



# **AGENDA**

## ***Regional Planning and Highways Committee Agenda***

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### **Committee Members**

Joseph Muller, Chairman  
Barbara Delgleize, Vice Chair  
Lisa A. Bartlett  
Doug Chaffee  
Katrina Foley  
Patrick Harper  
Mark A. Murphy

Orange County Transportation Authority  
Board Room  
550 South Main Street  
Orange, California  
**Monday, June 6, 2022 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 OCTA Clerk of the Board at (714) 560-5676, no less than two business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

### **Agenda Descriptions**

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

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

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

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

Members of the public can either attend in person (subject to OCTA's Coronavirus (COVID-19) safety protocols) or listen to audio live streaming of the Board and Committee meeting at: [Board of Directors - Live and Archived Audio](#).

Members of the public may address the Board regarding any item two ways:

#### **In Person Comment**

Members of the public may attend in person (subject to OCTA's COVID-19 safety protocols) and address the Board regarding any item. Members of the public will be required to complete a COVID-19 symptom and temperature screening.

Please complete a speaker's card and submit it to the Clerk of the Board or notify the Clerk of the Board the item number on which you wish to speak. Speakers will be recognized by the Chairman at the time the agenda item is to be considered. A speaker's comments shall be limited to three minutes.



## **Written Comment**

Written public comments may also be submitted by emailing them to [ClerkOffice@octa.net](mailto:ClerkOffice@octa.net), and must be received no later than **5:00 p.m. the day prior to the meeting**. If you wish to comment on a specific agenda item, please identify the item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

## **Call to Order**

### **Pledge of Allegiance**

Director Delgleize

## **Special Calendar**

There are no Special Calendar matters.

## **Consent Calendar (Items 1 through 10)**

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

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

Approval of the minutes of the Regional Planning and Highways Committee meeting of May 2, 2022.

### **2. Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between Yale Avenue and State Route 55 and Authority to Acquire Right-of-Way** Niall Barrett/James G. Beil

#### **Overview**

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation to define roles, responsibilities, and funding obligations for right-of-way support services, right-of-way engineering, right-of-way acquisition, and utility relocation for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.





## **Recommendations**

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-2-2232 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$1,230,000, to perform right-of-way services for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.
- B. Authorize the use of up to \$22,706,000 in federal Surface Transportation Block Grant and Measure M2 funding for right-of-way capital and right-of-way services for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.
- C. Authorize staff to process all necessary amendments to the federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.
- D. Authorize the Chief Executive Officer to initiate discussions with property owners and utility owners, make offers, and execute agreements for the acquisition of all necessary real property interests and necessary utility relocations.

**3. Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project from Oso Parkway to Alicia Parkway**  
Niall Barrett/James G. Beil

## **Overview**

On February 12, 2018, the Orange County Transportation Authority Board of Directors approved a cooperative agreement between Orange County Transportation Authority and the California Department of Transportation to provide construction capital and construction management services for the Interstate 5 Improvement Project from Oso Parkway to Alicia Parkway as part of the Interstate 5 Improvement Project between State Route 73 and El Toro Road. Board of Directors' approval is requested to amend the cooperative agreement for additional funding for construction support services.



## **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-8-1426 between Orange County Transportation Authority and the California Department of Transportation, in the amount of \$1,000,000, for additional construction support services for the Interstate 5 Improvement Project from Oso Parkway to Alicia Parkway. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of \$172,796,000.

## **4. 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 in response to changing circumstances, which may require funding revisions. Board of Directors' authorization is required to provide funding for current or planned freeway and signal synchronization projects.

### **Recommendations**

- A. Authorize the use of \$17.8 million in Surface Transportation Block Grant Program funds and \$7 million in Measure M2 for the construction of the Interstate 605/Katella Interchange Improvement Project.
- B. Consistent with approved Amendment 1 to Agreement No. C-0-2073, authorize the use of up to \$1.97 million in 91 Express Lane excess revenue funds for State Route 91 Improvement Project from Acacia Street to La Palma Avenue (Segment 3) for additional design support.
- C. Consistent with pending Amendment 3 to Agreement No. C-8-1426, authorize the use of up to \$1 million in additional Surface Transportation Block Grant Program funds for the Interstate 5 widening, from Oso Parkway to Alicia Parkway, (Segment 2) for additional construction support.



- D. Authorize the use of up to \$1.8 million in Measure M2 funds for a regional traffic signal synchronization project in place of SB 1 (Chapter 5, Statutes of 2017) Solutions for Congested Corridor Program funding.
- E. 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.

**5. Regional Planning Update**  
Warren Whiteaker/Kia Mortazavi

**Overview**

Updates on regional planning matters are provided regularly to highlight current transportation planning issues impacting the Orange County Transportation Authority and the Southern California region. This update focuses on the substitutions of Transportation Control Measure projects, the California Transportation Assessment, and a California Department of Transportation study to evaluate the conversion of carpool lanes to tolled express lanes on Interstate 5.

**Recommendation**

Receive and file as an information item.

**6. Measure M2 Eligibility Review Recommendations for Fiscal Year 2020-21 Expenditure Reports**  
Kelsey Imler/Kia Mortazavi

**Overview**

The Measure M2 Ordinance requires that all Orange County local jurisdictions annually satisfy specific eligibility requirements to receive Measure M2 net revenues. As part of this requirement, fiscal year 2020-21 expenditure reports and resolutions were submitted by the local jurisdictions. In April 2022, the Taxpayer Oversight Committee affirmed that all expenditure reports were received and reviewed, consistent with the Measure M2 Ordinance requirement. Board of Directors' approval is requested to find all Orange County local jurisdictions eligible to continue receiving Measure M2 net revenues.

**Recommendation**

Approve all 35 Orange County local jurisdictions as eligible to continue receiving Measure M2 net revenues.



**7. Measure M2 Environmental Mitigation Program Update**  
Lesley Hill/Kia Mortazavi

**Overview**

Measure M2 includes a program to deliver comprehensive mitigation for biological impacts of 13 freeway projects in exchange for streamlined project approvals from state and federal resource agencies. The Environmental Mitigation Program has acquired conservation properties and provided habitat restoration projects funding as part of the Natural Community Conservation Plan/Habitat Conservation Plan. Updates on program activities for the first half of 2022 are provided.

**Recommendation**

Receive and file as an information item.

**8. Draft 2022 State Route 91 Implementation Plan**  
Alison Army/Kia Mortazavi

**Overview**

The Orange County Transportation Authority and the Riverside County Transportation Commission annually prepare a plan for potential improvements along the State Route 91 corridor between State Route 57 in Orange County and Interstate 15 in Riverside County. The plan includes a listing of proposed improvements, preliminary cost estimates, and potential implementation timeframes. The Draft 2022 State Route 91 Implementation Plan is provided for information purposes

**Recommendation**

Receive and file as an information item.

**9. Active Transportation Program Biannual Update**  
Peter Sotherland/Kia Mortazavi

**Overview**

The Orange County Transportation Authority coordinates regional active transportation efforts in Orange County. An update on recent and upcoming activities is provided for review.

**Recommendation**

Receive and file as an information item.



**10. Grant Acceptance for the Countywide Transportation Demand Management Strategic Plan**

Roslyn Lau/Kia Mortazavi

**Overview**

The Orange County Transportation Authority was recently awarded \$150,000 for the Countywide Transportation Demand Management Strategic Plan through the statewide Sustainable Transportation Planning Grant Program. To utilize these grant funds, Board of Directors' approval is requested to accept the award and enter into agreements with the granting agencies.

**Recommendations**

- A. Adopt Orange County Transportation Authority Resolution No. 2022-034 and authorize the Chief Executive Officer to accept the Sustainable Transportation Planning Grant award and execute required grant-related agreements and documents with the California Department of Transportation.
- B. Authorize the Chief Executive Officer to amend the Federal Transportation Improvement Program and process all necessary amendments to facilitate the recommendation above.

**Regular Calendar**

**11. South Orange County Multimodal Transportation Study Update**

Warren Whiteaker/Kia Mortazavi

**Overview**

The Orange County Transportation Authority has completed a long-range, multimodal transportation study for the south Orange County area. Objectives of the study were to document transportation issues and opportunities, engage with key stakeholders, partner agencies, and the public to identify potential multimodal solutions. A status report on the study is provided for information.

**Recommendation**

Receive and file as an information item.



**12. Long-Range Transportation Plan Update**

Gregory Nord/Kia Mortazavi

**Overview**

The Long-Range Transportation Plan provides Orange County's program of projects for the Regional Transportation Plan, prepared by the Southern California Association of Governments. The Long-Range Transportation Plan also serves as the policy framework for transportation priorities in Orange County. These priorities include committed projects and services that help manage travel demand and improve system efficiencies. These are being delivered primarily through Measure M2 and the Orange County Transportation Authority's public transit services. However, consideration of additional strategies is recommended to better address the established goals and objectives.

**Recommendation**

Direct staff to develop a draft Plan scenario for the Long-Range Transportation Plan that incorporates strategies that address the goals and objectives and public input received to date and return to the Board of Directors for approval.

**Discussion Items**

**13. Fiscal Year 2022-23 Budget Workshop Follow-up**

Victor Velasquez/Andrew Oftelie

Budget staff is available for follow-up questions, issues, or concerns that may have arisen at and/or since the budget workshop conducted with the Board on May 9, 2022.

**14. Public Comments**

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

**16. Committee Members' Reports**

**17. Closed Session**

There are no Closed Session items scheduled.



**18. Adjournment**

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on FRIDAY, July 1, 2022**, at the Orange County Transportation Authority Headquarters, Board Room, 550 South Main Street, Orange, California.



# **MINUTES**

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

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### **Committee Members Present**

Joseph Muller, Chairman  
Barbara Delgleize, Vice Chair  
Lisa A. Bartlett  
Katrina Foley  
Patrick Harper  
Mark A. Murphy

### **Staff Present**

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

### **Committee Members Absent**

Doug Chaffee

### **Call to Order**

The May 2, 2022, regular Regional Planning and Highways Committee meeting was called to order by Committee Chairman Muller at 10:30 a.m.

### **Pledge of Allegiance**

Director Murphy led the Pledge of Allegiance.

### **Special Calendar**

There were no Special Calendar items.

### **Consent Calendar (Items 1 through 5)**

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

A motion was made by Director Murphy, seconded by Director Bartlett, and passed by those present, to approve the minutes of the Regional Planning and Highways Committee meeting of March 7, 2022.

Director Foley was not present to vote on this item.

#### **2. Amendment to 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 Murphy, seconded by Director Bartlett, and passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement No. C-7-1753 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$450,000, for additional advertisement and award services. This will increase the maximum obligation of the cooperative agreement to a total contract value of \$22,650,000.

Director Foley was not present to vote on this item.





**3. Agreement for Demolition and Clearance Services for the Interstate 5 Widening Project from State Route 73 to Oso Parkway**

A motion was made by Director Murphy, seconded by Director Bartlett, and passed by those present, to authorize the Chief Executive Officer to negotiate and execute Agreement No. C-2-2147 between the Orange County Transportation Authority and Abajian Enterprise, doing business as SoCal Removal, the lowest responsive, responsible bidder, in the amount of \$299,500, for demolition and clearance services for the Interstate 5 Widening Project from State Route 73 to Oso Parkway.

Director Foley was not present to vote on this item.

**4. Amendment to Agreement for Construction Management Consultant Services for the Interstate 405 Improvement Project from State Route 73 to Interstate 605**

A motion was made by Director Murphy, seconded by Director Bartlett, and passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 12 to Agreement No. C-4-1447 between the Orange County Transportation Authority and Jacobs Project Management Co., in the amount of \$13,584,200 for additional construction management consultant services for the Interstate 405 Improvement Project from State Route 73 to Interstate 605, and to extend the term of the agreement for an additional 17 months through May 31, 2024. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$47,814,497.

Director Foley was not present to vote on this item.

**5. Comprehensive Transportation Funding Programs – 2022 Call for Projects Programming Recommendations**

A motion was made by Director Murphy, seconded by Director Bartlett, and passed by those present, to:

- A. Approve the award of \$10.2 million in 2022 Regional Capacity Program (Project O) funds to nine local jurisdiction projects.
- B. Approve the award of \$16.2 million in 2022 Regional Traffic Signal Synchronization Program (Project P) funds to five local jurisdiction projects.

Director Foley was not present to vote on this item.



**6. 2022 State Transportation Improvement Program Update**

This item was pulled by Darrell E. Johnson, Chief Executive Officer (CEO), who reported that OCTA was successful in obtaining the following:

- Keep projects going that were already underway;
- The state had been shifting priorities around highways versus transit and OCTA made that shift in terms of funding the Transit Security Operations Center; and
- OCTA asked for a little more than the fair share of funding over the five-year State Transportation Improvement Program course.

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

**7. 2021 Pavement Management Relief Funding Program Update**

A motion was made by Director Murphy, seconded by Director Bartlett, and passed by those present, to:

- A. Authorize the use of \$1.010 million in Coronavirus Response and Relief Supplemental Appropriations Act of 2021 funds for the track stabilization efforts on the Orange County Transportation Authority owned railroad tracks located in the City of San Clemente.
- B. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

Director Foley was not present to vote on this item.

**Regular Calendar**

**8. Interstate 405 Improvement Project Update**

Jeff Mills, Program Manager, Senior, and Chris Boucly, Section Manager III, provided a presentation on this item.

A discussion ensued among the Committee Members and staff regarding transponder operability across state-wide toll systems and toll structure.

Following the presentation, no action was taken on this receive and file as an information item.



## **Discussion Items**

### **9. Update on Interstate 5/EI Toro Road Interchange Project**

Rose Casey, Director of Highway Programs, and Chris Boucly, Section Manager III, provided a presentation on this item.

A discussion ensued among the Committee Members and staff regarding the vetting process of the various alternatives, outreach efforts and public input process, and potential costs of the project alternatives.

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

### **10. Public Comments**

Public comment was received from Mark Vukceovich.

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

Mr. Johnson, CEO, reported that the OC Streetcar team is hosting a public meeting on Friday, May 6 to discuss the current and anticipated construction activities on Fourth Street in Downtown Santa Ana.

### **12. Committee Members' Reports**

There were no Committee Members' Reports.

### **13. Closed Session**

There were no Closed Session items scheduled.

### **14. Adjournment**

The meeting adjourned at 11:36 a.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, June 6, 2022**, at the Orange County Transportation Authority Headquarters, Board Room, 550 South Main Street, Orange, California.

ATTEST

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Allison Cheshire  
Clerk of the Board Specialist, Senior



**June 6, 2022**

**To:** Regional Planning and Highways Committee

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

**Subject:** Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between Yale Avenue and State Route 55 and Authority to Acquire Right-of-Way

### **Overview**

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation to define roles, responsibilities, and funding obligations for right-of-way support services, right-of-way engineering, right-of-way acquisition, and utility relocation for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.

### **Recommendations**

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-2-2232 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$1,230,000, to perform right-of-way services for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.
- B. Authorize the use of up to \$22,706,000 in federal Surface Transportation Block Grant and Measure M2 funding for right-of-way capital and right-of-way services for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

**Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between Yale Avenue and State Route 55 and Authority to Acquire Right-of-Way**

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- D. Authorize the Chief Executive Officer to initiate discussions with property owners and utility owners, make offers, and execute agreements for the acquisition of all necessary real property interests and necessary utility relocations.

***Discussion***

The Interstate 5 (I-5) Improvement Project between Interstate 405 (I-405) and State Route 55 (SR-55) (Project) is Project B in the Measure M2 (M2) freeway program and is included in the updated Next 10 Delivery Plan adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in December 2021.

The Project will add one general purpose lane in both directions on the I-5 freeway between I-405 and SR-55. The Project will reestablish existing auxiliary lanes and provide new auxiliary lanes where necessary, and provide continuous access to the high-occupancy vehicle lanes. The final environmental document was signed on January 7, 2020, and build alternative 2B was identified as the preferred alternative by the Project development team. The Project is being developed as two separate design and construction projects to enhance the participation and competitive bidding of consultants and contractors, with the following Project limits:

- Segment 1 extends from I-405 to Yale Avenue
- Segment 2 extends from Yale Avenue to SR-55

On June 8, 2020, the Board authorized Cooperative Agreement No. C-0-2317 with the California Department of Transportation (Caltrans) to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contract for Segment 2 of the Project. An additional cooperative agreement with Caltrans is now needed to initiate the right-of-way (ROW) phase for Segment 2.

OCTA proposes to enter into a cooperative agreement with Caltrans to define the roles and responsibilities of both agencies. OCTA will be the lead agency implementing ROW activities, which shall include property acquisitions, relocation assistance for displacees if necessary, and coordination of utility relocations for the Project. OCTA will also be the lead agency for eminent domain proceedings, which shall include OCTA Board resolutions of necessity if needed. Caltrans will be the lead agency for ROW engineering activities for

Segment 2, which shall include mapping, surveying and monumentation as directly reimbursed work. Caltrans' direct work will be funded by federal Surface Transportation Block Grant (STBG) funds, in the amount of \$1,230,000. Caltrans' oversight of other ROW activities will be at no cost to OCTA. ROW activities are anticipated to commence in summer 2022 before submittal of 65 percent design as final ROW requirements are being determined. The Project is estimated to impact a total of 12 properties, both privately and publicly-owned, and seven utility conflicts. The current list of impacted properties has land uses, which include vacant, commercial/industrial, multifamily residential, residential, and public (Attachment A). The real property requirements are comprised of a combination of partial fee acquisitions, permanent easements, utility easements, and temporary construction easements. There are no anticipated full fee acquisitions. The needed property rights are required to implement the Project scope as defined in the final environmental document. Consistent with Recommendation D above and the Project schedule, the Chief Executive Officer (CEO) will initiate discussions with property owners and utility owners upon Board approval of this item.

OCTA shall follow the Caltrans Right of Way Manual (RWM) and the OCTA Real Property Policies and Procedures Manual (RPPPM) to handle the acquisition of property rights, in compliance with requirements set by the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). The Uniform Act was enacted by the federal government to ensure real property is acquired, and that displacees are relocated in an equitable, consistent, and equal manner. The Caltrans RWM and OCTA RPPPM also incorporate State of California laws and regulations enacted to provide benefits and safeguards to property owners. Statutory offers for the purchase of property will be made for an amount established as just compensation, which shall be determined through an independent appraisal process. Efforts will be made to reach a negotiated settlement with property owners or businesses; however, when an impasse is reached, as an act of last resort, staff, through a separate Board action, may request the Board to adopt a resolution of necessity to initiate eminent domain proceedings to obtain the necessary interests in real property.

The Project does not intend to require the permanent relocation or displacement of any residences or businesses as a result of property acquisitions. In the event of a need to displace any individual or business as a result of the Project, relocation assistance will be provided in accordance with the Caltrans RWM and OCTA RPPPM.

**Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between Yale Avenue and State Route 55 and Authority to Acquire Right-of-Way**

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OCTA and Caltrans staff will continue to evaluate the need for property through the design phase. If any modifications to the ROW requirements are necessary, OCTA staff will appropriately justify and document the need to secure such property to construct the Project in accordance with procedural requirements. Any need for additional ROW requirements will be addressed within the parameters of the California Environmental Quality Act and National Environmental Policy Act.

**Fiscal Impact**

As part of this cooperative agreement, funding for Caltrans services for ROW support is included in OCTA's proposed Fiscal Year 2022-23 Budget, Capital Programs Division, Account No. 0017-7514-FB103-1OD, and will be funded through STBG funds.

While the cooperative agreement with Caltrans represents a portion of the ROW cost, OCTA is requesting Board approval to program funds for ROW based on the current estimated cost for ROW capital and support, which will be funded through a combination of STBG and M2 funds.

**Summary**

Staff requests Board approval for the CEO to negotiate and execute Cooperative Agreement No. C-2-2232 between OCTA and Caltrans, in the amount of \$1,230,000, to perform ROW services for the I-5 Improvement Project between Yale Avenue and State Route 55, to provide oversight at no cost, and to certify the ROW for the Project. In addition, staff requests approval to use up to \$22,706,000 in STBG and M2 funds for the ROW phase for Project B, Segment 2, for a total of \$23,936,000. Finally, staff requests the Board authorize the CEO to make offers and execute agreements with property owners and utility owners for the acquisition of all necessary interests in real property and necessary utility relocations for the Project.

**Cooperative Agreement with the California Department of  
Transportation for the Interstate 5 Improvement Project  
Between Yale Avenue and State Route 55 and Authority to  
Acquire Right-of-Way**

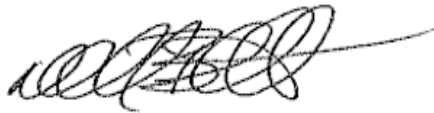
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***Attachment***

- A. Interstate 5 Improvement Project Between Yale Avenue and  
State Route 55 Right-of-Way Needs Summary

**Prepared by:**



Niall Barrett, P.E.  
Program Manager  
(714) 560-5879

**Approved by:**



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



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



Interstate 5 Improvement Project Between Yale Avenue and State Route 55 Right-of-Way Needs Summary  
Yale Avenue to SR-55 (PM 25.8 – 30.3)  
Contract No. C-2-2232 - EA 12-0K6721, EFIS 1220000035

June 1, 2022

Location No.	TCE	Fee Take	Owner	APN	General Location	Comment
1	1	1	City of Irvine	529-282-04	Along Sound Wall No. 4.1 south of Culver Drive	
2	1	0	City of Irvine	529-241-04	Along Sound Wall No. 4.1 south of Culver Drive	
3	1	0	Orange County Flood Control District	528-012-29	Along northound (NB) on-ramp from Culver Drive	Need Title Report to determine ownership
4	1	0	Orange County Flood Control District	528-012-22	Along Interstate 5 (I-5) NB at Peters Canyon Channel	Also needs temporary access to temporary construction easement (TCE) area
5	1	0	Orange County Flood Control District	449-012-53	Along I-5 southbound (SB) at Peters Canyon Channel	Also needs temporary access to TCE area
6	1	1	Marketplace Business Center	528-012-40	Along NB off-ramp to Jamboree Rd	
7	1	1	Irvine Company	449-012-63	Along SB on-ramp from Jamboree Road	
8	1	1	Irvine Company	500-291-25	Along NB on-ramp from Jamboree Road	
9	1	0	Orange County Flood Control District	500-291-15	Along I-5 NB at El Modena Irvine Channel	Also needs temporary access to TCE area
10	1	0	Irvine Company	432-391-36	Along I-5 SB and SB off-ramp to Jamboree Road	
11	1	1	Irvine Company	432-391-59	Along SB on-ramp from Tustin Ranch Road	
12	1	1	City of Tustin	N/A	Along NB off-ramp to Red Hill Avenue and El Camino Real	
Total	12	6				



**June 6, 2022**

**To:** Regional Planning and Highways Committee

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

**Subject:** Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project from Oso Parkway to Alicia Parkway

### **Overview**

On February 12, 2018, the Orange County Transportation Authority Board of Directors approved a cooperative agreement between Orange County Transportation Authority and the California Department of Transportation to provide construction capital and construction management services for the Interstate 5 Improvement Project from Oso Parkway to Alicia Parkway as part of the Interstate 5 Improvement Project between State Route 73 and El Toro Road. Board of Directors' approval is requested to amend the cooperative agreement for additional funding for construction support services.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-8-1426 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$1,000,000, for additional construction support services for the Interstate 5 Improvement Project from Oso Parkway to Alicia Parkway. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of \$172,796,000.

### **Discussion**

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), is implementing the Interstate 5 (I-5) Improvement Project between State Route 73 (SR-73) and El Toro Road (Project). The Project is part of projects C and D in the Measure M2 (M2) freeway program and is being advanced through the updated Next 10 Delivery Plan approved by the OCTA Board of Directors (Board) in December 2021.

**Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project from Oso Parkway to Alicia Parkway** *Page 2*

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The Project will add one general purpose lane in each direction on I-5 between Avery Parkway and Alicia Parkway, extend the second high-occupancy vehicle lane from El Toro Road to Alicia Parkway, re-establish auxiliary lanes, and construct new auxiliary lanes at various locations. In addition, the Project will reconstruct the Avery Parkway and La Paz Road interchanges, improve several existing on- and off-ramps, and convert existing and proposed carpool lanes to continuous access.

Construction is underway in three segments with the following Project limits:

- Segment 1 extends from SR-73 to south of Oso Parkway
- Segment 2 extends from south of Oso Parkway to south of Alicia Parkway
- Segment 3 extends from south of Alicia Parkway to El Toro Road

On February 12, 2018, the Board authorized Cooperative Agreement No. C-8-1426 with Caltrans to provide the construction capital and construction management support services for Segment 2, between Oso Parkway and Alicia Parkway.

Caltrans, as the construction phase implementing agency, is providing the resident engineer and structures representative and other field personnel, along with construction administrative support and environmental and paleontology monitoring of the Project, at an estimated cost of \$11,889,000. This cost is fully funded with federal State Transportation Block Grant (STBG) funds and Caltrans is drawing down these STBG funds directly. Other services include coordination and communications between the contractor and all other Project participants, processing, collecting, and maintaining Project communications and records, managing the recommendation of contractor progress payments, and processing of change orders and claims.

Additional construction support services are needed above the originally estimated level of effort due to different site conditions within the limits of the Project than what was known during the design phase based on standard investigations and as-built information. Different site conditions like these are often encountered during construction. The effects of the different site conditions may potentially impact the contractor's construction completion date. These impacts are being monitored with the intent to minimize delay to the completion date. The following describes the specific efforts needed:

- Additional construction support due to the presence of previously unknown contaminated soil. This contaminated soil was not identified in the construction contract documents and required testing, handling, and offsite disposal.

**Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project from Oso Parkway to Alicia Parkway** **Page 3**

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- Additional construction support due to soil caving at the location of Retaining Wall 110. Analysis and recommendation for additional soil nails was approved so that this work could proceed without delay to the Project.
- Additional construction support due to inadequate existing concrete mainline pavement and asphalt shoulders (not shown on as-built plans) to handle additional traffic as part of the traffic staging for the Project.
- Additional construction support due to existing crash wall barriers in the railroad (Southern California Regional Rail Authority) right-of-way. The foundations of the crash wall barriers were not included in the construction contract documents and required partial demolition, removal, and reconstruction of new crash wall barrier foundations as part of the mainline and northbound La Paz Road off-ramp reconstruction.
- Additional construction support due to the lack of access to the railroad area which was required for construction. The construction management team had considerable coordination efforts to ensure a temporary crossing was approved for construction and operation while work was being performed in this vicinity.

**Fiscal Impact**

The Project is included in OCTA's proposed Fiscal Year 2022-23 Budget, Capital Programs Division, Account No. 0017-9084-FC105-06W. Funding for this amendment will be with federal STBG funding as specified in the Capital Programming Update (CPU) concurrent Board item. Additional details regarding project funding are also included in the CPU.

**Summary**

Staff requests Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-8-1426 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$1,000,000, for additional construction support services for the Interstate 5 Improvement Project from Oso Parkway to Alicia Parkway. This will increase the maximum obligation of the cooperative agreement to a total contract value of \$172,796,000, comprised of a construction capital share of \$148,232,000 and a construction support share of \$24,564,000.

**Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project from Oso Parkway to Alicia Parkway** *Page 4*

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***Attachment***

- A. California Department of Transportation, Cooperative Agreement No. C-8-1426 Fact Sheet

**Prepared by:**



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**Approved by:**



James G. Beil, P.E.  
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**California Department of Transportation  
Cooperative Agreement No. C-8-1426 Fact Sheet**

1. February 12, 2018, Cooperative Agreement No. C-8-1426, \$147,584,000, approved by the Board of Directors (Board).
  - Define the terms, conditions, and funding responsibilities between the Orange County Transportation Authority and California Department of Transportation (Caltrans) and to provide construction capital and construction management services.
2. June 11, 2018, Amendment No. 1 to Cooperative Agreement No. C-8-1426, \$24,212,000, approved by the Board.
  - Additional funding approved for the project through the Capital Programming Update staff report.
  - To add \$6,077,000 in federal State Transportation Block Grant (STBG) funds for construction capital.
  - To add \$18,135,000 in Measure M2 (M2) funds for construction capital.
3. September 10, 2018, Amendment No. 2 to Cooperative Agreement No. C-8-1426, \$0, approved by the Chief Executive Officer.
  - To allow use of M2 funds to support advanced construction activities throughout the project until the federal funds are obligated and to reinstate standard funding articles.
4. June 13, 2022, Amendment No. 3 to Cooperative Agreement No. C-8-1426, \$1,000,000, pending Board approval.
  - To add \$1,000,000 in federal STBG funds for additional construction support services.

Total committed to Caltrans after approval of Amendment No. 3 to Cooperative Agreement No. C-8-1426: \$172,796,000.



**June 6, 2022**

**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 in response to changing circumstances, which may require funding revisions. Board of Directors' authorization is required to provide funding for current or planned freeway and signal synchronization projects.

**Recommendations**

- A. Authorize the use of \$17.8 million in Surface Transportation Block Grant Program funds and \$7 million in Measure M2 for the construction of the Interstate 605/Katella Interchange Improvement Project.
- B. Consistent with approved Amendment 1 to Agreement No. C-0-2073, authorize the use of up to \$1.97 million in 91 Express Lane excess revenue funds for the State Route 91 Improvement Project from Acacia Street to La Palma Avenue (Segment 3) for additional design support.
- C. Consistent with pending Amendment 3 to Agreement No. C-8-1426, authorize the use of up to \$1 million in additional Surface Transportation Block Grant Program funds for the Interstate 5 Widening Project from Oso Parkway to Alicia Parkway (Segment 2) for additional construction support.
- D. Authorize the use of up to \$1.8 million in Measure M2 funds for a regional traffic signal synchronization project in place of SB 1 (Chapter 5, Statutes of 2017) Solutions for Congested Corridor Program funding.
- E. 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.

***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). This Capital Programming Update item seeks approval to fund cost amendments and an upcoming phase of a project. Additionally, staff will continue to seek cost savings and minimize the use of funding where applicable.

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 or different 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. Project descriptions and additional information for each of the projects listed in this staff report are included in Attachment B. The Capital Funding Program includes a summary of how OCTA's capital projects are currently funded along with the proposed changes in this item and is provided as 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.

***Discussion***

The CAP lists freeway, grade separation, rail, and station projects, and includes the cost estimate at completion, as well as the schedule for key milestones for Board-approved projects. In coordination with project managers, programming staff refers to the CAP from the Capital Programs Division to recommend or make funding adjustments to initiate projects, ongoing projects, and projects that have met key milestones or other adjustments. Other projects that may be managed outside of the CAP are also reviewed and may be recommended for funding adjustments as appropriate.

**Freeway Program Funding Changes**

The following recommendations to increase funding for various freeway projects are primarily based on estimates included in the CAP presented to the Board on February 14, 2022. For project phases already underway, changes are based on a forecast of actual costs. The projects are recommended by staff to receive funds from the Surface Transportation Block Grant Program (STBG), 91 Express Lane (91 EL) excess revenue funding, and Measure M2 (M2) freeway program funds.



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**Interstate 605 (I-605)/Katella Avenue Interchange Improvement Project**

The I-605/Katella Avenue Interchange Improvement Project plans, specifications, and estimates phase is nearing completion and will be entering construction in 2023. This project will improve freeway access, traffic operations, enhance safety, and improve pedestrian and bicycle facilities. Based on the 95 percent design estimates, staff recommends using up to \$17.8 million in STBG funds and \$7 million in M2 funds for the construction phase. This includes \$21.6 million for construction capital as well as \$3.2 million for construction support. The total project cost is \$32.14 million, which includes \$7.34 million for pre-construction phases. This is Project M in the Next 10 Delivery Plan (Next 10 Plan) and the use of STBG and M2 funds for the I-605/Katella Avenue Interchange is consistent with the CPP regarding using STBG and M2 funds for the Next 10 Plan projects.

**State Route 91 (SR-91) Improvement Project from Acacia Street to La Palma Avenue (Segment 3)**

Segment 3 of the SR-91 Improvement Project from State Route 57 (SR-57) to State Route 55 will provide westbound operational improvements between Acacia Street and La Palma Avenue and reconstruction of the La Palma Avenue overcrossing bridge. The project is currently funded with \$0.03 million in M2, \$14.40 million in 91 EL, and \$1.77 million in STBG funding through right-of-way.

During development of the project design, while working with California Department of Transportation (Caltrans), it was determined that a new bypass ramp is needed to reduce weaving on SR-57. The new bypass ramp allows northbound (NB) SR-57 traffic to exit at Orangethorpe Avenue in advance of the SR-91/NB SR-57 connector merge, eliminating the need for those vehicles to cross multiple lanes merging from connectors. As a result of the Orangethorpe Avenue bypass ramp, additional design services are required, as well as electrical design, and additional environmental services in the amount of \$1.97 million. The Board approved the additional work in February of 2022. Staff is requesting Board approval to use an additional \$1.97 million in 91 EL funds for the related additional design work. This will increase the design costs from \$8.89 million to \$10.86 million and will provide the funding required for the previously Board-authorized Amendment 1 to Agreement No. C-0-2073. This project is listed as Project I in the Next 10 Plan and the use of 91 EL excess revenue is consistent with the CPP regarding utilizing the 91 EL funds for SR-91 improvement-related projects.

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**Interstate 5 (I-5) Widening Project from Oso Parkway to Alicia Parkway (Segment 2)**

The I-5 Improvement Project will widen I-5 in each direction between State Route 73 and El Toro Road, reconstruct several interchanges, add auxiliary lanes, extend the second high-occupancy vehicle lane, and add/replace landscaping where necessary. Segment 2 of the project will widen I-5 in each direction between Oso Creek/Parkway to Alicia Parkway to increase freeway capacity and reduce congestion in the cities of Laguna Hills, Lake Forest, and Mission Viejo. The project will add one general purpose lane in each direction, reconstruct the La Paz Road interchange, and add auxiliary lanes where needed. The project is currently funded with \$55.6 million in STBG and \$132.02 million in M2 funding through construction.

During construction, the project has experienced unplanned expenditures requiring redesigns due to contaminated soil mitigation, railroad crash barriers, and an additional slab replacement. As a result, it required additional oversight and review by Caltrans. Due to this additional work, Caltrans has exhausted the construction support funds that were provided through the cooperative agreement and is requesting \$1 million for additional construction support. Staff is recommending an increase of \$1 million in STBG funding, which will increase the construction phase from \$171.8 million to \$172.8 million. Staff is concurrently requesting Board approval for an amendment to the existing cooperative agreement with Caltrans, Agreement No. C-8-1426, under a separate Board item. Additional details regarding the project and amendment are included as part of the separate item. This is project C in the Next 10 Plan and the use of STBG is consistent with the CPP regarding using federal funds for Next 10 Plan projects.

**Regional Traffic Signal Synchronization Project**

On May 16, 2018, the California Transportation Commission approved an award of \$12 million in SB 1 Solutions for Congested Corridor Program (SCCP) funding to OCTA for regional traffic signal synchronization along Edinger Avenue, MacArthur Boulevard/Talbert Avenue, and Warner Avenue. These SCCP funds are matched with M2 Project P funds (\$2.40 million) and local city funds (\$0.60 million) for a total project cost of \$15 million. These corridors are within the Master Plan of Arterial Highways and are traffic signal synchronization projects that would otherwise have been delivered using primarily M2 Project P funds and local agency match. The SCCP grant is helping to support the M2 Project P program.

The use of SCCP funding requires a Caltrans Financial Document Review. This review is conducted following the selection of each qualified consultant team. The Caltrans review identified that the indirect construction-related costs on all three projects were ineligible for reimbursement, as the construction

subconsultants on the projects have not developed indirect cost rates approved by Caltrans. To meet the SCCP project award deadline of June 30, 2021, the estimated costs were separated into non-reimbursable and reimbursable totals.

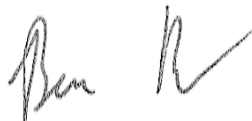
Staff has reviewed the project costs and found all costs to be reasonable and consistent with similar past projects; thus, staff is requesting a change in fund source from SCCP funds to M2 funds to support the non-reimbursable costs identified by the Caltrans audit estimated to be \$1.80 million. To maintain the scope of work, deadlines, and ability to leverage approximately \$10.21 million of SCCP funding to advance M2 projects, staff is recommending using an additional \$1.80 million in M2 funds, meaning the total M2 for the project will be \$4.2 million. This is Project P in the Next 10 Plan and the use of M2 funds is consistent with the CPP regarding the use of M2 funds for the Next 10 Plan projects.

**Summary**

To ensure 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, staff is seeking Board approval to use federal and local funds for freeway and traffic signal synchronization projects.

**Attachments**

- A. Capital Programming Policies by Fund Source December 2021
- B. Capital Programming Update Project Descriptions
- C. Capital Funding Program Report
- D. List of Board of Directors Reports with Programming Actions, January 2022 – June 2022

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**Capital Programming Policies by Fund Source  
December 2021**

Equity Consideration for All Funding Programs: In addressing the mobility needs of the County, the Orange County Transportation Authority (OCTA) will consider both benefits and impacts of improvements to low-income and disadvantaged communities, with the goal of improving transportation and mobility options.	
Funding Source	Updated 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 (TIP), 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 TIP, the M2020 Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through Board Approved 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 Measure M Ordinance No. 3, 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 R (High-Frequency Metrolink Service)	Use Project R M2 funding consistent with the M2 TIP, 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 TIP, and consistent with CTFP guidelines. Program funds to projects through formal call awards. Supplemental funds for approved competitive projects may be changed through Board action.
Project U (Expand Mobility Choices for Seniors and Persons with Disabilities)	Use Project U M2 funds, consistent with the Measure M Ordinance No. 3, the Comprehensive Business Plan, and subsequent Board-approved plans and updates to the M2 Program. Funds are programmed through the annual budget process.

**Capital Programming Policies by Fund Source  
December 2021**

Funding Source	Updated Measure M2 (M2) Programming Policies
Project V (Community-Based Transit Circulators) and Project W (Safe Transit Stops)	Use Project V and Project W M2 funding consistent with the M2 TIP, and consistent with CTFP guidelines. Program funds to projects through formal call awards and/or Board action. Funds for the OCTA-approved projects may be programmed through Board action.
Project X (Environmental Cleanup)	<p>Use Project X M2 funding consistent with the M2 TIP 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	Other Local Funding Programming Policies
91 Express Lanes Excess Revenues/OCTA	Please see the Policy for the Use of Excess 91 Express Lanes Toll Revenue finalized through Board action on June 9, 2014.
County Transportation Commission/Mobile Source Air Pollution Reduction Review Committee (MSRC)	Prioritize activities that encourage transit ridership and support zero- emission bus initiatives. Depending on work program criteria, submit OCTA priority projects that meet program criteria, and work to support a return to source program for Orange County through all MSRC programs, including but not limited to freight focused programs. Funds are programmed through formal programming action.
Funding Source/Agency	State and Federal Programming Policies
All State and Federal Fund Sources and New Funding Programs	OCTA's goal for external funding is to be successful in increasing the use of external funds and decrease the use of local funds, when possible. First priority of all funding sources, when consistent with the funding agency priority and policies, is to fulfill commitments to the latest Next 10 Plan, specifically M2 projects, and to maintain existing OCTA assets in a state of good repair and support OCTA priorities. Consideration will be given to use state and federal funds for projects that are complementary to M2 projects and that share the M2 Program goals to reduce congestion, strengthen the economy, and improve the quality of life. All fund sources must be programmed through formal programming actions.

**Capital Programming Policies by Fund Source  
December 2021**

State	
Funding Source/Agency	State Programming Policies
Active Transportation Program (ATP) – Southern California Association of Governments (SCAG) Regional Selection (Formula)/California Transportation Commission (CTC)/SCAG	OCTA, through Board action, will establish prioritization criteria, based on regional planning for SCAG regional call through Board action with every cycle.
Cap-and-Trade (Formula) – Low Carbon Transit Operations Program (LCTOP)/California Department of Transportation (Caltrans)	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 greenhouse gas (GHG) emissions, where 50 percent of the funds provide benefit for passengers in disadvantaged communities, as appropriate. 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.
SB 1 (Chapter 5, Statutes of 2017)- Local Partnership Program (LPP) – Formula/CTC	Use LPP for ready-to-deliver committed and prioritized projects which are compatible with state goals and seek to balance funds between freeways, streets and roads, transit capital, and eligible environmental clean-up and based on the timing for the request for project nominations.
SB 1 - State of Good Repair (SGR) /Caltrans	Use funds for bus transit capital projects and for maintenance, rehabilitation, and replacement of existing OCTA transit assets. Funds may be used for transit operations, if allowed by the State.
SB 1 - Trade Corridors Enhancement Program (TCEP)/CTC	Use TCEP for eligible trade corridor projects that meet the requirements and goals of the program.
State Transportation Improvement Program (STIP)/CTC	Use STIP for eligible transit capital, freeway, traffic system management, complete streets, commuter rail, fixed-guideway projects, planning/programming, and complementary activities, which seek an equitable balance among all modes and are consistent with state goals.

**Capital Programming Policies by Fund Source  
December 2021**

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>• Fixed-guideway and/or high-occupancy vehicle or high-occupancy toll operational improvements,</li> <li>• vanpool program and rideshare services,</li> <li>• rail and bus transit capital projects,</li> <li>• traffic light synchronization projects,</li> <li>• new or expanded transit operations (three years of CMAQ funding may be used for the first five years), and</li> <li>• eligible bicycle and pedestrian projects.</li> </ul> <p>All projects that use CMAQ funds must demonstrate a quantifiable air quality benefit. Projects must be recommended based on performance.</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 5310 Formula/FTA	Use funds for eligible enhancements to paratransit capital and operations.

**Capital Programming Policies by Fund Source  
December 2021**

Funding Source/Agency	Federal Programming Policies
FTA Section 5337 Formula/FTA	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 express bus transit for bus transit capital maintenance. Use of funding must also benefit OCTA express bus services.
FTA Section 5339 Formula/FTA	Use funds for: <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 FHWA	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan).
National Highway Freight Program/CTC for FHWA	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 for other non-M2 freeway projects that are complementary with the M2 freeway program, local streets and roads, and bicycle, pedestrian, and/or complete streets projects. Funds may also be used for countywide planning activities up to five percent annually  Projects will be recommended based on performance.
Transportation Alternatives Program – CTC/SCAG through ATP	These funds are administered by the state through the ATP. See ATP above.



## Capital Programming Update Project Descriptions

### Interstate 605 (I-605)/Katella Avenue Interchange Improvement Project

The I-605 Katella Avenue Interchange Project will improve freeway access, traffic operations, enhance safety, and improve pedestrian and bicycle facilities. This is Project M in the Next 10 Delivery Plan (Next 10 Plan).

The project is currently funded through the right-of-way (ROW) phase with \$7.344 million in Measure M2 (M2) funds. Staff is recommending funding the construction phase with \$17.80 million in Surface Transportation Block Grant (STBG) funds and \$7 million in M2 funds, resulting in a total of \$24.80 million of programmed funding for the construction phase. Utilizing federal funds for portions of the project will allow the Orange County Transportation Authority (OCTA) to benefit from the lower indirect cost-rate proposal for oversight work carried out by the California Department of Transportation (Caltrans).

Current and proposed funding actions are depicted below:

Existing Funding (in 000s)	STBG	M2	Total
Environmental		\$ 1,824	\$ 1,824
Design		\$ 3,000	\$ 3,000
ROW		\$ 2,520	\$ 2,520
CON	TBD	TBD	TBD
TOTAL		\$ 7,344	\$7,344

CON - Construction

Proposed Funding (in 000s)	STBG	M2	Total
Environmental		\$ 1,824	\$ 1,824
Design		\$ 3,000	\$ 3,000
ROW		\$ 2,520	\$ 2,520
CON	\$ 17,800	\$ 7,000	\$ 24,800
TOTAL	\$ 17,800	\$ 14,344	\$ 32,144
CHANGE	\$ 17,800	\$ 7,000	\$ 24,800

### State Route 91 (SR-91) Improvement Project from Acacia Street to La Palma Avenue (Segment 3)

Segment 3 of the SR-91 Improvement Project from State Route 57 (SR-57) to State Route 55 (SR-55) will provide westbound operational improvements between Acacia Street and La Palma Avenue and reconstruction of the La Palma Avenue overcrossing bridge. Per Amendment 1 to the cooperative agreement with Caltrans, additional scope was identified which required further effort to complete the design on schedule. An amendment to the project design contract was recommended for a bypass ramp on Orangethorpe Avenue, electrical design modifications to increase safety, and additional environmental evaluations to ensure compliance.

## Capital Programming Update Project Descriptions

Staff is recommending an increase of \$1.97 million in 91 Express Lanes revenue funding in order to fund additional design support for the project.

Current and proposed funding actions are depicted below:

Existing Funding (in 000s)	STBG	91 EL	M2	Total
Environmental	\$1,770		\$30	\$1,800
Design		\$8,891		\$8,891
ROW		\$5,510		\$5,510
TOTAL	\$1,770	\$14,401	\$30	\$16,201

Proposed Funding (in 000s)	STBG	91 EL	M2	Total
Environmental	\$1,770		\$30	\$1,800
Design		\$10,861		\$10,861
ROW		\$5,510		\$5,510
TOTAL	\$1,770	\$16,371	\$30	\$18,171
CHANGE		\$1,970		\$1,970

### Interstate 5 (I-5) widening, from Oso Parkway to Alicia Parkway, Segment 2

The I-5 Improvement Project from Oso Parkway to Alicia Parkway is Segment 2 of the I-5 Improvement Project from State Route 73 to El Toro Road. Segment 2 proposes to widen I-5 in each direction between Oso Creek/Parkway to Alicia Parkway to increase freeway capacity and reduce congestion in the cities of Laguna Hills, Lake Forest, and Mission Viejo. The project will add one general purpose lane in each direction, reconstruct the La Paz Road interchange, and add auxiliary lanes where needed. This is Project C in the Next 10 Plan.

The project is currently in the construction phase and there is a cooperative agreement in place with Caltrans. During construction, the contractor has run into site conditions that were not disclosed in the construction documents. These include contaminated soil at La Paz Road, existing crash barriers at the railroad, additional post grout soil for nails along Retaining Wall 110, additional slab replacement work for Stage 1B traffic configuration, additional rip rap removal at Oso Creek, and a temporary railroad crossing. This has resulted in additional construction management support above contingency which was not anticipated when drawing up the OCTA/Caltrans construction cooperative agreement.

Staff is recommending an increase of \$1 million in STBG funding in order to fund additional construction support for the project.

Current and proposed funding levels are depicted below:

Existing Funding (in 000s)	STBG/HIP	M2	Total
Design	\$ 11,667	\$ 9,247	\$ 20,914
ROW	\$ 4,144	\$ 8,841	\$ 12,985
CON	\$ 39,786	\$ 132,010	\$ 171,796
TOTAL	\$ 55,597	\$ 150,098	\$ 205,695

## Capital Programming Update Project Descriptions

Proposed Funding (in 000s)	STBG/HIP	M2	Total
Design	\$ 11,667	\$ 9,247	\$ 20,914
ROW	\$ 4,144	\$ 8,841	\$ 12,985
CON	\$ 40,786	\$ 132,010	\$ 172,796
TOTAL	\$ 56,597	\$ 150,098	\$ 206,695
CHANGE	\$ 1,000		\$ 1,000

### Regional Traffic Synchronization Project

In May 2018, the Orange County Transportation Authority was awarded SB 1 (Chapter 5, Statutes of 2017) Solutions for Congested Corridors Program (SCCP) funds by the California Transportation Commission (CTC) for the Edinger Avenue, MacArthur Boulevard/Talbert Avenue, and Warner Avenue regional traffic signal synchronization projects. OCTA is leading these projects and has advanced the design and engineering efforts. The Regional Traffic Synchronization Project is letter M in the Next 10 Plan.

The Regional Traffic Synchronization Projects administered by OCTA were molded to have an initial one-year primary implementation phase for the turn-key design and installation of infrastructure as well as development and implementation of new optimized signal timing. This includes performing an operations and timing analysis in order to develop an optimal implementation of timing plans at all signalized intersections. The next phase is a two-year ongoing operations and maintenance phase, which keeps the project in optimal condition. The final year that was programmed was for project closeout. Some key benefits of the new signal infrastructure along the project corridor includes reduced stops and travel times, provide signal synchronization for prevailing traffic patterns and common zones of operation, and ultimately reduced emissions and greenhouse gasses.

The use of SCCP funding requires a Caltrans Financial Document Review. This review is conducted following the selection of each qualified consultant team. The Caltrans review identified that the indirect construction-related costs on all three projects were deemed ineligible for reimbursement, as the construction subconsultants on the projects have not developed indirect cost rates approved by Caltrans. To meet the SCCP project award deadline of June 30, 2021, the estimated costs were separated into non-reimbursable and reimbursable totals.

Staff has reviewed the project costs and found all costs to be reasonable and consistent with similar past projects; thus, staff is requesting a funding source change from SB 1 funds to Measure M2 funds to offset the non-reimbursable costs identified by the Caltrans audit estimated to be \$1.80 million. In order to maintain the scope of work, deadlines, and ability to leverage approximately \$10.20 million of SCCP funding to advance M2 projects, staff is requesting \$1.80 million in M2 funds, as summarized in the table below:

## Capital Programming Update Project Descriptions

Existing Funding (in 000s)	SCCP	M2	Local City	Total
CON	\$12,000	\$2,400	\$600	\$15,000
TOTAL	\$12,000	\$2,400	\$600	\$15,000

Proposed Funding (in 000s)	SCCP	M2	Local City	Total
CON	\$10,200	\$4,200	\$600	\$15,000
TOTAL	\$10,200	\$4,200	\$600	\$15,000
CHANGE	(\$1,800)	\$1,800		

OCTA is currently working with Caltrans and the CTC to determine if the SCCP funds that cannot be used for these projects may be available to move to another project within the original SCCP application.



# Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - June 13, 2022

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)	B	\$230,482	\$52,357			\$95,338	\$33,395			\$49,392	
I-5 widening, Yale Avenue to SR-55 (Segment 2)	B	\$41,351	\$32,527		\$851					\$7,973	
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) <sup>3</sup>	C	\$206,695	\$48,676		\$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	\$16,000	\$8,359		\$2,641					\$5,000	
SR-55 widening between I-405 and I-5	F	\$505,720	\$160,500		\$41,900	\$80,000	\$140,000			\$83,320	
SR-57 Orangewood Avenue to Katella Avenue	G	\$9,327	\$2,500		\$3,240					\$3,587	
SR-57 truck climbing lane phase II: Lambert Road to LA County Line	G	\$6,500				\$6,500					
SR-91, Acacia Avenue to La Palma Avenue (Segment 3) <sup>2</sup>	I	\$18,171	\$1,770							\$30	\$16,371
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 <sup>1</sup>	M	\$32,144	\$17,800							\$14,344	
241/91 Express Lanes (HOT) connector		\$182,298	\$50								\$182,248
I-5 Managed Lane Project from Avenida Pico to San Diego County Line		\$6,978	\$6,978								
SR-74 - Gap closure for 0.9 mile and multimodal improvements		\$53,513			\$250	\$43,913				\$7,200	\$2,150
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620
<b>State Highway Project Totals</b>		<b>\$3,997,398</b>	<b>\$503,687</b>		<b>\$78,612</b>	<b>\$336,056</b>	<b>\$182,783</b>	<b>\$119,603</b>		<b>\$1,822,745</b>	<b>\$953,912</b>
<b>Federal Funding Total</b>		<b>\$582,299</b>									
<b>State Funding Total</b>		<b>\$638,442</b>									
<b>Local Funding Total</b>		<b>\$2,776,657</b>									
<b>Total Funding (000's)</b>		<b>\$3,997,398</b>									

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 lane 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 HOV lanes: s/o Avenida Pico to s/o Vista Hermosa	C	\$83,500	\$26,867		\$1,600	\$43,735				\$11,298	



**Pending Approval by OCTA Board of Directors (Board) - June 13, 2022**

State Highway 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
I-5/SR-74 interchange improvements	D	\$80,300				\$48,683		\$24,109	\$2,500		\$5,008
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		
State Highway Project Completed Totals		\$999,456	\$134,020		\$97,888	\$180,786		\$380,452	\$20,578	\$169,130	\$16,602
	Federal Funding Total	\$231,908									
	State Funding Total	\$561,238									
	Local Funding Total	\$206,310									
Total Funding (000's)	\$999,456										



# Capital Funding Program Report

## Pending Approval by OCTA Board of Directors (Board) - June 13, 2022

### Board Action:

1. Authorize the use of \$17.8 million in STBG Program funds and \$7 million in M2 for the construction of the I-605/Katella Avenue Interchange Improvement Project.
2. Consistent with approved Amendment 1 to Agreement No. C-0-2073, authorize the use of up to \$1.97 million in 91 Express Lane excess revenue funds for the SR-91 Improvement Project from Acacia Street to La Palma Avenue (Segment 3) for additional design support.
3. Consistent with pending Amendment 3 to Agreement No. C-8-1426, authorize the use of up to \$1 million in additional STBG Program funds for the I-5 Widening Project from Oso Parkway to Alicia Parkway (Segment 2) for additional construction support.

### Acronyms:

Aux - Auxiliary  
CMAQ - Congestion Mitigation Air Quality Improvement Program  
E/B - Eastbound  
E/O - East of  
FTA - Federal Transit Administration  
HOT - High-Occupancy Toll  
HOV - High-Occupancy Vehicle  
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  
SB 1 - Senate Bill 1 (Chapter 5, Statutes of 2017)  
SR-133 - State Route 133  
SR-22 - State Route 22  
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-74 - State Route 74  
SR-91 - State Route 91  
STBG - Surface Transportation Block Grant  
STIP - State Transportation Improvement Program  
W/B - Westbound



# Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - June 13, 2022

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>3</sup>	O	\$329,811						\$24,254		\$305,557	
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>3</sup>	P	\$133,778	\$1,774					\$11,762	\$4,546	\$115,696	
Regional Traffic Signal Synch (Edinger, MacArthur/Talbert, and Warner) <sup>1</sup>	P	\$15,000					\$10,200			\$4,200	\$600
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	\$361,621								\$361,621	
M2 Project X Environmental Clean Up <sup>2</sup>	X	\$58,258								\$58,258	
Active Transportation Program - regional call		\$83,504	\$6,359		\$63,361	\$92		\$199			\$13,493
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)		\$63,128	\$43,755								\$19,373
Bristol Street widening		\$44,750									\$44,750
Countywide Signal Synchronization Baseline		\$15,000	\$15,000								
Local Agency American Reinvestment and Recovery Act of 2009 rehabilitation projects		\$32,369			\$32,369						
Local Agency led SCCP projects		\$3,357					\$3,357				
Local Agency Road Rehabilitation and Maintenance Program (CRRSAA)		\$14,591			\$14,591						
M1 Combined Transportation Funding Program (CTFP)		\$34,000							\$34,000		
Pavement Management Relief Funding Program		\$9,921			\$9,921						
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>\$1,481,225</b>	<b>\$92,836</b>		<b>\$148,309</b>	<b>\$86,797</b>	<b>\$13,557</b>	<b>\$61,160</b>	<b>\$40,326</b>	<b>\$891,835</b>	<b>\$146,405</b>
<b>Federal Funding Total</b>		<b>\$241,145</b>									
<b>State Funding Total</b>		<b>\$161,514</b>									
<b>Local Funding Total</b>		<b>\$1,078,566</b>									
<b>Total Funding (000's)</b>		<b>\$1,481,225</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			\$27,344		\$21,792	\$14,755
Orangethorpe Avenue grade separation	O	\$106,043	\$38,240		\$18,600			\$30,324		\$16,182	\$2,697





# Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - June 13, 2022

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
Placentia Avenue grade separation	O	\$64,539						\$33,386		\$27,453	\$3,700
Raymond Avenue grade separation	O	\$125,419						\$95,482		\$22,373	\$7,564
State College Boulevard grade separation	O	\$99,380	\$27,161		\$10,887			\$34,785		\$15,460	\$11,087
Tustin Avenue/Rose Drive grade separation	O	\$96,638	\$45,957					\$22,534		\$26,384	\$1,763
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), countywide - Proposition 1B	M1	\$8,000						\$4,000	\$4,000		
<b>Local Road Project Completed Totals</b>		<b>\$739,983</b>	<b>\$197,570</b>		<b>\$39,196</b>			<b>\$268,544</b>	<b>\$5,992</b>	<b>\$156,141</b>	<b>\$72,540</b>
<b>Federal Funding Total</b>		<b>\$236,766</b>									
<b>State Funding Total</b>		<b>\$268,544</b>									
<b>Local Funding Total</b>		<b>\$234,673</b>									
<b>Total Funding (000's)</b>		<b>\$739,983</b>									

## Board Action:

1. Authorize the use of up to \$1.8 million in M2 funds for a regional traffic signal synchronization project in place of SB 1 SCCP funding.

## Project Notes:

2. Updated per 3/14/22 Board-approved M2 Environmental Cleanup Program - Tier 1 call.
3. Updated per 5/9/22 Board-approved CTFP -2022 Call Programming Recommendations.

## Acronyms:

ARRA - American Recovery and Reinvestment Act of 2009  
 Call - Call for Projects  
 CMAQ - Congestion Mitigation Air Quality Improvement Program  
 CRRSAA - Coronavirus Response and Relief Supplemental Appropriations Act  
 FTA - Federal Transit Administration  
 FY - Fiscal Year  
 I-5 - Interstate 5  
 M Code - Project Codes in Measure M1 and M2  
 M1 - Measure M1  
 M2 - Measure M2  
 OCTA - Orange County Transportation Authority  
 SB 1 - Senate Bill 1 (Chapter 5, Statutes of 2017)  
 SCAG - Southern California Association of Governments  
 SCCP - Solutions for Congested Corridors Program  
 SR-57 - State Route 57  
 STBG - Surface Transportation Block Grant  
 STIP - State Transportation Improvement Program

**ATTACHMENT D**

List of Board of Directors Reports with Programming Actions  
January 2022 – June 2022

<b>Date</b>	<b>Report Title</b>	<b>Fund Source(s) Affected</b>
2/14/22	Orange County Transportation Authority State and Federal Grant Programs – Update and Recommendations	STBG, CMAQ
2/14/22	2023 Federal Transportation Improvement Program and Financial Plan	FTA 5307, STBG, CMAQ, FTA 5337, FTA 5339, FTA 5310,
3/14/22	M2 Environmental Cleanup Program – Tier 1 Call for Projects	M2
3/28/22	LCTOP Recommendations for OC Bus Transit Projects	LCTOP
5/09/22	2021 Pavement Management Relief Funding Program Update	CRRSAA
5/09/22	Comprehensive Transportation Funding Programs – 2022 Call for Projects Programming Recommendations	M2
5/22/22	2022 STIP Update	STIP
6/13/22	Capital Programming Update	M2, STBG, 91 EL

**Acronyms:**

CMAQ – Congestion Mitigation and Air Quality Improvement Program

CRRSAA – Coronavirus Response and Relief Supplemental Appropriations Act

FTA 5307 – Federal Transit Administration Section 5307 Urbanized Area Formula

FTA 5310 – Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

FTA 5337 – Federal Transit Administration Section 5337 State of Good Repair

FTA 5339 – Federal Transit Administration Section 5339 Bus and Bus Facilities

LCTOP – Low Carbon Transit Operations Program

M2 – Measure M2

STIP – State Transportation Improvement Program

STBG – Surface Transportation Block Grant

91 EL – State Route 91 Express Lane



**June 6, 2022**

**To:** Regional Planning and Highways Committee

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

**Subject:** Regional Planning Update

### **Overview**

Updates on regional planning matters are provided regularly to highlight current transportation planning issues impacting the Orange County Transportation Authority and the Southern California region. This update focuses on the substitutions of Transportation Control Measure projects, the California Transportation Assessment, and a California Department of Transportation study to evaluate the conversion of carpool lanes to tolled express lanes on Interstate 5.

### **Recommendation**

Receive and file as an information item.

### **Background**

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

- Southern California Association of Governments (SCAG) Regional Council, policy committees, and technical working groups,
- State Route 91 (SR-91) Advisory Committee,
- Regional Chief Executive Officers meetings,
- South Coast Air Quality Management District working groups, and
- Interregional planning coordination meetings (OCTA, SCAG, the San Diego Association of Governments, and the California Department of Transportation [Caltrans] districts 7, 8, 11, and 12).

Staff provided regional planning updates to the Board in May and November 2021. The status of items previously presented and other ongoing regional planning activities is summarized in Attachment A. This includes a matrix that identifies lead agencies, a summary of each activity, key dates, as well as OCTA's interests and current involvement.

Since the November update, the following new activities have emerged:

- Proposed substitutions of Transportation Control Measure (TCM) projects in the Federal Transportation Improvement Program (FTIP),
- Release of the California Transportation Assessment report, and
- Initiation of the environmental phase for potential conversion of carpool lanes to express lanes on Interstate 5 (I-5), from just south of State Route 55 to the Los Angeles County Line.

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

### ***Discussion***

#### **TCM Substitution**

Project schedules are regularly updated and amended in the FTIP. The FTIP is a federally mandated four-year program of transportation projects that will receive federal funding or are subject to a federally required action. Within the SCAG region, the FTIP is a comprehensive listing of such transportation projects proposed over a six-year period and is developed in partnership between the six county transportation commissions of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, as well as Caltrans Districts 7, 8, 11, 12 and Headquarters. Within the FTIP, near-term projects that reduce vehicle use and benefit air quality are referred to as TCMs. Near term TCMs are closely monitored. If a TCM project is delayed, a replacement project with equivalent air quality benefits that can be implemented within the same timeframe must be amended into the FTIP.

TCMs are also included in the Air Quality Management Plan and State Implementation Plan to help demonstrate how National Ambient Air Quality Standards (NAAQS) will be met for specific years. Calendar year 2023 is one of the key attainment years for the NAAQS. Therefore, committed TCMs that are scheduled to be open to public use by December 31, 2022, cannot be delayed without first demonstrating that a substitute project (or projects) can be implemented by December 31, 2022, and that it provides at least equivalent air quality benefits. This ensures the region stays on track to meet the 2023 NAAQS attainment requirement and remains eligible to access federal transportation funds.

As noted in the May 2021 Regional Planning Update, the Transportation Corridor Agencies (TCA) decided to delay the planned widening of the existing toll roads. These projects were identified as committed TCMs. TCA determined that toll road widenings were not needed in the near-term. These projects are located on the San Joaquin Hills Transportation Corridor (between I-5 in the City of San Juan Capistrano and approximately MacArthur Boulevard in the City of Irvine); Eastern Transportation Corridor (between I-5 and State Route 91); and Foothill Transportation Corridor-North (between Oso Parkway and the Eastern Transportation Corridor). Because the implementation of these toll road projects would have eased congestion on parallel routes (e.g., I-5) and help traffic move more freely in south Orange County, less air pollution would have been produced. Accordingly, it is necessary to identify projects that produce equivalent air quality benefit in the Orange County portion of the South Coast Air Basin.

As also noted in the May 2021 Regional Planning Update, the County of Orange cancelled the Hazard Avenue Bikeway Project, which was also a committed TCM. Additionally, schedule updates to two OCTA projects (Placentia Commuter Rail Station and Paratransit Expansion Vehicle Purchase) also require TCM substitutions as the new completion dates are beyond December 31, 2022.

