hai)**

- ☐ Khoảng trống trong mạng lưới đường dành cho xe đạp và vỉa hè
- ☐ Khoảng cách xa giữa điểm xuất phát và điểm đến của chuyến đi
- ☐ Mối quan tâm về an toàn (thiếu ngăn cách vật thể đối với ô tô, thiếu tiện nghi cho người đi bộ)
- ☐ Địa hình (địa hình đồi núi)
- ☐ Điều khác

**8. Quý vị nghĩ chiến lược hữu ích nhất để giảm tắc nghẽn giao thông ở phía nam Quận Cam là gì? (Chỉ chọn hai)**

- ☐ Các chương trình làm việc tại nhà
- ☐ Các chương trình và cơ sở đi chung xe / đi chung xe van
- ☐ Các trung tâm di động (các trung tâm hoạt động chung để kết nối xe buýt / xe đưa đón / đi chung xe / v.v.)
- ☐ Định giá (thu phí làn đường cao tốc, phí đậu xe)
- ☐ Di chuyển chung (chia sẻ ô tô, chia sẻ xe đạp, chia sẻ xe tay ga)

**9. Với không gian hạn chế để mở rộng xa lộ mà không gây ảnh hưởng đến các doanh nghiệp và cư dân, điều nào có thể giúp quản lý vấn đề tắc nghẽn xa lộ ở phía nam Quận Cam nhiều nhất? (Chỉ chọn hai)**

- ☐ Khuyến khích đi chung xe ô tô, xe van và đi chung xe kiểu tắc-xi
- ☐ Kết hợp các làn đường cao tốc có thu phí vào các đường cao tốc hiện có (Làn đường Tốc hành xa lộ 91)
- ☐ Tăng cường cơ sở hạ tầng để đáp ứng các phương tiện tự lái (tự lái)
- ☐ Cải thiện trên các lối vào và lối ra khỏi xa lộ
- ☐ Khắc phục các điểm tắc nghẽn (khu vực tắc nghẽn cao)
- ☐ Điều Khác (vui lòng nêu cụ thể)

**10. Loạt giải pháp giao thông vận chuyển nào quan trọng nhất đối với quý vị? (Chỉ chọn hai)**

- ☐ Xe buýt tốc hành, xe hỏa đưa đi làm, xe vanpool và xe buýt nhanh trên xa lộ
- ☐ Xe buýt địa phương, dịch vụ vận chuyển theo yêu cầu và xe điện
- ☐ Sửa chữa ổ gà, đồng bộ hóa đèn hiệu giao thông và cải tiến giao lộ
- ☐ Bảo trì đường cao tốc, cải tiến các lối ra vào xa lộ và các dự án cải thiện luồng giao thông tổng thể
- ☐ Làn đường dành cho xe đạp, mạng lưới đường dành cho xe đạp và đường dành cho người đi bộ



**11. Cách tốt nhất để giải quyết tình trạng tắc nghẽn giao thông thông qua quy hoạch sử dụng đất (phối hợp phát triển mới với giao thông vận tải) ở phía nam Quận Cam là gì? (Chỉ chọn hai)**

- ☐ Tập trung phát triển kinh doanh xung quanh các trung tâm vận chuyển (xe buýt / đường sắt)
- ☐ Tập trung các dự án phát triển nhà ở mới xung quanh các trung tâm vận chuyển (xe buýt / đường sắt)
- ☐ Phát triển các chiến lược để giảm sự phụ thuộc vào ô tô (tức là phí đậu xe)
- ☐ Khuyến khích khả năng đi bộ và đường phố hoàn chỉnh (đường phố được thiết kế và vận hành an toàn cho tất cả người dùng như người lái xe, người đi xe đạp, người đi bộ)
- ☐ Điều khác (vui lòng ghi rõ)

**12. Xem xét rằng dân số phía Nam Quận Cam dự kiến sẽ tiếp tục tăng trong tương lai gần, chiến lược nào sẽ mang lại lợi ích lâu dài nhất?**

- ☐ Quy hoạch sử dụng đất (phối hợp phát triển mới với giao thông vận tải)
- ☐ Dịch vụ xe buýt, đường sắt và các dịch vụ vận chuyển khác
- ☐ Làn đường cao tốc có thu phí trên các xa lộ hiện hữu
- ☐ Làn đường dành cho xe đạp, vỉa hè / lối đi bộ sang đường và lối mòn lát đá
- ☐ Công nghệ giảm thiểu giao thông (đồng bộ hóa tín hiệu, xe tự hành)
- ☐ Điều khác (vui lòng ghi rõ)

**CẢM ƠN Ý KIẾN ĐÓNG GÓP CỦA QUÝ VỊ! NGAY BÂY GIỜ, HÃY NÓI CHO CHÚNG TÔI BIẾT ĐÔI CHÚT VỀ BẢN THÂN QUÝ VỊ. (Không bắt buộc)**

**13. Mã zip nơi làm việc của quý vị là gì nếu quý vị có?**

**14. Độ tuổi của quý vị là bao nhiêu?**

☐ 16-24

☐ 55-64

☐ 25-34

☐ 65-74

☐ 35-44

☐ 75 tuổi trở lên

☐ 45-54

**15. Tổng số thu nhập trong hộ gia đình hàng năm của quý vị là bao nhiêu?**

☐ Dưới 30.000

☐ 110.000 - 169.000

☐ 30.000 - 49.999

☐ 170,000 trở lên

☐ 50.000 - 79.999

☐ Không thích trả lời

☐ 80.000 - 109.000

**16. Quý vị coi mình là một phần của hoặc cảm thấy gần gũi nhất với nhóm dân tộc nào?**

☐ Caucasian / Da trắng

☐ Người đảo Thái Bình Dương

☐ Người gốc La tinh / gốc Tây Ban Nha

☐ Người Trung Đông

☐ Người Mỹ gốc Phi châu / Da đen

☐ Người Hợp chủng

☐ Người Mỹ Da đỏ hoặc thổ dân Alaska

☐ Khác

☐ Người Á Châu - Hàn Quốc, Nhật Bản, Trung Quốc, Việt Nam, Philippines, hoặc người Châu Á khác

☐ Không thích trả lời

**17. Đăng ký để nhận thông tin cập nhật về dự án và lời mời họp**

GIỮ LIÊN LẠC. Đăng ký ngay hôm nay tại [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy) để tìm hiểu thêm về cuộc nghiên cứu, các cuộc họp sắp tới và nhận các bản cập nhật tin tức.

# **Appendix A**

## **Appendix A.2 Hard Copy Survey (English; Spanish; Mandarin; Korean; Vietnamese)**

# PUBLIC INPUT Survey



**1** What is your home zip code?

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**2** When you travel in and around Orange County, how do you normally get from place to place?

You may select up to three choices.

- ☐ Drive alone
- ☐ Carpool/vanpool
- ☐ Bus
- ☐ Metrolink/ Amtrak
- ☐ Bicycle
- ☐ Walk/jog/run
- ☐ Trolleys/shuttles
- ☐ On-demand rideshare service (such as Uber or Lyft)
- ☐ ACCESS/paratransit service
- ☐ E-bike/e-scooter

**3** What is the most important issue concerning transportation in south Orange County? (pick one)

- ☐ Traffic congestion on local streets and roads
- ☐ Traffic congestion on freeways/highways
- ☐ Greenhouse gases (addressing climate change)
- ☐ Safety
- ☐ Land-use planning (coordinating new development with transportation)
- ☐ Not enough transportation choices (bus, rail, or on-demand microtransit service)

**4** What is the primary challenge to bus and rail travel in south Orange County? (pick one)

- ☐ Access to/from destinations
- ☐ Service frequency
- ☐ Travel time
- ☐ Reliability
- ☐ Other

**5** What is the primary challenge of using local streets in south Orange County? (pick one)

- ☐ Traffic congestion
- ☐ Intersection delays
- ☐ Potholes/street maintenance
- ☐ Safety for all users (drivers, pedestrians, cyclists)
- ☐ Other

**6** What is the primary challenge to using freeways/highways in south Orange County? (pick one)

- ☐ Traffic congestion
- ☐ Unpredictable commute time
- ☐ Back-up at freeway off ramps
- ☐ Safety
- ☐ Other

**7** What is the most significant barrier to active transportation (walking, cycling) in south Orange County? (pick one)

- ☐ Gaps in the bikeway and sidewalk network
- ☐ Long distances between trip origins and destinations
- ☐ Safety concerns (lack of physical separation from cars, lack of pedestrian accommodations)
- ☐ Topography (hilly terrain)
- ☐ Other

**8** What do you think is the most useful strategy to reduce traffic congestion in south Orange County? (pick one)

- ☐ Work from home programs
- ☐ Rideshare/vanpool programs and facilities
- ☐ Mobility hubs (shared activity centers for connecting bus/shuttle/rideshare/etc.)
- ☐ Pricing (tolled express lanes, charge for parking)
- ☐ Shared mobility (car-share, bike-share, scooter-share)

Continued on other side →

**9 Given limited space to widen freeways without impacting businesses and residences, which could help manage south Orange County freeway congestion the most? (pick one)**

- ☐ Encourage carpools, vanpools and ridesharing
- ☐ Incorporate tolled express lanes onto existing freeways (91 Express Lanes)
- ☐ Enhance infrastructure to accommodate autonomous (self-driving) vehicles
- ☐ Improve on and off ramps
- ☐ Fix chokepoints (high congestion areas)
- ☐ Other (please be specific)

**10 Which set of transportation solutions is most important to you? (pick one)**

- ☐ Express bus, commuter rail, vanpool and freeway bus rapid transit
- ☐ Local bus, on-demand transit service, and trollies
- ☐ Pothole repairs, signal synchronization, and intersection improvements
- ☐ Freeway maintenance, on and off ramp enhancements, and projects to improve overall traffic flow
- ☐ Bike lanes, bikeway networks, and pedestrian pathways

**11 What is the best way to address traffic congestion through land-use planning (coordinating new development with transportation) in south Orange County? (pick one)**

- ☐ Concentrate business development around transit (bus/rail) centers
- ☐ Concentrate new housing developments around transit (bus/rail) centers
- ☐ Develop strategies to reduce automobile dependency (i.e., charge for parking)
- ☐ Encourage walkability and complete streets (streets designed and operated safely for all users like drivers, cyclists, pedestrians)
- ☐ Other (please specify)

**12 Considering that south Orange County's population is expected to continue growing into the foreseeable future, which strategy would provide the most long-term benefits?**

- ☐ Land-use planning (coordinating new development with transportation)
- ☐ Tolled express lanes on existing freeways
- ☐ Technology to minimize traffic (signal synchronization, autonomous vehicles)
- ☐ Bus, rail, and other transit services
- ☐ Bike lanes, sidewalks/crosswalks, and paved trails
- ☐ Other (please specify)

**THANKS FOR YOUR INPUT! NOW, PLEASE TELL US A LITTLE ABOUT YOURSELF. (Optional)**

**13 What is your worksite zip code if you have one?**

**14 What is your age range?**

- |                                |                                      |
|--------------------------------|--------------------------------------|
| <input type="checkbox"/> 16-24 | <input type="checkbox"/> 55-64       |
| <input type="checkbox"/> 25-34 | <input type="checkbox"/> 65-74       |
| <input type="checkbox"/> 35-44 | <input type="checkbox"/> 75 or older |
| <input type="checkbox"/> 45-54 |                                      |

**15 What is your combined annual household income?**

- |   |   |
|---|---|
| <input type="checkbox"/> Less than 30,000 | <input type="checkbox"/> 110,000 – 169,000    |
| <input type="checkbox"/> 30,000 – 49,999  | <input type="checkbox"/> 170,000 or more      |
| <input type="checkbox"/> 50,000 – 79,999  | <input type="checkbox"/> Prefer not to answer |
| <input type="checkbox"/> 80,000 – 109,000 |   |

**16 What ethnic group do you consider yourself a part of or feel closest to?**

- |  |   |
|--|---|
| <input type="checkbox"/> Caucasian/White   | <input type="checkbox"/> Pacific Islander     |
| <input type="checkbox"/> Latino/Hispanic   | <input type="checkbox"/> Middle Eastern       |
| <input type="checkbox"/> African American/Black  | <input type="checkbox"/> Mixed Heritage       |
| <input type="checkbox"/> American Indian or Alaskan Native                                       | <input type="checkbox"/> Other                |
| <input type="checkbox"/> Asian – Korean, Japanese, Chinese, Vietnamese, Filipino, or other Asian | <input type="checkbox"/> Prefer not to answer |

**17 Sign up to receive project updates and meeting invites**

☐ Email Address \_\_\_\_\_

## CONTACT INFORMATION:

 Marissa Espino, Community Relations Officer

 mespino@octa.net

 833. 711. 8070

 octa.net/SouthOCStudy

# Encuesta sobre **OPINIÓN PÚBLICA**



**1** ¿Cuál es su código postal?

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**2** Cuando viaja por el condado de Orange, ¿cómo se desplaza habitualmente de un lugar a otro?

Puede seleccionar hasta tres opciones.

- ☐ Conduzco solo
- ☐ Viaje compartido en coche/van
- ☐ Autobús
- ☐ Metrolink/ Amtrak
- ☐ Bicicleta
- ☐ Caminar/trotar/correr
- ☐ Trolebuses/shuttles
- ☐ Servicio de viaje compartido a demanda (como Uber o Lyft)
- ☐ ACCESS/servicio de paratransito
- ☐ Bicicleta eléctrica/scooter eléctrico

**3** ¿Cuál es el problema de transporte más importante en el condado de Orange del sur? (seleccione uno)

- ☐ Congestión del tráfico en las calles locales y carreteras
- ☐ Congestión del tráfico en las autopistas
- ☐ Gases de efecto invernadero (resolución del cambio climático)
- ☐ Seguridad
- ☐ Planificación del uso de la tierra (coordinación de los nuevos desarrollos con el transporte)
- ☐ Falta de opciones de transporte suficientes (autobús, tren, o servicio de microtránsito a demanda)

**4** ¿Cuál es el principal desafío que plantea viajar en tren o en autobús en el condado de Orange del sur? (seleccione uno)

- ☐ Acceso a/desde los destinos
- ☐ Frecuencia de los servicios
- ☐ Tiempo de viaje
- ☐ Confiabilidad
- ☐ Otros

**5** ¿Cuál es el principal desafío a la hora de utilizar las calles locales en el condado de Orange del sur? (seleccione uno)

- ☐ Congestión del tráfico
- ☐ Demoras en las intersecciones
- ☐ Baches/mantenimiento de las calles
- ☐ Seguridad para todos los usuarios (conductores, peatones, ciclistas)
- ☐ Otros

**6** ¿Cuál es el principal desafío a la hora de utilizar las autopistas en el condado de Orange del sur? (seleccione uno)

- ☐ Congestión del tráfico
- ☐ Tiempo de desplazamiento impredecible
- ☐ Asistencia en las salidas de las autopistas
- ☐ Seguridad
- ☐ Otros

**7** ¿Cuál es la principal barrera al transporte activo (caminar, bicicleta) en el condado de Orange del sur? (seleccione una)

- ☐ Deficiencias en la red de bisesendas y sendas peatonales
- ☐ Largas distancias entre el origen y destino de los viajes
- ☐ Problemas de seguridad (falta de separación física respecto de los vehículos, falta de adaptaciones para peatones)
- ☐ Topografía (terreno montañoso)
- ☐ Otros

**8** ¿Cuál cree que es la estrategia más útil para reducir la congestión del tráfico en el condado de Orange del sur? (seleccione una)

- ☐ Programas de trabajo en casa
- ☐ Programas de viaje compartido e instalaciones
- ☐ Centros de movilidad (centros de actividad compartida para conectar los servicios de autobuses/viaje compartido, etc.)
- ☐ Precios (carriles rápidos con peaje, estacionamiento de pago)
- ☐ Movilidad compartida (servicio compartido de vehículos, bicicletas y scooters)

Continúa en el reverso →

- 9** Dado el espacio limitado para ampliar el ancho de las autopistas sin impactar en los comercios y residencias, ¿qué medida contribuiría más a gestionar la congestión de las autopistas en el condado de Orange del sur? (seleccione una)

- ☐ Promover los viajes compartidos
- ☐ Incorporar carriles exprés con peaje a las autopistas existentes (91 carriles exprés)
- ☐ Optimizar la infraestructura para acomodar los vehículos autónomos
- ☐ Mejorar las vías de entrada y salida de las autopistas
- ☐ Solucionar los cuellos de botella (zonas de alta congestión)
- ☐ Otros (por favor, especificar)

- 10** ¿Qué conjunto de soluciones de transporte es más importante para usted? (seleccione uno)

- ☐ Autobús exprés, tren interurbano, viaje compartido en van y tránsito rápido de autobús por autopista
- ☐ Servicio de autobuses locales, tránsito a demanda y trolebuses
- ☐ Reparación de baches, sincronización de señales y mejoras en las intersecciones
- ☐ Mantenimiento de las autopistas, mejoras en las vías de entrada y salida y proyectos para optimizar el flujo del tráfico en general
- ☐ Carriles especiales para bicicletas, redes de bicisendas y sendas peatonales

- 11** ¿Cuál es la mejor forma de abordar la congestión del tráfico a través de la planificación del uso de la tierra (coordinación de nuevos desarrollos con el transporte) en el condado de Orange del sur? (seleccione uno)

- ☐ Concentrar el desarrollo de los negocios en torno a los centros de tránsito (autobús/tren)
- ☐ Concentrar los nuevos desarrollos de viviendas en torno a los centros de tránsito (autobuses/trenes)
- ☐ Desarrollar estrategias para reducir la dependencia al automóvil (es decir, estacionamiento de pago)
- ☐ Fomentar la infraestructura para caminar y finalizar las obras en las calles (calles diseñadas y operadas de manera segura para todos los usuarios, como conductores, ciclistas, peatones)
- ☐ Otros (por favor especificar)

- 12** Teniendo en cuenta que se prevé que la población del condado de Orange del sur continúe creciendo en un futuro cercano, ¿qué estrategia aportaría los mayores beneficios a largo plazo?

- ☐ Planificación del uso de la tierra (coordinación de los nuevos desarrollos con el sistema de transporte)
- ☐ Carriles exprés con peaje en las autopistas existentes
- ☐ Tecnología para minimizar el tráfico (sincronización de señales, vehículos autónomos)
- ☐ Bicisendas, sendas peatonales y sendas pavimentadas
- ☐ Otros (por favor, especificar)

## ¡GRACIAS POR SUS COMENTARIOS! POR FAVOR CUÉNTENOS MÁS SOBRE USTED. (Opcional)

- 13** ¿Cuál es el código postal de su lugar de trabajo, si corresponde?

- 14** ¿Cuál es su rango de edad?

- |                                |                                   |
|--------------------------------|-----------------------------------|
| <input type="checkbox"/> 16-24 | <input type="checkbox"/> 55-64    |
| <input type="checkbox"/> 25-34 | <input type="checkbox"/> 65-74    |
| <input type="checkbox"/> 35-44 | <input type="checkbox"/> 75 o más |
| <input type="checkbox"/> 45-54 |                                   |

- 15** ¿Cuál es el ingreso anual total de su hogar?

- |   |  |
|---|--|
| <input type="checkbox"/> menos de 30,000  | <input type="checkbox"/> 110,000 – 169,000     |
| <input type="checkbox"/> 30,000 – 49,999  | <input type="checkbox"/> 170,000 o más         |
| <input type="checkbox"/> 50,000 – 79,999  | <input type="checkbox"/> Prefiero no responder |
| <input type="checkbox"/> 80,000 – 109,000 |  |

- 16** ¿A qué grupo étnico cree que pertenece o con cuál se siente más identificado?

- |  |  |
|--|--|
| <input type="checkbox"/> Caucásico/Blanco  | <input type="checkbox"/> Isleño del Pacífico         |
| <input type="checkbox"/> Latino/Hispano  | <input type="checkbox"/> Procedente de Medio Oriente |
| <input type="checkbox"/> Afroamericano/Negro   | <input type="checkbox"/> Herencia mixta              |
| <input type="checkbox"/> Indio americano o nativo de Alaska                              | <input type="checkbox"/> Otros                       |
| <input type="checkbox"/> Asiático – coreano, japonés, chino, vietnamita, filipino u otro | <input type="checkbox"/> Prefiero no responder       |

- 17** Suscríbase para recibir información actualizada sobre los proyectos e invitaciones a las reuniones

- ☐ Dirección de e-mail \_\_\_\_\_

## INFORMACIÓN DE CONTACTO:

# 民众意见调查



1 您的住家邮政编码是什么？

\_\_\_\_\_

2 您在橙县及其周围出行时，通常如何从一个地方到另一个地方？您可以最多选择三项。

- ☐ 独自驾车
- ☐ 小车/面包车共乘
- ☐ 公共汽车
- ☐ Metrolink/ Amtrak
- ☐ 自行车
- ☐ 步行/慢跑/跑步
- ☐ 电车/班车
- ☐ 按需共乘服务(例如 Uber 或 Lyft)
- ☐ ACCESS/辅助运输服务
- ☐ 电动自行车/电动踏板车

3 关于橙县南部的交通，最重要的问题是什么？

- ☐ 当地街道和道路上的交通拥堵
- ☐ 高速公路/公路上的交通拥堵
- ☐ 温室气体(应对气候变化)
- ☐ 土地利用规划(对新开发和交通进行协调)
- ☐ 交通运输选项不够(公共汽车，铁路或者按需的微型公交服务)

4 在橙县南部，公共汽车和铁路面临的主要挑战是什么？

- ☐ 方便往返目的地
- ☐ 服务频率
- ☐ 旅行时间
- ☐ 可靠性
- ☐ 其他

5 在橙县南部，使用当地街道的主要挑战是什么？(选一项)

- ☐ 交通拥堵
- ☐ 交叉路口延误
- ☐ 坑洼/街道维修
- ☐ 所有使用者(驾驶人，行人，骑自行车的人)的安全
- ☐ 其他

6 在橙县南部，使用高速公路/公路的主要挑战是什么？

- ☐ 交通拥堵
- ☐ 通勤时间不可预测
- ☐ 在高速公路出口匝道排队等候
- ☐ 安全
- ☐ 其他

7 在橙县南部，积极交通(步行，骑自行车)的最大障碍是什么？(选一项)

- ☐ 自行车道与人行道网络中的空隙
- ☐ 出发地与目的地自己的距离较远
- ☐ 安全问题(与汽车没有物理隔离，没有信任转让设施)
- ☐ 地形(丘陵地带)
- ☐ 其他

8 您认为减少橙县南部交通拥堵的最有效策略是什么？(选一项)

- ☐ 在家工作方案
- ☐ 共乘车/共乘方案和设施
- ☐ 移动中心(用于连接公共汽车/班车/共乘车的共享活动中心)
- ☐ 收费(收费高速公路，停车费)
- ☐ 共享出行(汽车共享，自行车共享，踏板车共享)

另一面续 →



9 在不影响企业和住宅的前提下利用有限的空间来拓宽高速公路,哪一项可以最大程度地管理橙县南部高速公路的拥堵?(选一项)

- ☐ 鼓励小车共乘,面包车共乘和拼车
- ☐ 把收费车道纳入现有的高速公路(91号公路快速车道)
- ☐ 加强基础设施以适用自动(自动驾驶)车辆
- ☐ 改善高速公路出入口坡道
- ☐ 疏通阻塞点(高拥挤区域)
- ☐ 其他(请具体说明)

10 您认为哪一组交通运输解决方案最重要?(选一项)

- ☐ 快速公共汽车、通勤铁路、面包车共乘和高速公路公共汽车快速运输
- ☐ 当地公共汽车、按需公交服务和电车
- ☐ 坑洼修复、信号同步和交叉路口改善
- ☐ 高速公路维护、出入口坡道改善和改善整体交通流量的项目
- ☐ 自行车道、自行车道网络和人行道

11 在橙县南部,通过土地利用规划(对新开发和交通进行协调)解决交通拥堵的最佳方法是什么?(选一项)

- ☐ 集中公交(公共汽车/铁路)中心周围的业务发展
- ☐ 集中公交(公共汽车/铁路)中心周围的住房开发
- ☐ 制定减少依赖汽车的策略(即收停车费)
- ☐ 鼓励步行和整条街道(为驾驶人、骑自行车的人和行人等所有志愿者安全设计和运营的街道)
- ☐ 其他(请具体说明)

12 考虑到橙县南部的人口预计在可以一键的将来会继续增长,哪种策略将提供最大的长期利益?

- ☐ 土地利益规划(对新开发和交通进行协调)
- ☐ 现有高速公路上的收费快车道
- ☐ 减少交通的技术(信号同步,自动驾驶车辆)
- ☐ 公共汽车、铁路和其他公交服务
- ☐ 自行车道、人行道/人行横道和铺面小径
- ☐ 其他(请具体说明)

感谢您的意见! 现在,请向我们稍微介绍一下您自己。(可选)

13 如果有的话,您的工作地点的邮政编码是什么?

14 您在哪个年龄段?

- ☐ 16-24 岁
- ☐ 25-34 岁
- ☐ 35-44 岁
- ☐ 45-54 岁
- ☐ 55-64 岁
- ☐ 65-74 岁
- ☐ 75 岁以上

15 您的家庭年总收入是多少?

- ☐ 低于30,000
- ☐ 30,000 - 49,999
- ☐ 50,000 - 79,999
- ☐ 80,000 - 109,000
- ☐ 110,000 - 169,000
- ☐ 170,000 以上
- ☐ 不愿回答

16 您认为自己属于或者最接近哪个种族?

- ☐ 高加索人/白人
- ☐ 拉丁裔/西班牙裔
- ☐ 非洲裔美国人/黑人
- ☐ 美洲印第安人或阿拉斯加原住民
- ☐ 亚裔 - 韩国人、日本人、中国人、越南人、菲律宾人或  
其他亚裔
- ☐ 太平洋岛民
- ☐ 中东人
- ☐ 混合族裔
- ☐ 其他
- ☐ 不愿回答

17 注册接收项目更新资讯和会议邀请

- ☐ 电子邮件地址 \_\_\_\_\_

联系信息:

 Marissa Espino, Community Relations Officer

 mespino@octa.net

 833.711.8070

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# 대중 의견 설문조사



1 집 우편번호는 어떻게 되나요?

2 오렌지 카운티 안에서 또는 주위를 다닐 때 보통 한 곳에서 다른 곳으로 어떻게 이동하나요?

응답을 세 개까지 선택할 수 있습니다.

- ☐ 혼자 운전
- ☐ 카풀/밴풀
- ☐ 버스
- ☐ 메트로링크/앰트랙
- ☐ 자전거
- ☐ 걷기/조깅/달리기
- ☐ 트롤리/셔틀
- ☐ 차량 공유 서비스(예: Uber 또는 Lyft)
- ☐ ACCESS/보조 대중교통
- ☐ 전기 자전거/전자 스쿠터

3 남부 오렌지 카운티의 교통과 관련하여 가장 중요한 문제는 무엇입니까? (하나만 선택)

- ☐ 거리와 도로의 교통 체증
- ☐ 프리웨이/고속도로의 교통 체증
- ☐ 온실 가스 (기후 변화 원인)
- ☐ 안전
- ☐ 토지 사용 계획 (교통 수단 변화와 함께)
- ☐ 교통 수단 선택이 많지 않음 (버스, 철도 또는 초소형 교통 수단)

4 남부 오렌지 카운티에서 버스와 철도를 사용할 때 가장 큰 문제는 무엇입니까? (하나만 선택)

- ☐ 목적지까지/로부터 접근
- ☐ 서비스 빈도
- ☐ 여행 시간
- ☐ 신뢰도
- ☐ 기타

5 남부 오렌지 카운티에서 지역내 도로를 사용할 때 가장 큰 문제는 무엇입니까? (하나만 선택)

- ☐ 교통 체증
- ☐ 교차로 지연
- ☐ 포트홀/도로 관리
- ☐ 모든 사용자(운전자, 보행자, 자전거)들을 위한 안전
- ☐ 기타

6 남부 오렌지 카운티에서 프리웨이/고속도로를 사용할 때 가장 큰 문제는 무엇입니까? (하나만 선택)

- ☐ 교통 체증
- ☐ 예측할 수 없는 통근 시간
- ☐ 프리웨이에서 램프 출구 교통 정체
- ☐ 안전
- ☐ 기타

7 남부 오렌지 카운티에서 걷거나 자전거 탈 때 가장 큰 장벽은 무엇입니까? (하나만 선택)

- ☐ 자전거 도로 또는 걷는 길이 끊어진다
- ☐ 출발지와 목적지 사이에 거리가 멀다
- ☐ 안전 문제 (자동차와의 물리적 분리 부족, 보행자 편의 시설 부족)
- ☐ 지형 (언덕이 많음)
- ☐ 기타

8 남부 오렌지 카운티의 교통 혼잡을 줄이는데 가장 좋은 전략은 무엇이라고 생각하십니까? (하나만 선택)

- ☐ 재택 근무
- ☐ 차량공유/밴풀 및 시설
- ☐ 이동수단 허브 (버스/셔틀/차량공유 등을 연결하는 활동 센터)
- ☐ 요금부과 (유료 익스프레스 레인, 유료 주차)
- ☐ 이동수단 공유 (자동차 공유, 자전거 공유, 스쿠터 공유)

반대 쪽에 계속 →

**9** 상점들과 주택에 영향을 주지 않고 프리웨이를 확장하는데 공간이 부족한 상황에서, 남부 오렌지 카운티 프리웨이 체증을 관리하는 데 가장 도움이 되는 것은? (하나만 선택)

- ☐ 카풀, 밴풀 및 차량 공유를 장려한다
- ☐ 기존 프리웨이(91 익스프레스 레인)에 유료 익스프레스 레인을 통합한다
- ☐ 자율주행(셀프 드라이빙) 차량을 위해 인프라 강화한다
- ☐ 램프 진입 및 출구시 정체 개선
- ☐ 정체 구간 개선 (교통 체증 지역)
- ☐ 기타 (구체적으로 기재)

**11** 남부 오렌지 카운티의 토지 사용 계획(교통 수단 변화와 함께)을 통해 교통 체증을 해결하는 가장 좋은 방법은 무엇입니까? (하나만 선택)

- ☐ 대중 교통(버스/철도) 센터 주변에 비즈니스 개발에 집중한다
- ☐ 대중 교통(버스/철도) 센터 주변에 새로운 주거지 개발에 집중한다
- ☐ 자동차 의존도를 줄이는 전략을 개발한다 (예: 유료 주차)
- ☐ 걷기 쉽고 운전자, 자전거, 보행자 모두에게 안전한 거리를 만든다
- ☐ 기타(구체적으로)

**10** 귀하에게 가장 중요한 교통 수단은 무엇입니까? (하나만 선택)

- ☐ 익스프레스 버스, 통근 전철, 밴풀, 프리웨이 급행 버스
- ☐ 지역 버스, 주문형 교통 서비스 및 트롤리
- ☐ 포트홀 수리, 신호 동기화 및 교차로 개선
- ☐ 프리웨이 유지 관리, 램프 진입 및 출구 개선, 전반적인 교통 흐름 개선 프로젝트
- ☐ 자전거 레인, 자전거 도로망, 보행자 길

**12** 남부 오렌지 카운티의 인구가 계속 증가할 것으로 예상되는 것을 고려할 때 장기적인 혜택을 위한 가장 좋은 전략은 무엇입니까?

- ☐ 토지 사용 계획 (교통 수단 변화와 함께)
- ☐ 기존 프리웨이에 유료 익스프레스 레인 설치
- ☐ 교통량을 최소화 하는 기술(신호 동기화, 자율 주행 차)
- ☐ 버스, 철도 및 기타 대중 교통 서비스
- ☐ 자전거 도로, 인도/횡단 보도 및 포장된 트레일
- ☐ 기타(구체적으로)

**의견을 주셔서 감사합니다! 본인에 대하여 좀 말씀해 주시기 바랍니다. (선택)**

**13** 직장 우편번호는 어떻게 됩니까?

**14** 연령대는 어떻게 되십니까?

- |                                  |                                  |
|----------------------------------|----------------------------------|
| <input type="checkbox"/> 16-24 세 | <input type="checkbox"/> 55-64 세 |
| <input type="checkbox"/> 25-34 세 | <input type="checkbox"/> 65-74 세 |
| <input type="checkbox"/> 35-44 세 | <input type="checkbox"/> 75 세 이상 |
| <input type="checkbox"/> 45-54 세 |                                  |

**15** 가계 총 소득은 얼마입니까?

- |   |  |
|---|--|
| <input type="checkbox"/> 30,000 불 미만        | <input type="checkbox"/> 110,000 – 169,000 불 |
| <input type="checkbox"/> 30,000 – 49,999 불  | <input type="checkbox"/> 170,000 불 이상        |
| <input type="checkbox"/> 50,000 – 79,999 불  | <input type="checkbox"/> 답하고 싶지 않음           |
| <input type="checkbox"/> 80,000 – 109,000 불 |  |

**16** 어떤 인종 그룹에 속하신다고 생각하십니까?

- |  |                                    |
|--|------------------------------------|
| <input type="checkbox"/> 백인                                    | <input type="checkbox"/> 태평양 도서인   |
| <input type="checkbox"/> 라틴계/히스패닉                              | <input type="checkbox"/> 중동인       |
| <input type="checkbox"/> 흑인                                    | <input type="checkbox"/> 혼혈인       |
| <input type="checkbox"/> 아메리칸 인디언 또는 알래스카 원주민                  | <input type="checkbox"/> 기타        |
| <input type="checkbox"/> 아시아인 - 한국, 일본, 중국, 베트남, 필리핀 또는 기타 아시아 | <input type="checkbox"/> 답하고 싶지 않음 |

**17** 프로젝트 업데이트 및 회의 초대를 받으려면 등록하십시오

- ☐ 이메일 주소 \_\_\_\_\_

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# KHẢO SÁT Ý KIẾN ĐÓNG GÓP CỦA CÔNG CHÚNG



**1** Mã zip nhà của quý vị là gì?

**2** Khi quý vị đi lại trong và xung quanh Quận Cam, quý vị thường đi từ nơi này đến nơi khác bằng cách nào? Quý vị có thể chọn tối đa ba lựa chọn.

- ☐ Lái xe một mình
- ☐ Đi chung xe / xe van
- ☐ Xe buýt
- ☐ Metrolink/ Amtrak
- ☐ Xe đạp
- ☐ Đi bộ / chạy bộ / chạy
- ☐ Xe điện (Trolleys) / xe đưa đón
- ☐ Dịch vụ đi chung xe theo yêu cầu (chẳng hạn như Uber hoặc Lyft)
- ☐ TIẾP CẬN / dịch vụ vận chuyển phụ
- ☐ Xe đạp điện / xe tay ga điện

**3** Vấn đề quan trọng nhất liên quan đến giao thông vận chuyển ở phía nam Quận Cam là gì? (chọn một)

- ☐ Tắc nghẽn giao thông trên đường phố và đường địa phương
- ☐ Ùn tắc giao thông trên xa lộ / đường cao tốc
- ☐ Khí thải từ nhà kính (giải quyết biến đổi khí hậu)
- ☐ Sự an toàn
- ☐ Quy hoạch sử dụng đất (phối hợp phát triển mới với giao thông vận chuyển)
- ☐ Không có đủ các lựa chọn phương tiện đi lại (xe buýt, đường sắt hoặc dịch vụ đi lại vi mô theo yêu cầu)

**4** Khó khăn chính đối với việc đi lại bằng xe buýt và đường sắt ở phía nam Quận Cam là gì? (chọn một)

- ☐ Tiếp cận đến / đi từ các điểm đến
- ☐ Tần suất dịch vụ
- ☐ Thời gian du lịch
- ☐ Độ tin cậy
- ☐ Điều khác

**5** Khó khăn chính của việc sử dụng các đường phố địa phương ở phía nam Quận Cam là gì? (chọn một)

- ☐ Ùn tắc giao thông
- ☐ Chậm trễ tại giao lộ
- ☐ Ổ gà / bảo trì đường phố
- ☐ An toàn cho tất cả các người sử dụng (người lái xe, người đi bộ, người đi xe đạp)
- ☐ Khác

**6** Thách thức chính đối với việc sử dụng xa lộ / đường cao tốc ở phía nam Quận Cam là gì? (chọn một)

- ☐ Ùn tắc giao thông
- ☐ Thời gian đi làm không lường trước được
- ☐ Kẹt xe tại lối ra khỏi xa lộ
- ☐ Sự an toàn
- ☐ Khác

**7** Rào cản quan trọng nhất đối với phương tiện giao thông tích cực (đi bộ, đi xe đạp) ở phía nam Quận Cam là gì? (chọn một)

- ☐ Khoảng trống trong mạng lưới đường dành cho xe đạp và vỉa hè
- ☐ Khoảng cách xa giữa điểm xuất phát và điểm đến của chuyến đi
- ☐ Mối quan tâm về an toàn (thiếu ngăn cách vật thể đối với ô tô, thiếu tiện nghi cho người đi bộ)
- ☐ Địa hình (địa hình đồi núi)
- ☐ Điều khác

**8** Quý vị nghĩ chiến lược hữu ích nhất để giảm tắc nghẽn giao thông ở phía nam Quận Cam là gì? (chọn một)

- ☐ Các chương trình làm việc tại nhà
- ☐ Các chương trình và cơ sở đi chung xe / đi chung xe van
- ☐ Các trung tâm di động (các trung tâm hoạt động chung để kết nối xe buýt / xe đưa đón / đi chung xe / v.v.)
- ☐ Định giá (thu phí làn đường cao tốc, phí đậu xe)
- ☐ Di chuyển chung (chia sẻ ô tô, chia sẻ xe đạp, chia sẻ xe tay ga)

Tiếp tục ở phía bên kia →

**9** Với không gian hạn chế để mở rộng xa lộ mà không gây ảnh hưởng đến các doanh nghiệp và cư dân, điều nào có thể giúp quản lý vấn đề tắc nghẽn xa lộ ở phía nam Quận Cam nhiều nhất? (chọn một)

- ☐ Khuyến khích đi chung xe ô tô, xe van và đi chung xe kiểu tắc-xi
- ☐ Kết hợp các làn đường cao tốc có thu phí vào các đường cao tốc hiện có (Làn đường Tốc hành xa lộ 91)
- ☐ Tăng cường cơ sở hạ tầng để đáp ứng các phương tiện tự lái (tự lái)
- ☐ Cải thiện trên các lối vào và lối ra khỏi xa lộ
- ☐ Khắc phục các điểm tắc nghẽn (khu vực tắc nghẽn cao)
- ☐ Điều Khác (vui lòng nêu cụ thể)

**10** Loại giải pháp giao thông vận chuyển nào quan trọng nhất đối với quý vị? (chọn một)

- ☐ Xe buýt tốc hành, xe hỏa đưa đi làm, xe vanpool và xe buýt nhanh trên xa lộ
- ☐ Xe buýt địa phương, dịch vụ vận chuyển theo yêu cầu và xe điện
- ☐ Sửa chữa ổ gà, đồng bộ hóa đèn hiệu giao thông và cải tiến giao lộ
- ☐ Bảo trì đường cao tốc, cải tiến các lối ra vào xa lộ và các dự án cải thiện luồng giao thông tổng thể
- ☐ Làn đường dành cho xe đạp, mạng lưới đường dành cho xe đạp và đường dành cho người đi bộ

**11** Cách tốt nhất để giải quyết tình trạng tắc nghẽn giao thông qua quy hoạch sử dụng đất (phối hợp phát triển mới với giao thông vận tải) ở phía nam Quận Cam là gì? (chọn một)

- ☐ Tập trung phát triển kinh doanh xung quanh các trung tâm vận chuyển (xe buýt / đường sắt)
- ☐ Tập trung các dự án phát triển nhà ở mới xung quanh các trung tâm vận chuyển (xe buýt / đường sắt)
- ☐ Phát triển các chiến lược để giảm sự phụ thuộc vào ô tô (tức là phí đậu xe)
- ☐ Khuyến khích khả năng đi bộ và đường phố hoàn chỉnh (đường phố được thiết kế và vận hành an toàn cho tất cả người dùng như người lái xe, người đi xe đạp, người đi bộ)
- ☐ Điều khác (vui lòng ghi rõ)

**12** Xem xét rằng dân số phía Nam Quận Cam dự kiến sẽ tiếp tục tăng trong tương lai gần, chiến lược nào sẽ mang lại lợi ích lâu dài nhất?