In working with SCAG on the above substitution request, OCTA was instructed to separate the substitution request into at least two distinct substitutions. Accordingly, the first substitution involves transferring the TCM designation from the TCA projects to three new traffic signal synchronization projects along Portola Parkway (between Paloma Parkway and Plano Trabuco Road), 1st Street/Bolsa Avenue (between Bolsa Chica Street and Newport Avenue), and Alton Parkway (between Red Hill Avenue and Portola Parkway). This substitution was approved by the SCAG Regional Council (RC) on May 5, 2022. The substitution is currently with the United States Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) for concurrence.

OCTA is continuing to work with SCAG on next steps for the County of Orange and OCTA projects. The two OCTA projects will likely involve a formal substitution with the introduction of Bravo! Rapid bus service primarily on Main Street in Anaheim, Orange, and Santa Ana. This substitution is anticipated to be considered by the SCAG RC in July 2022. The County of Orange bikeway project will likely follow a less formal administrative substitution process and is anticipated to be resolved in the next few months. OCTA will continue to participate in interagency consultation on TCM substitutions through SCAG's Transportation Conformity Working Group, leading to SCAG RC adoption, and EPA and CARB concurrence prior to December 31, 2022.

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**California Transportation Assessment Report**

In accordance with AB 285 (Chapter 605, Statutes of 2019), the California Strategic Growth Council (SGC) published the California Transportation Assessment (AB 285 Report) in February 2022. The AB 285 Report evaluates how transportation funding in California supports long-term planning goals, including building and maintaining a transportation system that advances California's climate goals and meets the transportation needs of Californians. The AB 285 Report, written by researchers from the University of California Institute of Transportation Studies, analyzes state and regional transportation plans and institutions, funding allocations to various state, regional, and local transportation programs and funding sources, and the legal frameworks that govern how transportation funds are spent in California.

In considering the findings contained in the AB 285 Report, the SGC solicited input from stakeholders to develop recommendations on five issue areas:

- Aligning existing state funding programs with State goals. For example, the statute that governs State Highway Operation and Protection Program and State Transportation Improvement Program funding has goals based on rehabilitation and maintenance, safety, operations, and expansion, but no reference to climate or equity, which are key state goals.
- Updating and better aligning state funding programs with existing state and regional plans. This could include modifications to the California Transportation Plan and exploring options to improve alignment with other statewide modal plans and Regional Transportation Plans / Sustainable Community Strategies.
- Re-evaluating project and program funding and reviewing the current transportation project pipeline. This could include revisiting projects currently in the planning and development pipeline to evaluate consistency with state goals. It is unclear at this time how this might impact projects funded by local option sales tax measures, such as the Measure M2 (M2) freeway program.
- Assessing the roles of state transportation institutions. This could involve exploring the roles and responsibilities for planning and delivering transportation projects across state agencies such as the California State Transportation Agency, Caltrans, and the California Transportation Commission. Additionally, this could include re-evaluating the roles of related state agencies (e.g., CARB and SGC) to ensure decisions align with state goals.
- Assessing metropolitan planning organization (MPO) and local government roles and responsibilities. This could involve a review of the specific authorities and institutional structure of MPOs to enhance their role in reviewing local land use and transportation actions.

OCTA staff has participated in several input venues to discuss the findings in the AB 285 Report and the SGC proposed recommendations. The key concern raised by OCTA is that the AB 285 Report and subsequent recommendations assume a project-level approach rather than a regional, comprehensive approach for meeting the State's climate goals. The implications of this approach include treating highway capacity projects, regardless of multimodal or systemwide benefits, as uniformly counter to the State's climate goals. This potentially impedes delivery of M2 commitments. Therefore, OCTA has partnered with SCAG and the county transportation commissions in the SCAG region in a joint letter (Attachment B) addressing the region's concerns.

### **I-5 Express Lanes**

Express lanes have emerged as a primary approach for addressing federal high-occupancy (HOV) lane degradation standards (i.e., the HOV or carpool lane fails to maintain at least 45 miles per hour for 90 percent of the time over a consecutive 180-day period during morning or evening weekday peak-hour periods). The State and SCAG region are increasingly looking to express lanes to address HOV lane degradation and to provide mobility options. Express lanes are typically considered to be consistent with state climate and equity goals as the lanes are unlikely to induce new vehicle travel, especially when degraded HOV lanes are converted to express lanes. These types of lane conversions allow qualified carpools to continue to travel for free while other drivers can access the lane by paying a toll when additional lane capacity is available. This ensures reliable travel and increases average vehicle occupancy by encouraging carpooling and vanpooling while meeting federal performance standards.

Caltrans District 12 is initiating the environmental phase to study the potential conversion of carpool lanes to express lanes on I-5, between Red Hill Avenue to the Los Angeles County line (Attachment C). This phase of work is anticipated to continue through fall 2023. In an earlier project phase, OCTA requested (in January 2020) that Caltrans consider options for modifying the minimum occupancy requirements from two-plus to three-plus (without a tolling element) and/or moving the southern limit of the project to State Route 57 (SR-57) and maintain current carpool requirements between State Route 55 and SR-57, where a second HOV lane was recently added per M2 (Attachment D). Caltrans provided a response in January 2021 to OCTA's letter stating a commitment to include an HOV occupancy change alternative and an intention to work closely with OCTA to consider various other options (Attachment E). OCTA staff will participate in the environmental phase project development team and provide periodic updates to the OCTA Board.

**Summary**

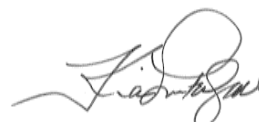
Staff continues to coordinate ongoing activities regarding transportation planning in Orange County and Southern California. As drafts of these planning documents are released, staff will review and provide comments as needed to protect OCTA's interests. Staff will continue to keep the Board informed on the status of these ongoing activities.

**Attachments**

- A. Regional Planning Activities, June 2022
- B. Letter from Southern California Association of Governments and Southern California's six county transportation commissions to Lynn von Koch-Liebert, Executive Director, California Strategic Growth Council, dated May 6, 2022, re: AB 285 Report
- C. Notice of Preparation of a Draft Environmental Impact report for the Interstate 5 Managed Lanes Project
- D. Letter from Darrell E. Johnson, Chief Executive Officer, Orange County Transportation Authority to Ryan Chamberlain, District 12 Director, California Department of Transportation, dated January 31, 2020, re: Interstate 5 Proposed High-Occupancy Toll Lanes in North Orange County
- E. Letter from Ryan Chamberlain, District 12 Director, California Department of Transportation, to Darrell E. Johnson, Chief Executive Officer, Orange County Transportation Authority, dated January 22, 2021, re: Interstate 5 Managed Lanes from Red Hill to Los Angeles County line

**Prepared by:**

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## Regional Planning Activities June 2022

### California Department of Transportation (Caltrans)

Summary		Key Dates	OCTA Interest	OCTA Role
<b>Interstate 5 (I-5) High-Occupancy Toll (HOT) Lanes</b>	Caltrans District 12 is studying implementation of HOT lanes on I-5 between the Los Angeles County Line and State Route 55. District 12 finalized a project study report (PSR) and a concept of operations (ConOps) in November 2019 and presented a summary to OCTA in December 2019. The OCTA Board requested that Caltrans include a high-occupancy vehicle (3+ occupancy) alternative as part of the subsequent environmental studies.	<u>November 2019</u> – Caltrans finalized ConOps and PSR  <u>May 2022</u> – Caltrans initiated environmental studies for I-5 managed lanes  <u>Summer 2023</u> – Draft environmental document  <u>Winter 2023</u> – final environmental document  <u>2023</u> – Caltrans anticipated to initiate design  <u>2026</u> – Caltrans anticipated to initiate constructions	Prioritize corridor-wide (general purpose and carpool lanes) operational benefits and reliability.	Coordinate with Caltrans and other partner agencies throughout development of the ConOps, PSR, and subsequent studies.

Board – Board of Directors

OCTA – Orange County Transportation Authority

## Regional Planning Activities June 2022

### California Air Resources Board (CARB)

Summary		Key Dates	OCTA Interest	OCTA Role
<b>2020 Mobile Source Strategy</b>	CARB developed the 2020 Mobile Source Strategy as an integrated planning approach to identify the level of transition to cleaner mobile source technologies needed to achieve all of California's air quality, climate, and community risk reduction goals to achieve over the next thirty years. The programs and concepts in the 2020 Mobile Source Strategy will be incorporated into other planning efforts, including State Implementation Plans, the 2022 Scoping Plan.	<p><u>October 2020</u> – Release of Workshop Discussion Draft 2020 Mobile Source Strategy for public review</p> <p><u>November 2020</u> – Draft 2020 Mobile Source Strategy released</p> <p><u>May 2021</u> – Draft 2020 Mobile Source Strategy revised to incorporate public feedback</p> <p><u>October 2021</u> - CARB Board approved 2020 Mobile Source Strategy</p>	Ensure that strategies do not conflict with OCTA plans or projects.	Review and comment on technical documents.
<b>2022 Scoping Plan for Achieving California's 2030 Greenhouse Gas (GHG) Target</b>	The Scoping Plan identifies how the State can reach 2030 climate targets to reduce GHG emissions by 40 percent from 1990 levels and lay out a path to achieve carbon neutrality by mid-century.	<p><u>June 2021</u> – Initiation of workshops and meetings on Scoping Plan development</p> <p><u>Spring 2022</u> – Completion of workshops and meetings on Scoping Plan development</p> <p><u>May 2022</u> – Release of Draft Scoping Plan</p> <p><u>Fall 2022</u> – Release of Final Scoping Plan</p> <p><u>Winter 2022</u> – CARB adopts Scoping Plan</p>	Ensure that strategies do not conflict with OCTA plans or projects.	Review and comment on technical documents.

## Regional Planning Activities June 2022

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

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

## Regional Planning Activities June 2022

### Southern California Association of Governments (SCAG)

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

## Regional Planning Activities June 2022

### San Diego Association of Governments (SANDAG)

Summary		Key Dates	OCTA Interest	OCTA Role
<b>2021 Regional Plan</b>	Federally required transportation planning document. Addresses needs over a 20-plus year planning horizon and constrained by a reasonably foreseeable revenue forecast. Must also demonstrate air quality conformity and GHG emission reductions with budgeted levels set by EPA and CARB.	<p><u>May 2021</u> – Release of Draft 2021 Regional Plan for public review</p> <p><u>August 2021</u> – Close of public comment period for Draft 2021 Regional Plan</p> <p><u>September 2021</u> – Release of Draft Environmental Impact Report (EIR) for Draft 2021 Regional Plan for public review</p> <p><u>October 2021</u> – Close of public comment period for Draft EIR</p> <p><u>December 2021</u> – SANDAG Board adopted 2021 Regional Plan and final EIR</p>	Monitor development of plans and projects that approach the Orange County border.	Monitoring.

## Regional Planning Activities June 2022

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

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

## Regional Planning Activities June 2022

### Metro (continued)

Summary		Key Dates	OCTA Interest	OCTA Role
<b>West Santa Ana Branch Transit Corridor Project</b>	In January 2022, the Metro Board of Directors approved Los Angeles Union Station as the northern terminus and the 14.8-mile route from Slauson/A (Blue) Line to Pioneer Boulevard in Artesia as the locally preferred alternative for the initial segment between Artesia and downtown Los Angeles. The new light rail transit line that would connect downtown Los Angeles to southeastern Los Angeles County, which could provide potential for a future extension into Orange County along the Pacific Electric right-of-way.	<u>July 2021</u> – Draft environmental document for public comment  <u>January 2022</u> – Selection of a locally preferred alternative and project terminus  <u>2033-35</u> – Anticipate opening service of initial segment	Support alternatives that create potential for future connections into Orange County.	Monitoring.

## Regional Planning Activities June 2022

### Transportation Corridor Agencies (TCA)

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



## Regional Planning Activities June 2022

### OCTA

Summary		Key Dates	OCTA Interest	OCTA Role
<b>Express Lanes Network Study</b>	The OCTA 2018 LRTP's Short-Term Action Plan recommended an Express Lanes Network Study to identify planning and policy positions in response to an initiative by Caltrans to implement express lanes in Orange County. The study will establish OCTA's priorities for tolled express lanes implementation by evaluating quantitative and qualitative factors against stated goals and objectives to determine a preferred approach.	<p><u>May 2019</u> – Study initiated</p> <p><u>December 2019</u> – Study update presented to OCTA Board</p> <p><u>Summer 2022</u> – Draft recommendations on a preferred approach for next steps to be presented to OCTA Board</p>	Establish OCTA's priorities for tolled express lanes.	Study effort lead by OCTA.
<b>South Orange County Multimodal Transportation Study (SOCMTS)</b>	<p>SOCMTS is a strategic transportation study that will consider transportation needs of residents, commuters, and visitors to the area. Through collaboration with local stakeholders, the study will identify a broad range of improvement recommendations for all modes of transportation, including streets, transit, freeways and bikeways. The study will address south Orange County's mobility needs through the year 2045 and beyond.</p> <p>Study objectives</p> <ul style="list-style-type: none"> <li>• Work collaboratively with stakeholders</li> <li>• Leverage all modes of transportation</li> <li>• Address long-term mobility needs</li> <li>• Develop consensus on a set of transportation improvements across all modes</li> </ul>	<p><u>Summer/Fall 2020</u> – Phase 1: Identify issues and opportunities; develop purpose and need; and develop initial alternative strategies</p> <p><u>August 2020</u> – Study update presented to OCTA Board</p> <p><u>Winter 2020 - Spring 2021</u> – Phase 2: Analysis of alternative strategies</p> <p><u>February 2021</u> – Study update presented to OCTA Board</p> <p><u>Summer 2021 - Summer 2022</u> – Phase 3: Further analysis of reduced set of alternative strategies; Recommend a locally preferred strategy</p> <p><u>June 2022</u> – Study update to be presented to OCTA Board</p> <p><u>Summer 2022</u> – OCTA Board to consider study recommendations</p>	Establish a locally preferred strategy for south Orange County.	Study effort lead by OCTA.

## Regional Planning Activities June 2022

### OCTA (continued)

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



May 6, 2022

Ms. Lynn von Koch-Liebert  
Executive Director  
California Strategic Growth Council  
1400 Tenth Street  
Sacramento, CA 95814

**RE: SCAG Region Comments on California Transportation Assessment (AB 285 Report)**

Dear Ms. Koch-Liebert:

On behalf of the Southern California Association of Governments (SCAG) and Southern California's six county transportation commissions, we want to thank you for the opportunity to comment on the findings of the California Transportation Assessment Report, authorized under Assembly Bill (AB) 285 (Friedman, Chapter 605, Statutes of 2019). This report provides an important starting point for conversations among the legislature, state agencies, metropolitan planning organizations (MPOs), transportation commissions, local governments, and the public to develop a shared understanding of the challenges and solutions needed to accelerate progress on the state's climate goals.

We agree with the objectives of the report and several of its findings, including that the transportation funding and policy landscape is complex, and reducing vehicle miles traveled (VMT) is extremely challenging in a growing economy. This strongly implies that additional data and a comprehensive understanding of transportation planning and funding will be critical to developing effective solutions. Therefore, we appreciate the Strategic Growth Council's efforts to engage stakeholders through working sessions after the release of the report and their encouragement of a thoughtful discussion of the problematic issues in the report before we proceed with identifying specific actions.

**The following three fundamental concerns underscore the challenges we see in relying on the limited analysis in the AB 285 report to inform transportation policy and climate solutions.**

**First, Senate Bill (SB) 375 (Steinberg, Chapter 728, Statutes of 2008) was established with the goal of reducing per capita greenhouse gas (GHG) emissions at a *regional* scale, which is quite different from the alternative threshold presented through the AB 285 analysis. This analysis suggests any investment that could increase VMT at the project level is inconsistent with Sustainable Communities Strategies and climate goals.** For more than a decade, the agencies within the SCAG region have worked together to forward successive regional plans that meet the state's prescribed GHG emission reduction targets while also addressing the unique opportunities and challenges in our region to meet broader environmental, economic and equity goals. We have done so through a balanced approach that recognizes mobility needs and options vary vastly across Southern California. This is important given that our economy and GHG footprint are not solely impacted by the movement of people but also goods, with an industry that generates more than a third of all jobs regionally. Further, freight is a critical component of the state's economy as millions of jobs statewide are tied to the supply chain, and all Californians depend on an efficient, reliable, and safe multimodal goods movement system to provide communities with their most vital necessities. It is imperative that the state reconcile climate goals with equally important economic and safety goals.

The report's conclusion about project level inconsistency is incongruent with our regional planning process which is focused on aligning the entirety of the system investments in our plan with transportation policies and a regional land-use vision to meet a broad range of objectives, including GHG reduction. The methodology and findings from the AB 285 report present highway projects, regardless of the multi-modal or systemwide benefits, as uniformly counter to the state's climate goals. For example, the report treats investment in priced express lanes that generate funding for transit in the same manner as it treats an investment in general purpose lanes. Similarly, by solely relying on Federal Transportation Improvement Program investments to assess plan implementation, the research methodology overlooks the significant regional investment in transit operations and complete streets projects which are frequently funded through local dollars or integrated into larger corridor improvement projects that may be classified generally as highway or local roadway improvements in the program listing. Most concerning, however, is the false dichotomy presented throughout the report between roadway investments and climate action, while our planning and modeling suggests both are critical to meeting state and local goals.

Maintaining the ability to plan regionally for GHG reductions in the SCAG region is central to achieving the state's climate vision. Progress cannot be assessed or achieved through a one-size fits all analysis or approach given the differences in the regions and the importance of integrated planning strategies.

Since SCAG's first joint Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in 2012, our plans have encouraged and resulted in a greater share of overall investments in transit and active transportation largely due to revenues generated from Local

Sales Tax Measures. Since 2012, the region has added more than 760 miles of bike lanes and removed major capacity expansion projects from the RTP/SCS like the SR-710 extension and the High Desert Corridor. However, while infrastructure planning and investment decisions will continue to be a significant element of the RTP/SCS, SCAG sees almost double the GHG emission reduction benefits from the plan's policies and programs as it does from infrastructure investments. This highlights the importance of wraparound programs to support our investments and leads to our second fundamental concern with the report and its findings.

**Second, by focusing the AB 285 analysis on infrastructure investment, the report misses an opportunity to account for progress on the most critical strategies for meeting the state's climate goals.** Like SCAG's RTP/SCS, the state's climate vision, as reflected in the California Transportation Plan (CTP) 2050, relies on pricing strategies and mobility incentives to shift travel behavior over time. The CTP 2050 is built on the aggressive assumption that vehicle operating costs will increase by 50 percent, in part due to pricing mechanisms. However, the AB 285 report fails to address progress and alignment at the state and regional levels on this critical transportation planning and policy issue. The state lacks a comprehensive vision for how it sees working with the regions to transition to a user fee-based system, and, at the same time, it is slow to support interim steps that are moving us in the right direction, like the build-out of a regionwide express lane network.

**Finally, the AB 285 report suggests that MPOs have little control and no effective oversight over whether local funds or land use actions help accomplish regional and state goals.** In Southern California, the Regional Housing Needs Allocation plan tied a regulatory requirement for cities and counties to the RTP/SCS by allocating units based on the region's growth vision. While the ultimate oversight for this land-use law is the purview of the State Housing and Community Development Department, the allocation methodology was developed and adopted by SCAG's Regional Council with a clear intent to align regional housing and the climate vision embedded in SCAG's RTP/SCS. Cities and counties with the greatest job and transit access, as determined by SCAG's RTP/SCS, are now required to plan for 836,857 units in addition to those units required to address projected growth. This is nearly as much housing as the whole region produced in the last twenty years.

Achieving this sustainable and equitable land-use vision ultimately depends on the private sector to produce housing where the cities are planning for it, which demands a significant public investment in the infrastructure needed to accommodate growth. SCAG needs more tools to help cities with housing element updates, and for tools beyond planning to fund affordable housing and supportive infrastructure, rather than more policing powers. Most urgently, our cities and counties need more time to effectively implement the regional housing policy vision and engage with communities to ensure context sensitive and implementable solutions.

While we believe there are fundamental gaps in the AB 285 analysis that limit its usefulness in policy discussions, we do recognize that more needs to be done to align state and regional plans and actions to meet state climate goals. Despite each of our RTP/SCSs meeting our prescribed GHG emission reduction targets, we acknowledge the findings of the Senate Bill 150 (SB 150)

report showing that MPOs across the state are falling short in meeting planned VMT and GHG reductions. However, real solutions to this challenge require a greater understanding of the combination of strategies approved in regional plans and the specific barriers to their implementation.

The regional planning process is designed to confront this very challenge by requiring MPOs to revisit the plan with each four-year update cycle. This requires us to refine existing strategies and assess the chronic or emergent challenges facing the region. In the SCAG region, there are a series of challenges that we know we must address moving forward. Below we have listed examples.

- More housing and growth has occurred close to jobs and transit than we projected in 2012, but we have seen limited progress in shifting the regional growth pattern. It is noteworthy that about 95 percent of the region's housing stock was built before the passage of SB 375 and overall household growth has been 40 percent less than projected. Therefore, slow growth has limited the impact of our land use strategies and the pace of change from this strategy.
- Transit ridership has plummeted. This is a trend that started before the pandemic despite billions of dollars in investment. Most people do not use transit to commute, even those in low-income households and in households with no vehicle. Our research suggests the solution to better serving our low-income communities requires rethinking and restructuring funding for transit operations as well as looking more broadly at the mobility ecosystem to improve access through a variety of modes.
- The SCAG region has experienced 20 percent growth in warehousing facilities since 2014. This far exceeds our regional projections. The overall growth in goods movement has caused significant challenges across the supply chain and transportation networks. Challenges that must be addressed at least in part through capacity improvements to the roadway network as more than 90 percent of daily truck trips in the region serve local distribution and market needs that cannot be addressed by rail.
- A recent SCAG-led study concluded that increasing access to and adoption of high-speed internet service (broadband) has the potential to reduce VMT and GHGs by up to 15 percent when people use it to telework and access remote services. However, despite lower-income households having far less access to broadband itself, greater VMT and GHG reductions are seen from increased access to higher-income households. This is because a much higher proportion of low-income households work in "essential" fields that cannot be converted to teleworking. So, while achieving universal broadband is necessary to meeting equity goals, using it to reduce VMT is a much more complicated endeavor than just providing access.

These challenges reflect the complexity of reducing VMT while advancing equity and economic opportunity and are specific to SCAG but familiar to the challenges faced by other regions across the state. As we kick-off the Connect SoCal 2024 update, we look forward to the participation

and partnership of the legislature, state agencies, regional partners, and the public to chart a path that aligns our climate vision with broader environmental, economic and equity goals. We are benefitting greatly from the original Regional Early Action Plan (REAP) resources, and the REAP 2.0 investments will provide support for meeting the sixth cycle RHNA goals and to test new mobility solutions that could reduce VMT. Additional recommendations are attached. These recommendations are organized around themes in the AB 285 report related to achieving actionable solutions.

Again, we appreciate this opportunity to share our perspective. Ultimately, we agree with our MPO and transportation planning partners across the state that reforming SB 375 is not the most urgent need in accelerating progress toward the state's climate vision. We can certainly do better and urge consideration of how we partner more effectively to achieve state goals through implementation of the strategies in our plans rather than pursuing a uniform, statewide solution.

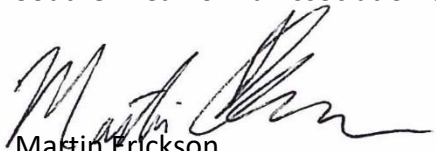
Sincerely,



Kome Ajise  
Executive Director  
Southern California Association of Governments




David Aguirre  
Interim Executive Director  
Imperial County Transportation Commission




Martin Erickson  
Executive Director  
Ventura County Transportation Commission



Darrell E. Johnson  
Chief Executive Officer  
Orange County Transportation Authority



Anne E. Mayer  
Executive Director  
Riverside County Transportation Commission



Stephanie Wiggins  
Chief Executive Officer  
Los Angeles County Metropolitan  
Transportation Authority



Ray Wolfe  
Executive Director  
San Bernardino County Transportation  
Authority

**Additional Recommendations:**

We look forward to working with the State to develop actionable solutions around the topics raised in the AB 285 report. We offer the following perspectives:

Assessing MPO and local government roles and responsibilities:

Agencies within the SCAG region have an established practice of working collaboratively to develop our RTP/SCS. SCAG also offers local planning assistance through grants or direct assistance to support RTP/SCS implementation. However, these programs are chronically oversubscribed. In addition, while the region is big, most cities are small with nearly 60 percent of local jurisdictions having populations under 60,000 residents. More authority to MPOs would not solve either the resource or capacity constraint barriers to RTP/SCS implementation.

Where regions and local jurisdictions could use more authority is in the ability to generate steady, predictable revenue streams for community reinvestment. This could be accomplished through congestion pricing, express lanes and CEQA reform.

Updating and better alignment among existing state and regional plans.

To better align state and regional plans, state plans should be held to similar requirements and standards as regional plans. For example, the California Transportation Plan should be revisited to add a financial analysis, and bold assumptions should be rigorously vetted to clearly illustrate what is necessary to achieve these climate goals. Further, it is imperative that the state reconcile climate goals with equally important economic and safety goals. A balanced approach to all these goals is critical to meeting the needs of varying communities throughout the region and state.

Aligning existing funding programs with state goals.

As stated above, the SCAG region sees twice as much GHG emission reductions from policies and programs as it does from infrastructure investment. Therefore, the state needs to focus on programs and operations as much as, or more so, than infrastructure. The state should prioritize rail and bus transit capital, operations, and maintenance by funding programs to facilitate capital and operational improvements that modernize the system. Additionally, the state should recognize and elevate the role of incentives and pricing for both reducing VMT and better managing the system. For example, proceeds from pricing strategies can be funneled into greater investments into strategies that increase housing near jobs and transit, as well as the transit system itself. Pricing itself can simultaneously discourage discretionary trips and shift trip modes by moving travelers away from the use of single occupancy vehicles to walking, cycling, transit, transit carpooling, or some combination leading to a more sustainable transportation system that reduces both VMT and GHG.

Implementing the Sustainable Communities Strategies is the best way to achieve the GHG reductions from the transportation sector. SCAG advocates for state and federal funding for those strategies which yield the greatest reductions in GHG. In January of this year, SCAG's



Regional Council took formal action to support a major expansion and augmentation of the Infill Infrastructure Grant (IIG) Program as its top legislative priority this year. Specifically, SCAG supports:

- Increased funding for the IIG program in the amount of \$5 billion;
- Establishing a state-administered Technical Assistance program to assist small and medium-sized jurisdictions to apply and compete for these funds.

The IIG program provides funding for infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill. Developers and local governments partner to apply for grant funding for sidewalk and streetscape improvements, water, sewer, or other utility service improvements, transit linkages, transit shelters, or other infrastructure needs that facilitate infill housing in climate friendly, infill locations. These projects' proximity to transit reduces commute distances and times, thereby serving as a key strategy to help our region achieve its GHG reduction targets.

The AB 285 report background included an apt projection from the FHWA, "VMT will continue to increase as the result of population increase, rising disposable income, increased GDP, growth in the goods component of GDP and relatively steady fuel prices." Our collective responsibility as state and regional agencies is to counteract per capita VMT growth with an economic strategy that gives local governments the resources or tools to stimulate growth in sustainable communities.

#### Reevaluating project and program funding and reviewing the current transportation project pipeline.

As stated above, SCAG balances several goals in preparing each RTP/SCS including improving mobility and supporting a vibrant economy alongside our air quality and GHG emission reduction goals. When we analyze the performance of the plan, we analyze the whole system. Reevaluating projects on an individual basis and on narrow performance metrics could miss the bigger picture of how that project may be contributing to the whole system performance.

Additionally, agencies within the SCAG region have been successful in passing local sales tax measures to fund transportation system improvements. These funds can be used to support GHG reduction strategies, but current commitments to the voters need to be delivered to maintain public trust and support for future local funding options.



## Notice of Preparation of a Draft Environmental Impact Report for the Interstate 5 Managed Lanes Project

The California Department of Transportation (Caltrans) is issuing this Notice of Preparation (NOP) for a project-level Environmental Impact Report (EIR) for the Interstate (I) 5 Managed Lanes Project (Proposed Project) to initiate scoping and solicit input. Caltrans is the lead agency under the California Environmental Quality Act (CEQA) and is preparing an EIR in accordance with CEQA and an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) for the Proposed Project. The environmental document will be prepared as a joint document pursuant to CEQA and NEPA. This is the Caltrans Project Approval and Environment Document (PA&ED) phase for this project.

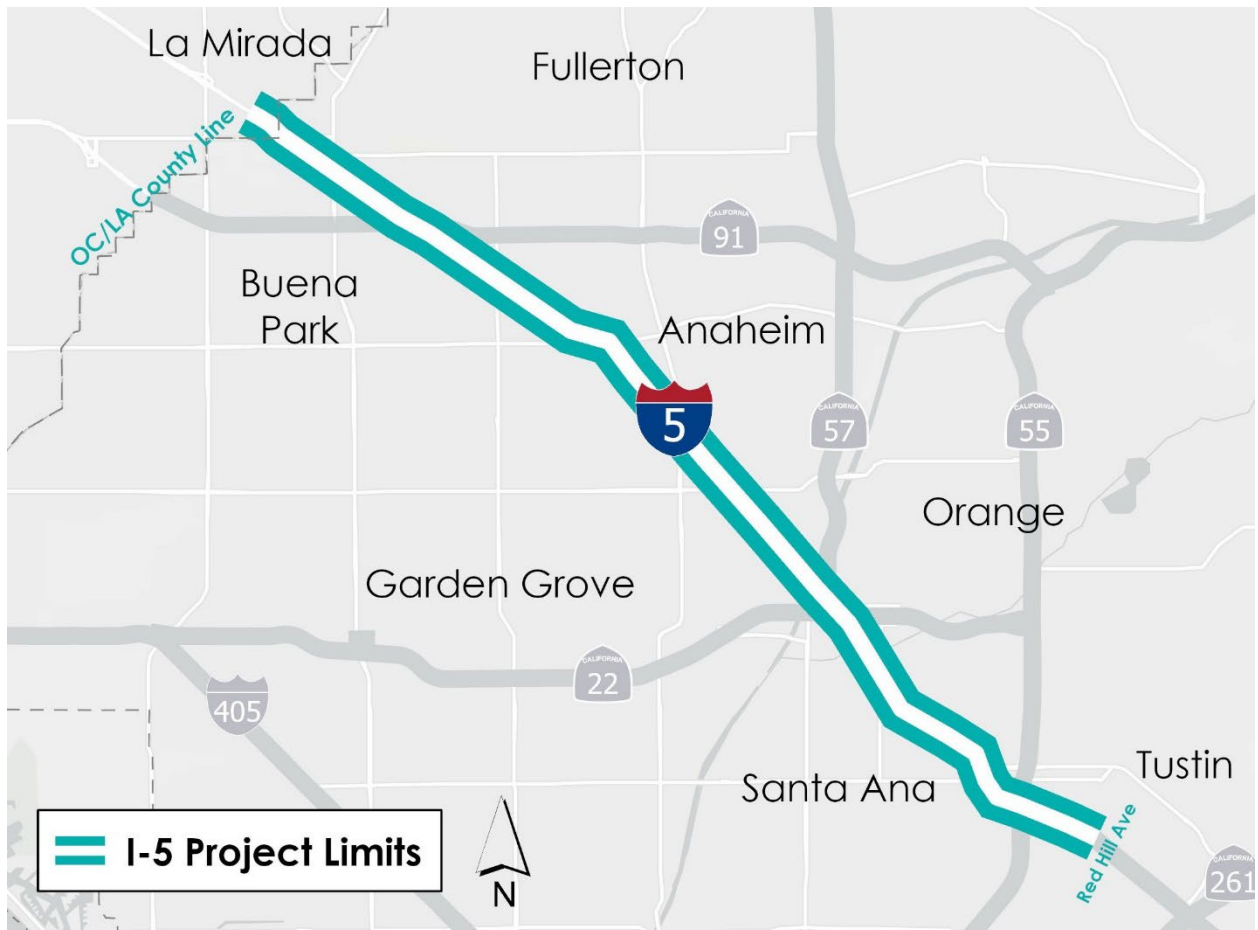
Pursuant to CEQA, Caltrans is distributing this NOP and initiating this early consultation/scoping to notify the responsible agencies, trustee agencies, the Office of Planning and Research, county clerk and involved federal agencies that an EIR/EA is being prepared. The purpose is to solicit guidance from those agencies on the scope and content regarding potential significant environmental issues, reasonable alternatives, and reasonable mitigation measures that should be discussed in the EIR/EA. Your agency will need to use the environmental document prepared by our agency when considering your permit or other approval for the project. An Initial Study has not been prepared for the proposed project and therefore is not attached to this NOP.

Caltrans proposes to address I-5 High Occupancy Vehicle (HOV) lane degradation and improve mobility in Orange County. The environmental document will address impacts associated with the Proposed Project.

### Project Location

The proposed Project is located on I-5 from Red Hill Avenue to 0.5 mile north of the Orange/Los Angeles County (OC/LA) line (refer to Project Location Map, Figure 1). The postmiles (PM) within Orange County are PM 29.1 to 44.4 up to the OC/LA County line and PM 0.0 to 0.5 within Los Angeles County. The project limits are within the following cities within Orange County: Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

**Figure 1**  
**Project Location Map**



## Project History

I-5 is the main Interstate Highway on the West Coast of the United States (US), running south to north from the US/Mexico border to the US/Canada border.

The southern project limit is the section of I-5 that intersects with Red Hill Avenue, south of State Route (SR) 55 in the City of Tustin. The I-5 continues north through the cities of Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada and includes three major freeway-to-freeway interchanges at SR-55, -22/57, and -91<sup>1</sup>. The northern project limit is 0.5 miles north of the OC/LA County Line in the City of La Mirada. The existing HOV Direct Connectors (DC) link the I-5 HOV facility with the SR-55, SR-57, and SR-91 HOV facilities. The first HOV lanes on I-5 opened in 1992 with HOV 2+ requirements and have been highly utilized. There are several HOV Direct Access Ramps (DARs) within the project limits at Grand Avenue, Gene Autry Way, Disney Way, and Disneyland Drive.

I-5 currently has at least one HOV lane in each direction within the project limits that is separated with limited ingress/egress buffer openings. In mid-2021, the construction of an additional HOV lane in each direction and removal of the existing northbound and southbound DARs at Main Street was completed within the section of I-5 south of SR-55 at Red Hill Ave and SR-57.

## Description of the Project

The Proposed Project would address operational deficiencies related to HOV degradation on I-5 between Red Hill Avenue and the OC/LA County line in both northbound and southbound directions.

The purpose of this project is to improve the overall movement of people and goods along this section of I-5 by:

- Improving the managed lanes network operations
- Improving mobility and trip reliability
- Maximizing person throughput by facilitating efficient movement of bus and rideshare users
- Applying technology to help manage traffic demand

The need, or deficiency, of the project is the existing I-5 HOV lanes between Red Hill Ave and the OC/LA County line experience:

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<sup>1</sup> In this document, various adopted state routes are referred to as “SR-” and will include the relevant route identifier.

- HOV Degradation
- Demand that exceeds existing capacity
- Operational deficiencies

## Project Alternatives

Based on conceptual analysis, four (4) alternatives were discussed in the Project Initiation Document (PID). This NOP and other project information documents are available on the Caltrans website at <https://dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/i-5-managed-lanes-project>. The preliminary alternatives under consideration include one (1) No Build and three (3) Build Alternatives. Refer to Figure 2 in this NOP for a conceptual representation of the Proposed Project alternatives.

### **Alternative No. 1 (No Build):**

The No-Build Alternative does not include improvements to the existing lane configuration for the I-5. Under the No Build Alternative, no new general purpose (GP) lanes or managed lanes (MLs) on I-5 or new connections would occur. Current MLs within the corridor consist of HOV lanes. This alternative assumes the independent implementation of the other projects on the fiscally constrained project list in the Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2014 Long Range Transportation Plan (LRTP) within the project limits.

### **Alternative No. 2 (High Occupancy Vehicles 3+):**

Alternative 2 would modify existing HOV minimum occupancy requirement from the existing two plus (2+) to three plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

### **Alternative No. 3 (Converted Express Lane):**

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes:

- Convert existing HOV to an EL in each direction between Red Hill Avenue and SR-55

- Convert two existing HOV to ELs in each direction between SR-55 and SR-57
- Convert existing HOV to an EL in each direction from SR-57 to 0.2 miles south of the OC/LA County Line

**Alternative No. 4 (Converted and Expanded Express Lanes):**

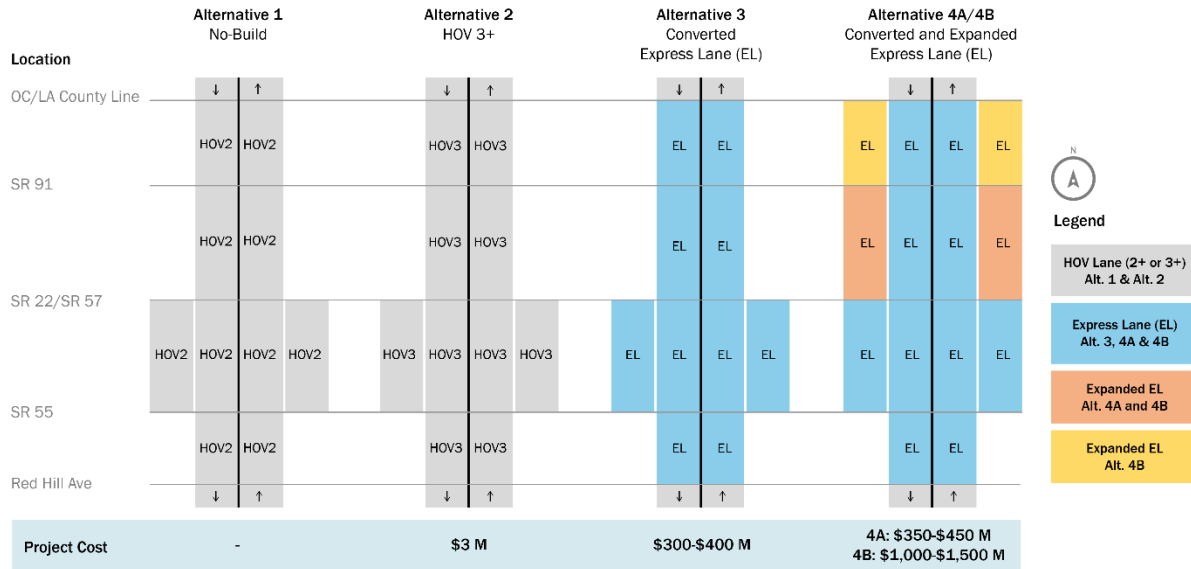
**4A:** Alternative 4A would convert the existing HOV lanes to Express Lanes (ELs) and construct an additional EL between SR-57 and SR-91. This alternative proposes:

- \*Convert existing HOV to an EL in each direction between Red Hill Avenue and SR-55
  - \*Convert two existing HOV to ELs in each direction between SR-55 and SR-57
  - \*Convert existing HOV to an EL in each direction from SR-57 to 0.2 miles south of the OC/LA County Line
  - Construct one new EL from SR-57 to SR-91
- \*These improvements are the same as Alternative 3

**4B:** Alternative 4B would convert the existing HOV lanes to Express Lanes (ELs) and construct an additional EL between SR-57 and the OC/LA County line. This alternative proposes:

- \*Convert existing HOV to an EL in each direction between Red Hill Avenue and SR-55
  - \*Convert two existing HOV to ELs in each direction between SR-55 and SR-57
  - \*Convert existing HOV to an EL in each direction from SR-57 to 0.2 miles south of the OC/LA County line
  - \*\*Construct one new EL from SR-57 to SR-91
  - Construct one new EL from SR-91 to 0.2 miles south of the OC/LA County Line
- \*These improvements are the same as Alternative 3
- \*\*This improvement is the same as Alternative 4A

# Figure 2 Alternatives





## Environmental Factors

The purpose of the PA&ED phase is to explore the effects of the Proposed Project on the physical, human, and natural environment. Caltrans will evaluate all environmental, social, and economic impacts of the construction and operation of the Proposed Project. Impact areas to be addressed in the EIR/EA include, but may not be limited to traffic, land use, regional growth, land acquisition, displacements and relocations, cultural resources, recreational resources, air quality, biological resources, noise and vibration, and environmental justice. Measures to avoid, minimize, and mitigate all adverse impacts will be identified and evaluated.

## Public Scoping Meetings

In addition to on-going public engagement and outreach that will occur during the PA&ED phase, Caltrans will hold one (1) in-person scoping meeting and one (1) virtual scoping meeting. The purpose of the scoping meetings is to provide information to agencies and the public regarding the Proposed Project and to obtain feedback on the scope and content that should be addressed in the EIR/EA. Comments and suggestions on additional EIR/EA scope elements described in this NOP are invited from all interested agencies and the public to ensure the full range of issues related to the Proposed Project and all reasonable alternatives are addressed and all issues are identified.

Caltrans is interested in whether there are areas of environmental concern that should be identified as having the potential for impacts. In response to this NOP, public agencies with jurisdiction are requested to advise Caltrans of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the Proposed Project.

The in-person scoping meeting will be held at the following location, date, and time:

Location: Downtown Anaheim Community Center  
250 E. Center Street, Anaheim, CA 92805

Date: Tuesday, May 24, 2022

Time: 5:30 to 7:30 p.m.

The virtual scoping meeting will be held on Thursday, May 26, 2022 from 5:30 to 7:30 p.m. via Zoom. To access the virtual meeting, please visit the Caltrans website at <https://dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/i-5-managed-lanes-project>.





Information regarding the project scope, alternatives under consideration, and technical analysis that will be conducted for the EIR/EA will be available at the scoping meetings.

## Comments

Comments can be submitted during the public scoping period (May 9, 2022 – June 8, 2022) in any of the following formats:

- Online comment form at the Caltrans website: <https://dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/i-5-managed-lanes-project>
- Project email to **I-5ManagedLanesProject@dot.ca.gov** with the subject line “**I-5 Managed Lanes Project**”
- Regular mail to Jayna Harris, Associate/Senior Environmental Planner, 20 Executive Park, Suite 200, Irvine, CA 92614.
- Court reporter during our scoping meetings.

Please submit your comments no later than **5 p.m. on Wednesday, June 8, 2022.**

## Additional Information

To obtain more information on the Proposed Project, scoping process, and scoping meetings please visit the Caltrans website above. To request alternative accommodations for accessing project information or for attending public scoping meetings please contact: District 12 Public Information Office at (657) 328-6000. TDD users may contact the California Relay Service line at 1 (800) 735-2929 or Voice Line at 1 (800) 735-2922. Requests for alternative accommodations to attend scoping meetings must be made 15 days prior to the scoping meeting.

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, and 15375

**AFFILIATED AGENCIES**

*Orange County  
Transit District*

*Local Transportation  
Authority*

*Service Authority for  
Freeway Emergencies*

*Consolidated Transportation  
Service Agency*

*Congestion Management  
Agency*

**January 31, 2020**

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

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

Dear Mr. Chamberlain:

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

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

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

Mr. Ryan Chamberlain  
January 31, 2020  
Page 2

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

Sincerely,



Darrell E. Johnson  
Chief Executive Officer

DEJ:sc

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

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 12  
1750 EAST 4<sup>TH</sup> STREET, SUITE 100  
SANTA ANA, CA 92705  
PHONE (657) 328-6000  
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TTY 711  
[www.dot.ca.gov/d12](http://www.dot.ca.gov/d12)



*Making Conservation  
A California Way of Life.*

January 22, 2021

Darrell E. Johnson  
Chief Executive Officer  
Orange County Transportation Authority  
550 South Main Street  
P.O. Box 14184  
Orange, CA 92863-1584

Dear Mr. Johnson:

This is in response to your letter dated January 31, 2020 regarding proposed High-Occupancy Toll Lanes in North Orange County. We appreciate the opportunity to present to the Orange County Transportation Authority (OCTA) Board of Directors (Board) at its December 9, 2019 meeting. The presentation highlighted the need to address High Occupancy Vehicle (HOV) Lanes degradation on various Orange County freeways and presented the outcome of a Project Study Report (PSR) for proposed Managed Lane (ML) improvements on Interstate 5 (I-5) from Red Hill Avenue to the Los Angeles County line that was completed by Caltrans in November 2019.

At the end of the presentation on December 9, 2019, the Board requested adding an alternative to evaluate conversion of HOV lanes occupancy requirement from 2+ to 3+. In 2020, Caltrans completed a supplemental PSR to include this alternative and carry it forward for further study in the Project Approval and Environmental (PA&ED) phase. Your letter further requests that the project evaluate an option of changing the limits of the project to start from SR-57 rather than from SR-55. You also requested us to consider the timing of future HOT lane studies until such time the OCTA Board provides specific direction on a tolled express lane network in Orange County.

Caltrans recognizes several priorities shifted in 2020 due primarily to the COVID pandemic that has tested both our agencies resiliency as we continue to provide essential services to residents and visitors to Orange County. We look forward to overcoming challenges COVID has created and continuing engagement with OCTA on tolled express lanes in the County.

We understand and acknowledge concerns raised by OCTA and the role it, and Caltrans, have in the planning and decision-making process for High Occupancy Toll lanes in Orange County. Therefore, to accommodate your request we have delayed the start of the PA&ED phase of studies for the proposed I-5 ML project until March/April 2021. The PA/ED phase will be approximately 2 years and should allow enough time to gain additional input from the OCTA Board and staff. Further, during the early stages of the PA&ED phase, the project development process allows for the ability to study new alternatives or variations of current alternatives. Caltrans will work closely with OCTA to consider various options for pricing strategies to continue to allow carpools to utilize the HOV lanes as intended under M2 in addition to begin and end project limits of the improvements.

Caltrans appreciates the collaboration with the OCTA and looks forward to continued partnership in moving critical projects forward that address HOV degradation, provides opportunities for multi-modal transportation solutions, and helps the state in achieving its goals of reducing greenhouse gas emissions to meet statutory requirements.

Sincerely,

RYAN CHAMBERLAIN  
District 12 Director

c:     Kia Mortazavi, OCTA  
       Lan Zhou, Caltrans  
       Adnan Maiah, Caltrans



**June 6, 2022**

**To:** Regional Planning and Highways Committee

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

**Subject:** Measure M2 Eligibility Review Recommendations for  
Fiscal Year 2020-21 Expenditure Reports

### **Overview**

The Measure M2 Ordinance requires that all Orange County local jurisdictions annually satisfy specific eligibility requirements to receive Measure M2 net revenues. As part of this requirement, fiscal year 2020-21 expenditure reports and resolutions were submitted by the local jurisdictions. In April 2022, the Taxpayer Oversight Committee affirmed that all expenditure reports were received and reviewed, consistent with the Measure M2 Ordinance requirement. Board of Directors' approval is requested to find all Orange County local jurisdictions eligible to continue receiving Measure M2 net revenues.

### **Recommendation**

Approve all 35 Orange County local jurisdictions as eligible to continue receiving Measure M2 net revenues.

### **Background**

Local jurisdictions are required to meet Measure M2 (M2) eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) annually to remain eligible to receive M2 net revenues. There are 13 eligibility requirements, which local jurisdictions must satisfy. However, not all 13 eligibility components require verification each eligibility cycle. For reference, a summary of M2 eligibility requirements and their respective due dates is provided in Attachment A.

While OCTA staff reviews and confirms all M2 eligibility requirements, the M2 Ordinance specifies that the Taxpayer Oversight Committee (TOC) also review five of these requirements. These include the Congestion Management Program (CMP), Mitigation Fee Program (MFP), Local Signal Synchronization Plan (LSSP), Pavement Management Plan (PMP), and expenditure reports.

The CMPs, MFPs, LSSPs, and PMPs are due on June 30 each year and are typically approved by the OCTA Board of Directors (Board) in December. Expenditure reports are due on December 31 each year, six months after the close of the fiscal year (FY), and are typically approved by the Board in June. Expenditure reports incorporate all M2 and related transportation expenditures including maintenance of effort (MOE) spending levels. MOE is the amount of discretionary funding (e.g., general fund revenues) that local jurisdictions must spend on streets and roads purposes to ensure that they are not replacing discretionary transportation spending with M2 revenues<sup>1</sup>.

Per the M2 Ordinance, the TOC is responsible for the receipt and review of expenditure reports. To assist with this responsibility, the TOC has designated an Annual Eligibility Review (AER) Subcommittee to initially receive and review required M2 eligibility submittals prior to consideration by the full TOC. The TOC review and affirmation process is now complete, and a summary is provided below.

### ***Discussion***

As of the December 31, 2021 deadline, all local jurisdictions submitted their FY 2020-21 expenditure reports. Staff carried out a technical review of all 35 Orange County local jurisdictions' reports. A brief summary of the results from the review are provided in Attachment B. It should be noted that while all local jurisdictions met the MOE requirement, this cycle three local jurisdictions satisfied the MOE requirement through the modified benchmark approach approved by the Board in response to the financial impacts of the coronavirus pandemic. All local jurisdictions will be required to return to the traditional benchmark requirement for FY 2022-23 and beyond.

The FY 2020-21 expenditure reports were presented at the March 31, 2022 AER Subcommittee meeting, which was conducted virtually. AER Subcommittee members affirmed receipt and review of FY 2020-21 expenditure reports for all 35 Orange County local jurisdictions. On April 12, 2022, the TOC meeting, which convened in person, received the AER Subcommittee's report on these materials and affirmed receipt and review of FY 2020-21 expenditure reports, consistent with the M2 Ordinance requirement.

As the TOC has now completed its review, consistent with M2 Ordinance requirements, staff is recommending that the Board approve all 35 Orange County local jurisdictions as eligible to continue receiving net M2 revenues.

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<sup>1</sup> It should be noted that due to the financial impacts of the coronavirus pandemic, the MOE requirement was modified by the OCTA Board for this eligibility review cycle to provide flexibility with satisfying the MOE benchmark requirement. Local jurisdictions could meet either 1) the traditional MOE benchmark dollar amount; or 2) an MOE target based on the percentage of the MOE benchmark value of general fund revenues.

If the Board approves the recommendation identified in this report, this action will conclude the FY 2020-21 M2 eligibility process and will result in all Orange County local jurisdictions being deemed eligible to continue receiving M2 net revenues.

***Summary***

In April 2022, the Orange County Transportation Authority Taxpayers Oversight Committee convened and affirmed that it had received and reviewed the required fiscal year 2020-21 Measure M2 expenditure reports for all 35 Orange County local jurisdictions. Given this review, Board of Directors' approval is requested to find all 35 of Orange County's local jurisdictions eligible to continue receiving Measure M2 net revenues.

***Attachments***

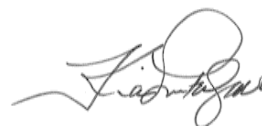
- A. Measure M2 Eligibility Requirements and Submittal Schedule Summary, Fiscal Year 2020-21
- B. Measure M2 Eligibility Review Summary of FY 2020-21 Expenditure Reports

**Prepared by:**



Cynthia Morales  
Transportation Funding Analyst  
(714) 560-5905

**Approved by:**



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



**Measure M2 Eligibility Requirements and Submittal Schedule Summary  
Fiscal Year 2021-22**

<b>Compliance Category</b>	<b>Frequency (submitted)</b>	<b>Status</b>
Capital Improvement Program	Annual (June 30, 2021)	✓
Circulation Element/Master Plan of Arterial Highways Consistency	Biennial (June 30, 2021)	✓
Congestion Management Program	Biennial (June 30, 2021)	✓
Expenditure Report	Annual (December 31, 2021)	Submitted, pending Board approval
Local Signal Synchronization Plan	Every Three Years (i.e., June 30, 2023)	N/A – next cycle
Maintenance of Effort	Annual (June 30, 2021)	✓
Mitigation Fee Program (MFP)	Biennial (June 30, 2021) <sup>1</sup>	✓
No Supplanting of Developer Fees	Annual (June 30, 2021)	✓
Pavement Management Plan (PMP)	Biennial (June 30, 2021) <sup>2</sup>	✓
Timely Submittal of Project Final Reports	Within Six Months of Project Completion	Ongoing
Timely Use of Net Revenues	Annual (June 30, 2021)	✓
Traffic Forum Participation	Annual (June 30, 2021)	✓
Transit and Non-Motorized Transportation Land-Use Planning Strategies	Annual (June 30, 2021)	✓

Board – Board of Directors

N/A – Not applicable

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<sup>1</sup> A jurisdiction must submit their updated program and revised fee schedule or process methodology when the jurisdiction updates their MFP and/or nexus study.

<sup>2</sup> 14 agencies update their PMPs on odd-numbered fiscal years, while 21 agencies update their PMPs on even-numbered fiscal years.

**Measure M2 Eligibility Review Summary  
of FY 2020-21 Expenditure Reports**

Local Jurisdiction	Expenditure Report Received by Deadline	Resolution Received by Deadline	MOE Benchmark Met <sup>1</sup>	Received and Reviewed
Aliso Viejo	Yes	Yes	Yes	Yes
Anaheim	Yes	Yes	Yes	Yes
Brea	Yes	Yes	Yes	Yes
Buena Park	Yes	Yes	Yes	Yes
Costa Mesa	Yes	Yes	Yes	Yes
County of Orange <sup>2</sup>	Yes	Yes	N/A	Yes
Cypress	Yes	Yes	Yes	Yes
Dana Point	Yes	Yes	Yes	Yes
Fountain Valley	Yes	Yes	Yes	Yes
Fullerton	Yes	Yes	Yes	Yes
Garden Grove	Yes	Yes	Yes	Yes
Huntington Beach	Yes	Yes	Yes	Yes
Irvine	Yes	Yes	Yes	Yes
La Habra	Yes	Yes	Yes	Yes
La Palma	Yes	Yes	Yes	Yes
Laguna Beach	Yes	Yes	Yes	Yes
Laguna Hills	Yes	Yes	Yes	Yes
Laguna Niguel	Yes	Yes	Yes	Yes
Laguna Woods	Yes	Yes	Yes	Yes
Lake Forest	Yes	Yes	Yes	Yes
Los Alamitos	Yes	Yes	Yes	Yes
Mission Viejo	Yes	Yes	Yes	Yes
Newport Beach	Yes	Yes	Yes	Yes
Orange	Yes	Yes	Yes	Yes
Placentia	Yes	Yes	Yes	Yes
Rancho Santa Margarita	Yes	Yes	Yes	Yes
San Clemente	Yes	Yes	Yes	Yes
San Juan Capistrano	Yes	Yes	Yes	Yes
Santa Ana	Yes	Yes	Yes	Yes
Seal Beach	Yes	Yes	Yes	Yes
Stanton	Yes	Yes	Yes	Yes
Tustin	Yes	Yes	Yes	Yes
Villa Park	Yes	Yes	Yes	Yes
Westminster	Yes	Yes	Yes	Yes
Yorba Linda	Yes	Yes	Yes	Yes

1. Due to the financial impacts of the coronavirus pandemic, the MOE requirement was modified by the Orange County Transportation Authority's Board of Directors, for FY 2020-21. Local jurisdictions can meet either 1) the traditional MOE benchmark dollar amount; or 2) an MOE target that is based on the percentage of the MOE benchmark value of GFRs.

2. MOE was established in 1991 with the first Measure M Program using a five-year average of the level of funding local jurisdictions spent on streets and roads between 1985 and 1990. However, Orange County Public Works and their predecessor agencies received sufficient gas tax subventions and other transportation specific funding from state, federal, and other local sources, which were required to be used for transportation. As such, they did not and do not use discretionary funds for transportation purposes. The County uses a number of fund sources for transportation including gas tax subvention or Highway User Tax Account, federal grants, assessment districts, developer impact fees, and other transportation specific fund sources.

**Acronyms**

FY - Fiscal Year

GFR - General Fund Revenues

MOE - Maintenance of Effort

N/A - Not Applicable



**June 6, 2022**

**To:** Regional Highways and Planning Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Measure M2 Environmental Mitigation Program Update

### **Overview**

Measure M2 includes a program to deliver comprehensive mitigation for biological impacts of 13 freeway projects in exchange for streamlined project approvals from state and federal resource agencies. The Environmental Mitigation Program has acquired conservation properties and provided habitat restoration projects funding as part of the Natural Community Conservation Plan/Habitat Conservation Plan. Updates on program activities for the first half of 2022 are provided.

### **Recommendation**

Receive and file as an information item.

### **Background**

Measure M2 (M2) includes the Environmental Mitigation Program (EMP) intended to mitigate biological resources impacts of 13 M2 freeway projects and streamline the approval process with state and federal resource agencies. This was achieved through the development of a Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan), approved by the California Department of Fish and Wildlife (CDFW), and the United States Fish and Wildlife Service (collectively referred to as Wildlife Agencies) in 2017. Consistent with the Conservation Plan, the Orange County Transportation Authority (OCTA) has acquired seven conservation properties (Preserves) and funded 12 habitat restoration projects, depicted in Attachment A. An endowment has been established for the long-term management of the Preserves. On a parallel path, the United States Army Corps of Engineers (ACOE) and the State Water Resources Control Board (SWRCB), commonly referred to as the Regulatory Agencies, have also established a framework to expedite the permitting process.

The aforementioned investments made to date have largely met the intent of the EMP. Many of the restoration projects are close to or have obtained approvals from the Wildlife Agencies.

### ***Discussion***

#### **Restoration Projects Update**

In November 2021, the Wildlife Agencies provided their sign off on the OCTA funded University of California Irvine (UCI) restoration project (Project). This 8.5-acre Project was funded by OCTA in April 2011 and is located on the UCI campus. This is the fourth OCTA-funded restoration Project to meet its success criteria. The project success criteria established specific goals that needed to be met within a set timeframe for native and non-native plant and animal species and was approved by the Wildlife Agencies.

The Natural Communities Coalition (NCC) has been responsible for the planning and implementation of the restoration of native habitat for the Project since November 2011. The goal of the Project was to increase breeding habitat for coastal California gnatcatcher and cactus wren. The restoration area will continue to be monitored and managed by the NCC.

#### **OCTA Preserves' Fire Management Plans Update**

As required by the OCTA M2 Conservation Plan, OCTA is developing fire management plans (Plans) for each of the Preserves. The Plans will provide guidelines for decision-making at all stages, including fire prevention, pre-fire vegetation management, suppression activities, and post-fire responses that are compatible with conservation and stewardship responsibilities. Due to delays related to easement information, external agency staff turnover, and the inclusion of new 2021 species data, these plans are now anticipated to be completed in 2022. The delay of completing these plans will not have any material impact to the Conservation Plan or related permits. Drafts have been completed for the seven Preserves, and reviews are underway with the respective fire agency and the Wildlife Agencies. Once completed, the Plans will be provided to the Environmental Oversight Committee (EOC) and posted on OCTA's website.

#### **Southern California Association of Government (SCAG) Award**

The OCTA-funded 53-acre City Parcel (2C Ranch) Habitat Restoration Project was awarded the 2022 SCAG Sustainability Award for the Green Region Initiative: Resource Conservation & Climate Action category. The awards program was held at the annual SCAG Regional Conference & General Assembly in May. In 2018, the Wildlife Agencies signed off on this project. The restoration project is within and sponsored by the City of San Juan Capistrano. As one measure of success, wildlife surveys have documented that two endangered bird species

(coastal California gnatcatcher and least Bell's vireo) are utilizing the restored areas.

#### Clean Water Act Permits Update

The M2 freeway projects are anticipated to impact waters of the State or jurisdictional waters that are subject to regulation by the ACOE, the SWRCB, and the CDFW, and will require mitigation. Before construction activities can occur, OCTA must obtain permits from the aforementioned Regulatory Agencies. The Conservation Plan's mitigation was also utilized to obtain these permits, streamlining the processes. These efforts are the result of years of collaboration between OCTA and the Regulatory Agencies, and constitute another groundbreaking milestone for the M2 EMP. The success of the partnership that this program has garnered is evident with the recent recognition from Federal Highway Administration, as well as the ACOE's swift response to the projects below and other OCTA project needs.

#### Freeway Projects Update

The following OC Go freeway projects have benefited from the EMP. Without the EMP's established process, additional mitigation-related requirements could have been incurred, resulting in increased project cost and schedule risks.

- Project C (Interstate 5 Improvement Project from State Route 73 [SR-73] to El Toro Road); and
- Project F (State Route 55 Improvement Project between Interstate 405 and Interstate 5); and
- Project K (Interstate 405 Improvement Project from SR-73 to the Los Angeles County Line).

#### Environmental Mitigation Program Endowment Fund Investment Report

The Conservation Plan requires the establishment of an endowment to fund the long-term management of the Preserves. Current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million (inclusive of interest earnings) by fiscal year 2027-28. To date, OCTA has made six endowment deposits. A separate quarterly investment report was last provided to the Board of Directors (Board) in March 2022 and the EOC. Staff will continue to assess market conditions and provide regular endowment updates to the Board, Finance and Administration Committee, and the EOC.

#### Hikes and Equestrian Rides

Three hikes and two equestrian rides have occurred on the OCTA Preserves so far this year. The next equestrian ride will take place on July 16 at the Trabuco Rose Preserve, and the next hike will occur on July 23 at the Pacific Horizon

Preserve. More information on the Preserves and the OCTA hikes and rides are available at <http://preservingourlegacy.org/>.

**Summary**

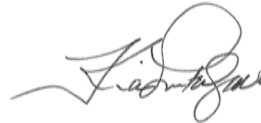
M2 includes an EMP that provides funding for programmatic mitigation to offset certain impacts of the 13 M2 freeway projects. To expedite the delivery of the M2 freeway projects, this program was initiated to implement early project mitigation through preservation and habitat restoration. This program is administered through a Conservation Plan, which was approved by the Wildlife Agencies in mid-2017. To maximize the benefits of the investments, OCTA has utilized some of that same mitigation to obtain Clean Water Act permits.

**Attachment**

- A. OCTA Preserves and Funded Restoration Projects

**Prepared by:**

Lesley Hill  
Environmental Mitigation Program  
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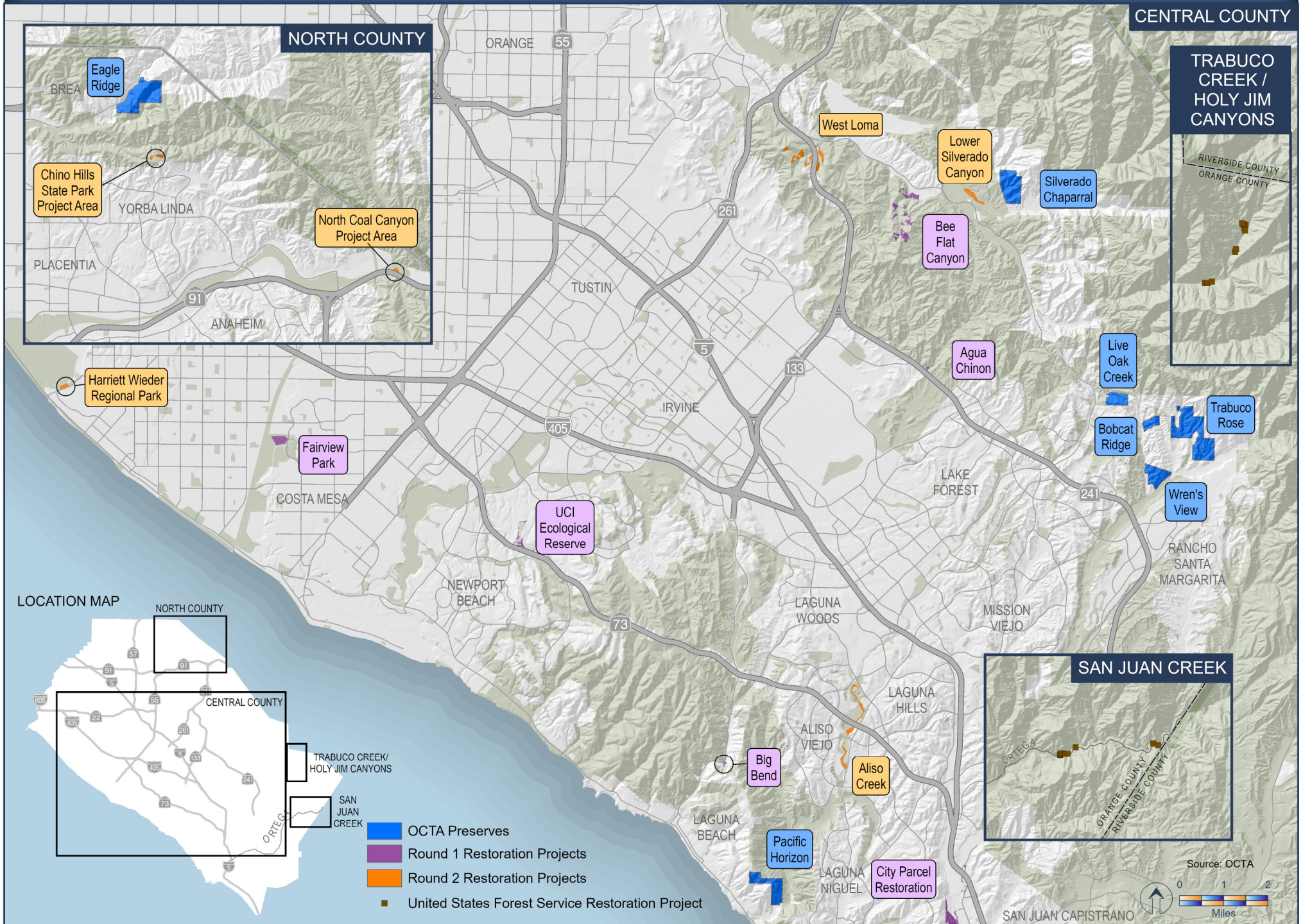
**Approved by:**

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



# OCTA Preserves and Funded Restoration Projects

ATTACHMENT A





***June 6, 2022***

**To:** Regional Planning and Highways Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Draft 2022 State Route 91 Implementation Plan

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

***Overview***

The Orange County Transportation Authority and the Riverside County Transportation Commission annually prepare a plan for potential improvements along the State Route 91 corridor between State Route 57 in Orange County and Interstate 15 in Riverside County. The plan includes a listing of proposed improvements, preliminary cost estimates, and potential implementation timeframes. The Draft 2022 State Route 91 Implementation Plan is provided for information purposes.

***Recommendation***

Receive and file as an information item.

***Background***

SB 1316 (Chapter 714, Statutes of 2008) requires the Orange County Transportation Authority (OCTA) and the Riverside County Transportation Commission (RCTC) to annually prepare a plan for potential improvements along the State Route 91 (SR-91) corridor between State Route 57 (SR-57) in Orange County and Interstate 15 (I-15) in Riverside County. The Draft 2022 SR-91 Implementation Plan (Plan) serves as an outlook of current and planned activities within the SR-91 corridor. The Plan describes projects, transportation benefits, and anticipated costs and schedules to implement through the post-2035 timeframe. The intent of the Plan is to provide a compilation of information for projects along the SR-91 corridor. This Plan was prepared in consultation with the California Department of Transportation (Caltrans), the Transportation Corridor Agencies (TCA), and the cities of Anaheim, Corona, Orange, and Yorba Linda.



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**Discussion**

Since 2003, substantial progress has been made in improving the SR-91 corridor. Nearly \$2 billion has been invested with the completion of nine projects, including the addition of 68.7 lane miles and multimodal services and projects throughout the SR-91 corridor. Average daily traffic throughput has also increased by 15 percent. This indicates that improvements within the corridor have helped to alleviate the effects of population growth and employment between Orange and Riverside counties as well as reduce the spillover of highway traffic onto parallel local roads. Completed projects from the Plan include:

- Green River Road Overcrossing Improvement Project;
- North Main Street Corona Metrolink Parking Structure Project;
- Eastbound lane addition from State Route 241 (SR-241) to State Route 71 (SR-71);
- Lane addition in both directions between State Route 55 (SR-55) and SR-241;
- Westbound lane addition at Tustin Avenue;
- Metrolink service improvements;
- SR-91 Corridor Improvement Project initial phase to add general purpose and express lanes and modernize local interchanges;
- Express Bus Service;
- La Sierra Metrolink parking improvements; and
- SR-91 Corridor Operations Project.

OCTA and RCTC have adopted similar goals for the 91 Express Lanes to continue to maintain a safe, reliable, and predictable travel time for motorists traversing seamlessly between the two counties. These guiding principles include:

- Optimizing vehicle throughput at free-flow speeds and increasing average vehicle occupancy;
- Balancing capacity and demand to serve customers who pay tolls, as well as carpoolers (3+) who are offered discounted tolls;
- Generating sufficient revenue to sustain the financial viability of the 91 Express Lanes;
- Paying debt service and maintaining debt service coverage; and
- Reinvesting net revenues for transit and highway improvements within the SR-91 corridor to improve regional mobility, when appropriate.

Information for projects in the Plan is updated annually. This ensures that the planning and implementation of each project is carefully coordinated to determine the appropriate timing to provide maximum benefits to the SR-91 corridor. Additionally, projects on the corridor should be coordinated to minimize construction impacts to commuters and the surrounding communities. As projects progress through development, operational analysis by OCTA and RCTC will be

prepared before implementation to ensure that the projects meet the OCTA and RCTC goals for the SR-91 corridor.

In October 2019, a consensus was reached that set the stage for a series of projects included in the Plan to be implemented sequentially to improve the SR-91 corridor. OCTA, RCTC, TCA, Caltrans District 8 District 12, as well as Caltrans Headquarters agreed to project sequencing to enable the streamlining of the SR-241/SR-91 Tolloed Express Connector Project, while minimizing impacts to the SR-91 corridor. The agencies reached consensus on a program of projects and sequencing as follows:

1. 15/91 Express Lanes Connector
2. SR-91 Corridor Operations Project
3. SR-71/SR-91 interchange improvements\*
4. SR-241/SR-91 Tolloed Express Lanes Connector

\*Note: SR-241/SR-91 Tolloed Express Connector is not dependent upon completing SR-71/SR-91 interchange improvements.

Coordination efforts for the 2022 Plan resulted in minor updates to project status, costs, and schedules. Projects included in the Plan are organized as follows: Orange County projects, Riverside County projects, and bi-county projects as shown below.

- Orange County projects include three improvements at a total cost of approximately \$530 million:
  - SR-91 improvements between SR-57 and SR-55;
  - Anaheim Canyon Metrolink Station improvements; and
  - Placentia Metrolink Rail Station.
- Riverside County projects include three improvements, totaling over \$399 million:
  - 15/91 Express Lanes Connector;
  - SR-71/SR-91 interchange; and
  - Improvements east of I-15.
- Bi-county projects, which benefit both Orange and Riverside counties, total over \$380 million and include:
  - SR-241/SR-91 Tolloed Express Connector; and
  - Sixth lane addition from SR-241 to SR-71.

Due to the lingering effects of the coronavirus (COVID-19) pandemic, the 2021 traffic patterns are not deemed as a true reflection of the typical existing conditions nor as a proper baseline to forecast the future demand and operations of the SR-91 corridor. Therefore, the pre-COVID-19 traffic conditions are being utilized

for the existing conditions and baseline for the forecasted future traffic conditions in the 2022 Plan and further described in Attachment A.

OCTA and RCTC will continue monitoring the SR-91 traffic pattern changes throughout 2022. If traffic conditions are showing a trend of normalization, then the traffic analysis will be updated for the 2023 Plan.

The Plan also includes a listing of potential future improvements that are highly conceptual in nature (Appendix A of the Plan). Some of the concepts are derived from the Riverside-Orange County Major Investment Study (MIS), for example;

- Anaheim to Ontario International Airport high-speed ground transportation system;
- Irvine-Corona Expressway (ICE) from SR-241/State Route 133 to I-15/Cajalco Road; (MIS Corridor B)
- Connector improvements at the SR-91/SR-55 interchange;

Appendix A includes the full list of concepts. The projected cost of the conceptual improvements exceeds \$14 billion, which is based on preliminary cost estimates dating as far back as 2005. The implementation of the concepts would require a significant amount of planning, design, external funding, technological advancements, and future policy and public input.

Staff continues to monitor the financial viability and geotechnical feasibility of the ICE concept as requested by the SR-91 Advisory Committee and the Riverside Orange Corridor Authority in 2010. A review of recent tunneling projects shows feasibility for the ICE tunnel concept is slowly improving as tunneling technology progresses. Technology has not advanced to the point where long, wide highway tunnels can be constructed at a reasonable, fundable, or viable cost. However, modern boring methods have lowered the cost on smaller, shorter tunnels. Although some tunneling projects have been completed in California with similar lane configurations as the ICE concept, without significant state and federal policy and funding support, this project will be a challenge to complete. In addition, land uses adjacent to the proposed eastern terminus complicate the viability of the conceptual ICE alignment with ongoing commercial and residential developments occupying formerly open space.

***Summary***

OCTA and RCTC have completed the 2022 Plan required by SB 1316. As the Plan is updated annually, it is important to ensure that projects are coordinated in such a way that they provide maximum benefits to the SR-91 corridor. This would be achieved through implementing projects that optimize the operations of the corridor and the 91 Express Lanes.

The Plan serves as a compilation of future potential projects and project level decisions can be made when individual projects are being considered for implementation. OCTA and RCTC will continue monitoring the SR-91 traffic pattern changes throughout the year of 2022.

***Attachment***

- A. Draft State Route 91 Implementation Plan 2022

**Prepared by:**

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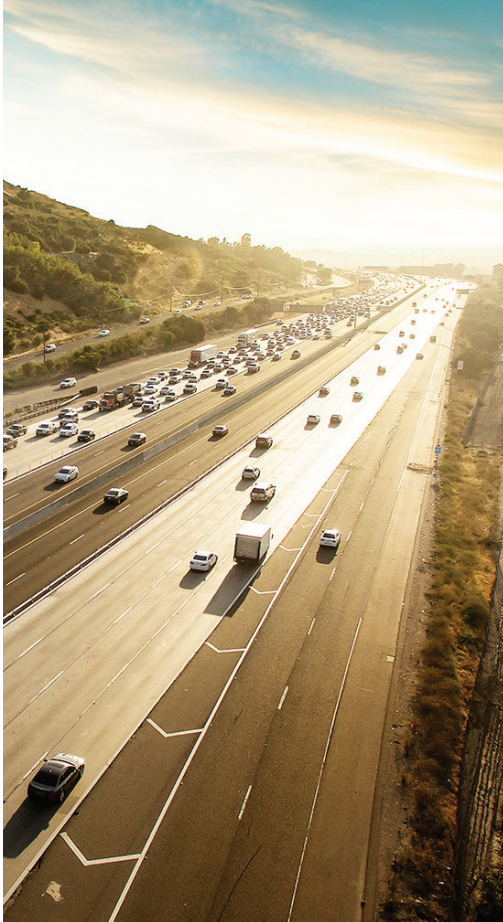
**Approved by:**

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

# STATE ROUTE 91

IMPLEMENTATION PLAN 2022

DRAFT



PREPARED BY:

**Michael Baker**  
INTERNATIONAL



RIVERSIDE  
COUNTY  
TRANSPORTATION  
COMMISSION

# STATE ROUTE 91 (SR-91) IMPLEMENTATION PLAN

## KEEPING MOTORISTS MOVING ON THE SR-91 CORRIDOR

Every year since 2003, OCTA, RCTC, and stakeholders have worked collaboratively to review a program of projects along the SR-91 corridor.

### BENEFITS

- Provides seamless connectivity between Orange and Riverside Counties
- Increases travel options
- Optimizes vehicle throughput
- Reinvests net 91 Express Lanes revenues on the SR-91 corridor to improve regional mobility
- Investments to date: \$1.9 billion

COMPLETED EFFORTS		PROJECT	COST (MILLIONS)	COMPLETION
	Orange County	Eastbound Lane Addition (SR-241 to SR-71)	\$51.2	2010
		Fifth Lane Addition (SR-55 to SR-241)	\$85.2	2013
		Westbound Lane at Tustin Avenue	\$43.3	2016
	Riverside County	Green River Road Overcrossing	\$24.3	2009
		North Main Street Corona Metrolink Parking Structure	\$25	2009
		91 Corridor Improvement Project (Initial Phase)	\$1,407	2017
		La Sierra Metrolink Parking Improvements	\$6.3	2019
	Bi-County	Metrolink Service Improvements	\$249	2016
		Express Bus Service	\$6	2019
		SR-91 Corridor Operations Project	\$38	2022

ANTICIPATED PROJECTS		PROJECT	COST (MILLIONS)	CURRENT PHASE
	Orange County	SR-91 Improvements (SR-57 to SR-55)	\$460	Final Design
		Anaheim Canyon Metrolink Station Improvements	\$34.2	Final Design
		Placentia Metrolink Rail Station	\$34.8	Final Design
	Riverside County	15/91 Express Lanes Connector	\$270	Construction
		SR-71/SR-91 Interchange Improvements	\$129	Final Design
		Improvements East of I-15	TBD	Environmental
	Bi-County	SR-241/SR-91 Tolled Express Connector	\$380	Final Design
		Sixth Lane Addition (SR-241 to SR-71)	TBD	Preliminary Engineering

CONCEPTS	LOCATION		COST (MILLIONS)
	Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15 (Post-2035)		\$2,720
	Anaheim to Ontario International Airport Maglev High Speed Rail (Post-2035)		\$2,770 - \$3,200
	Irvine-Corona Expressway (ICE) 4-Lane Facility from SR-241/SR-133 to I-15/Cajalco Road (Post-2035)		\$8,855
	WB SR-91 to SB SR-55 Connector Improvements (Post-2035)		\$75 - \$150
	EB SR-91 Fifth Lane Addition at SR-241		\$31
	Fairmont Boulevard Improvements		\$76.8

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## SECTION 1: INTRODUCTION

# 2022 STATUS REPORT AND UPDATE

Previous law authorized the California Department of Transportation (Caltrans) to enter into franchise agreements with private companies to construct and operate four demonstration toll road projects in California. This resulted in the development of the 91 Express Lanes facility in Orange County. The four-lane, 10-mile toll road runs along the median of State Route 91 (SR-91) in northeast Orange County between the Orange/Riverside County line and State Route 55 (SR-55). Since the 91 Express Lanes carried its first vehicle on December 27, 1995, the facility has saved users tens of millions of hours of commuting time.

While the 91 Express Lanes facility has improved travel time along the SR-91 corridor, provisions in the franchise agreement between Caltrans and the private franchisee, the California Private Transportation Company (CPTC), prohibited Caltrans and county transportation agencies from adding transportation capacity or operational improvements to the SR-91 corridor through the year 2030 from Interstate 15 (I-15) in Riverside County to the Orange/Los Angeles Counties border. Consequently, the public agencies were barred from adding new lanes, improving interchanges, and adding other improvements to decrease congestion on the SR-91 freeway.

Recognizing the need to eliminate the non-compete provision of the franchise agreement, Governor Gray Davis signed Assembly Bill 1010 (Lou Correa) (AB 1010) into law in September 2002, paving the way for much-needed congestion relief for thousands of drivers who use SR-91 to travel between Riverside and Orange Counties each day. The bill allowed the Orange County Transportation Authority (OCTA) to purchase the 91 Express Lanes franchise and eliminate the non-compete clause that prohibited capacity-enhancing improvements from being made to SR-91. Although the 91 Express Lanes operate within a 10-mile stretch of Orange County, between SR-55 and Orange/Riverside county lines the franchise technically allowed operation of toll lanes into Riverside County. The purchase agreement for the 91 Express Lanes was completed on January 3, 2003, placing the road in public hands at a cost of \$207.5 million. With the elimination of the non-compete

provision through AB 1010 and the subsequent 91 Express Lanes purchase by OCTA, Orange County and Riverside County public officials and Caltrans Districts 8 and 12 have been coordinating improvement plans for SR-91.

Senate Bill 1316 (Lou Correa) (SB 1316) was signed into law in September 2008 as an update to the provisions of AB 1010. SB 1316 authorizes OCTA to transfer its rights and interests in the Riverside County portion of SR-91 toll lanes by assigning them to the Riverside County Transportation Commission (RCTC) and authorizes RCTC to operate tolls for 50 years. In 2017, RCTC opened the extension of the 91 Express Lanes to traffic into Riverside County with completion of the initial phase of the SR-91 Corridor Improvement Project (see Appendix B). SB 1316 also requires OCTA and RCTC, in consultation with Caltrans, to issue an annual SR-91 Implementation Plan (Plan) for SR-91 improvements between State Route 57 (SR-57) and I-15. The Plans prior to adoption of SB 1316 included a westerly project limit of SR-55. The Plan establishes a program of potential improvements to relieve congestion and improve operations in the SR-91 corridor.

The 2022 Plan fulfills the requirement to provide the State Legislature with an annual Implementation Plan for SR-91 improvements and builds on the 2021 Plan. The projects included in the 2022 Plan have been infused with various sources of local, state, and federal funding. The 2022 Plan includes overviews, status summaries, and proposed costs and schedules for projects to improve mobility on SR-91. Also included are conceptual lane diagrams (as appropriate), and discussions of key considerations that need to be addressed in the planning and development of each project. This Plan will provide OCTA, RCTC, and Caltrans with a framework to implement SR-91 and other related improvements. Future annual Plan updates will continue to refine the scope, cost, and schedule of each project included in this version of the Plan.

## 91 EXPRESS LANES TOLL POLICY GOALS

With the completion of the State Route 91 Corridor Improvement Project's initial phase in spring 2017, there





are now approximately 18 miles of Express Lanes between Orange and Riverside counties. OCTA and RCTC have adopted goals for the 91 Express Lanes to continue to maintain a safe, reliable, and predictable travel time for express lane users traversing seamlessly between the two counties. The goals below take into consideration the 91 Express Lanes as well as the SR-91 corridor at large. These guiding principles include:

- optimizing vehicle throughput at free flow speeds;
- increasing average vehicle occupancy;
- balancing capacity and demand to serve customers who pay tolls as well as carpoolers (3+) who are offered discounted tolls;
- paying debt service and maintaining debt service coverage;
- generating sufficient revenue to sustain the financial viability of the 91 Express Lanes; and
- when appropriate, reinvesting net revenues on the SR-91 corridor to improve regional mobility.

## PROJECT ACCOMPLISHMENTS

Much progress has been made since the initial 2003 SR-91 Implementation Plan was approved. The 2022 Plan includes select completed project exhibits as a historical reference (see Appendix B).

### Completed Construction/Improvement Projects

The following improvements have been constructed or implemented:

- ❖ Repaved and sealed pavement surfaces, restriped, and replaced raised channelizers on the 91 Express Lanes.
- ❖ On EB SR-91 the roadway was restriped, and the median barrier was reconstructed. This project removed the CHP enforcement area and extended the EB auxiliary lane from SR-71 to the Serfas Club Drive off-ramp.
- ❖ The WB auxiliary lane was extended between the County line and SR-241. This project eliminated the lane drop at the 91 Express Lanes and extended the existing auxiliary lane from the County line to SR-241 in the westbound direction. This improvement

minimized the traffic delays at the lane drop area, resulting in improved vehicle progression.

- ❖ On WB SR-91 the roadway was restriped to extend the auxiliary lane between SR-71 and the County line. This resulted in a new continuous lane between SR-71 and SR-241.
- ❖ Safety Improvements were constructed at the Truck Scales. Existing shoulders were improved, lanes were re-striped, illumination improved, and signage was modified into and out of the EB facilities.
- ❖ Green River Road overcrossing replacement (see Appendix B).
- ❖ Metrolink parking structure at the North Main Street Corona Metrolink Station (see Appendix B).
- ❖ EB SR-91 lane addition from SR-241 to SR-71 (see Appendix B).
- ❖ Additional SR-91 WB and EB travel lane between SR-55 and SR-241 (see Appendix B).
- ❖ SR-91 WB bypass lane to Tustin Avenue at SR-55 (see Appendix B).
- ❖ Metrolink Service Improvements (see Appendix B).
- ❖ Initial SR-91 Corridor Improvement Project (CIP) (see Appendix B).
- ❖ La Sierra Metrolink Parking Improvements (see Appendix B)
- ❖ Express Bus Service (see Appendix B)
- ❖ 91 Corridor Operations Project (see Appendix B)

These projects provide enhanced freeway capacity and/or improved mobility for one of the most congested segments of SR-91.

The completed EB SR-91 lane addition project from SR-241 to SR-71 (see Appendix B) has improved highway operations. This project reduced travel time by approximately 20 minutes during its opening year.

The Initial CIP project has provided significant benefits to drivers on SR-91. This \$1.4 billion investment project included widening SR-91 by one GP lane in each direction east of SR-71, adding collector-distributor (CD) roads and direct south connectors at I-15/SR-91, extending the 91 Express Lanes to I-15, and providing system/local interchange improvements. The new lanes and other improvements provide time savings, offer choice and reliability, boost safety, enhance access and job creation, promote ridesharing, reduce pollution, and aid the movement of goods along the region's roadways.



The WB SR-91 Widening Project completed construction in 2016 from State College Blvd to Interstate 5 (I-5). This project added one WB general purpose lane and removed the dedicated exit lane to State College Blvd from the SB SR-57 to WB SR-91 Connector that contributed to operational issues due to the short weaving distance. While this project falls just to the west of the limits for the Plan study area, it will have an influence on operations within the Plan area.

In addition, there are two projects that impact future SR-91 widening projects. The first is the \$2.8 billion U.S. Army Corps of Engineers (Corps) Santa Ana River Mainstem project that provides flood protection from the recently improved Prado Dam (near SR-71) to the Pacific Ocean. The project includes many features that have already been completed, including improvements to Seven Oaks Dam, 30 miles of levees and modifications to original project features including raising the Prado Dam embankment and installation of new, larger capacity outlet works. In 2021, the Corps and Orange County Flood Control District amended a cooperative agreement which would allow the Corps to use federal funds under the Bipartisan Budget Act to complete select features of the project.

SR-91 project teams have coordinated with the Corps, Orange County Flood Control District, Caltrans, and other federal, regional, and local agencies to accommodate planned SR-91 improvements adjacent to the Santa Ana River.

### Completed Designs and Reports

There are various project development phase documents (Feasibility Reports, Studies, PSR, PA/ED, or PS&E) that are completed, or are in draft form and anticipated to be approved that identify mobility improvements. These documents include:

- ❖ MIS – Final Project Report: Locally Preferred Strategy Report (January 2006).
- ❖ Renewed Measure M Transportation Investment Plan (November 2006).
- ❖ RCTC 10-Year Western County Highway Delivery Plan (December 2006).
- ❖ SR-91/Fairmont Boulevard Feasibility Study (December 2009).
- ❖ Corridor System Management Plan (CSMP) Orange County SR-91 Corridor Final Report (August 2010).

- ❖ Renewed Measure M Early Action Plan, approved August 2007 and subsequently renamed as the Capital Action Plan (April 2011).
- ❖ PSR-PDS for SR-241/SR-91 Tolloed Express Connector (January 2012).
- ❖ Project Report & Environmental Document for 91 Corridor Improvement Project (October 2012)
- ❖ PSR-PDS on SR-91 between SR-57 and SR-55 (October 2014).
- ❖ SR-71/SR-91 Interchange Environmental Phase (2011) and Final Design (2015).
- ❖ 2021 Next 10 Delivery Plan approved by OCTA Board, (December 2021).
- ❖ Project Report & Environmental Document for 15/91 Express Lanes Connector (June 2019)
- ❖ Project Report & Environmental Document for 91 Corridor Operations Project (April 2020)
- ❖ Project Report & Environmental Document for SR-241/SR-91 Tolloed Express Connector (April 2020).

## SR-91 CORRIDOR CONDITIONS

### Project Limits

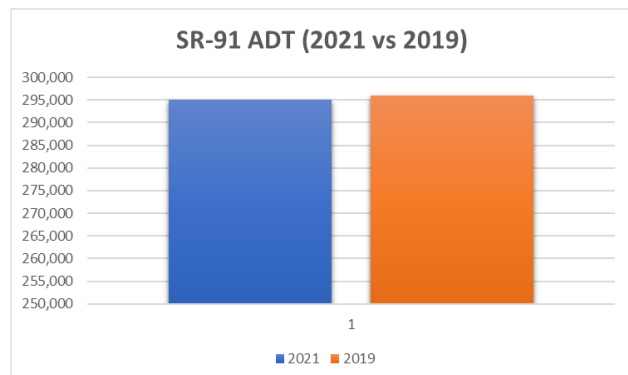
The project study limits encompass the segment of SR-91 from west of the junction of SR-57 and SR-91 in the City of Anaheim in Orange County, to east of the junction of SR-91 and I-15 in the City of Corona in Riverside County. The freeway segment is approximately 20.3 miles long and includes 12.7 miles within Orange County and 7.6 miles within Riverside County.

### Existing Traffic Conditions Summary

Similar to other parts of the state, traffic demand on Orange County roadways, including the SR-91 corridor, encountered significant variations due to the COVID-19 pandemic and the Stay-at-Home Order that was implemented March 2020. Traffic demand started to increase following the lifting of the Stay-at-Home Order on June 15, 2021. Daily travel demand on the SR-91 corridor increased by over 6% from February 2021 (before the Stay-at-Home Order was lifted) to October 2021 (after the Stay-at-Home Order was lifted). However, the October 2021 traffic demand on the SR-91 corridor was still lower than the October 2019 demand by approximately 0.5% (Figure 1). The peak period times as well as day-to-day

variations of congestion patterns still show effects from the pandemic when compared to 2019 conditions.

**Figure 1**



Due to the aftereffect of the COVID-19 pandemic, the 2021 traffic patterns are not deemed as a true reflection of the typical existing conditions nor as a proper baseline to forecast the future demand and operations of the SR-91 corridor. Therefore, the 2019 traffic conditions are being utilized for the 2022 Plan.

Traffic conditions on the SR-91 corridor are expecting continued changes due to uncertainties related to the COVID-19 aftereffect. OCTA and RCTC will continue monitoring the SR-91 traffic pattern changes throughout the year of 2022. If traffic conditions are showing a trend of normalization (reverting back to pre-pandemic conditions), then the traffic analysis will be updated for the 2023 Plan.

A review of the 2019 traffic conditions in the corridor indicates that the existing capacity of the facility is inadequate to accommodate current and future peak demand volumes. Level of Service (LOS) F prevails in the peak direction during the entire peak period. The definition of LOS F is a density of more than 45 passenger cars/lane/mile and the worst freeway operating condition. The results also indicate that there are several physical conditions that contribute to unacceptable traffic queues.

During the weekdays, westbound SR-91 experiences heavier traffic conditions during the morning commute for travelers leaving Riverside County to employment areas in Orange and Los Angeles counties. The corridor is generally congested between the peak period of 6 a.m. to 10 a.m. in the westbound direction and the peak period of 3 p.m. to 7 p.m. in the eastbound direction. Due to the high demand, congestion in the corridor occurs

before and after the peak periods. The eastbound afternoon conditions tend to be exacerbated by the lack of receiving capacity in the Riverside County portion of the SR-91 corridor. Accordingly, RCTC is working closely with Caltrans District 8 to sponsor improvements that will provide congestion relief for the eastbound afternoon condition. Some of these improvements include the 15/91 Express Lane Connector, SR-71/SR-91 Interchange, and Improvements East of I-15.

The following is a summary of the deficiencies identified along the SR-91 corridor:

- ❖ Heavy traffic volumes to/from I-15 converge with the SR-91 and increase delay during the morning and evening peak hours.
- ❖ SR-71 traffic demand as well as physical and operational constraints for the EB SR-91 to NB SR-71 connector contribute to mainline and EB SR-91 corridor delays.
- ❖ Traffic entering the WB SR-91 from the Green River Road and SR-71 on-ramps contribute to mainline congestion during the AM peak period.
- ❖ High traffic volumes entering the freeway from Gypsum Canyon Road, Santa Ana Canyon Road, Green River Road, Weir Canyon Road, Imperial Highway and Lakeview Avenue contribute to congestion on the SR-91 mainline.
- ❖ One of the two lanes from the Eastern Transportation Corridor (State Route 241) connector is dropped at the merge to EB SR-91 causing additional congestion on the EB SR-91 general purpose lanes.
- ❖ At the NB SR-55 interchange with EB SR-91, a lane on SR-91 is dropped (as a dedicated exit) at Lakeview Avenue and a second lane is dropped (as a dedicated exit) at Imperial Highway creating a weave condition.
- ❖ WB SR-91 drops two GP lanes and a 91 Express Lane to SB SR-55, contributing to mainline congestion. This drop also occurs on the left-hand side of SR-91, creating a weaving condition.
- ❖ WB traffic entering SR-91 at Lakeview Avenue traveling to SB SR-55 contributes to mainline congestion by weaving across three lanes on SR-91. The existing two-lane connector from WB SR-91 to SB SR-55 traffic volume exceeds operational capacity causing a queue on the SR-91 mainline.

- ❖ A lane drop on EB SR-91 at SB SR-241 creates a chokepoint.

### Logical Project Sequencing

As noted, the SR-91 Corridor in Riverside County, in the EB direction, lacks the receiving capacity during the afternoon peak period which creates a bottleneck condition. Due to the high levels of congestion experienced on this segment of the corridor, there is sensitivity to any changes that may affect traffic operations. Without first addressing the congestion in Riverside County, any performance or capacity enhancing projects upstream would further exacerbate congested conditions causing additional delays and queueing. Therefore, projects that have the potential to impact demand and/or provide additional capacity in the EB direction should be considered in a logical sequence to ensure that there is sufficient receiving capacity in Riverside County.

In October 2019, a consensus was reached between OCTA, RCTC, Caltrans, and the TCA that would set the stage for a series of projects to be implemented in sequential order to improve the SR-91 corridor. OCTA, RCTC, TCA, and Caltrans, Districts 8 and 12, as well as Caltrans Headquarters directors, worked through five major issues. This framework will enable the streamlining of the implementation of the SR-241/SR-91 Tolloed Express Connector project while minimizing impacts to the

91 corridor. The subject matter of the multi-agency consensus is outlined below:

1. Setting priorities for SR-91 corridor projects to reduce construction-related impacts;
2. Allowing completion of the environmental approval process and updating related programming documents;
3. Clarifying lead agencies for final design, construction, and maintenance;
4. Identifying the principal funding agency for final design, construction, and maintenance; and
5. Designating lead agencies for retaining toll revenue and toll setting/operational control.

Based on the above framework, the agencies reached consensus on a 91 Corridor program of projects and sequencing as outlined below:

- ❖ 15/91 Express Lanes Connector
- ❖ SR-91 Corridor Operations Project
- ❖ SR-71/SR-91 Interchange Improvements\*
- ❖ SR-241/SR-91 Tolloed Express Connector

\*Note: SR-241/SR-91 Tolloed Express Connector is not dependent upon completion of SR-71/SR-91 Interchange Improvements

## PROJECT SUMMARY

The projects in this Plan are presented in the following groups: Orange County Projects, Riverside County Projects and Bi-County Projects. The stage of development for each project, such as planning, final design, construction, or procurement and implementation, varies as noted in the project summaries. Table 1 summarizes the various planned projects, concept projects, and completed projects. For details on each project refer to Section 2 for planned projects and Appendix B for selected complete projects:

- ❖ The Orange County projects have a total cost of approximately \$529 million. The projects include the SR-91 improvements between SR-57 and SR-55, Anaheim Canyon Metrolink station improvements, and Placentia Metrolink rail station.
- ❖ The Riverside County projects have a total cost of over \$399 million. The improvements include: a 15/91 Express Lanes Connector, the SR-71/SR-91 Interchange Improvements, and the SR-91 improvements east of I-15.
- ❖ The Bi-County projects benefit both Orange and Riverside Counties. The total cost for the Bi-County projects exceeds \$380 million. The improvements include: the SR-241/SR-91 Tolle Express Connector and a Sixth Lane Addition (SR-241 to SR-71).

## Traffic Analysis

For the 2022 Plan, the traffic analysis for major SR-91 capacity projects used the Caliper TransModeler software model and traffic data calibrated to reflect existing traffic patterns of 2019 as described in the prior section. This traffic simulation model provides a better depiction of actual travel delays experienced by motorists compared to traditional travel demand models. The model can be used to analyze freeway bottlenecks sometimes neglected in traditional travel demand models. This approach is especially important given high SR-91 traffic volumes and the potential for relatively few vehicles to significantly slow down traffic. For example, a minor freeway merging area can cause many vehicles to slow, cascading delay through the traffic stream, and rapidly decreasing both speed and volume for major segments of the freeway. The metrics reported in the Plan include travel time

**Table 1 – SR-91 Implementation Plan Projects**

Project	Cost (\$M)
<b>Orange County Projects</b>	
SR-91 Improvements between SR-57 and SR-55	460
Anaheim Canyon Metrolink Station Improvements	34.2
Placentia Metrolink Rail Station	34.8
<b>SUBTOTAL</b>	<b>529</b>
<b>Riverside County Projects</b>	
15/91 Express Lanes Connector	270
SR-71/SR-91 Interchange Improvements	129
SR-91 Improvements East of I-15	TBD
<b>SUBTOTAL</b>	<b>399+</b>
<b>Bi-County Projects</b>	
SR-241/SR-91 Tolle Express Connector	380
Sixth Lane Addition (SR-241 to SR-71)	TBD
<b>SUBTOTAL</b>	<b>380+</b>
<b>Concept Projects</b>	
<b>Cost (\$M)</b>	
Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15	2,720
Anaheim to Ontario International Airport Maglev High Speed Rail	2,770 – 3,200
Irvine-Corona Expressway (ICE) 4-Lane Facility from SR-241/SR-133 to I-15/Cajalco Road	8,855
Westbound SR-91 to Southbound SR-55 Improvements	75 – 150
Eastbound SR-91 Fifth Lane Addition at SR-241	31
Fairmont Boulevard Improvements	76.8
<b>SUBTOTAL</b>	<b>14,527.8–15,032.8</b>
<b>Completed Project Summary Since 2006 (Constructed Year)</b>	
<b>Cost (\$M)</b>	
Green River Road Overcrossing Replacement (March 2009)	24.3
North Main Street Corona Metrolink Station Parking Structure (June 2009)	25
Eastbound Lane Addition from SR-241 to SR-71 (September 2010)	51.2
Widen SR-91 between SR-55 and SR-241 by Adding a 5 <sup>th</sup> GP Lane in Each Direction (January 2013)	85.2
SR-91 WB Lane at Tustin Avenue (April 2016)	43.2
Metrolink Service Improvements (June 2016)	249
Initial Phase CIP: Widen SR-91 by One GP Lane in Each Direction East of Green River Rd, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System/Local Interchange Improvements (2017)	1,407
Express Bus Service (2019)	6
La Sierra Metrolink Parking Improvements (2019)	6.3
SR-91 Corridor Operations Project (2022)	38
<b>SUBTOTAL</b>	<b>1,935.2</b>



from the beginning to the end of the study corridor and vehicle hours of delay experienced on study corridor, which both focus on operations for vehicles on SR-91. A third metric includes vehicles served by the system in the study corridor and takes into consideration vehicles on ramps and freeways that feed into or are fed by SR-91 in the study area. In addition to the existing year 2019 analysis, two future years of 2030 and 2045 were analyzed and include capacity enhancing projects that are scheduled to be completed by the respective year. The operations analysis quantified travel time savings for WB morning and EB afternoon conditions for the following major capacity enhancing projects:

#### **Year 2030**

- ❖ SR-91 Improvements between SR-57 and SR-55
- ❖ 15/91 Express Lanes Connector
- ❖ SR-71/SR-91 Interchange Improvements
- ❖ SR-91 Corridor Operations Project
- ❖ SR-241/SR-91 Tolloed Express Connector

#### **Year 2045**

- ❖ Projects completed in 2030
- ❖ SR-91 Improvements East of I-15
- ❖ SR-91 Sixth Lane Addition
- ❖ Fairmont Boulevard Improvements

#### **Westbound Analysis**

The WB morning (a.m.) traffic analysis results indicate that for the year 2030 forecasts, peak hour travel times are anticipated to improve in Riverside County (by about 6 minutes) and in Orange County (by about 11 minutes). In addition to decreasing travel time, overall vehicle hours of delay in the corridor will decrease (by about 20 percent), while the entire system is serving more vehicles (by about 9 percent). Bottlenecks are anticipated at the Orange-Riverside County line and at the SR-241 interchange/Gypsum Canyon interchange area. The main bottlenecks in Riverside County will be relieved due to the completion of proposed projects. The bottleneck at the

SR-55 interchange will also be relieved. However, with the additional vehicles traveling downstream, there is additional congestion at the SR-57 interchange. For the year 2045, travel times are anticipated to decrease (by about 16 minutes) in Riverside County, and increase (by about 23 minutes) in Orange County when compared to 2030. Overall vehicle hours of delay will increase (by about 68 percent) in the corridor, but the number of vehicles the system is serving will increase (by about 6 percent). Bottlenecks appear at SR-71 and at SR-57. Due to the SR-71 Corridor Improvement Project, there is a large increase of vehicles going to and from SR-71. Travel time in Orange County shows an increase in 2045 due to the growth in traffic, projects relieving congestion upstream allowing more vehicles to travel downstream, and no additional capacity enhancing projects in Orange County. OCTA and RCTC are exploring multi-modal opportunities on, or adjacent to, the SR-91 corridor that could provide additional congestion relief.

Express Lanes in the westbound direction operate satisfactorily in all the analysis years.

#### **Eastbound Analysis**

The EB evening (p.m.) traffic analysis indicates that for the year 2030 forecasts, peak hour travel times are anticipated to decrease (by about 7 minutes) in Riverside County and increase (by about 11 minutes) in Orange County. Although the overall travel time through the corridor will increase slightly, the vehicle hours of delay will decrease (by about 26 percent) and the number of vehicles served by the system will increase (by about 12 percent). The major bottleneck still occurs at the county line. Improvement projects near SR-55 and I-15 should alleviate congestion in those areas. For the year 2045, travel times are anticipated to increase (by about 4 minutes) in Riverside County and decrease in Orange County (by about 18 minutes) when compared to 2030. Overall vehicle hours of delay will increase (by about 40 percent) but the number of vehicles the system is serving will be greater (by about 8 percent). The main bottleneck remains at the county line. However, with the inclusion of the Sixth Lane Addition project, the congestion at the county line will be reduced. More vehicles traveling downstream will slightly increase congestion in Riverside County near I-15.

Express Lanes in the eastbound direction operate satisfactorily in all the analysis years.

Figures 1-1 and 1-2 below summarize the westbound corridor vehicle hours of delay and systemwide served vehicles, respectively. Figures 1-3 and 1-4 below summarize the eastbound corridor vehicle hours of delay and systemwide served vehicles, respectively.

Figure 1-1 – Westbound SR-91 from I-15 to SR-57 A.M. Peak Period Corridor Vehicle Hours of Delay

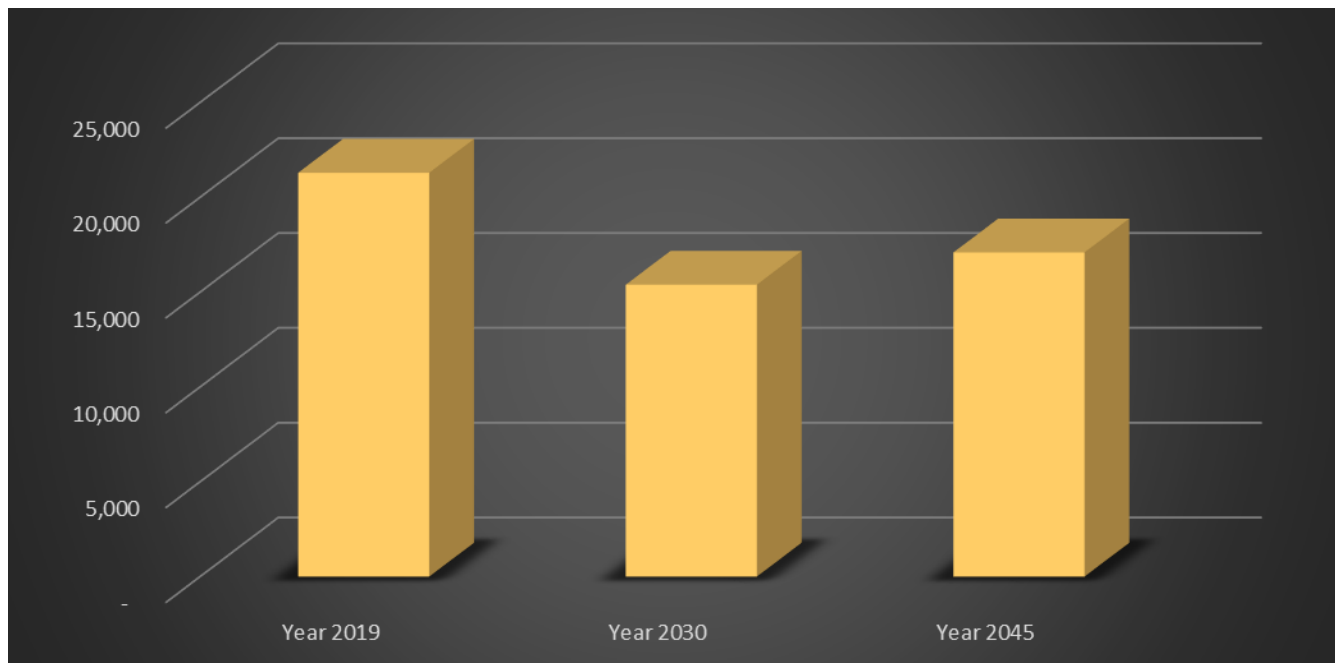


Figure 1-2 – Westbound SR-91 from I-15 to SR-57 A.M. Peak Period Systemwide Served Vehicles

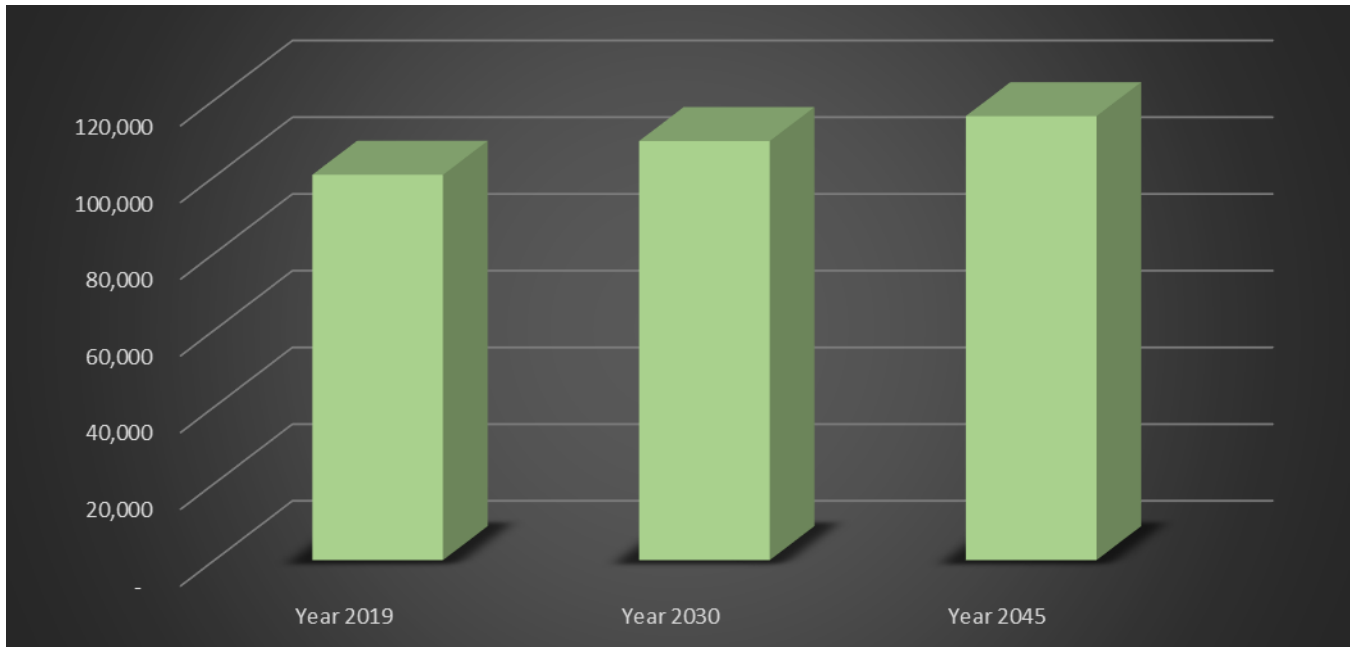


Figure 1-3 – Eastbound SR-91 from SR-57 to I-15 P.M. Peak Period Corridor Vehicle Hours of Delay

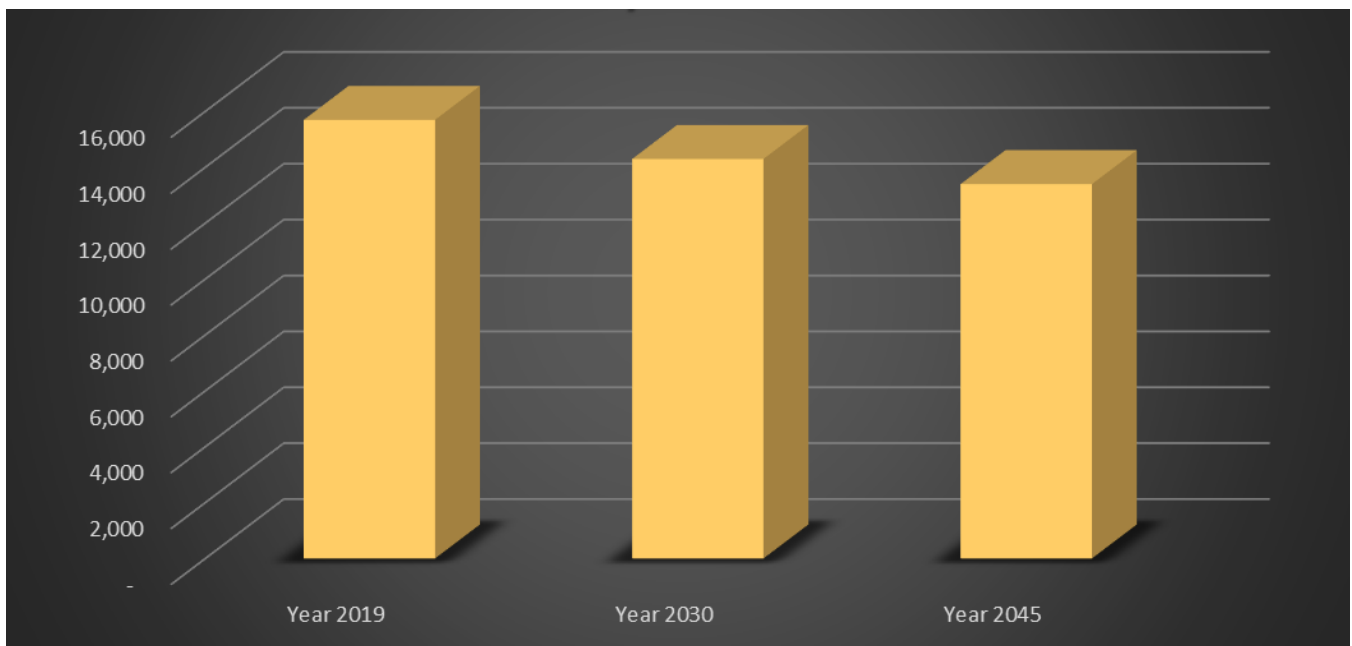
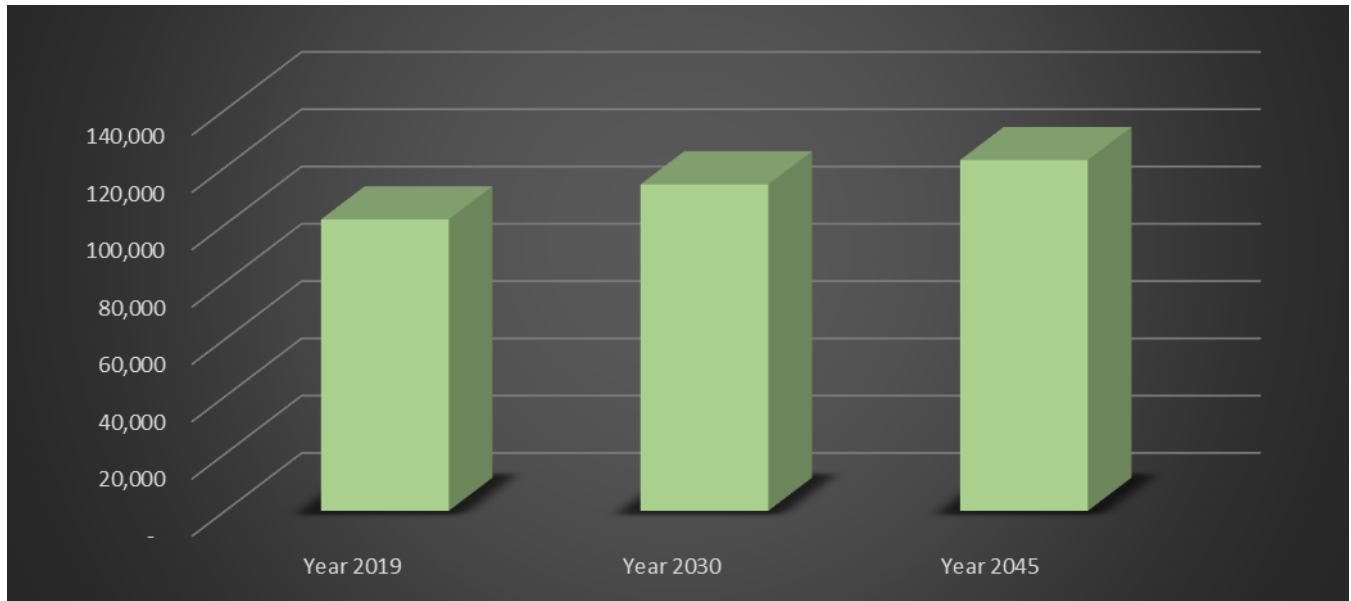




Figure 1-4 – Eastbound SR-91 from SR-57 to I-15 P.M. Peak Period Systemwide Served Vehicles



## CONCEPT PROJECT SUMMARY

Many of the highway concept projects identified in this 2022 Plan are long lead time projects and/or projects without sufficient project development detail to be advanced into the Project Summary section. These potential concepts include significant environmental constraints and right of way requirements in addition to requiring a significant amount of planning, design, and future policy and public input. Many of these concept projects are multi-billion-dollar improvements that will remain a challenge to implement. Refer to Appendix A for details on each concept project.

## IRVINE CORONA EXPRESSWAY STATUS SUMMARY

The Irvine Corona Expressway (ICE) concept was conceived as part of the MIS and was established as part of a suite of projects to support future peak demand volumes between Riverside and Orange Counties. The ICE was further evaluated in the 2009 ICE Feasibility Study for financial and geotechnical feasibility. Seven (7) primary feasibility issues were considered:

- ❖ Geologic, hydrogeologic/hydrologic, and geotechnical conditions.
- ❖ Corridor concepts (full tunnel and partial tunnel/partial surface road).
- ❖ Tunnel configuration.
- ❖ Tunnel excavation and support methods.
- ❖ Tunnel systems (e.g., ventilation, emergency fire system, operation building, toll system, etc.).
- ❖ Construction considerations.
- ❖ Construction, Operation & Maintenance (O&M) costs.

Per the direction of the Riverside-Orange Corridor Authority Board (ROCA) in 2010, staff has reevaluated the concept annually, as part of the preparation of this Plan, to determine if construction costs and tunneling technology have changed and become less prohibitive.

Planned and constructed tunnel projects were reviewed for insight into how tunnel construction technology is changing. Projects such as the Las Vegas

Convention Center (LVCC) Loop and the Ontario International Airport (ONT) Loop are utilizing innovative ideas that could deliver transit tunnel projects with faster construction timelines and at a lower cost. These projects propose smaller diameter tunnels (12-14 feet) and are designed to accommodate specialized vehicles with the intent of eventually incorporating autonomous electric vehicles. The Boring Company constructed the 1.7-mile LVCC Loop dual tunnels for \$52.5 million over approximately two years. The current estimated cost (including all phases and support) for the 4-mile ONT Loop is \$85 million and is expected to take 48 months to complete.

The Boring Company plans to develop technology to construct tunnels faster and at lower cost. To accomplish this, The Boring Company plans to reduce tunnel diameters and increase the speed and efficiency of tunnel boring machines (TBM). Additional initiatives include electrifying and automating TBMs to increase safety and efficiency.

Two shorter tunnels were constructed in California with similar lane configurations to the ICE concept. The Devil's Slide Tunnel in San Mateo County and the Caldecott Fourth Bore Tunnel in Contra Costa County both opened in 2013. These tunnels used a method of drilling and blasting (known as the New Austrian Tunneling Method), rather than operating a TBM. Both tunnels were approximately 1.2 miles long and took six years and three years to construct, respectively.

Based on recent tunnel projects, the challenges that were identified in the ICE Feasibility Study were also experienced by other tunnel construction projects which provides insight into how tunneling technologies have changed. The New Austrian Tunneling Method may be a way to reduce the cost of boring for the ICE tunnel. This method was discussed in the 2009 ICE Feasibility Study but was dismissed due to the proposed length of the ICE tunnel concept. In the future, more investigation would be required to assess the feasibility of using a boring method other than a TBM, and to qualitatively assess possible impacts to the ICE corridor construction cost and duration.

Reducing the bore diameter and proposed cross section of the ICE corridor concept may be a way to reduce the cost of the project. More investigation is required to determine how the cross-section and bore size could be reduced for the ICE concept. Additionally, there are several regulatory requirements that would likely need to be considered in designing the cross section. While it may be difficult to reduce the highway or rail tunnel cross section, a smaller diameter could be considered for an alternative design vehicle. The ONT Loop and LVCC Loop are example projects where smaller diameter bores were allowable for autonomous transit use.

Even if reducing the cross-section and bore diameter may not be feasible, new developments in the form of autonomous boring machines may be able to reduce project time and cost. A tunnel project in Malaysia has utilized an autonomous TBM setup, and a tunnel in Sydney Australia is expected to deploy specially designed autonomous TBMs by the end of next year. With their consistency and precision, these TBMs may be four times

as fast as the projected speed of conventional TBMs for the ICE. However, these cutting-edge machines have limited technical maturity. While there is demonstrated use for tunnels of diameters comparable to the ICE's 26-foot rail tunnel, no autonomous TBM has been developed that could achieve the diameter proposed for the highway tunnel.

A review of land uses adjacent to proposed ICE eastern terminus near the Interstate 15/Cajalco Road junction revealed much has changed since the concept was developed in 2006. Significant development has occurred and is proposed in the area which complicates the viability of the eastern end of conceptual alignment of the ICE.

The review of recent tunneling projects shows feasibility for the ICE tunnel concept is slowly improving as tunneling technology is progressing. Technology has not advanced to the point where long, wide highway tunnels can be constructed at a lower cost. However, modern boring methods have lowered the cost on smaller, shorter tunnels.

## OVERVIEW

The 2022 Plan describes projects, key considerations, benefits, current status, schedule, and costs (in 2022 dollars, or as noted) for major projects and concepts. The projects are grouped as follows: Orange County Projects, Riverside County Projects and Bi-County Projects.

The intent of the Implementation Plan is to present a list of projects and studies along the SR-91 corridor and highlight coordination between OCTA, RCTC, and Caltrans to improve the corridor.

As part of the project development process, detailed operational analysis will need to be conducted to evaluate operational issues associated with each project. The project development phases are discussed in the status updates and are defined as follows:

❖ **Conceptual Engineering = Pre-Project Study Report (Pre-PSR)** – Conceptual planning and

engineering for project scoping and feasibility prior to initiating the PSR phase.

❖ **Preliminary Engineering = Project Study Report (PSR)** – Conceptual planning and engineering phase that allows for programming of funds.

❖ **Environmental = Project Approval/Environmental Document (PA/ED)** – The detailed concept design that provides environmental clearance for the project and programs for final design and right of way acquisition. The duration for this phase is typically 2-3 years.

❖ **Design = Plans, Specifications, and Estimates (PS&E)** – Provide detailed design to contractors for construction bidding and implementation.

❖ **Construction** = The project has completed construction and will provide congestion relief to motorists.

Figure 2-1 – SR-91 Project Study Area from SR-57 to I-15



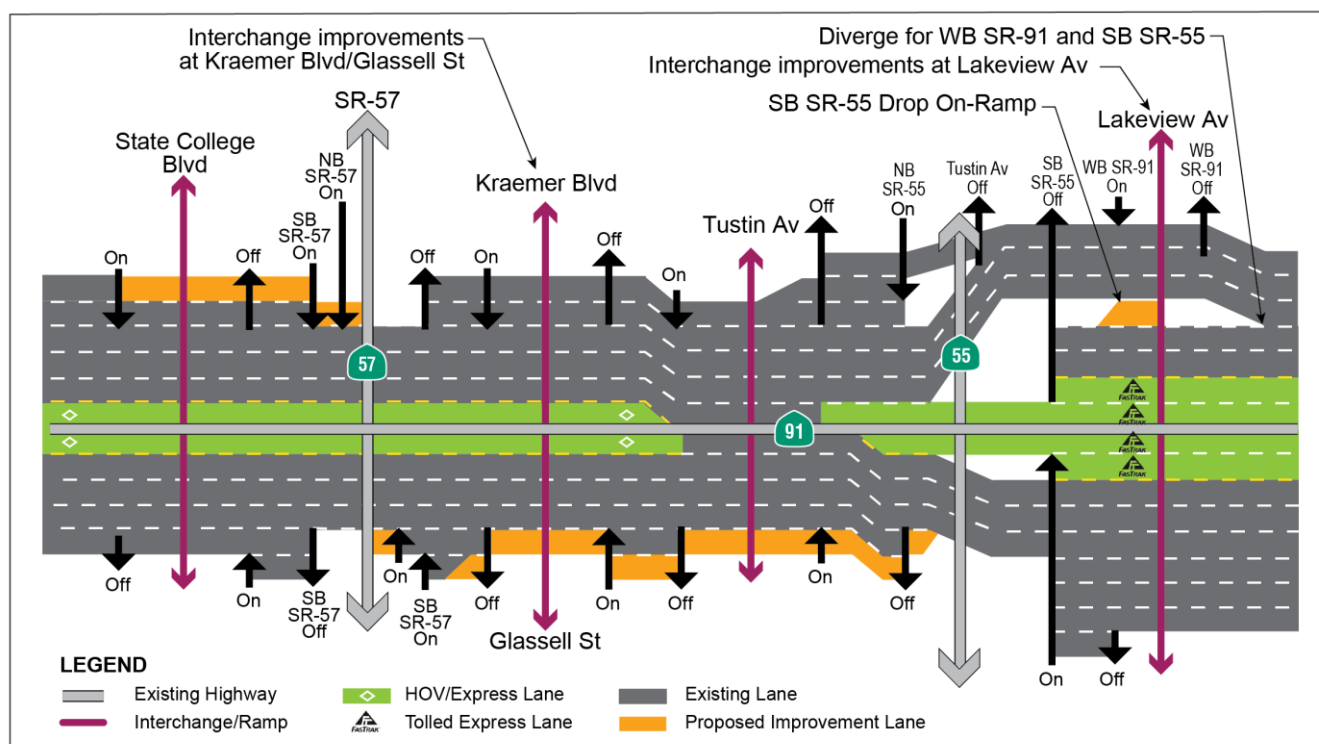
## ORANGE COUNTY PROJECTS

The Orange County set of projects includes three improvements at a total cost of approximately \$529 million (in 2022 dollars, or as noted). The projects include: SR-91 improvements between SR-57 and SR-55, Anaheim Canyon Metrolink station improvements, and new Placentia Metrolink rail station. Further details for each of the projects are included in the following summaries.

Orange County Project Summary	Cost (\$M)
SR-91 Improvements between SR-57 and SR-55	460
Anaheim Canyon Metrolink Station Improvements	34.2
Placentia Metrolink Rail Station	34.8
<b>SUBTOTAL</b>	<b>529</b>



## SR-91 Improvements between SR-57 and SR-55



### Project Description

The project proposes to add EB capacity between SR-55 and SR-57, improve the SR-91/SR-57 and SR-91/SR-55 interchanges and local interchanges. In the SR-91/SR-57 interchange area, improvements identified in Project Approval/Environmental Document (PA/ED) phase include extending an additional lane on WB SR-91 from the NB SR-57 to WB SR-91 connector through State College Boulevard and terminating at the auxiliary lane to Raymond Avenue-East Street. At the SR-91/SR-55 interchange area, a drop on-ramp from Lakeview Avenue would be constructed between realigned WB SR-91 lanes for direct access to SB SR-55, allowing for the exit to SB SR-55 to be moved further east, separating WB SR-91 and SB SR-55 traffic west of the Lakeview Avenue bridge. The 91 Express Lanes will not be impacted by the project. In order to accommodate the improvements, the Lakeview, Tustin, Kraemer/Glassell, and La Palma bridges are proposed to be replaced. The improvements have been developed in cooperation with local jurisdictions and affected communities.

### Key Considerations

The proposed project improvements on WB and EB SR-91 may require partial right-of-way acquisition and Temporary Construction Easements (TCEs). In some areas, a non-standard geometric cross-section is proposed to reduce the right-of-way impacts.

### Benefits

The proposed project improvements on WB and EB SR-91 between SR-57 and SR-55 include, among other features, adding one EB general purpose lane to achieve lane balancing and interchange improvements. Project improvements will reduce congestion and delay and reduce weaving.

### Current Status

The project improvements were originally studied in the SR-91 Feasibility Study, which was completed in June 2009. The Project Study Report was completed in 2014 and the Project Approval/Environmental Document (PA/ED) was completed in 2020. This project was then split into three separate segments and the Plans Specifications and Estimate (PS&E) phase began in 2020 for all three segments. The proposed improvements are included in the Measure M program.

### Schedule and Cost

Construction is anticipated to be completed in 2028 and the total project cost is estimated to be approximately \$460,000,000.