- ☐ Quy hoạch sử dụng đất (phối hợp phát triển mới với giao thông vận tải)
- ☐ Làn đường cao tốc có thu phí trên các xa lộ hiện hữu
- ☐ Công nghệ giảm thiểu giao thông (đồng bộ hóa tín hiệu, xe tự hành)
- ☐ Dịch vụ xe buýt, đường sắt và các dịch vụ vận chuyển khác
- ☐ Làn đường dành cho xe đạp, vỉa hè / lối đi bộ sang đường và lối mòn lát đá
- ☐ Điều khác (vui lòng ghi rõ)

**CẢM ƠN Ý KIẾN ĐÓNG GÓP CỦA QUÝ VỊ! NGAY BÂY GIỜ, HÃY NÓI CHO CHÚNG TÔI BIẾT ĐÔI CHÚT VỀ BẢN THÂN QUÝ VỊ.**

**13** Mã zip nơi làm việc của quý vị là gì nếu quý vị có? (Không bắt buộc)

**14** Độ tuổi của quý vị là bao nhiêu?

- |                                |  |
|--------------------------------|--|
| <input type="checkbox"/> 16-24 | <input type="checkbox"/> 55-64           |
| <input type="checkbox"/> 25-34 | <input type="checkbox"/> 65-74           |
| <input type="checkbox"/> 35-44 | <input type="checkbox"/> 75 tuổi trở lên |
| <input type="checkbox"/> 45-54 |  |

**15** Tổng số thu nhập trong hộ gia đình hàng năm của quý vị là bao nhiêu?

- |   |  |
|---|--|
| <input type="checkbox"/> Dưới 30.000      | <input type="checkbox"/> 110.000 – 169.000   |
| <input type="checkbox"/> 30.000 – 49.999  | <input type="checkbox"/> 170.000 trở lên     |
| <input type="checkbox"/> 50.000 – 79.999  | <input type="checkbox"/> Không thích trả lời |
| <input type="checkbox"/> 80.000 – 109.000 |  |

**16** Quý vị coi mình là một phần của hoặc cảm thấy gần gũi nhất với nhóm dân tộc nào?

- |   |   |
|---|---|
| <input type="checkbox"/> Caucasian / Da trắng   | <input type="checkbox"/> Người đảo Thái Bình Dương  |
| <input type="checkbox"/> Người gốc La tinh / gốc Tây Ban Nha  | <input type="checkbox"/> Người Trung Đông           |
| <input type="checkbox"/> Người Mỹ gốc Phi châu/Da đen   | <input type="checkbox"/> Người Hợp chủng dân Alaska |
| <input type="checkbox"/> Người Mỹ Da đỏ hoặc thổ dân Alaska   | <input type="checkbox"/> Khác                       |
| <input type="checkbox"/> Người Á Châu - Hàn Quốc, Nhật Bản, Trung Quốc, Việt Nam, Philippines, hoặc người Châu Á khác | <input type="checkbox"/> Không thích trả lời        |

**17** Đăng ký để nhận thông tin cập nhật về dự án và lời mời họp

- ☐ Địa chỉ email \_\_\_\_\_

## THÔNG TIN LIÊN LẠC:

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# **Appendix B**

## **Survey Results**

**Appendix B.1 Compiled Survey Results**

**Appendix B.2 English Survey Results**

**Appendix B.3 Spanish Survey Results**

**Appendix B.4 Mandarin Survey Results**

# **Appendix B**

## **Appendix B.1 Compiled Survey Results**

## OCTA SOCMTS PUBLIC INPUT SURVEY

What is your home zip code?

### Responding Participants

	English	Spanish	Mandarin
<b>Answered</b>	<b>349</b>	<b>8</b>	<b>1</b>
<b>Skipped</b>	<b>2</b>	<b>0</b>	<b>0</b>

English Respondent s	Response Date	Responses
	Oct 30 2020	
1	01:01 PM	90630
	Oct 29 2020	
2	03:41 PM	92630
	Oct 29 2020	
3	02:06 PM	92614
	Oct 29 2020	
4	02:05 PM	92688
	Oct 29 2020	
5	12:39 PM	92656
	Oct 29 2020	
6	10:58 AM	92688
	Oct 29 2020	
7	09:52 AM	92647
	Oct 29 2020	
8	09:35 AM	92692
	Oct 29 2020	
9	09:12 AM	92677
	Oct 29 2020	
10	09:01 AM	92679
	Oct 29 2020	
11	08:56 AM	92840



	Oct 29 2020	
12	08:55 AM	92805
	Oct 29 2020	
13	07:44 AM	92627
	Oct 28 2020	
14	03:38 PM	92880
	Oct 28 2020	
15	03:21 PM	92688
	Oct 28 2020	
16	08:15 AM	91761
	Oct 28 2020	
17	08:10 AM	92703
	Oct 28 2020	
18	06:13 AM	91762
	Oct 27 2020	
19	08:38 PM	92673
	Oct 27 2020	
20	07:25 PM	92707
	Oct 27 2020	
21	06:59 PM	92648
	Oct 27 2020	
22	04:18 PM	92694
	Oct 27 2020	
23	02:46 PM	92683
	Oct 27 2020	
24	08:04 AM	92660
	Oct 27 2020	
25	07:53 AM	92672
	Oct 26 2020	
26	08:54 PM	92886
	Oct 25 2020	
27	10:42 PM	92886

	Oct 25 2020	
28	02:31 PM	92675
	Oct 25 2020	
29	11:03 AM	92637
	Oct 24 2020	
30	08:40 AM	92882
	Oct 24 2020	
31	07:41 AM	92673
	Oct 24 2020	
32	03:56 AM	91709
	Oct 24 2020	
33	02:44 AM	92637
	Oct 23 2020	
34	08:54 PM	92688
	Oct 23 2020	
35	07:33 PM	92637
	Oct 23 2020	
36	05:12 PM	92677
	Oct 23 2020	
37	03:40 PM	92805
	Oct 23 2020	
38	02:42 PM	92704
	Oct 23 2020	
39	01:40 PM	92840
	Oct 23 2020	
40	01:39 PM	92610
	Oct 23 2020	
41	01:14 PM	92673
	Oct 23 2020	
42	12:58 PM	92692
	Oct 23 2020	
43	12:36 PM	92677

	Oct 23 2020	
44	11:21 AM	92677
	Oct 23 2020	
45	11:11 AM	92677
	Oct 23 2020	
46	10:54 AM	92677
	Oct 23 2020	
47	09:31 AM	92677
	Oct 22 2020	
48	12:21 PM	92673
	Oct 22 2020	
49	11:53 AM	92675
	Oct 22 2020	
50	09:15 AM	92675
	Oct 22 2020	
51	09:07 AM	92675
	Oct 22 2020	
52	09:05 AM	92679
	Oct 21 2020	
53	09:20 PM	92705
	Oct 21 2020	
54	05:05 PM	92675
	Oct 21 2020	
55	03:32 PM	92656
	Oct 21 2020	
56	03:31 PM	92694
	Oct 21 2020	
57	02:49 PM	92677
	Oct 21 2020	
58	09:19 AM	92653
	Oct 21 2020	
59	08:33 AM	92648

	Oct 21 2020	
60	06:00 AM	92675
	Oct 20 2020	
61	09:05 PM	92675
	Oct 20 2020	
62	07:45 PM	92675
	Oct 20 2020	
63	07:18 PM	92694
	Oct 20 2020	
64	03:33 PM	92660
	Oct 20 2020	
65	01:08 PM	92617
	Oct 20 2020	
66	12:44 PM	92673
	Oct 20 2020	
67	12:23 PM	92672
	Oct 20 2020	
68	11:59 AM	92672
	Oct 20 2020	
69	11:48 AM	92660
	Oct 20 2020	
70	11:00 AM	92808
	Oct 20 2020	
71	08:19 AM	90026
	Oct 19 2020	
72	03:48 PM	92691
	Oct 19 2020	
73	02:10 PM	92673
	Oct 19 2020	
74	09:39 AM	92672
	Oct 18 2020	
75	07:57 PM	92660

	Oct 18 2020	
76	05:23 PM	92602
	Oct 18 2020	
77	03:16 PM	92660
	Oct 18 2020	
78	03:11 PM	92660
	Oct 18 2020	
79	01:53 PM	92660
	Oct 18 2020	
80	10:47 AM	92653
	Oct 18 2020	
81	10:32 AM	92672
	Oct 18 2020	
82	10:18 AM	92673
	Oct 18 2020	
83	09:20 AM	92637
	Oct 17 2020	
84	03:53 PM	92620
	Oct 17 2020	
85	02:13 PM	92656
	Oct 17 2020	
86	11:23 AM	92672
	Oct 17 2020	
87	10:13 AM	92660
	Oct 17 2020	
88	07:59 AM	92637
	Oct 17 2020	
89	02:50 AM	92656-1163
	Oct 16 2020	
90	08:01 PM	92691
	Oct 16 2020	
91	07:12 PM	92692

	Oct 16 2020	
92	05:42 PM	92637
	Oct 16 2020	
93	05:07 PM	92637
	Oct 16 2020	
94	04:51 PM	92630
	Oct 16 2020	
95	04:48 PM	92629
	Oct 16 2020	
96	04:39 PM	92629
	Oct 15 2020	
97	05:09 PM	92672
	Oct 15 2020	
98	04:58 PM	92677
	Oct 15 2020	
99	03:39 PM	92704
	Oct 15 2020	
100	03:00 PM	92673
	Oct 15 2020	
101	01:30 PM	92673
	Oct 15 2020	
102	01:18 PM	92673
	Oct 15 2020	
103	12:47 PM	92660
	Oct 15 2020	
104	11:50 AM	92672
	Oct 15 2020	
105	11:38 AM	92673
	Oct 15 2020	
106	11:27 AM	92660
	Oct 15 2020	
107	10:22 AM	92673

	Oct 15 2020	
108	09:45 AM	92672
	Oct 15 2020	
109	09:31 AM	92673
	Oct 15 2020	
110	09:23 AM	92672
	Oct 14 2020	
111	05:53 PM	92660
	Oct 14 2020	
112	05:24 PM	92660
	Oct 14 2020	
113	04:10 PM	92660
	Oct 14 2020	
114	04:01 PM	92660
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	Oct 14 2020	
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119	02:20 PM	92673
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120	02:17 PM	92660
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121	01:51 PM	92688
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	Oct 14 2020	
123	11:44 AM	92672

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	Oct 12 2020	
131	12:48 PM	92629
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	Oct 11 2020	
134	11:05 AM	92694
	Oct 10 2020	
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	Oct 10 2020	
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138	03:29 PM	92612
	Oct 10 2020	
139	02:00 PM	92673



	Oct 10 2020	
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	Oct 09 2020	
143	10:45 PM	92692
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144	05:31 PM	92673
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145	11:39 AM	92691
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146	11:39 AM	92653
	Oct 09 2020	
147	11:39 AM	92653
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148	11:39 AM	92653
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150	11:39 AM	92630
	Oct 09 2020	
151	11:39 AM	92630
	Oct 09 2020	
152	11:39 AM	92630
	Oct 09 2020	
153	11:39 AM	92630
	Oct 09 2020	
154	11:39 AM	92610
	Oct 09 2020	
155	11:37 AM	92604

	Oct 09 2020	
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162	05:58 PM	92692
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163	05:18 PM	92673
	Oct 08 2020	
164	04:19 PM	92673
	Oct 08 2020	
165	03:46 PM	92618
	Oct 08 2020	
166	03:45 PM	92694
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	Oct 08 2020	
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	Oct 08 2020	
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	Oct 08 2020	
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174	11:34 PM	92629
	Oct 07 2020	
175	10:16 PM	92630
	Oct 07 2020	
176	10:11 PM	92629
	Oct 07 2020	
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178	04:10 PM	92629
	Oct 07 2020	
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	Oct 07 2020	
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	Oct 07 2020	
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	Oct 06 2020	
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	Oct 06 2020	
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	Oct 06 2020	
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	Oct 06 2020	
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233	12:34 PM	92620
	Oct 04 2020	
234	12:12 PM	92637
	Oct 04 2020	
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	Oct 04 2020	
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	Oct 04 2020	
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	Oct 04 2020	
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	Oct 04 2020	
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	Oct 01 2020	
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320	12:57 PM	90803
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321	12:27 PM	90680
	Sep 30 2020	
322	11:35 AM	92630
	Sep 30 2020	
323	11:30 AM	92628
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324	11:22 AM	92646
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325	11:11 AM	92612
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326	11:09 AM	92707
	Sep 30 2020	
327	10:53 AM	95448
	Sep 30 2020	
328	10:22 AM	92630
	Sep 30 2020	
329	10:15 AM	92679
	Sep 30 2020	
330	10:15 AM	92618
	Sep 30 2020	
331	10:07 AM	92630

	Sep 30 2020	
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	Sep 30 2020	
333	09:49 AM	92692
	Sep 30 2020	
334	09:44 AM	92054
	Sep 30 2020	
335	09:23 AM	92610
	Sep 30 2020	
336	09:18 AM	92630
	Sep 30 2020	
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	Sep 28 2020	
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	Sep 27 2020	
342	08:45 PM	92806
	Sep 26 2020	
343	05:54 PM	92610
	Sep 26 2020	
344	10:33 AM	92675
	Sep 26 2020	
345	07:14 AM	92692
	Sep 25 2020	
346	11:36 PM	92646
	Sep 25 2020	
347	12:35 PM	92677

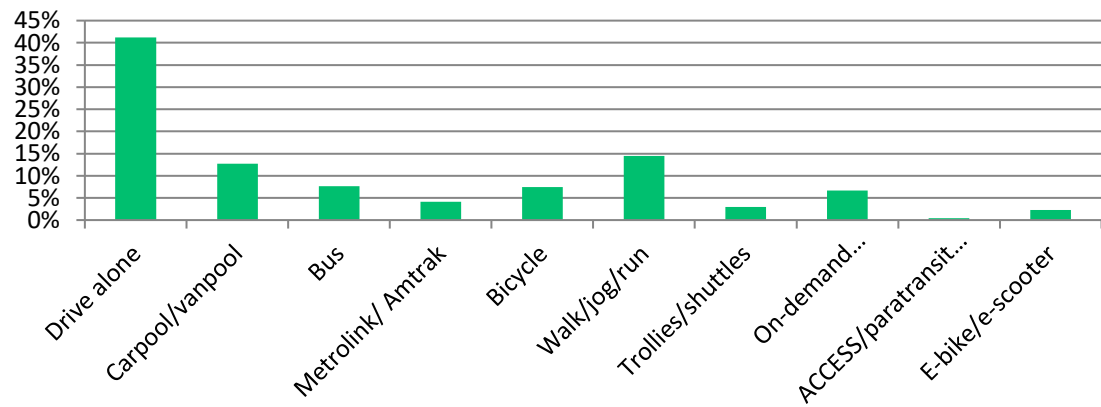
Spanish Respondent s	348	Sep 25 2020 10:38 AM	92675
	349	Sep 25 2020 10:34 AM	92780
		Response Date	Responses
	350	Oct 30 2020 05:57 AM	92866
	351	Oct 29 2020 07:03 AM	92675
	352	Oct 27 2020 10:30 PM	92701
	353	Oct 19 2020 08:30 PM	92703
	354	Oct 18 2020 09:43 AM	92801
	355	Oct 17 2020 11:46 AM	92704
	356	Oct 16 2020 04:31 AM	92688
	357	Sep 27 2020 08:10 AM	92801
		Response Date	Responses
	358	Oct 19 2020 12:51 PM	92620

OCTA SOCMTS PUBLIC INPUT SURVEY

When you travel in and around Orange County,  
how do you normally get from place to  
place?You may select up to three choices.

Answer Choices	Responses					Total Answered		
	%	English	Spanish	Mandarin	Total			
Drive alone	41%	306	1	1	308	Responding Participants		
Carpool/vanpool	13%	93	1	1	95	English	Spanish	Mandarin
Bus	8%	50	7	0	57	Answered: 350	Answered: 8	Answered: 1
Metrolink/ Amtrak	4%	29	2	0	31	Skipped: 1	Skipped: 0	Skipped: 0
Bicycle	7%	55	1	0	56			
Walk/jog/run	14%	104	3	1	108			
Trolleys/shuttles	3%	22	0	0	22			
On-demand rideshare service (such as Uber or Lyft)	7%	49	1	0	50			
ACCESS/paratransit service	0%	3	0	0	3			
E-bike/e-scooter	2.28%	17	0	0	17			
Total	100.00%				747			

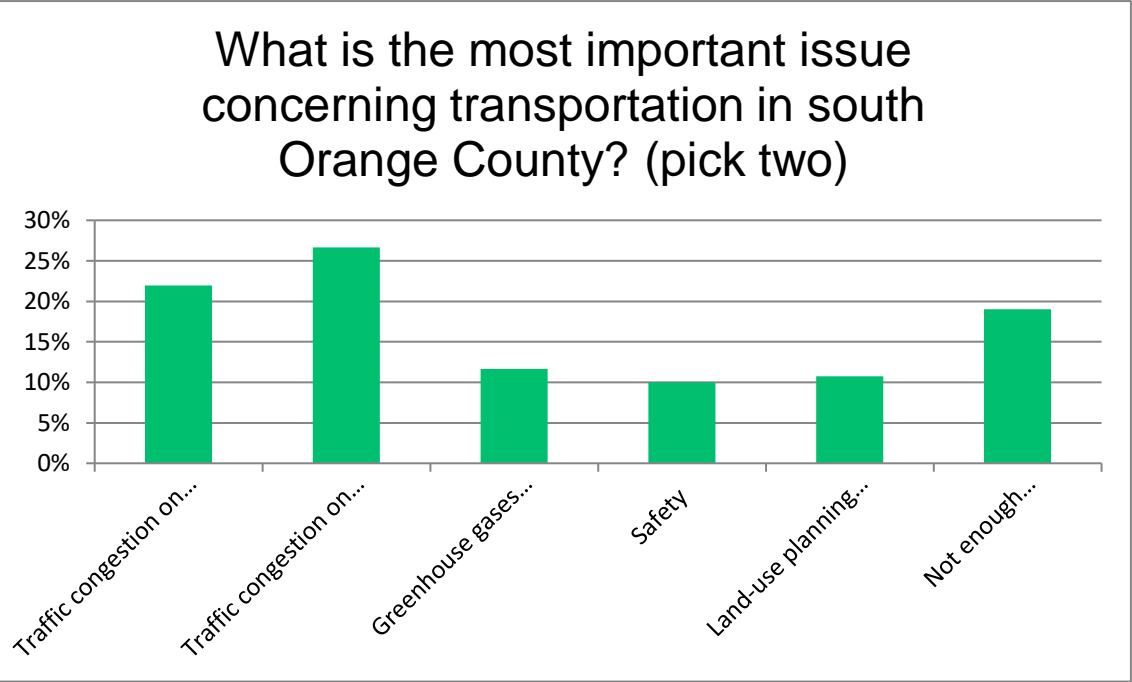
When you travel in and around Orange County, how do you normally get from place to place?You may select up to three choices.



OCTA SOCMTS PUBLIC INPUT SURVEY

What is the most important issue concerning transportation in south Orange County? (pick two)

Answer Choices	Responses					Total Answered	679
	%	English	Spanish	Mandarin	Total		
Traffic congestion on local streets and roads	22%	145	3	1	149	<div> <div> <div>Responding Participants</div> <div>English</div> <div>Spanish</div> <div>Mandarin</div> </div> <div> <div>Answered: 349</div> <div>Answered: 8</div> <div>Answered: 1</div> </div> <div> <div>Skipped: 2</div> <div>Skipped: 0</div> <div>Skipped: 0</div> </div> </div>	
Traffic congestion on freeways/highways	27%	177	3	1	181		
Greenhouse gases (addressing climate change)	12%	79	0	0	79		
Safety	10%	66	2	0	68		
Land-use planning (coordinating new development with transportation)	11%	72	1	0	73		
Not enough transportation choices (bus, rail, or on-demand microtransit)	19%	122	7	0	129		
<b>Total</b>	<b>100.00%</b>				<b>679</b>		

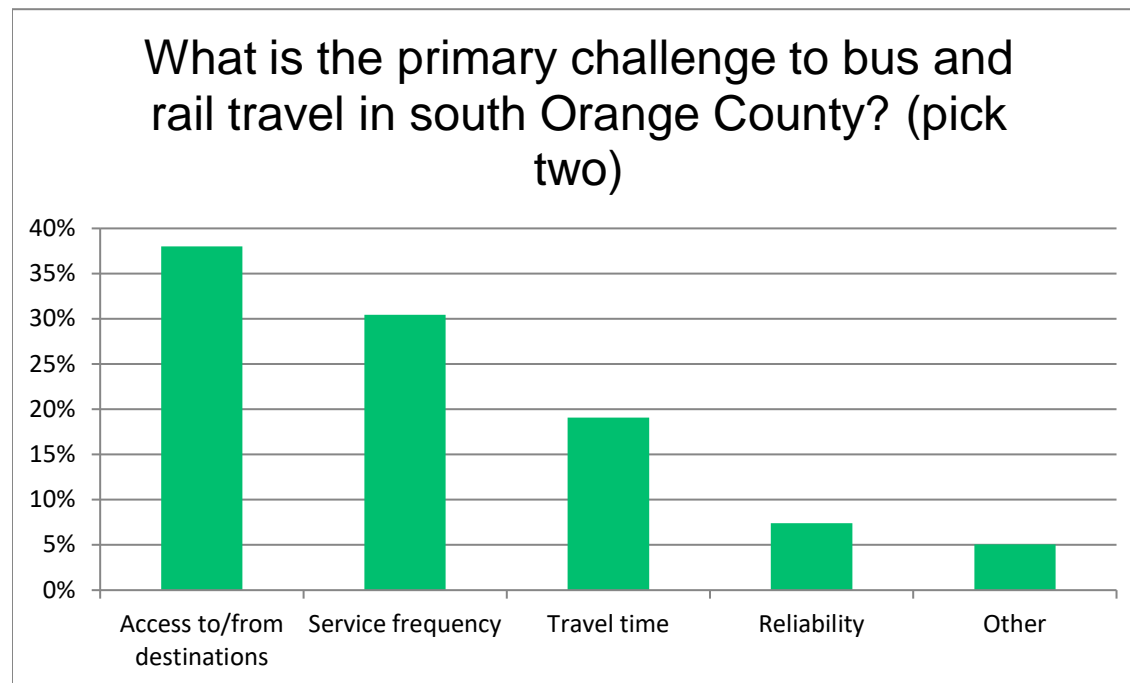




## OCTA SOCMTS PUBLIC INPUT SURVEY

**What is the primary challenge to bus and rail travel in south Orange County? (pick two)**

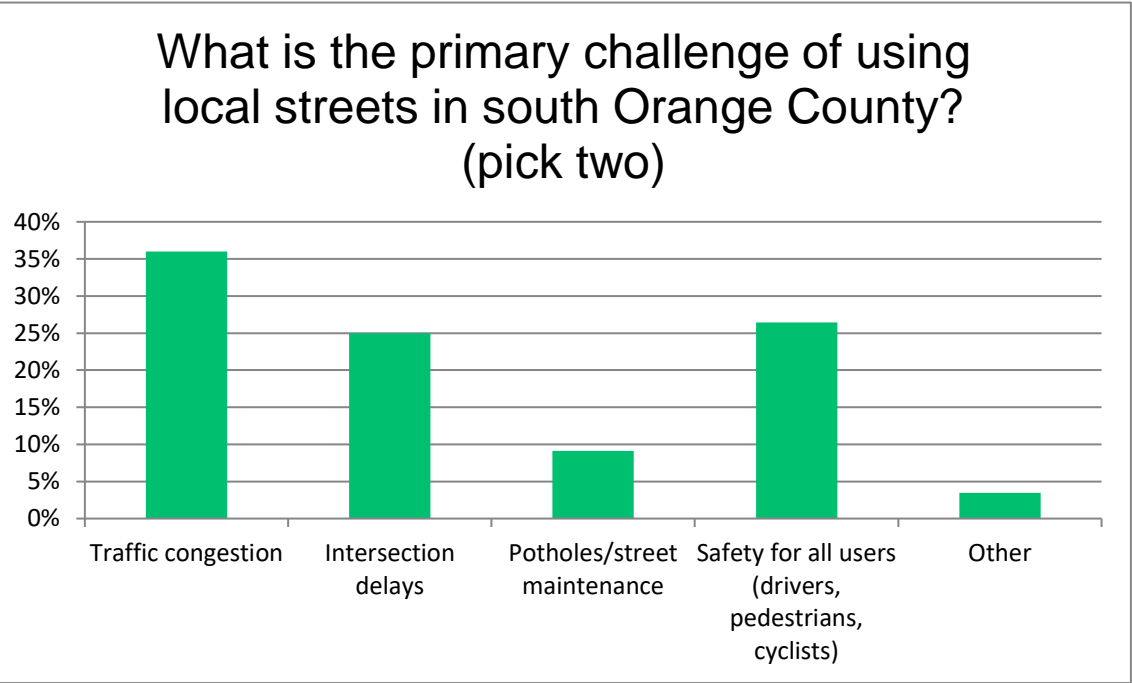
Answer Choices	Responses					Total Answered	650
	%	English	Spanish	Mandarin	Total		
Access to/from destinations	38%	241	5	1	247	Responding Participants English Spanish Mandarin Answered: 345 Answered: 8 Answered: 1 Skipped: 6 Skipped: 0 Skipped: 0	
Service frequency	30%	192	6	0	198		
Travel time	19%	120	3	1	124		
Reliability	7%	47	1	0	48		
Other	5%	33	0	0	33		
<b>Total</b>	<b>100.00%</b>				<b>650</b>		



OCTA SOCMTS PUBLIC INPUT SURVEY

What is the primary challenge of using local streets in south Orange County? (pick two)

Answer Choices	Responses					Total Answered	636
	%	English	Spanish	Mandarin	Total		
Traffic congestion	36%	227	2	0	229	Responding Participants English      Spanish      Mandarin Answered: 349    Answered: 8    Answered: 1 Skipped: 2      Skipped: 0      Skipped: 0	
Intersection delays	25%	153	6	0	159		
Potholes/street maintenance	9%	54	3	1	58		
Safety for all users (drivers, pedestrians, cyclists)	26%	165	2	1	168		
Other	3%	21	1	0	22		
Total	100.00%				636		



Respondents	Response Date	Other (please specify)	Tags
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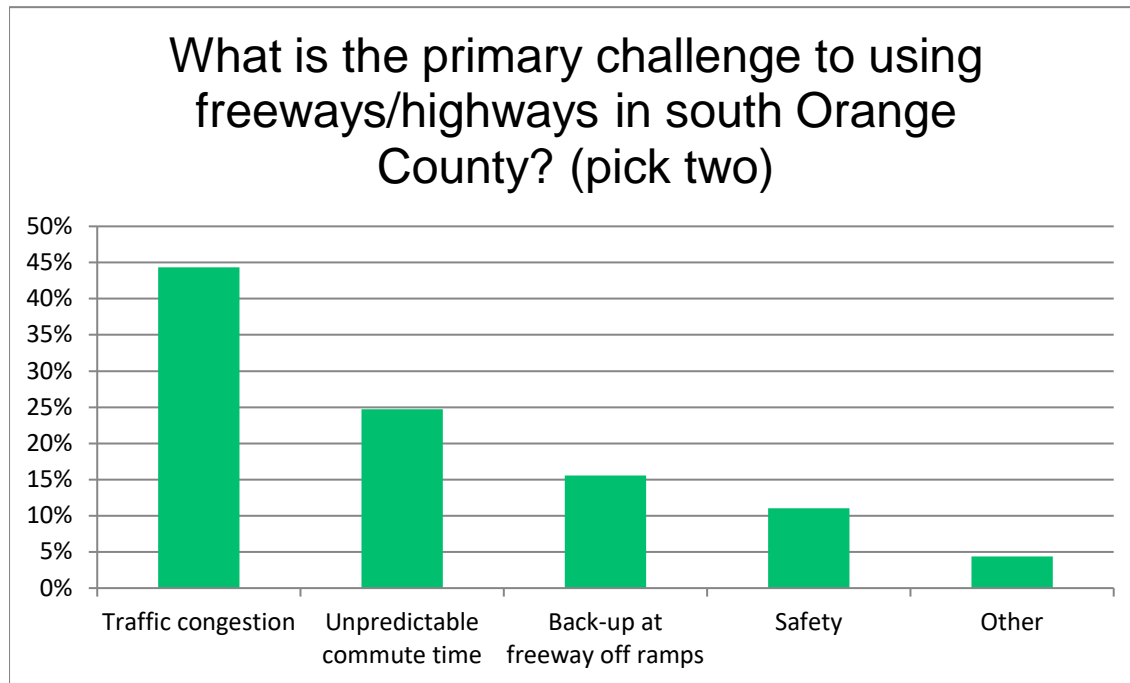
(Spanish) There are  
homeless people who  
on the bus smell a lot  
of cigarettes or pee,  
sometimes they occupy  
several seats for their  
things, once under one  
of them and I sat on a  
seat and got my clothes  
wet because there was  
liquid.

1 Oct 29 2020 07:03 AM

## OCTA SOCMTS PUBLIC INPUT SURVEY

What is the primary challenge to using  
freeways/highways in south Orange County?  
(pick two)

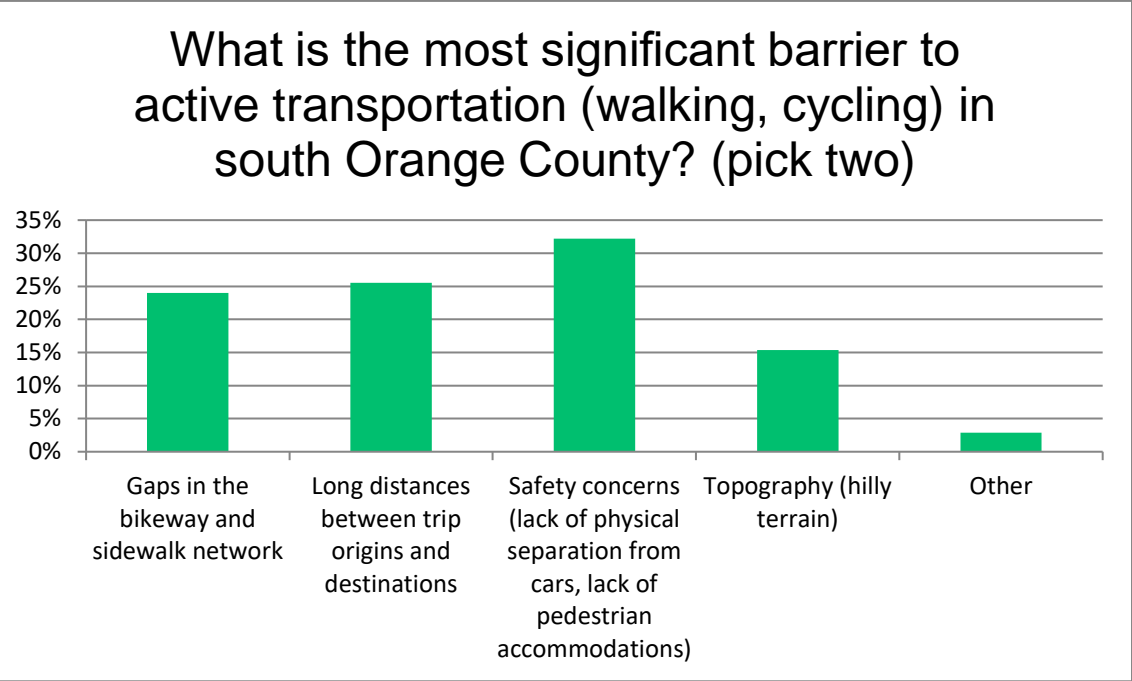
Answer Choices	Responses					Total Answ	643
	%	English	Spanish	Mandarin	Total		
Traffic congestion	44%	279	5	1	285	Responding Participants English Spanish Answered: Answered: 8 Skipped: 3 Skipped: 0	Mandarin Answered: 1 Skipped: 0
Unpredictable commute time	25%	156	3	0	159		
Back-up at freeway off ramps	16%	98	2	0	100		
Safety	11%	68	2	1	71		
Other	4%	28	0	0	28		
<b>Total</b>	<b>100.00%</b>				<b>643</b>		



OCTA SOCMTS PUBLIC INPUT SURVEY

What is the most significant barrier to active transportation (walking, cycling) in south Orange County? (pick two)

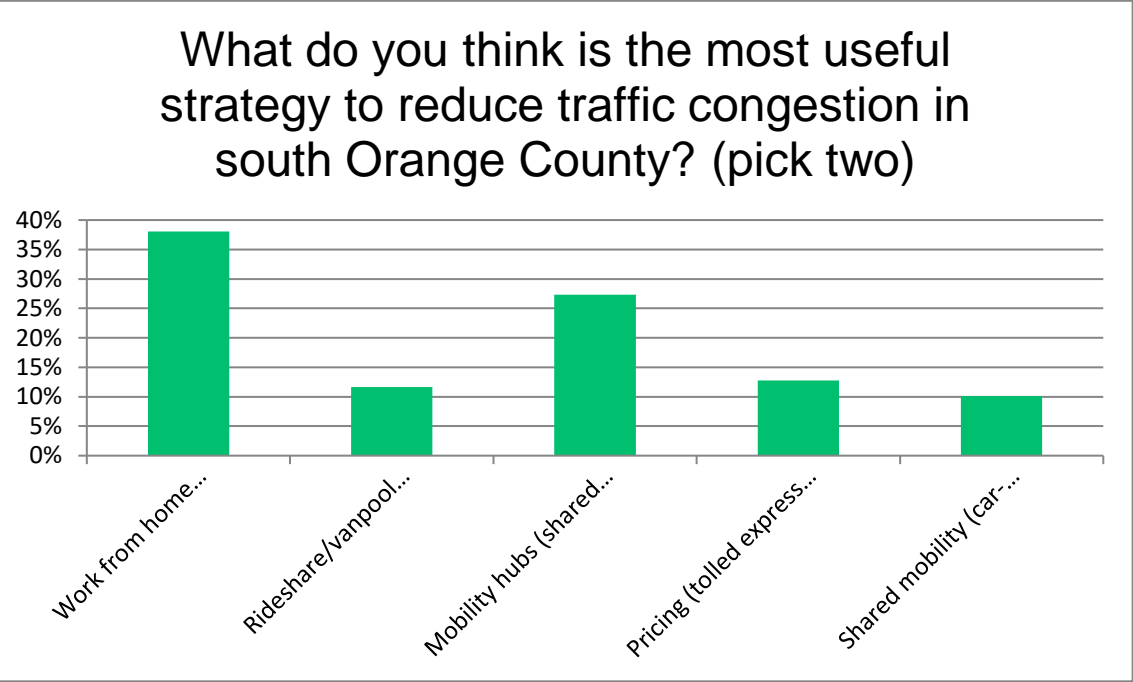
Answer Choices	Responses							
	%	English	Spanish	Mandarin	Total	Total Answered		
Gaps in the bikeway and sidewalk network	24%	154	3	1	158	Responding Participants		
Long distances between trip origins and destinations	26%	163	5	0	168			
Safety concerns (lack of physical separation from cars, lack of pedestrian accommodations)	32%	207	4	1	212		English	Spanish
Topography (hilly terrain)	15%	101	0	0	101		Answered: 347	Answered: 8
Other	3%	19	0	0	19		Skipped: 4	Skipped: 0
Total	100.00%				658			Mandarin
								Answered: 1
								Skipped: 0



OCTA SOCMTS PUBLIC INPUT SURVEY

What do you think is the most useful strategy to reduce traffic congestion in south Orange County? (pick two)

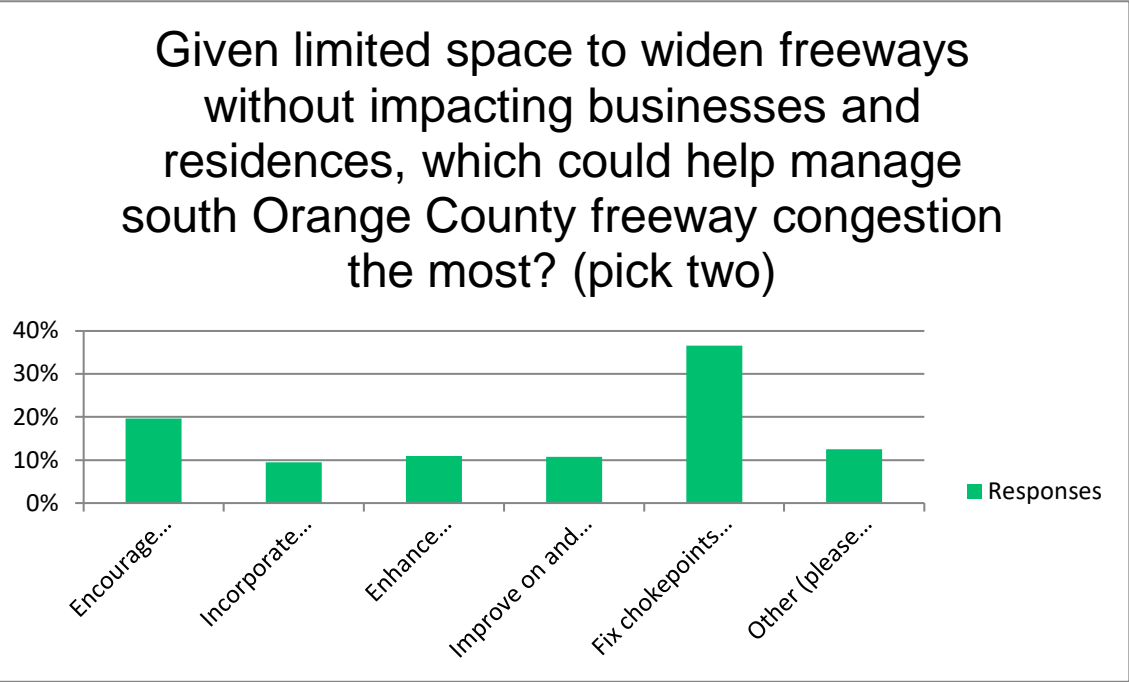
Answer Choices	Responses					Total Answered	651
	%	English	Spanish	Mandarin	Total		
Work from home programs	38%	245	2	1	248	<div> <div>Responding Participants</div> <div> <div>English</div> <div>Spanish</div> <div>Mandarin</div> </div> </div>	
Rideshare/vanpool programs and facilities	12%	73	2	1	76		
Mobility hubs (shared activity centers for connecting bus and transit)	27%	172	6	0	178		
Pricing (tolled express lanes, charge for parking)	13%	81	2	0	83		
Shared mobility (car-share, bike-share, scooter-share)	10%	63	3	0	66		
<b>Total</b>	<b>100.00%</b>				<b>651</b>	<div> <div> <div>Answered: 342</div> <div>Skipped: 9</div> </div> <div> <div>Answered: 8</div> <div>Skipped: 0</div> </div> <div> <div>Answered: 1</div> <div>Skipped: 0</div> </div> </div>	



OCTA SOCMTS PUBLIC INPUT SURVEY

Given limited space to widen freeways without impacting businesses and residences, which could help manage south Orange County freeway congestion the most? (pick two)

Answer Choices	Responses					Total Answered	677
	%	English	Spanish	Mandarin	Total		
Encourage carpools, vanpools and ridesharing	20%	129	4	0	133	Responding Participants English: 342 Spanish: 8 Mandarin: 1 Skipped: 0	
Incorporate tolled express lanes onto existing freeway	9%	61	2	1	64		
Enhance infrastructure to accommodate autonomous	11%	73	1	0	74		
Improve on and off ramps	11%	71	2	0	73		
Fix chokepoints (high congestion areas)	37%	243	4	1	248		
Other (please specify)	13%	85	0	0	85		
Total	100.00%				677		



Respondents	Response Date	Other (please specify)	Tags
	Oct 27 2020 1 06:59 PM	Express bus service on OC freeways linking OC and LA County.	

		Work with business to gain extra dataset in terms of business hours #
2	Oct 27 2020 04:18 PM	of employees ect
	Oct 25 2020	
3	10:42 PM	mass transit
	Oct 25 2020	More bus and train
4	02:31 PM	service
		Restrict all commercial
	Oct 25 2020	trucks to use between
5	02:14 PM	8pm and 8am
		trains for long distances
	Oct 23 2020	to hubs with buses & cabs
6	05:12 PM	for local
	Oct 23 2020	Implement first and last
7	02:42 PM	mile mobility devices.
	Oct 23 2020	
8	01:14 PM	Double Track Railroad
		Properly maintain existing
	Oct 22 2020	roadways anticipating
9	12:21 PM	autonomous increases
	Oct 22 2020	
10	09:07 AM	Fix rail!
		more public
		transportation - train at
		better prices and more
		frequency during the
	Oct 22 2020	whole day. Think like big
11	09:05 AM	city!
	Oct 21 2020	
12	09:20 PM	More Metrolink!
	Oct 21 2020	Close bicycle facility gaps.
13	03:32 PM	Please.



Encouraging higher capacity use of toll roads to take pressure off the 5; example: reduced cost use for 3+ vehicles or free use by an OCTA BRT route. Also, expand neighborhood "leisure" public transportation in more communities (e.g. trolleys in Laguna, Dana Point, San Clemente could be expanded to Laguna Niguel, Mission Viejo, Aliso Viejo, etc.). Land use planning that puts more jobs within walking distance of Metrolink stations.

Oct 21 2020  
14 02:49 PM

Designate more lots where carpools could leave their cars. (eg. Walnut in Irvine near the 5 Fwy.)

Oct 21 2020  
15 09:19 AM

more transit/rail infrastructure

Oct 21 2020  
16 08:33 AM

Fix Metrolink and expand bike parking! A small residential area doesn't need bike share, but I would ride my bike to the trains station if I could keep it there safely for my commute!

Oct 21 2020  
17 06:00 AM

eliminate toll fees so that all people including lower income utilize these underutilized lane resources

Oct 20 2020  
18 07:45 PM

	19	Oct 20 2020 12:23 PM	Better place bike parking (security of locked bikes) and ensure bike lanes on MSRs
	20	Oct 20 2020 11:59 AM	Construct the 241-South Toll Rd, using the former Green Alignment, which was killed only due to a major mis-information campaign by environmental activists. there is no other reasonable option to manage congestion, it is a shame folks from South County do not realize that. If there is an emergency, I-5 is the only lifeline, pretty shortsighted to not include Foothill south in every conceivable alternative if a real solution is desired. Carpools, vanpools and ridesharing have proven since the 1970s to not be a solution to manage congestion. Hanging your hat on autonomous vehicles would be very shortsighted, only a small proportion of vehicles by your horizon year would be autonomous. Fixing chokepoints and ramps is a bandaid that is not a true solution, sure those are helpful, but those do
	21	Oct 20 2020 11:00 AM	Increased frequencies of
	22	Oct 20 2020 08:19 AM	trains and buses.

	Oct 19 2020	Incorporating a much
23	03:48 PM	better light-rail/subway
		type travel network
	Oct 19 2020	Make it easier for local
24	09:39 AM	traffic to choose ebike or
		golf cart
	Oct 18 2020	
25	10:47 AM	better public transit
	Oct 18 2020	
26	10:18 AM	eliminate car pool lanes
	Oct 18 2020	
27	09:20 AM	Work at home.
		Connect Portola Parkway
		to minimize traffic on
	Oct 16 2020	Sand Canyon and
28	08:01 PM	Bake/Alton
		Use multi modal
		sidewalks for golf carts.
		No green house gas
		emissions, easy for
	Oct 16 2020	seniors, require small
29	05:07 PM	parking footprint.
	Oct 16 2020	Develop and encourage
30	04:48 PM	public transit
	Oct 16 2020	Add more free public
31	04:39 PM	transportation options
		using the bus. Schedules
	Oct 15 2020	must match route time
32	11:50 AM	more closely
	Oct 15 2020	municipal transportation
33	10:22 AM	lanes
		DON'T continue building
		unless you have the space
		for roads to
	Oct 15 2020	accommodate the new
34	09:45 AM	people. SIMPLE!
	Oct 15 2020	Shared cars at train
35	09:31 AM	stations
		Don't widen freeways
	Oct 14 2020	..constant construction
36	04:01 PM	worse

	Oct 14 2020	Improve other modes of travel to compete with freeway
37	03:17 PM	
	Oct 14 2020	encourage work from home
38	11:44 AM	
	Oct 13 2020	More Trolley's. More Train Sprinters.
39	02:21 PM	
		Incentivize carpools, vanpools, ridesharing with vouchers or something similar
40	Oct 13 2020 11:38 AM	
	Oct 12 2020	more frequent, free, fast buses
41	11:39 AM	
		Limit population growth commensurate with infrastructure capacity & efficiency.
42	Oct 10 2020 03:29 PM	
		don't do any of these -- you will only increase traffic. Consider congestion tolls
43	Oct 10 2020 05:44 AM	
		Improve public transportation as in europe
44	Oct 09 2020 10:45 PM	
	Oct 08 2020	Light rail or dedicated bus service in center medians
45	09:38 PM	
	Oct 08 2020	add train / light rail along I-5 and I-405 fwy corridors
46	06:05 PM	
		w/ connections to bus limit new track home building in areas, thus creating chokepoints...
47	Oct 08 2020 05:18 PM	
		It's impossible to get to airports using public transportation. This needs to be fixed. And the drop off point should be at the airport not 20 minutes away from it leaving you still trying to get there.
48	Oct 08 2020 08:58 AM	

49	Oct 07 2020 10:16 PM	Better OCTA Service
50	Oct 07 2020 12:33 PM	Run public transportation along highway corridors get people to live near jobs; bring jobs to bedroom type communitites
51	Oct 06 2020 09:11 PM	Light rail
52	Oct 06 2020 07:43 PM	Get people out of cars onto bikes and buses.
53	Oct 06 2020 06:28 PM	Public transportation intercity shuttles that start and end at metro link
54	Oct 06 2020 11:20 AM	Truck Management: hours/lanes/\$\$ Create and improve safe cycling lanes and connecting bike paths
55	Oct 05 2020 09:16 PM	offer more public transit
56	Oct 05 2020 03:21 PM	Rail that is frequent Make it easier and safer to travel by bike away from cars
57	Oct 05 2020 11:12 AM	Resurface the freeways as was paid for but not done!
58	Oct 05 2020 11:00 AM	Construct additional rail/subway commuter system that is user- friendly
59	Oct 05 2020 10:52 AM	
60	Oct 04 2020 01:24 PM	
61	Oct 04 2020 12:12 PM	
62	Oct 04 2020 11:22 AM	

		<p>Toll Lanes make traffic WORSE NOT BETTER! I used to live in Corona and saw the devastation they have caused on the 91. Why anyone is still pushing for them after the 91 debacle is beyond me.</p>
63	Oct 04 2020 10:56 AM	<p>self driving cars will mitigate most of the problems for a long time, but we have weird choke points where you lose 3 lanes suddenly. The toll roads are terrible because they generate massive jams where they terminate onto the</p>
64	Oct 04 2020 09:32 AM	<p>freeways. No more toll roads.</p>
65	Oct 02 2020 07:29 PM	<p>Complete roadway gaps. Connecting La Pata to Antonio Parkway is the best example. The Portola Parkway gap should be expedited as a roadway and protected bikeway.</p>
66	Oct 02 2020 06:56 PM	<p>Increase quality of public transport (bus and rail travel)</p>

		Double deck freeways, Purchase land (e.g. not allow a person or business to privately hold property within 200 yards of all freeways) along both sides of every freeway and rent back until enough land has been purchased to widen a freeway.
67	Oct 02 2020 04:59 PM	
68	Oct 02 2020 04:20 PM	improve bus transport options eliminate the tolls and carpool lanes. If the toll roads were free, then lower income people could use them, and traffic would be reduced on the "freeways", likewise a reduction in travel time average for all, if carpool lanes were available to all vehicles.
69	Oct 02 2020 09:43 AM	
70	Oct 02 2020 08:30 AM	stop widespread development Begin building and utilizing multi modal trails. We have over 1300 golf carts in our city.
71	Oct 01 2020 04:30 PM	Great for seniors, ghg not used
72	Oct 01 2020 12:35 PM	More options for public transit with more time slots

		better driver training, non-personal vehicles should only be allowed in the two rightmost lanes and the CHP should fine them for using other lanes. I'm constantly seeing big rigs
73	Oct 01 2020 07:21 AM	SB 5 using the 3rd lane from the right. Train - more light rail.
74	Sep 30 2020 06:26 PM	Buses sit in the same traffic.
75	Sep 30 2020 04:27 PM	Encourage train and bicycle trips
76	Sep 30 2020 03:53 PM	Add carpool lanes on the 73 and 241
77	Sep 30 2020 02:33 PM	More busses
78	Sep 30 2020 01:43 PM	Add protected bicycle lanes
79	Sep 30 2020 12:57 PM	multi modal options
80	Sep 30 2020 11:30 AM	change work schedule to an earlier or later start work time.
81	Sep 30 2020 10:53 AM	Be like the bay area build a freeway on top of the freeway, get more bravo bus routes with less stops to destinations that people actually wanna go. More Light Rail would be cool as well.
82	Sep 30 2020 09:18 AM	Encourage more higher wage industries (not retail) to have locations in So. OC so people won't have to commute on freeways.

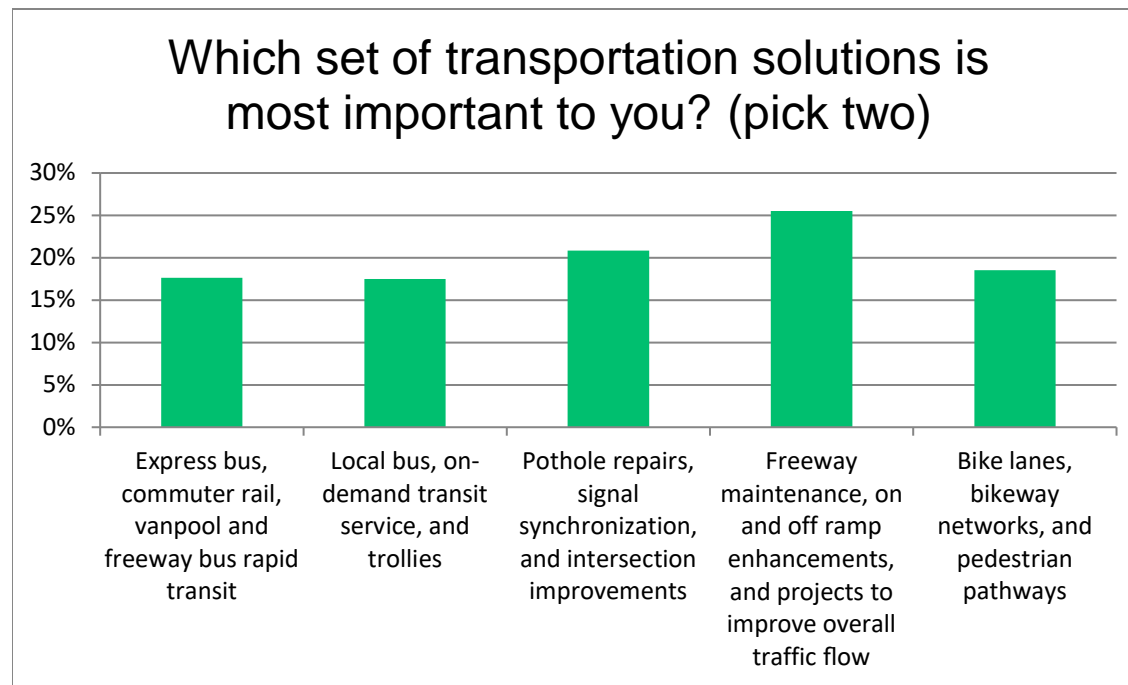


	Sep 29 2020	
	83	10:32 AM      Finish the 241
	Sep 28 2020      build public	
	84	08:11 AM      transportation, light rail
	Sep 26 2020      Better bus and commuter	
	85	05:54 PM      rail service

## OCTA SOCMTS PUBLIC INPUT SURVEY

**Which set of transportation solutions is most important to you? (pick two)**

Answer Choices	Responses							
	%	English	Spanish	Mandarin	Total	Total Responses		
Express bus, commuter rail, vanpool and freeway bus	18%	119	2	0	121			
Local bus, on-demand transit service, and trolleys	17%	113	7	0	120	Responding Participants		
Pothole repairs, signal synchronization, and intersection	21%	140	2	1	143	English	Spanish	Mandarin
Freeway maintenance, on and off ramp enhancements	26%	172	2	1	175	Answered: 348	Answered: 8	Answered: 1
Bike lanes, bikeway networks, and pedestrian pathway	19%	124	3	0	127	Skipped: 3	Skipped: 0	Skipped: 0
<b>Total</b>	<b>100.00%</b>				<b>686</b>			

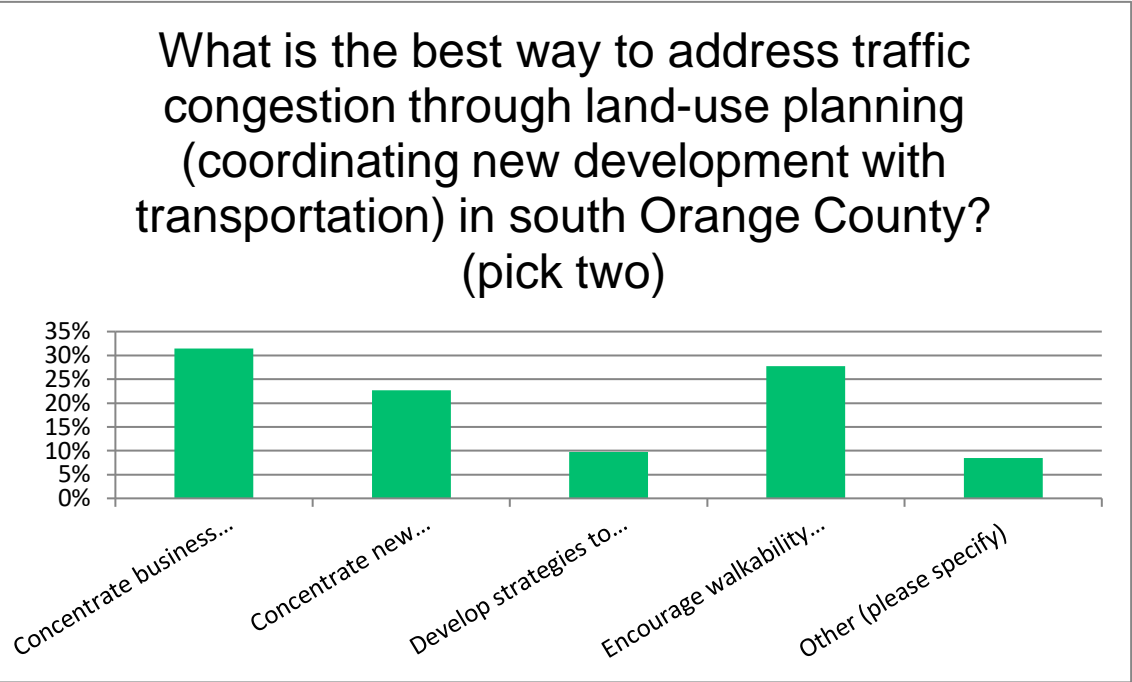


OCTA SOCMTS PUBLIC INPUT SURVEY

What is the best way to address traffic congestion through land-use planning (coordinating new development with transportation) in south Orange County? (pick two)

Answer Choice	Responses				
	%	English	Spanish	Mandarin	Total
Concentrate business...	31%	198	5	1	204
Concentrate new...	23%	143	3	1	147
Develop strategies to...	10%	63	0	0	63
Encourage walkability...	28%	175	5	0	180
Other (please specify)	8%	54	1	0	55
Total	100.00%				649

Total Answered	649	
Responding Participants		
English	Spanish	Mandarin
Answered: 347	Answered: 8	Answered: 1
Skipped: 4	Skipped: 0	Skipped: 0



Respondents	Response		Tags
	Date	Other (please specify)	
	Oct 29 2020 1 09:12 AM	let private parties determine how development works in their particular community	
	Oct 28 2020 2 03:21 PM	You're too late. Too many communities have been developed that can ONLY utilize already established arterials meant for that community.	
	Oct 24 2020 3 02:44 AM	Encourage bicycling, walking, jogging, alternatives to cars	

		Not charge for parking.
4	Oct 23 2020 05:12 PM	Trains supplemented by local cabs, etc
5	Oct 23 2020 01:14 PM	Improve rail by double tracking
6	Oct 22 2020 09:15 AM	Develop an Uber style service run by the OCTA MIXED USE near rail :) Like the "One Paseo"
7	Oct 22 2020 09:07 AM	development in North San Diego Offer parallel roads to high traffic roads (eg.Ortega hwy) to alleviate high traffic and bottle necking (eg El Toro Rd has Los Aliso as an alternative when El Toro has excess traffic)
8	Oct 21 2020 05:05 PM	
9	Oct 20 2020 07:45 PM	charging for parking favors affluent and harms lower income, eliminate the tolls from toll roads. toll free holidays and rush hours
10	Oct 20 2020 11:59 AM	Require developers to first construct an appropriately-sized road network that meets the projected vehicle capacity increase before a single building facility is approved for construction. No final project approval until the vehicle transportation network is in place.

not a real option, sure  
some people ride  
metrolink but does  
someone really think  
transit in south county is  
the solution to anything?  
This is very shortsighted.  
Based on the last 100  
years, it should be clear  
that land-use planning is  
market based and to think  
it will change is folly. This  
county is auto dependent  
and always will be, you  
cannot change the  
mindset of a vast majority  
of the population so why  
try? People that travel in  
south county that are  
impacted by congestion  
do not care about  
walkability or complete  
streets, if you get on the  
freeway, active modes are  
not an option for your trip  
to begin with, not hard to

- |    |             |                            |
|----|-------------|----------------------------|
|    | Oct 20 2020 | figure out. Charge for     |
| 11 | 11:00 AM    | parking in south county?   |
|    | Oct 19 2020 | expanding rail travel      |
| 12 | 03:48 PM    | locations                  |
|    | Oct 19 2020 | reduce number of houses    |
| 13 | 02:10 PM    | being built                |
|    | Oct 19 2020 | More bikeways and golf     |
| 14 | 09:39 AM    | cart friendly streets      |
|    | Oct 18 2020 | raise cost of new          |
| 15 | 07:57 PM    | development                |
|    | Oct 16 2020 |                            |
| 16 | 07:12 PM    | Build more roads           |
|    | Oct 16 2020 |                            |
| 17 | 05:07 PM    | Work from home option      |
|    | Oct 16 2020 | Add more public            |
| 18 | 04:39 PM    | transportation             |
|    |             | Read question #9. You      |
|    |             | need infrastructure before |
|    | Oct 15 2020 | you bring more people      |
| 19 | 09:45 AM    | and cars!                  |

20	Oct 14 2020 02:20 PM	Make public transportation easy, safe and available
21	Oct 14 2020 11:44 AM	Not approving new development without water permits.
22	Oct 13 2020 11:38 AM	Construct transit centers around EXISTING housing development
23	Oct 10 2020 04:43 PM	Stop developing!
24	Oct 10 2020 02:00 PM	Encourage businesses to allow work-from-home and 4-day workweeks
25	Oct 08 2020 06:05 PM	Develop mixed use areas (vs. separate business and resident) that connect to transit
26	Oct 08 2020 05:18 PM	DON'T Charge for parking, then we can meet with others and carpool One parking charge is more than the gas to get there and back.
27	Oct 08 2020 02:12 PM	discontinue groups like you
28	Oct 07 2020 03:46 PM	Better bus routes, e.g. Aliso Creek (movie & shopping)
29	Oct 04 2020 05:41 PM	Get rid of toll lanes since the toll roads have been paid for than let people drive them without a toll
30	Oct 04 2020 03:07 PM	Always develop with wide lanes and room to grow/expand
31	Oct 04 2020 02:58 PM	Hyper-proximity cities (15-minute cities)
32	Oct 04 2020 01:09 PM	Restrict new development
33	Oct 04 2020 12:12 PM	End high density housing developments now!!

		Have developer pay for arterial roads when developing an area and ONLY when studies show they are necessary (not BEFORE)
34	Oct 04 2020 10:56 AM	
35	Oct 04 2020 10:13 AM	new main roads to accommodate new large developments
		stop trying to price people from activities, like parking pricing, toll roads and the rest, it is a regressive tax, we already pay for the highways, stop tolling them. Stop throwing a ton of houses into areas without having gotten the infrastructure resolved first.
36	Oct 04 2020 09:32 AM	
37	Oct 03 2020 03:37 PM	Limit new housing development!
38	Oct 03 2020 09:16 AM	Smart intersections, signal synchronization county-wide
39	Oct 02 2020 07:29 PM	Remove bikeways from streets by investing in pedestrian/bike bridges
40	Oct 02 2020 02:51 PM	limit growth.
		Increasing density through unbridled development results in greater tripmaking and traffic. Control growth instead of merely attempting to accomodate growth.
41	Oct 02 2020 12:30 PM	
42	Oct 02 2020 11:35 AM	Not a fan of restricting development rights.

		enough with the charging to impact behavior. It adversely affects lower income people. Make parking free around train and bus terminals.
43	Oct 02 2020 09:43 AM	
		increase bus safety;
44	Oct 02 2020 08:30 AM	people are afraid to ride mass transit
	Oct 01 2020	
45	06:16 PM	Stop development
		Multi modal trails and small electronic mobility devices for individual housing on one end of (bus/rail) and business on the other end
46	Oct 01 2020 04:30 PM	
47	Oct 01 2020 02:10 PM	
		Land use planning is not the issue. Most bus/rail centers are located in highly developed areas now. The key to reducing congestion is to move more cars through the freeway/toll roads more quickly. Congestion pricing will do more to reduce congestion than land use planning.
48	Oct 01 2020 10:25 AM	
		better synconized stop lights, similar stores on both sides of the street thus eliminating the need to turn left and interrupting the flow of traffic in opposite direction.
49	Oct 01 2020 07:21 AM	Provide adequate thoroughfares in and around residential development
50	Sep 30 2020 02:32 PM	well lit bus and light rail service pick up and drop off points
51	Sep 30 2020 11:30 AM	

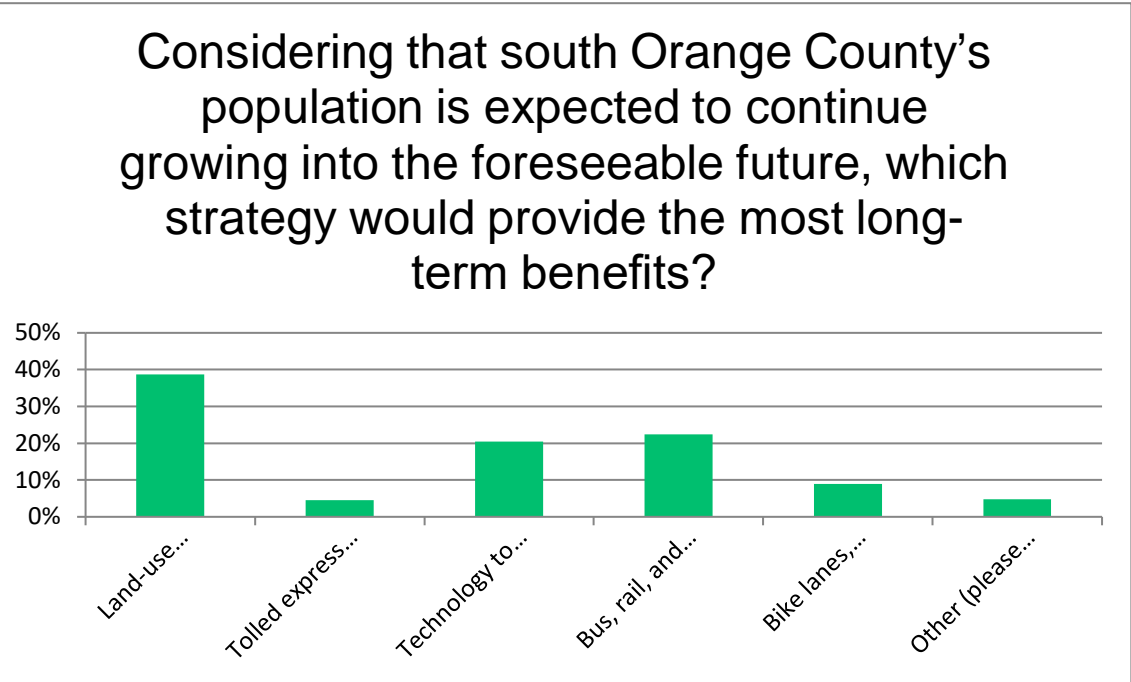


		how about making pch into a toll road or build a toll road somewhere else extend the 241 already. Its only taken what 5 years. I live in the bay area now and almost dont wanna come back to oc cause it sucks for busses and trains worse than la.
52	Sep 30 2020 10:53 AM	
		Sep 26 2020
53	07:14 AM	City shuttle service
		Sep 25 2020
54	12:35 PM	Affordable Senior transportation
		Oct 27 2020
55	10:30 PM	(Spanish) More bus routes

OCTA SOCMTS PUBLIC INPUT SURVEY

Considering that south Orange County’s population is expected to continue growing into the foreseeable future, which strategy would provide the most long-term benefits?

Answer Choices	Responses					Total Answered	356
	%	English	Spanish	Mandarin	Total		
Land-use planning (coordinating new development with transportation planning)	39%	135	3	0	138	<div> <div>Responding Participants</div> <div> <div>English</div> <div>Spanish</div> <div>Mandarin</div> </div> <div> <div>Answered: 347</div> <div>Answered: 8</div> <div>Answered: 1</div> </div> <div> <div>Skipped: 4</div> <div>Skipped: 0</div> <div>Skipped: 0</div> </div> </div>	
Tolled express lanes on existing freeways	4%	15	1	0	16		
Technology to minimize traffic (signal synchronization, autonomous vehicle technology)	21%	72	1	0	73		
Bus, rail, and other transit services	22%	80	0	0	80		
Bike lanes, sidewalks/crosswalks, and paved trails	9%	28	3	1	32		
Other (please specify)	5%	17	0	0	17		
<b>Total</b>	<b>100.00%</b>				<b>356</b>		



Respondents	Response		Other (please specify)	Tags
	Date			
	Oct 22 2020	1 09:15 AM	Develop an uber style service	
	Oct 20 2020	2 11:59 AM	See my response to the previous question.	
	Oct 18 2020	3 09:20 AM	Work at home	
	Oct 16 2020	4 07:12 PM	Build more roads, highway lanes and finish the 241	

5	Oct 15 2020 09:45 AM	I don't mind land use planning BUT you need to address capacity of the town or city.
6	Oct 14 2020 11:44 AM	Synchronization of lights, working at home benefits, & autonomous vehicles.
7	Oct 08 2020 06:05 PM	Encourage less dependence on vehicles, and more bike/walk to local destinations. Further destinations would use bus/rail. Freeways are so congested and don't trust Caltrans to manage budget, schedule or prioritize local community needs. Want to keep local funds to serve local needs.
8	Oct 08 2020 02:12 PM	Stop making the problem worst as you are doing.
9	Oct 07 2020 03:46 PM	Electric automobiles Reduce the toll road cost.
10	Oct 04 2020 05:41 PM	Lower the price dramatically Resurface freeways. End all toll roads to improve utilization!
11	Oct 04 2020 12:12 PM	Again, Tolloed express lanes are a horrible idea. Developers should build arterial roads when they build new communities WHERE THEY ARE NEEDED. NO MORE TOLL ROADS/NO MORE TOLL ROAD EXTENSIONS/NO MORE TOLL LANES!
12	Oct 04 2020 10:56 AM	
13	Oct 03 2020 03:37 PM	Limit new housing development!

14	Oct 02 2020 12:30 PM	See response to previous question.
15	Oct 01 2020 07:21 AM	eliminate the toll on toll roads. I would use toll roads 261 and 241 instead of Jamboree if it was free.
16	Sep 30 2020 11:22 AM	Stop building on whatever is left of our open spaces. Educate people on rules of the road. Make bike lanes safer. We have a tandem that we would ride everywhere. We finally stopped riding due to people not paying attention while driving.
17	Sep 25 2020 12:35 PM	Affordable senior transportation

OCTA SOCMTS PUBLIC INPUT SURVEY

What is your worksite zip code if you have one?

Responding Participants

	Spanish	Mandarin
Answered	8	1
Skipped	0	0

English Respondent s	Responses	Tags
1	90740	
2	92672	
3	92653	
4	92688	
5	92673	
6	92866	
7	92805	
8	92692	
9	92677	
10	92688	
11	92653	
12	92805	
13	92863	
14	92688	
15	92704	
16	92704	
17	92672	
18	92627	
19	90245	
20	92653	
21	92804	

22	92866
23	92672
24	92675
25	92704
26	92704
27	Retired
28	92626
29	-
30	92704
31	92704
32	92630
33	92673
34	92868
35	92626
36	92677
37	92677
38	92677
39	92618
40	92675
41	90804
42	92629
43	92673
44	92618
45	92701
46	92653
47	92618
48	92672
49	92675
50	92697
51	92612
52	92672
53	N/A

54	92660
55	92410
56	92623
57	92614
58	92673
59	92673
60	92625
61	92868
62	92660
63	92626
64	92630
65	92672
66	na
67	92620
68	92614
69	92660
70	92660
71	92612
72	92618
73	92691
74	92692
75	92637
76	92630
77	92629
78	92657
79	92672
80	92677
81	92630
82	92612
83	92674
84	92672
85	92660

86	92673
87	92672
88	na
89	92672
90	92672
91	92673
92	92672
93	92705
94	92660
95	92868
96	92651
97	92660
98	92688
99	92672
100	92672
101	92780
102	92672
103	92672
104	92673
105	None
106	N.A.
107	90041
108	92806
109	92675
110	92618
111	92618
112	92691
113	92691
114	92691
115	92691
116	92691
117	92691



118	92691
119	92691
120	92691
121	92691
122	92612
123	92831
124	92612 / 92618
125	*2630
126	92623
127	92868
128	92673
129	92673
130	92831
131	92651
132	92618
133	30144
134	92677
135	92843
136	90045
137	92660
138	92629
139	90014
140	92688
141	92701
142	92629
143	Retired / home / 92651
144	92868
145	92660
146	92656
147	92677
148	92651
149	92656

150	92656
151	N/a
152	92691
153	92677
154	92692
155	92630
156	92629
157	N/A
158	92660
159	92688
160	92610
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162	92610
163	92630
164	92660
165	92630
166	92624
167	92626
168	92646
169	92656
170	92630
171	92782
172	92868
173	92606
174	92618
175	92624
176	92602
177	92673
178	90660
179	na
180	92672
181	92673

182	92647
183	92626
184	92624
185	90017
186	92672
187	92691
188	92653
189	92806
190	90601
191	92691
192	92675
193	92691
194	92677
195	92618
196	92677
197	92691
198	92660
199	91708
200	92630
201	90003
202	92637
203	90089
204	92692
205	92675
206	92675
207	92868
208	92630
209	92705
210	92780
211	92630
212	92637
213	92618

214	92863
215	92868
216	92704
217	92806
218	92691
219	92691
220	92691
221	92691
222	92691
223	92691
224	92691
225	92630
226	92618
227	91765
228	92704
229	90015
230	92707
231	92130
232	92614
233	92630
234	92623
235	n/a
236	92868
237	92626
238	No comments at all
239	92807
240	92630
241	92688
242	92691
243	n/a
244	92715
245	92630

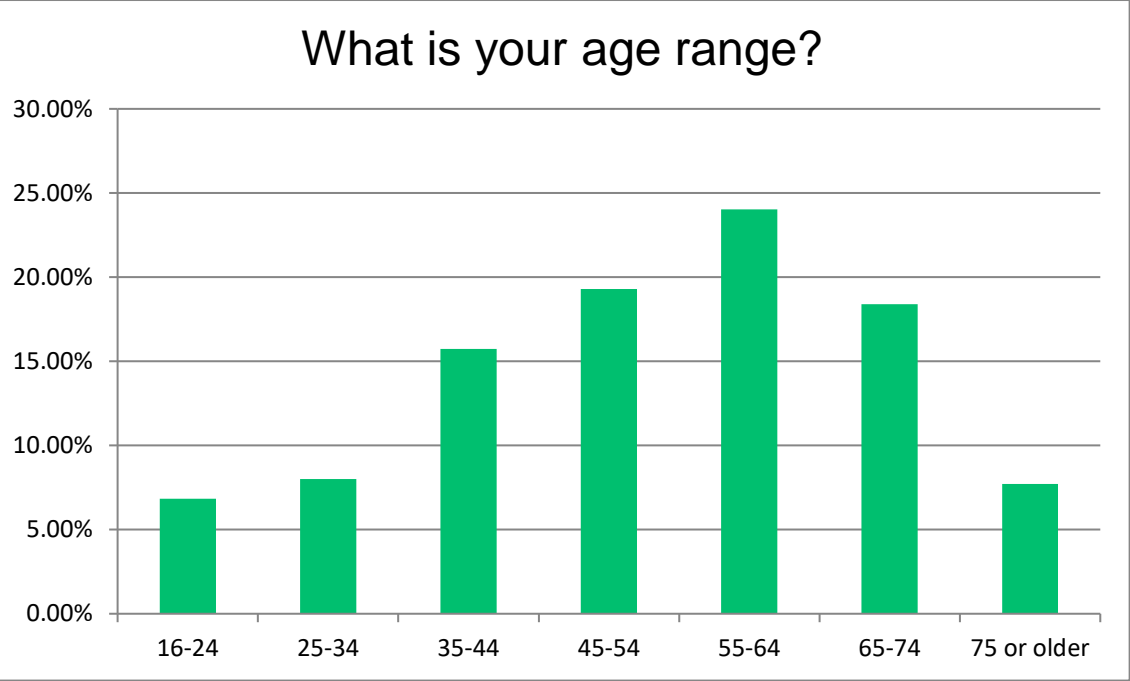
246	92705		
247	92844		
248	92630		
249	92663		
250	92618		
251	92868		
252	95448		
253	92679		
254	92604		
255	92656		
256	92630		
257	92630		
258	92630		
259	92610		
260	92630		
261	92691		
262	92614		
263	92618		
264	92614		
265	92604		
266	92610		
267	92675		
268	92692		
269	92646		
270	N/A		
271	92693		
272	92693		
Spanish Respondent s	Responses	Tags	
273	92917		
274	92637		

	275	92701	
	276	92780	
	277	92703	
	278	92701	
	279	92694	
	280	92801	
Mandarin Respondent s		Responses	Tags
	281	92602	

OCTA SOCMTS PUBLIC INPUT SURVEY

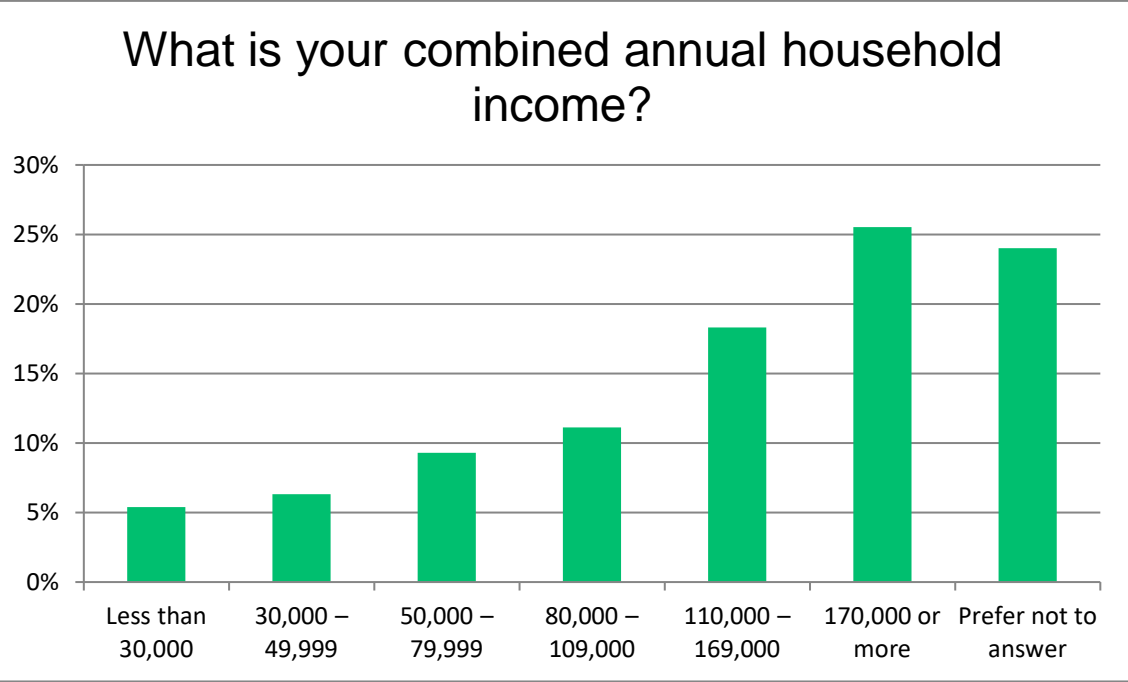
What is your age range?

Answer Choices		Responses						
	%	English	Spanish	Mandarin	Total	Total Answered		337
16-24	6.82%	22	1	0	23			
25-34	8.01%	26	1	0	27	Responding Participants		
35-44	15.73%	50	3	0	53	English	Spanish	Mandarin
45-54	19.29%	61	3	1	65	Answered: 328	Answered: 8	Answered: 1
55-64	24.04%	81	0	0	81	Skipped: 23	Skipped: 0	Skipped: 0
65-74	18.40%	62	0	0	62			
75 or older	7.72%	26	0	0	26			
Total	100.00%	337						



OCTA SOCMTS PUBLIC INPUT SURVEY  
What is your combined annual household income?

Answer Choices	Responses					Total Answered	333
	%	English	Spanish	Mandarin	Total		
Less than 30,000	5%	14	3	1	18	21 Responding Participants English Spanish Mandarin Answered: 328 Answered: 8 Answered: 1 Answered: 324 Answered: 8 Answered: 1 Skipped: 27 Skipped: 0 Skipped: 0	
30,000 – 49,999	6%	19	2	0	21		
50,000 – 79,999	9%	30	1	0	31		
80,000 – 109,000	11%	37	0	0	37		
110,000 – 169,000	18%	61	0	0	61		
170,000 or more	26%	85	0	0	85		
Prefer not to answer	24%	78	2	0	80		
Total	100.00%				333		

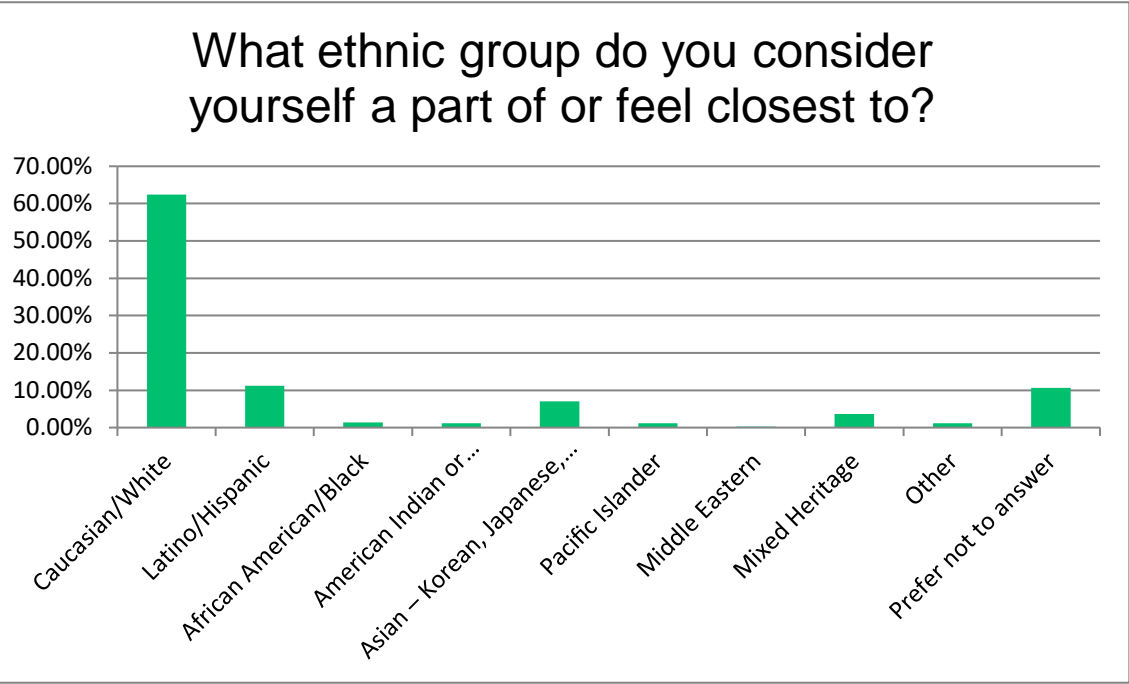




OCTA SOCMTS PUBLIC INPUT SURVEY

What ethnic group do you consider yourself a part of or feel closest to?