## Anaheim Canyon Metrolink Station Improvements

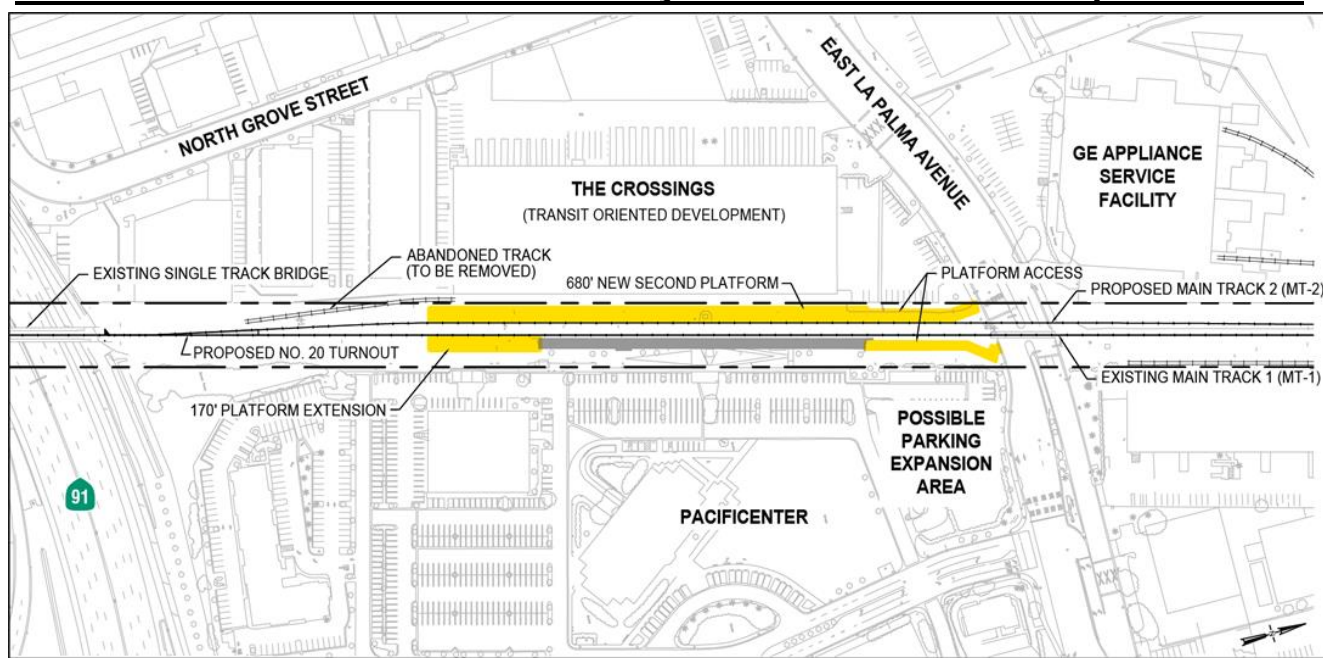


Image source:  
Anaheim Canyon Station Project Definition Report, February 23, 2015

### Project Description

The Anaheim Canyon Metrolink Station Improvement Project will include the addition of approximately 3,400 linear feet of secondary track; a second platform; extending the existing platform; improvements at two at-grade railroad crossings located at Tustin and La Palma; as well as new shade structures, benches, and ticket vending machines. These project improvements will accommodate planned future train service and will enhance on time service and safety.

### Benefits

The project will enable future Metrolink service expansion, improve train service efficiency, and foster train ridership growth in the region, which will contribute to congestion relief on SR-91.

### Current Status

OCTA is the lead agency on the project. Funding for the project is programmed to use Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ), 5307 Federal Formula, M2 (OC Go), and City of Anaheim funds.

### Schedule and Cost

The plans were completed, and the project was advertised for bid in October 2020. Construction began in May 2021 and is anticipated to be completed in November 2022. The total project cost is estimated to be \$34.2 million.



Image source: [www.placentia.org/Placentia-Metrolink-Site-Plan](http://www.placentia.org/Placentia-Metrolink-Site-Plan) (Wildan Engineering)

### Project Description

The new Placentia Metrolink Station will serve the Metrolink 91/Perris Valley Line, providing commuter rail service between Perris and Los Angeles, via Riverside and Orange counties. The project includes construction of a parking structure, OCTA bus access, an area for passenger pick-up and drop-off, and two station platforms.

### Benefits

The station will meet the current transit demand and foster train ridership growth in the region, contributing to congestion relief on SR-91.

### Current Status

The City of Placentia is the lead on right-of-way and environmental clearance, and OCTA is the lead agency for design and construction of the project. Funding for the project is programmed to use 91 Toll

Revenues, M2 (OC Go) and the City of Placentia funds for the construction phase. State Transportation Improvement Program (STIP), Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), OC Go and City funds are programmed for the design and right-of-way costs. Project is currently on hold.

### Schedule and Cost

Plans are 100 percent complete, however, the construction contract cannot be advertised until a Construction and Maintenance Agreement is in place with BNSF Railway, the right-of-way owner. The project will be advertised for bids once an agreement is in place. The total project cost is estimated to be \$34.8 million.



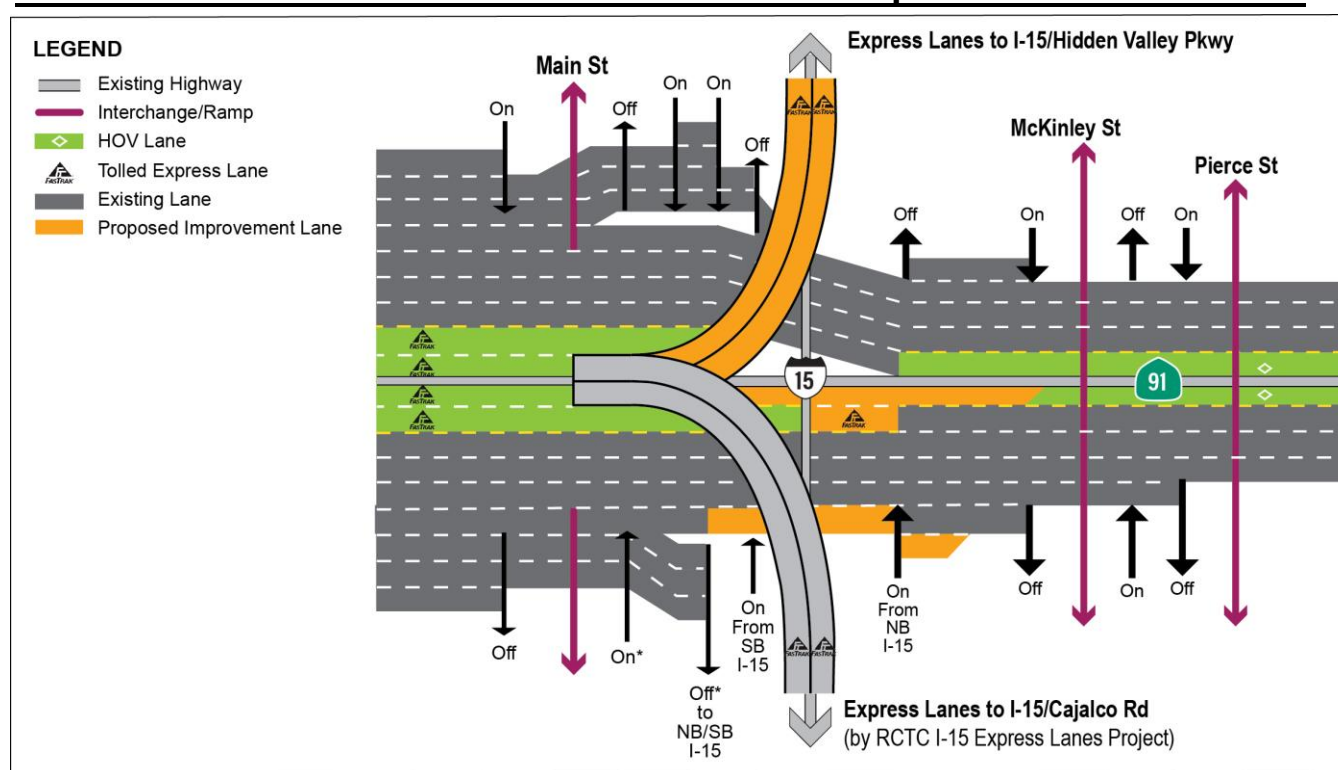
## RIVERSIDE COUNTY PROJECTS

The Riverside County set of projects includes three improvements: a 15/91 Express Lanes Connector, the SR-71/SR-91 Interchange Improvements, and SR-91 Improvements east of I-15. Projects for implementation in Riverside County are anticipated to cost in excess of \$399 million (in 2022 dollars, or as noted).

Riverside County Project Summary		Cost (\$M)
15/91 Express Lanes Connector		270
SR-71/SR-91 Interchange Improvements		129
SR-91 Improvements East of I-15		TBD
<b>SUBTOTAL</b>		<b>399+</b>



## 15/91 Express Lanes Connector



### Project Description

The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North (15/91 Express Lanes Connector, the subject project), and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (now part of RCTC I-15 Express Lanes Project), and easterly to east of McKinley Street. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. Subsequently, the proposed 15/91 Express Lanes Connector improvements (the subject of this project) have been pulled out from the CIP as a standalone project.

### Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in

scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange and the SR-241/SR-91 Tolled Express Connector.

### Benefits

The 15/91 Express Lanes Connector project will reduce congestion and operational delays by providing direct median-to-median access between the SR-91 Express Lanes and I-15 Express Lanes. Traffic operations will improve by eliminating weaving conflicts and out-of-direction travel along SR-91 and I-15 by the use of the direct connectors. The project will provide motorists a choice to use the 15/91 Express Lanes Connector for a fee in exchange for time savings.

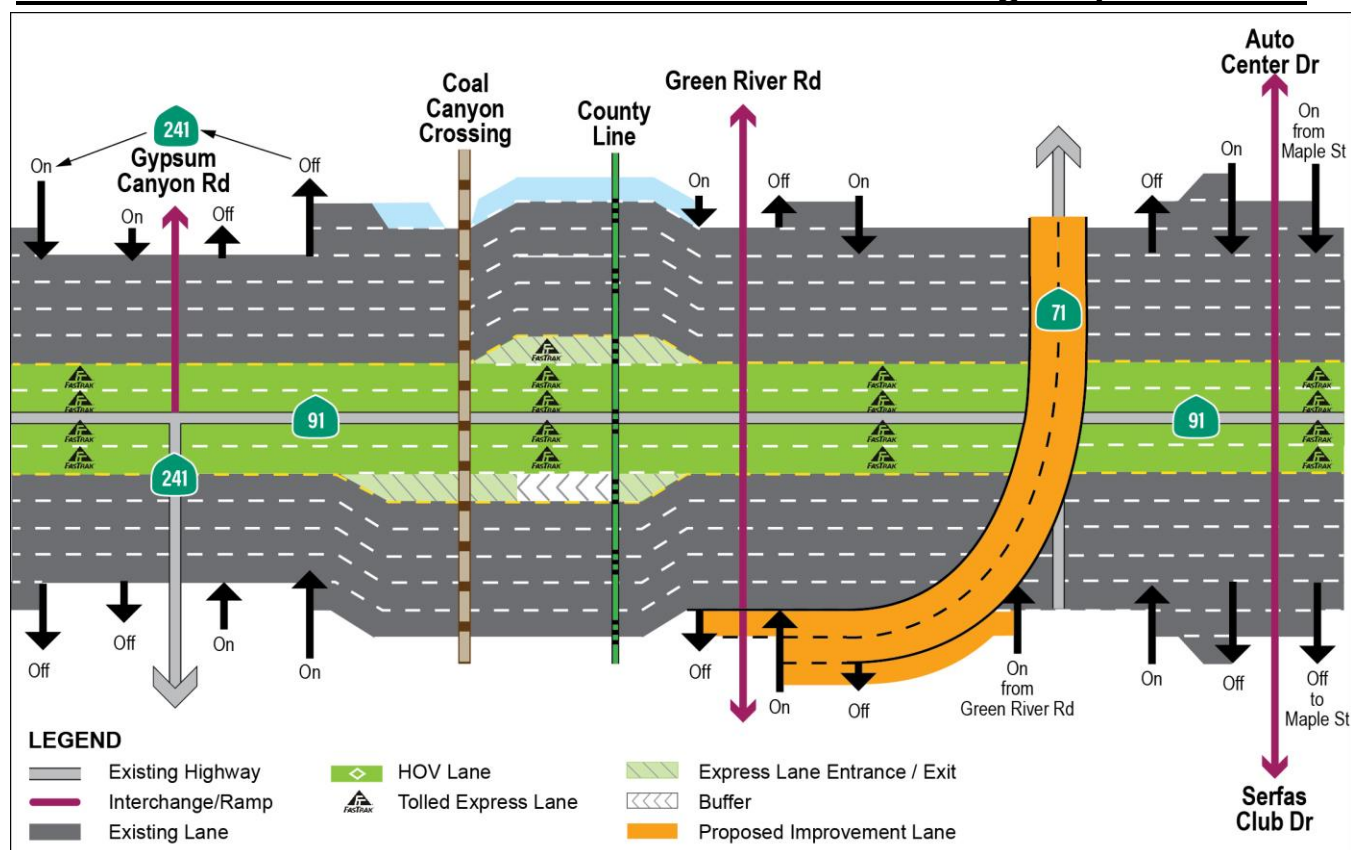
### Current Status

The 15/91 Express Lanes Connector is currently discussed in the environmental document for the SR-91 CIP that was completed in 2012. An environmental revalidation was completed in 2019. A Design-Build contract was awarded in Spring 2020 and the project is currently under construction.

### Schedule and Cost

Construction is planned to be completed in 2023. The total project cost is estimated to be \$270,000,000.

## SR-71/SR-91 Interchange Improvements



### Project Description

The current project includes a new two-lane direct connector from eastbound (EB) SR-91 to northbound (NB) SR-71 and realignment of the existing Green River Road SR-91 EB on-ramp to provide connection to NB SR-71 and EB SR-91.

### Key Considerations

Project improvements must be coordinated with the following projects: the SR-91 Sixth GP Lane Addition and the SR-241/SR-91 Tolled Express Connector. Close coordination with the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and California Department of Fish and Wildlife will also be required as the connector crosses the Santa Ana River west of the Prado Dam.

### Benefits

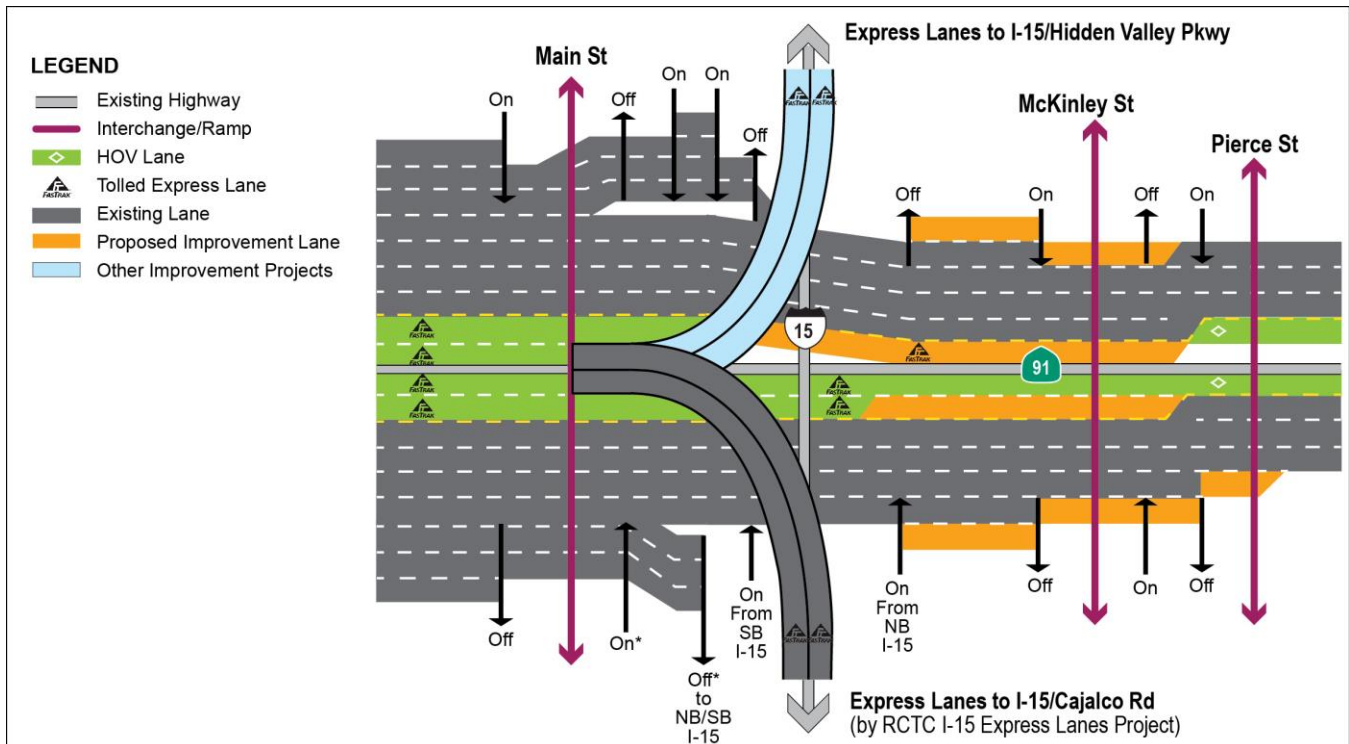
The project will provide a new direct connector improvement from EB SR-91 to NB SR-71, replacing the geometric choke point created by the existing loop connector. The project will also improve traffic operations and operational efficiency by eliminating or minimizing weaving conflicts through the use of auxiliary lanes.

### Current Status

The environmental phase was completed in 2011 and final design in 2015. An environmental revalidation and update to the final design is underway.

### Schedule and Cost

Construction is planned for completion in 2025. Construction cost is estimated to be \$129,000,000.



### Project Description

The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (now part of RCTC I-15 Express Lanes Project), and easterly to east of McKinley Street. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. The SR-91 improvements east of I-15, which includes extending an Express Lane east of McKinley Street and adding a general purpose lane to Pierce Street in each direction (the subject project), is a component of the SR-91 CIP that was not constructed with the Initial Phase.

### Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange, the SR-241/SR-91 Tolled Express Connector, and 15/91 Express Lanes Connector.

### Benefits

The SR-91 Improvements east of I-15 will reduce congestion and delays by providing additional SR-91 capacity from I-15 to Pierce Street.

### Current Status

Preliminary engineering is complete but may need to be revisited at a future date. The SR-91 Improvements east of I-15 is currently discussed in the SR-91 CIP environmental document for the SR-91 that was completed in 2012.

### Schedule and Cost

Anticipated project completion and cost are to be determined.

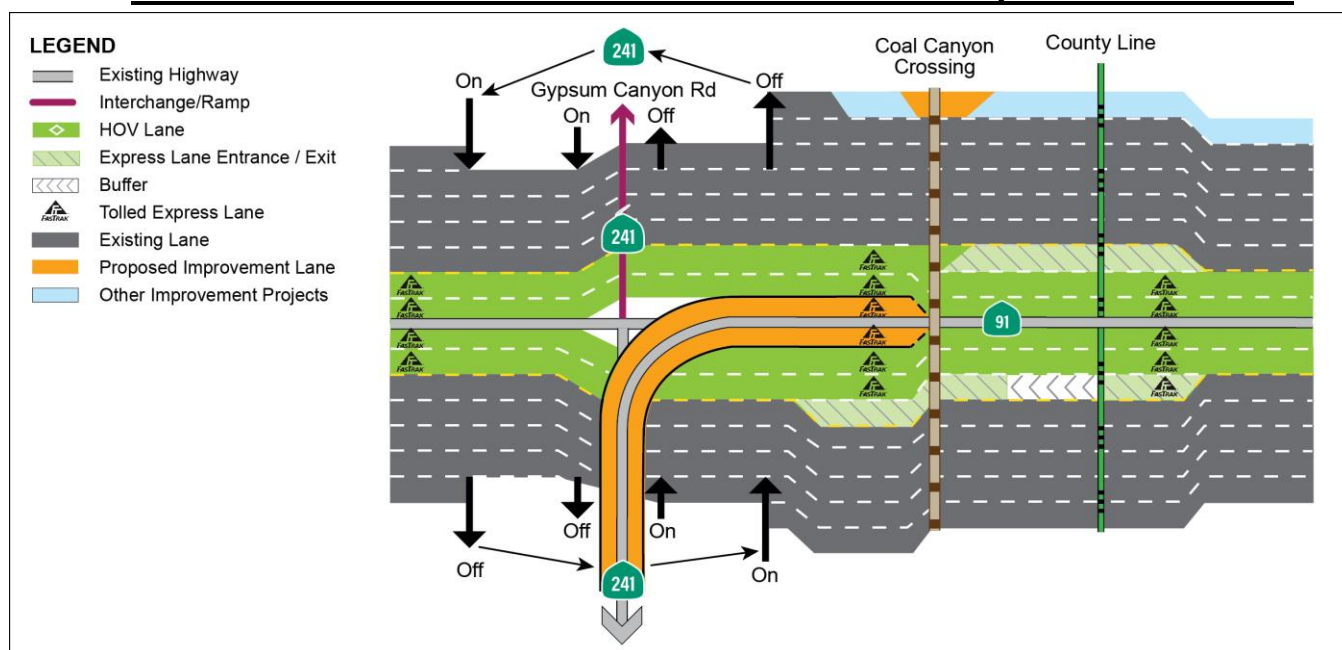
## BI-COUNTY PROJECTS

There are three Bi-County improvement projects that will benefit both Orange and Riverside Counties. These projects include: the SR-241/SR-91 Tolled Express Connector and a Sixth Lane Addition (SR-241 to SR-71). The total cost for the projects is expected to be more than \$380 million (in 2022 dollars, or as noted).

Riverside County Project Summary		Cost (\$M)
SR-241/SR-91 Tolled Express Connector		380
Sixth Lane Addition (SR-241 to SR-71)		TBD
<b>SUBTOTAL</b>		<b>380+</b>



## SR-241/SR-91 Tolloed Express Connector



### Project Description

The SR-241/SR-91 Tolloed Express Connector will consist of a direct connector between the 241 Toll Road and 91 Express Lanes, carrying northbound 241 Toll Road traffic to the eastbound 91 Express Lanes and westbound 91 Express Lanes traffic to the southbound 241 Toll Road.

### Key Considerations

The purpose of the project is to implement the build out of the Eastern Transportation Corridor as approved in 1994 in order to improve traffic operations on the northbound 241 Toll Road and the SR-91 general-purpose lanes while also maintaining reliable travel times and free flow speeds during peak periods on the 91 Express Lanes which were all key considerations in Caltrans' approval of the project. The project will require widening of SR-91 to accommodate the direct connector and associated Express Auxiliary Lanes in the median. The project's planned construction is aligned with the implementation of other planned improvements in the area including the 15/91 Express Lanes Connector, SR-91 Corridor Operations Project, and SR-71/SR-91 Interchange Improvements. Coordination will be conducted with local agencies to ensure the project avoids impacts to planned bicycle and trail connections on Gypsum Canyon Road per the City of Anaheim General Plan and OCTA Commuter Bikeways Strategic Plan.

### Benefits

The project will provide connectivity between the 91 Express Lanes and the 241 Toll Road, which will enhance

operations along the SR-91 general purpose lanes while also improving traffic operations on the northbound 241 Toll Road.

### Current Status

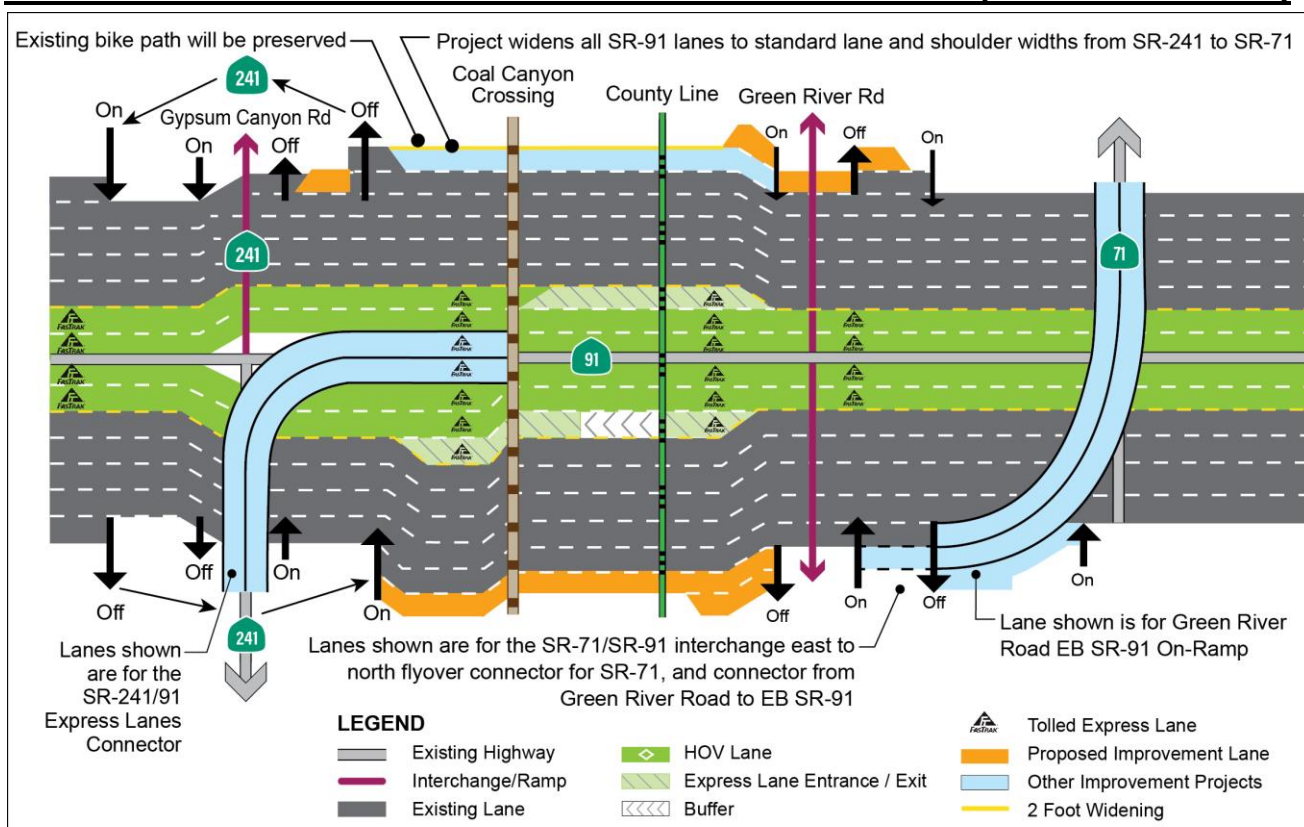
Preliminary engineering concepts for a SR-241/SR-91 Tolloed Express Connector have been developed by the Foothill/Eastern Transportation Corridor Agency (F/E TCA) and Caltrans, which were utilized for the environmental analysis. The 91 Express Lanes Extension and SR-241 Connector Feasibility Study was completed in March 2009 and was initiated to evaluate various alternatives. A Project Study Report was initiated in January 2011 and was completed in January 2012. The Draft Environmental Document was circulated for public review from November 7, 2016, through January 9, 2017. Caltrans's approval of the project with the Record of Decision was completed in March 2020. Final design is in progress.

### Schedule and Cost

Agreements to document roles and responsibilities for F/ETCA funding, Caltrans construction, and OCTA/RCTC tolling operation of the project are under development by the multi-agency team. Final Design is expected to be completed in 2022. Construction is anticipated to last approximately 36 months beginning in 2023 with project opening in 2026. The total cost of the project will be approximately \$380,000,000.



## Sixth Lane Addition (SR-241 to SR-71)



## Project Description

The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (now part of RCTC I-15 Express Lanes Project), and easterly to east of McKinley Street. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. The SR-91 sixth lane in each direction between SR-241 and SR-71 (the subject of this project) is a component of the SR-91 CIP that was not constructed with the Initial Phase.

## Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering

these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange and the SR-241/SR-91 Tolloed Express Connector.

## Benefits

The Sixth Lane Addition will reduce congestion and delays by providing additional SR-91 capacity from SR-241 to SR-71.

## Current Status

The Sixth Lane Addition is discussed in the SR-91 CIP environmental document that was completed in 2012. An alternatives analysis to evaluate potential improvement options in the eastbound direction was initiated in 2020 and completed in 2022.

## Schedule and Cost

Anticipated project completion and cost are to be determined.

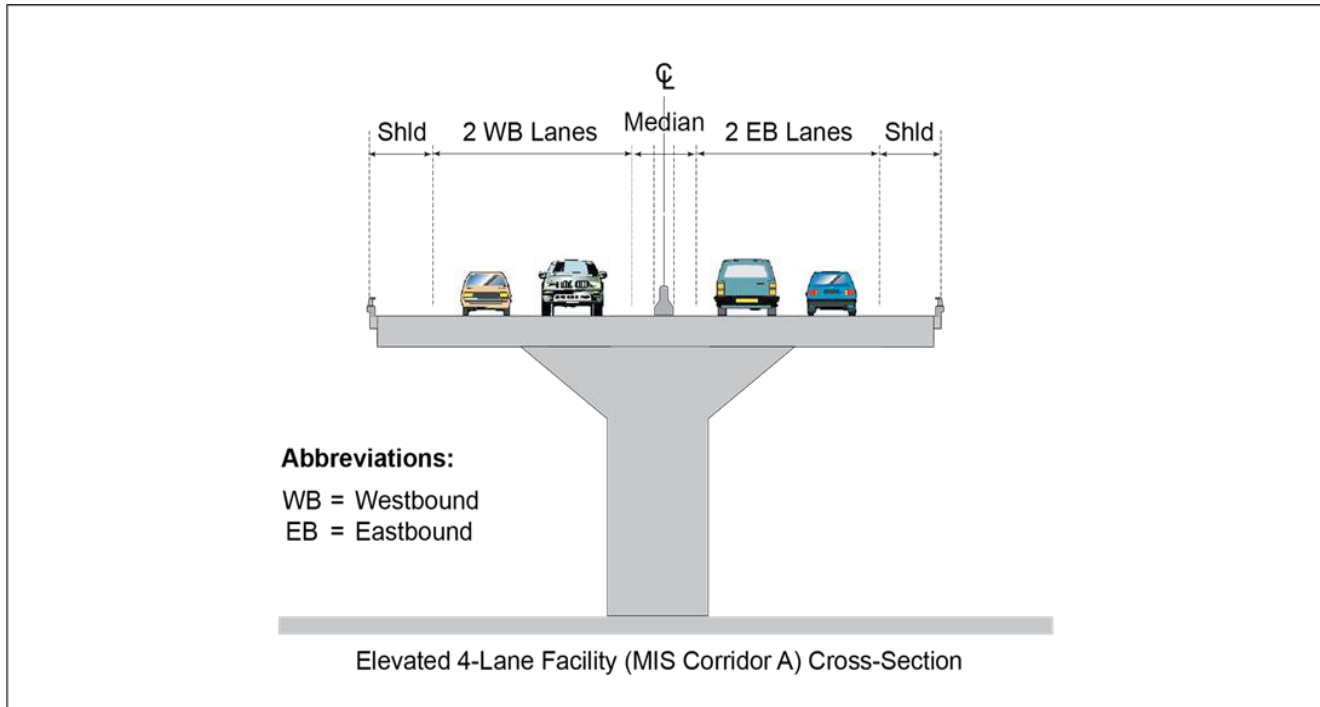
## APPENDIX A - POST-2035 AND CONCEPTUAL PROJECTS

Concepts for potential Post-2035 implementation (potentially earlier if funding becomes available) focus on longer-lead time projects. This multi-billion dollar program may include: an elevated 4-lane facility (MIS Corridor A) from SR-241 to I-15; the Anaheim to Ontario International Airport Maglev High Speed Rail; the Irvine-Corona Expressway (ICE) 4-lane facility from SR-241/SR-133 to I-15/Cajalco Road (formerly known as MIS Corridor B), Westbound SR-91 to Southbound SR-55 Connector Improvements, Eastbound SR-91 Fifth Lane Addition at SR-241 and Fairmont Boulevard Improvements. These potential concepts include significant environmental constraints and right of way requirements in addition to requiring a significant amount of planning, design, and future policy and public input.

Concept Summary	Cost (\$M)
Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15	2,720
Anaheim to Ontario International Airport Maglev High Speed Rail	2,770-3,200
Irvine-Corona Expressway (ICE) 4-Lane Facility from SR-241/SR-133 to I-15/Cajalco Road	8,855
Westbound SR-91 to Southbound SR-55 Connector Improvements	75-150
Eastbound SR-91 Fifth Lane Addition at SR-241	31
Fairmont Boulevard Improvements	76.8
<b>SUBTOTAL</b>	<b>14,527.8 – 15,032.8</b>



## Elevated 4-Lane Facility from SR-241 to I-15 (MIS Corridor A)



### Concept Description

The improvements primarily consist of constructing a new 4-lane elevated expressway near or within the Santa Ana Canyon with freeway-to-freeway connectors at SR-241 and I-15. The facility may include managed lanes and potential reversible operations.

### Key Considerations

Choice of alignment will be key to determining net capacity increase. Extensive right-of-way (R/W) will be required to implement the improvements if the alignment is not in the SR-91 corridor. When median connector projects or HOV/HOT projects are constructed and this 4-lane elevated facility is proposed within the median of SR-91 through Corona, then extensive managed lane closures would be required during construction (thus temporarily reducing SR-91 capacity during construction). An alternative could be studied for the median Corridor A viaduct along with reduced SR-91 geometric standards to minimize R/W impacts. Also, direct connectors (such as for High Occupancy Vehicle (HOV) / High Occupancy Toll (HOT) at I-15/SR-91) to/from the median could be precluded by Maglev columns located within the same median area. Caltrans and Maglev highway R/W, maintenance, safety, and operations considerations would need to be analyzed if shared use with a Maglev facility were pursued. Additional mitigation costs may be

required for improvements to SR-241 and SR-133 as a result of additional Corridor traffic volumes. Corridor A as managed lanes, with the extension of 91 Express Lanes to I-15, this project concept may affect traffic distribution due to “parallel” tolled facilities.

### Benefits

The concept would provide significant congestion relief by allowing vehicles to bypass the at-grade freeway lanes and local arterial interchanges between SR-241 and I-15. Connections are proposed directly between SR-91, SR-241, and I-15.

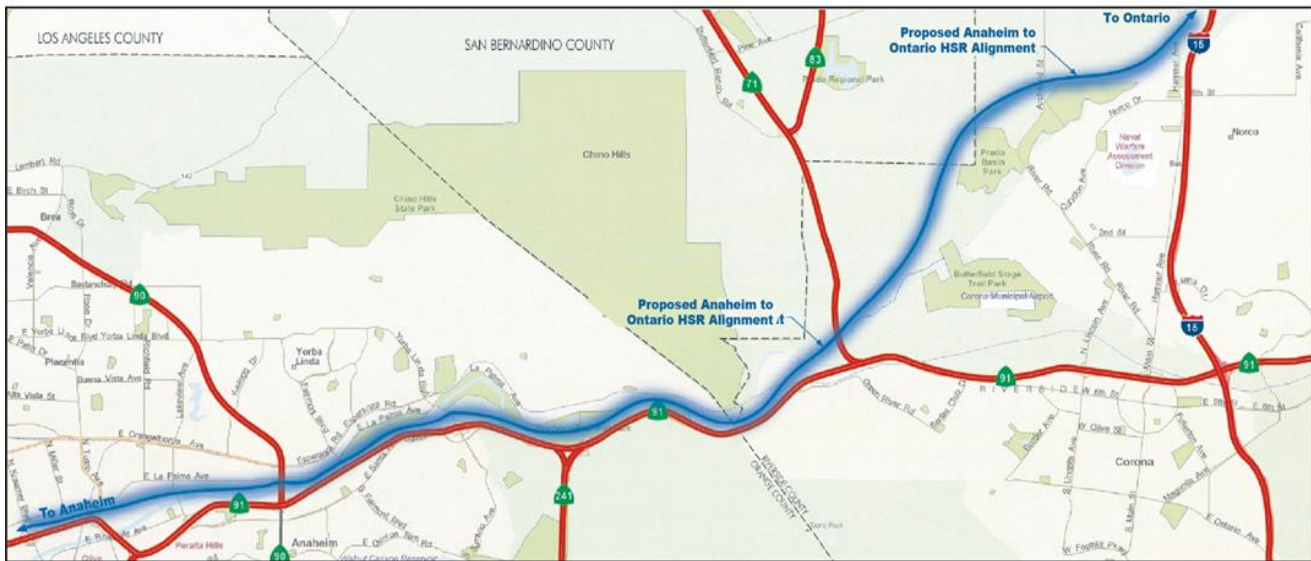
### Current Status

This concept is identified in the Riverside County - Orange County Major Investment Study (MIS) as part of the Locally Preferred Strategy to improve mobility between Riverside County and Orange County. No project development work is planned at this time.

### Schedule and Cost

Anticipated project completion is post-2035 and construction cost is estimated to be \$2,720,000,000 (2005 dollars).

# Anaheim to Ontario International Airport Maglev High Speed Rail



REPRESENTATIVE ALIGNMENT SHOWN FOR ILLUSTRATIVE PURPOSES ONLY

## LEGEND

- Existing Highway
- High Speed Rail Representative Alignment

## Concept Description

Proposals for a new super-speed train corridor from Anaheim to Ontario are included in this concept. This concept includes an alternative that would use SR-91 right-of-way or would be aligned adjacent to SR-91 right-of-way or could potentially be co-located with the Major Investment Study (MIS) Corridor A alignment. Another alignment opportunity is being investigated along SR-57.

## Key Considerations

Alternative alignment impacts to SR-91 right-of-way envelope and/or Santa Ana River are undetermined. The choice of alignment will potentially impact MIS Corridor A. Right-of-way (R/W) will be required to implement the improvements. Potential considerations for co-locating the Magnetic Levitation (Maglev) train adjacent to Corridor A (and also SR-91) include providing a two-column structure with a barrier between the trains and vehicles. Caltrans and Maglev highway R/W, maintenance, safety, and operations considerations would need to be analyzed if shared use with a Maglev facility were pursued. See the MIS Corridor A project for additional considerations. Coordination with Metrolink improvements will be required.

## Benefits

The concept would provide congestion relief by providing a direct high-speed/high-capacity connection with Ontario International Airport for Orange County air passengers and business next-day deliveries. Maglev will make the trip in just 14.5 minutes. Relieves congestion on SR-91 by providing additional capacity in the corridor.

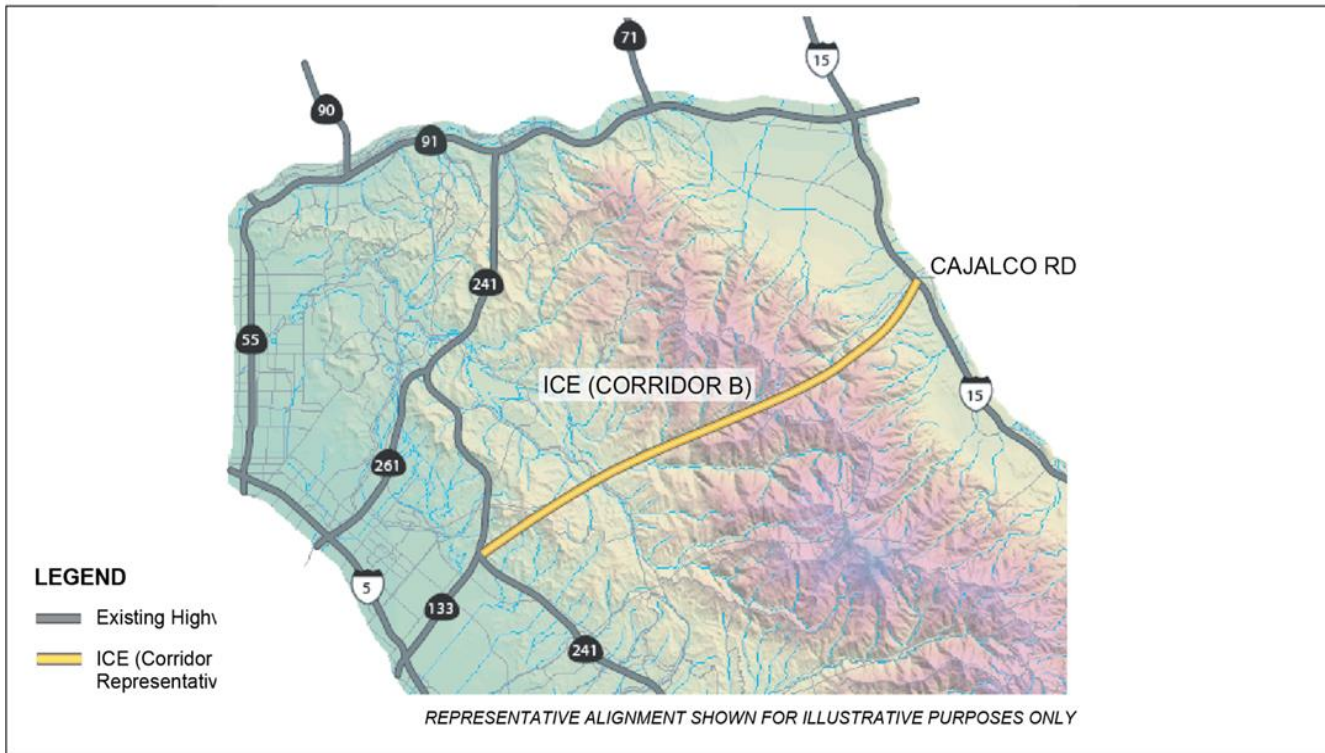
## Current Status

Since 2012, no progress on this project has occurred. Preliminary design, engineering and Phases 1 and 2 of a Preliminary Environmental Impact Statement/Environmental Impact Statement (PEIS/EIS) are completed. Congress approved \$45M in SAFETEA-LU for the environmental phase of the project. Construction funding of up to \$7 billion was identified through a loan commitment from the China Export-Import Bank.

## Schedule and Cost

Anticipated project completion is to be determined and construction cost is estimated to be from \$2,770,000,000 to \$3,200,000,000 (2012 dollars).

## Irvine-Corona Expressway (ICE) from SR-241/SR-133 to I-15



### Concept Description

The improvements primarily consist of constructing a highway and rail facility through the Cleveland National Forest with freeway-to-freeway connectors at SR-241/SR-133 and I-15/Cajalco Road. The facility would essentially be a continuation of SR-133 on the west end of the corridor, to I-15 on the east end.

### Key Considerations

The tunnel concept is technically feasible based on the geotechnical investigation completed in December 2009. The initial project phase would be the construction of one 2-lane highway tunnel and one rail tunnel. The second project phase would include construction of a second 2-lane highway tunnel. Additional technical studies and geotechnical borings would be needed to refine the tunnel alignments and grades. Costs associated with the Irvine-Corona Expressway (ICE) tunnels are based on the Feasibility Evaluation Report completed in December 2009. A financial analysis will be needed for the construction, operations and toll requirements of the ICE tunnels. Land use changes and development have occurred in locations where this concept was conceptualized in 2006 which complicate the viability of original concept alignment. With further analysis, these changes would not exclude future potential alignment(s) connecting I-15 and SR-241/SR-133 via tunneling through the Cleveland National Forest. Land use patterns in the vicinity of this concept will be evaluated as part of this Plan's annual updates.

### Benefits

The concept would provide significant congestion relief by providing an alternative route between Orange and Riverside counties and would allow vehicles to bypass SR-91 between SR-241 and I-15. The concept would not disrupt SR-91 traffic during construction and would allow for additional route selection for incident management, emergency evacuation, and for continuity of the highway network by linking SR-133 to I-15.

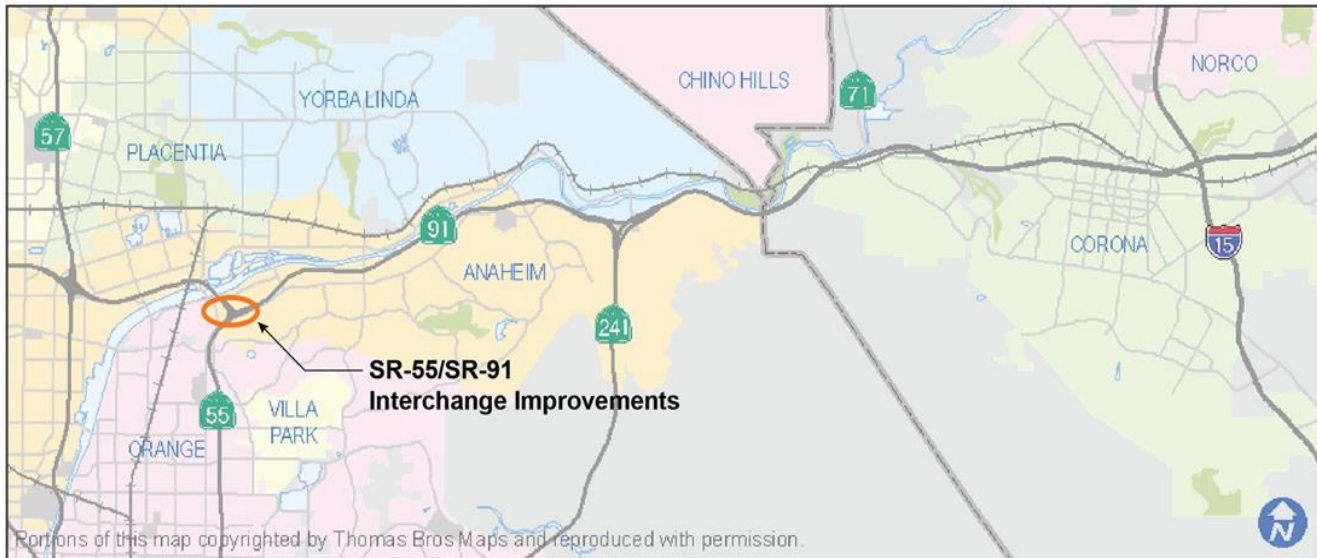
### Current Status

On August 27, 2010, the Riverside Orange Corridor Authority Board took action to defer additional study of the ICE concept until such time as financial considerations improve and/or technological advancements warrant reexamination. Review of the concept shall be done annually through the SR-91 Implementation Plan update to determine if any of the major assumptions about financial considerations, private sector interest, or technological advancements have changed to make the tunnel financially viable. (See "ICE status summary" for further discussion).

### Schedule and Cost

Anticipated project completion is post-2035 and construction cost is estimated to be \$8,855,000,000 (2009 dollars).

## Westbound SR-91 to Southbound SR-55 Connector Improvements



### Concept Description

The project consists of operational improvements by modifying the connector to SB SR-55 from WB SR-91. The improvements would extend to Lakeview Avenue to the east and would include a new connector from WB SR-91 to SB SR-55 as a potential right-hand exit.

### Key Considerations

Right-of-way impacts, detailed SR-55/SR-91 interchange improvements, and downstream impacts to SR-55 require further evaluation in a subsequent phase of project development. Conceptual design of SR-55/SR-91 would be coordinated with completed improvements at SR-91 and Tustin Avenue, and with the SR-91 Environmental Study Improvements from SR-57 to SR-55. This study is currently being conducted.

Operational enhancements between SR-55 and Lakeview Avenue will provide some benefit for SR-55/SR-91 by addressing WB SR-91 weaving issues. In addition, the proposed WB drop-ramp from Lakeview AV has been designed to accommodate three WB through lanes on either side in order to reduce throwaway costs in the future should the SR-91 be shifted to accommodate a right-hand exit for SB SR-55.

### Benefits

Interchange improvements are anticipated to provide congestion relief for WB SR-91 traffic and potentially improve the connection from WB SR-91 to SB SR-55.

### Current Status

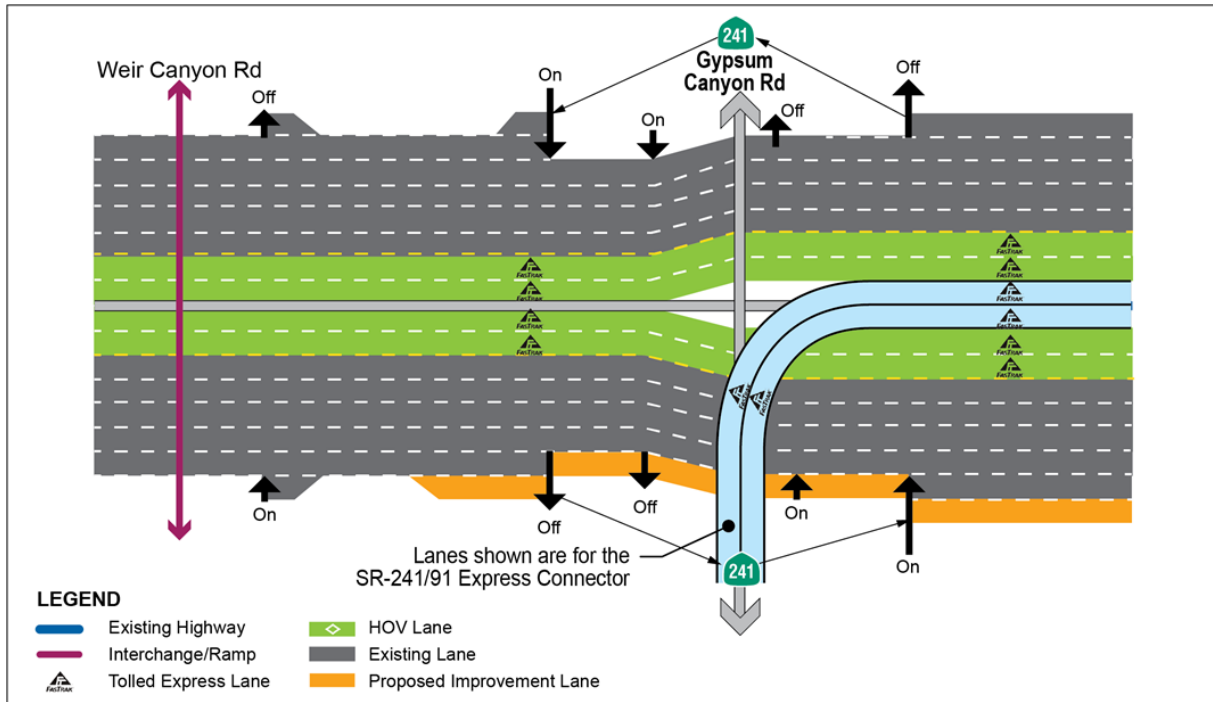
SR-55/SR-91 project information was derived from the Final Alternatives Evaluation and Refinement Report, December 2005, by the Riverside County - Orange County Major Investment Study (MIS). Focused SR-91/SR-55 conceptual engineering needs to be scheduled. However, initial conceptual engineering was also studied as part of the SR-91 Feasibility Study Between State Route 57 and State Route 55 Interchange Areas in June 2009, and as part of the SR-91 Environmental Study Improvements from SR-57 to SR-55.

### Schedule and Cost

Anticipated project completion is post-2035 and construction cost is estimated to be from \$75,000,000 to \$150,000,000 (2014 dollars).



## Eastbound Fifth Lane Addition at SR-241



### Concept Description

The location of the proposed EB SR-91 fifth general purpose (GP) lane addition (The Segment) is on EB SR-91 from Weir Canyon Road to the NB SR-241 Connector. The Segment consists of four GP lanes and two managed lanes (91 Express Lanes).

Upstream (westerly) from The Segment the EB SR-91 has 5 GP lanes and the 5th lane drops to the SB SR-241 Connector as some traffic volume exits to the SB SR-241. Downstream from The Segment the EB SR-91 gains the 5th lane back as the NB SR-241 Connector merges with SR-91 in a dedicated lane addition. This 5th lane continues beyond the Riverside County line providing enhanced mobility.

### Key Considerations

This segment with four GP lanes might be creating a traffic choke point due to the decrease of capacity, potentially contributing to significant traffic delays passing through this segment along with other traffic issues such as queue jumping, weaving, merging and operational speed differential. However, additional traffic from NB SR-241 to EB SR-91 and Gypsum Canyon Rd on-ramp suggest balancing the number of lanes should be carefully examined. As such, additional capacity will enhance EB freeway operations along this Segment.

### Benefits

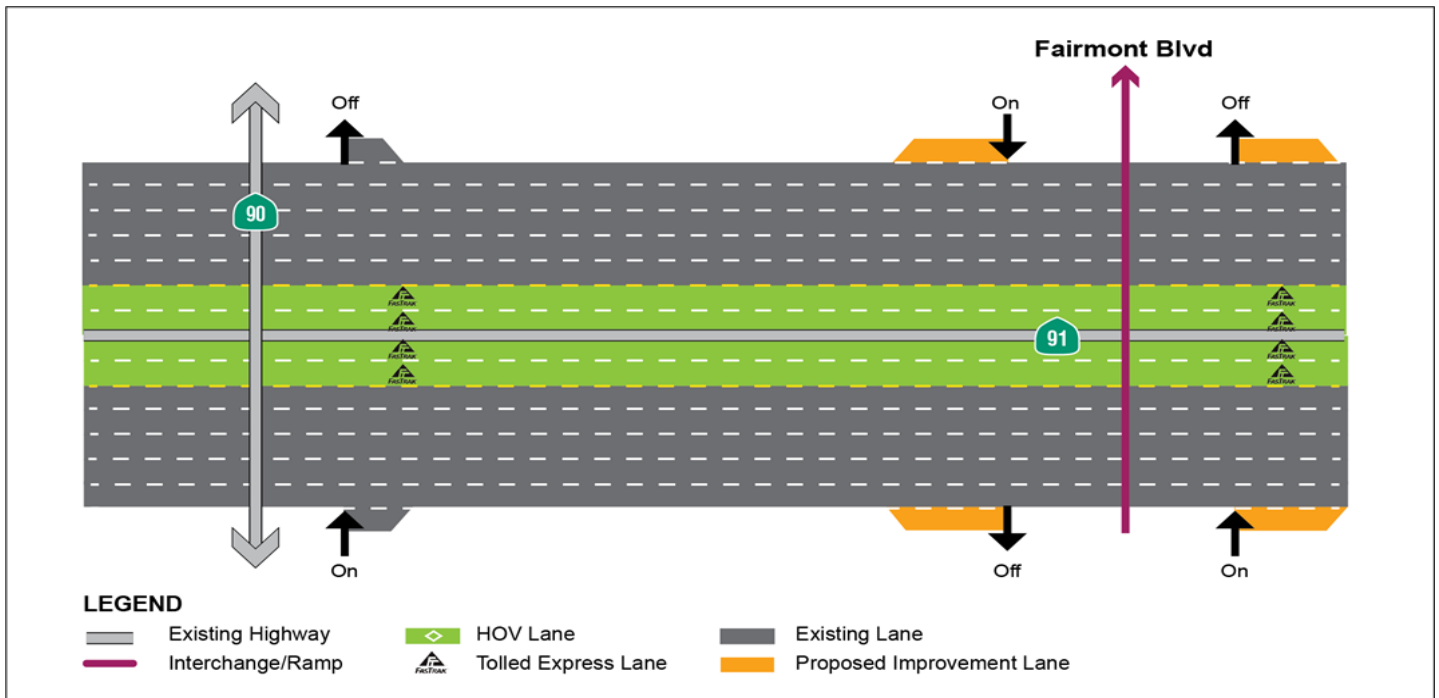
- 1) Extends the existing 5th EB GP lane easterly and ties it to the existing 5th lane downstream. This could provide capacity enhancement and may result in removing an existing choke point. Significant delay savings is anticipated.
- 2) Potentially eliminate queue jumping in this area from EB SR-91 as well as Weir Canyon Rd.
- 3) Potentially reduce speed differential between through lanes, thus creating a more balanced flow.
- 4) Potentially provide balanced lane utilization at high traffic demand area.

### Current Status

Additional traffic analysis and study is required to confirm the benefits to EB SR-91 by the proposed improvements. This location was identified by Caltrans as a high congestion location in the County. The concept is intended to improve the choke point that exists due to the presence of a 4-lane segment between 5-lane freeway segments.

### Schedule and Cost

Total project cost, based on Caltrans' estimate, is \$31.25 million. Project schedule has not been determined.



## Project Description

The project would provide a new interchange with SR-91 at Fairmont Boulevard. On and off ramps will connect Fairmont Boulevard from the north to eastbound (EB) and westbound (WB) SR-91. The proposed interchange does not include a vehicular Fairmont Boulevard connection to Santa Ana Canyon Road to the south. A pedestrian/bicycle connection is also proposed between La Palma Avenue and Santa Ana Canyon Road. This bridge and pathway will allow for direct Santa Ana River Trail access from both Anaheim south of SR-91 and from Yorba Linda.

## Key Considerations

Interchange spacing and weaving issues (to SR-55) need to be evaluated. Widening of SR-91 may be needed to accommodate interchange ramps. Proximity of the Santa Ana River may require that the WB ramp junction be located north of the river. New connection requirements and interchange spacing needs to be considered. Ramp and bridge placement needs to take pedestrian/bicycle bridge into account or incorporate the pedestrian/bike path into the design beyond the vehicular access limits of the project.

## Benefits

The interchange is expected to relieve congestion at Imperial Highway (SR-90), Lakeview Avenue, and Weir Canyon Road Interchanges. Preliminary traffic modeling shows a 10-15% decrease in volumes at Weir Canyon and SR-90 interchanges with the interchange alternative.

## Current Status

The City of Anaheim completed a conceptual engineering study in December 2009 for the interchange. Multiple alternatives have been developed as part of the conceptual engineering study. Bicycle/pedestrian bridge is currently in initial planning stages. Project development is pending funding identification. On July 24, 2017, OCTA staff along with a senior staff member of WSP presented the findings of a 91 Express Lanes intermediate access study. The study provided various alternatives, traffic modeling, and financial impacts of the additional access. At the conclusion of the discussion, the OCTA Board of Directors did not authorize additional analysis for the intermediate access.

## Schedule and Cost

Anticipated project completion is post 2035 and construction cost is estimated to be \$76,800,000 (costs from 2009 Feasibility Study). R/W cost is undetermined. Cost excludes any potential impact to Santa Ana River.

## APPENDIX B - COMPLETED PROJECT EXHIBITS

The following exhibits represent completed projects from previous Plans since 2006 and are intended to be used as a reference to illustrate the progress made since the inception of the Plan. Note: some projects listed in the Plan as completed (see Section 1, Project Accomplishments) are not included herein since there was no exhibit created or necessary for use with prior Plans (such as for restriping projects, various safety enhancements, minor operational improvements, etc.).

Project Improvements	Constructed
Green River Road Overcrossing Replacement	March 2009
North Main Street Corona Metrolink Station Parking Structure	June 2009
Eastbound Lane Addition from SR-241 to SR-71	September 2010
Widen SR-91 between SR-55 and SR-241 by Adding a 5 <sup>th</sup> GP Lane in Each Direction	December 2012
SR-91 WB Lane at Tustin Avenue	April 2016
Metrolink Service Improvements	June 2016
Initial Phase CIP: Widen SR-91 by One GP Lane in Each Direction East of Green River Rd, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System/Local Interchange Improvements	July 2017
Express Bus Service	2019
La Sierra Metrolink Parking Improvements	February 2019
SR-91 Corridor Operations Project	February 2022

# Green River Road Overcrossing Replacement

**Actual Completion: March 2009**

Capital Cost	\$ 21,000,000
Support Cost	\$ 3,000,000
R/W Cost	\$301,000
Total Project Cost	\$ 24,301,000

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

Preliminary Engineering = PID  
Environmental = PA/ED  
Design = PS&E

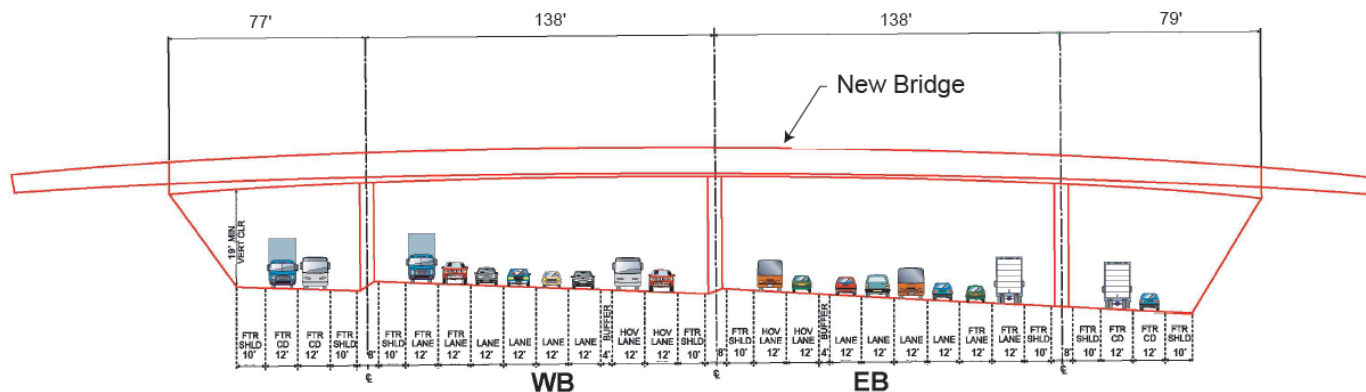
CD = Collector Distributor Lane  
FTR = Future  
HOV = High Occupancy Vehicle  
SHLD = Shoulder

Improvements primarily consist of replacing the existing Green River Road overcrossing with a new six-lane wide, 4-span overcrossing to accommodate future widening of SR-91. The interior spans will accommodate up to eight mainline lanes in each direction including two HOV lanes. The exterior spans can accommodate two lanes, either for auxiliary lanes or collector distributor roads. Entrance and exit ramps will be realigned and widened to accommodate the new bridge, yet the interchange will retain its current configuration. New signals will be installed at the ramp intersections. Ramp and bridge improvements will be constructed within existing right of way.

Design interface is required with the Eastbound Lane Addition from SR-241 to SR-71, SR-71/SR-91 Interchange Improvements, SR-91 Corridor Improvement Project, and SR-241/SR-91 HOV/HOT Connector.

The project will improve the level of service at ramp and local street intersections at the interchange. Improvements will reduce ramp queues that extend into the freeway's general purpose lanes, thus contributing to congestion relief on SR-91.

The project began construction in March 2007 and was completed in March 2009.



### GREEN RIVER BRIDGE CROSS-SECTION

**NOTE:** All dimensions are approximate



## North Main Street Corona Metrolink Station Parking Structure

### Appendix Project No: B-2

Actual Completion: June 2009

#### Project Costs

Capital Cost	\$ 20,000,000
Support Cost	\$ 5,000,000
R/W Cost	\$0
Total Project Cost	\$ 25,000,000

#### Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

#### Project Description

The project provides a six level parking structure with 1,065 parking stalls. The construction is within the existing North Main Street Metrolink station property in Corona.

#### Key Considerations

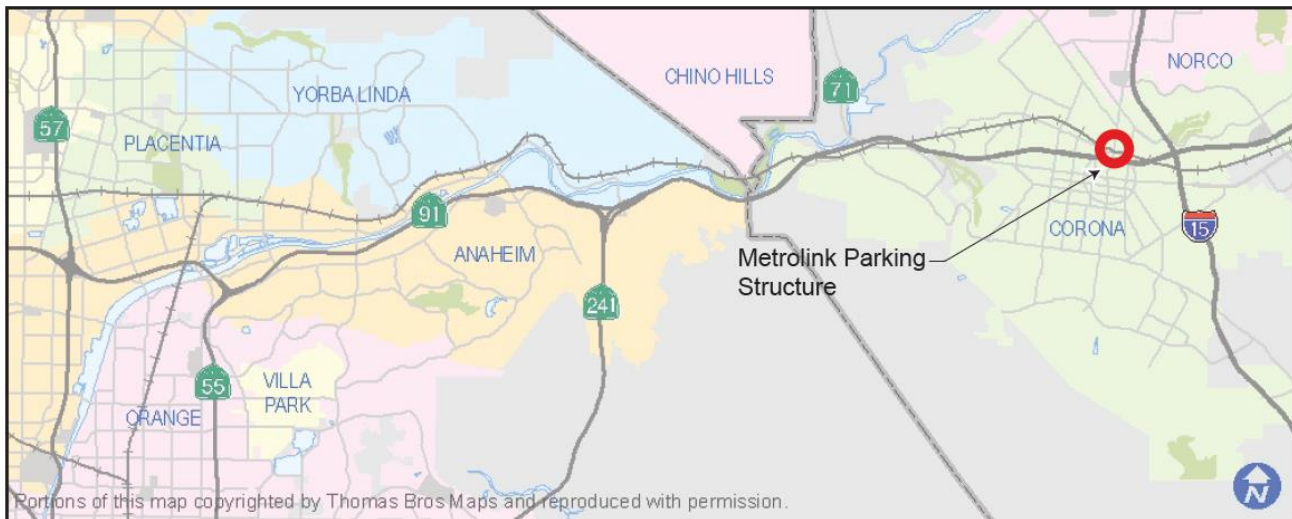
Proposed improvements were constructed within existing right of way. Currently there are 700 users of the facility, 200 more that were previously able to accommodate. Additionally RCTC has opened up the lot to park and ride carpools and vanpools and has issued over 120 permits for carpools to use the expanded station. This shows an added benefit of supporting carpooling as well as transit to offset congestion on SR-91.

#### Benefits

Demand for parking currently exceeds the capacity at the North Main Street Corona station. New parking capacity will allow Metrolink ridership to increase thereby diverting vehicle trips from SR-91.

#### Current Status

Construction was initiated in January 2008 and was completed in June 2009. The project was funded with Federal Congestion Management and Air Quality (CMAQ) funds.



## Eastbound Lane Addition from SR-241 to SR-71

### Appendix Project No: B-3

Actual Completion: September 2010

#### Project Cost Estimate

Capital Cost	\$ 41,000,000
Support Cost	\$ 8,000,000
R/W Cost	\$ 2,200,000
Total Project Cost	\$ 51,200,000

#### Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

#### Project Description

The project will provide an additional eastbound (EB) lane from the SR-91/SR-241 interchange to the SR-71/SR-91 interchange and will widen all EB lanes and shoulders to standard widths.

#### Key Considerations

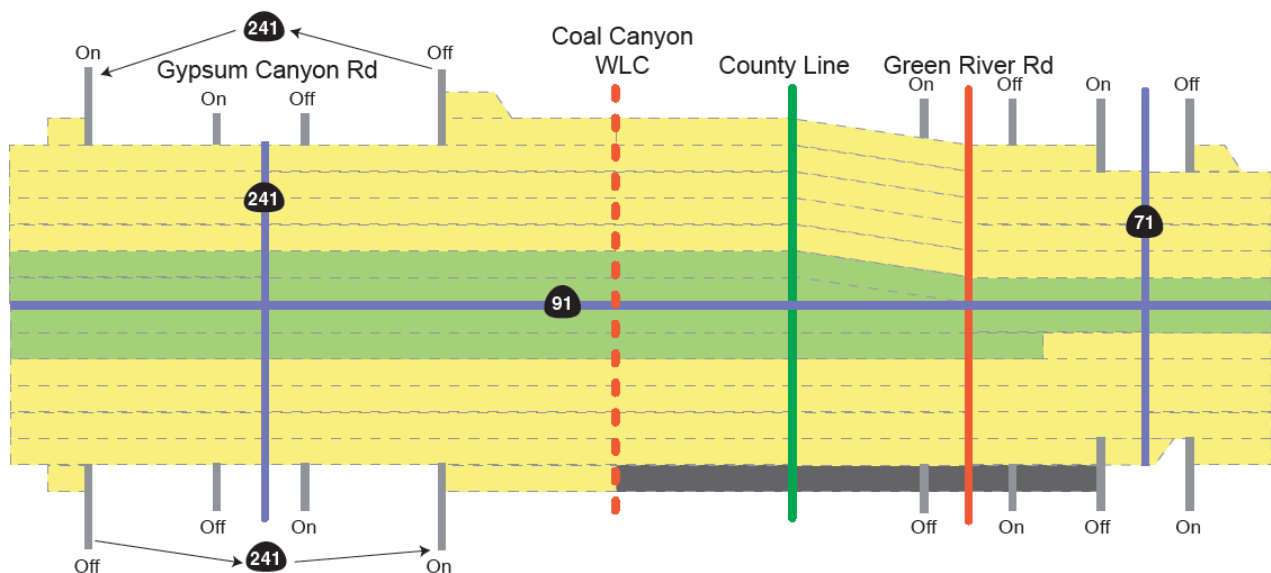
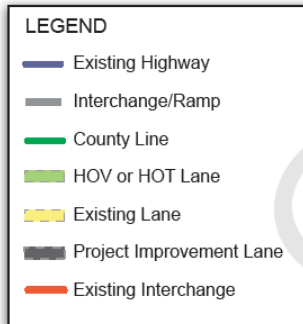
Coordination with the SR-91 Corridor Improvement Projects (Project #3 and #11) will be required. Staged construction would be required for all ramp reconstruction and freeway widening. Freeway operations would most likely be affected by this project, however, freeway lane closures are not anticipated. An EB concrete shoulder will be constructed with a 12 foot width to provide for future widening as contemplated by Project #3 and #11.

#### Benefits

The lane addition would help to alleviate the weaving condition between SR-241 and SR-71, as well as remove vehicles from the SR-91 mainline that would be exiting at Green River Road and SR-71.

#### Current Status

Funding is from the American Recovery and Reinvestment Act (ARRA) with \$71.44M approved, and the balance of project costs are from other sources. Construction began in late 2009 and was completed in September 2010.



## Widen SR-91 between SR-55 and SR-241 by Adding a 5th GP Lane in Each Direction

### Appendix Project No: B-4 Actual Completion: January 2013

#### Project Costs

Capital Cost	\$ 65,005,000
Support Cost	\$ 19,639,000
R/W Cost	\$ 573,000
Total Project Cost	\$ 85,217,000

#### Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

#### Project Description

This project proposes capacity and operational improvements by adding one general purpose (GP) lane on eastbound (EB) SR-91 from the SR-55/SR-91 connector to east of the Weir Canyon Road interchange and on westbound (WB) SR-91 from just east of Weir Canyon Road interchange to the Imperial Highway (SR-90) interchange. Additionally, this project would facilitate truck traffic approaching the truck scales in both directions.

#### Key Considerations

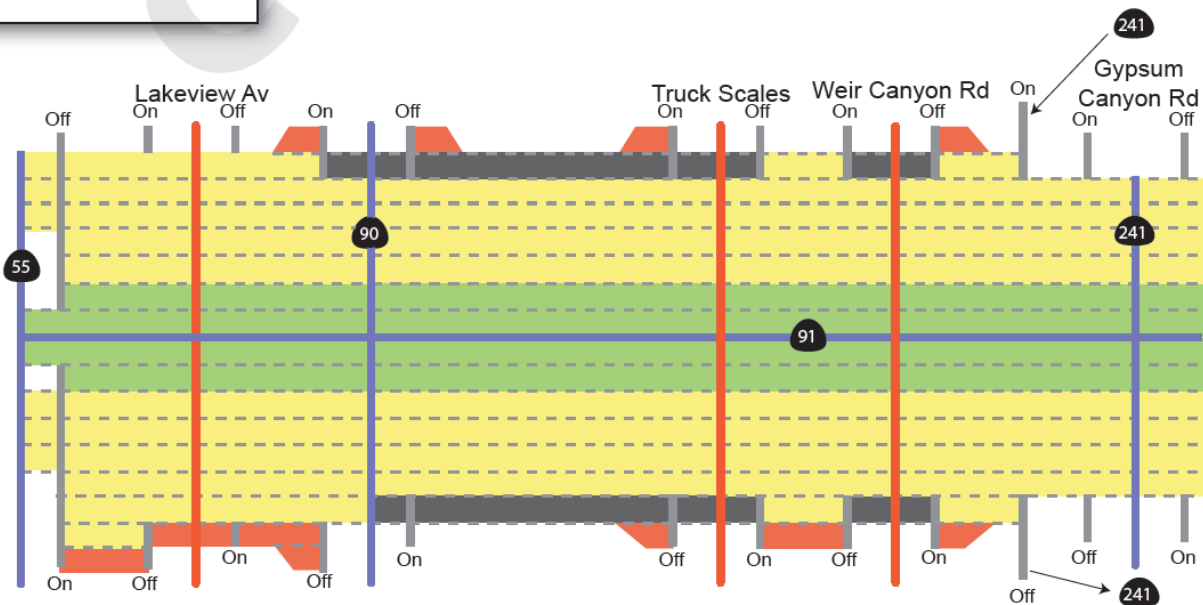
Caltrans is not considering relocation of the truck scales at this time.

#### Benefits

Alleviates congestion on WB SR-91 by eliminating the lane drop at the truck scales and providing a continuous GP lane to SR-90. Alleviates congestion on EB SR-91 by eliminating the lane drop for northbound (NB) SR-55 at SR-91 by providing an auxiliary lane to Lakeview Avenue, and at SR-90 by providing a continuous GP lane through Weir Canyon

#### LEGEND

- Existing Highway
- Interchange/Ramp
- Existing Interchange
- HOV or HOT Lane
- Existing Lane
- Project Improvement Lane
- Auxiliary Lane



**NOTE:** FAIRMONT BLVD IS CONTINGENT UPON IMPLEMENTATION OF THE PROJECT



## SR-91 WB Lane at Tustin Avenue

### Appendix Project No: B-5 Actual Completion: April 2016

#### Project Cost Estimate\*

Capital Cost	\$ 22,218,000
Support Cost	\$ 16,382,000
R/W Cost	\$ 4,682,000
Total Project Cost	\$ 43,282,000

#### Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

### Project Description

The project will add a westbound (WB) auxiliary lane on SR-91 beginning at the northbound (NB) SR-55 to WB SR-91 connector through the Tustin Avenue interchange. This project includes approximately 1.1 lane miles.

### Key Considerations

Build Alternative 3 was selected from the Project Study Report (PSR), *On Westbound (WB) SR-91 Auxiliary Lane from the Northbound (NB) SR-55/WB SR-91 Connector to the Tustin Avenue Interchange*, and requires additional right-of-way. City of Anaheim utilities are within close proximity of the proposed widening section. Widening of the Santa Ana River bridge is required. Coordination with the City of Anaheim occurred for widening of Tustin Avenue and the WB SR-91 Off-Ramp that was completed in early 2011.


### Benefits

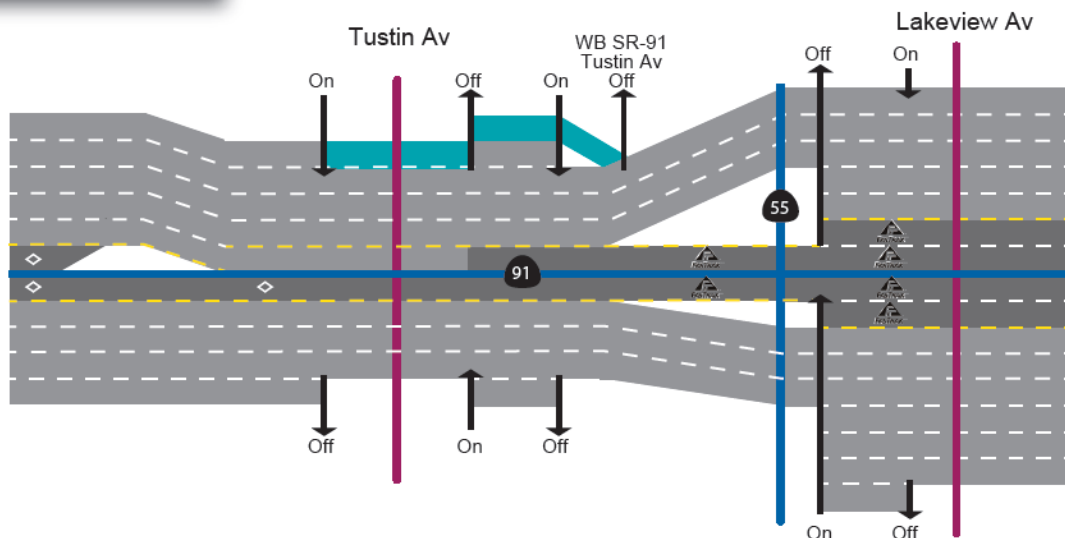
The project would reduce or eliminate operational problems and deficiencies on this section of WB SR-91 including weaving and merging maneuvers. This project would also address choke-point conditions, which are caused primarily by extensive weaving between the NB SR-55 to WB SR-91 connector and the WB SR-91 off-ramp to Tustin Avenue.

### Current Status

Preliminary engineering was completed and approved by Caltrans. The environmental phase was completed in November 2010, and design was completed in mid-2013. Construction was initiated in February 2014. The project received \$14M from the Proposition 1B State-Local Partnership Program (SLPP), \$14M from Measure M, with the balance from Regional Improvement Program (RIP) funds. Contract acceptance and open to traffic in May 2016.

#### LEGEND

- Existing Highway
- Interchange/Ramp
- County Line
- ◇ HOV Lane
-  Tolloed Express Lane
- Existing Lane
- Proposed Improvement Lane





## Metrolink Service Improvements

### Appendix Project No: B-6

Actual Completion: 2016

#### Project Cost Estimate\*

IEOC Service Cost	\$ 1,160,000
Perris Valley Line Cost	\$ 248,000,000
Total Metrolink Costs	\$ 249,160,000

#### Project Schedule

Complete 2016

\* Costs from OCTA and RCTC  
(in 2015 dollars)

### Project Description

There are sixteen daily trains that run on the IEOC Line and nine trains running on the Los Angeles to Riverside portion of 91/Perris Valley (91/PV) Line for a total of 25 daily trains. The long-term service improvements will include 24 IEOC trains by 2030.

The Perris Valley portion of the 91 Line extends Metrolink service southeast by 25 miles, from Riverside to Perris. The project is located within the right of way of the existing San Jacinto Branch Line through Riverside, Moreno Valley and Perris. Construction began in October 2013, cost approximately \$248 million, and the extension opened to the public in June 2016. The inaugural schedule (December 2015) includes nine trains through to Los Angeles and 12 between Perris and Riverside.

### Key Considerations

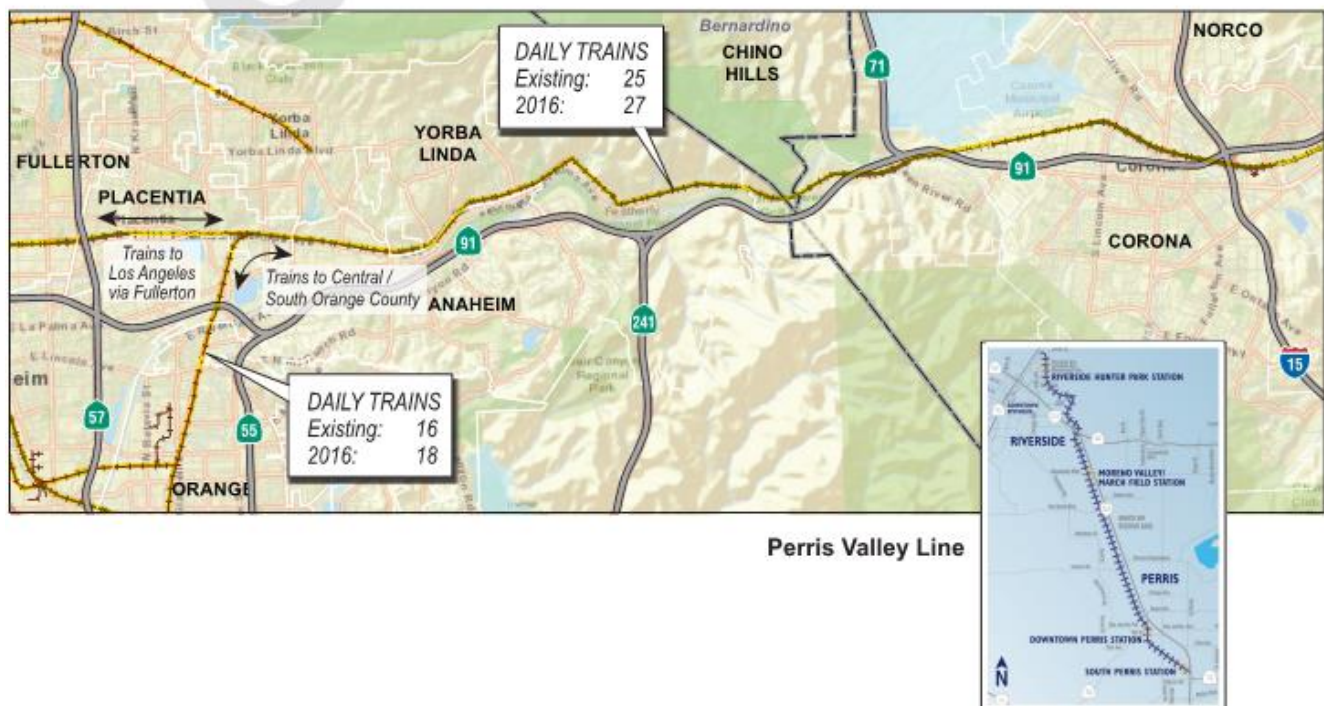
Construction of the new Placentia Metrolink station will improve passenger access to the 91/PV Line, by creating a station between Fullerton and Corona. Improvements at the Anaheim Canyon station are designed to account for future expansion of the IEOC rail service.

### Benefits

Enables development of expanded Metrolink service, improved efficiency, and fosters train ridership growth in the region, which will contribute to congestion relief on SR-91.

### Current Status

Two additional IEOC Line roundtrips were added in late 2015, and in mid-2016, nine trains began service on the Perris Valley extension to the 91/PV Line.



# Initial Phase CIP: Widen SR-91 by One GP lane In Each Direction East of Green River Road, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System / Local Interchange Improvements

## Project No: B-7

Actual Completion: 2017

### Project Cost Estimate\*

Total Capital Cost	\$ 1,161,000,000
Support Cost	\$ 246,000,000
Total Project Cost	\$ 1,407,000,000

### Project Schedule\*\*

Preliminary Engineering	Completed
Environmental	Completed
Design/Construction	2013-2017

\* Cost obtained for Initial Phase is from RCTC (2014 dollars)

\*\* Schedule for Initial Phase; subsequent phase for Ultimate Project anticipated in 2035

### Project Description

The approved Project Study Report (PSR) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, includes the addition of a 5th general purpose lane in each direction, the addition of auxiliary lanes at various locations, additional lanes at the SR-71/SR-91 interchange (Project #5), and collector-distributor (CD) lanes at the I-15/SR-91 interchange. Subsequently, the Riverside County Transportation Commission's (RCTC) 10-Year Delivery Plan recommended the following in addition to the PSR recommended improvements: the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of SR-91 (EB/WB)/I-15 (SB/NB) Express Lanes median direct connectors, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road, and northerly to I-15/Hidden Valley Parkway. An Express Lanes ingress/egress lane is also planned near the County Line. Due to economic conditions, a Project Phasing Plan was developed to allow an Initial Phase with reduced improvements to move forward as scheduled, with the remaining ultimate improvements to be completed later. The following is a summary of the deferred ultimate improvements: I-15/SR-91 median North Direct Connector, and I-15 Express Lanes North to Hidden Valley Parkway (Project #9); general purpose lanes and Express Lanes from I-15 to Pierce Street; and general purpose lanes from SR-241 to SR-71. The I-15 Express Lanes to be extended from Ontario Avenue to Cajalco Road are included in RCTC's I-15 Express Lane Project with an anticipated completion in 2020.

### Key Considerations

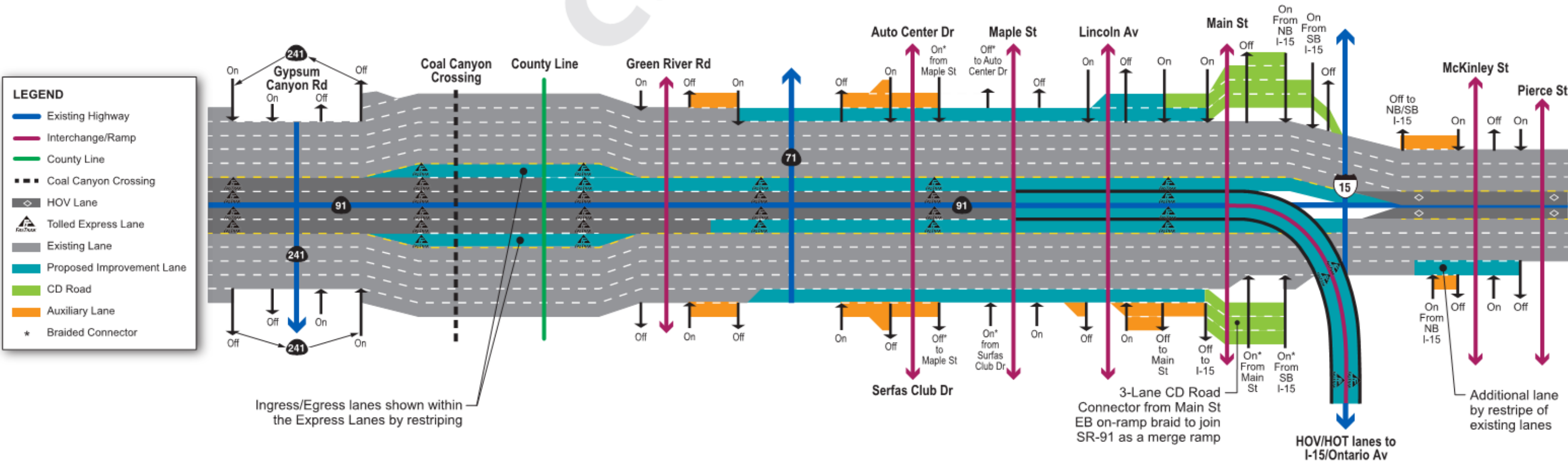
Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 Interchange, the SR-241/91 Express Connector, and RCTC's I-15 Express Lane Project.

### Benefits

The Initial Phase and Ultimate CIP projects will reduce congestion and delays by providing additional SR-91 capacity from SR-241 to Pierce Street, along I-15 from SR-91 to Cajalco Road to the south, and to Hidden Valley Parkway to the north. Traffic operations will improve by eliminating or reducing weaving conflicts along SR-91 and I-15 by the use of CD roads and auxiliary lanes. The project will provide motorists a choice to use Express Lanes for a fee in exchange for time savings.

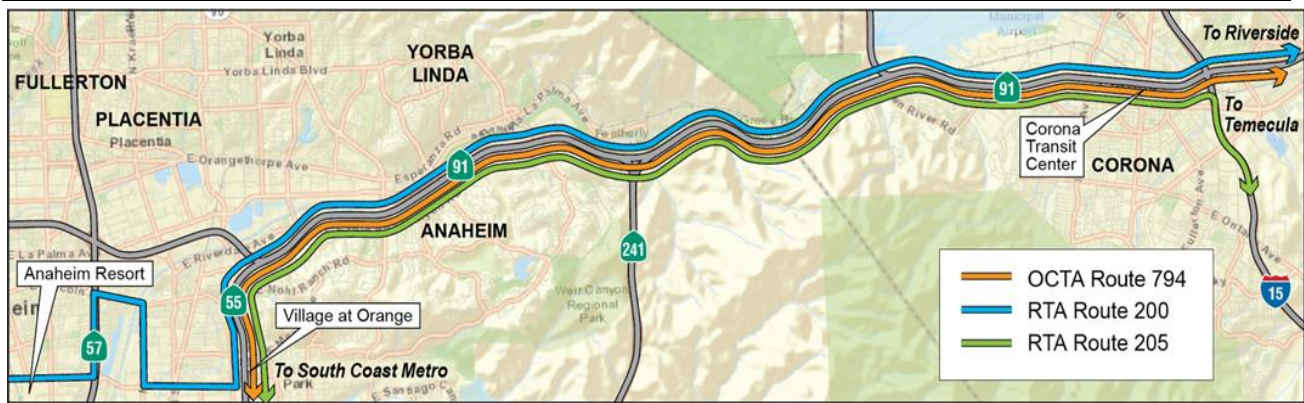
### Current Status

The environmental phase was completed in Fall 2012. A Design-Build contractor was selected in May 2013 and construction activities began in early 2014 for the Initial Phase. The project is anticipated to open to traffic in Spring 2017 with final project acceptance anticipated at the end of 2017.





## Express Bus Service Improvements



### Project Description

Orange County Transportation Authority (OCTA), working with the Riverside County Transportation Commission (RCTC) and the Riverside Transit Agency (RTA), operate Express Bus service between Riverside and Orange counties. Commuters lack direct transit connections to some Orange County employment centers not served by Metrolink. The Express Bus service provides this connection.

### Existing Service

OCTA has operated Route 794 since 2006 from Riverside County to Hutton Centre and South Coast Metro (shown in orange above). On Route 794, OCTA removed trips to Corona in February 2018 based on low ridership. OCTA currently operates six morning westbound trips and five afternoon eastbound trips to/from the La Sierra Metrolink Station. Two new Express Bus routes were implemented by RTA in January 2018 between Riverside County and Orange County including RTA Route 200 (shown in blue above) from San Bernardino/Riverside to the Anaheim Resort. The route provides hourly service on weekdays and 90-120 minute service on weekends with a fleet of six buses. RTA Route 205 (shown in green above) from Lake Elsinore/Temecula/ Corona to the Village at Orange includes three AM and three PM roundtrips with 3 buses.

### New Service

The Express Bus Routes have been fully implemented as of FY19 and there are no planned service additions. Changes to routes may be made in the future based on available funding and ridership demand.

### Key Considerations

Intercounty Express Bus service is effective between locations where transit travel times by Express Bus would be more competitive than Metrolink and connecting rail feeder buses.

### Benefits

Express Bus services contribute to congestion relief on SR-91.

### Current Status

Since completion of the 91 Express Lanes, RTA more than doubled its Express Bus service on SR-91. Currently, OCTA operates 11 bus trips per day on SR-91. RTA now operates 47 trips on weekdays (up from 18 trips that Route 216 provided weekdays) and 18 trips on weekends (up from 8 trips provided by Route 216) on SR-91 Express Lanes. Service hours for this expansion is an extra 21,445 hours per year and is being served by five new coaches added to the RTA fleet.

### Schedule and Cost

The Express Bus Routes have been fully implemented as of FY19. Ongoing operating costs average \$4,892,000 per year and capital costs average \$1,174,000 per year (2019 dollars). The annual capital cost was increased in 2019 to reflect the future cost of complying with the new Innovative Clean Transit regulation.

## La Sierra Metrolink Parking Improvements



*Image source:  
Riverside Transit Agency, April 2019*

### Project Description

There are currently 1,000 spaces available. RCTC is implementing a parking lot expansion to include an additional 496 spaces and six bus bays to accommodate RTA Express Lane Service 200 that originates at Metrolink San Bernardino Transit Center with stops along Riverside Downtown Metrolink Station, Metrolink La Sierra, the Village at Orange, ARTIC, Disneyland, and Anaheim Convention Center, as well as other potential bus routes in the future.

### Benefits

The 496 parking spaces will provide for existing and future demand. The parking lot expansion will provide for ADA parking, RTA express service, commuter rail, and vanpool.

### Current Status

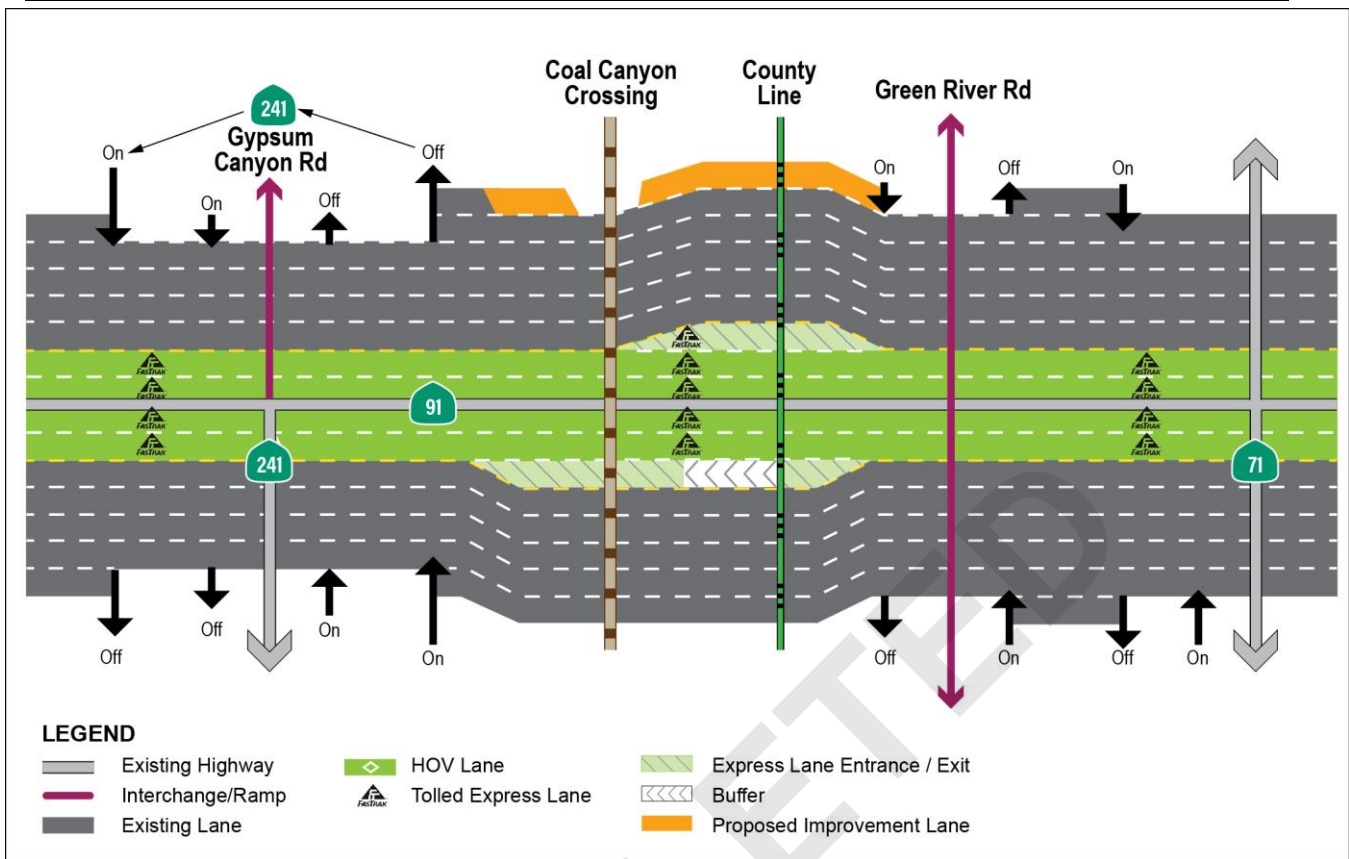
Construction and project implementation has begun.

### Schedule and Cost

Construction was completed in February 2019. The project cost is estimated to be \$6,260,000.



## SR-91 Corridor Operations Project



### Project Description

The Riverside County portion of the 91 Express Lanes began operation in March 2017. Throughout the first year of operation, RCTC made minor operational improvements to improve the SR-91 corridor travel between State Route 241 (SR-241) and McKinley Street. In November 2018, RCTC implemented additional striping and signage improvements to westbound SR-91 at the McKinley entrance to the 91 Express Lanes as well as the County Line access location to further enhance efficiency along the westbound SR-91 corridor between McKinley Street and SR-241. In December 2018, the RCTC Commission authorized its staff to proceed with a project to construct an additional westbound lane along SR-91 between Green River Road and SR-241 (the subject of this project). This new project is now known as the SR-91 Corridor Operations Project (91 COP).

### Key Considerations

The goal of this project is to implement a substantial operational improvement that is cost effective and timely to address the peak period bottleneck conditions along

westbound SR-91 near the County Line. Key considerations include reducing impacts to adjacent land and local streets by the use of retaining walls and minimizing throw-away costs with future projects. Specifically, the project improvements need to be coordinated with the SR-241/SR-91 Tolled Express Connector and the SR-91 Sixth GP Lane Addition projects.

### Benefits

The 91 COP will reduce congestion and delays along westbound SR-91 between McKinley Street and SR-241.

### Current Status

This project is within the footprint of the SR-91 Sixth GP Lane Addition project that was an element of the SR-91 CIP environmental document approved in 2012. An environmental revalidation for the 91 COP was completed in Spring 2020. Construction began in November 2020.

### Schedule and Cost

Construction is planned for completion in 2022. The total project cost is estimated to be \$38,000,000.



## APPENDIX C - REFERENCES

The following documents and resources were used in the development of the 2022 Plan. Data was provided by OCTA, RCTC, Caltrans Districts 8 and 12, Transportation Corridor Agencies (TCA), other agencies, and online resources.

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Measure M Next 10 Delivery Plan (Next 10 Plan), November 14, 2016

Riverside Transit Agency, Ten-Year Transit Network Plan, January 22, 2015

PSR-PDS on Route 91 Between SR-57 and SR-55, October 2014

PS&E for “Westbound State Route 91 Auxiliary Lane from the NB SR-55/WB SR-91 Connector to the Tustin Avenue Interchange”, 2014

PS&E for Initial SR-91 CIP Project, 2014

California Transportation Commission, Corridor Mobility Improvement Account (CMIA), Amended December 2012

M2020 Plan (Measure M), September 2012

PSR-PDS for SR-241/SR-91 Tolloed Express Connector, January 2012

Project Report and Environmental Document (EIR/EIS) for SR-91 CIP from SR-241 to Pierce Street Project, October 2012

PS&E “On State Route 91 Between the SR-91/SR-55 Interchange and the SR-91/SR-241 Interchange in Orange County”, April 2011

Corridor System Management Plan (CSMP) Orange County SR-91 Corridor Final Report, August 2010

Project Study Report/Project Report “Right of Way Relinquishment on Westbound State Route 91 Between Weir Canyon Road and Coal Canyon”, May 2010

SR-91/Fairmont Boulevard Feasibility Study, December 2009

Feasibility Evaluation Report for Irvine-Corona Expressway Tunnels, December 2009

Plans, Specifications and Estimates (PS&E) for Eastbound SR-91 lane addition from SR-241 to SR-71, May 2009

PSR “On State Route 91 Between the SR-91/SR-55 Interchange and the SR-91/SR-241 Interchange in Orange County”, April 2009

91 Express Lanes Extension and State Route 241 Connector Feasibility Study, March 2009

PSR/PR “On Gypsum Canyon Road Between the Gypsum Canyon Road/SR-91 Westbound Off-Ramp (PM 16.4) and the Gypsum Canyon Road/SR-91 Eastbound Direct On-Ramp (PM 16.4)”, June 2008

Orange County Transportation Authority Renewed Measure M Transportation Investment Plan, November 2006

Riverside County-Orange County Major Investment Study (MIS) – Final Project Report: Locally Preferred Strategy Report, January 2006

California – Nevada Interstate Maglev Project Report, Anaheim-Ontario Segment; California-Nevada Super Speed Train Commission, American Magline Group, August 2003


Route Concept Reports for SR-91, Caltrans Districts 8 and 12

Various Preliminary Drawings and Cross Sections, Caltrans Districts 8 and 12





**June 6, 2022**

**To:** Regional Planning and Highways Committee  
**From:** Darrell E. Johnson, Chief Executive Officer   
**Subject:** Active Transportation Program Biannual Update

### **Overview**

The Orange County Transportation Authority coordinates regional active transportation efforts in Orange County. An update on recent and upcoming activities is provided for review.

### **Recommendation**

Receive and file as an information item.

### **Background**

The Orange County Transportation Authority (OCTA) Board of Directors oversees key regional active transportation (bicycling and walking) projects and programs in Orange County. These efforts support OCTA's vision for a balanced multimodal transportation system. To realize this vision, OCTA works with local jurisdictions, stakeholders, and the public to advance the development of safe, comfortable, and connected bicycling and walking networks. Key elements of OCTA's efforts include sharing information and encouraging people to walk and bike (education/encouragement), planning and design of pedestrian and bikeway projects (engineering), and collecting data for measuring projects and programs (evaluation). Details on these activities are further described below.

### **Discussion**

#### **Safe Travels Education Program**

OCTA is administering a grant focusing on safe routes to schools. This grant funds the Safe Travels Education Program (STEP) Campaign. This project is a continued collaboration between OCTA and its local partners and stakeholders including the Orange County Health Care Agency, local schools, jurisdictional partners, and the public.

The STEP Campaign is funded through a \$500,000 state grant. This project will develop and deliver education and encouragement activities for walking and bicycling to 25 public elementary schools serving disadvantaged communities. In response to the coronavirus pandemic, the project team adapted some activities to be compatible with virtual and hybrid schooling. These resources, including videos focusing on bicycle safety, maintenance, and walking safety, are posted on the project webpage and are available for public use. During the spring 2022 school semester the project team has been providing in-school programming to students and parents at participating schools. These activities include bicycle skills classes, parent teacher association meetings, assemblies, and other safety activities. The “menu” of activities for school is included in Attachment A. There are currently 23 schools enrolled in the program (Attachment B), which is scheduled to continue through November 2022; however, OCTA is in the process of submitting a grant extension request to the California Transportation Commission to extend the project deadline to November 2023.

#### Electric Bicycles (E-bikes) Education

OCTA is continuing its work related to E-bikes in Orange County. This includes data and information gathering, as well as the development of education and encouragement materials. E-bikes will continue to be included in OCTA’s Cyclic Counts Program, and E-bike retailers were invited to a roundtable at the September 2021 OCTA Bicycle/Pedestrian Subcommittee meeting. To supplement the information provided by bicycle retailers, OCTA also surveyed the Technical Advisory Committee members to better understand trends and challenges cities across Orange County are experiencing. Some of the key takeaways were:

- Nearly all cities are experiencing an increase in E-bike use,
- Top issues identified were speeding, E-bike/bicycle/pedestrian crashes, and E-bike user adherence to bicycle and traffic laws,
- The most common responses for E-bike trip types were recreation, school, and commuting/errands, and
- Respondents estimated that approximately 20 percent of all bicycle trips made were using E-bikes.

On May 14, 2022, OCTA staff attended an E-bike safety and education event hosted by Assemblywoman Laurie Davies at Dana Hills High School. The event included remarks about E-bike safety by elected and public safety officials, as well as information booths, a skills course, and educational materials. The event was attended by residents, parents, and students who participated in the skills course and received E-bike safety information. Participants in the event also discussed approaches to improving E-bike safety using incentives and education.

All of these inputs are helping to inform OCTA's approach to the increasing use of E-bikes in Orange County. Staff is developing educational tools including videos and printable materials for local jurisdictions and stakeholders to communicate with the public. This information will focus on the safe operation of E-bike speed, parking, and safety messaging for motorists. The goal is to reach a broader audience with a message of safer operations of vehicles in Orange County.

OCTA is also pursuing several planning and engineering studies to improve bicycling and walking networks. These efforts span from developing better connections to high-volume bus stops to new multi-mile bikeway facilities. Efforts in these areas are further described below.

#### **Bus Stop Safety and Accessibility Study**

OCTA received a \$300,000 Southern California Association of Governments Sustainable Communities grant to complete the Bus Stop Safety and Accessibility Study. This study will identify first/last mile improvements within 1/4 mile of OCTA's 13 busiest bus stop locations to facilitate better connections with the adjacent communities (Attachment C). This will be done in coordination with the cities of Anaheim, Costa Mesa, Garden Grove, and Santa Ana, as well as the surrounding communities and local stakeholders. The study will begin in fall 2022.

#### **Garden Grove – Santa Ana Gap Closure Study**

This study will complete the Project Approval and Environmental Document and preliminary engineering phase for an active transportation facility. The study limits include 3.1 miles of OCTA-owned, former Pacific Electric Right-of-Way, the corridor between Raitt Street and Euclid Avenue, and 0.85 miles of the Wintersburg Channel to Hazard Avenue (Attachment D). Funding is provided through a \$3 million state grant. The project is anticipated to begin in fall 2022 and be completed in approximately two years. This study will support the advancement of subsequent project phases.

#### **Bike Gap Closure Feasibility Study**

The Bike Gap Closure Feasibility Study is evaluating potential alignments, developing cost estimates and facility concepts for three key regional bikeways: the OC Central loop, the OC South loop and the OC Connect (Attachment E). Study recommendations will be available to local agencies pursuing funding opportunities for implementation. The project team has conducted jurisdictional stakeholder meetings to vet and develop concepts, participated in pop-up events around the County to engage with the public, and delivered a public webinar to introduce the community to the project and solicit feedback. The webinar saw

participation from 32 attendees from around the County. The project team will be continuing work through the summer and will return to the OCTA Technical Advisory Committee and its Bicycle and Pedestrian Active Transportation Subcommittee with a draft of the study report for their feedback. The project is funded by \$200,000 in state funds.

#### **Cyclic Counts Program for Evaluation and Planning**

Finally, OCTA is collecting bicycle traffic data for use in project evaluation and planning. OCTA is continuing the Cyclic Counts Program in 2022 and 2023 by taking bi-directional counts at locations across Orange County in May 2022 and 2023. Attachment F includes count locations for the 2020/2021 project. Some of these locations will be used for the upcoming counts project; however, final count locations have not yet been determined. This data will be incorporated into the countywide bicycle flow map as well as being made available to partner agencies for their use. This data provides critical information for local agencies for grant applications, evaluation of existing facilities, and assists with future planning efforts.

#### ***Summary***

OCTA has ongoing and upcoming education, encouragement, engineering, and evaluation activities and continues to support efforts to improve active transportation throughout Orange County. Coordination and collaboration will continue between the state, regional agencies, local jurisdictions, key stakeholders, and the public to encourage and support walking and bicycling within Orange County.

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**Attachments**

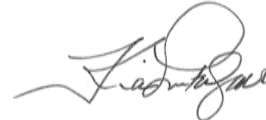
- A. STEP An Orange County Safe Routes to School Program
- B. OC STEP Campaign Participating Schools
- C. OCTA Bus Stop Safety and Accessibility Study
- D. Garden Grove-Santa Ana Rails-to-Trails Gap Closure Project
- E. OC Loops – Bike Gap Closure Study
- F. Bicycle Count Locations (2020/2021)

**Prepared by:**



Peter Sotherland  
Active Transportation Coordinator  
(714) 560-5386

**Approved by:**



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

# STEP

*An Orange County Safe Routes to School Program*

## What is STEP?

STEP provides select schools with **FREE resources** to encourage families to walk/bike to school safely and more often.

## Why STEP?

**Students who walk/bike to school are healthier and arrive at school ready to learn!** STEP helps families choose walking or biking and teaches them how to do so safely.

## But our school doesn't have time for one more thing.

**We know! That's why STEP keeps it simple with services that don't require a lot of your time.**

By participating in STEP, your school will receive:

- Pedestrian and bike distance learning videos aligned with PE and HE standards
- Presentations for your PTA/PTO, school site councils, or other parent/caregiver/stakeholder groups
- Ready-to-forward e-blasts and/or tip sheets, e-newsletters, and educational materials to share with families
- Data about how your students get to and from school (hello Green Ribbon School Award!)
- Banner celebrating your school's efforts
- Suggested routes to school map that shows a preferred route to walk or bike to school

Check out the next page to see what additional services you can receive.





## YOU choose up to three activities from the list below that will be provided to your school over next two school years (21/22 + 22/23):

- **Walk/Bike Resource Fair.** In-school education during lunchtime, recess, or other convenient time. featuring activity stations that teach students bike maintenance, helmet use, walking skills, and the benefits of active travel.
- **Assembly.** Fun performances that teach students the basics of bicycle and pedestrian safety.
- **Bike + Ped Rodeos.** Students learn safe bicycling and walking behaviors and practice their skills.
- **Walking School Bus.** STEP will provide staffing and support to launch a Walking School Bus program at your school.
- **Walkin'/Wheelin' Days.** School designates walk/bike to school encouragement days, either on a weekly, monthly, or one-time basis. These might include Walk to School Day (October), Winter Walk to School Day (February), Earth Day (April), Bike to School Day (May), or other similar events.
- **'Pop-Up' Events.** Booth at a school event/back to school night to promote walking and biking, share helpful tips, and offer specific advice to make it easy for families to choose walking and biking.
- **After-school Safety Education.** Safe walking and bicycling instruction for after-school programs.
- **Activity Tracking.** Fun methods for tracking how many students travel to school include the Golden Sneaker program, punch-cards, and calendars. These pit classrooms against one another in friendly competitions that encourage walking and biking.
- **"I Drive 25" Campaign.** Students encourage parents/caregivers to commit to driving 25 MPH or less in school zones.
- **DIY (aka Design-It-Yourself).** Don't see anything you like? Tell us what you have in mind and we tailor something for your school!

### Acronyms

HE - Health Education  
MPH – Miles Per Hour  
PE - Physical Education  
PTA – Parent Teacher Association  
PTO - Parent Teacher Organization  
STEP - Safe Travels Education Program

[www.octa.net/Walk/Safe-Routes-to-School/OC-Step/](http://www.octa.net/Walk/Safe-Routes-to-School/OC-Step/)

Peter Sotherland, Orange County Transportation Authority

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

714-560-5386

## STEP

STEP is a joint program of the Orange County Transportation Authority (OCTA) and the Orange County Health Care Agency (OCHCA).

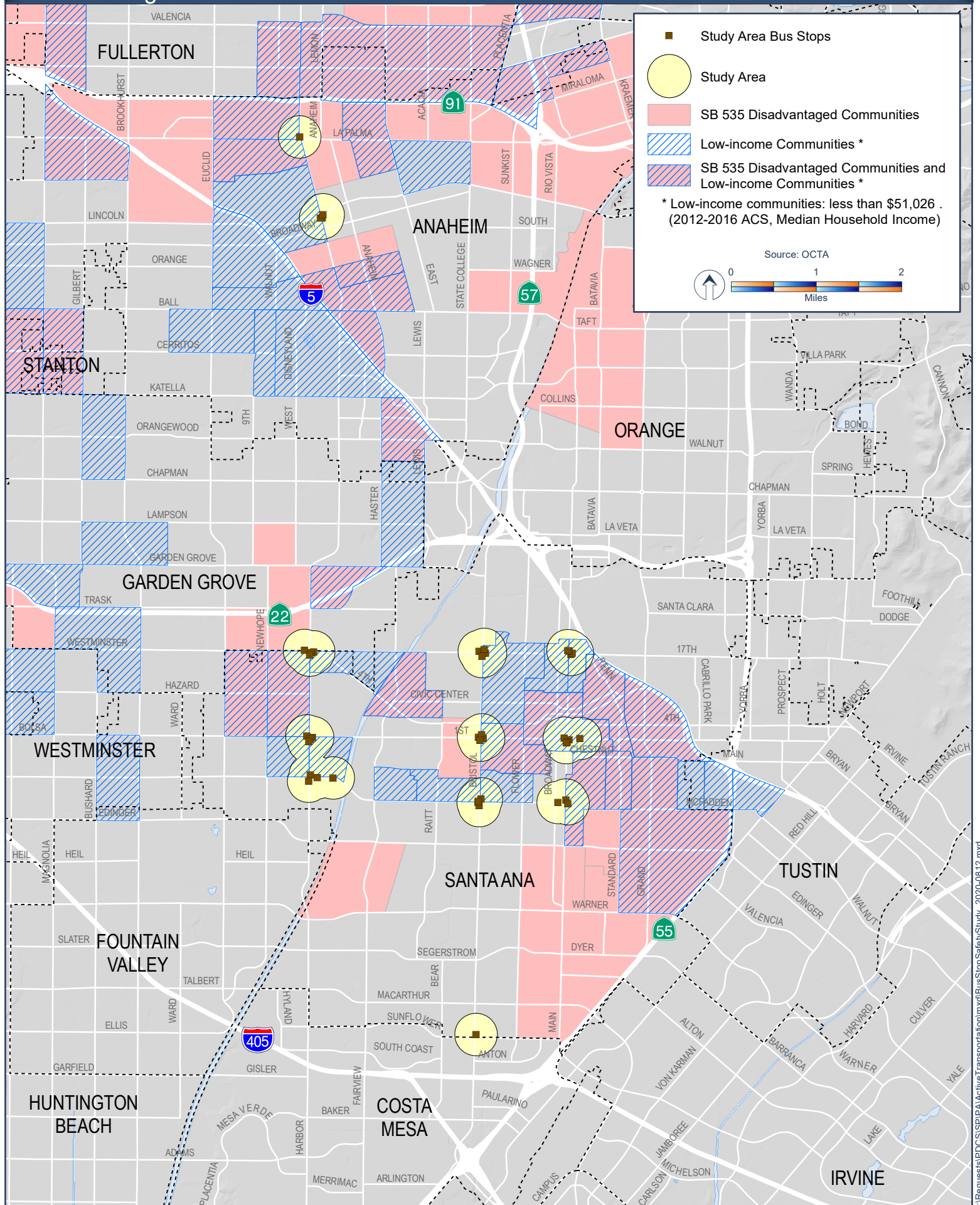


### OC STEP Campaign Participating Schools

School Name	School District
Barton (Clara) Elementary	Anaheim Elementary
C. C. Violette Elementary	Garden Grove Unified
Carver Elementary School	Santa Ana Unified
Centralia Elementary	Centralia Elementary
Fryberger Elementary	Westminster
Heroes Elementary	Santa Ana Unified
Lampson Elementary	Orange Unified
Linton T. Simmons Elementary	Garden Grove Unified
Mabel L. Pendleton Elementary	Buena Park Elementary
Martin Luther King Jr. Elementary	Santa Ana Unified
Meairs Elementary	Westminster
Melrose Elementary	Placentia-Yorba Linda Unified
Monte Vista Elementary	Santa Ana Unified
Murdy Elementary	Garden Grove Unified
Newhope Elementary	Garden Grove Unified
Pio Pico Elementary	Santa Ana Unified
Pomona Elementary	Newport-Mesa Unified
Prospect Elementary	Orange Unified
Ruby Drive Elementary	Placentia-Yorba Linda Unified
Schmitt Elementary	Westminster
Sonora Elementary School	Newport-Mesa Unified
Whittier Elementary	Newport-Mesa Unified
Wilson Elementary	Newport-Mesa Unified

# OCTA Bus Stop Safety and Accessibility Study

## Disadvantaged and Low-Income Communities



# GARDEN GROVE – SANTA ANA RAILS- TO-TRAILS GAP CLOSURE STUDY



**PARTNER JURISDICTIONS**  
Garden Grove, Santa Ana, County  
of Orange

## AT A GLANCE

<b>STUDY CORRIDOR LENGTH:</b>	4 miles
<b>TOTAL:</b>	\$42 million*
<b>CONSTRUCTION:</b>	\$26 million*
<b>PLANS, SPECIFICATIONS AND ESTIMATES:</b>	\$4 million*

**PROJECT APPROVAL & ENVIRONMENTAL DOCUMENT (FUNDED):** \$3 million

**CONTACT:** Peter Sotherland,  
Active Transportation  
Coordinator,  
714-560-5386  
psotherland@octa.net

\*estimates

Fact Sheet as of 8/16/21

## OVERVIEW

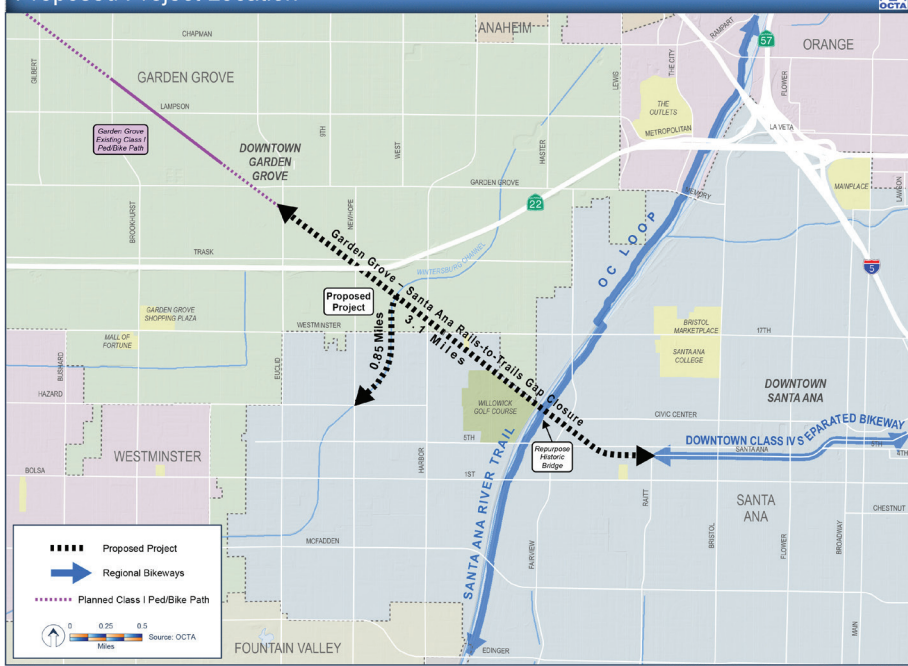
The Garden Grove – Santa Ana Rails-to-Trails Gap Closure Study will complete the Project Approval & Environmental Document (PA/ED) phase for a Class I active transportation facility along 3.1 miles of OCTA-owned former Pacific Electric corridor and 0.85 miles of the Wintersburg Channel. The Study is funded by a \$3 million Active Transportation Program Cycle 5 grant.

The Study is located between the two cities' downtown areas and is surrounded by high-traffic streets and disadvantaged neighborhoods providing critical connections with public access from 15 different entry points. The Study will begin in the Summer of 2022, will be completed in approximately 3 years, and will support the advancement of subsequent project phases to be led by the cities of Garden Grove and Santa Ana.

## BENEFITS

The Garden Grove – Santa Ana Rails-to-Trails Gap Closure will increase the use of active transportation travel modes, provide a no-cost, zero-emission transportation option, enhance safety and mobility for non-motorized users, and facilitate active travel away from high-speed and high-volume traffic. This corridor links two downtowns to one another and to the Santa Ana River Trail, part of the 66-mile Class I OC Loop bikeway (88% complete). The OC Loop connects to beaches, 200 parks, 180 schools, three Metrolink stations and 17 cities.