Answer Choices	Responses					Total Answered	357
	English % Only	English	Spanish	Mandarin	Total		
Caucasian/White	62.46%	223	0	0	223	Responding Participants English Spanish Mandarin Answered: 328 Answered: 8 Answered: 1 Skipped: 23 Skipped: 0 Skipped: 0	
Latino/Hispanic	11.20%	32	8	0	40		
African American/Black	1.40%	5	0	0	5		
American Indian or Alaskan Native	1.12%	4	0	0	4		
Asian – Korean, Japanese, Chinese, Vietnamese, Filipino, or other	7.00%	24	0	1	25		
Pacific Islander	1.12%	4	0	0	4		
Middle Eastern	0.28%	1	0	0	1		
Mixed Heritage	3.64%	13	0	0	13		
Other	1.12%	4	0	0	4		
Prefer not to answer	10.64%	38	0	0	38		
Total	100.00%				357		



# **Appendix B**

## **Appendix B.2 English Survey Results**

## OCTA SOCMTS PUBLIC INPUT SURVEY

**What is your home zip code?**

**Answered 349**

**Skipped 2**

Response			
Respondents	Date	Responses	Tags

	Oct 30 2020		
1	01:01 PM	90630	
	Oct 29 2020		
2	03:41 PM	92630	
	Oct 29 2020		
3	02:06 PM	92614	
	Oct 29 2020		
4	02:05 PM	92688	
	Oct 29 2020		
5	12:39 PM	92656	
	Oct 29 2020		
6	10:58 AM	92688	
	Oct 29 2020		
7	09:52 AM	92647	
	Oct 29 2020		
8	09:35 AM	92692	
	Oct 29 2020		
9	09:12 AM	92677	
	Oct 29 2020		
10	09:01 AM	92679	
	Oct 29 2020		
11	08:56 AM	92840	
	Oct 29 2020		
12	08:55 AM	92805	

	Oct 29 2020	
13	07:44 AM	92627
	Oct 28 2020	
14	03:38 PM	92880
	Oct 28 2020	
15	03:21 PM	92688
	Oct 28 2020	
16	08:15 AM	91761
	Oct 28 2020	
17	08:10 AM	92703
	Oct 28 2020	
18	06:13 AM	91762
	Oct 27 2020	
19	08:38 PM	92673
	Oct 27 2020	
20	07:25 PM	92707
	Oct 27 2020	
21	06:59 PM	92648
	Oct 27 2020	
22	04:18 PM	92694
	Oct 27 2020	
23	02:46 PM	92683
	Oct 27 2020	
24	08:04 AM	92660
	Oct 27 2020	
25	07:53 AM	92672
	Oct 26 2020	
26	08:54 PM	92886
	Oct 25 2020	
27	10:42 PM	92886
	Oct 25 2020	
28	02:31 PM	92675

	Oct 25 2020	
29	11:03 AM	92637
	Oct 24 2020	
30	08:40 AM	92882
	Oct 24 2020	
31	07:41 AM	92673
	Oct 24 2020	
32	03:56 AM	91709
	Oct 24 2020	
33	02:44 AM	92637
	Oct 23 2020	
34	08:54 PM	92688
	Oct 23 2020	
35	07:33 PM	92637
	Oct 23 2020	
36	05:12 PM	92677
	Oct 23 2020	
37	03:40 PM	92805
	Oct 23 2020	
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39	01:40 PM	92840
	Oct 23 2020	
40	01:39 PM	92610
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41	01:14 PM	92673
	Oct 23 2020	
42	12:58 PM	92692
	Oct 23 2020	
43	12:36 PM	92677
	Oct 23 2020	
44	11:21 AM	92677

	Oct 23 2020	
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	Oct 23 2020	
46	10:54 AM	92677
	Oct 23 2020	
47	09:31 AM	92677
	Oct 22 2020	
48	12:21 PM	92673
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49	11:53 AM	92675
	Oct 22 2020	
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	Oct 22 2020	
51	09:07 AM	92675
	Oct 22 2020	
52	09:05 AM	92679
	Oct 21 2020	
53	09:20 PM	92705
	Oct 21 2020	
54	05:05 PM	92675
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55	03:32 PM	92656
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	Oct 21 2020	
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	Oct 21 2020	
60	06:00 AM	92675

	Oct 20 2020	
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	Oct 20 2020	
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	Oct 20 2020	
63	07:18 PM	92694
	Oct 20 2020	
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67	12:23 PM	92672
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69	11:48 AM	92660
	Oct 20 2020	
70	11:00 AM	92808
	Oct 20 2020	
71	08:19 AM	90026
	Oct 19 2020	
72	03:48 PM	92691
	Oct 19 2020	
73	02:10 PM	92673
	Oct 19 2020	
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76	05:23 PM	92602

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91	07:12 PM	92692
	Oct 16 2020	
92	05:42 PM	92637



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93	05:07 PM	92637
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105	11:38 AM	92673
	Oct 15 2020	
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107	10:22 AM	92673
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218	11:47 AM	92646
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219	11:42 AM	92656
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234	12:12 PM	92637
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236	11:18 AM	92672

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272	11:35 AM	92692
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331	10:07 AM	92630
	Sep 30 2020	
332	09:50 AM	92692

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336	09:18 AM	92630
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344	10:33 AM	92675
	Sep 26 2020	
345	07:14 AM	92692
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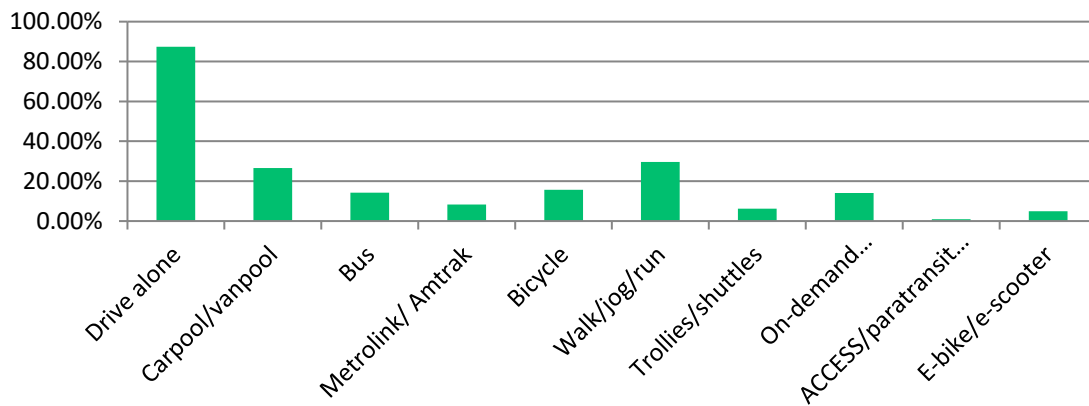
Sep 25 2020

349 10:34 AM 92780

**OCTA SOCMTS PUBLIC INPUT SURVEY**  
**When you travel in and around Orange County,**  
**how do you normally get from place to**  
**place?You may select up to three choices.**

Answer Choices	Responses	
Drive alone	87.43%	306
Carpool/vanpool	26.57%	93
Bus	14.29%	50
Metrolink/ Amtrak	8.29%	29
Bicycle	15.71%	55
Walk/jog/run	29.71%	104
Trollies/shuttles	6.29%	22
On-demand rideshare service (such as Uber or Lyft)	14.00%	49
ACCESS/paratransit service	0.86%	3
E-bike/e-scooter	4.86%	17
<b>Answered</b>		<b>350</b>
<b>Skipped</b>		<b>1</b>

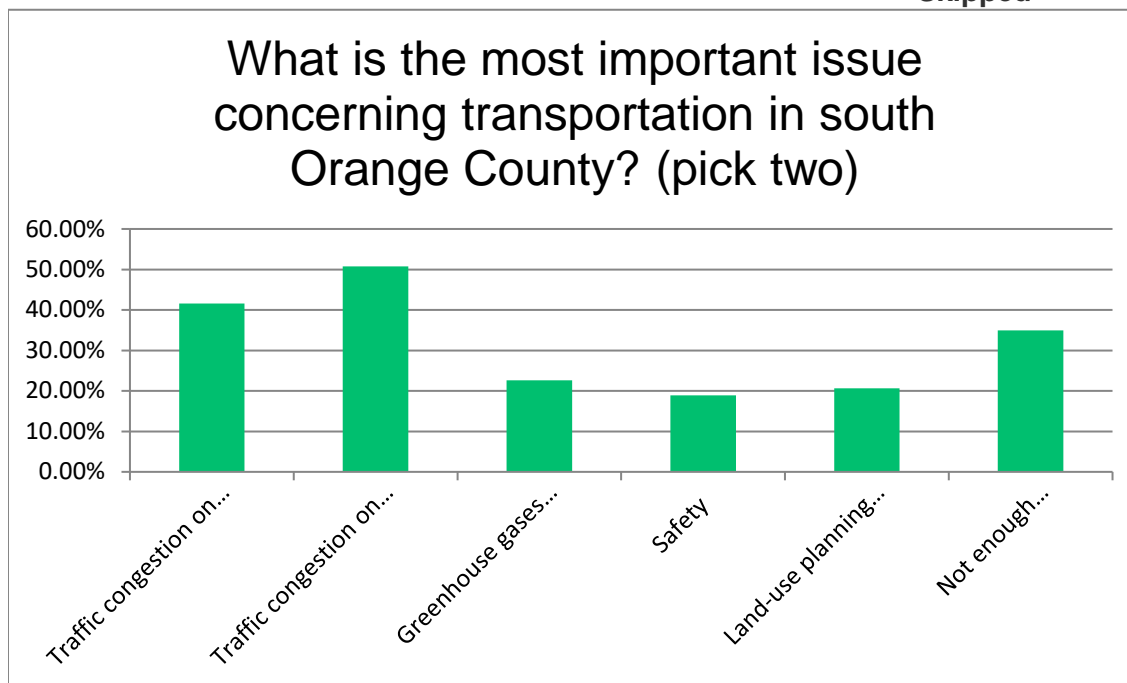
When you travel in and around Orange County, how do you normally get from place to place?You may select up to three choices.



## OCTA SOCMTS PUBLIC INPUT SURVEY

**What is the most important issue concerning transportation in south Orange County? (pick two)**

Answer Choices	Responses	
Traffic congestion on local streets and roads	41.55%	145
Traffic congestion on freeways/highways	50.72%	177
Greenhouse gases (addressing climate change)	22.64%	79
Safety	18.91%	66
Land-use planning (coordinating new development with transportation)	20.63%	72
Not enough transportation choices (bus, rail, or on-demand microtransit)	34.96%	122
	<b>Answered</b>	<b>349</b>
	<b>Skipped</b>	<b>2</b>

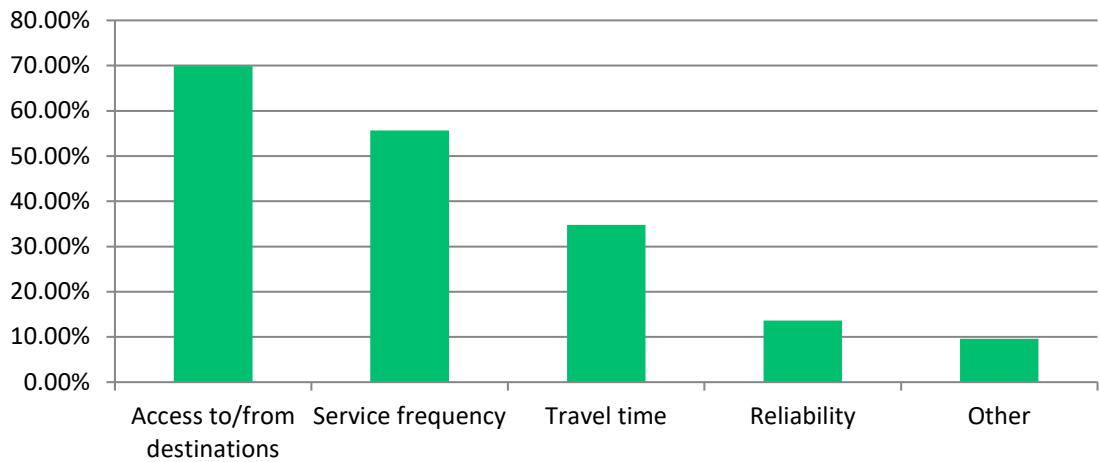


# OCTA SOCMTS PUBLIC INPUT SURVEY

**What is the primary challenge to bus and rail travel in south Orange County? (pick two)**

Answer Choices	Responses	
Access to/from destinations	69.86%	241
Service frequency	55.65%	192
Travel time	34.78%	120
Reliability	13.62%	47
Other	9.57%	33
<b>Answered</b>		<b>345</b>
<b>Skipped</b>		<b>6</b>

**What is the primary challenge to bus and rail travel in south Orange County? (pick two)**

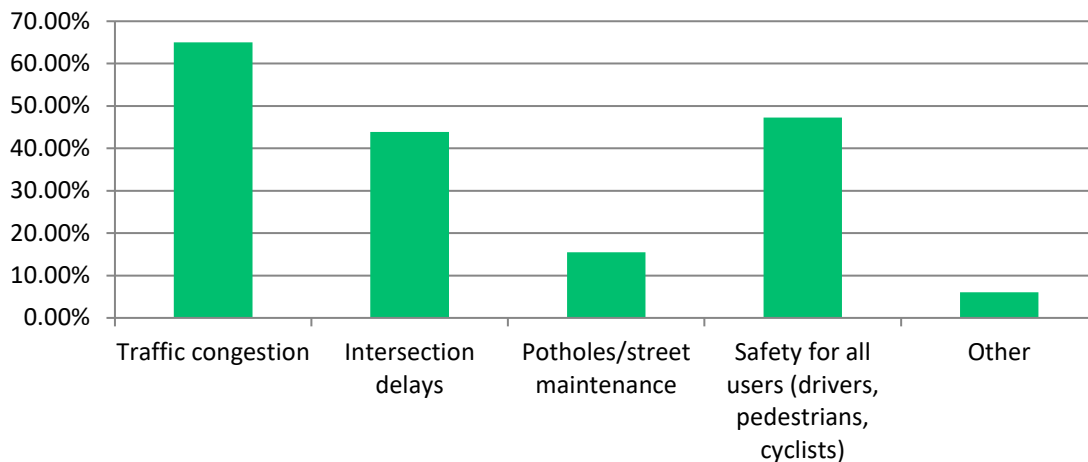


## OCTA SOCMTS PUBLIC INPUT SURVEY

**What is the primary challenge of using local streets  
in south Orange County? (pick two)**

Answer Choices	Responses	
Traffic congestion	65.04%	227
Intersection delays	43.84%	153
Potholes/street maintenance	15.47%	54
Safety for all users (drivers, pedestrians, cyclists)	47.28%	165
Other	6.02%	21
<b>Answered</b>		<b>349</b>
<b>Skipped</b>		<b>2</b>

**What is the primary challenge of using  
local streets in south Orange County?  
(pick two)**

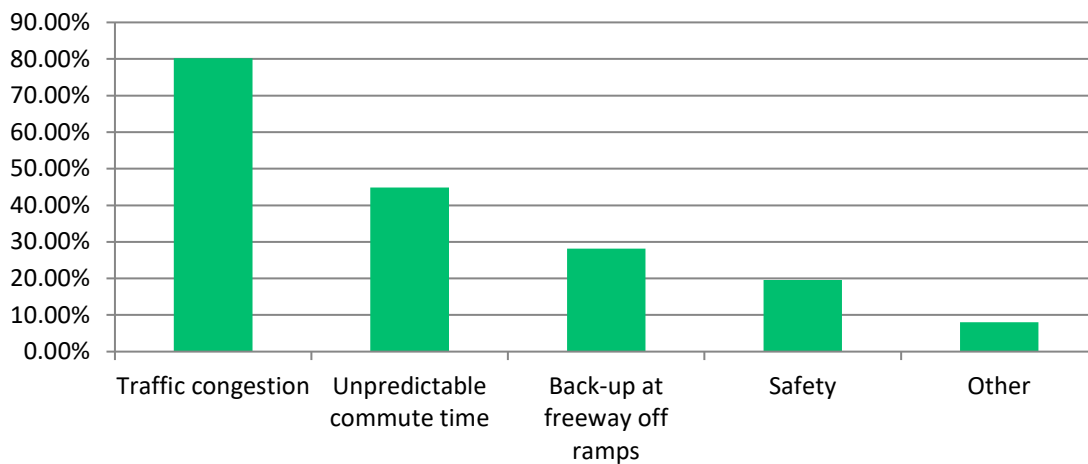


## OCTA SOCMTS PUBLIC INPUT SURVEY

**What is the primary challenge to using freeways/highways in south Orange County?  
(pick two)**

Answer Choices	Responses	
Traffic congestion	80.17%	279
Unpredictable commute time	44.83%	156
Back-up at freeway off ramps	28.16%	98
Safety	19.54%	68
Other	8.05%	28
<b>Answered</b>		<b>348</b>
<b>Skipped</b>		<b>3</b>

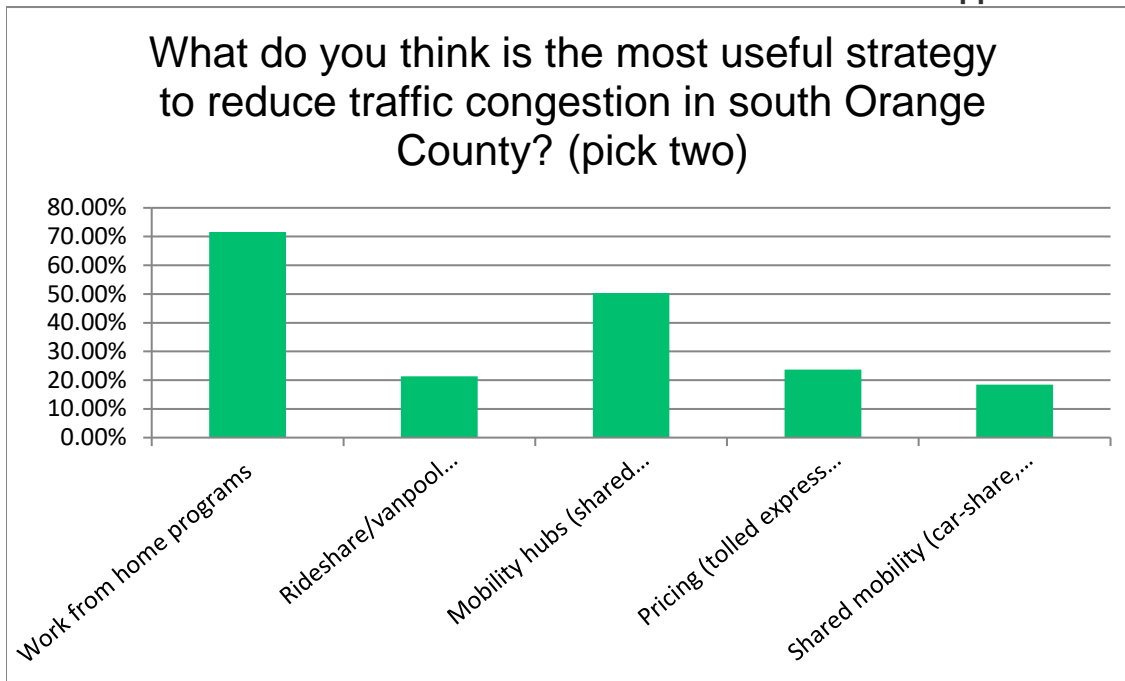
**What is the primary challenge to using freeways/highways in south Orange County? (pick two)**



## OCTA SOCMTS PUBLIC INPUT SURVEY

**What do you think is the most useful strategy to reduce traffic congestion in south Orange County? (pick two)**

Answer Choices	Responses	
Work from home programs	71.64%	245
Rideshare/vanpool programs and facilities	21.35%	73
Mobility hubs (shared activity centers for connecting bus/shuttle/rides	50.29%	172
Pricing (tolled express lanes, charge for parking)	23.68%	81
Shared mobility (car-share, bike-share, scooter-share)	18.42%	63
<b>Answered</b>		<b>342</b>
<b>Skipped</b>		<b>9</b>

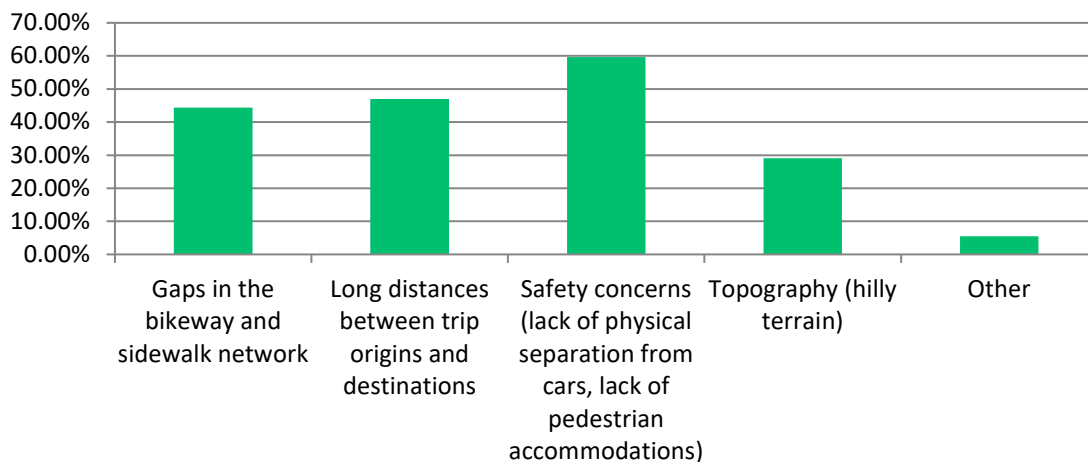


## OCTA SOCMTS PUBLIC INPUT SURVEY

**What is the most significant barrier to active transportation (walking, cycling) in south Orange County?  
(pick two)**

Answer Choices	Responses	
Gaps in the bikeway and sidewalk network	44.38%	154
Long distances between trip origins and destinations	46.97%	163
Safety concerns (lack of physical separation from cars, lack of pedes	59.65%	207
Topography (hilly terrain)	29.11%	101
Other	5.48%	19
<b>Answered</b>		<b>347</b>
<b>Skipped</b>		<b>4</b>

**What is the most significant barrier to active transportation (walking, cycling) in south Orange County? (pick two)**

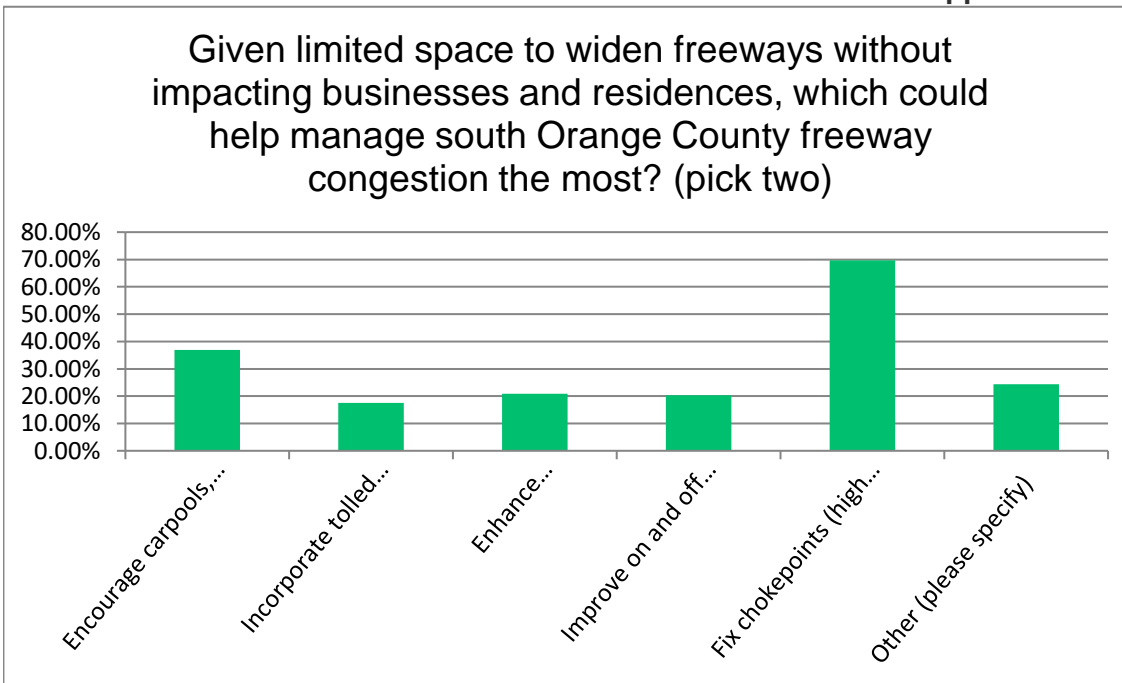




## OCTA SOCMTS PUBLIC INPUT SURVEY

**Given limited space to widen freeways without impacting businesses and residences, which could help manage south Orange County freeway congestion the most? (pick two)**

Answer Choices	Responses	
Encourage carpools, vanpools and ridesharing	36.96%	129
Incorporate tolled express lanes onto existing freeways (91 Express	17.48%	61
Enhance infrastructure to accommodate autonomous (self-driving) v	20.92%	73
Improve on and off ramps	20.34%	71
Fix chokepoints (high congestion areas)	69.63%	243
Other (please specify)	24.36%	85
<b>Answered</b>		<b>349</b>
<b>Skipped</b>		<b>2</b>



Respondents	Response Date	Other (please specify)	Tags
	Oct 27 2020 06:59 PM	Express bus service on OC freeways linking OC and LA County.	
	Oct 27 2020 04:18 PM	Work with business to gain extra dataset in terms of business hours # of employees ect	
	Oct 25 2020 10:42 PM	mass transit	
	Oct 25 2020 02:31 PM	More bus and train service	
	Oct 25 2020 02:14 PM	Restrict all commercial trucks to use between 8pm and 8am	
	Oct 23 2020 05:12 PM	trains for long distances to hubs with buses & cabs for local	
	Oct 23 2020 02:42 PM	Implement first and last mile mobility devices.	

	Oct 23 2020	
8	01:14 PM	Double Track Railroad Properly maintain existing roadways
	Oct 22 2020	anticipating
9	12:21 PM	autonomous increases
	Oct 22 2020	
10	09:07 AM	Fix rail! more public transportation - train at better prices and more frequency during the whole day. Think like big city!
	Oct 22 2020	
11	09:05 AM	
	Oct 21 2020	
12	09:20 PM	More Metrolink!
	Oct 21 2020	Close bicycle facility gaps. Please.
13	03:32 PM	Encouraging higher capacity use of toll roads to take pressure off the 5; example: reduced cost use for 3+ vehicles or free use by an OCTA BRT route. Also, expand neighborhood "leisure" public transportation in more communities (e.g. trolleys in Laguna, Dana Point, San Clemente could be expanded to Laguna Niguel, Mission Viejo, Aliso Viejo, etc.). Land use planning that puts more jobs within walking distance of Metrolink stations.
	Oct 21 2020	
14	02:49 PM	Designate more lots where carpools could leave their cars. (eg. Walnut in Irvine near the 5 Fwy.)
	Oct 21 2020	
15	09:19 AM	more transit/rail infrastructure
	Oct 21 2020	
16	08:33 AM	Fix Metrolink and expand bike parking! A small residential area doesn't need bike share, but I would ride my bike to the trains station if I could keep it there safely for my commute!
	Oct 21 2020	
17	06:00 AM	

18	Oct 20 2020 07:45 PM	eliminate toll fees so that all people including lower income utilize these underutilized lane resources Better place bike parking (security of locked bikes) and ensure bike lanes on MSRs
19	Oct 20 2020 12:23 PM	Construct the 241-South Toll Rd, using the former Green Alignment, which was killed only due to a major mis-information campaign by environmental activists.
20	Oct 20 2020 11:59 AM	South, there is no other reasonable option to manage congestion, it is a shame folks from South County do not realize that. If there is an emergency, I-5 is the only lifeline, pretty shortsighted to not include Foothill south in every conceivable alternative if a real solution is desired. Carpools, vanpools and ridesharing have proven since the 1970s to not be a solution to manage congestion. Hanging your hat on autonomous vehicles would be very shortsighted, only a small proportion of vehicles by your horizon year would be autonomous. Fixing chokepoints and ramps is a bandaid that is not a true solution, sure those are helpful, but
21	Oct 20 2020 11:00 AM	Increased frequencies of trains and buses.
22	Oct 20 2020 08:19 AM	Incorporating a much better light-rail/subway type travel network
23	Oct 19 2020 03:48 PM	

	Oct 19 2020	Make it easier for local traffic to choose ebike or golf cart
24	09:39 AM	
	Oct 18 2020	
25	10:47 AM	better public transit
	Oct 18 2020	
26	10:18 AM	eliminate car pool lanes
	Oct 18 2020	
27	09:20 AM	Work at home.
		Connect Portola Parkway to minimize traffic on Sand Canyon and Bake/Alton
28	08:01 PM	Use multi modal sidewalks for golf carts. No green house gas emissions, easy for seniors, require small parking footprint.
	Oct 16 2020	
29	05:07 PM	Develop and encourage public transit
	Oct 16 2020	
30	04:48 PM	Add more free public transportation options using the bus.
	Oct 16 2020	
31	04:39 PM	Schedules must match route time more closely
	Oct 15 2020	
32	11:50 AM	municipal transportation lanes
	Oct 15 2020	
33	10:22 AM	DON'T continue building unless you have the space for roads to accommodate the new people.
	Oct 15 2020	
34	09:45 AM	SIMPLE!
	Oct 15 2020	
35	09:31 AM	Shared cars at train stations
		Don't widen freeways
	Oct 14 2020	..constant construction worse
36	04:01 PM	Improve other modes of travel to compete with freeway
	Oct 14 2020	
37	03:17 PM	encourage work from home
	Oct 14 2020	
38	11:44 AM	More Trolley's. More Train Sprinters.
	Oct 13 2020	
39	02:21 PM	Incentivize carpools, vanpools, ridesharing with vouchers or something similar
	Oct 13 2020	
40	11:38 AM	more frequent, free, fast buses
	Oct 12 2020	
41	11:39 AM	

		Limit population growth commensurate with infrastructure capacity & efficiency.
42	Oct 10 2020 03:29 PM	don't do any of these -- you will only increase traffic. Consider congestion tolls
43	Oct 10 2020 05:44 AM	Improve public transportation as in europe
44	Oct 09 2020 10:45 PM	Light rail or dedicated bus service in center medians
45	Oct 08 2020 09:38 PM	add train / light rail along I-5 and I-405 freeway corridors w/ connections to bus
46	Oct 08 2020 06:05 PM	limit new track home building in areas, thus creating chokepoints...
47	Oct 08 2020 05:18 PM	It's impossible to get to airports using public transportation. This needs to be fixed. And the drop off point should be at the airport not 20 minutes away from it leaving you still trying to get there.
48	Oct 08 2020 08:58 AM	
49	Oct 07 2020 10:16 PM	Better OCTA Service
50	Oct 07 2020 12:33 PM	Run public transportation along highway corridors get people to live near jobs; bring jobs to bedroom type communities
51	Oct 06 2020 09:11 PM	
52	Oct 06 2020 07:43 PM	Light rail
53	Oct 06 2020 06:28 PM	Get people out of cars onto bikes and buses.
54	Oct 06 2020 11:20 AM	Public transportation intercity shuttles that start and end at metro link
55	Oct 05 2020 09:16 PM	
56	Oct 05 2020 03:21 PM	Truck Management: hours/lanes/\$\$
57	Oct 05 2020 11:12 AM	Create and improve safe cycling lanes and connecting bike paths

58	Oct 05 2020 11:00 AM	offer more public transit
59	Oct 05 2020 10:52 AM	Rail that is frequent Make it easier and safer to travel by bike away from cars
60	Oct 04 2020 01:24 PM	Resurface the freeways as was paid for but not done!
61	Oct 04 2020 12:12 PM	Construct additional rail/subway commuter system that is user- friendly
62	Oct 04 2020 11:22 AM	Toll Lanes make traffic WORSE NOT BETTER! I used to live in Corona and saw the devastation they have caused on the 91. Why anyone is still pushing for them after the 91 debacle is beyond me.
63	Oct 04 2020 10:56 AM	self driving cars will mitigate most of the problems for a long time, but we have weird choke points where you lose 3 lanes suddenly. The toll roads are terrible because they generate massive jams where they terminate onto the freeways. No more toll roads.
64	Oct 04 2020 09:32 AM	Complete roadway gaps. Connecting La Pata to Antonio Parkway is the best example. The Portola Parkway gap should be expedited as a roadway and protected bikeway.
65	Oct 02 2020 07:29 PM	Increase quality of public transport (bus and rail travel)
66	Oct 02 2020 06:56 PM	

		Double deck freeways, Purchase land (e.g. not allow a person or business to privately hold property within 200 yards of all freeways) along both sides of every freeway and rent back until enough land has been purchased to widen a freeway.
67	Oct 02 2020 04:59 PM	
68	Oct 02 2020 04:20 PM	improve bus transport options eliminate the tolls and carpool lanes. If the toll roads were free, then lower income people could use them, and traffic would be reduced on the "freeways", likewise a reduction in travel time average for all, if carpool lanes were available to all vehicles.
69	Oct 02 2020 09:43 AM	
70	Oct 02 2020 08:30 AM	stop widespread development Begin building and utilizing multi modal trails. We have over 1300 golf carts in our city. Great for seniors, ghg not used
71	Oct 01 2020 04:30 PM	More options for public transit with more time slots
72	Oct 01 2020 12:35 PM	better driver training, non-personal vehicles should only be allowed in the two rightmost lanes and the CHP should fine them for using other lanes. I'm constantly seeing big rigs SB 5 using the 3rd lane from the right.
73	Oct 01 2020 07:21 AM	Train - more light rail.
74	Sep 30 2020 06:26 PM	Buses sit in the same traffic.
75	Sep 30 2020 04:27 PM	Encourage train and bicycle trips
76	Sep 30 2020 03:53 PM	Add carpool lanes on the 73 and 241
77	Sep 30 2020 02:33 PM	More busses

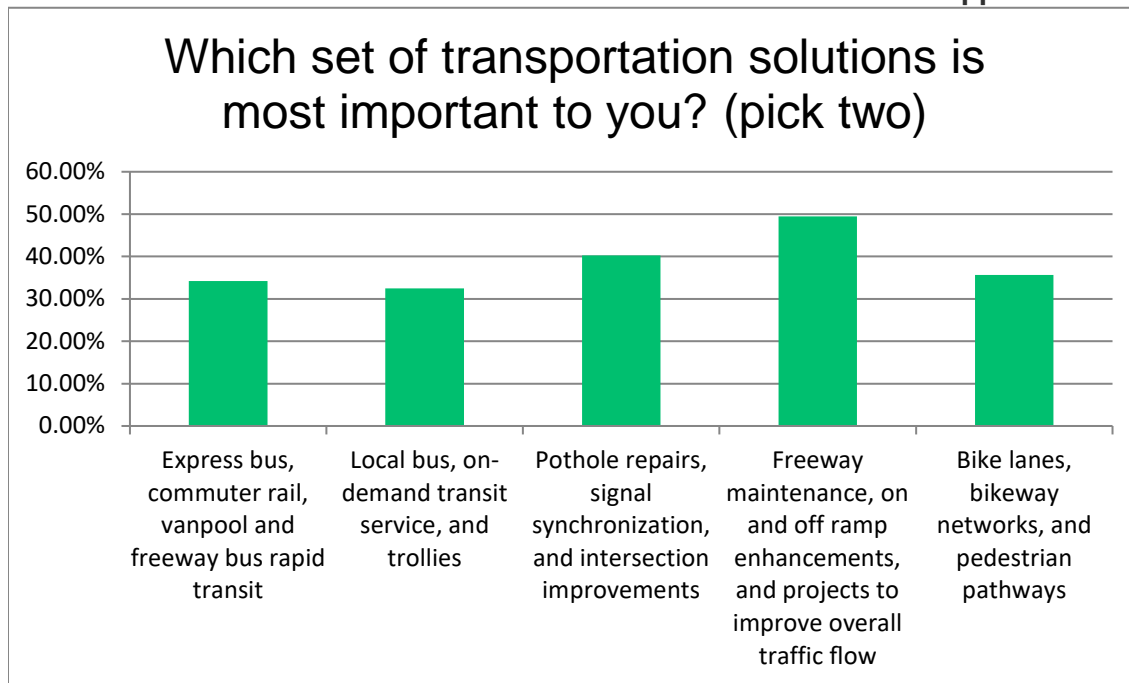
78	Sep 30 2020 01:43 PM	Add protected bicycle lanes
79	Sep 30 2020 12:57 PM	multi modal options change work schedule
80	Sep 30 2020 11:30 AM	to an earlier or later start work time. Be like the bay area build a freeway on top of the freeway, get more bravo bus routes with less stops to destinations that people actually wanna go. More
81	Sep 30 2020 10:53 AM	Light Rail would be cool as well. Encourage more higher wage industries (not retail) to have locations in So. OC so people
82	Sep 30 2020 09:18 AM	won't have to commute on freeways.
83	Sep 29 2020 10:32 AM	Finish the 241
84	Sep 28 2020 08:11 AM	build public transportation, light rail
85	Sep 26 2020 05:54 PM	Better bus and commuter rail service



## OCTA SOCMTS PUBLIC INPUT SURVEY

### Which set of transportation solutions is most important to you? (pick two)

Answer Choices	Responses	
Express bus, commuter rail, vanpool and freeway bus rapid transit	34.20%	119
Local bus, on-demand transit service, and trolleys	32.47%	113
Pothole repairs, signal synchronization, and intersection improvements	40.23%	140
Freeway maintenance, on and off ramp enhancements, and projects to improve overall traffic flow	49.43%	172
Bike lanes, bikeway networks, and pedestrian pathways	35.63%	124
<b>Answered</b>		<b>348</b>
<b>Skipped</b>		<b>3</b>

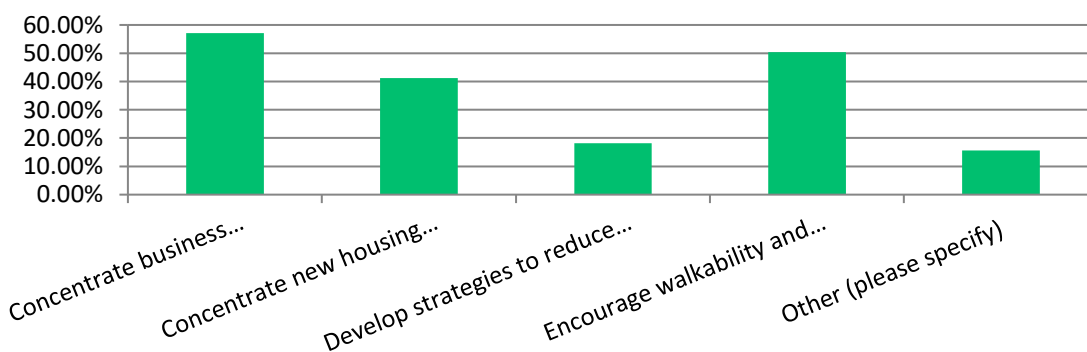


## OCTA SOCMTS PUBLIC INPUT SURVEY

**What is the best way to address traffic congestion through land-use planning (coordinating new development with transportation) in south Orange County? (pick two)**

Answer Choices	Responses	
Concentrate business development around transit (bus/rail) centers	57.06%	198
Concentrate new housing developments around transit (bus/rail) centers	41.21%	143
Develop strategies to reduce automobile dependency (i.e., charge for parking)	18.16%	63
Encourage walkability and complete streets (streets designed and operated for all modes)	50.43%	175
Other (please specify)	15.56%	54
<b>Answered</b>		<b>347</b>
<b>Skipped</b>		<b>4</b>

**What is the best way to address traffic congestion through land-use planning (coordinating new development with transportation) in south Orange County? (pick two)**



Respondents	Response Date	Other (please specify)	Tags
		let private parties determine how development works in their particular community	
	Oct 29 2020 1 09:12 AM	You're too late. Too many communities have been developed that can ONLY utilize already established arterials meant for that community.	
	Oct 28 2020 2 03:21 PM	Encourage bicycling, walking, jogging, alternatives to cars	
	Oct 24 2020 3 02:44 AM	Not charge for parking.	
	Oct 23 2020 4 05:12 PM	Trains supplemented by local cabs, etc	
	Oct 23 2020 5 01:14 PM	Improve rail by double tracking	

6	Oct 22 2020 09:15 AM	Develop an Uber style service run by the OCTA MIXED USE near rail :) Like the "One Paseo" development in North San Diego
7	Oct 22 2020 09:07 AM	Offer parallel roads to high traffic roads (eg.Ortega hwy) to alleviate high traffic and bottle necking (eg El Toro Rd has Los Aliso as an alternative when El Toro has excess traffic)
8	Oct 21 2020 05:05 PM	charging for parking favors affluent and harms lower income, eliminate the tolls from toll roads. toll free holidays and rush hours
9	Oct 20 2020 07:45 PM	Require developers to first construct an appropriately-sized road network that meets the projected vehicle capacity increase before a single building facility is approved for construction. No final project approval until the vehicle transportation network is in place.
10	Oct 20 2020 11:59 AM	

transit in south county is not a real option, sure some people ride metrolink but does someone really think transit in south county is the solution to anything? This is very shortsighted. Based on the last 100 years, it should be clear that land-use planning is market based and to think it will change is folly. This county is auto dependent and always will be, you cannot change the mindset of a vast majority of the population so why try? People that travel in south county that are impacted by congestion do not care about walkability or complete streets, if you get on the freeway, active modes are not an option for your trip to begin with, not hard to figure out.

expanding rail travel locations

reduce number of houses being built

More bikeways and golf cart friendly streets

raise cost of new development

Build more roads

Work from home option

Add more public transportation

Read question #9. You need infrastructure before you bring more people and cars!

Make public transportation easy, safe and available

Not approving new development without water permits.

Oct 20 2020  
11 11:00 AM  
Oct 19 2020  
12 03:48 PM  
Oct 19 2020  
13 02:10 PM  
Oct 19 2020  
14 09:39 AM  
Oct 18 2020  
15 07:57 PM  
Oct 16 2020  
16 07:12 PM  
Oct 16 2020  
17 05:07 PM  
Oct 16 2020  
18 04:39 PM  
Oct 15 2020  
19 09:45 AM  
Oct 14 2020  
20 02:20 PM  
Oct 14 2020  
21 11:44 AM

	Oct 13 2020	Construct transit centers around EXISTING housing development
22	11:38 AM	
	Oct 10 2020	
23	04:43 PM	Stop developing! Encourage businesses to allow work-from-home and 4-day workweeks
	Oct 10 2020	
24	02:00 PM	Develop mixed use areas (vs. separate business and resident)
	Oct 08 2020	
25	06:05 PM	that connect to transit DON'T Charge for parking, then we can meet with others and carpool One parking charge is more than the gas to get there and back.
	Oct 08 2020	
26	05:18 PM	discontinue groups like you
	Oct 08 2020	
27	02:12 PM	Better bus routes, e.g. Aliso Creek (movie & shopping)
	Oct 07 2020	
28	03:46 PM	Get rid of toll lanes since the toll roads have been paid for than let people drive them without a toll
	Oct 04 2020	
29	05:41 PM	Always develop with wide lanes and room to grow/expand
	Oct 04 2020	
30	03:07 PM	Hyper-proximity cities (15-minute cities)
	Oct 04 2020	
31	02:58 PM	Restrict new development
	Oct 04 2020	
32	01:09 PM	End high density housing developments now!!
	Oct 04 2020	
33	12:12 PM	Have developer pay for arterial roads when developing an area and ONLY when studies show they are necessary (not BEFORE)
	Oct 04 2020	
34	10:56 AM	new main roads to accommodate new large developments
	Oct 04 2020	
35	10:13 AM	

		stop trying to price people from activities, like parking pricing, toll roads and the rest, it is a regressive tax, we already pay for the highways, stop tolling them. Stop throwing a ton of houses into areas without having gotten the infrastructure resolved first.
36	Oct 04 2020 09:32 AM	
37	Oct 03 2020 03:37 PM	Limit new housing development!
38	Oct 03 2020 09:16 AM	Smart intersections, signal synchronization county-wide
39	Oct 02 2020 07:29 PM	Remove bikeways from streets by investing in pedestrian/bike bridges
40	Oct 02 2020 02:51 PM	limit growth. Increasing density through unbridled development results in greater tripmaking and traffic. Control growth instead of merely attempting to accomodate growth.
41	Oct 02 2020 12:30 PM	
42	Oct 02 2020 11:35 AM	Not a fan of restricting development rights. enough with the charging to impact behavior. It adversely affects lower income people. Make parking free around train and bus terminals.
43	Oct 02 2020 09:43 AM	increase bus safety; people are afraid to ride mass transit
44	Oct 02 2020 08:30 AM	
45	Oct 01 2020 06:16 PM	Stop development Multi modal trails and small electronic mobility devices for individual housing on one end of (bus/rail) and business on the other end
46	Oct 01 2020 04:30 PM	
47	Oct 01 2020 02:10 PM	

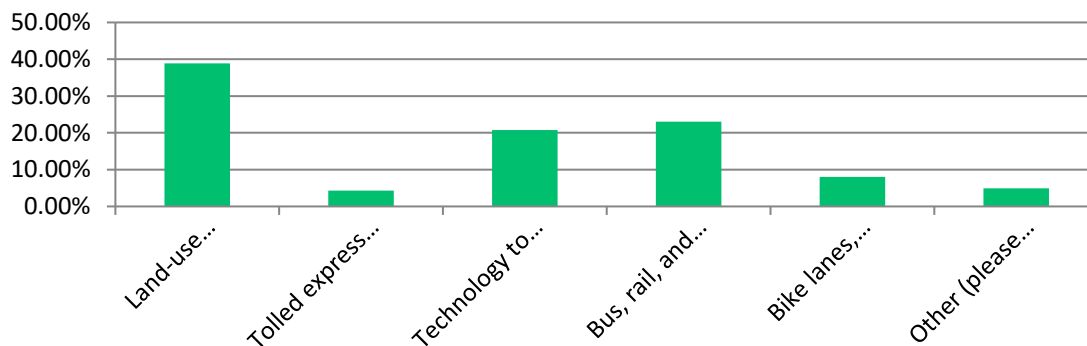
		Land use planning is not the issue. Most bus/rail centers are located in highly developed areas now. The key to reducing congestion is to move more cars through the freeway/toll roads more quickly. Congestion pricing will do more to reduce congestion than land use planning.
48	Oct 01 2020 10:25 AM	better synconized stop lights, similar stores on both sides of the street thus eliminating the need to turn left and interrupting the flow of traffic in opposite direction.
49	Oct 01 2020 07:21 AM	Provide adequate thoroughfares in and around residential development
50	Sep 30 2020 02:32 PM	well lit bus and light rail service pick up and drop off points
51	Sep 30 2020 11:30 AM	how about making pch into a toll road or build a toll road somewhere else extend the 241 already. Its only taken what 5 years. I live in the bay area now and almost dont wanna come back to oc cause it sucks for busses and trains worse than la.
52	Sep 30 2020 10:53 AM	
53	Sep 26 2020 07:14 AM	City shuttle service
54	Sep 25 2020 12:35 PM	Affordable Senior transportation

## OCTA SOCMTS PUBLIC INPUT SURVEY

Considering that south Orange County's population is expected to continue growing into the foreseeable future, which strategy would provide the most long-term benefits?