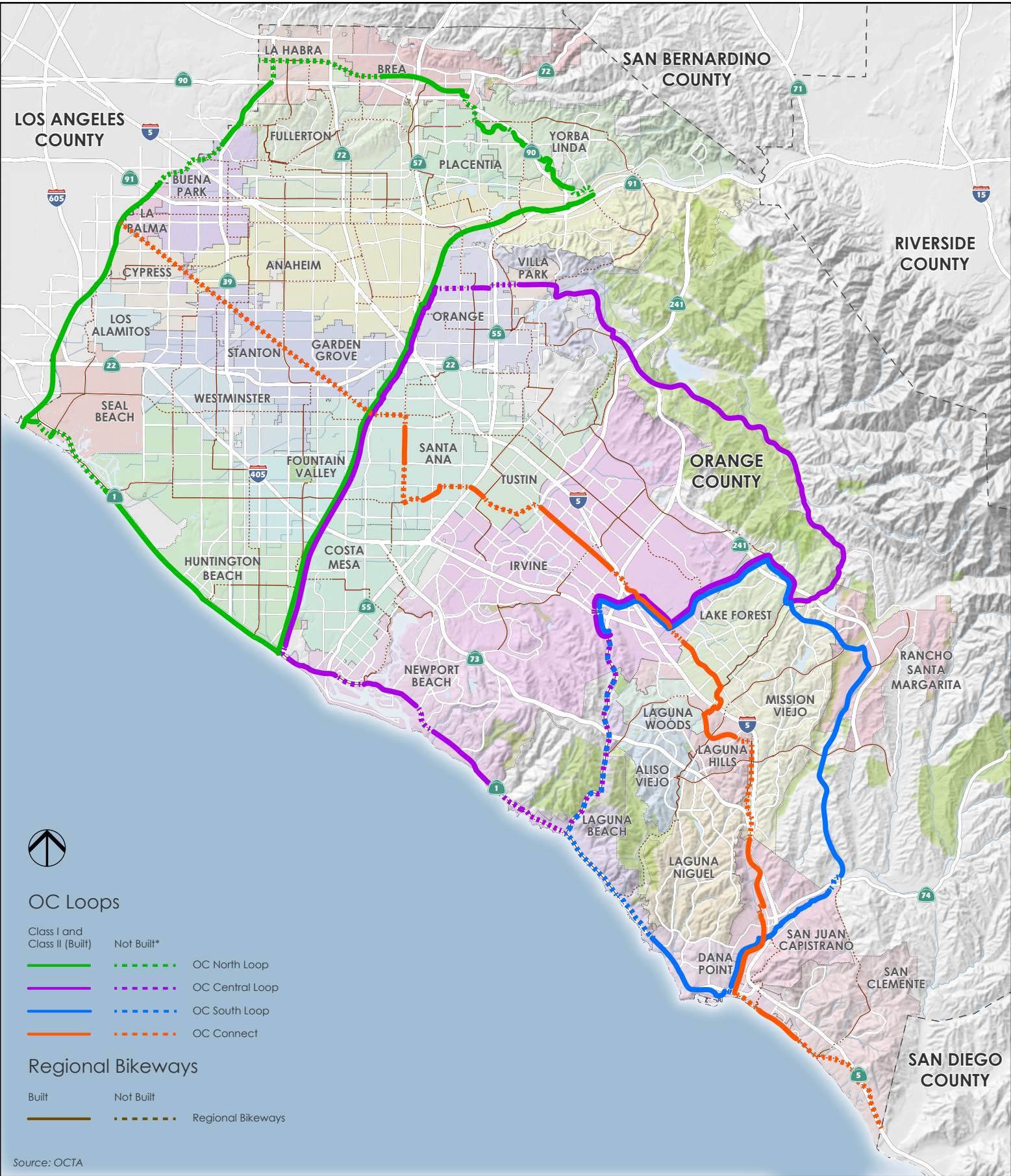
## Proposed Project Location



Orange County Transportation Authority  
550 S. Main Street  
P.O. Box 14184  
Orange, CA 92863-1584  
(714) 560-OCTA  
www.octa.net



OC Loops - Bike Gap Closure Study



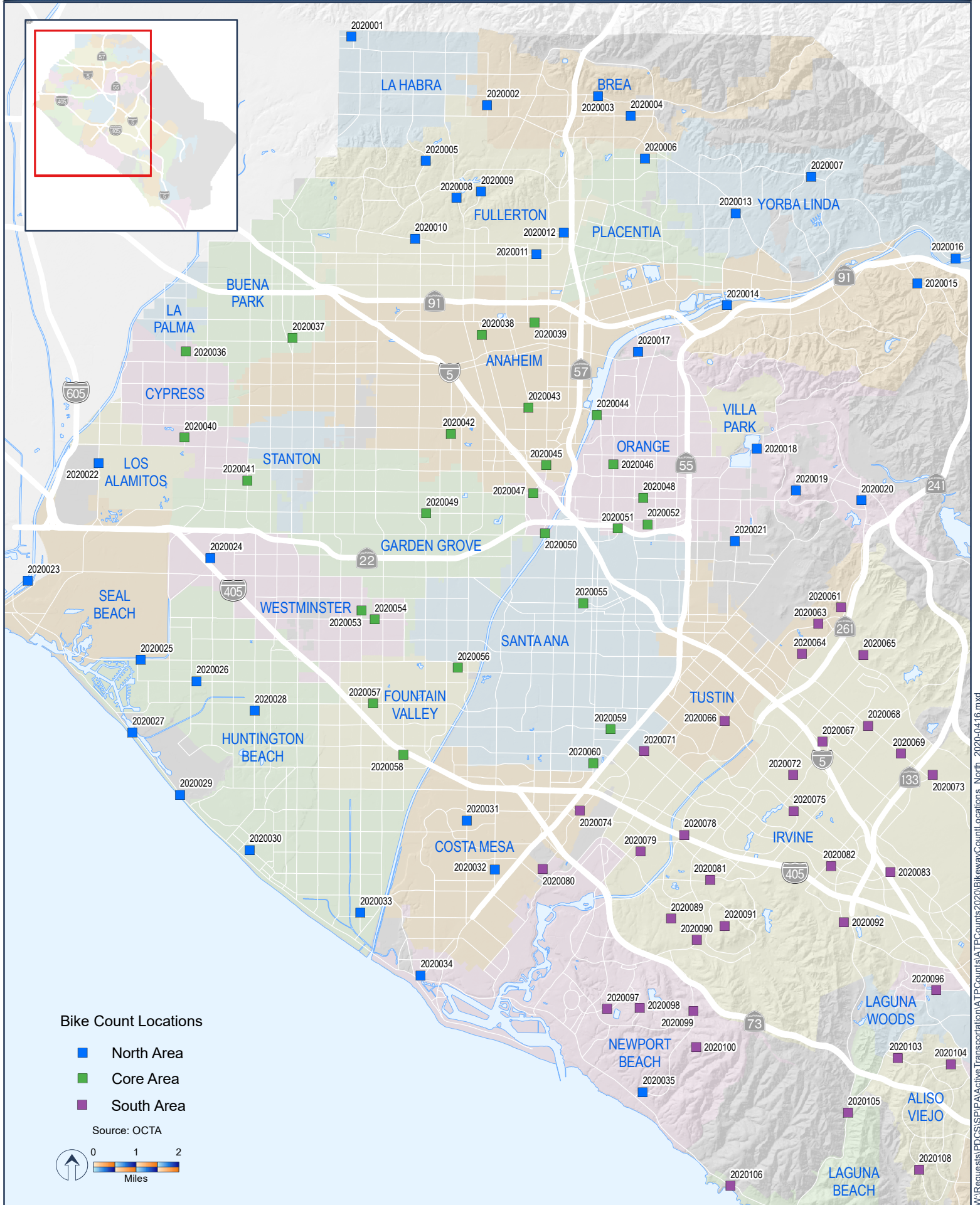
2020 Bicycle Count Locations				
ID	Area	Location	City	Bikeway
2020001	North Area	RUSSELL	LA HABRA	Class 3 Existing
2020002	North Area	PUENTE	BREA	Class 2 Proposed
2020003	North Area	LAMBERT	BREA	Class 2 Proposed
2020004	North Area	BIRCH	BREA	Class 2 Existing
2020005	North Area	EUCLID	FULLERTON	Class 2 Proposed
2020006	North Area	GOLDEN	PLACENTIA	Class 2 Existing
2020007	North Area	BASTANCHURY	YORBA LINDA	Class 2 Existing
2020008	North Area	HARBOR	FULLERTON	Class 2 Existing
2020009	North Area	BREA BLVD	FULLERTON	Class 3 Existing
2020010	North Area	MALVERN	FULLERTON	None
2020011	North Area	COMMONWEALTH	FULLERTON	Class 3 Existing
2020012	North Area	NUTWOOD	FULLERTON	None
2020013	North Area	LAKEVIEW	YORBA LINDA	Class 2 Proposed
2020014	North Area	LAKEVIEW	ANAHEIM	Class 2 Existing
2020015	North Area	WIER CANYON	ANAHEIM	Class 2 Existing
2020016	North Area	LA PALMA	YORBA LINDA	Class 2 Proposed
2020017	North Area	GLASSELL	ORANGE	Class 2 Proposed
2020018	North Area	HEWES	ORANGE	Class 1 Existing
2020019	North Area	CHAPMAN	ORANGE	Class 2 Existing
2020020	North Area	JAMBOREE	ORANGE	Class 2 Existing
2020021	North Area	FAIRHAVEN	COUNTY	Class 2 Proposed
2020022	North Area	LOS ALAMITOS	LOS ALAMITOS	Class 2 Proposed
2020023	North Area	SAN GABRIEL RIVER TRAIL	LONG BEACH	Class 1 Existing
2020024	North Area	SPRINGDALE	WESTMINSTER	None
2020025	North Area	EDINGER	HUNTINGTON BEACH	Class 2 Existing
2020026	North Area	HEIL	HUNTINGTON BEACH	Class 2 Existing
2020027	North Area	PACIFIC COAST HIGHWAY	HUNTINGTON BEACH	Class 2 Proposed
2020028	North Area	GOLDEN WEST	HUNTINGTON BEACH	None
2020029	North Area	HUNTINGTON BEACH BIKE TRAIL	HUNTINGTON BEACH	Class 1 Existing
2020030	North Area	14TH ST	HUNTINGTON BEACH	None
2020031	North Area	HARBOR	COSTA MESA	Class 2 Proposed
2020032	North Area	FAIRVIEW	COSTA MESA	Class 2 Existing
2020033	North Area	BUSHARD	HUNTINGTON BEACH	Class 2 Existing
2020034	North Area	SUPERIOR	NEWPORT BEACH	Class 2 Existing
2020035	North Area	NEWPORT COAST	NEWPORT BEACH	Class 2 Existing
2020036	Core Area	WALKER	CYPRESS	Class 3 Proposed
2020037	Core Area	STANTON	BUENA PARK	None
2020038	Core Area	ANAHEIM	ANAHEIM	Class 2 Existing
2020039	Core Area	LA PALMA	ANAHEIM	Class 2 Existing
2020040	Core Area	WALKER	CYPRESS	Class 1 Proposed
2020041	Core Area	KNOTT	GARDEN GROVE	Class 2 Proposed
2020042	Core Area	WALNUT	ANAHEIM	Class 2 Proposed
2020043	Core Area	BALL	ANAHEIM	Class 2 Proposed
2020044	Core Area	TAFT	ORANGE	Class 2 Proposed
2020045	Core Area	STATE COLLEGE	ANAHEIM	None
2020046	Core Area	BATAVIA	ORANGE	None
2020047	Core Area	CHAPMAN	ORANGE	None
2020048	Core Area	CHAPMAN	ORANGE	None
2020049	Core Area	LAMPSON	GARDEN GROVE	Class 3 Existing
2020050	Core Area	SANTA ANA RIVER TRAIL	ORANGE	Class 1 Existing
2020051	Core Area	PARKER	ORANGE	Class 2 Proposed
2020052	Core Area	SANTIAGO CREEK TRAIL	ORANGE	Class 1 Existing
2020053	Core Area	BUSHARD	WESTMINSTER	Class 2 Existing

2020054	Core Area	BOLSA	WESTMINSTER	None
2020055	Core Area	CIVIC CENTER DRIVE	SANTA ANA	Class 2 Existing
2020056	Core Area	EDINGER	FOUNTAIN VALLEY	Class 2 Proposed
2020057	Core Area	WARNER	FOUNTAIN VALLEY	None
2020058	Core Area	WARD	FOUNTAIN VALLEY	Class 2 Existing
2020059	Core Area	DYER	SANTA ANA	None
2020060	Core Area	MAIN	SANTA ANA	Class 4 Proposed
2020061	South Area	PIONEER	TUSTIN	Class 2 Existing
2020062	South Area	SANTIAGO CANYON ROAD	COUNTY	Class 2 Existing
2020063	South Area	TUSTIN RANCH	TUSTIN	Class 2 Existing
2020064	South Area	ROBINSON	TUSTIN	Class 2 Existing
2020065	South Area	ORCHARD HILLS	IRVINE	Class 2 Existing
2020066	South Area	TUSTIN RANCH	TUSTIN	Class 2 Existing
2020067	South Area	TRABUCO	IRVINE	Class 2 Existing
2020068	South Area	IRVINE	IRVINE	Class 2 Existing
2020069	South Area	IRVINE	IRVINE	Class 2 Existing
2020070	South Area	SANTIAGO CANYON ROAD	LAKE FOREST	Class 2 Existing
2020071	South Area	RED HILL	IRVINE	Class 2 Existing
2020072	South Area	WALNUT TRAIL	IRVINE	Class 1 Existing
2020073	South Area	RIDGE VALLEY TRAIL	IRVINE	Class 1 Existing
2020074	South Area	RED HILL	COSTA MESA	Class 2 Existing
2020075	South Area	EAST YALE LOOP	IRVINE	Class 2 Existing
2020076	South Area	PORTOLA PARKWAY	LAKE FOREST	Class 2 Existing
2020077	South Area	GLENN RANCH	LAKE FOREST	Class 2 Proposed
2020078	South Area	FREEWAY TRAIL	IRVINE	Class 1 Existing
2020079	South Area	CARLSON	IRVINE	Class 2 Existing
2020080	South Area	SANTA ANA	CISTA MESA	Class 2 Proposed
2020081	South Area	UNIVERSITY	IRVINE	Class 2 Existing
2020082	South Area	SAN DIEGO CREEK TRAIL	IRVINE	Class 1 Existing
2020083	South Area	BARRANCA	IRVINE	Class 2 Existing
2020084	South Area	ALTON	IRVINE	Class 2 Existing
2020085	South Area	LOS ALISOS	MISSION VIEJO	Class 2 Existing
2020086	South Area	EL TORO ROAD	LAKE FOREST	None
2020087	South Area	MARGUERITE PARKWAY	MISSION VIEJO	Class 2 Existing
2020088	South Area	OLYMPIAD	MISSION VIEJO	Class 3 Existing
2020089	South Area	BERKELEY	IRVINE	Class 2 Existing
2020090	South Area	CULVER	IRVINE	None
2020091	South Area	STARCREST	IRVINE	Class 2 Existing
2020092	South Area	LAGUNA CANYON ROAD	IRVINE	Class 2 Existing
2020093	South Area	SANTA MARGARITA	RANCHO SANTA MARGARITA	Class 2 Existing
2020094	South Area	ANTONIO	RANCHO SANTA MARGARITA	Class 2 Existing
2020095	South Area	TRABUCO	MISSION VIEJO	Class 2 Existing
2020096	South Area	RIDGE ROUTE	LAGUNA HILLS	Class 2 Proposed
2020097	South Area	SAN MIGUEL	NEWPORT BEACH	Class 2 Existing
2020098	South Area	SPYGLASS HILL	NEWPORT BEACH	Class 2 Existing
2020099	South Area	NEWPORT COAST	NEWPORT BEACH	Class 2 Existing
2020100	South Area	VISTA RIDGE	NEWPORT BEACH	Class 2 Proposed
2020101	South Area	LOS ALISOS	LAKE FOREST	Class 2 Existing
2020102	South Area	MUIRLANDS	MISSION VIEJO	Class 2 Existing
2020103	South Area	ALISO CREEK ROAD	ALISO VIEJO	Class 2 Existing
2020104	South Area	GLENWOOD	ALISO VIEJO	Class 2 Existing
2020105	South Area	LAGUNA CANYON ROAD	LAGUNA BEACH	Class 3 Existing
2020106	South Area	COAST HIGHWAY	LAGUNA BEACH	Class 3 Existing
2020107	South Area	MARUERITE PARKWAY	MISSION VIEJO	Class 2 Existing
2020108	South Area	WOOD CANYON	ALISO VIEJO	None

2020109	South Area	CABOT-FORBES PATH	LAGUNA NIGUEL	Class 1 Existing
2020110	South Area	HIGHLANDS	LAGUNA NIGUEL	Class 2 Existing
2020111	South Area	CROWN VALLEY PARKWAY	LAGUNA NIGUEL	Class 2 Existing
2020112	South Area	UNNAMED TRAIL	LAGUNA NIGUEL	Class 1 Existing
2020113	South Area	ORTEGA HIGHWAY	SAN JUAN CAPISTRANO	None
2020114	South Area	ORTEGA HIGHWAY	COUNTY	None
2020115	South Area	LA PATA	COUNTY	Class 2 Existing
2020116	South Area	SAN JUAN CREEK TRAIL	SAN JUAN CAPISTRANO	Class 1 Existing
2020117	South Area	DANA POINT HARBOR DRIVE	DANA POINT	Class 2 Existing
2020118	South Area	VISTA HERMOSA	SAN CLEMENTE	Class 2 Existing
2020119	South Area	AVENIDA PICO	SAN CLEMENTE	Class 2 Existing
2020120	South Area	PRESEDENTE	SAN CLEMENTE	Class 2 Existing

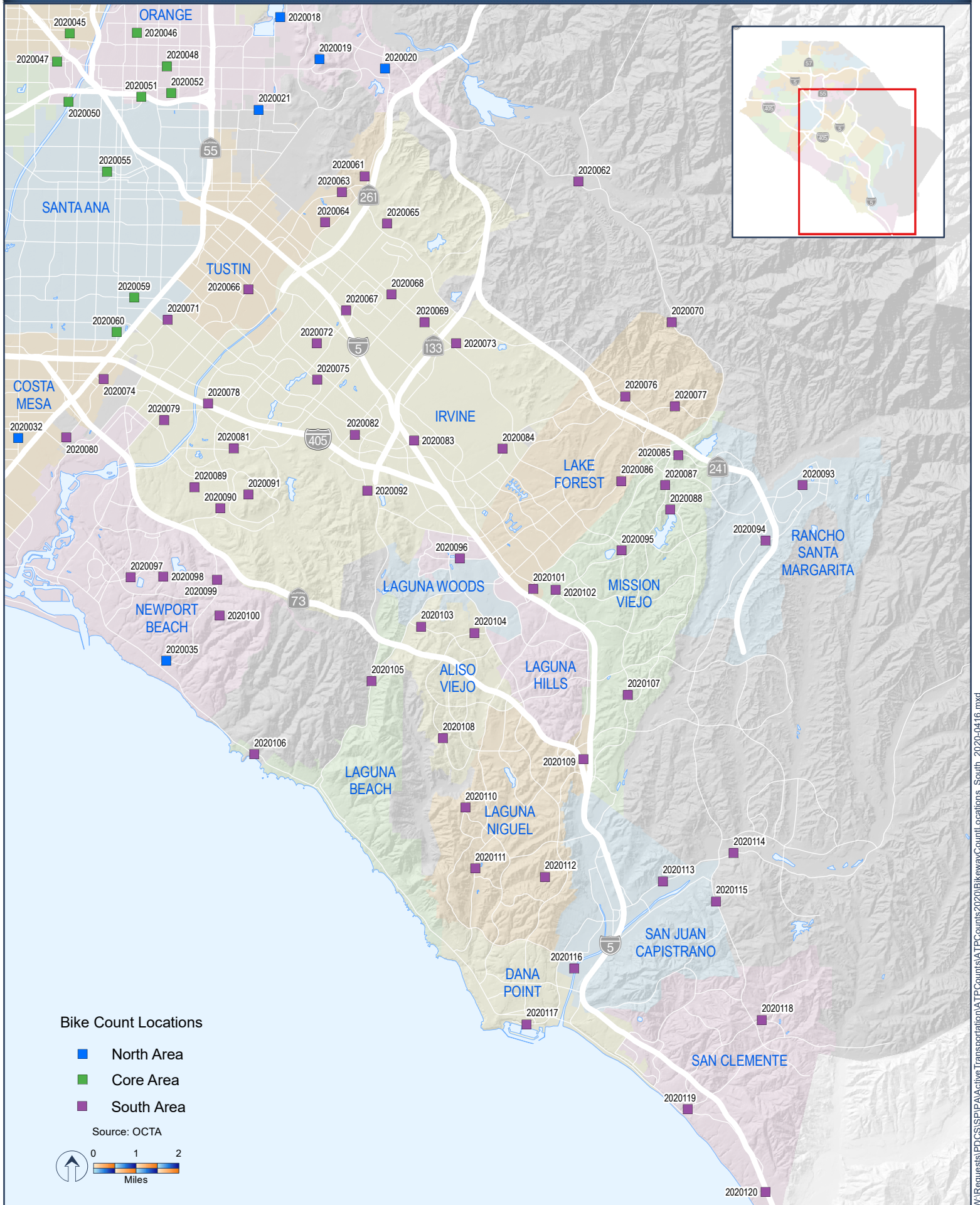


# 2020 Bike Count Locations – North





# 2020 Bike Count Locations – South



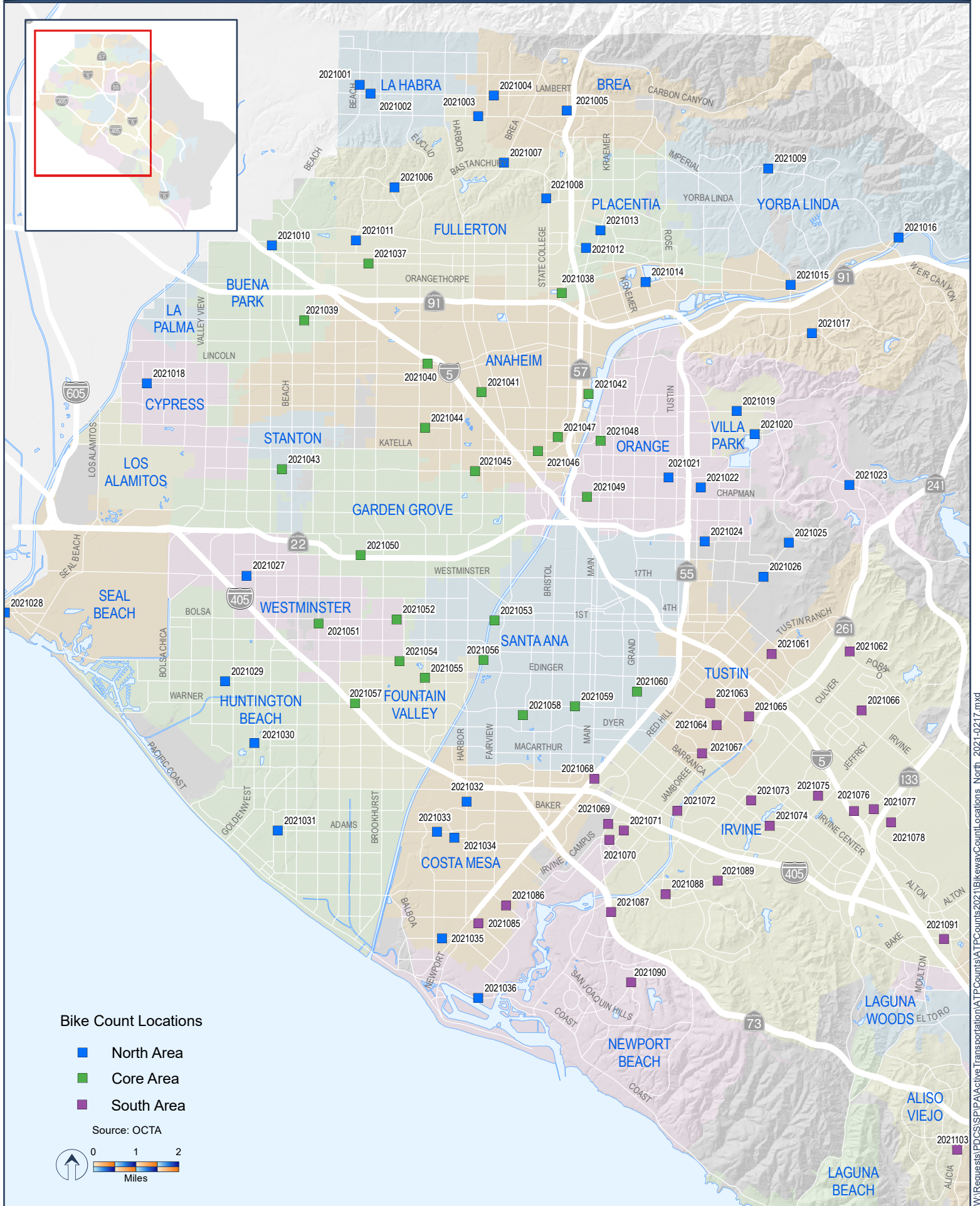
2021 Bicycle Count Locations				
ID	Area	Location	City	Bikeway
2021001	North Area	BEACH	LA HABRA	Class 2 Proposed
2021002	North Area	LAMBERT	LA HABRA	Class 2 Existing
2021003	North Area	IMPERIAL	BREA	None
2021004	North Area	LAMBERT	BREA	Class 2 Proposed
2021005	North Area	STATE COLLEGE	BREA	Class 2 Existing
2021006	North Area	ROSECRANS	FULLERTON	Class 2 Proposed
2021007	North Area	BREA	FULLERTON	Class 2 Existing
2021008	North Area	STATE COLLEGE	FULLERTON	None
2021009	North Area	BASTANCHURY	YORBA LINDA	Class 2 Existing
2021010	North Area	WESTERN	BUENA PARK	None
2021011	North Area	GILBERT	FULLERTON	Class 2 Proposed
2021012	North Area	CHAPMAN	PLACENTIA	Class 2 Proposed
2021013	North Area	BRADFORD	PLACENTIA	Class 2 Proposed
2021014	North Area	MILLER	ANAHEIM	Class 2 Existing
2021015	North Area	IMPERIAL	ANAHEIM	None
2021016	North Area	SANTA ANA RIVER TRAIL	ANAHEIM	Class 1 Existing
2021017	North Area	NOHL RANCH	ANAHEIM	None
2021018	North Area	ORANGE	CYPRESS	Class 2 Existing
2021019	North Area	TAFT	VILLA PARK	Class 2 Existing
2021020	North Area	VILLA PARK	COUNTY	Class 2 Existing
2021021	North Area	WALNUT	ORANGE	Class 2 Existing
2021022	North Area	SANTIAGO CREEK BIKE TRAIL	ORANGE	Class 1 Existing
2021023	North Area	CHAPMAN	ORANGE	Class 2 Existing
2021024	North Area	FAIRHAVEN	COUNTY	Class 2 Proposed
2021025	North Area	NEWPORT	COUNTY	Class 2 Existing
2021026	North Area	NEWPORT	COUNTY	Class 2 Existing
2021027	North Area	WESTMINSTER	WESTMINSTER	Class 2 Proposed
2021028	North Area	MARINA	SEAL BEACH	Class 2 Existing
2021029	North Area	HEIL	HUNTINGTON BEACH	Class 2 Existing
2021030	North Area	GOLDENWEST	HUNTINGTON BEACH	Class 2 Existing
2021031	North Area	ADAMS	HUNTINGTON BEACH	Class 2 Existing
2021032	North Area	HARBOR	COSTA MESA	Class 2 Proposed
2021033	North Area	ADAMS	COSTA MESA	Class 2 Existing
2021034	North Area	MESA VERDE	COSTA MESA	Class 2 Proposed
2021035	North Area	17TH	COSTA MESA	Class 2 Proposed
2021036	North Area	COAST	NEWPORT BEACH	Class 3 Existing
2021037	Core Area	VALENCIA	FULLERTON	Class 3 Existing
2021038	Core Area	PLACENTIA	PLACENTIA	None
2021039	Core Area	LA PALMA	BUENA PARK	None
2021040	Core Area	LINCOLN	ANAHEIM	None
2021041	Core Area	HARBOR	ANAHEIM	None
2021042	Core Area	ANAHEIM COVES TRAIL	ANAHEIM	Class 1 Existing
2021043	Core Area	ORANGEWOOD	STANTON	Class 2 Proposed
2021044	Core Area	CERRITOS	ANAHEIM	Class 2 Proposed
2021045	Core Area	ORANGEWOOD	GARDEN GROVE	Class 2 Proposed
2021046	Core Area	KATELLA	ANAHEIM	None
2021047	Core Area	SUNKIST	ANAHEIM	None
2021048	Core Area	MAIN	ORANGE	Class 2 Proposed
2021049	Core Area	CHAPMAN	ORANGE	None
2021050	Core Area	TRASK	GARDEN GROVE	Class 2 Proposed
2021051	Core Area	NEWLAND	WESTMINSTER	Class 2 Proposed
2021052	Core Area	BOLSA	WESTMINSTER	None

2021053	Core Area	1ST	SANTA ANA	Class 4 Proposed
2021054	Core Area	EDINGER	FOUNTAIN VALLEY	None
2021055	Core Area	EUCLID	FOUNTAIN VALLEY	None
2021056	Core Area	SANTA ANA RIVER TRAIL	SANTA ANA	Class 1 Existing
2021057	Core Area	WARNER	FOUNTAIN VALLEY	None
2021058	Core Area	RAITT	SANTA ANA	Class 2 Proposed
2021059	Core Area	WARNER	SANTA ANA	Class 4 Existing
2021060	Core Area	GRAND	SANTA ANA	Class 2 Proposed
2021061	South Area	TUSTIN RANCH	TUSTIN	Class 2 Existing
2021062	South Area	PORTOLA	IRVINE	Class 2 Existing
2021063	South Area	EDINGER	TUSTIN	Class 2 Existing
2021064	South Area	VALENCIA	TUSTIN	Class 2 Existing
2021065	South Area	WALNUT	TUSTIN	Class 2 Existing
2021066	South Area	YALE	IRVINE	Class 2 Existing
2021067	South Area	TUSTIN RANCH	TUSTIN	Class 2 Existing
2021068	South Area	MAIN	COUNTY	Class 2 Proposed
2021069	South Area	MACARTHUR	IRVINE	None
2021070	South Area	CAMPUS	NEWPORT BEACH	Class 2 Proposed
2021071	South Area	VON KARMEN	IRVINE	Class 2 Proposed
2021072	South Area	MOUNTAINS TO THE SEA TRAIL	IRVINE	Class 1 Existing
2021073	South Area	WST YALE LOOP	IRVINE	Class 2 Existing
2021074	South Area	BARRANCA	IRVINE	Class 2 Existing
2021075	South Area	WALNUT TRAIL	IRVINE	Class 1 Existing
2021076	South Area	CYPRESS VILLAGE TRAIL	IRVINE	Class 1 Existing
2021077	South Area	SAND CANYON	IRVINE	Class 2 Existing
2021078	South Area	RIDGE VALLEY	IRVINE	Class 2 Existing
2021079	South Area	ALTON	LAKE FOREST	Class 2 Existing
2021080	South Area	RANCHO	LAKE FOREST	Class 2 Existing
2021081	South Area	ALISO CREEK BIKEWAY	LAKE FOREST	Class 1 Existing
2021082	South Area	EL TORO	LAKE FOREST	None
2021083	South Area	TRABUCO	LAKE FOREST	Class 2 Existing
2021084	South Area	SANTA MARGARITA	MISSION VIEJO	Class 2 Existing
2021085	South Area	19TH	COSTA MESA	Class 3 Proposed
2021086	South Area	22ND	COSTA MESA	Class 2 Proposed
2021087	South Area	MACARTHUR	IRVINE	None
2021088	South Area	HARVARD	IRVINE	Class 2 Existing
2021089	South Area	UNIVERSITY TRAIL	IRVINE	Class 1 Existing
2021090	South Area	SAN MIGUEL	NEWPORT BEACH	Class 2 Existing
2021091	South Area	BAKE	IRVINE	Class 2 Existing
2021092	South Area	ALISO CREEK BIKEWAY	LAKE FOREST	Class 1 Existing
2021093	South Area	MELINDA	MISSION VIEJO	Class 2 Existing
2021094	South Area	AVE DE LAS FLORES	RANCHO SANTA MARGARITA	Class 3 Existing
2021095	South Area	ALMA ALDEA	RANCHO SANTA MARGARITA	Class 3 Existing
2021096	South Area	AVE DE LAS BANDERAS	RANCHO SANTA MARGARITA	Class 3 Existing
2021097	South Area	ANTONIO	RANCHO SANTA MARGARITA	Class 2 Existing
2021098	South Area	OLYMPIAD	MISSION VIEJO	Class 2 Existing
2021099	South Area	MUIRLANDS	MISSION VIEJO	Class 2 Existing
2021100	South Area	ALICIA	LAGUNA HILLS	Class 2 Existing
2021101	South Area	MOULTON	LAGUNA HILLS	Class 2 Existing
2021102	South Area	OSO	MISSION VIEJO	Class 2 Existing
2021103	South Area	ALISO CREEK TRAIL	ALISO VIEJO	Class 1 Existing
2021104	South Area	LA PAZ	LAGUNA NIGUEL	Class 2 Existing
2021105	South Area	MOULTON	LAGUNA NIGUEL	Class 2 Existing
2021106	South Area	CABOT	MISSION VIEJO	Class 2 Existing
2021107	South Area	CROWN VALLEY PARKWAY	MISSION VIEJO	Class 2 Existing

2021108	South Area	CABOT	LAGUNA NIGUEL	Class 2 Existing
2021109	South Area	GOLDEN LANTERN	LAGUNA NIGUEL	Class 2 Existing
2021110	South Area	CROWN VALLEY PARKWAY	LAGUNA NIGUEL	Class 2 Existing
2021111	South Area	COAST	LAGUNA BEACH	Class 2 Proposed
2021112	South Area	CAMINO CAPISTRANO	SAN JUAN CAPISTRANO	Class 2 Existing
2021113	South Area	ANTONIO	COUNTY	Class 2 Existing
2021114	South Area	TRAIL	LAGUNA NIGUEL	Class 1 Existing
2021115	South Area	ORTEGA	SAN JUAN CAPISTRANO	None
2021116	South Area	NIGUEL	DANA POINT	Class 2 Existing
2021117	South Area	GOLDEN LANTERN	DANA POINT	Class 2 Existing
2021118	South Area	DEL OBISPO	SAN JUAN CAPISTRANO	Class 2 Existing
2021119	South Area	CAMINO DE LAS MARES	SAN CLEMENTE	Class 2 Existing
2021120	South Area	AVENIDA PICO	SAN CLEMENTE	Class 2 Existing

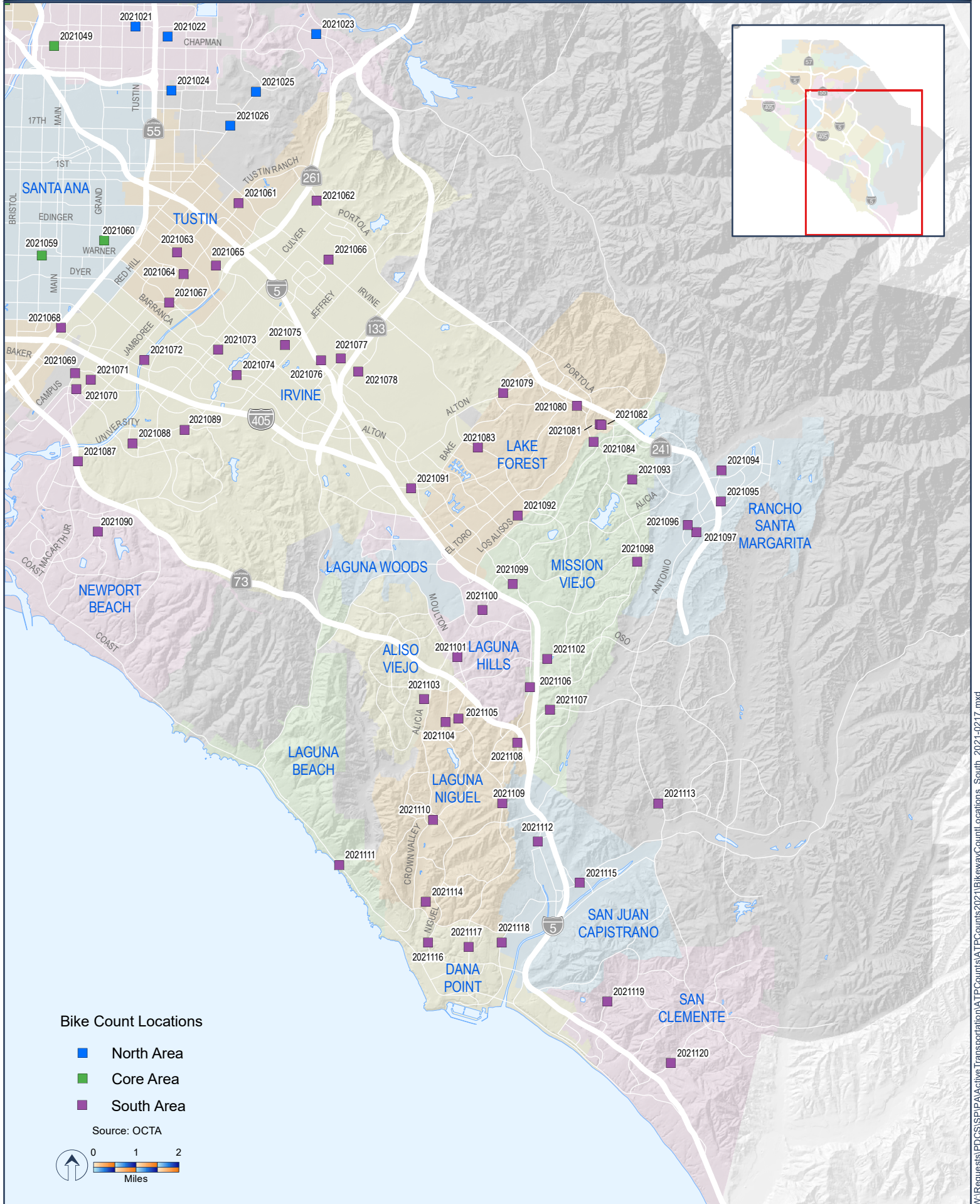


# 2021 Bike Count Locations – North





# 2021 Bike Count Locations – South








**June 6, 2022**

**To:** Regional Planning and Highways Committee

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

**Subject:** Grant Acceptance for the Countywide Transportation Demand Management Strategic Plan

### **Overview**

The Orange County Transportation Authority was recently awarded \$150,000 for the Countywide Transportation Demand Management Strategic Plan through the statewide Sustainable Transportation Planning Grant Program. To utilize these grant funds, Board of Directors' approval is requested to accept the award and enter into agreements with the granting agencies.

### **Recommendations**

- A. Adopt Orange County Transportation Authority Resolution No. 2022-034 and authorize the Chief Executive Officer to accept the Sustainable Transportation Planning Grant award and execute required grant-related agreements and documents with the California Department of Transportation.
- B. Authorize the Chief Executive Officer to amend the Federal Transportation Improvement Program and process all necessary amendments to facilitate the recommendation above.

### **Background**

The Sustainable Transportation Planning Grant Program was created to support the California Department of Transportation's (Caltrans) mission to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. On September 2, 2021, Caltrans issued a fiscal year 2022-23 Sustainable Transportation Planning Grant statewide call for projects, which made available approximately \$34 million to regional and local agencies for transportation planning grants. In response to this opportunity, the Orange County Transportation Authority (OCTA) submitted a request for

\$150,000 for the Countywide Transportation Demand Management Strategic Plan (Plan).

***Discussion***

On April 4, 2022, OCTA was notified that Caltrans selected the Plan for funding. This Plan builds on previously completed plans including the Southern California Association of Governments 2019 Transportation Demand Management Strategic Plan, OC Transit Vision, Orange County Mobility Hub Strategy, OC Active, the Human Services Coordinated Plan, The Plan will also incorporate the Making Better Connections Study currently under development.

The Plan will provide recommendations for effective investments that shift travel trips away from single occupancy vehicles, increase transit and non-motorized travel, reduce travel costs, and improve transportation system efficiency. In developing the Plan, OCTA will collaborate with Caltrans, Orange County local agencies, and other stakeholders.

The award of \$150,000 will be matched with \$50,000 State Transportation Improvement Program Planning, Programming, and Monitoring funds, for a total cost of \$200,000. OCTA is seeking Board of Directors' approval of Resolution No. 2022-034 (Attachment A), which authorizes the acceptance of the awarded grant funds, confirms the required matching funds, and authorizes the Chief Executive Officer, or designee, to file and execute grant applications and agreements, certifications and assurances, and other documents. The resolution also confirms the match commitment to the project as noted above.

**Next Steps**

Following execution of the Caltrans Sustainable Transportation Planning grants, staff will follow OCTA's procurement process to award professional services contract(s) in the in early 2023.

***Summary***

OCTA was awarded \$150,000 through a competitive grant from Caltrans. A resolution to accept the grant award and authorization to enter into grant-related agreements and documents is presented for adoption as required by the grant program.

***Attachment***

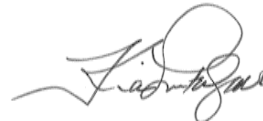
- A. Resolution No. 2022-034 of the Orange County Transportation Authority,  
2022-2023 Sustainable Transportation Planning Grant Program  
Authorization

**Prepared by:**



Roslyn Lau  
Senior Transportation Funding Analyst  
(714) 560-5341

**Approved by:**



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

**RESOLUTION NO. 2022-034  
OF THE  
ORANGE COUNTY TRANSPORTATION AUTHORITY**

**2022-2023 SUSTAINABLE TRANSPORTATION PLANNING GRANT AWARD  
AUTHORIZATION**

**WHEREAS**, the California Department of Transportation administers the Sustainable Transportation Planning Grant Program to support its mission, which is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability; and

**WHEREAS**, the Orange County Transportation Authority, as an eligible grantee of the California Department of Transportation's Sustainable Transportation Planning Grant Program, applied for and was awarded \$150,000 in grant funds for the Countywide Transportation Demand Management Strategic Plan; and

**WHEREAS**, the California Department of Transportation requires the grantee to certify, by resolution, the acceptance of awarded grant funds and authority to execute grant-related agreements; and

**WHEREAS**, the Orange County Transportation Authority will provide a cash match of \$50,000 in State Transportation Improvement Program Planning, Programming, and Monitoring funds to complete the Countywide Transportation Demand Management Strategic Plan; and

**NOW, THEREFORE, BE IT RESOLVED** that the Orange County Transportation Authority Board of Directors accepts the awarded grant funds, confirms that it will provide the required match and authorizes the Chief Executive Officer, or designee, to file and execute grant applications and agreements, certifications and assurances, and other documents for and on behalf of Orange County Transportation Authority with the California Department of Transportation.

ADOPTED, SIGNED, AND APPROVED this 13th day of June 2022.

AYES:

NOES:

ABSENT:

ATTEST:

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Andrea West  
Interim Clerk of the Board


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Mark A. Murphy, Chairman  
Orange County Transportation Authority



**June 6, 2022**

**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 information.

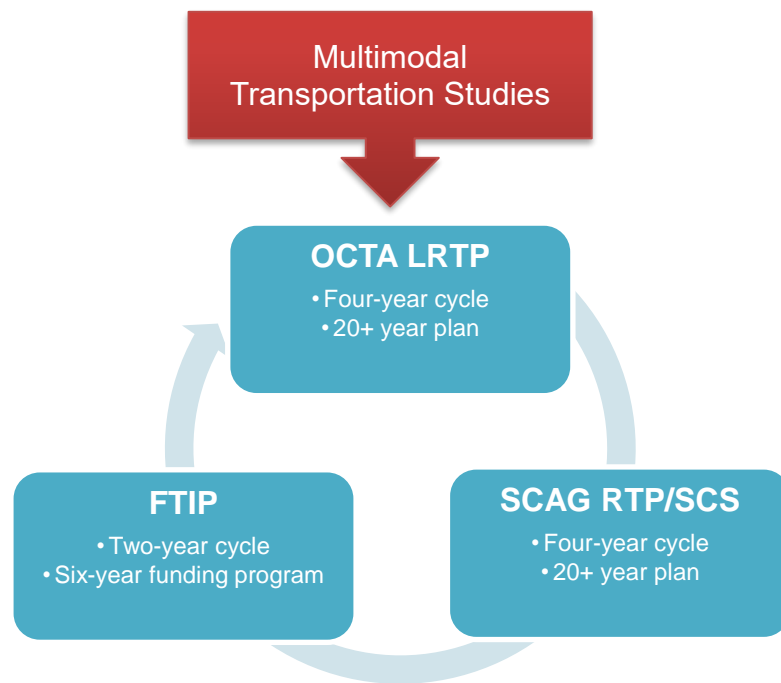
### **Recommendation**

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 study area. This vision is often referred to as the locally preferred strategy (LPS).

Once a LPS is approved by the Board of Directors (Board), recommended improvements are considered for inclusion in the Long-Range Transportation Plan (LRTP) project list. This project list is then used as input for the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) developed by the Southern California Association of Governments (SCAG). Projects included in the RTP/SCS are then eligible to proceed through project-level development and can compete for state and federal funding and listing in the Federal Transportation Improvement Program (FTIP). This is summarized in the graphic on the following page.



Achieving consensus on an 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, the LPS recommendations represent a locally-supported vision for the study area's long-term transportation needs.

OCTA initiated a long-range multimodal transportation study for the south Orange County area in early 2020. In August 2020, February 2021, and September 2021, updates were provided to the Board on the South Orange County Multimodal Transportation Study (SOCMTS). The August 2020 item reviewed the study area (Attachment A), background, phasing, stakeholder and partner agency engagement approach, and study area transportation issues and opportunities. The February 2021 item reviewed the study Purpose and Need Statement (Attachment B) and the initial multimodal solutions. The September 2021 item addressed the initial screening of multimodal solutions and the development of a reduced set of multimodal solutions. The current update primarily focuses on the development of the multimodal vision alternatives.

### ***Discussion***

The study is being informed by the technical analysis of the transportation system in the study area, and refined through stakeholder, partner agency, and public input, as summarized below.

- Eight meetings (to date) of the Technical Working Group comprised of technical planning and public works staff from cities within the study area.

- Eight meetings (to date) 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 and held with Caltrans, Metrolink, TCA, and the cities of Dana Point, Irvine, Laguna Beach, Laguna Hills, Laguna Niguel, Laguna Woods, and Newport Beach.
- Two city council presentations (to date) to the cities of Lake Forest and San Clemente.
- Two presentations to the South Orange County Economic Coalition.
- Three key stakeholder roundtables, three elected official roundtables, two public webinars, two virtual meeting rooms, one telephone town hall, and three online surveys.
- The online surveys, public webinars, and telephone town hall were promoted through a social media campaign, e-blasts, communications toolkit sent to cities and stakeholders, news releases, and to members of the Citizens Advisory Committee, Accessible Transit 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 interpretations offered.
- The telephone town hall included up to 350 callers, which also included a Spanish simulcast.
- The three online surveys were available in English, Spanish, Mandarin, Korean, Vietnamese, and through a project information telephone helpline, also available in multiple languages. A total of 360 surveys were collected from the first online survey and the results were provided to the Board as part of the February 2021 item. The second online survey received more than 1,700 responses and the results were provided to the Board as part of the September 2021 item. The third online survey received more than 310 responses and can be viewed in Attachment C.

#### Multimodal Vision Alternatives

Two multimodal vision alternatives (alternatives) with different mixes of multimodal solutions from earlier study phases have been analyzed. However, at the core of both alternatives are OCTA's current capital improvement programs and Measure M2 (M2) (countywide sales tax program for transportation improvements). Both alternatives also assume implementation of three near-term south Orange County projects: the extension of Los Patrones Parkway as a non-tolled facility from Cow Camp Road to Avenida La Pata, widening and restriping of Ortega Highway between Calle Entradero and



Reata Road, and the southern extension of carpool lanes on Interstate 5 (I-5) from Avenida Pico to the San Diego County Line.

The assumptions for each of the multimodal solutions that comprise the multimodal vision alternatives are summarized below. These represent conceptual strategies being used to form the long-term vision for south Orange County. They are not intended as specific recommendations on locations, boundaries, or service levels. These details are anticipated to be developed in subsequent studies that will work to advance the strategies from the SOCMTS LPS vision to implementation.

- Roadway infrastructure and operational improvements: Assumptions for this multimodal solution include traffic signal synchronization, transportation systems management and operations, active traffic management strategies, intelligent transportation systems, and integrated corridor management. Such improvements would entail the installation of upgraded technologies and operational programs to improve efficiencies of the existing roadway system and accommodate evolving technologies including for connected and autonomous vehicles.
- Bottleneck improvements: This multimodal solution includes two potential projects intended to improve traffic flows on I-5, with one project through the City of Irvine and one project through the City of San Clemente. The first project would braid the southbound State Route 133 ramp to the southbound I-5 with the off-ramp to Alton Parkway from southbound I-5. The second project would add a truck climbing lane on northbound I-5 from Avenida Pico to Avenida Vaquero. Both projects were considered for inclusion based on the potential ability to add within the existing freeway right-of-way. Additional analysis, including coordination with the ongoing environmental analysis of the I-5 high-occupancy vehicle (HOV) lane project between Avenida Pico and the San Diego County Line, will be required to ensure that community impacts can be addressed. OCTA is also in the process of conducting a Freeway Chokepoint Improvement Study, which may identify additional or different bottleneck improvements in south Orange County. Future implementation efforts will refine freeway bottleneck improvements.
- HOV lane operations: Given current congestion levels identified in the HOV lane system countywide, operations may need to change to meet federal performance requirements. Consistent with the 2018 Long-Range Transportation Plan and for long-range planning purposes, it was assumed that Caltrans will consider converting degraded HOV2+ (minimum carpool occupancy of two persons) lanes to tolled express lanes (or HOT3+). Qualified carpools (HOV3+); minimum occupancy of three persons) would continue to ride for free and other drivers could access the lane by paying a toll when additional capacity is available. This

ensures reliable travel and increases average vehicle occupancy by encouraging carpooling and vanpooling while meeting federal performance standards. A phased approach would likely be taken for actual implementation based on more detailed studies, analyses, and public engagement of options along each corridor in the future.

- High-frequency transit: The assumptions for high-frequency transit are comprised of three components: Metrolink passenger rail, freeway bus rapid transit, and high-frequency OC Bus service. The Metrolink service levels assume additional rail capacity north of the Laguna Niguel/Mission Viejo Metrolink station with 30-minute all-day service north of the station and hourly service south of it. Two freeway bus rapid transit routes are assumed. The I-5 service would operate between the Fullerton Park-and-Ride and the Laguna Niguel/Mission Viejo Metrolink station. The State Route 55 corridor would operate between the Santa Ana Regional Transportation Center and Hoag Hospital. Both routes are assumed to operate on a 15-minute frequency. For OC Bus service, the Making Better Connections Study (the bus restructuring effort) will address near-term OC Bus service levels. To help establish the long-term vision, service enhancements were assumed for higher ridership OC Bus routes consistent with the high-frequency transit vision identified in OCTA's Transit Master Plan.
- Local circulators / shuttles: Regular and seasonal beach shuttle and trolley services have been successful in several South County communities. Therefore, the continuation of funding programs (M2 Project V) to cities and communities to operate circulators and shuttle services to meet local demands and to integrate with other multimodal solutions addressed herein was assumed.
- Micro-transit: Using demographic information and forecasted travel flow patterns, a series of potential micro-transit service areas were tested for establishing the long-term vision. Each potential micro-transit service area was compared to what is known about the success drivers behind the existing OC Flex service to determine the likely success of each area for potential micro-transit service. While support for micro-transit services like OC Flex or SC Rides is high, potential expansion of micro-transit service in south Orange County would likely need to occur in phases due to limited resources and technology constraints (e.g., vehicle automation, etc.). The assumptions for micro-transit service include the continuation of the existing Aliso Viejo-Laguna Niguel-Mission Viejo OC Flex service but otherwise, there is not a specific recommendation on locations, boundaries, or service levels. Future implementation efforts will define locations, service levels, and potential priorities.

- Mobility Hubs: Mobility hubs provide enhanced amenities for emerging mobility services and provide access to a variety of first and last mile travel modes. Assumptions for this multimodal solution include three mobility hub typologies: regional hubs located at transit centers and regional activity centers (such as high-density commercial centers), local hubs located at centers that are more typical of routine daily activities, and neighborhood hubs located at recreational areas and along active transportation pathways. The location and distribution of assumed mobility hubs of each type were based on linkages to the micro-transit service areas described above and the potential suite of first and last mile services at each location considering connecting transit service, infrastructure connectivity, and surrounding land-uses. OCTA is currently conducting a separate mobility hub study that will consider countywide implementation priorities. An update is planned for Board review in summer 2022.
- Active transportation: Using trip information from OCTA's travel demand model, South County areas with high active transportation trip potential were identified for potential active transportation infrastructure enhancements. It was assumed that all trips under three miles are potential active transportation trips. Areas with greater shares of shorter trips (less than three miles) were assumed to receive enhanced active transportation investments, particularly if it increased access to micro-transit services and mobility hubs. The active transportation improvement network is assumed as a "slow streets network" with street capacity for active transportation and neighborhood electric vehicles. These traffic-calmed facilities may take multiple forms as local jurisdictions determine the exact design of these corridors and what is most appropriate for each community.
- Transportation Demand Management (TDM): Assumptions for the TDM measures include strategies applicable to south Orange County, such as support for telework (e.g., work-from-home), support for carpool/vanpool/schoolpool, and transit subsidies. The TDM measures considered are aimed at reducing roadway congestion and demand by redistributing trips to alternative modes of travel, times outside of the peak period, and/or along less congested travel routes.

Based on the Purpose and Need Statement, performance measures were developed to consider what a successful multimodal transportation system in south Orange County in the year 2045 would look like. Key performance measures include:

- Reducing delay or overall traffic congestion,
- Reducing greenhouse gas (GHG) emissions and improving air quality,
- Reducing the miles traveled by vehicle on a per capita basis, and
- Increasing the share of trips taken by carpool, transit, biking or walking versus driving alone.

Ongoing analysis of the multimodal vision alternatives (with the assumptions noted above) suggest that the alternatives meet and exceed targets for reducing delay and GHG and air pollutant emissions. Depending on assumptions included in the multimodal vision alternatives (e.g., level of TDM investments), some options meet and exceed the targets for vehicle miles traveled reduction while others are close to meeting the target. All alternatives evaluated to increase the share of trips taken by carpool, transit, walking, and bicycling. However, more (e.g., greater incentives, changes in trip origins and destinations, etc.) is needed to hit the target set for reducing the share of driving alone trips.

In addition to the performance measures noted above, an equity and cost effectiveness analysis are under development.

#### Next Steps

During the next few months, OCTA will engage with stakeholders and partner agencies to consider the final analysis on the multimodal vision alternatives as input into the development of the LPS. Consistent with the Purpose and Need Statement, these recommended long-range multimodal strategies will include improvements and policies that enhance travel choices, manage growing travel demand, address sustainability issues, and consider the implications of the coronavirus 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. It will also 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 and public engagement efforts, will guide the development of the LPS and be brought to the Board for consideration later this year.

***Attachments***

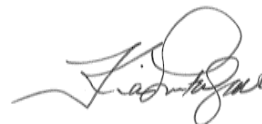
- A. South Orange County Multimodal Study Area
- B. South Orange County Multimodal Transportation Study Purpose and Need Statement
- C. South Orange County Multimodal Transportation Study, Public Involvement Program, Phase 3 Report

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South Orange County Multimodal Study Area



**South Orange County Multimodal Transportation Study  
Purpose and Need Statement**

The Purpose and Need Statement summarizes the existing and future transportation challenges in the study area (which is illustrated in Attachment A) and the desired study outcomes. The Purpose and Need Statement provides the basis for defining multimodal solutions for consideration, comparing multimodal vision alternatives, and ultimately for selecting a locally preferred strategy for south Orange County. The Purpose and Need Statement is summarized in the following table.

Need	Purpose
Make public transit, bicycling, and walking more convenient and accessible	<ul style="list-style-type: none"><li>• Increase availability of transit service and infrastructure for bicycling and walking</li><li>• Provide convenient connections between different travel modes (e.g., transit and bicycling)</li><li>• Coordinate with land-use development</li></ul>
Decrease the overall number of trips made each day	<ul style="list-style-type: none"><li>• Reduce overall travel demand</li><li>• Enhance transportation safety and efficiency</li><li>• Better utilize available freeway lanes, carpool lanes (high-occupancy vehicle lanes), and street space</li></ul>
Protect the environment and preserve transportation infrastructure	<ul style="list-style-type: none"><li>• Increased zero-emission vehicles</li><li>• Improve access to clean, affordable travel options</li><li>• Preserve transportation infrastructure from natural disasters</li><li>• Minimize adverse environmental impacts</li></ul>
Adapt to new transportation technologies and services	<ul style="list-style-type: none"><li>• Consider autonomous vehicles and electric charging infrastructure</li><li>• Pursue proven technologies</li><li>• Support equity and innovation</li><li>• Support telework strategies</li></ul>





# South Orange County Multimodal Transportation Study

## Public Involvement Program Phase 3

April 2022



Prepared by:





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### **APPENDIX B      Survey Results**

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- Appendix D.8      Geofencing Advertisements
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### **APPENDIX E      Local Community Events**

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- Appendix E.3      San Juan Capistrano's Spring Eggstravaganza Photos

## EXECUTIVE SUMMARY

The Orange County Transportation Authority (OCTA) recently completed the third and final phase of public involvement for the South Orange County Multimodal Transportation Study (**Study**). The Study is looking at a wide range of transportation needs and solutions in south Orange County beyond 2045, including improvements to streets, bus and other transit options, highways and bikeways. As part of this Study, OCTA has implemented a comprehensive Public Involvement Program (**PIP**) which included outreach during the three different Study phases. Phase One of the PIP took place in fall 2020 and Phase Two took place in summer 2021. Each phase included engagement with stakeholders, residents, and elected officials as well as a survey. Among Phase One and Phase Two survey findings, the respondents said that they would like to see:

### Phase One

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

### Phase Two

- Increase availability of and improvements to public transit/ rail
- Provide more alternatives to driving and enhance accessibility (light rail, trolleys, biking, walking, mass transit, etc.)
- Offer flexible roadway pricing based on demand
- Not adding more toll roads
- Focus on current roads and freeways to expand, improve and better connect paths for active transportation (pedestrian, bicycle, etc.)

### Phase 3 Public Engagement Approach

Phase Three of the PIP took place in winter/spring 2022 and included a virtual stakeholder roundtable, virtual elected official's roundtable, a virtual community meeting with a call-in feature for those without access to the internet, and a Virtual Meeting Room (VMR). The VMR simulated an in-person meeting with project boards and a feedback station and allowed participants to join at their convenience. In addition, a survey was conducted which was designed to assess the public's priorities on draft strategies and transportation solutions in south Orange County. The online survey was available March 14 to April 15, 2022. 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, targeted geofencing advertisements, the OCTA Facebook and Twitter accounts, and attendance at local community events.

To align with OCTA's diversity, equity, and inclusion goals, several outreach tactics were implemented in an effort to engage diverse and hard-to-reach communities to encourage meaningful engagement with all people regardless of ethnicity or socioeconomic backgrounds. An online survey and fact sheet were translated into Spanish, Vietnamese, Korean, and

Mandarin. In addition, a helpline was available for people who preferred to call or do not have internet access so they could leave comments and ask questions. Postcards were also mailed to targeted disadvantaged and low-income communities in the South County area so they received information about the survey, helpline number and public meeting. Two local community events were also attended where the project team hosted an informational booth with the survey available in multiple languages and printed fact sheets in English and Spanish.

Communications toolkits were sent to all south Orange County cities, key stakeholders, local churches, school districts, higher education facilities and OCTA's Citizens Advisory Committee, Accessible Transit Advisory Committee and Diverse Community Leaders Group. Targeted Facebook and geofencing ads were also placed in the aforementioned multiple languages.

### **Public Engagement Survey**

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 on draft transportation alternatives 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 printed and online survey to the general public

A total of 1,137 individuals visited the website (all languages combined), and 313 surveys were collected (307 English, 6 Spanish).

### **Key Findings**

Phase 3 survey respondents further prioritized the various proposed strategies developed from participant feedback gathered in Phases 1 and 2 of the study to improve future transportation and mobility challenges within south Orange County. From the 300+ survey respondents – who reflect a wide range of demographics and preferences – a majority would like OCTA to:

- Improve bike and pedestrian pathways
- Increase frequency and accessibility of bus and train services

The summary below presents the top-ranked results related to participants' priorities on proposed transportation and mobility strategies, improvements and goals. See Appendix B for the full survey results.

**Table 1: Summary of Key Findings**

Survey Question	Top Ranked	Second Ranked	Third Ranked
1. Recognizing that future funding is limited, rank the following types of transportation services for funding priority. (Rank from highest to lowest priority.)	Improved bike and pedestrian paths/trails and bike amenities <b>26%</b>	More frequent and reliable train service <b>22%</b>	More frequent and reliable bus service <b>20%</b>
2. Choosing a non-car travel option can help reduce emissions and congestion. Prioritize the following in order of how likely you would consider a non-car travel option. (Rank from most to least likely.)	Increased walking and biking safety measures, including separation from vehicle traffic <b>24%</b>	Universal fare pass that works across multiple transportation services <b>21%</b>	Easy connections between multiple transportation services (such as Metrolink to bikeshare) <b>19%</b>
3. Providing a safe and comfortable environment for all people who use the street is one way to encourage more walking, bicycling, and transit ridership. How important are the following for creating safe and easy-to-use streets? (Ranked from very important to unimportant.) *	Sidewalks wide enough to allow pedestrians to walk comfortably, separated from traffic. <b>70%</b>	Bicycle lanes/paths that are safe for riders of all ages and experience levels. <b>69%</b>	Street roundabouts, curb extensions, and other elements that increase safety for pedestrians and bicyclists. <b>43%</b>
4. Various incentives are being considered to encourage use of travel options other than driving alone. How likely would the following incentives encourage you to consider alternative travel options? (Ranked from definitely to definitely not) *	Metrolink and bus pass subsidies <b>42%</b>	Telework subsidies <b>36%</b>	Microtransit/share d ride (OC Flex and Uber/Lyft) subsidies <b>24%</b>
5. Assume in the future that you are charged \$10 per day to park your car when driving alone to work/school. How likely would you consider the following alternative options to avoid paying to park? (Ranked from definitely to definitely not)*	Telework <b>47%</b>	Walk or bike <b>35%</b>	Take transit (such as Metrolink and bus) <b>32%</b>

\*Percentages do not equal 100% because each question was ranked.



## OUTREACH OVERVIEW

Through the various outreach methodologies, public input was collected and the online survey was successfully distributed to a wide target audience. Refer to Table 2 for an overview of the distribution channels.

**Table 2: Summary of Outreach**

#.	Notification Method	Audience	Notes
1.	Aliso Viejo Farmers Market Saturday, April 2, 2022 8:00am-12:00pm	<ul style="list-style-type: none"> <li>Local residents and stakeholders</li> </ul>	<ul style="list-style-type: none"> <li>Surveys: 8 <ul style="list-style-type: none"> <li>6 iPad surveys</li> <li>2 QR code surveys</li> </ul> </li> <li>People talked to: 20</li> <li>Spanish speakers: 0</li> </ul>
2.	San Juan Capistrano's Spring Eggstravaganza Saturday, April 9, 2022 10:00am-12:30pm	<ul style="list-style-type: none"> <li>Local residents and stakeholders</li> </ul>	<ul style="list-style-type: none"> <li>Surveys: 8 <ul style="list-style-type: none"> <li>1 paper survey</li> <li>2 iPad surveys (1 English, 1 Spanish)</li> <li>6 QR code surveys</li> </ul> </li> <li>People talked to: 26 <ul style="list-style-type: none"> <li>Spanish speakers: 5</li> </ul> </li> </ul>
3.	Community Meeting/Survey Postcard	<ul style="list-style-type: none"> <li>Low-income community</li> <li>Disadvantaged community</li> <li>Stakeholder database (including Phase 1 and Phase 2 participants, community organizations, city staff, major businesses, and facilities, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>Mailed postcards to over 13,300 stakeholders (English/ Spanish; interpretation was offered in Korean, Mandarin and Vietnamese)</li> <li>Featured on project webpage</li> </ul>
4.	Facebook Ads (also distributed through Facebook Messenger and Instagram) and Facebook Posts <ul style="list-style-type: none"> <li>11 Facebook Ads</li> <li>2 Regular Posts</li> </ul>	<ul style="list-style-type: none"> <li>South Orange County</li> <li>Zip codes with a high Spanish, Korean, Vietnamese and Mandarin Population</li> </ul>	<ul style="list-style-type: none"> <li>English Ads Statistics (3) <ul style="list-style-type: none"> <li>Total Reach: 9,148</li> <li>Total Link Clicks: 113</li> </ul> </li> <li>Spanish Ads Statistics (2) <ul style="list-style-type: none"> <li>Total Reach: 5,349</li> <li>Total Link Clicks: 94</li> </ul> </li> <li>Korean Ads Statistics (2) <ul style="list-style-type: none"> <li>Total Reach: 4,664</li> </ul> </li> </ul>

#.	Notification Method	Audience	Notes
			<ul style="list-style-type: none"> <li>○ Total Link Clicks: 36</li> <li>● Vietnamese Ads Statistics (2) <ul style="list-style-type: none"> <li>○ Total Reach: 5,504</li> <li>○ Total Link Clicks: 58</li> </ul> </li> <li>● Mandarin Ads Statistics (2) <ul style="list-style-type: none"> <li>○ Total Reach: 5,022</li> <li>○ Total Link Clicks: 43</li> </ul> </li> <li>● English Regular Post Statistics (2) <ul style="list-style-type: none"> <li>○ Total Reach: 457</li> <li>○ Total Engagements: 6</li> </ul> </li> </ul>
5.	Twitter Posts	<ul style="list-style-type: none"> <li>● OCTA Twitter Followers and General Public</li> </ul>	<ul style="list-style-type: none"> <li>● 2 Posts <ul style="list-style-type: none"> <li>○ Total Retweets: 7</li> <li>○ Total Likes: 8</li> </ul> </li> </ul>
6.	Geofencing Ads	<ul style="list-style-type: none"> <li>● South Orange County</li> <li>● Zip codes with a high Spanish, Korean, Vietnamese and Mandarin Population</li> </ul>	<ul style="list-style-type: none"> <li>● English/Spanish Statistics <ul style="list-style-type: none"> <li>○ Total Impressions: 270,304</li> <li>○ Total Clicks: 334</li> </ul> </li> <li>● English/Korean Ads Statistics <ul style="list-style-type: none"> <li>○ Total Impressions: 25,140</li> <li>○ Total Clicks: 39</li> </ul> </li> <li>● English/Vietnamese Ads Statistics <ul style="list-style-type: none"> <li>○ Total Impressions: 25,059</li> <li>○ Total Clicks: 46</li> </ul> </li> <li>● English/Mandarin Ads Statistics <ul style="list-style-type: none"> <li>○ Total Impressions: 56,573</li> <li>○ Total Clicks: 67</li> </ul> </li> </ul>
7.	Communications Toolkit	<ul style="list-style-type: none"> <li>● South county cities and the County</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
		<ul style="list-style-type: none"> <li>OCTA's Citizen's Advisory Committee, Accessible Transit Advisory Committee, and Diverse Community Leaders Group</li> <li>Transportation partners</li> <li>Environmental Community</li> <li>HOAs</li> <li>Chambers of Commerce</li> <li>Churches</li> <li>Schools and School Districts</li> </ul>	stakeholder's constituents.
8.	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 Phase 1 and Phase 2 participants, HOAs, community organizations, city staff, major businesses, and facilities, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>Eblast distributed to stakeholder database (over 1,300 stakeholders) and OCTA customer database (36,540).</li> <li>Blog article distributed to 12,700 readers</li> </ul>
9.	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>OCTA's Citizen's Advisory Committee and Diverse Community Leaders Group</li> <li>Virtual Community Meeting</li> <li>Elected Officials Roundtable</li> </ul>	<ul style="list-style-type: none"> <li>Survey link was provided at each meeting</li> </ul>
10.	Virtual Meeting Room	<ul style="list-style-type: none"> <li>South Orange County</li> <li>Stakeholder database (including Phase 1 and Phase 2 participants,</li> </ul>	<ul style="list-style-type: none"> <li>74 users, with an average of 1 minute and 21 seconds of engagement time per session</li> </ul>

#.	Notification Method	Audience	Notes
		HOAs, community organizations, city staff, major businesses, and facilities, etc.)	<ul style="list-style-type: none"> <li>• 4 registrations and 1 comment form completed</li> <li>• Open for the entirety of Phase 3</li> <li>• Survey link provided in VMR</li> </ul>

### Survey Format

The Phase 3 survey was offered in English, Spanish, Mandarin, Korean, and Vietnamese to accommodate the south Orange County population demographics. An online survey was created using Typeform to provide participants the opportunity to personally rank the importance of proposed strategies and garner more qualitative responses. The survey had a total of 5 detailed questions that focused on prioritizing the transportation strategies based off the study's results from Phases 1 and 2. Participants also were asked to enter their work site and home zip code. These questions were optional.

The survey concluded with optional demographic questions related to age, ethnicity, and location, as well as a sign-up to receive project updates and a link to the study's website. Participants were able to take the survey via desktop or mobile device.

### Survey Outreach

Several channels were utilized to notify the south Orange County community of the survey. The engagement methods included targeted advertisement through geofencing and Facebook, mailed postcards, online tools, social media, and communication toolkits distributed to cities, churches, school districts and stakeholders within the project area. Reference Appendix D for all outreach efforts.

Geofencing, a location-based online advertising tool, was utilized to promote the survey to a wide audience and allowed the Project Team to focus on specific south Orange County zip codes to ensure the survey reached the target audience. Bilingual advertisements were promoted in Spanish, Mandarin, Korean, and Vietnamese. The multilingual geofencing ad campaign led to 377,076 impressions, which is the indicator of how many users viewed the ad. These impressions led to an overall clickthrough rate (CTR) of .13% in one month compared to an industry average of 2% which is accumulated over multiple months. In relation to geofencing, the CTR is the ratio showing how often individuals who viewed the study's ad ended up clicking on it. The ad campaign's CTR resulted in a total of 486 clicks. The number of clicks is the measurement of how many people engaged with the ad. See Appendix C for the geofencing raw data results.

The virtual meeting room provided a supplementary interactive experience for those interested in the study. Participants could learn more about the study, submit comments, register for future project updates, and access the study's survey link. OCTA's Study VMR gave south Orange County residents an additional opportunity to provide more feedback outside of the survey format. The VMR was promoted along with the survey in social media posts, advertisements, and email outreach. The Virtual Meeting Room had a total of 74 users with an average time per session of one minute and twenty-one seconds.

Additionally, two in-person local community events were attended in the cities of Aliso Viejo and San Juan Capistrano to further disseminate the survey. The survey was offered through a presentation board with a QR code for participants to scan, displayed on iPads, and as hard copy (English) versions. At these events, staff educated interested parties on the project and encouraged attendees to take the survey, sign-up to be included on the project email list, and take a project fact sheet. All print surveys gathered at the events were entered by staff into the online survey. Reference Appendix E for all photos and the survey presentation board.