Answer Choices	Responses	
Land-use planning (coordinating new development with transportation)	38.90%	135
Tolled express lanes on existing freeways	4.32%	15
Technology to minimize traffic (signal synchronization, autonomous vehicles)	20.75%	72
Bus, rail, and other transit services	23.05%	80
Bike lanes, sidewalks/crosswalks, and paved trails	8.07%	28
Other (please specify)	4.90%	17
<b>Answered</b>		<b>347</b>
<b>Skipped</b>		<b>4</b>

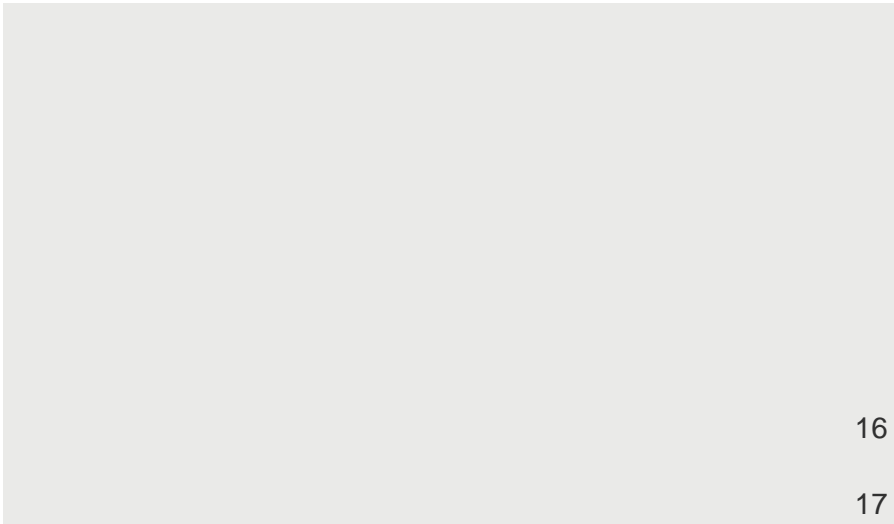
Considering that south Orange County's population is expected to continue growing into the foreseeable future, which strategy would provide the most long-term benefits?



Respondents	Response Date	Other (please specify)	Tags
1	Oct 22 2020 09:15 AM	Develop an uber style service	
2	Oct 20 2020 11:59 AM	See my response to the previous question.	
3	Oct 18 2020 09:20 AM	Work at home	
4	Oct 16 2020 07:12 PM	Build more roads, highway lanes and finish the 241	
5	Oct 15 2020 09:45 AM	I don't mind land use planning BUT you need to address capacity of the town or city.	
6	Oct 14 2020 11:44 AM	Synchronization of lights, working at home benefits, & autonomous vehicles.	



		Encourage less dependence on vehicles, and more bike/walk to local destinations. Further destinations would use bus/rail. Freeways are so congested and don't trust Caltrans to manage budget, schedule or prioritize local community needs. Want to keep local funds to serve local needs.
7	Oct 08 2020 06:05 PM	
8	Oct 08 2020 02:12 PM	Stop making the problem worst as you are doing.
9	Oct 07 2020 03:46 PM	Electric automobiles Reduce the toll road cost. Lower the price dramatically
10	Oct 04 2020 05:41 PM	Resurface freeways.
11	Oct 04 2020 12:12 PM	End all toll roads to improve utilization! Again, Tolled express lanes are a horrible idea. Developers should build arterial roads when they build new communities WHERE THEY ARE NEEDED. NO MORE TOLL ROADS/NO MORE TOLL ROAD
12	Oct 04 2020 10:56 AM	EXTENSIONS/NO MORE TOLL LANES!
13	Oct 03 2020 03:37 PM	Limit new housing development!
14	Oct 02 2020 12:30 PM	See response to previous question. eliminate the toll on toll roads. I would use toll roads 261 and 241
15	Oct 01 2020 07:21 AM	instead of Jamboree if it was free.



Stop building on whatever is left of our open spaces. Educate people on rules of the road. Make bike lanes safer. We have a tandem that we would ride everywhere. We finally stopped riding due to people not paying attention while driving.

Sep 30 2020  
16 11:22 AM  
Sep 25 2020  
17 12:35 PM

Affordable senior transportation

# OCTA SOCMTS PUBLIC INPUT SURVEY

What is your worksite zip code if you have one?

Answered 272

Skipped 79

Respondents	Response Date	Responses	Tags
1	Oct 30 2020 0	90740	
2	Oct 29 2020 0	92672	
3	Oct 29 2020 0	92653	
4	Oct 29 2020 0	92688	
5	Oct 29 2020 1	92673	
6	Oct 29 2020 1	92866	
7	Oct 29 2020 0	92805	
8	Oct 29 2020 0	92692	
9	Oct 29 2020 0	92677	
10	Oct 29 2020 0	92688	
11	Oct 29 2020 0	92653	
12	Oct 29 2020 0	92805	
13	Oct 28 2020 0	92863	
14	Oct 28 2020 0	92688	
15	Oct 28 2020 0	92704	
16	Oct 28 2020 0	92704	
17	Oct 27 2020 0	92672	
18	Oct 27 2020 0	92627	
19	Oct 27 2020 0	90245	
20	Oct 27 2020 0	92653	
21	Oct 27 2020 0	92804	
22	Oct 27 2020 0	92866	
23	Oct 27 2020 0	92672	
24	Oct 25 2020 0	92675	
25	Oct 24 2020 0	92704	
26	Oct 24 2020 0	92704	
27	Oct 24 2020 0	Retired	
28	Oct 23 2020 0	92626	
29	Oct 23 2020 0	-	
30	Oct 23 2020 0	92704	
31	Oct 23 2020 0	92704	
32	Oct 23 2020 0	92630	
33	Oct 23 2020 0	92673	
34	Oct 23 2020 1	92868	
35	Oct 23 2020 1	92626	
36	Oct 23 2020 1	92677	
37	Oct 23 2020 1	92677	

38	Oct 23 2020 11	92677
39	Oct 22 2020 11	92618
40	Oct 22 2020 09	92675
41	Oct 22 2020 09	90804
42	Oct 22 2020 09	92629
43	Oct 21 2020 09	92673
44	Oct 21 2020 09	92618
45	Oct 21 2020 09	92701
46	Oct 21 2020 09	92653
47	Oct 21 2020 09	92618
48	Oct 20 2020 09	92672
49	Oct 20 2020 09	92675
50	Oct 20 2020 09	92697
51	Oct 20 2020 11	92612
52	Oct 20 2020 11	92672
53	Oct 20 2020 11	N/A
54	Oct 20 2020 11	92660
55	Oct 20 2020 11	92410
56	Oct 20 2020 09	92623
57	Oct 19 2020 09	92614
58	Oct 19 2020 09	92673
59	Oct 19 2020 09	92673
60	Oct 18 2020 09	92625
61	Oct 18 2020 09	92868
62	Oct 18 2020 09	92660
63	Oct 18 2020 09	92626
64	Oct 18 2020 11	92630
65	Oct 18 2020 11	92672
66	Oct 18 2020 11	na
67	Oct 17 2020 09	92620
68	Oct 17 2020 09	92614
69	Oct 17 2020 11	92660
70	Oct 17 2020 11	92660
71	Oct 17 2020 11	92612
72	Oct 17 2020 09	92618
73	Oct 16 2020 09	92691
74	Oct 16 2020 09	92692
75	Oct 16 2020 09	92637
76	Oct 16 2020 09	92630
77	Oct 16 2020 09	92629
78	Oct 16 2020 09	92657
79	Oct 15 2020 09	92672
80	Oct 15 2020 09	92677
81	Oct 15 2020 09	92630
82	Oct 15 2020 09	92612

83	Oct 15 2020 0	92674
84	Oct 15 2020 0	92672
85	Oct 15 2020 1	92660
86	Oct 15 2020 1	92673
87	Oct 15 2020 1	92672
88	Oct 15 2020 1	na
89	Oct 15 2020 1	92672
90	Oct 15 2020 0	92672
91	Oct 15 2020 0	92673
92	Oct 15 2020 0	92672
93	Oct 14 2020 0	92705
94	Oct 14 2020 0	92660
95	Oct 14 2020 0	92868
96	Oct 14 2020 0	92651
97	Oct 14 2020 0	92660
98	Oct 14 2020 0	92688
99	Oct 14 2020 1	92672
100	Oct 13 2020 1	92672
101	Oct 13 2020 0	92780
102	Oct 13 2020 0	92672
103	Oct 13 2020 0	92672
104	Oct 13 2020 1	92673
105	Oct 12 2020 0	None
106	Oct 12 2020 1	N.A.
107	Oct 11 2020 0	90041
108	Oct 11 2020 1	92806
109	Oct 10 2020 0	92675
110	Oct 10 2020 0	92618
111	Oct 10 2020 0	92618
112	Oct 09 2020 1	92691
113	Oct 09 2020 1	92691
114	Oct 09 2020 1	92691
115	Oct 09 2020 1	92691
116	Oct 09 2020 1	92691
117	Oct 09 2020 1	92691
118	Oct 09 2020 1	92691
119	Oct 09 2020 1	92691
120	Oct 09 2020 1	92691
121	Oct 09 2020 1	92691
122	Oct 09 2020 0	92612
123	Oct 09 2020 1	92831
124	Oct 08 2020 0	92612 / 92618
125	Oct 08 2020 0	*2630
126	Oct 08 2020 0	92623
127	Oct 08 2020 0	92868

128	Oct 08 2020 0:	92673
129	Oct 08 2020 0:	92673
130	Oct 08 2020 0:	92831
131	Oct 08 2020 0:	92651
132	Oct 08 2020 0:	92618
133	Oct 08 2020 0:	30144
134	Oct 08 2020 0:	92677
135	Oct 08 2020 0:	92843
136	Oct 08 2020 0:	90045
137	Oct 08 2020 0:	92660
138	Oct 07 2020 1:	92629
139	Oct 07 2020 1:	90014
140	Oct 07 2020 1:	92688
141	Oct 07 2020 0:	92701
142	Oct 07 2020 0:	92629
143	Oct 07 2020 0:	Retired / home / 92651
144	Oct 07 2020 0:	92868
145	Oct 07 2020 0:	92660
146	Oct 07 2020 1:	92656
147	Oct 07 2020 1:	92677
148	Oct 07 2020 0:	92651
149	Oct 07 2020 0:	92656
150	Oct 07 2020 0:	92656
151	Oct 06 2020 0:	N/a
152	Oct 06 2020 0:	92691
153	Oct 06 2020 0:	92677
154	Oct 06 2020 0:	92692
155	Oct 06 2020 0:	92630
156	Oct 06 2020 1:	92629
157	Oct 06 2020 1:	N/A
158	Oct 06 2020 0:	92660
159	Oct 06 2020 0:	92688
160	Oct 06 2020 0:	92610
161	Oct 05 2020 0:	90240
162	Oct 05 2020 0:	92610
163	Oct 05 2020 0:	92630
164	Oct 05 2020 0:	92660
165	Oct 05 2020 0:	92630
166	Oct 05 2020 0:	92624
167	Oct 05 2020 0:	92626
168	Oct 05 2020 1:	92646
169	Oct 05 2020 1:	92656
170	Oct 05 2020 1:	92630
171	Oct 05 2020 1:	92782
172	Oct 05 2020 0:	92868

173	Oct 04 2020 0:92606
174	Oct 04 2020 0:92618
175	Oct 04 2020 0:92624
176	Oct 04 2020 0:92602
177	Oct 04 2020 0:92673
178	Oct 04 2020 0:90660
179	Oct 04 2020 1:na
180	Oct 04 2020 1:92672
181	Oct 04 2020 1:92673
182	Oct 04 2020 0:92647
183	Oct 04 2020 0:92626
184	Oct 04 2020 0:92624
185	Oct 04 2020 0:90017
186	Oct 04 2020 0:92672
187	Oct 04 2020 0:92691
188	Oct 03 2020 1:92653
189	Oct 03 2020 0:92806
190	Oct 03 2020 0:90601
191	Oct 03 2020 0:92691
192	Oct 03 2020 0:92675
193	Oct 02 2020 0:92691
194	Oct 02 2020 0:92677
195	Oct 02 2020 0:92618
196	Oct 02 2020 0:92677
197	Oct 02 2020 0:92691
198	Oct 02 2020 0:92660
199	Oct 02 2020 0:91708
200	Oct 02 2020 0:92630
201	Oct 02 2020 0:90003
202	Oct 02 2020 0:92637
203	Oct 02 2020 0:90089
204	Oct 02 2020 1:92692
205	Oct 02 2020 1:92675
206	Oct 02 2020 0:92675
207	Oct 02 2020 0:92868
208	Oct 02 2020 0:92630
209	Oct 01 2020 1:92705
210	Oct 01 2020 0:92780
211	Oct 01 2020 0:92630
212	Oct 01 2020 0:92637
213	Oct 01 2020 0:92618
214	Oct 01 2020 0:92863
215	Oct 01 2020 0:92868
216	Oct 01 2020 0:92704
217	Oct 01 2020 1:92806

218	Oct 01 2020 1	92691
219	Oct 01 2020 1	92691
220	Oct 01 2020 1	92691
221	Oct 01 2020 1	92691
222	Oct 01 2020 1	92691
223	Oct 01 2020 1	92691
224	Oct 01 2020 1	92691
225	Oct 01 2020 1	92630
226	Oct 01 2020 1	92618
227	Oct 01 2020 0	91765
228	Oct 01 2020 1	92704
229	Sep 30 2020 1	90015
230	Sep 30 2020 1	92707
231	Sep 30 2020 0	92130
232	Sep 30 2020 0	92614
233	Sep 30 2020 0	92630
234	Sep 30 2020 0	92623
235	Sep 30 2020 0	n/a
236	Sep 30 2020 0	92868
237	Sep 30 2020 0	92626
238	Sep 30 2020 0	No comments at all
239	Sep 30 2020 0	92807
240	Sep 30 2020 0	92630
241	Sep 30 2020 0	92688
242	Sep 30 2020 0	92691
243	Sep 30 2020 0	n/a
244	Sep 30 2020 0	92715
245	Sep 30 2020 0	92630
246	Sep 30 2020 1	92705
247	Sep 30 2020 1	92844
248	Sep 30 2020 1	92630
249	Sep 30 2020 1	92663
250	Sep 30 2020 1	92618
251	Sep 30 2020 1	92868
252	Sep 30 2020 1	95448
253	Sep 30 2020 1	92679
254	Sep 30 2020 1	92604
255	Sep 30 2020 1	92656
256	Sep 30 2020 0	92630
257	Sep 30 2020 0	92630
258	Sep 30 2020 0	92630
259	Sep 30 2020 0	92610
260	Sep 30 2020 0	92630
261	Sep 30 2020 0	92691
262	Sep 29 2020 0	92614

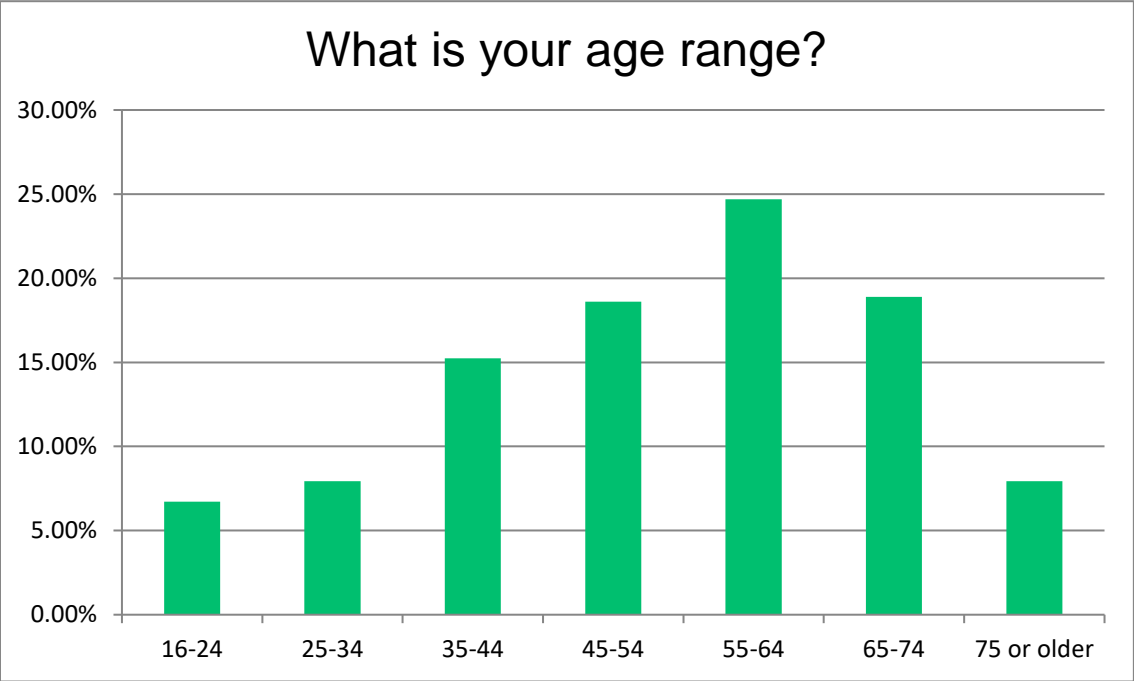


263	Sep 29 2020 0 92618
264	Sep 29 2020 1 92614
265	Sep 28 2020 0 92604
266	Sep 26 2020 0 92610
267	Sep 26 2020 1 92675
268	Sep 26 2020 0 92692
269	Sep 25 2020 1 92646
270	Sep 25 2020 1 N/A
271	Sep 25 2020 1 92693
272	Sep 25 2020 1 92693

# OCTA SOCMTS PUBLIC INPUT SURVEY

## What is your age range?

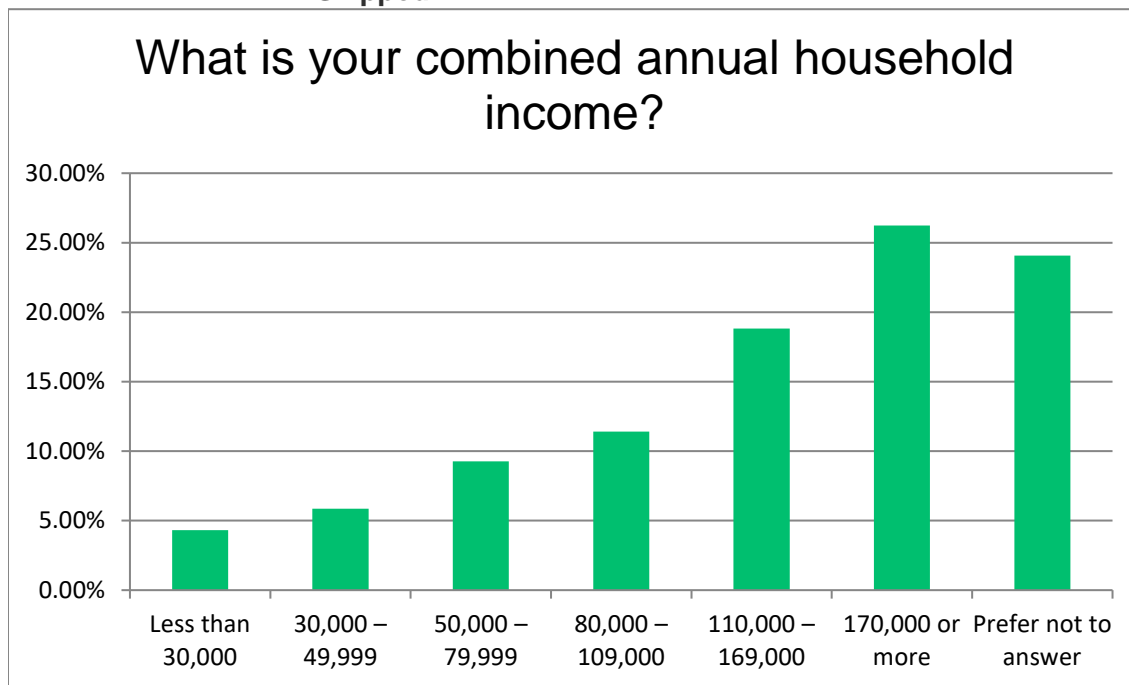
Answer Choices	Responses	
16-24	6.71%	22
25-34	7.93%	26
35-44	15.24%	50
45-54	18.60%	61
55-64	24.70%	81
65-74	18.90%	62
75 or older	7.93%	26
<b>Answered</b>		<b>328</b>
<b>Skipped</b>		<b>23</b>



## OCTA SOCMTS PUBLIC INPUT SURVEY

### What is your combined annual household income?

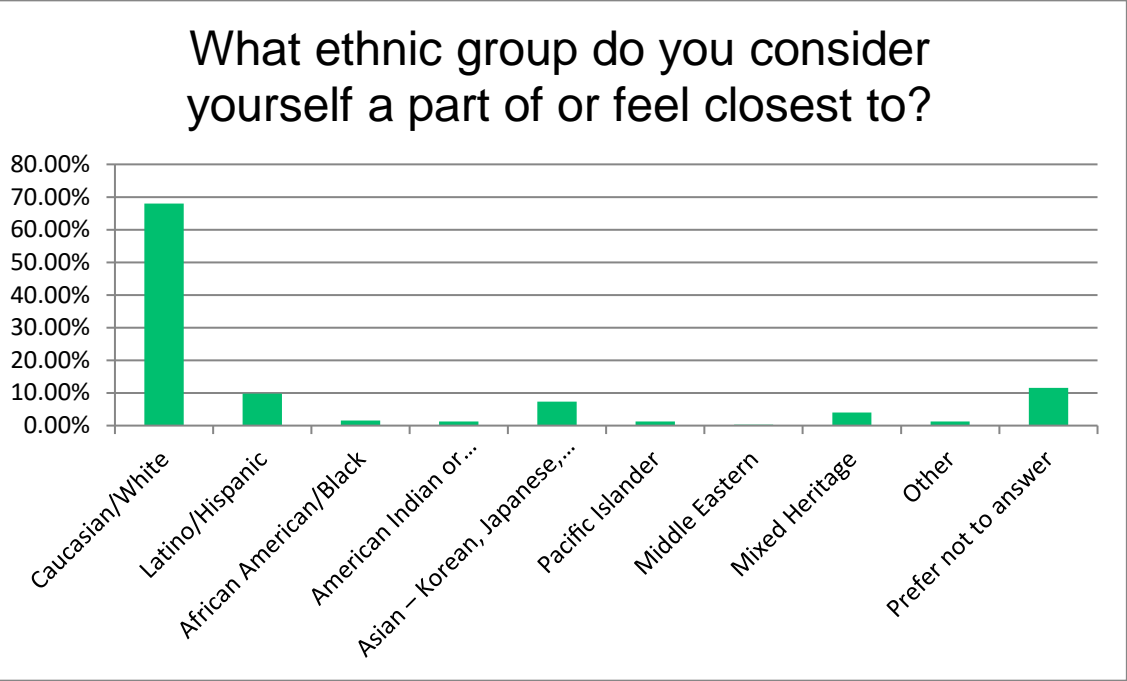
Answer Choices	Responses	
Less than 30,000	4.32%	14
30,000 – 49,999	5.86%	19
50,000 – 79,999	9.26%	30
80,000 – 109,000	11.42%	37
110,000 – 169,000	18.83%	61
170,000 or more	26.23%	85
Prefer not to answer	24.07%	78
<b>Answered</b>		<b>324</b>
<b>Skipped</b>		<b>27</b>



# OCTA SOCMTS PUBLIC INPUT SURVEY

## What ethnic group do you consider yourself a part of or feel closest to?

Answer Choices	Responses	
Caucasian/White	67.99%	223
Latino/Hispanic	9.76%	32
African American/Black	1.52%	5
American Indian or Alaskan Native	1.22%	4
Asian – Korean, Japanese, Chinese, Vietnamese, Filipino, or other A	7.32%	24
Pacific Islander	1.22%	4
Middle Eastern	0.30%	1
Mixed Heritage	3.96%	13
Other	1.22%	4
Prefer not to answer	11.59%	38
Answered		328
Skipped		23



# **Appendix B**

## **Appendix B.3 Spanish Survey Results**

## OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

¿Cuál es su código postal?

Answered 8

Skipped 0

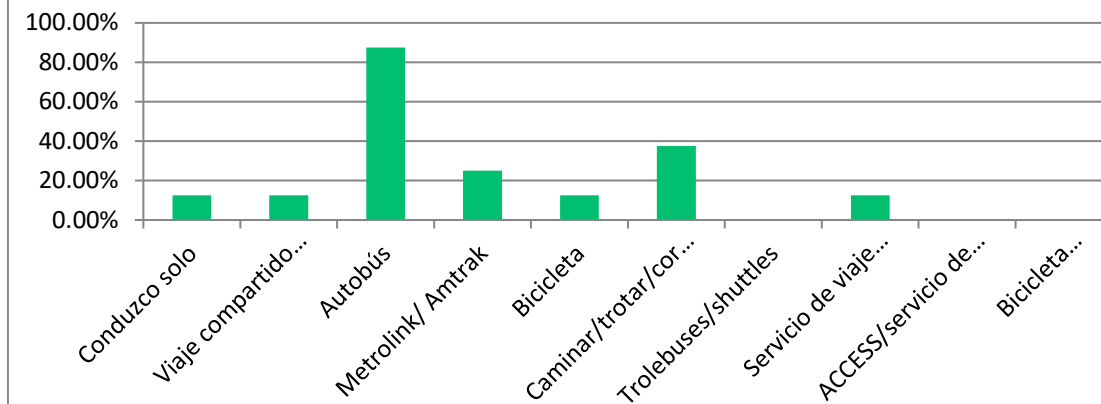
Respondents	Response Date	Responses	Tags
1	Oct 30 2020 0	92866	
2	Oct 29 2020 0	92675	
3	Oct 27 2020 1	92701	
4	Oct 19 2020 0	92703	
5	Oct 18 2020 0	92801	
6	Oct 17 2020 1	92704	
7	Oct 16 2020 0	92688	
8	Sep 27 2020 0	92801	

## OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

**Cuando viaja por el condado de Orange, ¿cómo se desplaza habitualmente de un lugar a otro? Puede seleccionar hasta tres opciones.**

Answer Choices	Responses	
Conduzco solo	12.50%	1
Viaje compartido en coche/van	12.50%	1
Autobús	87.50%	7
Metrolink/ Amtrak	25.00%	2
Bicicleta	12.50%	1
Caminar/trotar/correr	37.50%	3
Trolebuses/shuttles	0.00%	0
Servicio de viaje compartido a demanda (como Uber o Lyft)	12.50%	1
ACCESS/servicio de paratransito	0.00%	0
Bicicleta eléctrica/scooter eléctrico	0.00%	0
<b>Answered</b>		<b>8</b>
<b>Skipped</b>		<b>0</b>

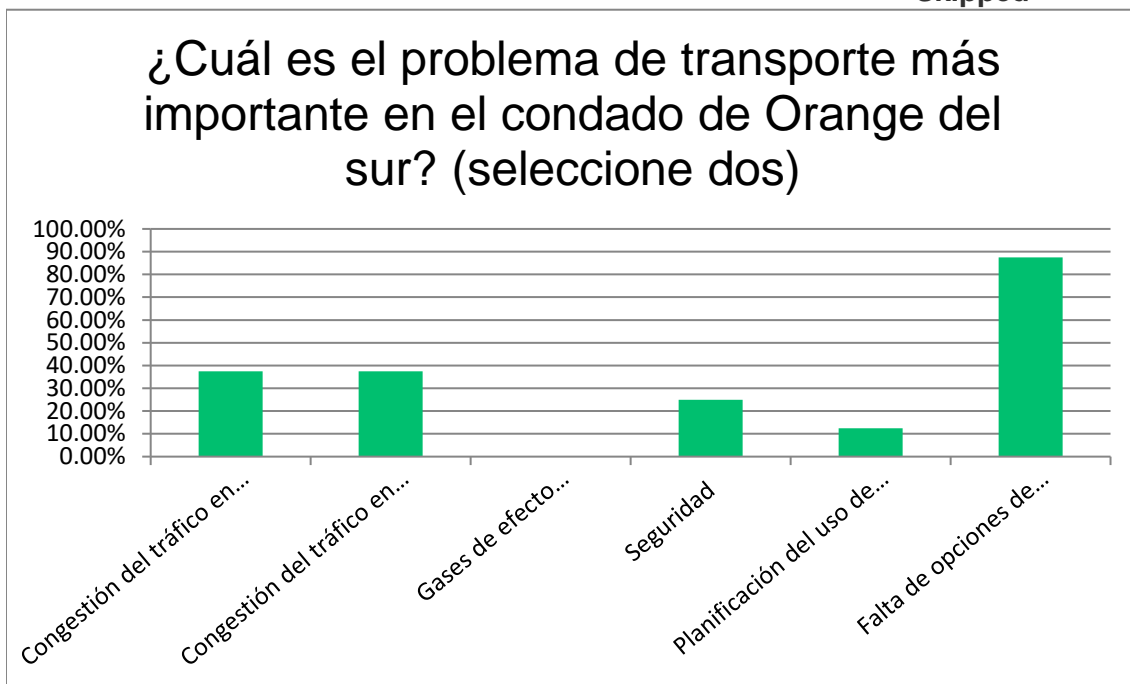
**Cuando viaja por el condado de Orange, ¿cómo se desplaza habitualmente de un lugar a otro? Puede seleccionar hasta tres opciones.**



## OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

¿Cuál es el problema de transporte más importante en el condado de Orange del sur? (seleccione dos)

Answer Choices	Responses	
Congestión del tráfico en las calles locales y carreteras	37.50%	3
Congestión del tráfico en las autopistas	37.50%	3
Gases de efecto invernadero (resolución del cambio climático)	0.00%	0
Seguridad	25.00%	2
Planificación del uso de la tierra (coordinación de los nuevos desarrollos con el transporte)	12.50%	1
Falta de opciones de transporte suficientes (autobús, tren, o servicio de microtránsito a demanda)	87.50%	7
<b>Answered</b>		<b>8</b>
<b>Skipped</b>		<b>0</b>

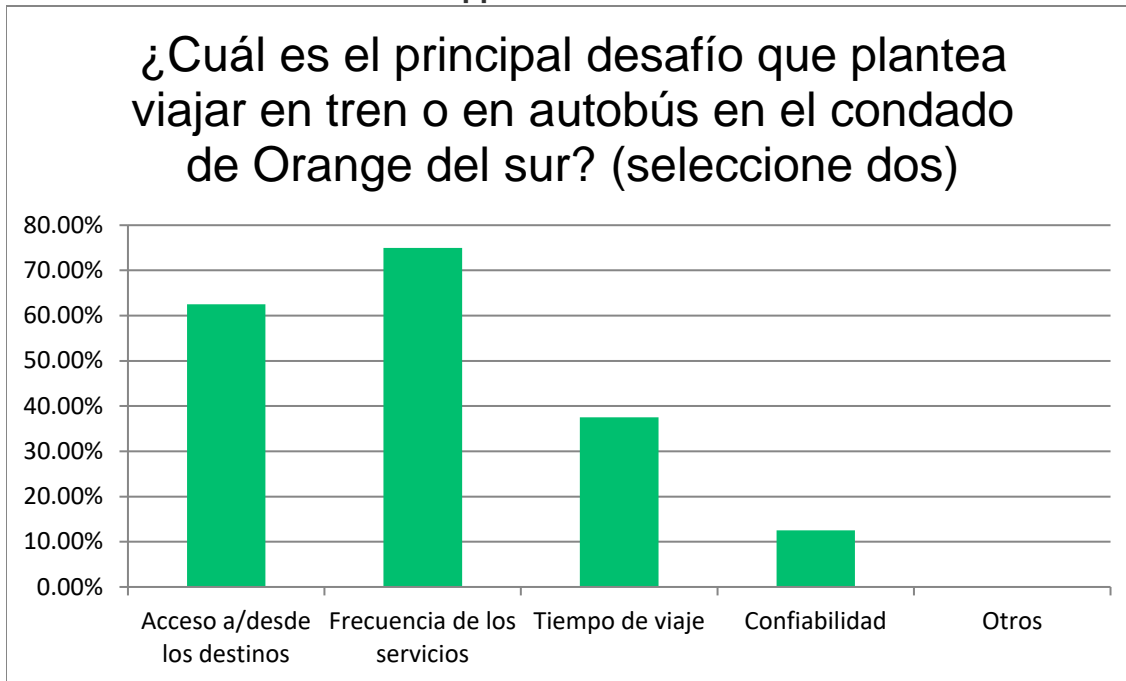




## OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

**¿Cuál es el principal desafío que plantea viajar en tren o en autobús en el condado de Orange del sur? (seleccione dos)**

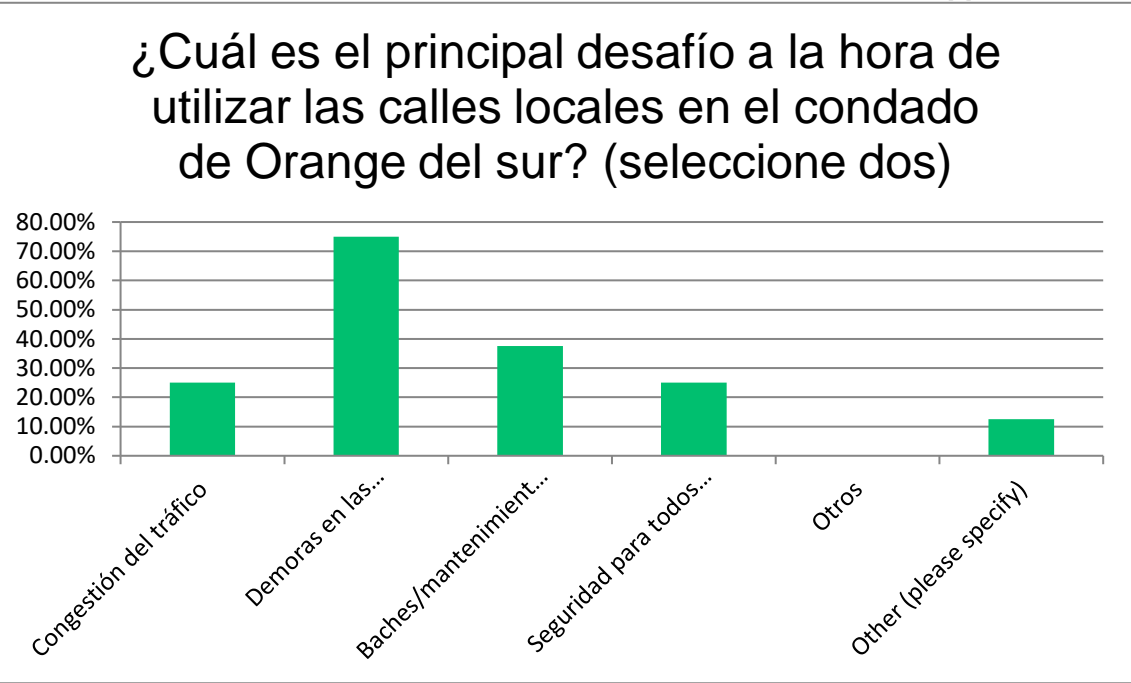
Answer Choices	Responses	
Acceso a/desde los destinos	62.50%	5
Frecuencia de los servicios	75.00%	6
Tiempo de viaje	37.50%	3
Confiabilidad	12.50%	1
Otros	0.00%	0
<b>Answered</b>		<b>8</b>
<b>Skipped</b>		<b>0</b>



OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

¿Cuál es el principal desafío a la hora de utilizar las calles locales en el condado de Orange del sur? (seleccione dos)

Answer Choices	Responses	
Congestión del tráfico	25.00%	2
Demoras en las intersecciones	75.00%	6
Baches/mantenimiento de las calles	37.50%	3
Seguridad para todos los usuarios (conductores, peatones, ciclistas)	25.00%	2
Otros	0.00%	0
Other (please specify)	12.50%	1
Answered		8
Skipped		0

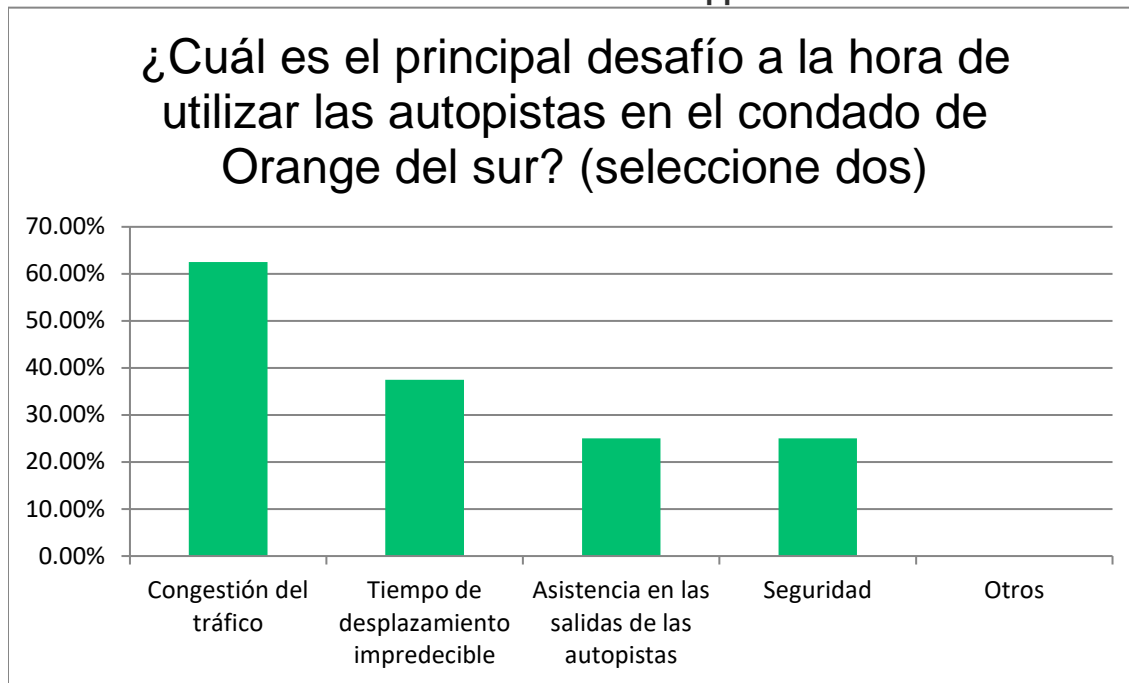


Respondents	Response Date	Other (please specify)	Tags
	Oct 29 2020 1 07:03 AM	desamparadas que en el bus huelen bastante a cigarro o a pipí ,aveces ocupan varios asientos para sus cosas,una vez bajo una de ellas y yo me senté en un asiento y se mojo mi ropa por que había líquido ay .	

## OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

**¿Cuál es el principal desafío a la hora de utilizar las autopistas en el condado de Orange del sur? (seleccione dos)**

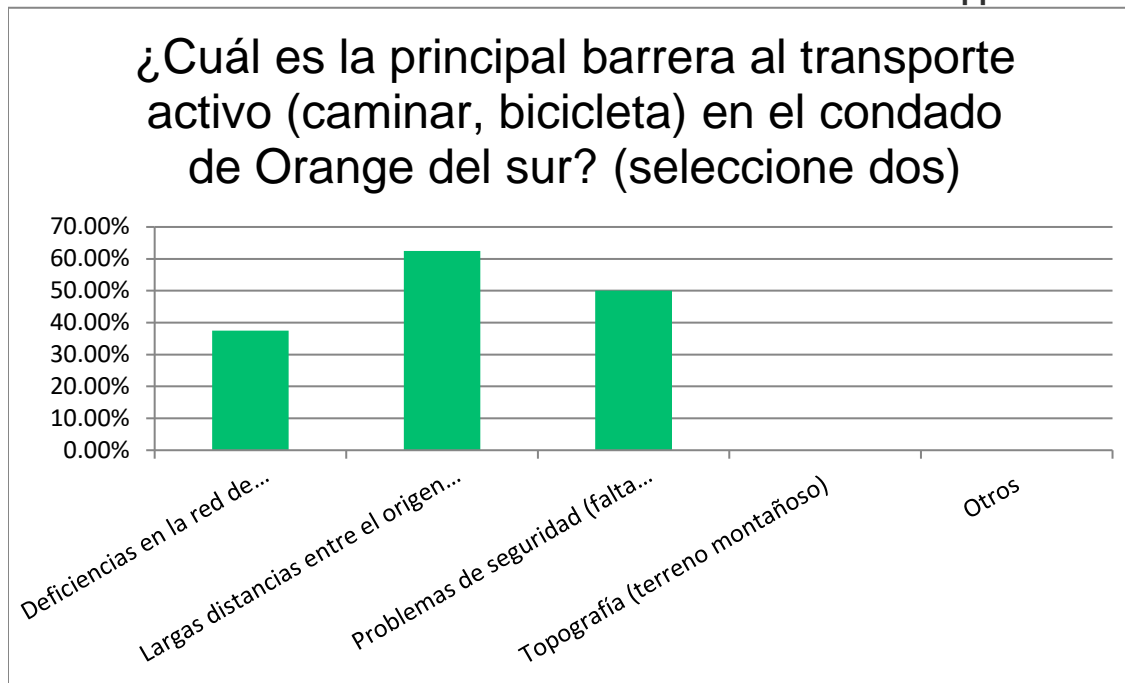
Answer Choices	Responses	
Congestión del tráfico	62.50%	5
Tiempo de desplazamiento impredecible	37.50%	3
Asistencia en las salidas de las autopistas	25.00%	2
Seguridad	25.00%	2
Otros	0.00%	0
<b>Answered</b>		<b>8</b>
<b>Skipped</b>		<b>0</b>



OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

**¿Cuál es la principal barrera al transporte activo (caminar, bicicleta) en el condado de Orange del sur? (seleccione dos)**

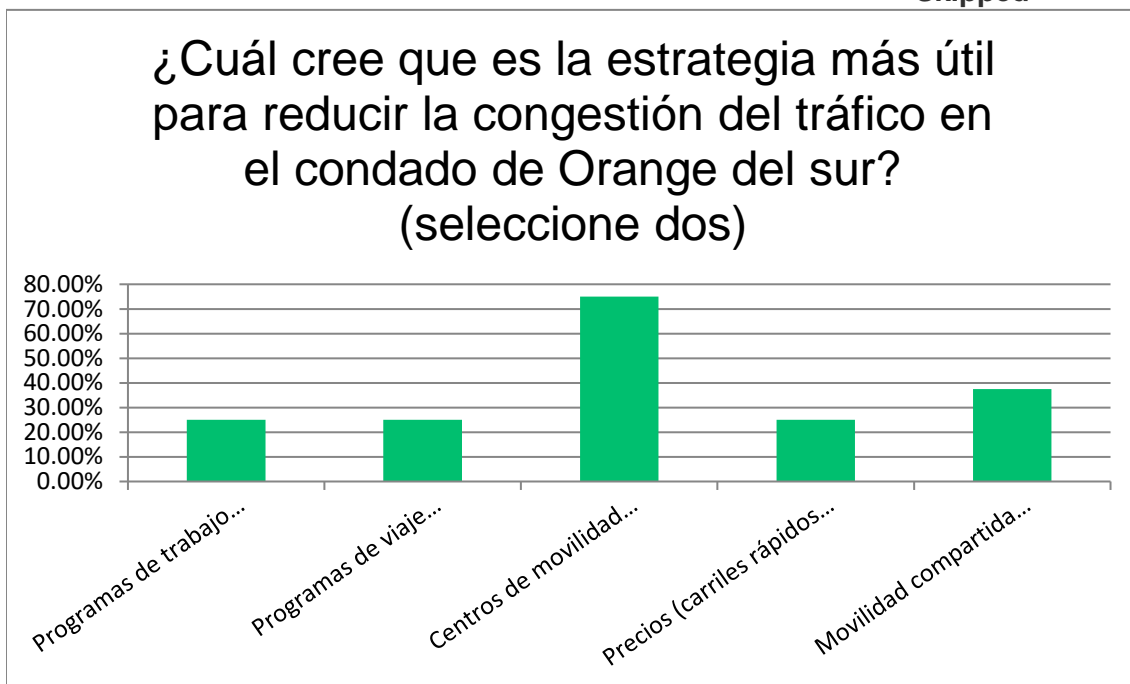
Answer Choices	Responses	
Deficiencias en la red de bicisendas y sendas peatonales	37.50%	3
Largas distancias entre el origen y destino de los viajes	62.50%	5
Problemas de seguridad (falta de separación física respecto de los vehículos, falta de adaptaciones para peatones)	50.00%	4
Topografía (terreno montañoso)	0.00%	0
Otros	0.00%	0
<b>Answered</b>		<b>8</b>
<b>Skipped</b>		<b>0</b>



## OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

**¿Cuál cree que es la estrategia más útil para reducir la congestión del tráfico en el condado de Orange del sur?  
(seleccione dos)**

Answer Choices	Responses	
Programas de trabajo en casa	25.00%	2
Programas de viaje compartido e instalaciones	25.00%	2
Centros de movilidad (centros de actividad compartida para conectar los servicios de autobuses/viaje compartido, etc.)	75.00%	6
Precios (carriles rápidos con peaje, estacionamiento de pago)	25.00%	2
Movilidad compartida (servicio compartido de vehículos, bicicletas y scooters)	37.50%	3
<b>Answered</b>		<b>8</b>
<b>Skipped</b>		<b>0</b>

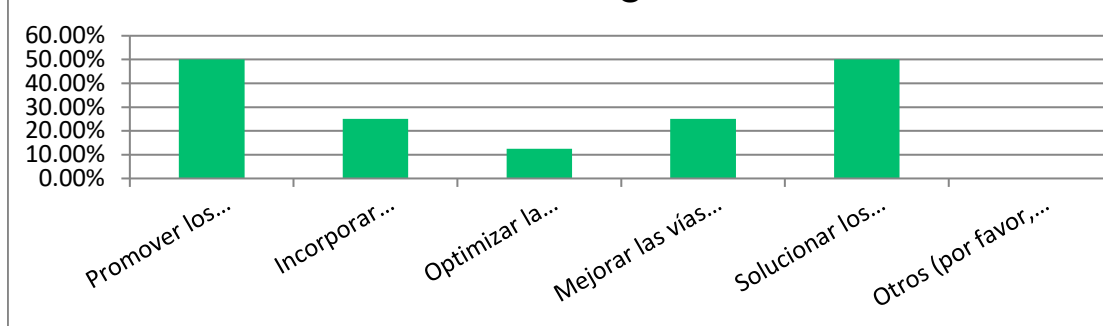


## OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

**Dado el espacio limitado para ampliar el ancho de las autopistas sin impactar en los comercios y residencias, ¿qué medida contribuiría más a gestionar la congestión de las autopistas en el condado de Orange del sur? (seleccione dos)**

Answer Choices	Responses	
Promover los viajes compartidos	50.00%	4
Incorporar carriles exprés con peaje a las autopistas existentes (91 carriles exprés)	25.00%	2
Optimizar la infraestructura para acomodar los vehículos autónomos	12.50%	1
Mejorar las vías de entrada y salida de las autopistas	25.00%	2
Solucionar los cuellos de botella (zonas de alta congestión)	50.00%	4
Otros (por favor, especificar)	0.00%	0
<b>Answered</b>		<b>8</b>
<b>Skipped</b>		<b>0</b>

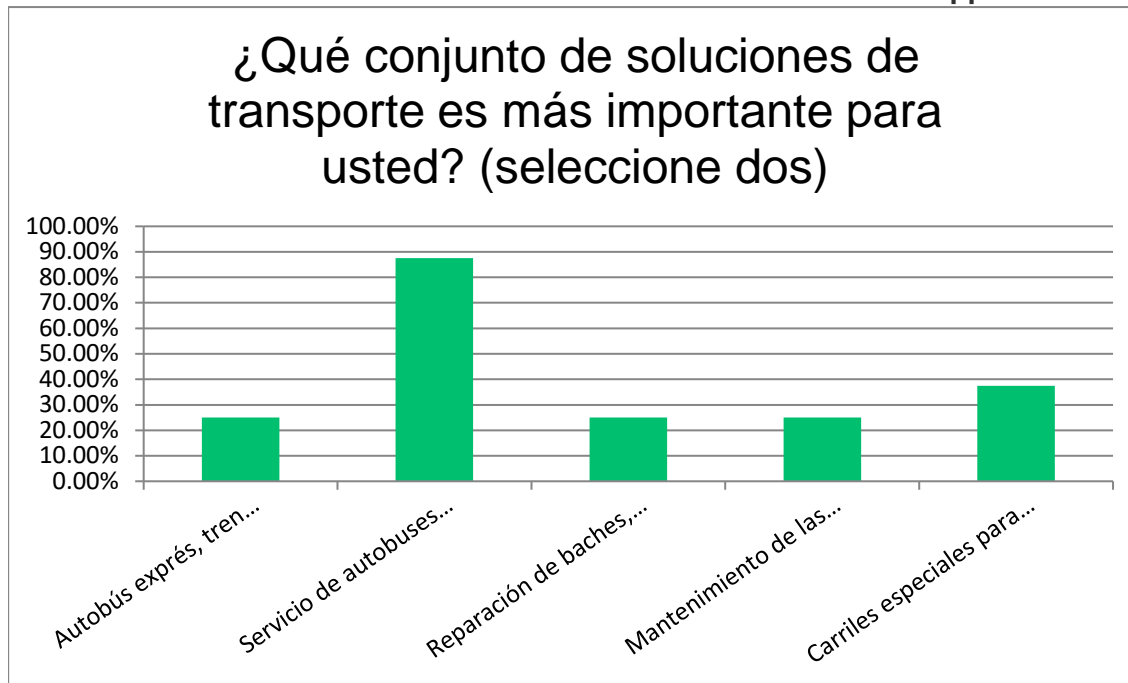
**Dado el espacio limitado para ampliar el ancho de las autopistas sin impactar en los comercios y residencias, ¿qué medida contribuiría más a gestionar la congestión de las autopistas en el condado de Orange del sur?...**



## OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

**¿Qué conjunto de soluciones de transporte es más importante para usted? (seleccione dos)**

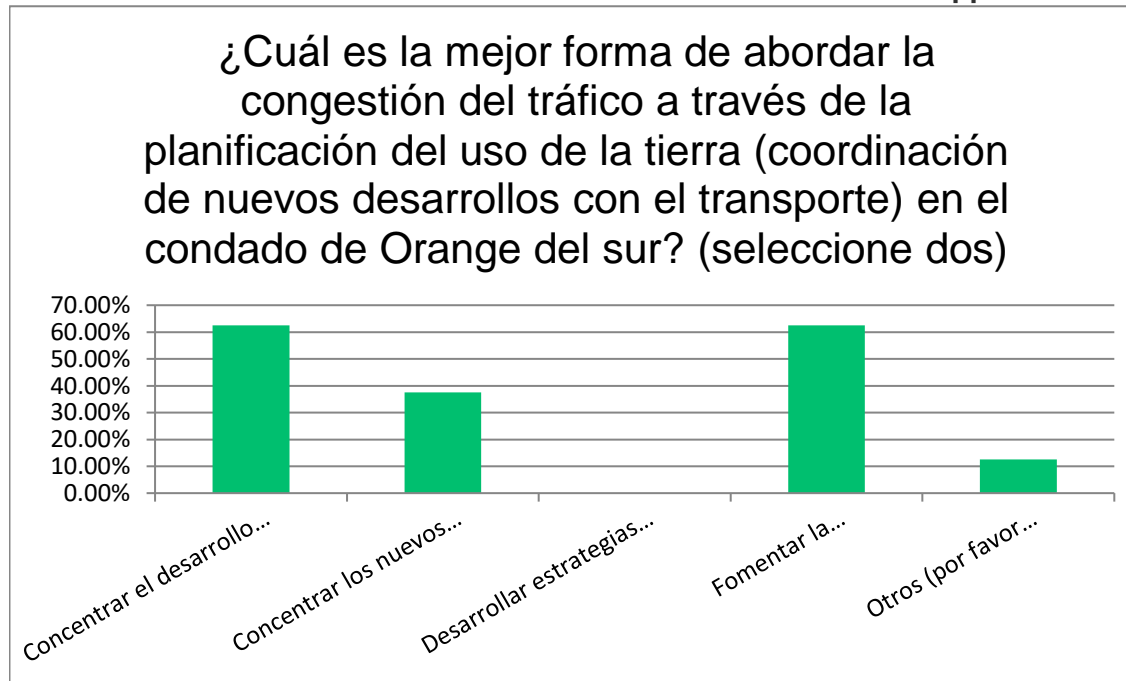
Answer Choices	Responses	
Autobús exprés, tren interurbano, viaje compartido en van y tránsito rápido de autobús por autopista	25.00%	2
Servicio de autobuses locales, tránsito a demanda y trolebuses	87.50%	7
Reparación de baches, sincronización de señales y mejoras en las intersecciones	25.00%	2
Mantenimiento de las autopistas, mejoras en las vías de entrada y salida y proyectos para optimizar el flujo del tráfico en general	25.00%	2
Carriles especiales para bicicletas, redes de bisisendas y sendas peatonales	37.50%	3
<b>Answered</b>		<b>8</b>
<b>Skipped</b>		<b>0</b>



# OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

¿Cuál es la mejor forma de abordar la congestión del tráfico a través de la planificación del uso de la tierra (coordinación de nuevos desarrollos con el transporte) en el condado de Orange del sur? (seleccione dos)

Answer Choices	Responses	
Concentrar el desarrollo de los negocios en torno a los centros de tránsito (autobús/tren)	62.50%	5
Concentrar los nuevos desarrollos de viviendas en torno a los centros de tránsito (autobuses/trenes)	37.50%	3
Desarrollar estrategias para reducir la dependencia al automóvil (es decir, estacionamiento de pago)	0.00%	0
Fomentar la infraestructura para caminar y finalizar las obras en las calles (calles diseñadas y operadas de manera segura para todos los usuarios, como conductores, ciclistas, peatones)	62.50%	5
Otros (por favor especificar)	12.50%	1
Answered		8
Skipped		0



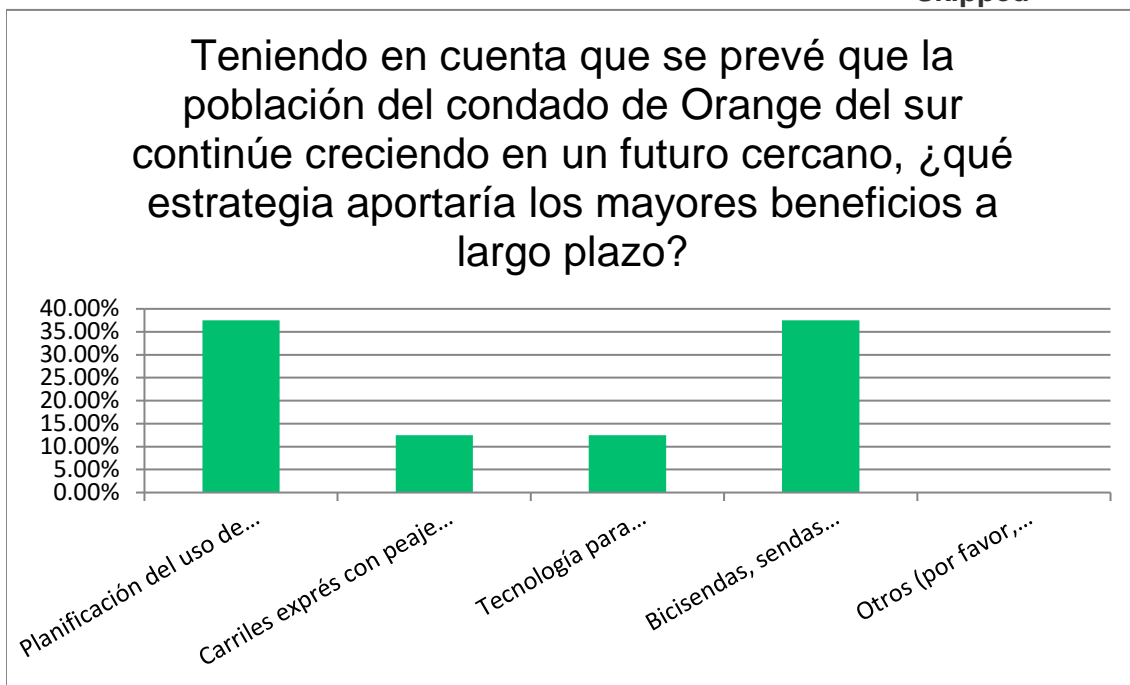
Respondents	Response Date	Otros (por favor especificar)	Tags
1	Oct 27 2020 1	Más rutas de los buses	



## OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

**Teniendo en cuenta que se prevé que la población del condado de Orange del sur continúe creciendo en un futuro cercano, ¿qué estrategia aportaría los mayores beneficios a largo plazo?**

Answer Choices	Responses	
Planificación del uso de la tierra (coordinación de los nuevos desarro	37.50%	3
Carriles exprés con peaje en las autopistas existentes	12.50%	1
Tecnología para minimizar el tráfico (sincronización de señales, vehí	12.50%	1
Bicisendas, sendas peatonales y sendas pavimentadas	37.50%	3
Otros (por favor, especificar)	0.00%	0
<b>Answered</b>		<b>8</b>
<b>Skipped</b>		<b>0</b>



## OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

¿Cuál es el código postal de su lugar de trabajo, si corresponde?

Answered 8

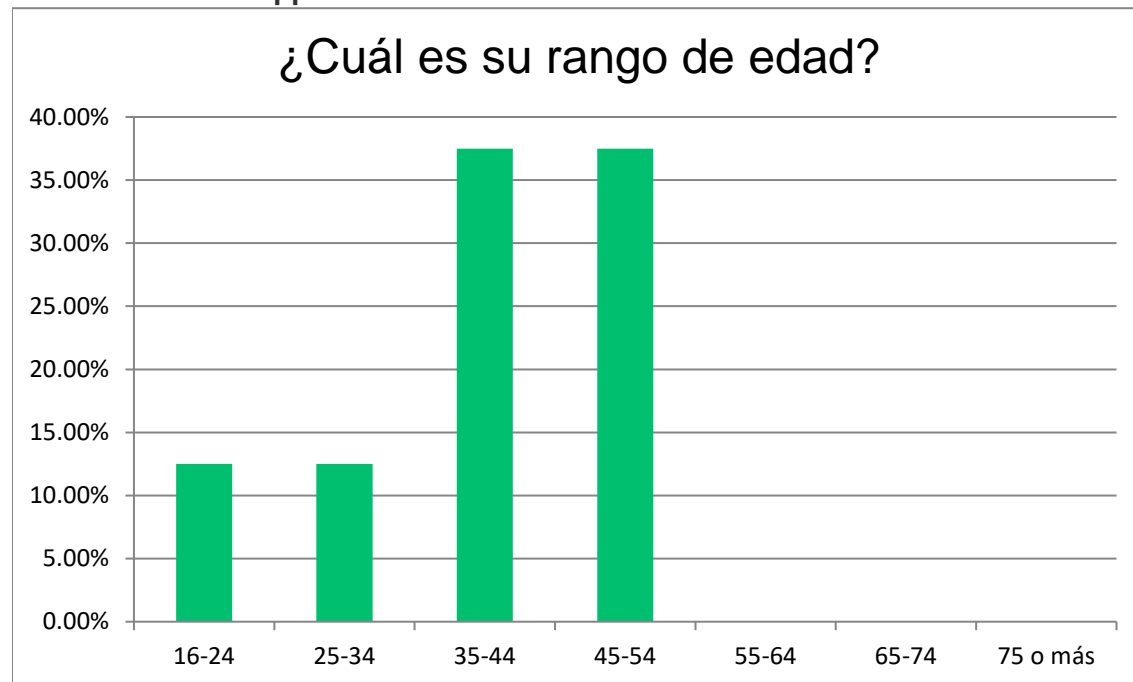
Skipped 0

Respondents	Response Date	Responses	Tags
1	Oct 30 2020 0	92917	
2	Oct 29 2020 0	92637	
3	Oct 27 2020 1	92701	
4	Oct 19 2020 0	92780	
5	Oct 18 2020 0	92703	
6	Oct 17 2020 1	92701	
7	Oct 16 2020 0	92694	
8	Sep 27 2020 0	92801	

## OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

### ¿Cuál es su rango de edad?

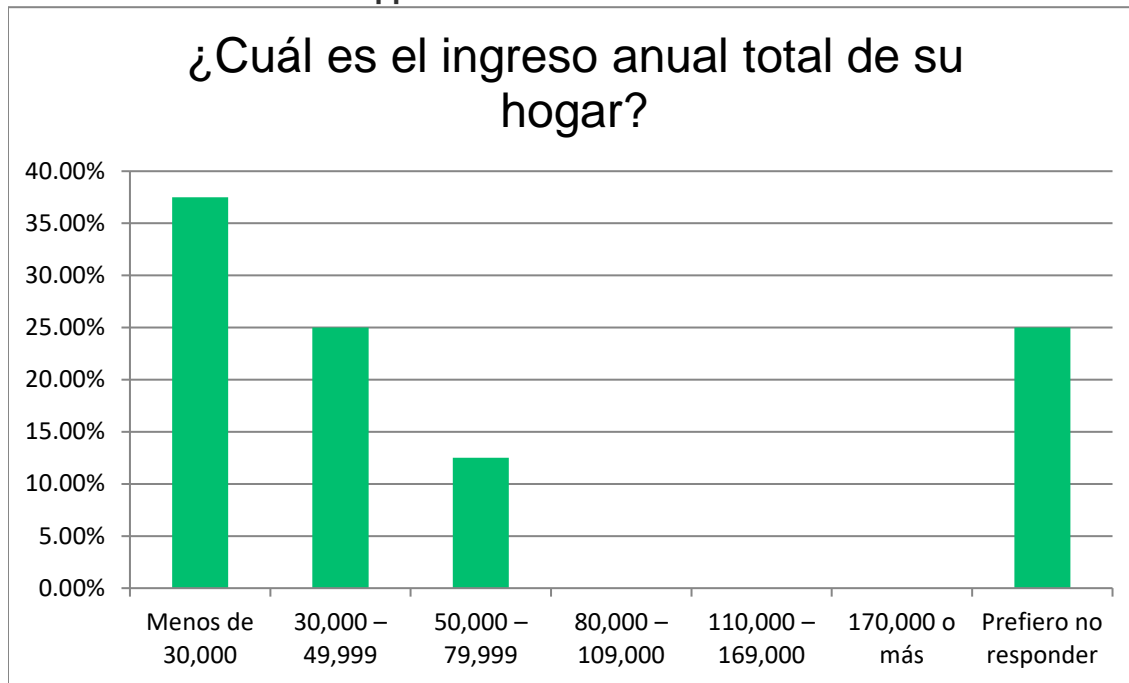
Answer Choices	Responses	
16-24	12.50%	1
25-34	12.50%	1
35-44	37.50%	3
45-54	37.50%	3
55-64	0.00%	0
65-74	0.00%	0
75 o más	0.00%	0
<b>Answered</b>		<b>8</b>
<b>Skipped</b>		<b>0</b>



## OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

### ¿Cuál es el ingreso anual total de su hogar?

Answer Choices	Responses	
Menos de 30,000	37.50%	3
30,000 – 49,999	25.00%	2
50,000 – 79,999	12.50%	1
80,000 – 109,000	0.00%	0
110,000 – 169,000	0.00%	0
170,000 o más	0.00%	0
Prefiero no responder	25.00%	2
<b>Answered</b>		<b>8</b>
<b>Skipped</b>		<b>0</b>



## OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

### ¿A qué grupo étnico cree que pertenece o con cuál se siente más identificado?

Answer Choices	Responses	
Caucásico/Blanco	0.00%	0
Latino/Hispano	100.00%	8
Afroamericano/Negro	0.00%	0
Indio americano o nativo de Alaska	0.00%	0
Asiático – coreano, japonés, chino, vietnamita, filipino u otro	0.00%	0
Isleño del Pacífico	0.00%	0
Procedente de Medio Oriente	0.00%	0
Herencia mixta	0.00%	0
Otros	0.00%	0
Prefiero no responder	0.00%	0
<b>Answered</b>		<b>8</b>
<b>Skipped</b>		<b>0</b>



# **Appendix B**

## **Appendix B.4 Mandarin Survey Results**

## OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

您的住家邮政编码是什么？

**Answered** 1

**Skipped** 0

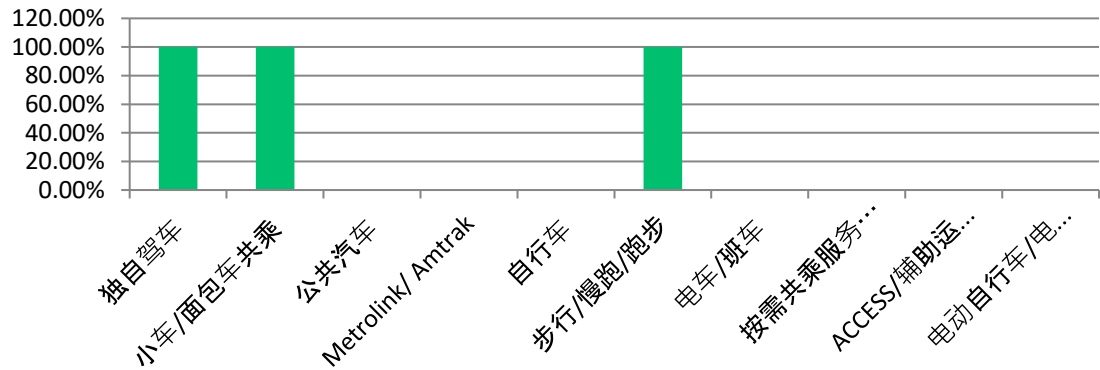
Respondents	Response Date	Responses	Tags
1	Oct 19 2020 1:92620		

OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

您在橙县及其周围出行时，通常如何从一个地方到另一个地方？您可以最多选择三项。

Answer Choices	Responses	
独自驾车	100.00%	1
小车/面包车共乘	100.00%	1
公共汽车	0.00%	0
Metrolink/ Amtrak	0.00%	0
自行车	0.00%	0
步行/慢跑/跑步	100.00%	1
电车/班车	0.00%	0
按需共乘服务（例如 Ube	0.00%	0
ACCESS/辅助运输服务	0.00%	0
电动自行车/电动踏板车	0.00%	0
Answered		1
Skipped		0

您在橙县及其周围出行时，通常如何从一个地方到另一个地方？您可以最多选择三项。



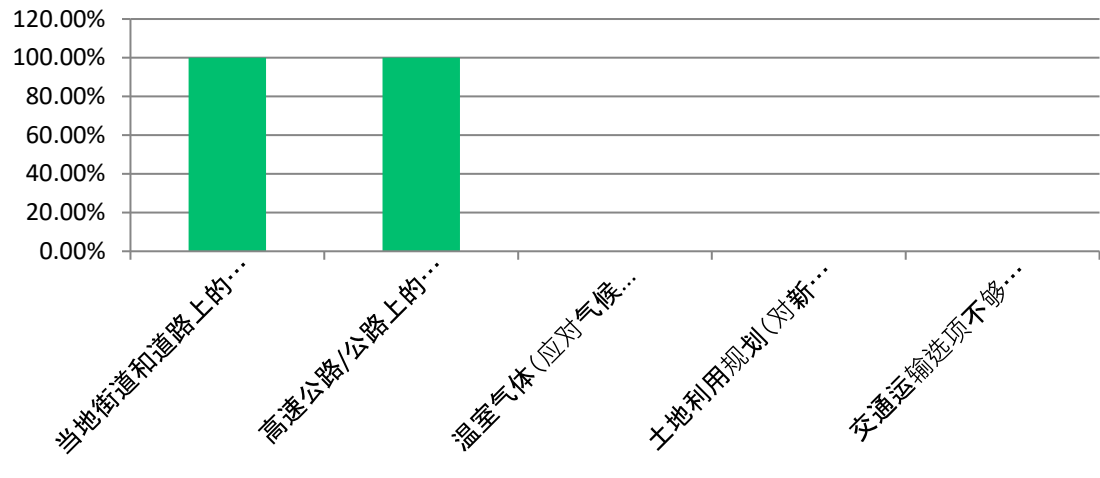


OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

关于橙县南部的交通，最重要的问题是什么？（选择两个）

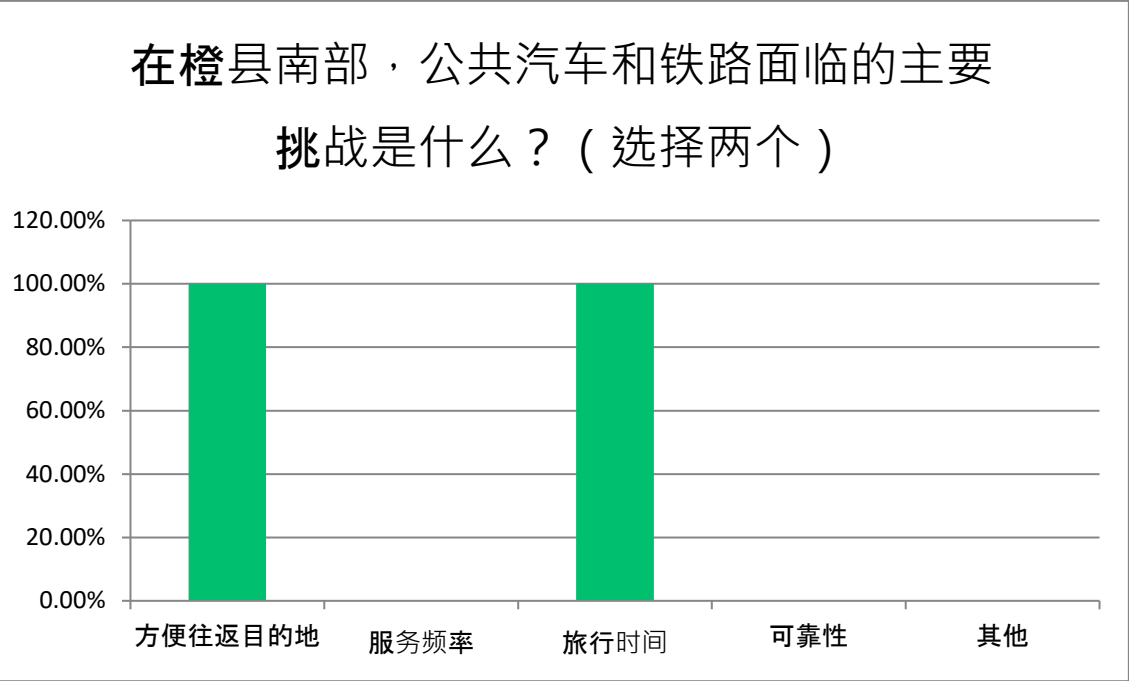
Answer Choices	Responses	
当地街道和道路上的交通拥堵	100.00%	1
高速公路/公路上的交通拥堵	100.00%	1
温室气体（应对气候变化）	0.00%	0
土地利用规划（对新开发和交通进行协调）	0.00%	0
交通运输选项不够（公共汽车，铁路或者按需的微型公交服务）	0.00%	0
Answered		1
Skipped		0

关于橙县南部的交通，最重要的问题是什么？（选择两个）



OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin  
在橙县南部，公共汽车和铁路面临的主要挑战是什么？（选择两个）

Answer Choices	Responses	
方便往返目的地	100.00%	1
服务频率	0.00%	0
旅行时间	100.00%	1
可靠性	0.00%	0
其他	0.00%	0
Answered		1
Skipped		0

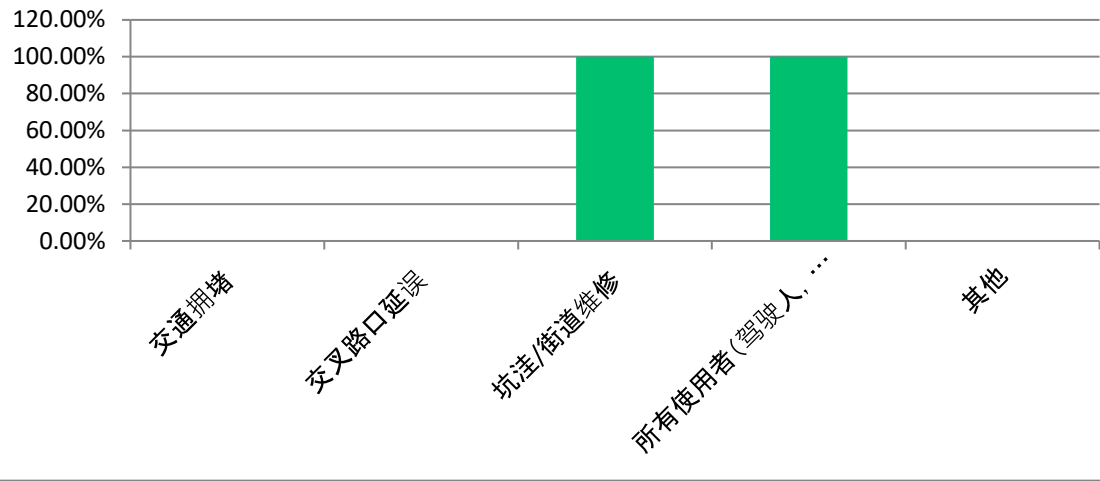


OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

在橙县南部，使用当地街道的主要挑战是什么？（选择两个）

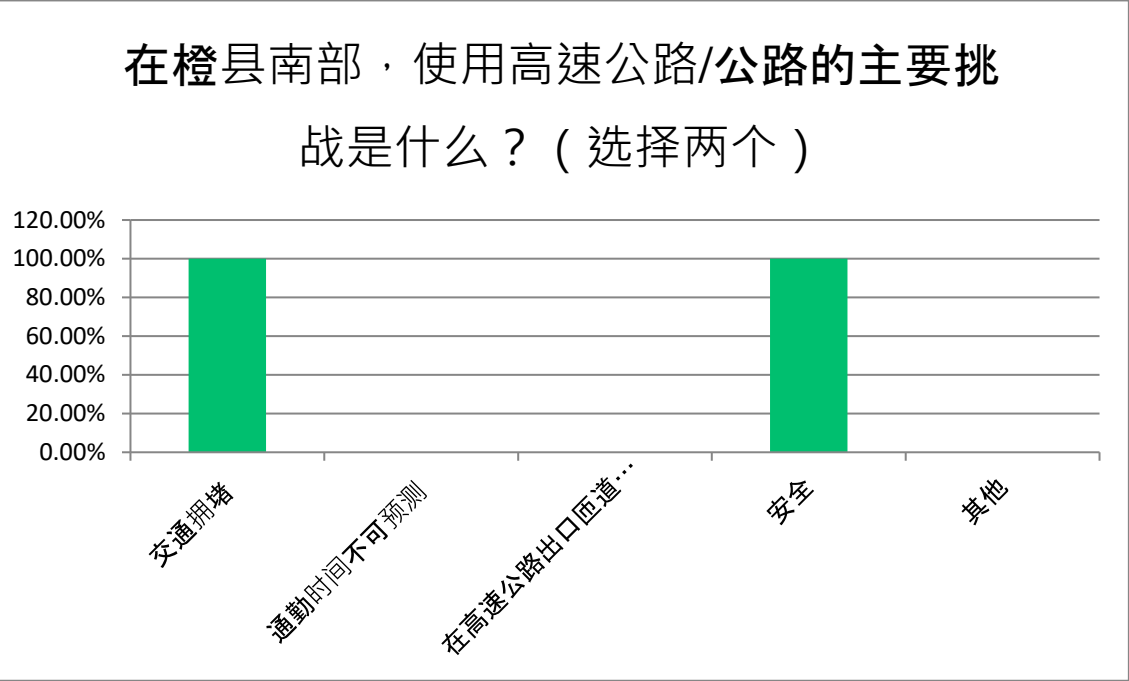
Answer Choices	Responses	
交通拥堵	0.00%	0
交叉路口延误	0.00%	0
坑洼/街道维修	100.00%	1
所有使用者（驾驶人，行人，骑自行车的人）的安全	100.00%	1
其他	0.00%	0
Answered		1
Skipped		0

在橙县南部，使用当地街道的主要挑战是什么？（选择两个）



OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin  
在橙县南部，使用高速公路/公路的主要挑战是什么？（选择两个）

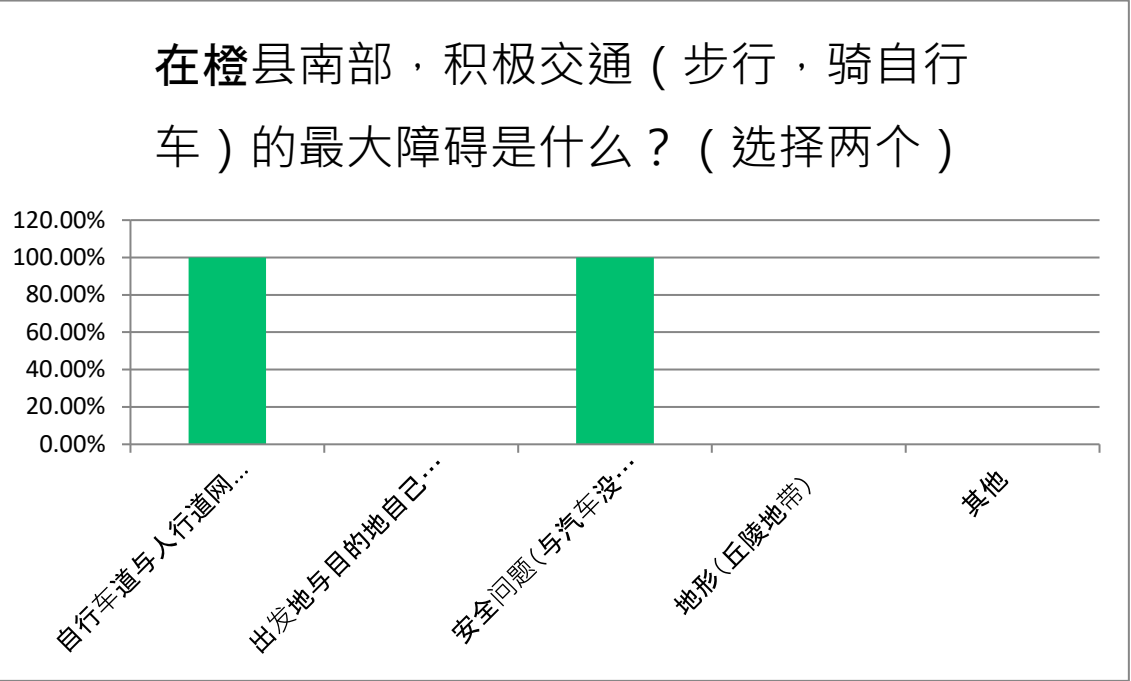
Answer Choices	Responses	
交通拥堵	100.00%	1
通勤时间不可预测	0.00%	0
在高速公路出口匝道排队等候	0.00%	0
安全	100.00%	1
其他	0.00%	0
Answered		1
Skipped		0



OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

在橙县南部，积极交通（步行，骑自行车）的最大障碍是什么？（选择两个）

Answer Choices	Responses	
自行车道与人行道网络中的空隙	100.00%	1
出发地与目的地自己的距离较远	0.00%	0
安全问题（与汽车没有物理隔离，没有信任转让设施）	100.00%	1
地形（丘陵地带）	0.00%	0
其他	0.00%	0
Answered		1
Skipped		0

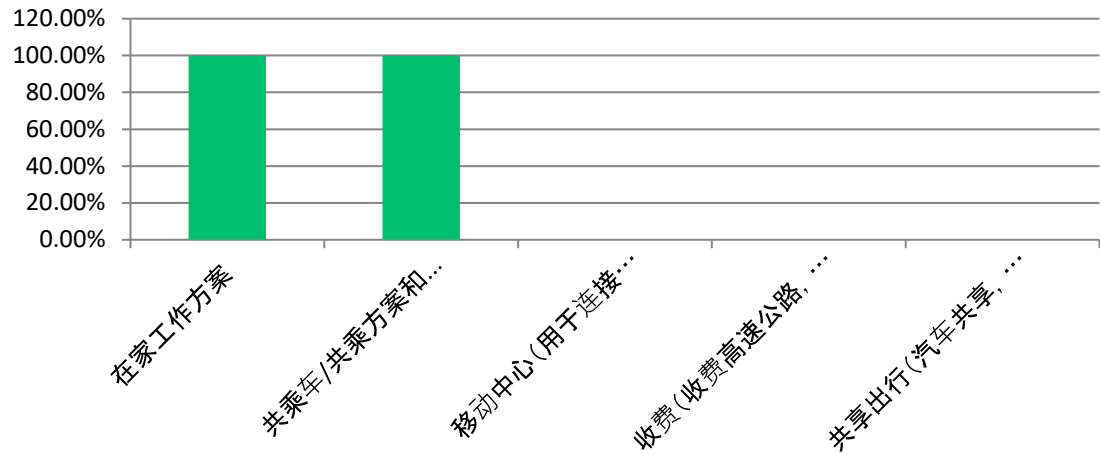


OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

您认为减少橙县南部交通拥堵的最有效策略是什么？（选择两个）

Answer Choices	Responses	
在家工作方案	100.00%	1
共乘车/共乘方案和设施	100.00%	1
移动中心（用于连接公共汽车/班车/共乘车的共享活动中心）	0.00%	0
收费（收费高速公路，停车费）	0.00%	0
共享出行（汽车共享，自行车共享，踏板车共享）	0.00%	0
Answered		1
Skipped		0