**Figure 1: San Juan Capistrano Spring Eggstravaganza**

## **SURVEY RESULTS ANALYSIS**

The survey results were analyzed based on the 313 responses collected from the 5-question survey.

### **Geographic Distribution**

Over half of the survey respondents indicated they both lived and worked in south Orange County.

### **Home Zip Code**

Out of the 313 surveys collected, 93% of the respondents shared their home zip code (290) and 66% of those respondents shared they live within the project area as shown in Figure 2. 29% 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 (in Ladera Ranch) with some respondents immediately adjacent to the west of the project area in Costa Mesa, Santa Ana and Tustin. There was a higher concentration of survey participants in San Juan Capistrano, San Clemente, Mission Viejo and the Laguna Woods, Aliso Viejo area. Overall, the collected responses were spread throughout the entire project area, especially when combined with the work zip codes.





**Figure 2: Survey Respondents - Home Zip Code**



### Work Zip Code

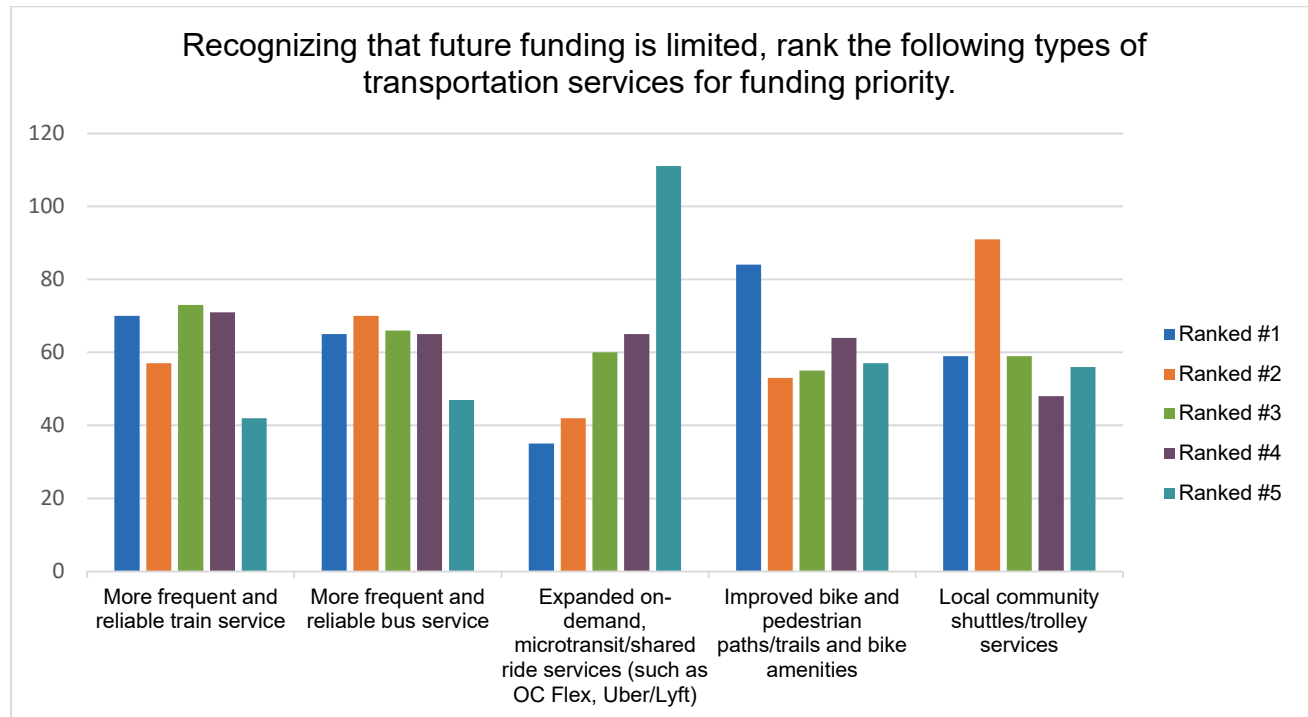
79% of the survey respondents (247) indicated their work zip code and from these respondents, 62% indicated their work zip code is within the project area. There was a higher concentration of survey participants in San Juan Capistrano, San Clemente, the south Irvine area, and Aliso Viejo.



**Figure 3: Survey Respondents - Work Zip Code**

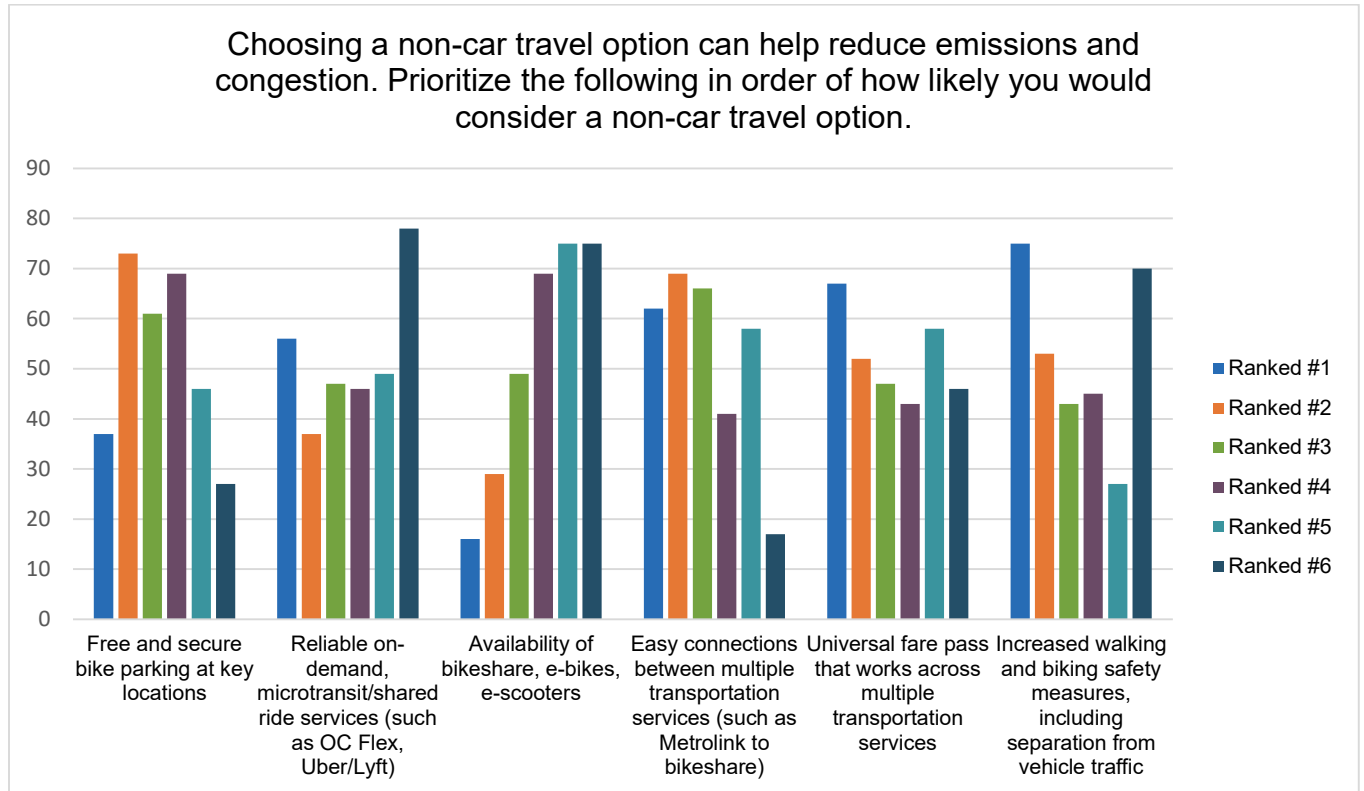
## Priority Ranking

The first survey question asked participants to rank the types of transportation services for funding priority. The table below gives an overview of how many times each option was ranked by each priority level. Overall, the option “Improved bike and pedestrian paths/trails and bike amenities” was ranked first the greatest number of times, revealing this was the most valued transportation service.



	More frequent and reliable train service	More frequent and reliable bus service	Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft)	Improved bike and pedestrian paths/trails and bike amenities	Local community shuttles/trolley services
Ranked #1	70	65	35	84	59
Ranked #2	57	70	42	53	91
Ranked #3	73	66	60	55	59
Ranked #4	71	65	65	64	48
Ranked #5	42	47	111	57	56

The second priority ranking question focused on travel options that would help reduce emissions and traffic congestion. This question had participants prioritize the stated options by how likely they would consider the non-car travel options. Data shows that “Increased walking and biking safety measures, including separation from vehicle traffic” was the non-car travel option participants would most likely use, followed by a “Universal fare pass that works across multiple transportation services”.

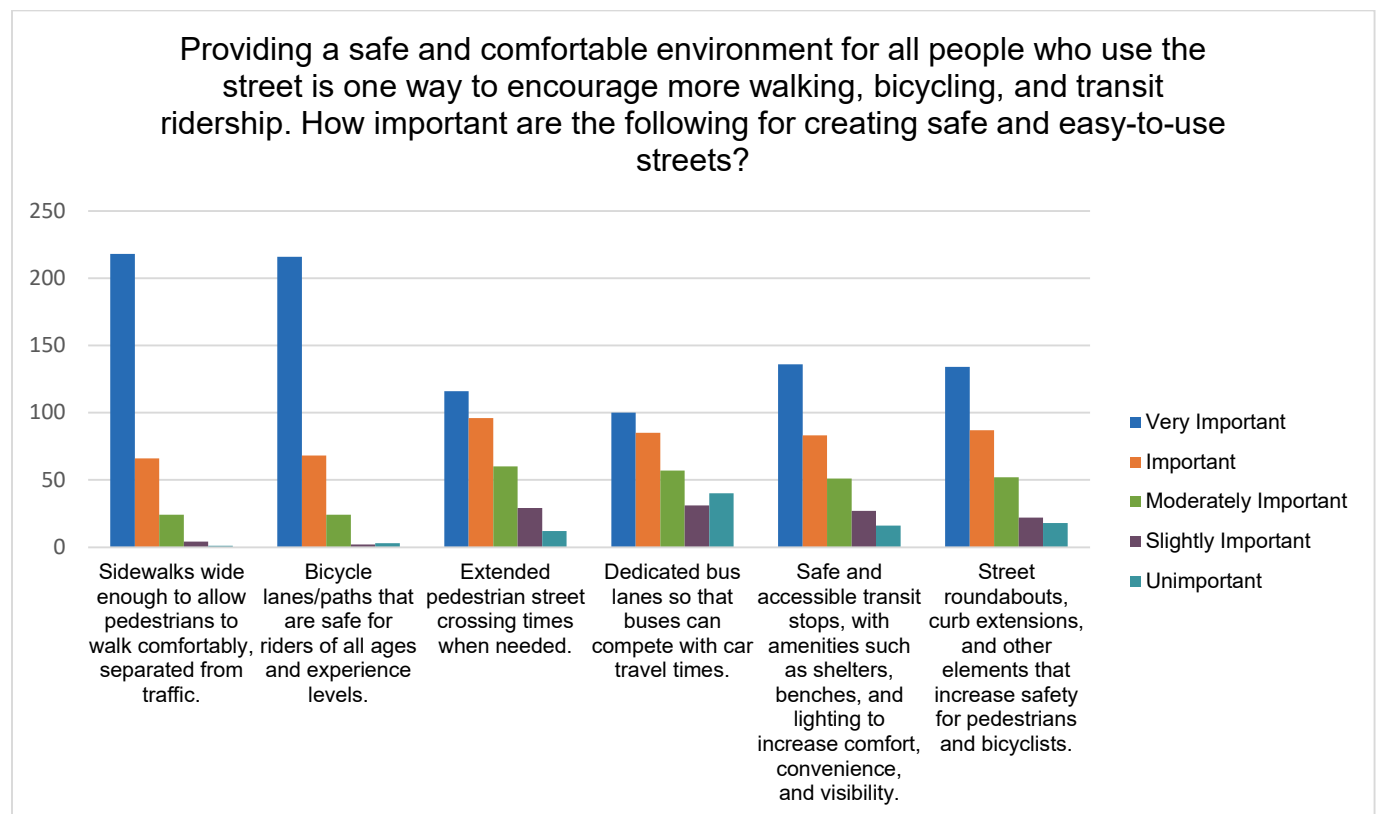


	Free and secure bike parking at key locations	Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft)	Availability of bikeshare, e-bikes, e-scooters	Easy connections between multiple transportation services (such as Metrolink to bikeshare)	Universal fare pass that works across multiple transportation services	Increased walking and biking safety measures, including separation from vehicle traffic
Ranked #1	37	56	16	62	67	75
Ranked #2	73	37	29	69	52	53
Ranked #3	61	47	49	66	47	43
Ranked #4	69	46	69	41	43	45
Ranked #5	46	49	75	58	58	27
Ranked #6	27	78	75	17	46	70

## Value Matrix

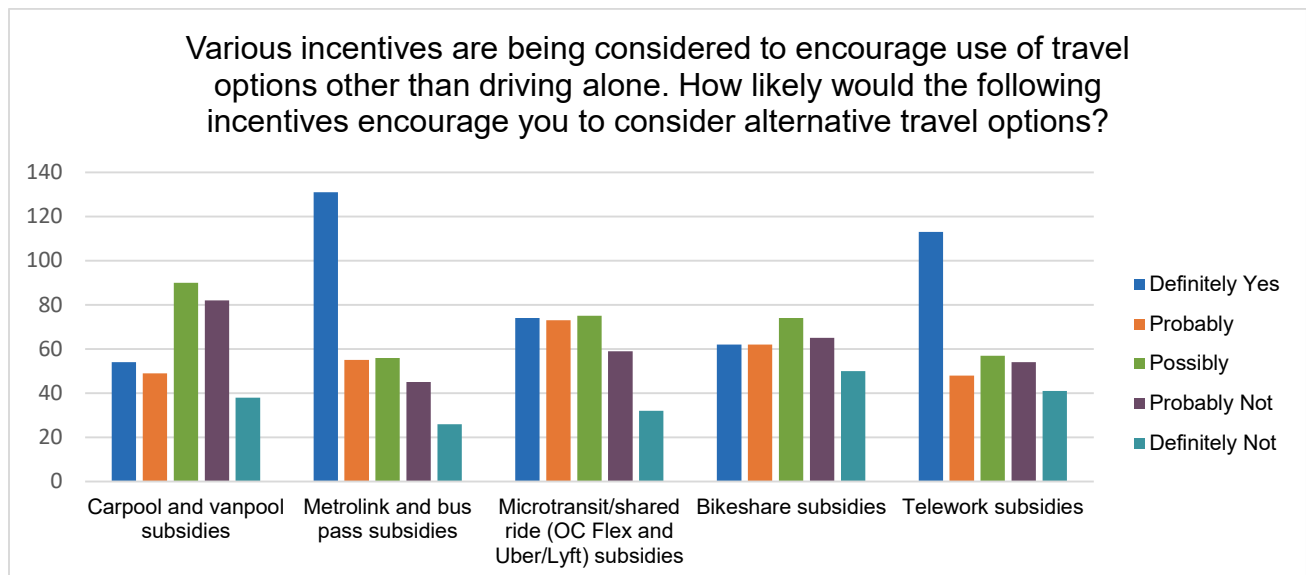
For the next three questions, participants were asked to individually assign a value to several options. Depending on the question, participants would assign a value based on a scale ranging from “very important” to “unimportant” or “definitely” to “definitely not”. The rating of each option reveals the level of priority respondents believe each strategy should possess.

The first question inquired how important certain transportation features are for creating safe and easy-to-use streets, to encourage more walking, bicycling, and transit ridership. For this question, surveyors most valued “Sidewalks wide enough to allow pedestrians to walk comfortably, separated from traffic” and “Bicycle lanes/paths that are safe for riders of all ages and experience levels”.



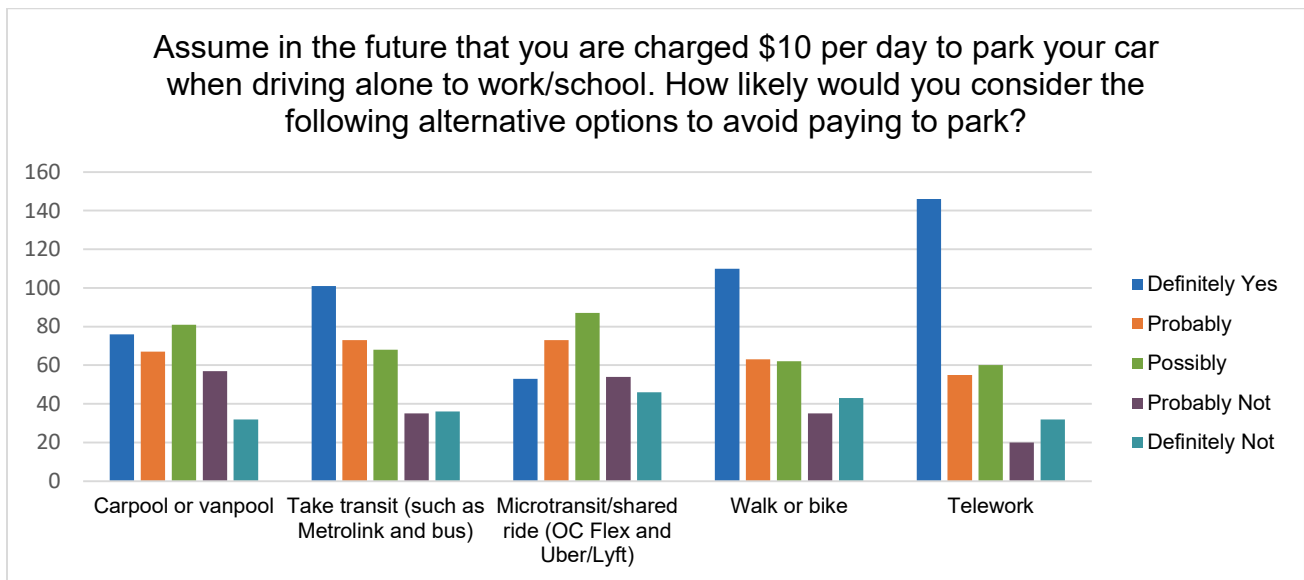
	Sidewalks wide enough to allow pedestrians to walk comfortably, separated from traffic.	Bicycle lanes/paths that are safe for riders of all ages and experience levels.	Extended pedestrian street crossing times when needed.	Dedicated bus lanes so that buses can compete with car travel times.	Safe and accessible transit stops, with amenities such as shelters, benches, and lighting to increase comfort, convenience, and visibility.	Street roundabouts, curb extensions, and other elements that increase safety for pedestrians and bicyclists.
Very Important	<b>218</b>	216	116	100	136	134
Important	66	68	96	85	83	87
Moderately Important	24	24	60	57	51	52
Slightly Important	4	2	29	31	27	22
Unimportant	1	3	12	40	16	18

The second value matrix question covered the topic of multimodal transportation incentives to reduce individual car driving. Based on a scale of “definitely” to “definitely not,” participants chose how likely the stated incentive would encourage them to consider alternative travel options. Data shows that participants would most likely be encouraged by “Metrolink and bus pass subsidies” and “telework subsidies”.



	Carpool and vanpool subsidies	Metrolink and bus pass subsidies	Microtransit/shared ride (OC Flex and Uber/Lyft) subsidies	Bikeshare subsidies	Telework subsidies
Definitely Yes	54	<b>131</b>	74	62	113
Probably	49	55	73	62	48
Possibly	90	56	75	74	57
Probably Not	82	45	59	65	54
Definitely Not	38	26	32	50	41

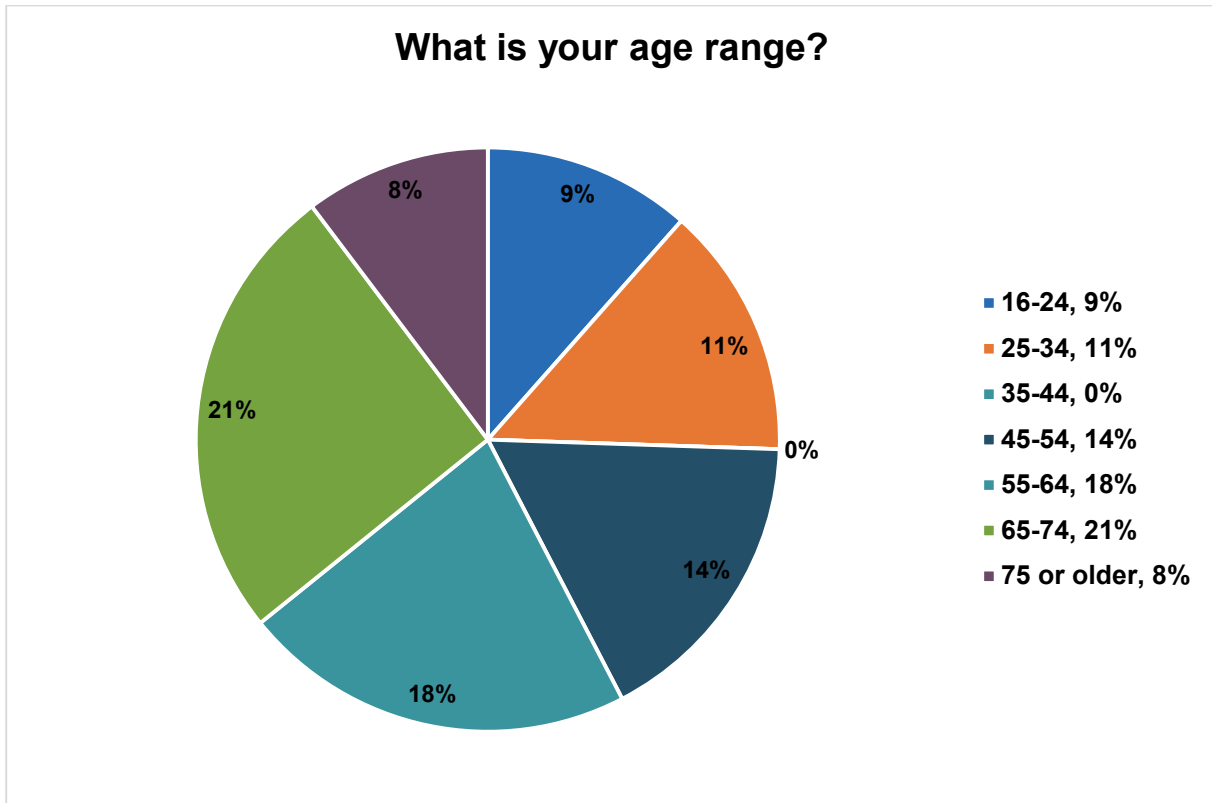
Finally, participants were asked to assume in the future that they are charged \$10 per day to park their car when driving alone to work/school. They then had to rank how likely they would consider the stated alternative options to avoid paying for parking. Participants ranked “telework” and “walk or bike” as their preferred alternatives.



	Carpool or vanpool	Take transit (such as Metrolink and bus)	Microtransit/shared ride (OC Flex and Uber/Lyft)	Walk or bike	Telework
Definitely Yes	76	101	53	110	<b>146</b>
Probably	67	73	73	63	55
Possibly	81	68	87	62	60
Probably Not	57	35	54	35	20
Definitely Not	32	36	46	43	32

## Demographics

The three following questions were asked to assess the demographics of the respondents.

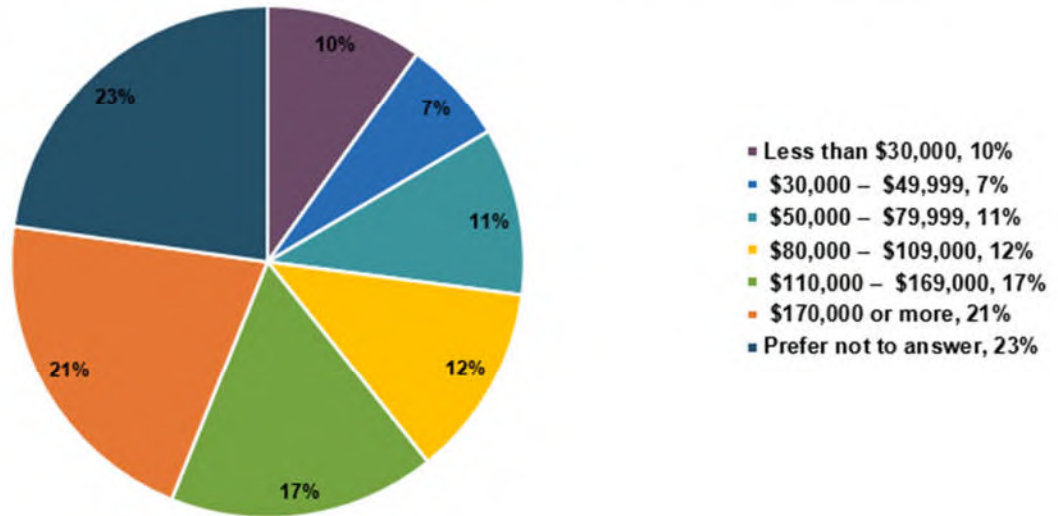


Option	Total*
16-24	28
25-34	34
35-44	0
45-54	41
55-64	53
65-74	62
75 or older	25

\* Based upon 299 respondents



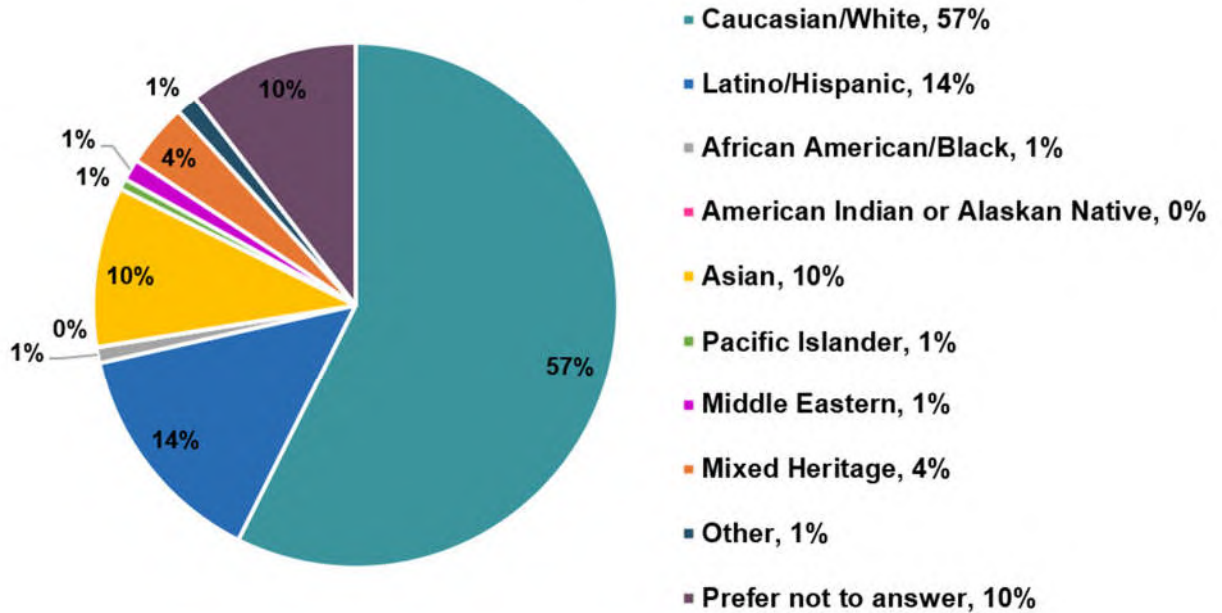
### What is your combined annual household income?



Option	Total*
Less than 30,000	30
30,000 – 49,999	20
50,000 – 79,999	32
80,000 – 109,000	37
110,000 – 169,000	51
170,000 or more	64
Prefer not to answer	69

\* Based upon 303 respondents

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



Option	Total*
Caucasian/White	175
Latino/Hispanic	43
African American/Black	3
American Indian or Alaskan Native	0
Asian	30
Pacific Islander	2
Middle Eastern	4
Mixed Heritage	12
Other	4
Prefer not to answer	32

\* Based upon 305 respondents

### Stay Involved

A total of 146 email contacts were received and included in the Stakeholder Database to receive notifications, project updates, community meeting invites and to be included in future outreach.

## CONCLUSION

During Phase 3 of the PIP, OCTA further analyzed the remaining strategy options in order to develop a recommendation for a Locally Preferred Strategy (LPS). The priority ranking format of Phase 3's survey allows the Project Team to assess a broader spectrum of detailed responses. The survey's compiled results showed respondents value increasing availability and affordability of public transit/rail and increasing and improving bike/pedestrian pathways.

Analysis of the feedback garnered during Phases 1 through 3 will aid OCTA in developing the LPS to effectively improve future transportation in south Orange County. The Locally Preferred Strategy will be presented to the OCTA Board in Summer 2022.

# Appendices

# **Appendix A Surveys**

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

**Appendix A.2 Paper Survey (English)**

# **Appendix A**

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



The South Orange County Multimodal Transportation Study is looking at what kind of transportation improvements are needed by the year 2045 and beyond. The focus is on prioritizing equity, safety, and moving people rather than moving cars.

Please take this brief survey and share how we make the most out of the existing roadway footprint and what kinds of options you would find most beneficial for your travel needs.

[English](#)  
[简体中文](#)  
[繁體中文](#)  
[한국어](#)

● Take 4 minutes

Continue

Save & Exit



2+ Choosing a non-car travel option can help reduce emissions and congestion. Prioritize the following in order of how likely you would consider a non-car travel option. (Rank from most to least likely.) \*

\*Answer required.

Drag and drop to rank options.

- Free and secure bike parking at key locations
- Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft)
- Availability of bikeshare, e-bikes, e-scooters
- Easy connections between multiple transportation services (such as Metrolink to bikeshare)
- Universal fare pass that works across multiple transportation services
- Increased walking and biking safety measures, including separation from vehicle traffic

OK

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1+ Recognizing that future funding is limited, rank the following types of transportation services for funding priority. (Rank from highest to lowest priority.) \*

\*Answer required.

Drag and drop to rank options.

- More frequent and reliable train service
- More frequent and reliable bus service
- Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft)
- Improved bike and pedestrian paths/trails and bike amenities
- Local community shuttles/trolley services

OK

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3+ Providing a safe and comfortable environment for all people who use the street is one way to encourage more walking, bicycling, and transit ridership. How important are the following for creating safe and easy-to-use streets? \*

\*Answer required. View in landscape for mobile devices.

	Very Important	Important	Moderately Important	Slightly Important	Unimportant
Sidewalks wide enough to allow pedestrians to walk comfortably, separated from traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle lanes/burbs that are safe for riders of all ages and experience levels	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Extended pedestrian street crossing times when needed	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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Dedicated bus lanes so that buses can compete with car travel times.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safe and accessible transit stops, with amenities such as shelters, benches, and lighting to increase comfort, convenience, and visibility.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Street roundabouts, curb extensions, and other elements that increase safety for pedestrians and bicyclists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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5+ Assume in the future that you are charged \$10 per day to park your car when driving alone to work/school. How likely would you consider the following alternative options to avoid paying to park? \*

\*Answer required. View in landscape for mobile devices.

	Definitely	Probably	Possibly	Probably Not	Definitely Not
Carpool or vanpool	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Take transit (such as Metrolink and bus)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Microtransit/shared ride (DC Flex and UberLyft)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walk or bike	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Telework	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

OK ✓

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4+ Various incentives are being considered to encourage use of travel options other than driving alone. How likely would the following incentives encourage you to consider alternative travel options? \*

\*Answer required. View in landscape for mobile devices.

	Definitely	Probably	Possibly	Probably Not	Definitely Not
Carpool and vanpool subsidies	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Metrolink and bus pass subsidies	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Microtransit/shared ride (DC Flex and UberLyft) subsidies	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bikeshare subsidies	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Telework subsidies	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

OK ✓

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6+ Thanks for your input! Now, please tell us a little about yourself.

What is your worksite zip code if you have one?

(Optional)

Type your answer here...

OK ✓ press Enter

Powered by Typetform



7+ What is your home zip code?  
(Optional)

Type your answer here...

OK ✓ press Enter

Powered by Typetform



9+ What is your combined annual household income?  
(Optional)

- ☐ Less than 30,000
- ☐ 30,000 - 49,999
- ☐ 50,000 - 79,999
- ☐ 80,000 - 109,000
- ☐ 110,000 - 169,000
- ☐ 170,000 or more
- ☐ Prefer not to answer

OK ✓

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8+ What is your age range?  
(Optional)

- ☐ 16-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75 or older

OK ✓

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10+ What ethnic group do you consider yourself a part of or feel closest to?  
(Optional)

- ☐ Caucasian/White
- ☐ Latino/Hispanic
- ☐ African American/Black
- ☐ American Indian or Alaskan Native
- ☐ Asian
- ☐ Pacific Islander
- ☐ Middle Eastern
- ☐ Mixed Heritage
- ☐ Other
- ☐ Prefer not to answer

OK ✓

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11+ Sign up to receive project updates and meeting invites  
(Optional)

name@example.com

Submit Press Ctrl + Enter





El Estudio de Transporte Multimodal del Sur del Condado de Orange tiene como objetivo analizar qué mejoras se necesitan en el sistema de transporte para el año 2045 y en adelante. El enfoque es de priorizar la equidad, la seguridad y el desplazamiento de las personas en lugar de los vehículos.

Por favor responda a esta breve encuesta y comparta con nosotros cómo podemos aprovechar al máximo la actual huella de carreteras y qué opciones considere que mejor servirán a sus necesidades de desplazamiento.

[Continuar](#) o salir

● Dura 4 minutos

1+ Reconociendo que la financiación futura será limitada, clasifique los siguientes tipos de servicios de transporte según su prioridad de financiación.

(Ordénelos de mayor a menor prioridad). \*

\*Respuesta requerida.

Aquí está y suelta para clasificar las opciones

Servicio ferroviario más frecuente y fiable	II
Servicio de autobuses más frecuente y fiable	II
Más servicios de vehículo compartido/microtransporte a demanda (como OC Flex, Uber/Lyft)	II
Mejores vías/senderos para peatones y bicicletas e infraestructura para bicicletas	II
Servicios de shuttles/trasnva dentro de la comunidad local	II

[Aceptar](#) ✓

2+ Elegir una opción de desplazamiento distinta al automóvil puede ayudar a reducir las emisiones y la congestión. Priorice las siguientes opciones según la probabilidad de que usted consideraría una alternativa de desplazamiento distinta al automóvil.

(Ordénelas de mayor a menor probabilidad). \*

\*Respuesta requerida.

Aquí está y suelta para clasificar las opciones

Estacionamiento de bicicletas gratuito y seguro en puntos clave	II
Servicios fiables de vehículo compartido/microtransporte a demanda (como OC Flex, Uber/Lyft)	II
Disponibilidad de bicicletas compartidas, bicicletas eléctricas y scooters eléctricos	II
Conexiones fáciles entre múltiples servicios de transporte (por ejemplo, entre Metrolink y los servicios de bicicletas compartidas)	II
Un boleto universal que funcione en múltiples servicios de transporte	II
Aumento de las medidas de seguridad para peatones y ciclistas, incluyendo la separación del tráfico de vehículos	II


[Aceptar](#) ✓

3+ Brindar un entorno seguro y cómodo para todas las personas que utilizan la calle es una forma de alentarlas a caminar más, a usar la bicicleta o el sistema de transporte. ¿Qué importancia tienen los siguientes aspectos para crear calles seguras y fáciles de usar? \*

\*Respuesta requerida. Ver en horizontal para dispositivos móviles.

	Muy importante	Importante	Modestamente importante	Ligeramente importante	No impor
Las aceras lo suficientemente anchas permiten a todos los peatones caminar de manera cómoda y alejados del tráfico.					
Los cruces/senderos para bicicletas que sean seguros para los ciclistas de todas las edades y niveles de experiencia.					

Más tiempo para ir a la escuela

 **que puedan competir con los tiempos de viaje de los automóviles.**

☐ ☐ ☐ ☐


**Carreteras exclusivas para autobuses para que puedan competir con los tiempos de viaje de los automóviles.**

☐ ☐ ☐ ☐

**Paradas de transporte seguras y accesibles con infraestructura como marquesinas, bancos e iluminación para aumentar la comodidad, conveniencia y visibilidad.**

☐ ☐ ☐ ☐

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 **que puedan competir con los tiempos de viaje de los automóviles.**


☐ ☐ ☐ ☐


**Paradas de transporte seguras y accesibles con infraestructura como marquesinas, bancos e iluminación para aumentar la comodidad, conveniencia y visibilidad.**

☐ ☐ ☐ ☐

**Grados en las calles, ampliación de las banquetas y otros elementos que permitan aumentar la seguridad de los peatones y ciclistas.**

☐ ☐ ☐ ☐


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 **4+ Se están considerando distintos incentivos para fomentar opciones de viaje distintas a conducir solo. ¿En qué medida los siguientes incentivos le animarían a considerar otras opciones de desplazamiento? \***

*\*Respuesta requerida. Ver en horizontal para dispositivos móviles.*

	Definitivamente sí	Probablemente sí	Tal vez	Probablemente no
Subvenciones para vehículos compartidos (carpool, vinnipool)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Subvenciones para el boleto de MetroLink y el autobús	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Subvenciones para los viajes compartidos/microtransporte (DC Flex y UberLyft)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Subvenciones para las bicicletas compartidas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Subvenciones al trabajo en remoto	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**Aceptar ✓**

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 **5+ Suponga que en el futuro le cobren \$10 por día por estacionar su vehículo cuando viaje solo(a) al trabajo/a la escuela. ¿Con qué probabilidad consideraría las siguientes opciones alternativas para evitar pagar por estacionar? \***

*\*Respuesta requerida. Ver en horizontal para dispositivos móviles.*

	Definitivamente sí	Probablemente sí	Tal vez	Probablemente no
Carpool o vinnipool	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transporte público (como MetroLink y el autobús)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Viajes compartidos/microtransporte (DC Flex y UberLyft)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Caminar o usar la bicicleta	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Trabajo en remoto	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**Aceptar ✓**

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6+ ¡Gracias por su aportación! Ahora, por favor cuéntenos más sobre usted.

¿Cuál es el código postal de su lugar de trabajo, si corresponde?  
(Opcional)

Escribe aquí tu respuesta...

Aceptar ✓ [pasa a la siguiente pregunta](#)

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8+ ¿Cuál es su rango de edad?

(Opcional)

- ☐ 16-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75 o más

Aceptar ✓

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7+ ¿Cuál es su código postal de su domicilio?

(Opcional)

Escribe aquí tu respuesta...

Aceptar ✓ [pasa a la siguiente pregunta](#)

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9+ ¿Cuál es el ingreso anual total de su hogar?

(Opcional)

- ☐ Menos de 30,000
- ☐ 30,000 - 49,999
- ☐ 50,000 - 79,999
- ☐ 80,000 - 109,000
- ☐ 110,000 - 169,000
- ☐ 170,000 o más
- ☐ Prefiero no responder

Aceptar ✓

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10+ ¿De qué grupo étnico se considera parte o se siente más cercano?

(Opcional)

<input type="checkbox"/>	Caucásico/Blanco
<input type="checkbox"/>	Latino/Hispano
<input type="checkbox"/>	Afroamericano/Negro
<input type="checkbox"/>	Indio americano o nativo de Alaska
<input type="checkbox"/>	Asiático
<input type="checkbox"/>	Islaño del Pacífico
<input type="checkbox"/>	Procedente de Medio Oriente
<input type="checkbox"/>	Herencia mixta
<input type="checkbox"/>	Otros
<input type="checkbox"/>	Prefiero no responder

Aceptar ✓

11+ Inscribirse para recibir actualizaciones sobre el proyecto e invitaciones a reuniones

(Opcional)

nombre@ejemplo.com

Enviar ¡Solo Out - Enter!







橙县南部多式交通研究正在研究到 2045 年及以后需要什么样的交通改进。重点是优先考虑公平、安全和移动人员而不是移动汽车。

请参加这份简短的调查，并分享我们如何充分利用现有道路足迹，以及您发现哪些选项最适合您的出行需求。

继续

按 Enter + 键

● 需要 4 分钟



2 → 选择非汽车出行方式有助于减少排放和拥堵。根据您的考虑非汽车出行选项的可能性，给下列各项进行优先排序。（从最可能到最不可能排序。） \*

\*需要回答。

通过拖放对选项排序

<input type="text" value="在关键地点提供免费且安全的自行车停车场"/>	⋮
<input type="text" value="可靠的按需、微型交通/共享乘车服务（例如 OC Flex、Uber/Lyft）"/>	⋮
<input type="text" value="提供共享单车、电动自行车、电动滑板车"/>	⋮
<input type="text" value="多种交通服务之间的轻松连接（例如 Metrolink 到自行车共享）"/>	⋮
<input type="text" value="适用于多种交通服务的通用票价车票"/>	⋮
<input type="text" value="增加步行和骑自行车的安全措施，包括与车辆交通分开"/>	⋮

确定 ✓



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1 → 认识到未来的资金有限，请将以下类型的交通服务按资助优先级排序。（从最高优先级到最低优先级。） \*

\*需要回答。

通过拖放对选项排序

<input type="text" value="更频繁、更可靠的列车服务"/>	⋮
<input type="text" value="更频繁、更可靠的巴士服务"/>	⋮
<input type="text" value="扩展的按需、微型交通/共享乘车服务（例如 OC Flex、Uber/Lyft）"/>	⋮
<input type="text" value="改善自行车和人行道/步道和自行车设施"/>	⋮
<input type="text" value="当地社区班车/电车服务"/>	⋮

确定 ✓



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3 → 为所有使用街道的人提供安全舒适的环境是鼓励更多步行、骑自行车和公交出行的一种方式。以下内容对于创建安全且易于使用的街道有多重要？ \*

\*需要回答。在移动设备上横向查看。

	非常重要	重要	中等重要	有点重要	不重要
人行道足够宽，可以让行人舒适地行走，与车辆交通分开。	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
对所有年龄和经验水平的骑手都安全的自行车道/路径。	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
必要时延长步行穿越街道时间。	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
专用巴士车道，使巴士可以与汽车的出行时间竞争。	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



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车辆交通分开。

对所有年龄和经验水平的骑手都安全的自行车道/路径。

☐☐☐☐☐

必要时延长步行穿越街道时间。

☐☐☐☐☐

专用巴士车道，使巴士可以与汽车的出行时间竞争。

☐☐☐☐☐

安全便捷的公交站点，配备避雨棚、长椅和照明等便利设施，以提高舒适度、便利性和可见度。

☐☐☐☐☐

街道环形交叉路口、路边延伸和其他增加行人和骑自行车者安全的元素。

☐☐☐☐☐

确定 ✓



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5 → 假设将来您独自开车去上班/上学时，停车费每天 10 美元。您考虑以下替代方案以避免付费停车的可能性有多大？ \*

\*需要回答。在移动设备上横向查看。

绝对会 很可能 可能会 可能不会 绝对不会

轿车或面包车拼车

☐☐☐☐☐

乘坐公交（如 Metrolink 和巴士）

☐☐☐☐☐

微型交通/拼车（OC Flex 和 Uber/Lyft）

☐☐☐☐☐

步行或骑自行车

☐☐☐☐☐

远程办公

☐☐☐☐☐

确定 ✓



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4 → 正在考虑各种激励措施来鼓励使用独自驾驶以外的出行方式。以下激励措施鼓励您考虑替代出行选择的可能性有多大？ \*

\*需要回答。在移动设备上横向查看。

绝对会 很可能 可能会 可能不会 绝对不会

轿车和面包车拼车补贴

☐☐☐☐☐

Metrolink 和巴士车票补贴

☐☐☐☐☐

微交通/拼车（OC Flex 和 Uber/Lyft）补贴

☐☐☐☐☐

共享单车补贴

☐☐☐☐☐

远程办公补贴

☐☐☐☐☐

确定 ✓



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6 → 感谢您的意见！现在，请告诉我们一些关于您自己的事情。

如果有的话，您的工作地点的邮政编码是什么？

(可选)

请在此处键入答案...

确定 ✓

按 Enter 或 键



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7 → 您的住家的邮递区号是什么？

(可选)

请在此处键入答案...

确定 ✓ 按 Enter + 键

^ v Powered by Typeform



9 → 您的家庭年总收入是多少？

(可选)

- A 低于30,000
- B 30,000 - 49,999
- C 50,000 - 79,999
- D 80,000 - 109,000
- E 110,000 - 169,000
- F 170,000 以上
- G 不愿回答

确定 ✓

^ v Powered by Typeform



8 → 您在哪个年龄段？

(可选)

- A 16-24 岁
- B 25-34 岁
- C 35-44 岁
- D 45-54 岁
- E 55-64 岁
- F 65-74 岁
- G 75 岁以上

确定 ✓

^ v Powered by Typeform



10 → 您认为自己属于或者最接近哪个种族？

(可选)

- A 高加索人/白人
- B 拉丁裔/西班牙裔
- C 非洲裔美国人/黑人
- D 美洲印第安人或阿拉斯加原住民
- E 亚裔
- F 太平洋岛民
- G 中东人
- H 混合族裔
- I 其他
- J 不愿回答

确定 ✓

^ v Powered by Typeform



11 → 注册以接收项目更新和会议邀请  
(可选)

提交

或 Ctrl + Enter 键



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## SOUTH ORANGE COUNTY MULTIMODAL TRANSPORTATION STUDY

사우스 오렌지 카운티 복합 교통 연구는 2045년까지 그리고 그 이후 어떤 교통 개선이 필요한지 조사하고 있습니다. 자동차를 움직이기 보다는 형평성, 안전, 그리고 사람들을 이동시키는 데 중점을 두고 있습니다.

이 간단한 설문 조사에 참여하여 어떻게 하면 우리가 기존 도로를 최대로 활용하고 어떠한 교통 수단이 여러분에게 가장 좋은지 의견을 나누어 주십시오.

계속하다

Enter 키를 누르십시오

● 4분 소요



2 → 자동차 이외의 교통 수단을 선택하면 배기 가스와 교통 체증을 줄이는 데 도움이 될 수 있습니다. 아래 자동차 이외의 교통 수단들 중 선호하는 순위를 정하십시오.  
(가장 높은 순위부터 가장 낮은 순위로.) \*

\*답변이 필요합니다.

선택지의 순위를 정하려면 드래그 앤드 드롭하세요

주요 위치에 무료 자전거 주차장

...

믿을 수 있는 주문형, 마이크로트랜짓/승차 공유 서비스(예: OC Flex, Uber/Lyft 등)

...

자전거 공유, 전기 자전거, 전기 스쿠터 서비스

...

여러 교통 수단들 간에 손쉬운 연결(예: Metrolink에서 자전거 공유 서비스로)

...

여러 교통 수단에서 사용 가능한 유니버설 패스

...

차량 교통으로부터 분리를 포함한 더 강화된 걷기와 자전거 안전

...

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1 → 미래의 예산이 한정되어 있음을 인지하시고, 아래 어떤 교통 수단에 예산을 먼저 투입해야 하는지 순위를 정하시기 바랍니다.  
(가장 높은 순위부터 가장 낮은 순위로) \*

\*답변이 필요합니다.

선택지의 순위를 정하려면 드래그 앤드 드롭하세요

보다 자주 다니고 믿을 수 있는 철도 서비스

...

보다 자주 다니고 믿을 수 있는 버스 서비스

...

주문형, 마이크로트랜짓/승차 공유 서비스확대(예: OC Flex, Uber/Lyft 등)

...

개선된 자전거 및 보행자 전용 도로 및 자전거 편의시설

...

지역 커뮤니티 셔틀/트롤리 서비스

...

확인 ✓



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3 → 거리를 사용하는 모든 사람들을 위하여 안전하고 편안한 환경을 마련해 주는 것은 더 많은 사람들이 걷고, 자전거 타고, 대중 교통을 이용하도록 하기 위한 한 방법입니다. 안전하고 이용하기 쉬운 거리를 만들기 위해 아래 사항들이 얼마나 중요합니까? \*

\*답변이 필요합니다. 모바일 장치에서 거꾸로 봅니다.

	매우 중요함	중요함	아니요/중요하지 않음	약간 중요함	중요하지 않음
보행자가 차량들과 혼잡되어 편안하게 걸을 수 있을 만큼 넓음 인도	○	○	○	○	○
보통 번영과 경관 수분의 차이(예: 보행자 전용 도로/길)	○	○	○	○	○
필요할 때 보행자들과 잘 건너는 시간을 얻음	○	○	○	○	○
배스가 자동차 이동 시간과 경쟁할 수 있도록 승객 서비스 개선	○	○	○	○	○
자전거, 보행자 및 장애인과 같은 모든 사람들이 안전하고 접근 가능한 대중 교통을 이용하도록 편의시설과 서비스, 그리고 가시성을 높인다	○	○	○	○	○
보행자와 자전거 이용자의 안전을 높이는 등물 교차로, 만리 횡단 등 기타 요소	○	○	○	○	○

확인 ✓



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4 → 나홀로 운전 이외의 이동 옵션을 권장하기 위해 다양한 인센티브가 고려되고 있습니다. 아래 인센티브로 다른 이동 옵션을 선택할 가능성이 얼마나 높은가요? \*

\*답변이 필요합니다. 모바일 장치에서 가로로 봅니다.

	매우 높 다	꽤 높 다	가능하 다	높지 않 다	전혀 없 다
카풀 및 벤틀 보조금	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Metrolink 및 버스 패스 보조금	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
마이크로트렌짓/승차 공유(OC Flex 및 Uber/Lyft) 보조금	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
자전거 공유 보조금	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
재택근무 보조금	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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이전



6 → 의견을 주셔서 감사합니다! 본인에 대하여 좀 말씀해 주시기 바랍니다.

직장 우편번호는 어떻게 됩니까?

(선택)

여기에 답변을 입력하십시오...

확인

Enter 키를 누르십시오



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5 → 직장이나 학교에 나홀로 운전할 때 주차하는 데 하루 10 달러를 내야 한다고 가정하겠습니다. 주차료를 지불하지 않기 위해 아래와 같은 대안을 고려할 가능성이 얼마나 높은가요? \*

\*답변이 필요합니다. 모바일 장치에서 가로로 봅니다.

	매우 높 다	꽤 높 다	가능하 다	높지 않 다	전혀 없 다
카풀 또는 벤틀	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
대중교통 이용(메트로링크 및 버스 등)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
마이크로트렌짓/승차 공유(OC Flex 및 Uber/Lyft)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
권기 또는 자전거	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
재택근무	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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이전



7 → 집 우편번호는 어떻게 되나요?

(선택)

여기에 답변을 입력하십시오...

확인

Enter 키를 누르십시오



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8 → 연령대는 어떻게 되십니까?

(선택)

- ☐ A 16-24 세
- ☐ B 25-34 세
- ☐ C 35-44 세
- ☐ D 45-54 세
- ☐ E 55-64 세
- ☐ F 65-74 세
- ☐ G 75 세 이상

확인 ✓

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10 → 어떤 인종 그룹에 속하신다고 생각하십니까?

(선택)

- ☐ A 백인
- ☐ B 라틴계/히스패닉
- ☐ C 흑인
- ☐ D 아메리칸 인디언 또는 알래스카 원주민
- ☐ E 아시안
- ☐ F 태평양 도서인
- ☐ G 중동인
- ☐ H 혼혈인
- ☐ I 기타
- ☐ J 답하고 싶지 않음

확인 ✓

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9 → 가게 총 소득은 얼마입니까?

(선택)

- ☐ A 30,000불 미만
- ☐ B 30,000 - 49,999 불
- ☐ C 50,000 - 79,999 불
- ☐ D 80,000 - 109,000 불
- ☐ E 110,000 - 169,000 불
- ☐ F 170,000 불 이상
- ☐ G 답하고 싶지 않음

확인 ✓

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11 → 프로젝트 업데이트 및 미팅 초대를 받으려면 등록하십시오

(선택)

somebody@example.com

제출 Ctrl + Enter =를 누르십시오



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## SOUTH ORANGE COUNTY MULTIMODAL TRANSPORTATION STUDY

Nghiên Cứu về Chuyên Chở Đa Phương Thức của Nam Quận Cam (South Orange) muốn biết cần cải tiến điều gì cho chuyên chở đến năm 2045 và sau đó. Tập trung ưu tiên cho công bằng, an toàn, và chuyên chở cư dân thay cho đi lại bằng xe riêng.

Xin làm khảo sát ngắn này và chia sẻ cho chúng tôi biết cách tận dụng tốt nhất tuyến đường hiện có và những lựa chọn nào có lợi nhất cho nhu cầu đi lại của quý vị.

● Takes 4 minutes

Tiếp tục

press Enter



- 2 → Chọn cách đi lại không dùng xe để giảm khí thải và tắc nghẽn. Xếp các mục sau đây theo mức độ quý vị khả dĩ ưu tiên chọn làm cách thức đi lại không dùng xe.  
(Xếp hạng từ mức khả dĩ ưu tiên nhiều nhất đến ít nhất.) \*
- \* Yêu cầu trả lời.

Drag and drop to rank options

- Bãi đậu xe đạp an toàn và miễn phí ở những địa điểm quan trọng
- Dịch vụ theo yêu cầu, microtransit/di chung xe đáng tin cậy (như OC Flex, Uber/Lyft)
- Đỗ dụng dịch vụ chia sẻ xe đạp, xe đạp điện, scooter điện
- Đỗ kết nối giữa các dịch vụ chuyên chở (như Metrolink với chia sẻ xe đạp)
- Vệ phổ thông dùng cho nhiều dịch vụ chuyên chở
- Tăng các biện pháp an toàn cho người đi bộ và đi xe đạp, bao gồm cả việc tách biệt khỏi các phương tiện đi lại

OK ✓

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- 1 → Thực tế là việc cấp quỹ trong tương lai có giới hạn, hãy xếp hạng các loại dịch vụ chuyên chở sau đây theo mức độ ưu tiên cấp quỹ.  
(Xếp hạng từ mức ưu tiên cao nhất đến thấp nhất.) \*

\* Yêu cầu trả lời.

Drag and drop to rank options

- Xe lửa phục vụ thường xuyên và tin cậy hơn
- Xe buýt phục vụ thường xuyên và tin cậy hơn
- Mở rộng dịch vụ theo yêu cầu, microtransit/di chung xe (như OC Flex, Uber/Lyft)
- Cải tiến đường/lối đi cho xe đạp và người đi bộ và các tiện ích cho xe đạp
- Dịch vụ đưa đón/xe điện cộng đồng địa phương

OK ✓

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- 3 → Có mỗi trường an toàn và thoải mái cho tất cả những người đi trên đường phố là cách để khuyến khích mọi người đi bộ, đi xe đạp, và dùng phương tiện công cộng nhiều hơn. Những điều sau đây có vai trò quan trọng ra sao để mở mang các đường phố an toàn và dễ đi lại? \*

\* Yêu cầu trả lời. Xem ở chế độ ngang dành cho thiết bị di động.

	Rất quan trọng	Quan trọng	Tương đối quan trọng	Hơi quan trọng	Không quan trọng
Vừa hệ thống để người đi bộ có thể di chuyển thoải mái, tách biệt khỏi dòng xe cộ.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Làm đường/lối đi cho xe đạp an toàn cho người đi ở mọi độ tuổi và khả năng đi xe.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tăng thêm thời gian cho người đi bộ qua đường, khi cần.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Làm đường dành riêng cho xe buýt để xe buýt có thể tránh thời gian đi lại với xe riêng.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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Tăng thêm thời gian cho người đi bộ qua đường, khi cần.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Làn đường dành riêng cho xe buýt để xe buýt có thể cạnh tranh thời gian đi lại với xe riêng.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Các trạm dừng của phương tiện công cộng an toàn và dễ dừng, có các tiện ích như nhà tạm trú, ghế dài, và ánh sáng để tăng tiện nghi, tiện lợi, và tầm nhìn.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vòng xuyên, mở rộng vỉa hè, và các yếu tố khác tăng an toàn cho người đi bộ và đi xe đạp.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

OK ✓

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5 → **Giải sử trong tương lai quý vị phải trả \$10 phí mỗi ngày để đậu xe khi lái xe một mình đi làm/đi học. Quý vị có chọn cách thay thế sau đây để tránh phải trả tiền đậu xe không? \***

\* Yêu cầu trả lời. Xem ở chế độ ngang dành cho thiết bị di động.

	Chắc chắn	Có lẽ	Có thể	Có lẽ không	Nhất định là không
Đi chung xe nhà hoặc xe van	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Dùng phương tiện công cộng (như Metrolink và xe buýt)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Microtransit/đi chung xe (OC Flex và Uber/Lyft)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Đi bộ hoặc xe đạp	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Làm việc từ xa	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

OK ✓

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4 → **Nhiều biện pháp khích lệ đang được xem xét để khuyến khích cách đi lại khác việc lái xe một mình. Các biện pháp khích lệ sau đây có thể khuyến khích quý vị chọn cách đi lại thay thế ra sao? \***

\* Yêu cầu trả lời. Xem ở chế độ ngang dành cho thiết bị di động.

	Chắc chắn	Có lẽ	Có thể	Có lẽ không	Nhất định là không
Trợ cấp đi chung xe nhà và xe van	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Trợ cấp cho Metrolink và xe buýt	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Trợ cấp khi dùng dịch vụ microtransit/đi chung xe (OC Flex và Uber/Lyft)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Trợ cấp khi dùng dịch vụ chia sẻ xe đạp	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Trợ cấp cho làm việc từ xa	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

OK ✓

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6 → **Cảm ơn quý vị cho biết ý kiến! Bây giờ, xin quý vị cho chúng tôi biết đôi chút về bản thân.**

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

(Tùy ý)

Type your answer here...

OK ✓ press Enter

Powered by Typeform



7 → Mã zip nhà của quý vị là gì?

(Tùy ý)

Type your answer here...

OK ✓ press Enter

^ v Powered by Typeform



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

(Tùy ý)

A Dưới 30.000

B 30.000 - 49.999

C 50.000 - 79.999

D 80.000 - 109.000

E 110.000 - 169.000

F 170.000 trở lên

G Không thích trả lời

OK ✓

^ v Powered by Typeform



8 → Độ tuổi của quý vị là bao nhiêu?

(Tùy ý)

A 16-24

B 25-34

C 35-44

D 45-54

E 55-64

F 65-74

G 75 tuổi trở lên

OK ✓

^ v Powered by Typeform



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

(Tùy ý)

A Caucasian / Da trắng

B Người gốc La tinh / gốc Tây Ban Nha

C Người Mỹ gốc Phi châu / Da đen

D Người Mỹ Da đỏ hoặc thổ dân Alaska

E Á châu

F Người đảo Thái Bình Dương

G Người Trung Đông

H Người Hợp chủng

I Khác

J Không thích trả lời

OK ✓

^ v Powered by Typeform



11 → Ghi danh để được thông tin  
cập nhật về dự án và mời họp  
(Tùy ý)

name@example.com

Submit

press Ctrl + Enter ↵



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# **Appendix A**

## **Appendix A.2 Paper Survey (English)**



The South Orange County Multimodal Transportation Study is looking at what kind of **transportation improvements** are needed by the year 2045 and beyond. The focus is on prioritizing **equity, safety, and moving people** rather than moving cars.

Please take this brief survey and share how we make the most out of the existing roadway footprint and what kinds of options you would find most beneficial for your travel needs.

**1. Recognizing that future funding is limited, rank the following types of transportation services for funding priority. (Rank from highest to lowest priority, 1 being the highest.)**

- a. More frequent and reliable train service \_\_\_\_\_
- b. More frequent and reliable bus service \_\_\_\_\_
- c. Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft) \_\_\_\_\_
- d. Improved bike and pedestrian paths/trails and bike amenities \_\_\_\_\_
- e. Local community shuttles/trolley services \_\_\_\_\_

**2. Choosing a non-car travel option can help reduce emissions and congestion. Prioritize the following in order of how likely you would consider a non-car travel option. (Rank from most to least likely, 1 being the most likely.)**

- a. Free and secure bike parking at key locations
- b. Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft) \_\_\_\_\_
- c. Availability of bikeshare, e-bikes, e-scooters \_\_\_\_\_
- d. Easy connections between multiple transportation services (such as Metrolink to bikeshare) \_\_\_\_\_
- e. Universal fare pass that works across multiple transportation services \_\_\_\_\_
- f. Increased walking and biking safety measures, including separation from vehicle traffic \_\_\_\_\_

**3. Providing a safe and comfortable environment for all people who use the street is one way to encourage more walking, bicycling, and transit ridership. How important are the following for creating safe and easy-to-use streets? (Check the box that applies.)**

	Very Important	Important	Moderately Important	Slightly Important	Unimportant
Sidewalks wide enough to allow pedestrians to walk comfortably, separated from traffic.					
Bicycle lanes/paths that are safe for riders of all ages and experience levels.					
Extended pedestrian street crossing times when needed.					
Dedicated bus lanes so that buses can compete with car travel times.					
Safe and accessible transit stops, with amenities such as shelters, benches, and lighting to increase comfort, convenience, and visibility.					
Street roundabouts, curb extensions, and other elements that increase safety for pedestrians and bicyclists.					