您认为减少橙县南部交通拥堵的最有效策略是什么？（选择两个）

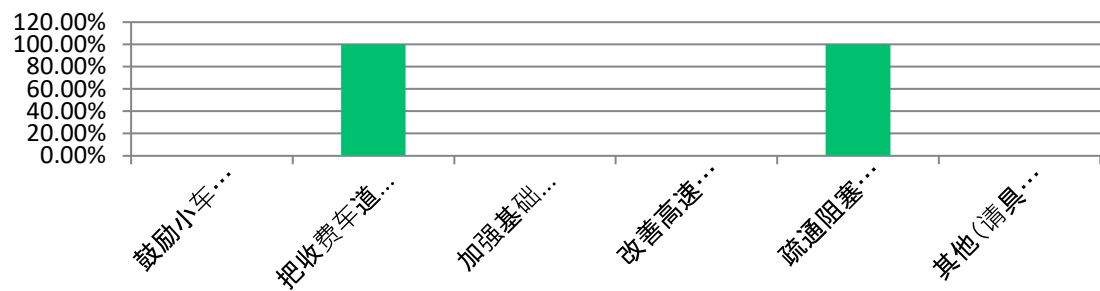


OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

在不影响企业和住宅的前提下利用有限的空间来拓宽高速公路，哪一项可以最大程度地管理橙县南部高速公路的拥堵？（选择两个）

Answer Choices	Responses	
鼓励小车共乘，面包车共乘和拼车	0.00%	0
把收费车道纳入现有的高速公路（91号公路快速车道）	100.00%	1
加强基础设施以适用自动（自动驾驶）车辆	0.00%	0
改善高速公路出入口坡道	0.00%	0
疏通阻塞点（高拥挤区域）	100.00%	1
其他（请具体说明）	0.00%	0
Answered		1
Skipped		0

在不影响企业和住宅的前提下利用有限的空间来拓宽高速公路，哪一项可以最大程度地管理橙县南部高速公路的拥堵？（选择两个）

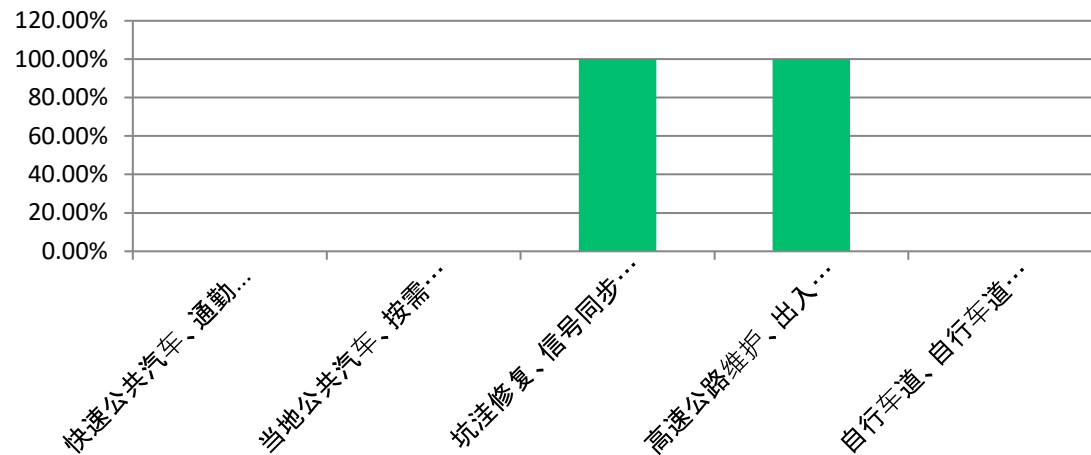


## OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

您认为哪一组交通运输解决方案最重要？（选择两个）

Answer Choices	Responses	
快速公共汽车、通勤铁路、面包车共乘和高速公路公共汽车快速运输	0.00%	0
当地公共汽车、按需公交服务和电车	0.00%	0
坑洼修复、信号同步和交叉路口改善	100.00%	1
高速公路维护、出入口坡道改善和改善整体交通流量的项目	100.00%	1
自行车道、自行车道网络和人行道	0.00%	0
<b>Answered</b>		<b>1</b>
<b>Skipped</b>		<b>0</b>

您认为哪一组交通运输解决方案最重要？  
（选择两个）



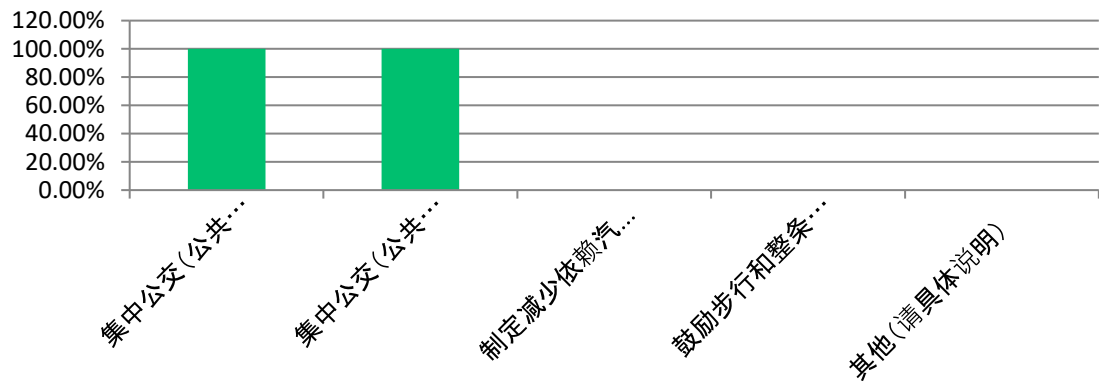


OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

在橙县南部，通过土地利用规划（对新开发和交通进行协调）解决交通拥堵的最佳方法是什么？（选择两个）

Answer Choices	Responses	
集中公交（公共汽车/铁路）中心周围的业务发展	100.00%	1
集中公交（公共汽车/铁路）中心周围的住房开发	100.00%	1
制定减少依赖汽车的策略（即收停车费）	0.00%	0
鼓励步行和整条街道（为驾驶人、骑自行车的人和行人等所有志愿者安全设计和运营的街道）	0.00%	0
其他（请具体说明）	0.00%	0
Answered		1
Skipped		0

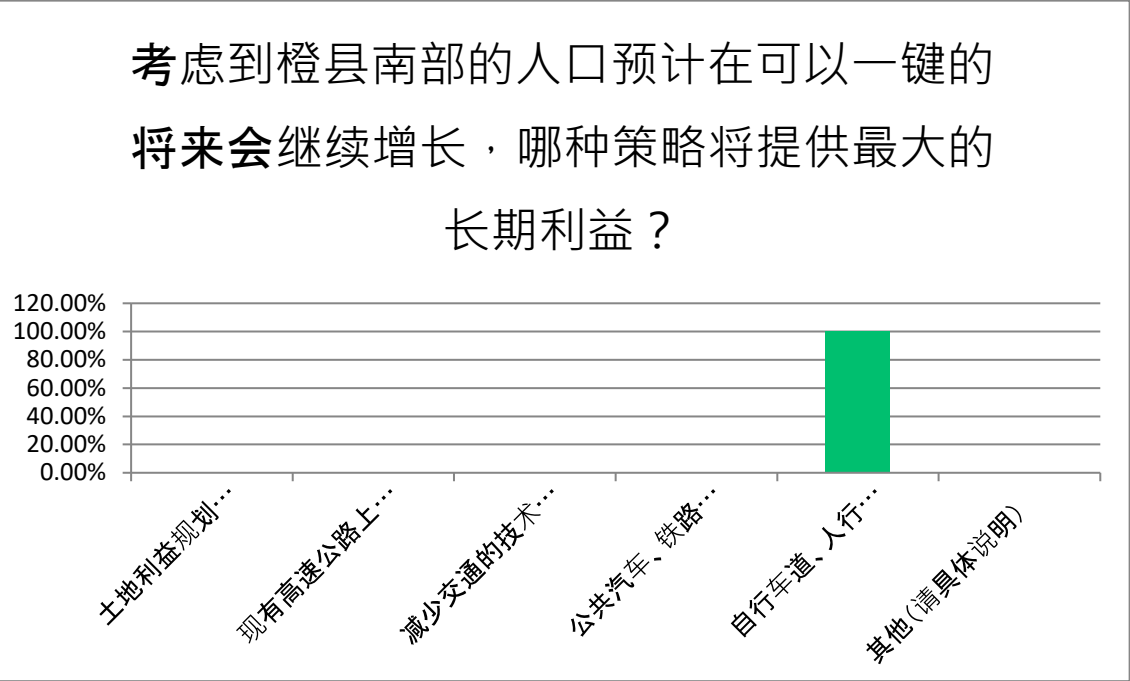
在橙县南部，通过土地利用规划（对新开发和交通进行协调）解决交通拥堵的最佳方法是什么？（选择两个）



OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

考虑到橙县南部的人口预计在可以一键的将来会继续增长，哪种策略将提供最大的长期利益？

Answer Choices	Responses	
土地利益规划（对新开发和交通进行协调）	0.00%	0
现有高速公路上的收费快车道	0.00%	0
减少交通的技术（信号同步，自动驾驶车辆）	0.00%	0
公共汽车、铁路和其他公交服务	0.00%	0
自行车道、人行道/人行横道和铺面小径	100.00%	1
其他（请具体说明）	0.00%	0
Answered		1
Skipped		0



## OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

如果有的话，您的工作地点的邮政编码是什么？

**Answered** 1

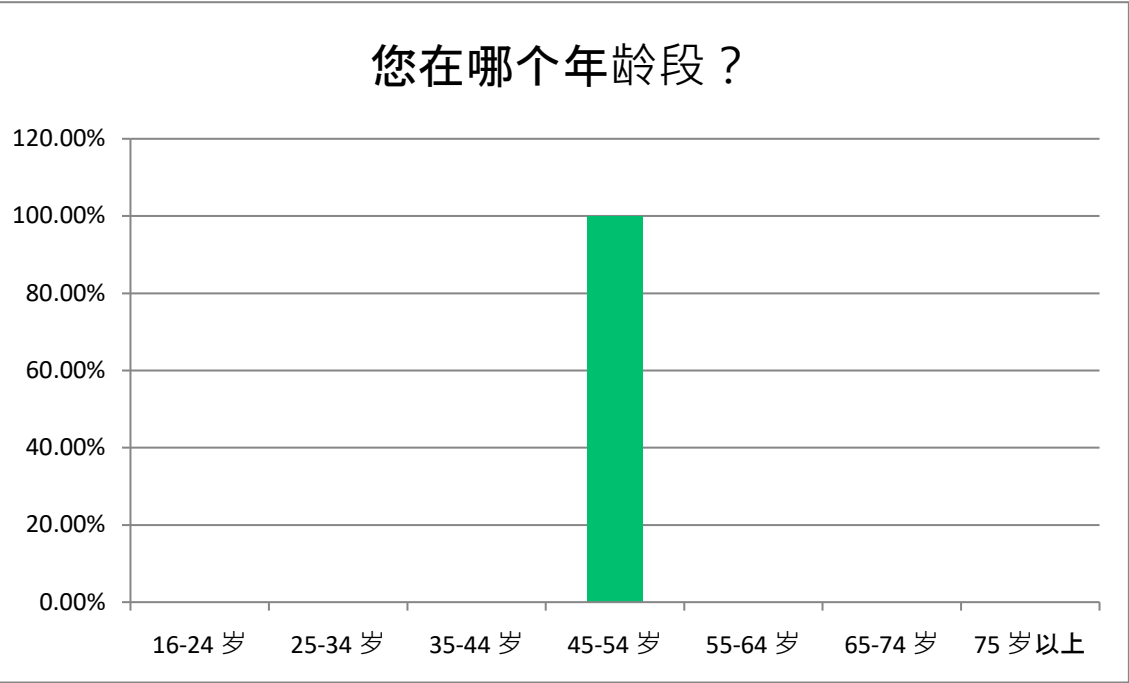
**Skipped** 0

Respondents	Response Date	Responses	Tags
1	Oct 19 2020 1:92602		

OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

您在哪个年龄段？

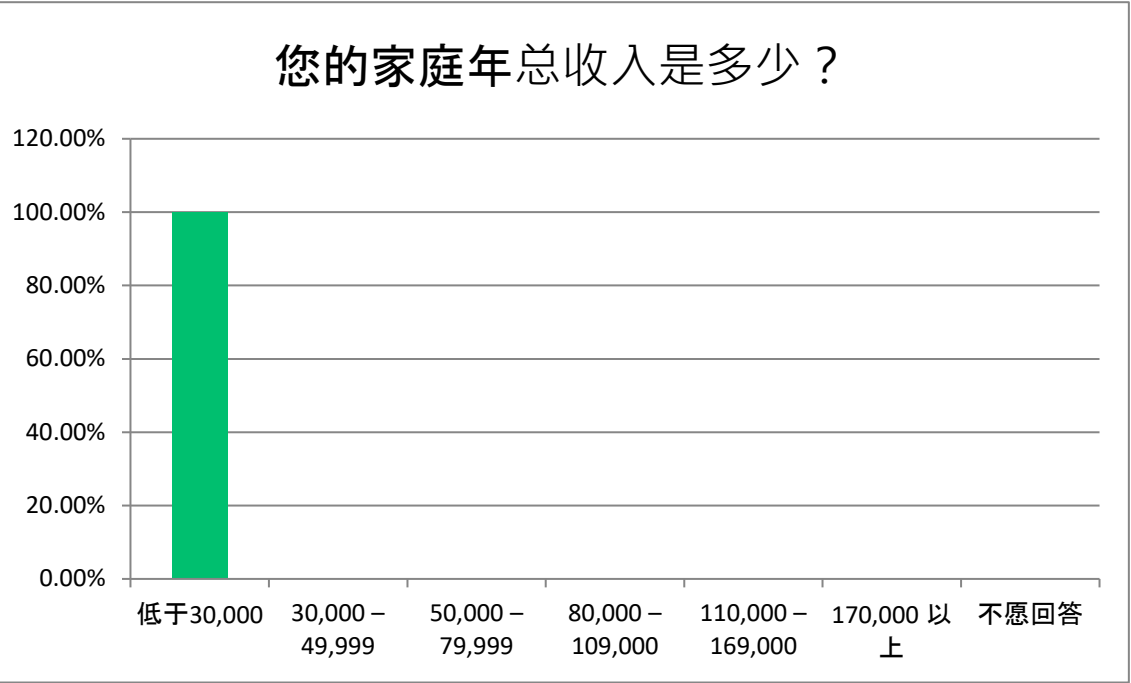
Answer Choices	Responses	
16-24 岁	0.00%	0
25-34 岁	0.00%	0
35-44 岁	0.00%	0
45-54 岁	100.00%	1
55-64 岁	0.00%	0
65-74 岁	0.00%	0
75 岁以上	0.00%	0
Answered		1
Skipped		0



OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

您的家庭年总收入是多少？

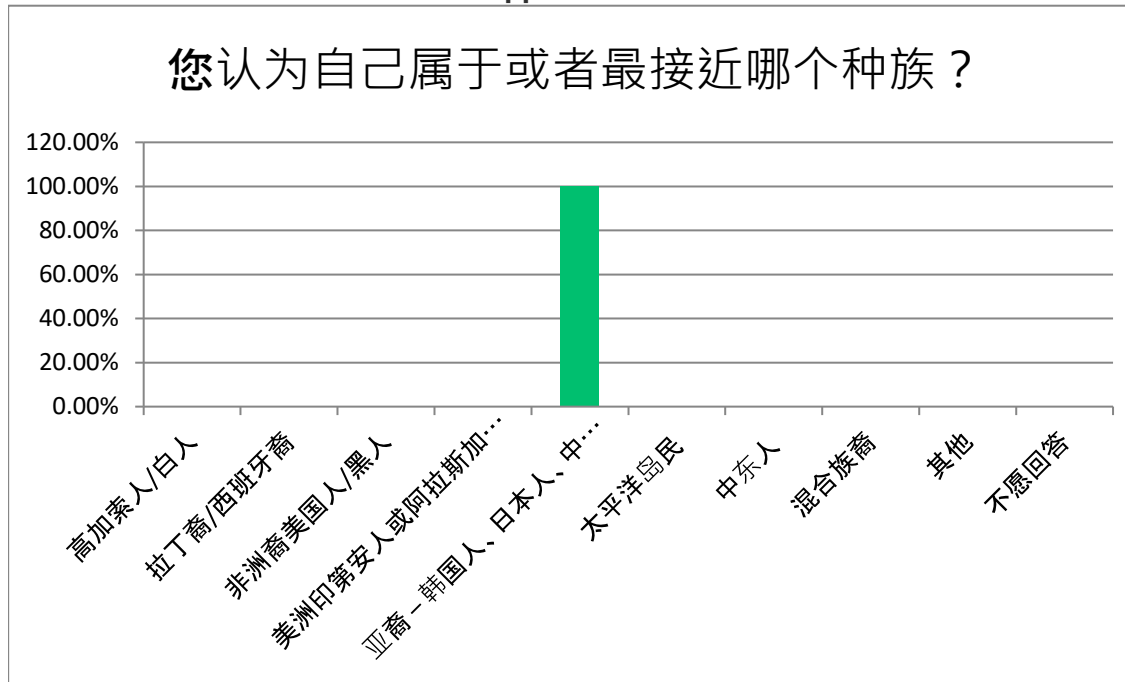
Answer Choices	Responses	
低于30,000	100.00%	1
30,000 – 49,999	0.00%	0
50,000 – 79,999	0.00%	0
80,000 – 109,000	0.00%	0
110,000 – 169,000	0.00%	0
170,000 以上	0.00%	0
不愿回答	0.00%	0
Answered		1
Skipped		0



## OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

您认为自己属于或者最接近哪个种族？

Answer Choices	Responses	
高加索人/白人	0.00%	0
拉丁裔/西班牙裔	0.00%	0
非洲裔美国人/黑人	0.00%	0
美洲印第安人或阿拉斯加原住民	0.00%	0
亚裔 – 韩国人、日本人、中国人、	100.00%	1
太平洋岛民	0.00%	0
中东人	0.00%	0
混合族裔	0.00%	0
其他	0.00%	0
不愿回答	0.00%	0
<b>Answered</b>		<b>1</b>
<b>Skipped</b>		<b>0</b>



## OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

注册接收项目更新资讯和会议邀请

**Answered**                **0**

**Skipped**                **1**

# **Appendix C**

## **Notification Materials**

- Appendix C.1 Stakeholder Communications Toolkit**
- Appendix C.2 Study Website**
- Appendix C.3 News Release**
- Appendix C.4 Study Blog Article**
- Appendix C.5 On the Move Article**
- Appendix C.6 Eblast #1 — Community Meeting and Survey Invite**
- Appendix C.7 Eblast #2 —Survey Reminder**
- Appendix C.8 Community Meeting/Survey Postcard (English; Spanish; Mandarin; Korean; Vietnamese)**



## **Appendix C.9 Facebook Posts**

## **Appendix C.10 Twitter Posts**

# Appendix C

## Appendix C.1 Stakeholder Communications Toolkit

# Help us plan for SOUTH ORANGE COUNTY'S TRANSPORTATION FUTURE



Dear Stakeholder,

The Orange County Transportation Authority (OCTA), is conducting a transportation study that will consider transportation needs of residents, commuter, and visitors in south Orange County. The South Orange County Multimodal Transportation Study (SOCMTS) will identify improvements for all modes of transportation, including streets, transit, freeways and bikeways through the year 2045.

As a key stakeholder, we are reaching out to you to offer optional methods for sharing project and community survey details with your community. These efforts are intended to complement the other public notification methods that OCTA is using to promote this project. Below are some *suggested options* on ways to share project and community survey details:

1. **Distribute electronically via email:** Share the community survey (*Survey Link Placeholder*) with your e-mail contacts. You can link to the survey [HERE](#).
2. **Post to your website:** You can use the image provided in the email to post to your homepage. The image would then need to be linked to the following [LINK](#) for the project's webpage.
3. **Social media posting:** Download our OCTA image [HERE](#), post it on your social media profiles (Facebook, Twitter, Instagram, etc.), and share the following link ([SouthOCStudySurvey.com](https://SouthOCStudySurvey.com)) on your post.
4. **Newsletter Announcement:** Provide information regarding the project and community survey via your organization's newsletter.

Please see the next page for simple copy-and-paste-ready text you may use to share this information with your community.

If you have any questions, please contact Marissa Espino at [mespino@octa.net](mailto:mespino@octa.net) or at 714-560-5607. We thank you for your support and look forward to working with you in spreading the word about this project and capturing valuable survey results!



## ADDITIONAL INSTRUCTIONS

**1. Distribute electronically via email:**

- A. You can use [this image](#) to share meeting information with your contacts/membership. Link the image to the following [LINK](#).

- B. Or copy and paste the following text into the body of an email:

*The Orange County Transportation Authority (OCTA), is conducting a transportation study that will consider transportation needs of residents, commuters, and visitors in south Orange County. We want your input on how to improve modes of transportation in south Orange County by taking a short community survey at [SouthOCStudysurvey.com](https://SouthOCStudysurvey.com) or take the survey on our information line at 833-711-8070. For more information, visit [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).*

**2. Post to your website:** You can use [this image](#) to post to your homepage. Link the image to the following [LINK](#) ([SouthOCStudysurvey.com](https://SouthOCStudysurvey.com)).

**3. Social media posting:** Post this [LINK](#) ([SouthOCStudysurvey.com](https://SouthOCStudysurvey.com)) on your social media page(s) or copy and paste the following text and [this image](#) into your social media accounts:

- A. **Facebook:** @goOCTA is conducting a study that will consider transportation needs of residents, commuters, and visitors in south Orange County. We want your input on how to improve modes of transportation in south Orange County by taking a short community survey at [SouthOCStudysurvey.com](https://SouthOCStudysurvey.com) or take the survey on our information line at 833-711-8070. For more information, visit [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).

- B. **Twitter:** @goOCTA is conducting a study that will consider transportation needs of residents, commuters, and visitors in south Orange County. Tell us how to improve mobility in south OC at [SouthOCStudysurvey.com](https://SouthOCStudysurvey.com) or call in at 833-711-8070. For more information, visit [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).

- C. **Instagram:** @goOCTA is conducting a study that will consider transportation needs of residents, commuters, and visitors in south Orange County. We want your input on how to improve modes of transportation in south Orange County by taking a short community survey at [SouthOCStudysurvey.com](https://SouthOCStudysurvey.com) or take the survey on our information line at 833-711-8070. For more information, visit [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).

**4. Newsletter Announcement:** Provide information regarding the project and the community survey via your organization's newsletter. Copy and paste the following text into the body of the newsletter:

*The Orange County Transportation Authority (OCTA), is conducting a transportation study that will consider transportation needs of residents, commuters, and visitors in south Orange County. We want your input on how to improve modes of transportation in south Orange County by taking a short community survey at [SouthOCStudysurvey.com](https://SouthOCStudysurvey.com). For more information, visit [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).*



# Appendix C

## Appendix C.2 Study Website



## Overview

Over the next 25 years, the population in south Orange County is anticipated to grow by 16 percent (about 170,000 residents), and employment is expected to grow by 18 percent (about 130,000 jobs). This growth will result in more people traveling throughout south Orange County and more time lost in traffic if we don't plan ahead. Therefore, the Orange County Transportation Authority (OCTA) is conducting a strategic transportation study that will consider transportation needs of residents, commuters, and visitors to the area. Through collaboration with local stakeholders, the South Orange County Multimodal Transportation Study (SOCMTS) 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 beyond the year 2045.

## OCTA SOCMTS Community Meeting 10/06/20



### Study objectives

- Work collaboratively with stakeholders
- Leverage all modes of transportation
- Address long-term mobility needs
- Develop consensus on a set of transportation improvements across all modes

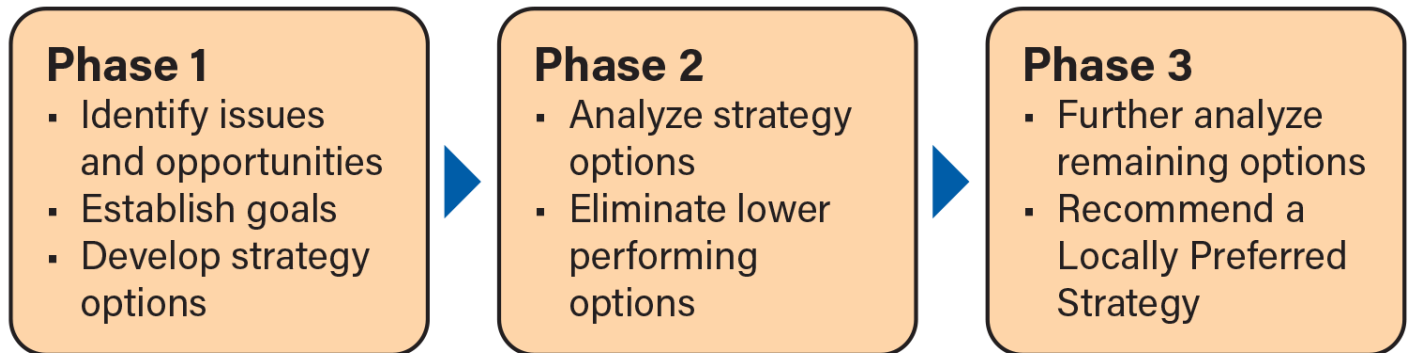
### Study area

The Study area covers about 40 percent of the County from State Route 55 to the San Diego County line and from the coast to the foothills.

### Project Status

The study is to be completed in late 2021 and the public and key stakeholders will be involved throughout the study process.

### Study Phases:



If you have any questions or would like to share a comment about the study, email Community Relations Officer Marissa Espino(<mailto:mespino@octa.net>) or call the survey hotline at 833-711-8070.

**SIGN-UP FOR UPDATES AND ALERTS**

GET CONNECTED

(/GETCONNECTED)

STAY CONNECTED



**([HTTP://WWW.FACEBOOK.COM/GOOCTA](http://WWW.FACEBOOK.COM/GOOCTA))**



**([HTTP://TWITTER.COM/GOOCTA](http://TWITTER.COM/GOOCTA))**





# Appendix C

## Appendix C.3 News Release



**FOR MORE INFORMATION:**  
Eric Carpenter (714) 560-5697  
Megan Abba (714) 560-5671

**FOR IMMEDIATE RELEASE:**  
Oct. 1, 2020

## **OCTA Welcoming Input on South Orange County Transportation Study**

*Study will examine potential improvements to streets, highways, transit and bikeways for next 25 years as transportation evolves and population and job growth continues*

ORANGE – The Orange County Transportation Authority is launching a strategic transportation study to address south Orange County’s transportation needs as the area continues to grow with new residents and jobs and as travel patterns and needs evolve.

The study, called the South Orange County Multimodal Transportation Study (SOCMTS), will examine a wide range of transportation needs over the next 25 years, including improvements to streets, bus and other transit options, highways and bikeways.

The area covered by the study encompasses about 40 percent of Orange County, generally south of State Route 55 to the San Diego County line, and from the coast to the foothills.

**A virtual public meeting is planned from 5:30 to 6:30 p.m. on Tuesday, Oct. 6.**

Information about accessing the meeting online or by telephone is available at [www.octa.net/SouthOCStudy](http://www.octa.net/SouthOCStudy).

A recording of the virtual meeting also will be available at that website following the meeting.

OCTA also welcomes comments through an [online survey](#) to hear from those who live, work and visit south Orange County. The brief 12-question survey, with a few additional optional questions, is available online in English, Spanish, Mandarin, Korean and Vietnamese.

“Developing solutions to meet the long-term transportation needs of South County can only succeed if we build community consensus for projects and that’s why early input and opinions are tremendously important,” said OCTA Chairman Steve Jones, also the mayor of Garden Grove. “We look forward to hearing your ideas to help shape the future of South County.”

A link to the survey can be found at [www.octa.net/SouthOCStudy](http://www.octa.net/SouthOCStudy) or can be completed by calling toll-free to (833) 711-8070.

OCTA, which is Orange County’s transportation planning agency, is responsible for providing a balanced and sustainable transportation system for the entire county. The focus

on south Orange County is necessary because over the next 25 years, projections show population growing by 170,000 residents and an additional 130,000 jobs are expected.

At the same time, travel patterns and transportation needs have continued to evolve since OCTA's last major transportation study of the area in 2008. The projects from that study have resulted in a more than \$1.5 billion investment in the area, including the I-5 carpool lane project between San Juan Creek Road and Avenida Pico, and the I-5 widening between SR-73 and El Toro Road now under construction.

Since the 2008 study, other significant changes have occurred, including the elimination of the SR-241 Toll Road extension in favor of a non-tolled extension of Los Patrones Parkway, a decline in traditional transit ridership, the introduction of mobile transportation apps and on-demand services such as Uber and Lyft, as well as the introduction of community transit options like shuttles and trolleys.

The South County study will continue in phases through the end of 2021 and residents, business owners and other key stakeholders will be asked to participate throughout.

# # #

*About OCTA: The Orange County Transportation Authority is the county transportation planning commission, responsible for funding and implementing transit and capital projects for a balanced and sustainable transportation system that reflects the diverse travel needs of the county's 34 cities and 3.2 million residents. With the mission of keeping Orange County moving, this includes freeways and express lanes, bus and rail transit, rideshare, commuter rail and active transportation.*

# Appendix C

## Appendix C.4 Study Blog Article



# SOUTH ORANGE COUNTY

## Help OCTA Plan for the future of Multimodal Transportation in South Orange County

Wednesday, October 7, 2020



Share



Tweet



Share

During the next 25 years, the population in south Orange County is anticipated to grow by 16 percent (about 170,000 residents), and employment is expected to grow by 18 percent (about 130,000 jobs). This growth will result in more people traveling throughout south Orange County.

OCTA is conducting a strategic transportation study that will consider the future transportation needs of residents, commuters, and visitors. 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 area covered by the study encompasses about 40 percent of Orange County, generally south of State Route 55 to the San Diego County line, and from the coast to the foothills.

"Developing solutions to meet the long-term transportation needs of South County can only succeed if we build community consensus for projects and that's why early input and opinions are tremendously important," said OCTA Chairman Steve Jones, also the mayor of Garden Grove. "We look forward to hearing your ideas to help shape the future of South County."

Your input is extremely valuable as we address south Orange County's mobility needs through the year 2045. Please take this [online survey](#) or dial in at 833-711-8070 until Oct. 30. The brief 12-question survey, with a few additional optional questions, is available in English, Spanish, Mandarin, Korean and Vietnamese.

In addition, a recording of a virtual meeting conducted earlier in October is available on the [website](#).

For more information about the South Orange County Multimodal Transportation Study, click [here](#).

Travel patterns and transportation needs have continued to evolve since OCTA's last major transportation study of the area in 2008. The projects from that study have resulted in a more than \$1.5 billion investment in the area, including the I-5 carpool lane project between San Juan Creek Road and Avenida Pico, and the I-5 widening between SR-73 and El Toro Road now under construction.

Since the 2008 study, other significant changes have occurred, including the elimination of the SR-241 Toll Road extension in favor of a non-tolled extension of Los Patrones Parkway, a decline in traditional transit ridership, the introduction of mobile transportation apps and on-demand services such as Uber and Lyft, as well as the introduction of community transit options like shuttles and trolleys.

As Orange County's transportation planning agency, OCTA is responsible for providing a balanced and sustainable transportation system for the entire county.

## Related Posts



# Appendix C

## Appendix C.5 On the Move Article

**From:** OCTA On the Move <[onthemove@email-octa.net](mailto:onthemove@email-octa.net)>

**Sent:** Thursday, October 8, 2020 12:01 PM

**To:** Marissa Espino <[mespino@octa.net](mailto:mespino@octa.net)>

**Subject:** OCTA on the Move - October 8, 2020



For the past 29 years, OCTA has been recognized each year by the leading association of government finance professionals for excellence and transparency in financial reporting. The Government Finance Officers Association of the United States and Canada last month awarded OCTA the Certificate of Achievement for Excellence in Financial Reporting. OCTA prides itself on being transparent with the taxpayers of Orange County and this award is another clear indication that we are achieving that goal.



A handwritten signature in black ink, appearing to read 'Darrell E. Johnson'.

**Darrell E. Johnson**

Chief Executive Officer

---

**[Find recent Board Actions here](#)**



# About OCTA

## **Help OCTA Plan for the future of Multimodal Transportation in South Orange County**

This study will consider transportation needs in the area generally south of SR-55 to the San Diego County line, and from the coast to the foothills. Provide your input by taking an online survey.

## **Financial Reporting Award Indicative of OCTA's Transparency to Taxpayers**

For the past 29 years, OCTA has been recognized each year by the leading association of government finance professionals for excellence and transparency in financial reporting.

# **Appendix C**

## **Appendix C.6 Eblast #1 — Community Meeting and Survey Invite**

[View this email in your browser](#)

## Help us plan for SOUTH ORANGE COUNTY'S TRANSPORTATION FUTURE



How would you improve streets, bus and rail transit, highways, and bikeways in south Orange County? The Orange County Transportation Authority (OCTA) is conducting a transportation study that will consider transportation needs of residents, commuters, and visitors in south Orange County. The **South Orange County Multimodal Transportation Study (SOCMTS)** will identify improvements for all types of transportation through the year 2045.

### We Want To Hear From You!

Please take this short survey below to provide your input and help OCTA improve transportation in south Orange County.

**Survey link:**  
[surveymonkey.com/r/JDWFD25](https://surveymonkey.com/r/JDWFD25)

**Survey Phone Number:**  
(833) 711-8070

### VIRTUAL MEETING

Join us for a virtual community meeting to learn more about the Study and ask questions.



### WHEN

**Date:** Tuesday, October 6, 2020

**Time:** 5:30-6:30 p.m.

*(virtual presentation to begin once the meeting starts)*

*A recording of the presentation will be available on the project website following the meeting.*



### WHERE

**Online:** [bit.ly/2RBVOaX](https://bit.ly/2RBVOaX)

**US Phone:** +1 669 900 9128

**Webinar ID:** 815 2472 5112

**Passcode:** 889572

Subscribe

Past Issues

Languages and Other Needs

Translate ▼

All requests for reasonable accommodations and/or language services must be made three working days (72 hours) in advance of the scheduled meeting date by contacting Marissa Espino at [mespino@octa.net](mailto:mespino@octa.net) or (833) 711-8070.

*Todas las solicitudes sobre adaptaciones razonables a necesidades especiales y/o servicios deben realizarse tres días laborales (72 horas) antes de la reunión programada, contactando a Marissa Espino por correo electrónico ([mespino@octa.net](mailto:mespino@octa.net)) o llamando al (833) 711-8070.*

所有有关合理便利设施和/或语言服务的要求必须在预定的会议召开日期的三个工作日(72小时)之前提出, 请发送电子邮件至 [mespino@octa.net](mailto:mespino@octa.net) 或致电 (833) 711-8070 与Marissa Espino联系。

장애자를 위한 편의 제공이나 통역 요청은 반드시 회의 예정일 3 영업일(72시간) 전에 해야 합니다. 연락처는 마리사 에스피노(Marissa Espino) [mespino@octa.net](mailto:mespino@octa.net) 또는 전화 (833) 711-8070.

Tất cả các yêu cầu về tiện nghi hợp lý và / hoặc dịch vụ ngôn ngữ phải được thông báo ba ngày làm việc (72 giờ) trước ngày họp được ấn định bằng cách liên lạc với Marissa Espino tại [mespino@octa.net](mailto:mespino@octa.net) hoặc (833) 711-8070.

Para ver la invitación en español, visite: [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).

以简体中文查看邀请, 请访问: [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).

한국어 초대장을 보시려면, 을 방문하십시오: [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).

Để xem lời mời bằng tiếng Việt, xin vui lòng truy cập: [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).

**Marissa Espino, Community Relations Officer**

**Email:** [mespino@octa.net](mailto:mespino@octa.net)

**Phone:** 833.711.8070

**Project Site:** [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy)

This email was sent to [mespino@octa.net](mailto:mespino@octa.net)

[why did I get this?](#) [unsubscribe from this list](#) [update subscription preferences](#)

Orange County Transportation Authority · 550 S. Main Street · Orange, CA 92868 · USA

# **Appendix C**

## **Appendix C.7 Eblast #2 — Survey Reminder**

**From:** Marissa Espino <[mespino@octa.net](mailto:mespino@octa.net)>  
**Sent:** Wednesday, October 21, 2020 1:11 PM  
**To:** Marissa Espino <[mespino@octa.net](mailto:mespino@octa.net)>  
**Subject:** Tell Us How to Improve Transportation in South County

Help us plan for  
**SOUTH ORANGE COUNTY'S**  
TRANSPORTATION FUTURE



WE VALUE YOUR INPUT!

How would you improve streets, bus and rail transit, highways, and bikeways in south Orange County? The Orange County Transportation Authority (OCTA) is conducting a transportation study that will consider transportation needs of residents, commuters, and visitors in south Orange County. Please take this short survey [here](#) or by phone @ **(833) 711-8070** to provide your input and help OCTA improve transportation in south Orange County.

Learn more about the South Orange County Multimodal Transportation Study [here](#).



# **Appendix C**

## **Appendix C.8 Community Meeting/Survey Postcard (English; Spanish; Mandarin; Korean; Vietnamese)**

# Help us plan for **SOUTH ORANGE COUNTY'S** TRANSPORTATION FUTURE

*Help us plan for SOUTH ORANGE COUNTY'S  
TRANSPORTATION FUTURE*



## WE VALUE YOUR INPUT! / WE VALUE YOUR INPUT!

The Orange County Transportation Authority (OCTA) is conducting a strategic transportation study that will consider transportation needs of residents, commuters, and visitors in south Orange County. The **South Orange County Multimodal Transportation Study (SOCMTS)** will identify a broad range of improvement recommendations for all modes of transportation, including streets, transit, freeways and bikeways through the year 2045.

*The Orange County Transportation Authority (OCTA) is conducting a strategic transportation study that will consider transportation needs of residents, commuters, and visitors in south Orange County. The **South Orange County Multimodal Transportation Study (SOCMTS)** will identify a broad range of improvement recommendations for all modes of transportation, including streets, transit, freeways and bikeways through the year 2045.*

### VIRTUAL MEETING / VIRTUAL MEETING

Join us for a virtual community meeting to learn more about the Study and ask questions.

*Join us for an online community meeting to learn more about the Study and ask questions.*



### WHEN / WHEN

**Date/Date:** Tuesday, October 6, 2020

*Martes 6 de Octubre de 2020*

**Time/Time:** 5:30-6:30 p.m.

(virtual presentation to begin once the meeting starts)

*(virtual presentation to begin once the meeting starts)*

A recording of the presentation will be available on the project website following the meeting.

*A recording of the presentation will be available on the project website following the meeting.*



### WHERE / WHERE

**Online / Online:** Webinar Link or webinar

## We Want To Hear From You! / We Want To Hear From You!

Please take this short survey below to provide your valuable input and help OCTA improve mobility and transportation in south Orange County.

*Please take this short survey below to provide your valuable input and help OCTA improve mobility and transportation in south Orange County.*

**Survey link / Survey link:**

<http://something.com>

**Survey Phone Number / Survey Phone Number:**

123.456.7890

### Languages and Other Needs / Languages and Other Needs

All requests for reasonable accommodations and/or language services must be made three working days (72 hours) in advance of the scheduled meeting date by contact Marissa Espino at [mespino@octa.net](mailto:mespino@octa.net) or (833) 711-8070.

*All requests for reasonable accommodations and/or language services must be made three working days (72 hours) in advance of the scheduled meeting date by contact Marissa Espino at [mespino@octa.net](mailto:mespino@octa.net) or (833) 711-8070.*

To view the invitation in Korean, please visit the project website: [octa.net/XXX](http://octa.net/XXX).

To view the invitation in Mandarin, please visit the project website: [octa.net/XXX](http://octa.net/XXX).

To view the invitation in Vietnamese, please visit the project website: [octa.net/XXX](http://octa.net/XXX).



**Marissa Espino**  
Community Relations Officer



[mespino@octa.net](mailto:mespino@octa.net)



833.711.8070



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



# Help us plan for **SOUTH ORANGE CONTY'S** TRANSPORTATION FUTURE

*Help us plan for SOUTH ORANGE CONTY'S  
TRANSPORTATION FUTURE*



Orange County Transportation Authority  
C/O Marissa Espino  
550 S. Main Street  
PO Box 14184  
Orange, CA 92863-1584

PRESORTED STD  
U.S. POSTAGE  
**PAID**  
Santa Ana, CA  
Permit No. 1351

# Help us plan for **SOUTH ORANGE COUNTY'S** TRANSPORTATION FUTURE

*Ayúdenos a planificar el FUTURO DEL TRANSPORTE del condado de Orange del sur.*



The Orange County Transportation Authority (OCTA) is conducting a transportation study that will consider transportation needs of residents, commuters, and visitors in south Orange County. The **South Orange County Multimodal Transportation Study (SOCMTS)** will identify improvements for all modes of transportation, including streets, bus and rail transit, highways and bikeways through the year 2045.

*La Autoridad de Transporte del Condado de Orange (OCTA) está realizando un estudio sobre transporte que ayudará a mejorar el transporte de los residentes, viajeros y visitantes en el condado de Orange del sur. El Estudio sobre Transporte Multimodal del Condado de Orange del Sur (SOCMTS) identificará mejoras para todas las modalidades de transporte, incluyendo calles, tránsito, autopistas y bicisendas hasta el año 2045.*

## We Want To Hear From You!

*¡Queremos saber su opinión!*

Please take this short survey below to provide your input and help OCTA improve transportation in south Orange County.

*Por favor realice esta breve encuesta para darnos su opinión y ayudar a la OCTA a mejorar el transporte en el condado de Orange del sur.*

**Survey link / Enlace a la encuesta:**  
[www.surveymonkey.com/r/JDWFD25](http://www.surveymonkey.com/r/JDWFD25)

**Survey Phone Number / Número de teléfono de la encuesta:**  
(833) 711-8070

## Languages and Other Needs / Idiomas y otras necesidades

All requests for reasonable accommodations and/or language services must be made three working days (72 hours) in advance of the scheduled meeting date by contact Marissa Espino at [mespino@octa.net](mailto:mespino@octa.net) or (833) 711-8070.

*Todas las solicitudes sobre adaptaciones razonables a necesidades especiales y/o servicios deben realizarse tres días laborales (72 horas) antes de la reunión programada, contactando a Marissa Espino por correo electrónico ([mespino@octa.net](mailto:mespino@octa.net)) o llamando al (833) 711-8070.*

## VIRTUAL MEETING REUNIÓN VIRTUAL

Join us for a virtual community meeting to learn more about the Study and ask questions.

*Acompáñenos en nuestra reunión virtual de la comunidad para conocer más acerca del estudio y hacer preguntas.*

## WHEN / CUANDO

**Date / Fecha:**

Tuesday, October 6, 2020

*Martes 6 de Octubre de 2020*

**Time / Horario:**

5:30-6:30 p.m.

(virtual presentation to begin once the meeting starts)

*(la presentación virtual empezará una vez comience la reunión)*

A recording of the presentation will be available on the project website following the meeting.

*La grabación de la presentación estará disponible en el sitio en Internet del proyecto después de la reunión.*

## WHERE / DÓNDE

**Online / En línea:** <https://bit.ly/2RBVOaX>

**US Phone:** +1 669 900 9128

**Webinar ID:** 815 2472 5112

**Passcode:** 889572

한국어 초대장을 보시려면, 을 방문하십시오:  
[octa.net/SouthOCStudy](http://octa.net/SouthOCStudy)

以简体中文查看邀请, 请访问: [octa.net/SouthOCStudy](http://octa.net/SouthOCStudy)

Để xem lời mời bằng tiếng Việt, xin vui lòng truy cập:  
[octa.net/SouthOCStudy](http://octa.net/SouthOCStudy)

# Help us plan for **SOUTH ORANGE COUNTY'S** TRANSPORTATION FUTURE

*Ayúdenos a planificar el FUTURO DEL  
TRANSPORTE del condado de Orange del sur.*



Orange County Transportation Authority  
C/O Marissa Espino  
PO Box 14184  
Orange, CA 92863-1584

PRSR STD  
ECRWSS  
U.S. POSTAGE  
PAID  
SANTA ANA, CA  
PERMIT NO. 985



# Help us plan for **SOUTH ORANGE COUNTY'S** TRANSPORTATION FUTURE

帮助我们为橙县南部的交通未来  
做好计划



The Orange County Transportation Authority (OCTA) is conducting a transportation study that will consider transportation needs of residents, commuters, and visitors in south Orange County. The **South Orange County Multimodal Transportation Study (SOCMTS)** will identify improvements for all modes of transportation, including streets, transit, freeways and bikeways through the year 2045.

橙县交通管理局 (OCTA) 正在进行交通研究。这项研究将有助于改善橙县南部居民、通勤者和游客的交通。**橙县南部多式交通研究 (SOCMTS)** 将确定到2045年所有交通方式的改进，包括街道、公交、高速公路和自行车。

## We Want To Hear From You!

我们希望收到您的来信!

Please take this short survey below to provide your input and help OCTA improve transportation in south Orange County.

请完成下面的这项简短调查，提供您的看法并且帮助 OCTA 改善橙县南部的交通。

**Survey link / 调查链接:**

[www.surveymonkey.com/r/JDWFD25](http://www.surveymonkey.com/r/JDWFD25)

**Survey Phone Number / 调查电话号码:**

(833) 711-8070

## Languages and Other Needs / 语言和其他需求

All requests for reasonable accommodations and/or language services must be made three working days (72 hours) in advance of the scheduled meeting date by contact Marissa Espino at [mespino@octa.net](mailto:mespino@octa.net) or (833) 711-8070.

所有有关合理便利设施和/或语言服务的要求必须在预定的会议召开日期的三个工作日 (72小时) 之前提出，请发送电子邮件至 [mespino@octa.net](mailto:mespino@octa.net) 或致电 (833) 711-8070 与 Marissa Espino 联系。

## VIRTUAL MEETING

### 虚拟会议

Join us for a virtual community meeting to learn more about the Study and ask questions.

加入我们的虚拟社区会议，了解有关研究的更多信息并提出问题。



## WHEN / 何时

**Date / 日期:**

Tuesday, October 6, 2020

2020年10月6日星期二

**Time / 时间:**

5:30-6:30 p.m. / 下午5 时30分至6 时30 分

(virtual presentation to begin once the meeting starts)

(一旦会议开始，便开始虚拟演示)

A recording of the presentation will be available on the project website following the meeting.

会议结束后，将在项目网站上提供演示的记录。



## WHERE / 地点

**Online / 在线:** <https://bit.ly/2RBVOaX>

**US Phone:** +1 669 900 9128

**Webinar ID:** 815 2472 5112

**Passcode:** 889572

Para ver la invitación en español, visite:  
[octa.net/SouthOCStudy](http://octa.net/SouthOCStudy)

한국어 초대장을 보시려면, 을 방문하십시오:  
[octa.net/SouthOCStudy](http://octa.net/SouthOCStudy)

Để xem lời mời bằng tiếng Việt, xin vui lòng truy cập:  
[octa.net/SouthOCStudy](http://octa.net/SouthOCStudy)



Marissa Espino  
Community Relations Officer



[mespino@octa.net](mailto:mespino@octa.net)



833.711.8070



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

# Help us plan for **SOUTH ORANGE COUNTY'S** TRANSPORTATION FUTURE

帮助我们为橙县南部的交通未来  
做好计划



Orange County Transportation Authority  
C/O Marissa Espino  
PO Box 14184  
Orange, CA 92863-1584

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SANTA ANA, CA  
PERMIT NO. 985



# Help us plan for **SOUTH ORANGE COUNTY'S** TRANSPORTATION FUTURE

남부 오렌지 카운티의 교통 미래를 계획할 수 있도록 저희들을 도와주세요.



The Orange County Transportation Authority (OCTA) is conducting a transportation study that will consider transportation needs of residents, commuters, and visitors in south Orange County. The **South Orange County Multimodal Transportation Study (SOCMTS)** will identify improvements for all modes of transportation, including streets, transit, freeways and bikeways through the year 2045.

오렌지 카운티 교통국(OCTA)은 남부 오렌지 카운티 주민들과 통근자들, 그리고 방문자들을 위해 교통수단 개선 연구를 하고 있습니다. **남부 오렌지 카운티 복합 교통수단 연구(SOCMTS)**는 2045년에 걸쳐 자동차 도로, 대중 교통, 프리웨이 및 자전거 도로를 포함한 모든 교통수단에 대한 개선책들을 강구할 것입니다.

## We Want To Hear From You!

여러분들의 의견을 듣고 싶습니다!

Please take this short survey below to provide your input and help OCTA improve transportation in south Orange County.

아래 짧은 설문조사에서 의견을 주시어 OCTA가 남부 오렌지 카운티의 교통을 개선하는데 도움을 주시길 바랍니다.

**Survey link / 설문조사 링크:**

[www.surveymonkey.com/r/JDWFD25](http://www.surveymonkey.com/r/JDWFD25)

**Survey Phone Number / 설문조사 전화번호:**

(833) 711-8070

## Languages and Other Needs / 통역 및 기타 편의 제공

All requests for reasonable accommodations and/or language services must be made three working days (72 hours) in advance of the scheduled meeting date by contact Marissa Espino at [mespino@octa.net](mailto:mespino@octa.net) or (833) 711-8070.

장애자를 위한 편의 제공이나 통역 요청은 반드시 회의 예정일 3 영업일(72시간) 전에 해야 합니다. 연락처는 마리사 에스피노(Marissa Espino) [mespino@octa.net](mailto:mespino@octa.net) 또는 전화 (833) 711-8070.

## VIRTUAL MEETING

### 화상 회의

Join us for a virtual community meeting to learn more about the Study and ask questions.

화상 커뮤니티 회의에 참여하여 이 연구에 대해 자세히 알아보고 질문하십시오.



## WHEN / 언제

**Date / 날짜:**

Tuesday, October 6, 2020

2020년 10월 6일 화요일

**Time / 시간:**

5:30-6:30 p.m. / 오후 5시 30분 ~ 6시 30분

(virtual presentation to begin once the meeting starts)

(회의가 시작되면 화상 발표 시작)

A recording of the presentation will be available on the project website following the meeting.

회의 후 프로젝트 웹 사이트에서 녹화된 발표 자료를 보실 수 있습니다



## WHERE / 장소

**Online / 온라인 :** <https://bit.ly/2RBVOaX>

**US Phone:** +1 669 900 9128

**Webinar ID:** 815 2472 5112

**Passcode:** 889572

Para ver la invitación en español, visite: [octa.net/SouthOCStudy](http://octa.net/SouthOCStudy)

以简体中文查看邀请, 请访问: [octa.net/SouthOCStudy](http://octa.net/SouthOCStudy)

Để xem lời mời bằng tiếng Việt, xin vui lòng truy cập: [octa.net/SouthOCStudy](http://octa.net/SouthOCStudy)

# Help us plan for **SOUTH ORANGE COUNTY'S** TRANSPORTATION FUTURE

남부 오렌지 카운티의 교통 미래를 계획할 수  
있도록 저희들을 도와주세요.



Orange County Transportation Authority  
C/O Marissa Espino  
PO Box 14184  
Orange, CA 92863-1584

PRSR† STD  
ECRWSS  
U.S. POSTAGE  
PAID  
SANTA ANA, CA  
PERMIT NO. 985



# Help us plan for **SOUTH ORANGE COUNTY'S** TRANSPORTATION FUTURE

Hãy giúp chúng tôi lập kế hoạch cho **TƯƠNG LAI VẬN CHUYỂN** tron khu vực phía nam Quận Cam.



The Orange County Transportation Authority (OCTA) is conducting a transportation study that will consider transportation needs of residents, commuters, and visitors in south Orange County. The **South Orange County Multimodal Transportation Study (SOCMTS)** will identify improvements for all modes of transportation, including streets, transit, freeways and bikeways through the year 2045.

Cơ quan Vận chuyển Quận Cam (OCTA) đang tiến hành một cuộc nghiên cứu về vận chuyển và điều đó sẽ giúp cải thiện phương tiện đi lại cho các cư dân, người đi làm và du khách ở khu vực phía nam Quận Cam. **Cuộc Nghiên cứu về Vận chuyển Đa phương thức (SOCMTS)** sẽ xác định những cải tiến cho tất cả các phương thức giao thông, bao gồm đường phố, phương tiện công cộng, xa lộ và đường dành cho xe đạp cho đến hết năm 2045.

## We Want To Hear From You!

### Chúng Tôi Muốn Nghe Ý Kiến của Quý Vị!

Please take this short survey below to provide your input and help OCTA improve transportation in south Orange County.

Vui lòng tham gia cuộc khảo sát ngắn dưới đây để đóng góp ý kiến của quý vị và giúp OCTA cải thiện hoạt động vận chuyển ở phía nam Quận Cam.

Survey link / Liên kết khảo sát:

[www.surveymonkey.com/r/JDWFD25](http://www.surveymonkey.com/r/JDWFD25)

Survey Phone Number / Số Điện thoại Khảo sát:

(833) 711-8070

## VIRTUAL MEETING

Cuộc Họp Trực tuyến (Virtual Meeting)

Join us for a virtual community meeting to learn more about the Study and ask questions.

Hãy tham gia một cuộc họp cộng đồng trực tuyến với chúng tôi để tìm hiểu thêm về Cuộc Nghiên cứu và nêu thắc mắc.



## WHEN / Khi nào

Date / Ngày:

Tuesday, October 6, 2020

Thứ Ba, ngày 6 tháng 10 năm 2020

Time / Thời gian:

5:30 - 6:30 p.m. / 5:30 đến 6:30 chiều

(virtual presentation to begin once the meeting starts)

(bài thuyết trình trực tuyến sẽ bắt đầu khi cuộc họp bắt đầu)

A recording of the presentation will be available on the project website following the meeting.

Bản ghi âm của bài thuyết trình sẽ được đăng trên trang web của dự án sau cuộc họp.



## WHERE / Địa điểm

Online / Trên mạng: <https://bit.ly/2RBVOaX>

US Phone: +1 669 900 9128

Webinar ID: 815 2472 5112

Passcode: 889572

## Languages and Other Needs / Các Ngôn ngữ và các Nhu cầu Khác

All requests for reasonable accommodations and/or language services must be made three working days (72 hours) in advance of the scheduled meeting date by contact Marissa Espino at [mespino@octa.net](mailto:mespino@octa.net) or (833) 711-8070.

Tất cả các yêu cầu về tiện nghi hợp lý và / hoặc dịch vụ ngôn ngữ phải được thông báo ba ngày làm việc (72 giờ) trước ngày họp được ấn định bằng cách liên lạc với Marissa Espino tại [mespino@octa.net](mailto:mespino@octa.net) hoặc (833) 711-8070.

Para ver la invitación en español, visite: [octa.net/SouthOCStudy](http://octa.net/SouthOCStudy)

한국어 초대장을 보시려면, 방문하십시오: [octa.net/SouthOCStudy](http://octa.net/SouthOCStudy)

以简体中文查看邀请, 请访问: [octa.net/SouthOCStudy](http://octa.net/SouthOCStudy)



Marissa Espino  
Community Relations Officer



[mespino@octa.net](mailto:mespino@octa.net)



833.711.8070



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



# Help us plan for **SOUTH ORANGE COUNTY'S** TRANSPORTATION FUTURE

Hãy giúp chúng tôi lập kế hoạch cho TƯƠNG LAI  
VẬN CHUYỂN tron khu vực phía nam Quận Cam.



Orange County Transportation Authority  
C/O Marissa Espino  
PO Box 14184  
Orange, CA 92863-1584

PRSRT STD  
ECRWSS  
U.S. POSTAGE  
PAID  
SANTA ANA, CA  
PERMIT NO. 985



# Appendix C

## Appendix C.9 Facebook Posts

## 9/25 – Facebook Post



**OCTA**  
Published by Liz Mazariegos · September 25 ·

OCTA is kicking off a study that will consider transportation needs of residents, commuters, and visitors in south Orange County. Tell us how to better connect south OC through a brief survey at [SouthOCStudySurvey.com](https://SouthOCStudySurvey.com) or call in at 833-711-8070. For more information, visit [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).

Edit

9 · 1 Comment · 2 Shares

Like · Comment · Share ·

Most Relevant

**Nancy Freeman**  
It's about time.  
Like · Reply · Message · 10w

Comment as OCTA · · ·

10/1- Facebook Advertisement English



OCTA

October 1 · 🌐



We want to hear from you! OCTA is launching a study to improve transportation in south Orange County. Join us at a virtual community meeting on Tuesday, October 6 at 5:30-6:30pm to learn more about the study and provide your input. For more information on the meeting and to take our short survey, visit [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).



**Join our virtual  
community meeting**  
Tuesday, October 6  
from 5:30-6:30pm



10

4 Comments 4 Shares

👍 Like

💬 Comment

➦ Share



Most Relevant ▼

10/5 – Facebook Advertisement Spanish



OCTA

October 5 · 🌐

...

¡Queremos escuchar de usted! OCTA está lanzando un estudio para mejorar el transporte en el sur del condado de Orange. Únase a nosotros en una reunión comunitaria virtual el martes, 6 de octubre a las 5:30-6:30 pm para aprender más acerca del estudio y brindar su opinión. Para obtener más información sobre la reunión y realizar nuestra breve encuesta, visite [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).

We want to hear from you! OCTA is launching a study to improve transportation in southern Orange County. Join us for a virtual community meeting on Tuesday, October 6 at 5:30-6:30 pm to learn more about the study and deliver your opinion. For more information about the meeting and taking our short survey, visit [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).

⚙ · Hide original · Rate this translation



**Únase a nuestra  
reunión  
comunitaria virtual**

Martes, 6 de octubre  
de 2020 de 5:30-6:30pm

**OCTA**

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...

OCTA is kicking off a study that will consider transportation needs of residents, commuters, and visitors in south Orange County. Tell us how to better connect south OC through a brief survey at [SouthOCStudySurvey.com](https://SouthOCStudySurvey.com) or call in at 833-711-8070. For more information, visit [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).

Help us plan for  
**South Orange County's**  
Transportation Future



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**OCTA**  
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OCTA está iniciando un estudio que considerará las necesidades de transporte de los residentes, viajeros y visitantes en el sur del Condado de Orange. Díganos cómo conectar mejor el sur de OC a través de una breve encuesta en [SouthOCStudySurvey.com](https://SouthOCStudySurvey.com) o llame al 833-711-8070. Para obtener más información, visite [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).

See Translation

Ayúdenos a planificar  
el futuro del transporte del  
sur del condado de **Orange**



**OCTA**  
Official Facebook page for Orange County Trans...

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**OCTA**  
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OCTA 正在启动一项研究。该研究将考虑橙县南部居民、通勤者和访客的交通需求。请在[SouthOCStudySurvey.com](https://SouthOCStudySurvey.com)上或者致电 833-711-8070 通过完成简短调查告诉我们如何更好地把橙县南部连接起来。欲了解更多信息，请访问 [octa.net/SouthOCStudy.com](https://octa.net/SouthOCStudy.com)

See Translation

# 帮助我们规划橙县南部的交通未来



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OCTA

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...

오렌지 카운티 교통국(OCTA)은 지역 주민들, 통근자들 및 남부 오렌지 카운티 방문객들의 교통 요구를 고려하는 교통 연구를 시작하고 있습니다. SouthOCStudysurvey.com로 가셔서 어떻게 하면 남부 오렌지 카운티를 보다 더 잘 연결할 수 있는지 간단한 설문 조사를 통해 말씀해 주십시오. 또는 833-711-8070으로 전화하십시오. 더 자세한 정보는 [octa.net/SouthOCStudy](http://octa.net/SouthOCStudy)를 방문하십시오.

See Translation

남부오렌지카운티의  
교통 미래를 계획하는데  
도움을 주십시오



OCTA

Official Facebook page for Orange County Trans...

👍 Like Page

👍 Like

💬 Comment

➦ Share



**OCTA**  
Sponsored · 

OCTA đang khởi động một cuộc nghiên cứu nhằm xem xét nhu cầu đi lại của cư dân, người đi làm và du khách ở vùng phía nam Quận Orange. Hãy cho chúng tôi biết ý kiến về cách kết nối khu vực miền nam OC một cách khả quan hơn thông qua một cuộc khảo sát ngắn gọn tại [SouthOCstudysurvey.com](https://SouthOCstudysurvey.com) hoặc gọi số 833-711-8070. Để biết thêm thông tin, hãy truy cập [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).

See Translation

Xin giúp chúng tôi lập kế hoạch cho  
Tương lai Giao thông Vận chuyển  
của khu phía Nam Quận Orange



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Official Facebook page for Orange County Trans...  Like Page

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\*\*\*

LAST CHANCE! Submit your thoughts on transportation in south Orange County. This Friday is the last day to take our survey on the transportation needs of residents, commuters, and visitors in south Orange County. We value your input and ask that you please take this short survey at [SouthOCStudysurvey.com](https://SouthOCStudysurvey.com) or take the survey on our hotline at 833-711-8070.

**Last chance!**  
Take our survey at  
[SouthOCStudysurvey.com](https://SouthOCStudysurvey.com)  
or call 833-711-8070.



**OCTA**  
Official Facebook page for Orange County Trans...

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...

¡LA ÚLTIMA OPORTUNIDAD! Comunique sus opiniones sobre el transporte en el sur del Condado de Orange. Este viernes es el último día para tomar nuestra encuesta sobre las necesidades de transito de los residentes, viajeros y visitantes en el sur del condado de Orange. Valoramos su opinión y le pedimos que por favor realice esta breve encuesta en [SouthOCStudysurvey.com](https://SouthOCStudysurvey.com) o realice la encuesta en nuestra línea directa al 833-711-8070.

See Translation

**¡La última oportunidad!**  
Realice nuestra encuesta en  
[SouthOCStudysurvey.com](https://SouthOCStudysurvey.com)  
o llame al 833-711-8070.



**OCTA**  
Official Facebook page for Orange County Trans...

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OCTA

Sponsored ·

...

最后的机会！提交您的对橙县南部交通的想法。这个星期五时我们对橙县南部居民、通勤者和访客进行交通需求调查的最后一天。我们重视您的意见，<http://xn--southocstudysurvey-0c85ayz8jb74hctua0p0e.com/>上完成这项简短的调查，或者拨打我们的热线 833-711-8070 完成调查。

See Translation

最后的机会！请上网  
SouthOCStudysurvey.com  
或者致电 833-711-8070  
完成调查。



OCTA

Official Facebook page for Orange County Trans...

Like Page

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마지막 기회! 남부 오렌지 카운티의 교통에 대한 여러분의 의견을 제출 하십시오. 이번 금요일은 남부 오렌지 카운티의 주민들, 통근자들 및 방문객들의 교통 수요에 대한 설문 조사를 실시하는 마지막 날입니다. 여러분의 의견을 저희들에게 소중합니다. SouthOCStudysurvey.com에서 이 간단한 설문에 응해 주시거나 저희 핫라인 833-711-8070에서 설문 에 응해 주시기 바랍니다.

See Translation

**마지막 기회!**  
**SouthOCStudysurvey.com**  
**에서 설문 조사에 응해**  
**주시거나 833-711-8070**  
**으로 전화하십시오.**



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Official Facebook page for Orange County Trans...

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**OCTA**  
Sponsored · 

CƠ HỘI CUỐI CÙNG! Hãy đóng góp suy nghĩ của quý vị về phương tiện đi lại ở khu phía nam Quận Cam. Thứ Sáu này là ngày cuối cùng chúng tôi thực hiện cuộc khảo sát về nhu cầu đi lại của các cư dân, người đi làm và du khách ở khu phía nam Quận Cam. Chúng tôi đánh giá cao ý kiến đóng góp của quý vị và xin quý vị vui lòng tham gia cuộc khảo sát ngắn này tại [SouthOCStudysurvey.com](https://SouthOCStudysurvey.com) hoặc tham gia cuộc khảo sát trên đường dây nóng của chúng tôi theo số 833-711-8070.

See Translation

**Cơ hội cuối cùng!**  
Hãy tham gia cuộc khảo sát của chúng tôi tại [SouthOCStudysurvey.com](https://SouthOCStudysurvey.com) hoặc gọi số 833-711-8070.



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# Appendix C

## Appendix C.10 Twitter Posts



9/25- Twitter Post



OCTA  
@goOCTA

...

OCTA is kicking off a study that will consider transportation needs of residents, commuters, and visitors in South Orange County. Tell us how to better connect South OC with a brief survey at [SouthOCStudySurvey.com](https://SouthOCStudySurvey.com) or call 833-711-8070. For more, visit [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).



9:37 AM · Sep 25, 2020 · Sprinklr Publisher

1 Like



9/30- Twitter Post



**OCTA**  
@goOCTA

...

Join us for a virtual community meeting on 10/6, 5:30-6:30 pm to learn more about the South OC transportation study and provide your input. For more information and to take our short survey, visit [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).



Help us plan for  
**SOUTH ORANGE COUNTY'S**  
TRANSPORTATION FUTURE

9:40 AM · Sep 30, 2020 · Sprinklr Publisher

**2** Retweets **5** Likes



10/6- Twitter Post



OCTA  
@goOCTA

...

Join us tonight at the south Orange County Multimodal Transportation Study virtual meeting at 5:30! For more information and to access the virtual community meeting, visit [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).



8:42 AM · Oct 6, 2020 · Sprinklr Publisher

1 Retweet 2 Likes



**10/12- Twitter Post**



**OCTA**  
@goOCTA

...

We had our first virtual community meeting for the south OC Transportation Study! If you would like to view the meeting materials and meeting recording, please visit [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).



10:44 AM · Oct 12, 2020 · Sprinklr Publisher

**1** Retweet **2** Likes





**10/20- Twitter Post**



**OCTA**  
@goOCTA

...

The study will consider future transportation needs south of SR-55 to the San Diego County line, and from the coast to the foothills. Please share your feedback.



Help OCTA Plan for the future of Multimodal Transportation in...  
During the next 25 years, the population in south Orange County is anticipated to grow by 16 percent (about 170,000 ...  
[blog.octa.net](http://blog.octa.net)

8:00 AM · Oct 20, 2020 · Sprinklr Publisher

1 Retweet 1 Quote Tweet 2 Likes



**10/27 Twitter Post**



**OCTA**  
@goOCTA

...

We need your input! Please take this short survey to help us improve transportation, including streets, transit, freeways and bikeways through the year 2045. Take the survey at [SouthOCStudysurvey.com](https://SouthOCStudysurvey.com).



8:48 AM · Oct 27, 2020 · Sprinklr Publisher

4 Retweets 1 Like



## **South Orange County Multimodal Transportation Study Initial Alternative Strategies**

The following initial set of alternative strategies will be evaluated as part of the South Orange County Multimodal Transportation Study. They are not intended to be cumulative and are not necessarily multimodal in nature at this point of the study. Reflecting the exploratory nature of these alternative strategies, they are labeled as scenarios. For the purposes of initial screening, the intent is to understand how the specific improvements and strategies identified within each scenario would affect travel in south Orange County and address the study's Purpose and Need Statement. The results of the initial screening will be used to create multimodal alternative strategies for more detailed evaluation in subsequent study tasks.

- Maximize Rail and Transit. This scenario emphasizes investments in the local and regional transportation system that could maximize rail and transit mobility and accessibility both within and through south Orange County. Local investments could include first/last-mile connections, mobility hubs, and expansion of on-demand/microtransit services. Regional investments could include track improvements to increase passenger rail service frequencies. The intent of this scenario is to examine how the increased availability and convenience of transit could attract new passengers, encourage greater use of non-single occupant vehicle travel modes, and enhance overall transportation system performance.
- Revise Roadway System Operations. This includes operational improvements that maximize the efficiency of the roadway system and manage congestion without building new capacity. This may control traffic flows in real time and optimize operations of the full transportation system. The intent is to examine how strategies to revise roadway system operations, such as dynamic ramp metering and integrated corridor management, could help manage travel demand and increase travel reliability in south Orange County.
- Eliminate Roadway Bottlenecks. Improvements specifically focused on eliminating key bottlenecks in the transportation system might include the addition of auxiliary lanes and elimination of lane drops on freeways. This scenario will examine to what extent the elimination of bottlenecks improves travel in south Orange County.
- Repurpose Road Space - Enhance Transit/Active Transportation. This scenario considers repurposing road space to enhance opportunities for transit and active transportation, such as Complete Streets treatment on select arterials. It could also consider targeted Master Plan of Arterial Highways build-out for greater implementation of transit and active transportation improvements on the roadway and creation of transit lanes on highways.

## **South Orange County Multimodal Transportation Study Initial Alternative Strategies**

- Demand Management - Support Tele-Everything. This scenario considers policies or improvements aimed at managing travel demand by expanding the capability to “tele-everything” within south Orange County. This includes use of roadway right of way for fiber/communications lines, and work-from-home support/guidance for employers.
- Demand Management - Emphasize User Pricing and Managed Lanes. This scenario focuses on using pricing strategies and managed lanes as the primary means of either reducing the number of vehicles on the roadway or redistributing trips to underutilized roads or to less congested periods of the day, with the ultimate goal of relieving traffic congestion. This could include policies such as congestion pricing or high-occupancy toll lanes on study area highways. This scenario considers how the implementation of user pricing strategies would change travel behaviors and affect travel demand in south Orange County.
- Demand Management - Subsidize Mode Shift. While the above scenario uses pricing strategies to manage travel demand, this scenario focuses on incentives to change travel behaviors and encourage a shift in travel modes. This could include strategies such as employer subsidies for transit or subsidies for micro-mobility and ridesharing. This scenario considers how the use of subsidies and incentives would change travel behaviors and affect travel demand in south Orange County.
- Maximize Emerging Technologies. This scenario considers investments in technologies such as autonomous/connected vehicles. The improvements and actions are focused on accommodating and better adapting to upcoming changes and trends in transportation technology, in addition to addressing human-error safety concerns. The intent is to examine the impact of emerging technologies on mobility in south Orange County.





# **SOUTH ORANGE COUNTY**

## **MULTIMODAL TRANSPORTATION STUDY**

# Study Objectives

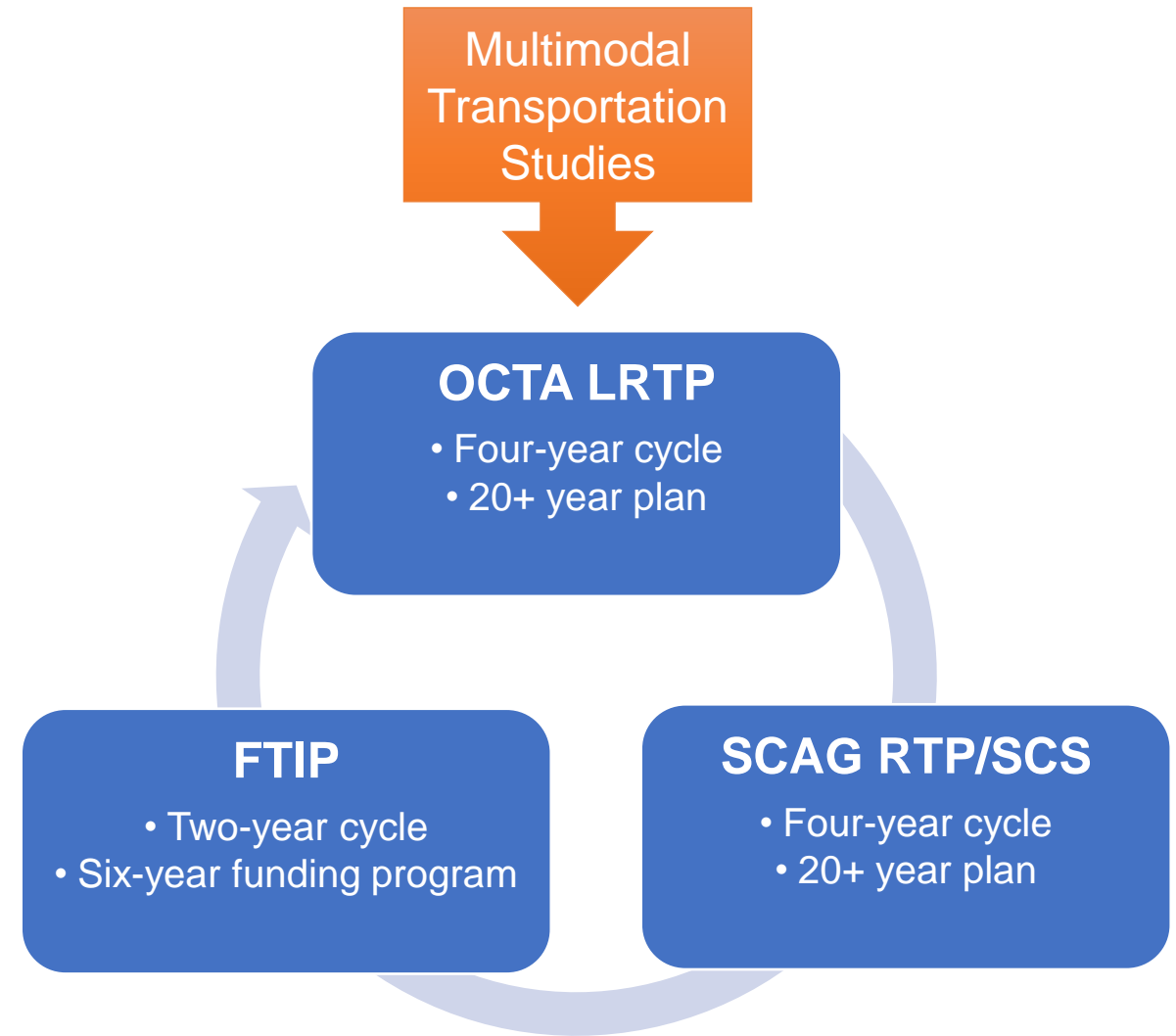
Develop community consensus on a set of long-term multimodal transportation improvements

- Update to the 2008 South Orange County Major Investment Study
- Reflect progress and latest planning assumptions



# Study Background

- Multimodal studies present a financially unconstrained vision for the transportation system to address long-term needs
- With consensus on a set of multimodal transportation strategies, projects can be considered in financially constrained planning and programming documents



# Study Scope Highlights

## Phase 1

- Identify Issues and Opportunities
- Develop Purpose and Need Statement
- Develop Initial Alternative Strategies

2020



## Phase 2

- Screening Alternative Strategies
- Select Reduced Set of Alternative Strategies



## Phase 3

- Analysis of Reduced Set
- Recommend a Locally Preferred Strategy

2021

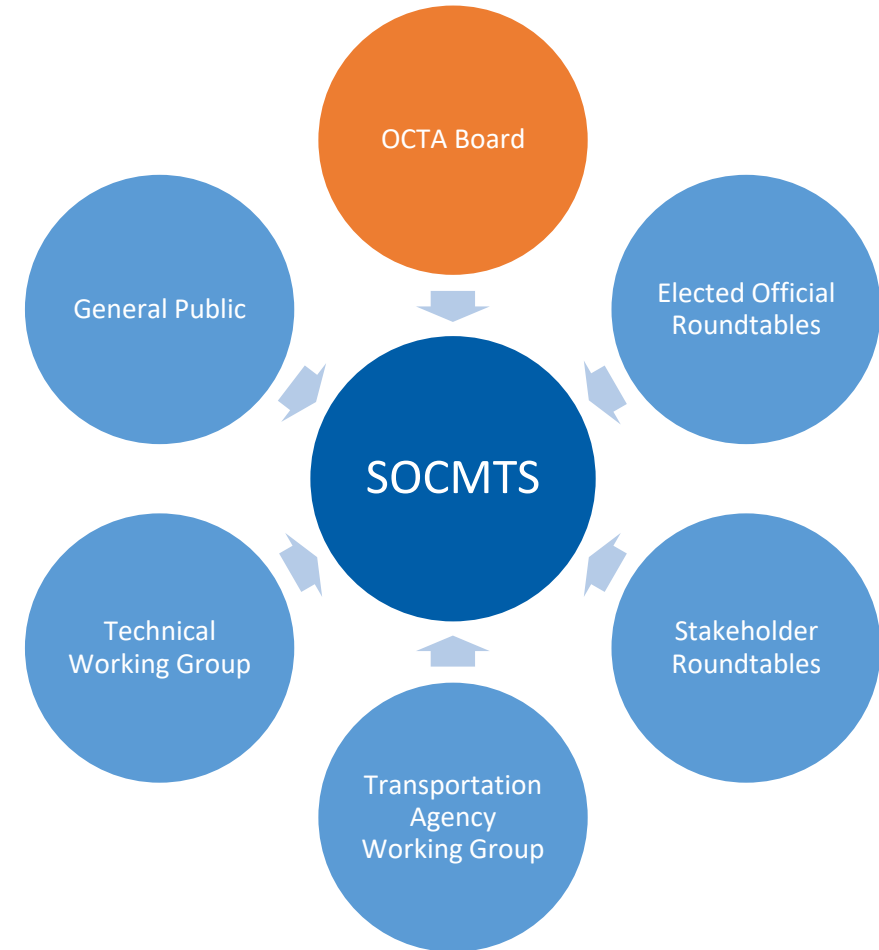
# Public and Partner Agency Engagement

## Study input solicited from:

- General Public
- Stakeholders
- Elected Officials
- Cities/County
- Partner Agencies

## Online survey and public webinar

- Online survey in English, Spanish, Mandarin, Korean, and Vietnamese
- Hotline available in multiple languages
- Digital media (social media, blogs, eblasts)



# Transportation Issues and Opportunities

## Highways, Toll Roads, and Arterials

Weekday, weekend, and seasonal congestion | Low travel-time reliability (unexpected delays) | Critical bottlenecks on Interstate 5 and Interstate 405 | Dependence on east-west arterials

## Transit

Limited transit accessibility attributable to low-density land-use patterns | Infrequent service, inconsistent reliability | Less convenient than driving (wait times, transfers)

## Active Transportation

Gaps in the active transportation network | Low usage due to circuitous road network, long trip distances | Safety concerns for pedestrians and bicyclists

## Transportation Demand Management (TDM)

Long-distance, peak-period commute trips to north Orange County and other counties (especially Los Angeles) | Low transit mode share in south Orange County

# Purpose and Need Statement

## Development patterns and transportation network favor driving

Increase availability of using non-single occupant vehicle modes | Provide convenient connections between travel modes | Provide options competitive to driving | Coordinate with land-use changes

## Growing travel demand on a constrained system

Reduce travel demand | Enhance transportation safety and efficiency | Better utilize available highway, managed lane, and arterial capacity

## Environmental and economic sustainability challenges

Increase zero-emission vehicles | Improve access to clean, affordable travel options | Improve transportation resilience | Minimize adverse environmental impacts | Support economic development and community enhancement

## Evolving travel behaviors in a rapidly changing world

Adopt flexible recommendations | Pursue proven technologies | Support equity and innovation



# Conceptual Strategies

Conceptual strategies that could be considered for evaluation



Active transportation



"Complete" freeways



Mobility-as-a-Service



Mobility hubs



New arterial capacity



Optimize existing capacity



Pricing



Increase transit appeal



Support sustainable technology



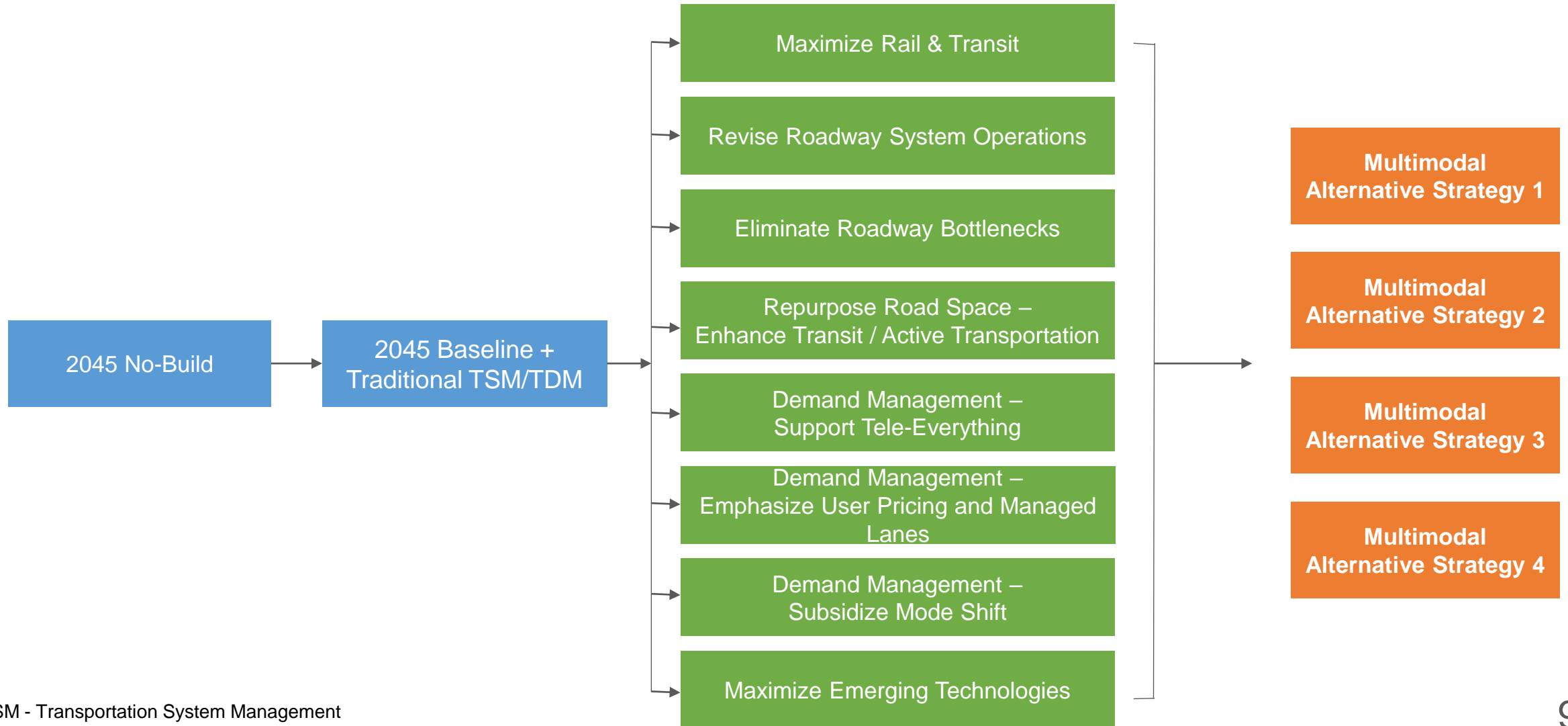
Manage transportation demand



# Initial Alternative Strategies - Scenarios

## INITIAL SCREENING

## DETAILED EVALUATION



# Next Steps

- Review scenario performance
- Engage with the public, stakeholders, and partner agencies on development of a reduced set of multimodal alternative strategies