4. Various incentives are being considered to encourage use of travel options other than driving alone. How likely would the following incentives encourage you to consider alternative travel options? *(Check the box that applies.)*

	Definitely	Probably	Possibly	Probably Not	Definitely Not
Carpool and vanpool subsidies					
Metrolink and bus pass subsidies					
Microtransit/shared ride (OC Flex and Uber/Lyft) subsidies					
Bikeshare subsidies					
Telework subsidies					

5. Assume in the future that you are charged \$10 per day to park your car when driving alone to work/school. How likely would you consider the following alternative options to avoid paying to park? *(Check the box that applies.)*

	Definitely	Probably	Possibly	Probably Not	Definitely Not
Carpool or vanpool					
Take transit (such as Metrolink and bus)					
Microtransit/shared ride (OC Flex and Uber/Lyft)					
Walk or bike					
Telework					

***Thanks for your input! Now, please tell us a little about yourself.*** (Optional)

- What is your worksite zip code if you have one?
- What is your home zip code?
- What is your age range?
  - 16-24
  - 25-34
  - 35-44
  - 45-54
  - 55-64
  - 65-74
  - 75 or older

4. What is your combined annual household income?
- a. Less than 30,000
  - b. 30,000 – 49,999
  - c. 50,000 – 79,999
  - d. 80,000 – 109,000
  - e. 110,000 – 169,000
  - f. 170,000 or more
  - g. Prefer not to answer
5. What ethnic group do you consider yourself a part of or feel closest to?
- a. Caucasian/White
  - b. Latino/Hispanic
  - c. African American/Black
  - d. American Indian or Alaskan Native
  - e. Asian
  - f. Pacific Islander
  - g. Middle Eastern
  - h. Mixed Heritage
  - i. Other
  - j. Prefer not to answer
6. Sign up to receive project updates and meeting invites
- a. Email Address\_\_\_\_\_

# **Appendix B**

## **Survey Results**

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

# **Appendix B**

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

[illegible]



ENGLISH & SPANISH #	"Recognizing that future funding is limited, rank the following type of transportation services to funding priority." (Rank from highest to lowest priority.)	"Choosing a non-car travel option can help reduce emissions and congestion. Prioritize the following in order of how likely you would consider a non-car travel option." (Rank from most to least likely.)	sidewalks wide enough to allow pedestrians to walk comfortably, separated from traffic	Recycle lanes/paths that are safe for riders of all ages and experience levels	Extended pedestrian street crossing times when needed.	Dedicated bus lanes so that buses can compete with car travel times.	Safe and accessible transit stops, with amenities such as shelters, benches, and lighting to increase comfort, convenience, and visibility.	Street roundabouts, curb extensions, and other elements that increase safety for pedestrians and bicyclists.	Carpool and vanpool subsidies	MetroLink and bus pass subsidies	Microtransit/shared ride (OC Flex and Uber/Lyft) subsidies	Bikeshare subsidies	Tekwrap subsidies	Carpool or vanpool	Take transit (such as MetroLink and bus)	Microtransit/shared ride (OC Flex and Uber/Lyft)	Walk or bike	Tekwrap	"What's your combined annual household income?"	"What ethnic group do you consider yourself a part of or feel closest to?"	"Sign up to receive project updates and meeting invites."	Start Date [UTC]	Submit Date [UTC]	Network ID	
hwgkAwawh5u3J3f8mewgkx65z5	More frequent and reliable train service.Local community shuttle/trrolley services.More frequent and reliable bus service.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).Improved bike and pedestrian paths/trails and bike amenities.	Easy connections between multiple transportation services (such as MetroLink to bikeshare).Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).Free and secure bike parking at key locations.Availability of bikeshare, e-bikes, e-scooters.	Very important	Important	Important	Important	Moderately important	Important	Probably Not	Probably Not	Possibly	Probably Not	Probably	Probably	Possibly	Probably	Possibly	Definitely	\$2656	Caucasian/White	jsunrhan@gmail.me	4/11/2022 21:41	4/11/2022 21:44	146046151	
h9ecndgfw77r7u8e78ecgymr	More frequent and reliable train service.Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable bus service.Local community shuttle/trrolley services.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Universal fare pass that works across multiple transportation services.Easy connections between multiple transportation services (such as MetroLink to bikeshare).Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).Increased walking and biking safety measures, including separation from vehicle traffic.Free and secure bike parking at key locations.Availability of bikeshare, e-bikes, e-scooters.	Very important	Very important	Very important	Very important	Very important	Important	Possibly	Definitely	Probably	Possibly	Possibly	Possibly	Definitely	Probably	Definitely	Probably	\$2673-63.74	Gaussian/White		4/11/2022 21:18	4/11/2022 21:41	15eef7662	
gdcotmH5egmsh3ggdcdm13bhv	Local community shuttle/trrolley services.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).More frequent and reliable bus service.More frequent and reliable train service.Improved bike and pedestrian paths/trails and bike amenities.	Easy connections between multiple transportation services (such as MetroLink to bikeshare).Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Important	Important	Moderately important	Important	Important	Probably	Possibly	Definitely	Definitely	Probably Not	Probably	Probably	Possibly	Probably	Probably Not	Definitely	\$2693	Caucasian/White		4/11/2022 18:52	4/11/2022 21:26	345698994	
15cd54dus12u5qmb27w6qmrl	Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable bus service.Local community shuttle/trrolley services.More frequent and reliable train service.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Universal fare pass that works across multiple transportation services.Increased walking and biking safety measures, including separation from vehicle traffic.Easy connections between multiple transportation services (such as MetroLink to bikeshare).Availability of bikeshare, e-bikes, e-scooters.	Very important	Very important	Slightly important	Slightly important	Very important	Probably Not	Probably Not	Probably Not	Definitely Not	Possibly	Definitely	Possibly	Definitely Not	Definitely Not	Probably Not	Definitely Not	\$2691	Caucasian/White	mamo@world.org	4/11/2022 20:29	4/11/2022 21:02	330452946	
vct8h3wfl78r3agm96w34gdxr	More frequent and reliable bus service.Improved bike and pedestrian paths/trails and bike amenities.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).More frequent and reliable train service.	Easy connections between multiple transportation services (such as MetroLink to bikeshare).Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Very important	Very important	Very important	Moderately important	Very important	Important	Possibly	Definitely	Probably Not	Probably Not	Probably Not	Definitely	Definitely	Probably	Probably	Possibly	\$2618	Asian	sharon1396@yahoo.com	4/11/2022 19:56	4/11/2022 21:05	466956626	
ch5Gp2wrmhpsm9h6u5qf8g3bdr	Local community shuttle/trrolley services.More frequent and reliable bus service.Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable train service.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Easy connections between multiple transportation services (such as MetroLink to bikeshare).Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Important	Very important	Moderately important	Moderately important	Moderately important	Slightly important	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Possibly	Definitely	Possibly	\$2697	Caucasian/White	barb.jugals@gmail.com	4/11/2022 20:54	4/11/2022 21:00	ddoe27934	
oixC7K2g75yagm9oicdm7Gzc	Improved bike and pedestrian paths/trails and bike amenities.Local community shuttle/trrolley services.More frequent and reliable bus service.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).More frequent and reliable train service.	Easy connections between multiple transportation services (such as MetroLink to bikeshare).Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Very important	Very important	Important	Moderately important	Important	Probably	Possibly	Probably	Definitely	Definitely	Definitely	Probably	Probably	Definitely	Definitely	Definitely	\$2612	Caucasian/White	traw-oblonge@cloud.com	4/11/2022 20:45	4/11/2022 20:49	705444457	
h4fmr7m9g3w8gwp76t8r6wda	More frequent and reliable bus service.Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable train service.Local community shuttle/trrolley services.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Easy connections between multiple transportation services (such as MetroLink to bikeshare).Availability of bikeshare, e-bikes, e-scooters.	Very important	Very important	Important	Very important	Very important	Possibly	Probably	Probably	Definitely	Definitely	Possibly	Probably	Definitely	Possibly	Definitely	Probably	\$2617	Asian	tongli@icloud	4/11/2022 20:32	4/11/2022 20:35	499249393	
ld8n9f8y7r7h3dewh8w7f31wr	Local community shuttle/trrolley services.More frequent and reliable bus service.Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable train service.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Universal fare pass that works across multiple transportation services.Easy connections between multiple transportation services (such as MetroLink to bikeshare).Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Very important	Important	Very important	Important	Important	Probably	Probably	Probably	Definitely	Definitely	Possibly	Probably	Definitely	Possibly	Definitely	Probably	\$2673	Caucasian/White	margaretsmoe@gmail.com	4/11/2022 20:25	4/11/2022 20:30	338762676	
h2v8m19d4ccsk13w8f9g7h3hio	More frequent and reliable bus service.Improved bike and pedestrian paths/trails and bike amenities.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).More frequent and reliable train service.	Easy connections between multiple transportation services (such as MetroLink to bikeshare).Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Very important	Important	Important	Moderately important	Important	Probably	Probably	Probably Not	Probably Not	Possibly	Definitely	Probably	Probably	Probably	Probably	Probably	\$2629	Latino/Hispanic		4/11/2022 20:27	4/11/2022 20:30	676045657	
haryf12wag3g9pssjw9f9khuaw	Local community shuttle/trrolley services.Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable bus service.More frequent and reliable train service.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Easy connections between multiple transportation services (such as MetroLink to bikeshare).Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Very important	Very important	Important	Important	Important	Definitely	Definitely	Definitely	Probably	Definitely	Definitely	Definitely	Definitely	Possibly	Definitely	Possibly	\$2647	Latino/Hispanic	mielestevens@hotmail.com	4/11/2022 20:04	4/11/2022 20:14	21a78248343	
cd2w4qegm9wfyd3m2cd3y8f6gfr	Local community shuttle/trrolley services.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).More frequent and reliable bus service.Improved bike and pedestrian paths/trails and bike amenities.	Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).Availability of bikeshare, e-bikes, e-scooters.	Very important	Very important	Important	Important	Very important	Possibly	Definitely	Probably	Possibly	Possibly	Possibly	Probably Not	Possibly	Probably Not	Probably	Probably	\$2677	Caucasian/White	extremist@yahoo.com	4/11/2022 20:05	4/11/2022 20:07	495475677	
de8d8h3m9r38w9d6f8g7r3f6	More frequent and reliable bus service.Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable train service.Local community shuttle/trrolley services.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Very important	Important	Moderately important	Slightly important	Moderately important	Important	Probably Not	Probably Not	Possibly	Probably Not	Probably	Probably Not	Definitely Not	Probably	Probably Not	Probably	\$2675	Mixed Heritage	jahm@icloud@gmail.com	4/11/2022 19:56	4/11/2022 20:03	346089960	
wy12584g8d3g8d3w9d3g8d3h3o	More frequent and reliable bus service.Improved bike and pedestrian paths/trails and bike amenities.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).More frequent and reliable train service.	Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Very important	Important	Slightly important	Important	Important	Moderately important	Possibly	Definitely	Possibly	Definitely Not	Probably	Possibly	Definitely	Probably Not	Definitely Not	Definitely	\$2703	Prefer not to answer		4/11/2022 19:55	4/11/2022 20:00	058633776	
om3gm3ag3883g9w9m9g9m9m3w	More frequent and reliable bus service.Improved bike and pedestrian paths/trails and bike amenities.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).More frequent and reliable train service.	Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Important	Very important	Important	Important	Important	Very important	Possibly	Possibly	Possibly	Possibly	Possibly	Possibly	Possibly	Possibly	Probably	Probably	\$2673-63.74	Caucasian/White		4/11/2022 19:47	4/11/2022 19:51	37553633f	
h3f9h3w9r3p275d6w91c9f7m9nd	Local community shuttle/trrolley services.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).More frequent and reliable bus service.More frequent and reliable train service.	Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).Availability of bikeshare, e-bikes, e-scooters.	Very important	Important	Important	Moderately important	Moderately important	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Possibly	Probably	Definitely	Probably	Probably	Probably	\$2673	Caucasian/White	ngigstation@earthlink.net	4/11/2022 19:38	4/11/2022 19:44	236009954	
m8g3gym9d3ag3w9d3g3u8k	More frequent and reliable bus service.More frequent and reliable train service.Local community shuttle/trrolley services.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Easy connections between multiple transportation services (such as MetroLink to bikeshare).Availability of bikeshare, e-bikes, e-scooters.	Very important	Very important	Important	Important	Very important	Important	Definitely	Definitely	Probably Not	Definitely	Probably	Probably	Definitely	Definitely	Probably Not	Definitely	\$2692	Prefer not to answer	holkington@cox.net	4/11/2022 19:36	4/11/2022 19:43	735927346	
4w9y3h3g88f8m9m9d9m9g3o2	More frequent and reliable bus service.Improved bike and pedestrian paths/trails and bike amenities.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).More frequent and reliable train service.	Easy connections between multiple transportation services (such as MetroLink to bikeshare).Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Important	Moderately important	Very important	Very important	Moderately important	Important	Possibly	Probably	Probably Not	Possibly	Definitely	Possibly	Probably Not	Possibly	Probably	Definitely	\$2628-75 or older	Caucasian/White		4/11/2022 19:14	4/11/2022 19:21	371037045	
w4r53k4r73u3u3d3w9d3w35k	Local community shuttle/trrolley services.More frequent and reliable bus service.Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Slightly important	Moderately important	Slightly important	Important	Very important	Very important	Definitely Not	Possibly	Probably	Definitely Not	Definitely	Probably Not	Possibly	Probably	Definitely	Probably	\$2691	Caucasian/White	h1campbell395@gmail.com	4/11/2022 19:01	4/11/2022 19:07	787470504	
9f5m9d3g8f9f5h3g8d3g3p	Improved bike and pedestrian paths/trails and bike amenities.Local community shuttle/trrolley services.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).More frequent and reliable bus service.More frequent and reliable train service.	Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Easy connections between multiple transportation services (such as MetroLink to bikeshare).Availability of bikeshare, e-bikes, e-scooters.	Moderately important	Moderately important	Slightly important	Slightly important	Moderately important	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	3			4/11/2022 18:50	4/11/2022 19:03	064653888	
1c77d2u2d3g8d3r7h377g77g24	More frequent and reliable bus service.More frequent and reliable train service.Local community shuttle/trrolley services.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Easy connections between multiple transportation services (such as MetroLink to bikeshare).Availability of bikeshare, e-bikes, e-scooters.	Moderately important	Important	Very important	Very important	Very important	Moderately important	Probably	Definitely	Possibly	Possibly	Definitely	Probably	Definitely	Probably Not	Possibly	Definitely	65.74	Caucasian/White		4/11/2022 18:53	4/11/2022 19:00	087844829	
68u3y33w9f39f8d3w9d3m3h7	Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).Local community shuttle/trrolley services.Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable bus service.	Universal fare pass that works across multiple transportation services.Easy connections between multiple transportation services (such as MetroLink to bikeshare).Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Slightly important	Moderately important	Unimportant	Unimportant	Unimportant	Slightly important	Definitely Not	Definitely Not	Possibly	Possibly	Definitely Not	Definitely Not	Definitely Not	Probably	Probably	Probably	\$2629	Prefer not to answer	Middle Eastern	4/11/2022 18:46	4/11/2022 18:48	793932601	
cdffh3h9d3z8f7w9d3g7m3o2	More frequent and reliable bus service.Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable train service.	Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Very important	Very important	Important	Moderately important	Important	Slightly important	Possibly	Probably	Possibly	Definitely	Probably Not	Probably	Probably	Definitely	Definitely	Definitely	\$2685	Caucasian/White	terranbarri@gmail.com	4/11/2022 18:37	4/11/2022 18:43	345430679	
8474w9v9d3w9d383847w9r3p5k	Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).Local community shuttle/trrolley services.Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable bus service.	Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).Availability of bikeshare, e-bikes, e-scooters.	Very important	Very important	Important	Important	Very important	Possibly	Probably	Probably	Probably	Probably	Probably	Definitely Not	Definitely Not	Definitely Not	Definitely	Definitely	\$2656	Other		4/11/2022 18:13	4/11/2022 18:20	04f445690	
q3d3y7w73h7w9d3g3p3k5k	Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).Local community shuttle/trrolley services.More frequent and reliable bus service.	Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Easy connections between multiple transportation services (such as MetroLink to bikeshare).Availability of bikeshare, e-bikes, e-scooters.	Very important	Unimportant	Moderately important	Unimportant	Unimportant	Slightly important	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Probably Not	Probably Not	75 or older	Prefer not to answer		4/11/2022 18:12	4/11/2022 18:19	0f4453425	
hw9gm9k4u8d3h7w9w9r7d3f3g7	Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable bus service.Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable train service.	Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Unimportant	Moderately important	Unimportant	Unimportant	Very important	Slightly important	Probably Not	Possibly	Probably	Definitely Not	Definitely Not	Possibly	Probably Not	Possibly	Definitely Not	Possibly	\$2673-63.74	Prefer not to answer	African American/Black	4/11/2022 18:11	4/11/2022 18:16	039946301	
h3u3d3g8f8d3h3u3g7d37434	Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).Local community shuttle/trrolley services.Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Very important	Very important	Important	Moderately important	Important	Moderately important	Possibly	Probably Not	Possibly	Probably Not	Possibly	Probably Not	Possibly	Probably	Probably	Probably	\$2672	Caucasian/White	usavagap@gmail.com	4/11/2022 18:05	4/11/2022 18:14	2643074564	
bctm8804d3g8d3w9d3g335h9u	Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).Local community shuttle/trrolley services.Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Important	Very important	Slightly important	Slightly important	Slightly important	Possibly	Probably	Probably	Probably	Probably	Possibly	Possibly	Definitely	Definitely	Definitely	Definitely	\$2675	Prefer not to answer	larrycarter@gmail.com	4/11/2022 18:08	4/11/2022 18:13	172360602	
h3f8g3d9p3h3h3m9d3w9d3h3h	More frequent and reliable bus service.More frequent and reliable train service.Local community shuttle/trrolley services.Improved bike and pedestrian paths/trails and bike amenities.	Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Easy connections between multiple transportation services (such as MetroLink to bikeshare).Availability of bikeshare, e-bikes, e-scooters.	Very important	Very important	Important	Moderately important	Very important	Important	Probably Not	Definitely	Possibly	Probably	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	\$2628-63.74	Prefer not to answer	Caucasian/White	hol@gmail.com	4/11/2022 18:06	4/11/2022 18:13	0d4e90908
3w9h8h3u3r3p35f8w9h8d3u31r	More frequent and reliable bus service.More frequent and reliable train service.Local community shuttle/trrolley services.Improved bike and pedestrian paths/trails and bike amenities.	Universal fare pass that works across multiple transportation services.Easy connections between multiple transportation services (such as MetroLink to bikeshare).Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Important	Moderately important	Moderately important	Unimportant	Unimportant	Unimportant	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Possibly	Possibly	\$2672	Prefer not to answer	Prefer not to answer	4/11/2022 17:59	4/11/2022 18:03	4e6b8e724	
z3h3w989m9m9d3h3w9d3h3w	Local community shuttle/trrolley services.More frequent and reliable bus service.Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Important	Moderately important	Important	Unimportant	Important	Unimportant	Probably Not	Definitely	Definitely	Probably Not	Possibly	Probably Not	Probably Not	Probably Not	Probably Not	Definitely Not	\$2660	Prefer not to answer		4/10/2022 2:33	4/11/2022 2:44	875345400	
u4p3w74d9m943cc9p4g34m9p6	Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable bus service.Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Very important	Very important	Very important	Very important	Very important	Unimportant	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely Not	Definitely Not	Definitely Not	Possibly	Definitely	\$2688	Caucasian/White	FIADATT.NET	4/9/2022 21:34	4/9/2022 21:44	803608679	
h9m978m9m9u3p3d9w9r7h3f1	More frequent and reliable bus service.More frequent and reliable train service.Local community shuttle/trrolley services.Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Very important	Very important	Very important	Very important	Very important	Very important	Definitely	Definitely	Definitely	Definitely	Possibly	Probably	Probably	Probably	Probably	Probably	\$2688	Latino/Hispanic	patth06311@gmail.com	4/9/2022 18:50	4/9/2022 18:53	6010587496	
h313d9d3g8f8d3h3g3h313d9d3g	Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable bus service.Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Very important	Very important	Very important	Very important	Important	Important	Possibly	Probably	Probably	Possibly	Possibly	Possibly	Probably	Possibly	Possibly	Definitely	\$2712-45.54	Caucasian/White	ore-bartley@icloud.com	4/9/2022 18:45	4/9/2022 18:45	036469756	
o7h3p3g359p3m9h3m3d3d3h3	Local community shuttle/trrolley services.More frequent and reliable bus service.Improved bike and pedestrian paths/trails and bike amenities.	Free and secure bike parking at key locations.Easy connections between multiple transportation services (such as MetroLink to bikeshare).Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Very important	Very important	Very important	Important	Very important	Very important	Definitely	Definitely	Possibly	Probably Not	Possibly	Probably Not	Probably Not	Probably Not	Probably Not	Definitely Not	\$2677	Latino/Hispanic		4/9/2022 18:35	4/9/2022 18:40	7446051894	
h4k1495d9w9m9k4d3g3p319	Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable bus service.Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Very important	Very important	Very important	Very important	Very important	Very important	Definitely	Definitely	Probably Not	Probably Not	Definitely	Probably	Definitely	Definitely	Definitely	Definitely	\$2675	Caucasian/White		4/9/2022 18:23	4/9/2022 18:29	391036317	
h35f9m9y9d3h33d5f8f5p	Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable bus service.Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic.Universal fare pass that works across multiple transportation services.Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Very important	Very important</																					



[illegible]



PROJECT ID & SPANISH	"Recognizing that future funding is limited, rank the following types of transportation services for funding priority."	"Rank the project to be most priority."	"Choosing a non-car travel option can help reduce emissions and congestion. Prioritize the following in order of how they would consider a non-car travel option."	Stakeholders wide enough to allow pedestrians to walk comfortably separated from traffic.	Bicycle lanes/paths that are safe for riders of all ages and experience levels.	Extended pedestrian street crossing time when seated.	Dedicated bus lanes so that buses can operate with car travel time.	Safe and accessible transit stops, with amenities such as shelters, benches, and lighting to increase comfort, convenience, and usability.	Street roundabouts, curb extensions, and other elements that increase safety for pedestrians and bicyclists.	Carpool and vanpool subsidies	Metrolink and bus pass subsidies	Microtransit/shared ride (OC Flex and Uber/Lyft/etc.)	Bikeshare subsidies	Telework subsidies	Carpool or vanpool	Take transit (such as Metrolink and bus)	Microtransit/shared ride (OC Flex and Uber/Lyft/etc.)	Walk or bike	Telework	"Thanks for your input! Now, please tell us a little about yourself."	"What is your name or code?"	"What is your age?"	"What is your combined annual household income?"	"What ethnic group do you consider yourself a part of or closest to?"	"Sign up to receive project updates and meeting notices."	Start Date (UTC)	Submit Date (UTC)	Network ID
4xjy0t0x4tM4mva0q0g0v4w4b4	More frequent and reliable train service.Local community shuttle/charity services.Improved bike and pedestrian paths/trails and bike amenities.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).More frequent and reliable bus service.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Definitely	Definitely	Definitely	Probably	Probably	Definitely	Definitely	Definitely	Definitely	Definitely	92056	92056-55.44	110,000 K* 169,000	Asian		4/2/2022 23:00	4/2/2022 10:00	9076741830	
h1z7f4kx0u0x0t0d0p0t0v0t0e	Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable bus service.Local community shuttle/charity services.More frequent and reliable train service.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	92080	92052-05.74		Prefer not to answer	Caucasian/White		4/2/2022 18:37	4/2/2022 14:46	9076791300
32hu1z9j3g0u0g0z0p0t0h0i05	Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable bus service.Local community shuttle/charity services.More frequent and reliable train service.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Very Important	Very Important	Important	Moderately Important	Important	Important	Definitely	Definitely	Possibly	Possibly	Possibly	Definitely	Possibly	Probably Not	Definitely	Probably Not	92056	92056-45.54		Prefer not to answer	Asian		4/2/2022 18:03	4/2/2022 18:08	9076742490
4w9w0t0z2A0g0u0v0w0p0t0z02	Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable bus service.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).Local community shuttle/charity services.Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Important	Very Important	Moderately Important	Unimportant	Unimportant	Unimportant	Probably	Probably	Definitely Not	Definitely	Probably	Probably	Probably	Probably	Probably	Probably	92056	92056-45.54	110,000 K* 169,000	Caucasian/White		4/2/2022 18:05	4/2/2022 18:06	9279963010	
u0f0x0d0t0z070u0f0t0z0b3m	More frequent and reliable train service.More frequent and reliable bus service.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).Local community shuttle/charity services.Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Very Important	Important	Important	Important	Important	Moderately Important	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Probably	Probably	Possibly	Possibly	92056	92056-45.54	50,000 K* 79,999	Middle Eastern		4/2/2022 17:45	4/2/2022 17:53	9076736490	
1m1x0t0z70h0t0z220g0t0e010g	More frequent and reliable train service.Improved bike and pedestrian paths/trails and bike amenities.Local community shuttle/charity services.More frequent and reliable bus service.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Moderately Important	Important	Important	Slightly Important	Important	Very Important	Probably	Probably	Definitely	Probably	Definitely	Definitely	Probably	Probably	Probably	Definitely	92057	92057-35.44		Prefer not to answer	Caucasian/White		4/2/2022 16:12	4/2/2022 16:31	9076736490
43ny44t0g0z070t0ny0z30t0h0p0z	More frequent and reliable bus service.Local community shuttle/charity services.Improved bike and pedestrian paths/trails and bike amenities.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).More frequent and reliable train service.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Important	Important	Moderately Important	Slightly Important	Moderately Important	Moderately Important	Probably	Probably	Probably	Possibly	Definitely	Probably	Probably	Probably Not	Definitely	Definitely		75-34	80,000 K* 49,999	Caucasian/White		4/2/2022 14:50	4/2/2022 14:22	9076736490	
1z3b74H0B0t0z1z3b74H0z0u0r0z	More frequent and reliable train service.Improved bike and pedestrian paths/trails and bike amenities.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).More frequent and reliable bus service.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Very Important	Very Important	Important	Important	Important	Very Important	Possibly	Definitely	Definitely	Probably Not	Probably	Probably	Definitely	Probably	Probably	Definitely	90021	92060-45.54	110,000 K* 169,000	Caucasian/White		4/2/2022 0:00	4/2/2022 0:11	9207990400	
1H0x0t0z0h0t0B0t0p0t0z0t4	Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable bus service.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Important	Moderately Important	Important	Moderately Important	Moderately Important	Moderately Important	Possibly	Definitely	Possibly	Probably	Probably	Possibly	Possibly	Possibly	Possibly	Possibly	92077	92026-45.54	170,000 or more	Latino/Hispanic		4/2/2022 21:03	4/2/2022 21:18	906246294	
4f3b3t0x0m0t0z0t0z30z0g0t0d0z	Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable bus service.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Very Important	Very Important	Slightly Important	Unimportant	Important	Important	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Probably	Definitely Not	Probably	Definitely Not	92780	92780-55.61	110,000 K* 169,000	Caucasian/White	kmeelce@yahoo.com		4/2/2022 14:16	4/2/2022 14:37	920738468
4sh6d44k0m0t0z0t0z4A0d0s0b0e4	Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable bus service.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).Local community shuttle/charity services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Important	Very Important	Important	Important	Very Important	Very Important	Definitely Not	Definitely	Definitely Not	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely		33-64		Prefer not to answer	Prefer not to answer		3/31/2022 21:23	3/31/2022 21:26	924640292
um0B0t0z0h0t0p0t0z0t0z0f0t4	Improved bike and pedestrian paths/trails and bike amenities.Local community shuttle/charity services.More frequent and reliable train service.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Very Important	Very Important	Unimportant	Unimportant	Unimportant	Unimportant	Definitely Not	Probably Not	Probably Not	Definitely	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely	Definitely Not	92070	92070-55.64		Prefer not to answer	Caucasian/White	slord_p_mosca@outlook.com	3/31/2022 16:23	3/31/2022 17:33	9076736490
u0m31z0g0t0z0t0z0u0d0g0y0m	Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable bus service.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).Local community shuttle/charity services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Very Important	Very Important	Moderately Important	Moderately Important	Moderately Important	Very Important	Probably Not	Possibly	Possibly	Definitely	Probably Not	Probably Not	Probably	Possibly	Definitely	Definitely	92091	92091-55.64	80,000 K* 109,000	Other	ross.petrovskii@gmail.com	3/31/2022 16:11	3/31/2022 17:37	920741820	
4y0Q0u0z0Y0G0E0w0m1z074b0e0	More frequent and reliable bus service.Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable train service.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).More frequent and reliable bus service.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Definitely	Probably	Probably	Probably	Definitely	Definitely	Definitely	Probably	Probably	Definitely		92094-05.74	80,000 K* 109,000	Caucasian/White	Cynthia_mccarty@bellsouth.net	3/31/2022 7:18	3/31/2022 13:09	920810405	
8d3p0e0c0w0f0m0t0z0b0d0h0g0t4	Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable bus service.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Important	Very Important	Very Important	Important	Important	Important	Probably	Probably	Possibly	Probably	Definitely	Definitely	Definitely	Possibly	Definitely	Definitely	92086	92086-53.64	110,000 K* 169,000	Caucasian/White	Newsworld@socal.com	3/31/2022 6:09	3/31/2022 14:51	920699041	
4h0x0t0z0h0t0B0t0p0t0z0t4	Improved bike and pedestrian paths/trails and bike amenities.Local community shuttle/charity services.Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Very Important	Very Important	Important	Important	Important	Important	Probably	Probably	Probably Not	Definitely	Definitely	Probably	Probably	Possibly	Probably	Definitely	92012	92020-35.44		Prefer not to answer	Asian	hahmoo@kaila.edu	3/31/2022 4:03	3/31/2022 4:07	9207990400
1t0h0v0t0z0t0z0u0g0t0z0t0z01907	More frequent and reliable train service.Local community shuttle/charity services.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Important	Very Important	Moderately Important	Moderately Important	Moderately Important	Important	Probably	Probably	Probably	Definitely	Probably	Definitely	Probably	Definitely	Probably	Definitely	92018	92005-45.54	80,000 K* 109,000	Mixed Heritage	mlzooz@gmail.com	3/31/2022 2:56	3/31/2022 14:40	920063210	
u0z4p0t0v0t0z0t0z0u0d0g0y0m	Improved bike and pedestrian paths/trails and bike amenities.More frequent and reliable bus service.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).Local community shuttle/charity services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Important	Important	Moderately Important	Moderately Important	Moderately Important	Moderately Important	Probably	Probably	Possibly	Possibly	Probably	Probably	Probably	Possibly	Probably	Possibly	92094	92094-05.74	110,000 K* 169,000	Caucasian/White	mark.m.cahoy@usmc.mil	3/31/2022 2:38	3/31/2022 14:30	9207990400	
0u0u0d0w0t0m0t0z0b0d0h0g0t4	Local community shuttle/charity services.Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Moderately Important	Very Important	Important	Moderately Important	Moderately Important	Important	Probably	Probably	Probably	Definitely	Definitely	Probably Not	Possibly	Possibly	Definitely	Definitely	92051	92051-05.74	Less than 30,000	Caucasian/White	ngurazette@gmail.com	3/31/2022 1:48	3/31/2022 15:57	9214805040	
u0z4p0t0v0t0z0t0z0u0d0g0y0m	Improved bike and pedestrian paths/trails and bike amenities.Local community shuttle/charity services.Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Very Important	Very Important	Important	Important	Important	Important	Probably	Probably	Probably Not	Definitely	Definitely	Probably Not	Probably	Definitely Not	Definitely	Definitely	92020	92012-35.44	80,000 K* 109,000	Caucasian/White	shewarling@outlook.com	3/31/2022 0:53	3/31/2022 0:56	920848040	
4t11g0t0z0h0t0B0t0p0t0z0t4	More frequent and reliable train service.Local community shuttle/charity services.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Very Important	Very Important	Very Important	Moderately Important	Very Important	Very Important	Definitely Not	Definitely Not	Definitely Not	Possibly	Definitely	Probably	Definitely Not	Probably	Definitely Not	Definitely		92073-45.54		Prefer not to answer	Prefer not to answer	revelynstosher@hotmail.com	3/31/2022 0:08	3/31/2022 0:11	920806200
u0t4h0z0t0z0u0d0g0y0m	More frequent and reliable train service.Local community shuttle/charity services.Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Important	Important	Moderately Important	Important	Important	Important	Possibly	Possibly	Possibly	Possibly	Possibly	Possibly	Possibly	Possibly	Possibly	Possibly	92097	92020-25.34	110,000 K* 169,000	Other		3/30/2022 22:14	3/30/2022 22:46	920774800	
0z0g0m1z0f0t0z0t0z0u0d0g0y0m	Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).More frequent and reliable train service.Local community shuttle/charity services.Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Very Important	Important	Very Important	Slightly Important	Very Important	Moderately Important	Probably Not	Definitely	Definitely	Possibly	Possibly	Possibly	Definitely	Definitely	Possibly	Possibly	92088	92053-55.64		Prefer not to answer	Caucasian/White		3/30/2022 22:30	3/30/2022 23:38	920778480
1J0v3t0z0t0z0u0d0g0y0m	Improved bike and pedestrian paths/trails and bike amenities.Local community shuttle/charity services.Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	92026	92026-35.44	170,000 or more	Latino/Hispanic	edreanmari@gmail.com	3/30/2022 21:08	3/30/2022 21:09	920723508	
0z0B0t0z0h0t0B0t0p0t0z0t4	Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).More frequent and reliable bus service.Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	92037	92091-75 or older	110,000 K* 169,000	Latino/Hispanic	larynarece@gmail.com	3/30/2022 20:55	3/30/2022 20:59	9207214000	
1t0h0v0t0z0t0z0u0g0t0z0t0z01907	Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).More frequent and reliable bus service.Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Important	Important	Important	Important	Important	Important	Possibly	Possibly	Possibly	Definitely	Definitely	Probably	Possibly	Probably	Possibly	Definitely	90005	92708-25.34	170,000 or more	Latino/Hispanic		3/30/2022 17:38	3/30/2022 17:40	920405010101	
0u0z0t0z0p0t0z0t0z0u0d0g0y0m	More frequent and reliable train service.Local community shuttle/charity services.Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Very Important	Very Important	Very Important	Very Important	Very Important	Important	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	92063	92063-05.74		Prefer not to answer	Caucasian/White	alandine@yahoo.com	3/30/2022 17:28	3/30/2022 17:33	9207129400
0t0u0t0z0t0z0u0d0g0y0m	More frequent and reliable bus service.Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Possibly	Definitely	Definitely	Possibly	Possibly	Definitely	Definitely	Definitely	Definitely	Definitely	92053	92053-75 or older	Less than 30,000	Caucasian/White	eng802@gmail.com	3/30/2022 16:40	3/30/2022 16:51	9204306301	
1t0h0v0t0z0t0z0u0g0t0z0t0z01907	Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).More frequent and reliable bus service.Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Moderately Important	Very Important	Slightly Important	Important	Moderately Important	Moderately Important	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Probably Not	Definitely Not	Probably	Definitely	Definitely	92020	92020-05.74	170,000 or more	Caucasian/White		3/30/2022 16:31	3/30/2022 16:39	920666070	
0m1x0t0z70h0t0z220g0t0e010g	Improved bike and pedestrian paths/trails and bike amenities.Local community shuttle/charity services.Improved bike and pedestrian paths/trails and bike amenities.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Important	Moderately Important	Unimportant	Unimportant	Unimportant	Unimportant	Definitely Not	Probably	Definitely Not	Definitely Not	Definitely Not	Probably Not	Definitely Not	Possibly	Possibly	Definitely	92091	92091-55.64	110,000 K* 169,000	Caucasian/White	haviyani@yahoo.com	3/30/2022 15:47	3/30/2022 15:50	920450741101	
u0t4h0z0t0z0u0d0g0y0m	Improved bike and pedestrian paths/trails and bike amenities.Local community shuttle/charity services.Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).More frequent and reliable bus service.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation services.Free and secure bike parking at key locations.Universal fare pass that works across multiple transportation services.	Increased walking and biking safety measures, including separation from vehicle traffic/Universal fare pass that works across multiple transportation																									







REGIONS / SPANISH	"Recognizing that future funding is limited, rank the following types of transportation services for funding priority."	"Choosing a new car travel option can help reduce emissions and congestion. Prioritize the following in order of how they would consider a new car travel option."	Bike lanes/paths that are safe for pedestrians to walk comfortably, separated from traffic when needed.	Dedicated bus lanes so that buses can compete with car travel times.	Safe and accessible transit stops, with amenities such as shelters, benches, and lighting to increase comfort, convenience, and visibility.	Street roundabouts, curb extensions, and other elements that increase safety for pedestrians and bicyclists.	Carpool and vanpool subsidies.	Metrolink and bus pass subsidies.	Microtransit/shared ride (OC Flex and Uber/Lyft) subsidies.	Bikeshare subsidies.	Telework subsidies.	Carpool or vanpool.	Take transit (such as bus, train, or bike) subsidies.	Microtransit/shared ride (OC Flex and Uber/Lyft).	Walk or bike.	Telework.	"Thanks for your input! Now, please tell us a little about yourself."				"What's your combined annual household income?"	"What ethnic group do you consider yourself a part of? (or feel closest to)?"	"Sign up to receive project updates and meeting notices!"			
																	Start Date (UTC)	Submit Date (UTC)	Network ID	"What's your job title or role?"				"What's your home zip code?"	"What's your age range?"	
01p3d4n9y6m5d1R2d43z3p55	More frequent and reliable bus service. More frequent and reliable train service. Local community shuttle/rolley services. Improved bike and pedestrian paths/trails and bike amenities. Local community shuttle/rolley services. Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft).	Universal fare pass that works across multiple transportation services. Free and secure bike parking at key locations. Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft). Easy connections between multiple transportation services (such as Metrolink to bikeshare). Availability of bikeshare, e-bike, e-scooters. Increased walking and biking safety measures, including separation from vehicle traffic.	Important	Important	Important	Important	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	92706	92843	14-24	80,000 \$4	100,000	Latino/Hispanic	netcdt1@hotmail.com	3/23/2022 12:54	3/23/2022 23:48	348193832
01p3d4n9y6m5d1R2d43z3p55	Improved bike and pedestrian paths/trails and bike amenities. More frequent and reliable train service. More frequent and reliable bus service. Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft). Local community shuttle/rolley services.	Universal fare pass that works across multiple transportation services. Free and secure bike parking at key locations. Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft). Easy connections between multiple transportation services (such as Metrolink to bikeshare). Availability of bikeshare, e-bike, e-scooters. Increased walking and biking safety measures, including separation from vehicle traffic.	Very important	Very important	Important	Important	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	92706	92843	14-24	80,000 \$4	100,000	Latino/Hispanic	netcdt1@hotmail.com	3/23/2022 12:54	3/23/2022 23:48	348193832
01p3d4n9y6m5d1R2d43z3p55	More frequent and reliable bus service. Local community shuttle/rolley services. Improved bike and pedestrian paths/trails and bike amenities. More frequent and reliable train service. Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft). Local community shuttle/rolley services.	Universal fare pass that works across multiple transportation services. Free and secure bike parking at key locations. Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft). Easy connections between multiple transportation services (such as Metrolink to bikeshare). Availability of bikeshare, e-bike, e-scooters. Increased walking and biking safety measures, including separation from vehicle traffic.	Very important	Very important	Important	Important	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	92706	92843	14-24	80,000 \$4	100,000	Latino/Hispanic	netcdt1@hotmail.com	3/23/2022 12:54	3/23/2022 23:48	348193832
01p3d4n9y6m5d1R2d43z3p55	More frequent and reliable bus service. Local community shuttle/rolley services. Improved bike and pedestrian paths/trails and bike amenities. More frequent and reliable train service. Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft). Local community shuttle/rolley services.	Universal fare pass that works across multiple transportation services. Free and secure bike parking at key locations. Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft). Easy connections between multiple transportation services (such as Metrolink to bikeshare). Availability of bikeshare, e-bike, e-scooters. Increased walking and biking safety measures, including separation from vehicle traffic.	Very important	Very important	Important	Important	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	92706	92843	14-24	80,000 \$4	100,000	Latino/Hispanic	netcdt1@hotmail.com	3/23/2022 12:54	3/23/2022 23:48	348193832
01p3d4n9y6m5d1R2d43z3p55	More frequent and reliable bus service. Local community shuttle/rolley services. Improved bike and pedestrian paths/trails and bike amenities. More frequent and reliable train service. Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft). Local community shuttle/rolley services.	Universal fare pass that works across multiple transportation services. Free and secure bike parking at key locations. Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft). Easy connections between multiple transportation services (such as Metrolink to bikeshare). Availability of bikeshare, e-bike, e-scooters. Increased walking and biking safety measures, including separation from vehicle traffic.	Very important	Very important	Important	Important	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	92706	92843	14-24	80,000 \$4	100,000	Latino/Hispanic	netcdt1@hotmail.com	3/23/2022 12:54	3/23/2022 23:48	348193832
01p3d4n9y6m5d1R2d43z3p55	More frequent and reliable bus service. Local community shuttle/rolley services. Improved bike and pedestrian paths/trails and bike amenities. More frequent and reliable train service. Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft). Local community shuttle/rolley services.	Universal fare pass that works across multiple transportation services. Free and secure bike parking at key locations. Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft). Easy connections between multiple transportation services (such as Metrolink to bikeshare). Availability of bikeshare, e-bike, e-scooters. Increased walking and biking safety measures, including separation from vehicle traffic.	Very important	Very important	Important	Important	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	92706	92843	14-24	80,000 \$4	100,000	Latino/Hispanic	netcdt1@hotmail.com	3/23/2022 12:54	3/23/2022 23:48	348193832
01p3d4n9y6m5d1R2d43z3p55	More frequent and reliable bus service. Local community shuttle/rolley services. Improved bike and pedestrian paths/trails and bike amenities. More frequent and reliable train service. Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft). Local community shuttle/rolley services.	Universal fare pass that works across multiple transportation services. Free and secure bike parking at key locations. Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft). Easy connections between multiple transportation services (such as Metrolink to bikeshare). Availability of bikeshare, e-bike, e-scooters. Increased walking and biking safety measures, including separation from vehicle traffic.	Very important	Very important	Important	Important	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	92706	92843	14-24	80,000 \$4	100,000	Latino/Hispanic	netcdt1@hotmail.com	3/23/2022 12:54	3/23/2022 23:48	348193832
01p3d4n9y6m5d1R2d43z3p55	More frequent and reliable bus service. Local community shuttle/rolley services. Improved bike and pedestrian paths/trails and bike amenities. More frequent and reliable train service. Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft). Local community shuttle/rolley services.	Universal fare pass that works across multiple transportation services. Free and secure bike parking at key locations. Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft). Easy connections between multiple transportation services (such as Metrolink to bikeshare). Availability of bikeshare, e-bike, e-scooters. Increased walking and biking safety measures, including separation from vehicle traffic.	Very important	Very important	Important	Important	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	92706	92843	14-24	80,000 \$4	100,000	Latino/Hispanic	netcdt1@hotmail.com	3/23/2022 12:54	3/23/2022 23:48	348193832
01p3d4n9y6m5d1R2d43z3p55	More frequent and reliable bus service. Local community shuttle/rolley services. Improved bike and pedestrian paths/trails and bike amenities. More frequent and reliable train service. Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft). Local community shuttle/rolley services.	Universal fare pass that works across multiple transportation services. Free and secure bike parking at key locations. Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft). Easy connections between multiple transportation services (such as Metrolink to bikeshare). Availability of bikeshare, e-bike, e-scooters. Increased walking and biking safety measures, including separation from vehicle traffic.	Very important	Very important	Important	Important	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	92706	92843	14-24	80,000 \$4	100,000	Latino/Hispanic	netcdt1@hotmail.com	3/23/2022 12:54	3/23/2022 23:48	348193832
01p3d4n9y6m5d1R2d43z3p55	More frequent and reliable bus service. Local community shuttle/rolley services. Improved bike and pedestrian paths/trails and bike amenities. More frequent and reliable train service. Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft). Local community shuttle/rolley services.	Universal fare pass that works across multiple transportation services. Free and secure bike parking at key locations. Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft). Easy connections between multiple transportation services (such as Metrolink to bikeshare). Availability of bikeshare, e-bike, e-scooters. Increased walking and biking safety measures, including separation from vehicle traffic.	Very important	Very important	Important	Important	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	92706	92843	14-24	80,000 \$4	100,000	Latino/Hispanic	netcdt1@hotmail.com	3/23/2022 12:54	3/23/2022 23:48	348193832
01p3d4n9y6m5d1R2d43z3p55	More frequent and reliable bus service. Local community shuttle/rolley services. Improved bike and pedestrian paths/trails and bike amenities. More frequent and reliable train service. Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft). Local community shuttle/rolley services.	Universal fare pass that works across multiple transportation services. Free and secure bike parking at key locations. Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft). Easy connections between multiple transportation services (such as Metrolink to bikeshare). Availability of bikeshare, e-bike, e-scooters. Increased walking and biking safety measures, including separation from vehicle traffic.	Very important	Very important	Important	Important	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	92706	92843	14-24	80,000 \$4	100,000	Latino/Hispanic	netcdt1@hotmail.com	3/23/2022 12:54	3/23/2022 23:48	348193832
01p3d4n9y6m5d1R2d43z3p55	More frequent and reliable bus service. Local community shuttle/rolley services. Improved bike and pedestrian paths/trails and bike amenities. More frequent and reliable train service. Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft). Local community shuttle/rolley services.	Universal fare pass that works across multiple transportation services. Free and secure bike parking at key locations. Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft). Easy connections between multiple transportation services (such as Metrolink to bikeshare). Availability of bikeshare, e-bike, e-scooters. Increased walking and biking safety measures, including separation from vehicle traffic.	Very important	Very important	Important	Important	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	92706	92843	14-24	80,000 \$4	100,000	Latino/Hispanic	netcdt1@hotmail.com	3/23/2022 12:54	3/23/2022 23:48	348193832
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[illegible]





[illegible]

# **Appendix C**

## **Outreach Results and Analytics**

- Appendix C.1 Virtual Meeting Room Google Analytics**
- Appendix C.2 Geofencing Analytics**
- Appendix C.3 Comments Collected Matrix**



# **Appendix C**

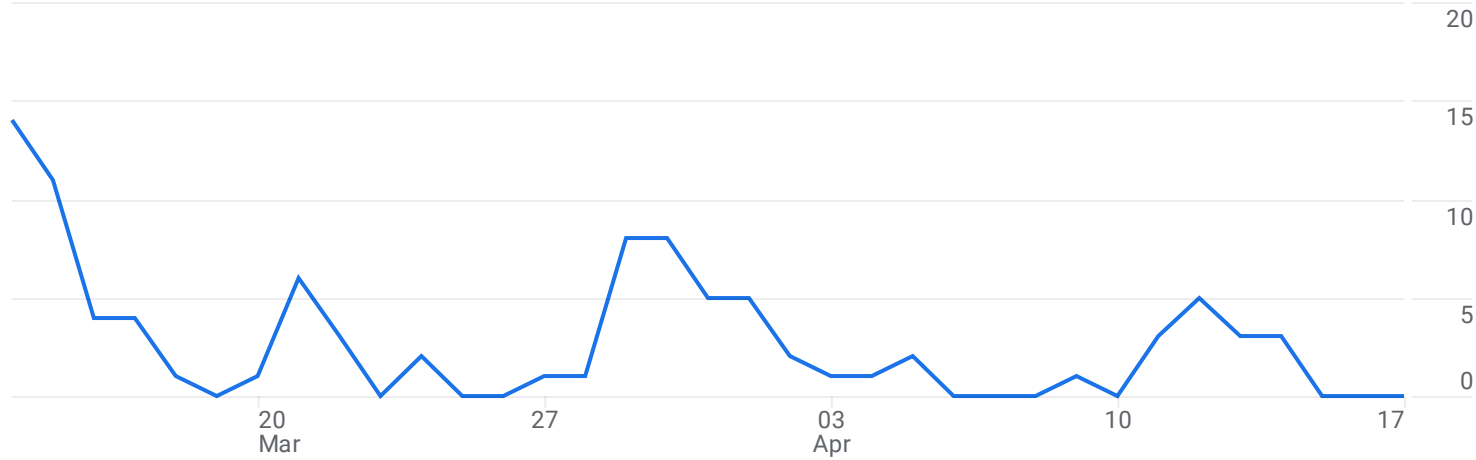
## **Appendix C.1 Virtual Meeting Room Google Analytics**

Acquisition overview

Custom Mar 14 - Apr 17, 2022

All Users Add comparison

Users 74 New users 68



New users by First user default channel grouping

FIRST USER DEFAULT CH...	NEW USERS
Referral	43
Direct	25

View user acquisition

Sessions by Session default channel grouping

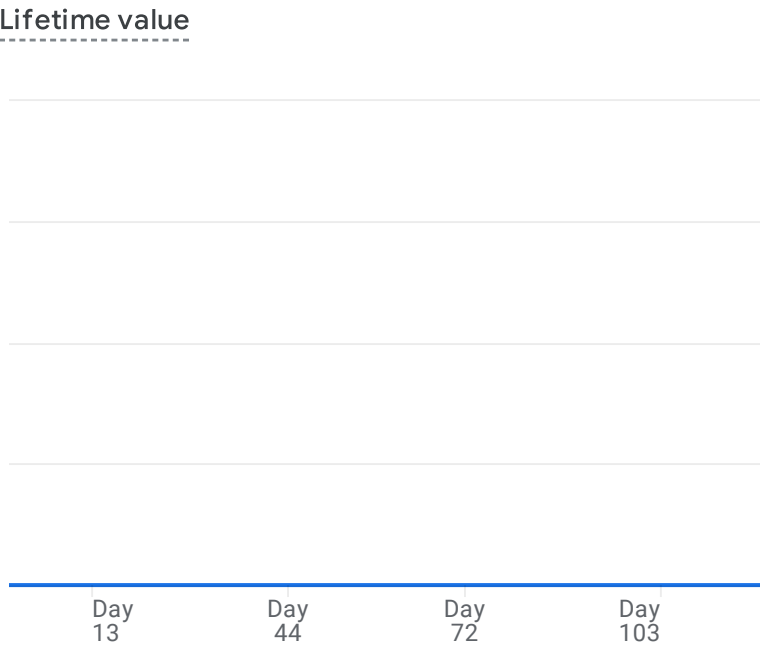
SESSION DEFAULT CHAN...	SESSIONS
Referral	64
Direct	59
Unassigned	2

View traffic acquisition

Sessions by Session Google Ads campai...

SESSION GOOGLE ...	SESSIONS
No data available	

View Google Ads campaigns



Last 120 days ending Apr 17

Engagement overview

Custom Mar 14 - Apr 17, 2022

All Users Add comparison

Average engagement time 2m 16s

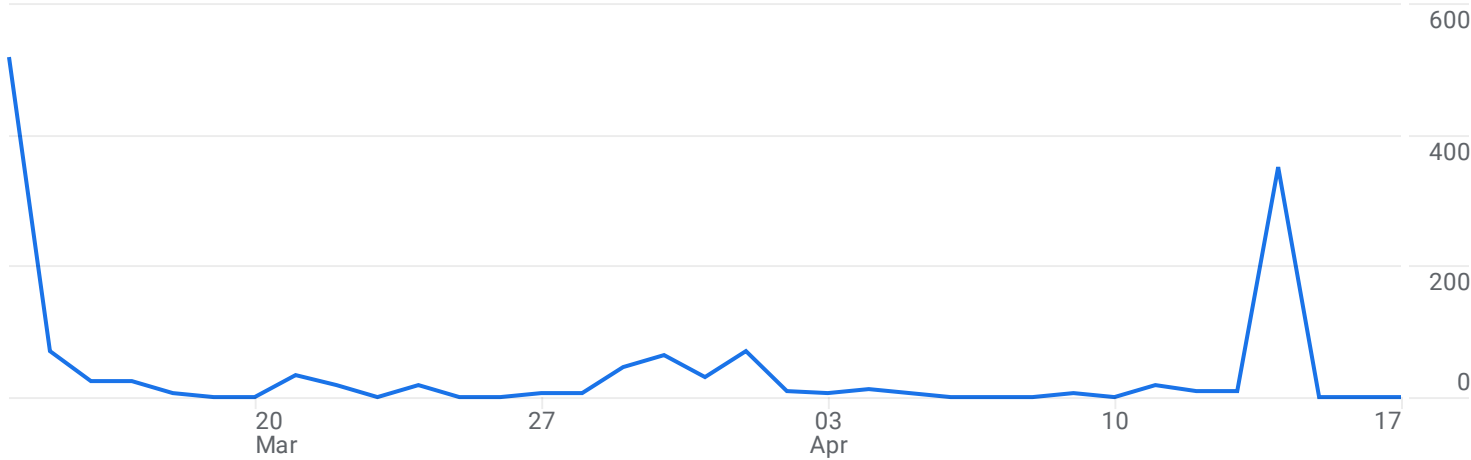
Engaged sessions per user 1.3

Average engagement time per session 1m 21s



Views 1.4K

Event count 3K



Event count by Event name

EVENT NAME	EVENT COUNT
page_view	1.4K
scroll	1.1K
user_engagement	371
session_start	123
first_visit	68
click	7

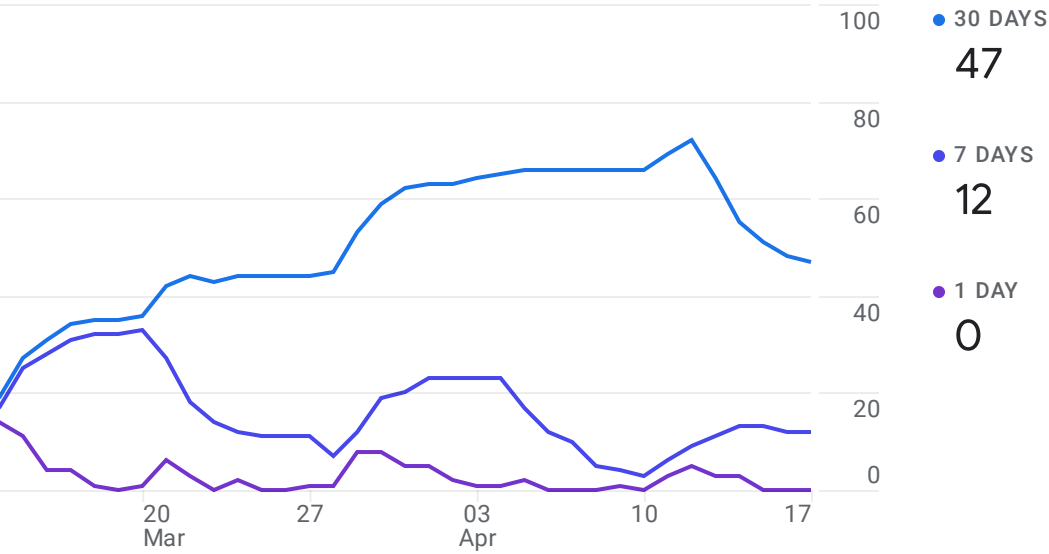
[View events](#)

Views by Page title and screen class

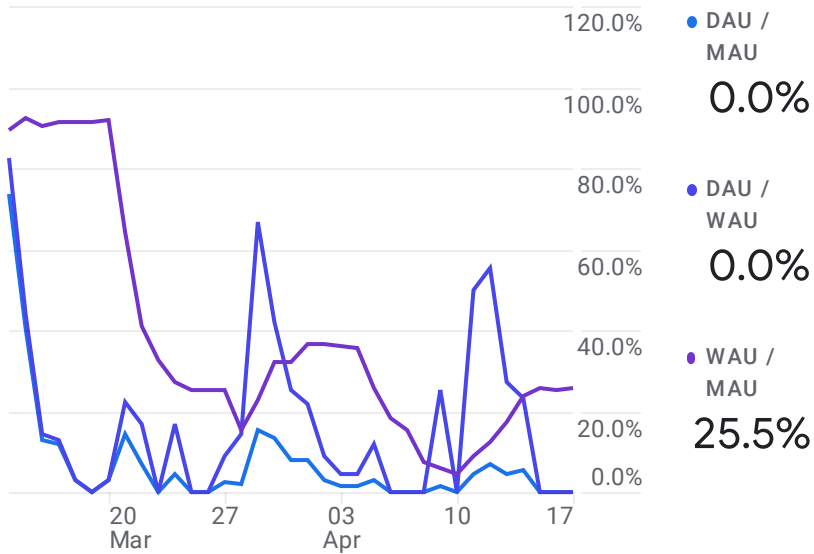
PAGE TITLE AND SCREEN CLASS	VIEWS
OCTA - Multimodal Transportation Study	1.1K
OCTA - SOCMTS	243

[View pages and screens](#) →

User activity over time



User stickiness



# Appendix C

## Appendix C.2 Geofencing Analytics

Static Ad Performance

377,076

Impressions

486

Clicks

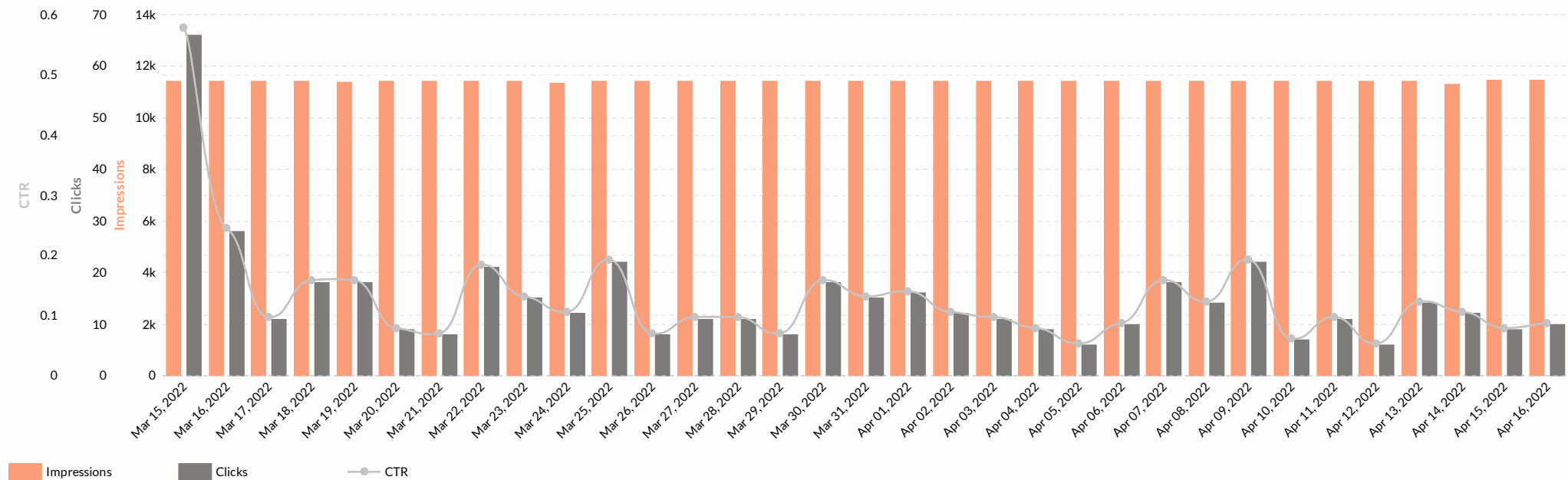
0.13%

CTR

Campaign Breakdown

Client	Campaign	Impressions	Clicks	CTR	Video Completion Rate
Total		377,076	486	0.13%	-
Orange County Transportation Authority	MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	270,304	334	0.12%	-
Orange County Transportation Authority	MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	56,573	67	0.12%	-
Orange County Transportation Authority	MBI Media_Orange County Transportation Authority_Korean Language_AGF_Static_3/15/22-4/18/22	25,140	39	0.16%	-
Orange County Transportation Authority	MBI Media_Orange County Transportation Authority_Vietnamese Language_AGF_Static_3/15/22-4/18/22	25,059	46	0.18%	-

Overall Programmatic Trending Data



Geotargeted Locations

Grid contains more rows, but they have been clipped.

City		Impressions	Clicks	CTR
Total		377,076	486	0.13%
Aliso Viejo		8,449	14	0.17%
Capistrano Beach		1,487	1	0.07%
Corona del Mar		2,050	3	0.15%
Costa Mesa		18,935	22	0.12%
Dana Point		5,879	6	0.10%
Foothill Ranch		5,895	13	0.22%
Huntington Beach		24,901	42	0.17%
Irvine		140,785	177	0.13%
Laguna Beach		6,141	10	0.16%
Laguna Hills		6,409	5	0.08%
Laguna Niguel		19,216	20	0.10%
Laguna Woods		4,704	8	0.17%
Lake Forest		16,744	22	0.13%
Mission Viejo		17,921	23	0.13%
Newport Beach		14,770	12	0.08%
Newport Coast		2,510	4	0.16%
San Clemente		21,321	21	0.10%
San Juan Capistrano		10,691	9	0.08%
Santa Ana		18,168	27	0.15%
Silverado		252	0	0.00%

Device Breakdown

Device Type	Impressions	Clicks	CTR
Total	375,783	486	0.13%
Mobile	220,847	319	0.14%
Desktops and Laptops	117,383	103	0.09%
Tablets	37,413	62	0.17%
Connected TV	140	2	1.43%



Android Performance

96.08K  
IMPRESSIONS

141  
CLICKS

0.15%  
CTR

IOS Performance

281.00K  
IMPRESSIONS


345  
CLICKS

0.12%  
CTR

What contextual categories of sites are my ads showing up in?

Context	Impressions	Clicks	CTR
Hobbies & Special Interests	74,151	119	0.16%
Arts & Entertainment	73,552	82	0.11%
News	44,866	55	0.12%
Computer & Video Games	41,965	54	0.13%
Boardgame & Puzzles	12,305	20	0.16%
Technology & Computing	8,718	20	0.23%
Food & Drink	7,623	20	0.26%
Sports	7,416	6	0.08%
Interpersonal Relations	5,159	4	0.08%
Music	5,036	1	0.02%
Education	4,490	7	0.16%
Shopping	2,296	4	0.17%
Business	1,965	0	0.00%
Politics	1,639	0	0.00%
Personal Finance	1,445	5	0.35%


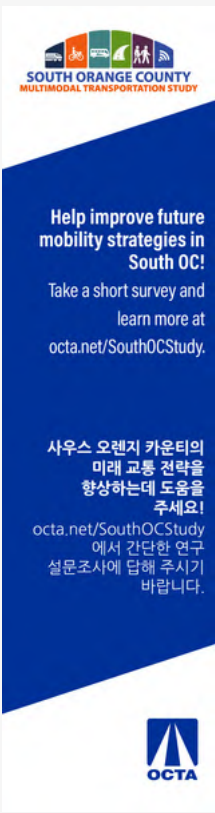


| SUMMARY GRIDS |

Zip+4 Performance					
Campaign	Plat City	Plat Zip Code	Impressions	Clicks	CTR
Total 			377,076	486	0.13%
MBI Media_Orange County Transportation Authority_Korean Language_AGF_Static_3/15/22-4/18/22	Irvine	92618-1049	6,775	5	0.07%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Irvine	92602-2461	5,415	8	0.15%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	Irvine	92602-2464	5,171	5	0.10%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	Irvine	92620-0243	4,833	10	0.21%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Irvine	92606-4501	4,580	6	0.13%
MBI Media_Orange County Transportation Authority_Korean Language_AGF_Static_3/15/22-4/18/22	Irvine	92612-0699	4,405	3	0.07%
MBI Media_Orange County Transportation Authority_Korean Language_AGF_Static_3/15/22-4/18/22	Irvine	92614-8567	4,155	5	0.12%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	Irvine	92606-0829	3,755	5	0.13%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	San Clemente	92672-0000	3,472	4	0.12%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	Irvine	92618-1303	3,463	7	0.20%
MBI Media_Orange County Transportation Authority_Korean Language_AGF_Static_3/15/22-4/18/22	Irvine	92620-2501	3,334	14	0.42%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	Tustin	92780-5126	3,317	1	0.03%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Tustin	92780-6364	3,251	5	0.15%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	Irvine	92620-3548	2,753	2	0.07%
MBI Media_Orange County Transportation Authority_Korean Language_AGF_Static_3/15/22-4/18/22	Irvine	92602-2433	2,639	7	0.27%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Irvine	92606-1790	2,443	5	0.20%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Irvine	92612-5691	2,429	4	0.16%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Huntington Beach	92646-7335	2,176	2	0.09%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	San Juan Capistrano	92675-2716	2,145	3	0.14%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	Irvine	92602-2459	2,069	1	0.05%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Tustin	92780-2706	2,006	7	0.35%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Irvine	92604-8605	1,940	1	0.05%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Irvine	92618-0301	1,888	3	0.16%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Costa Mesa	92626-2342	1,742	3	0.17%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Laguna Niguel	92677-1225	1,669	2	0.12%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	Irvine	92614-5429	1,652	2	0.12%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Corona Del Mar	92625-1113	1,640	0	0.00%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Newport Beach	92660-7129	1,633	0	0.00%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Newport Coast	92657-1516	1,457	2	0.14%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Irvine	92617-4040	1,435	0	0.00%

Apps and Domains Where Ads Were Served

Campaign	Domain	Impressions	Clicks	CTR
Total ⓘ		377,076	486	0.13%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	com.pixel.art.coloring.color.number	6,488	19	0.29%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	https://eldenring.wiki.fextralife.com	14,912	10	0.07%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	1407852246	3,588	8	0.22%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	https://eldenring.wiki.fextralife.com	5,655	7	0.12%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	1466197423	708	7	0.99%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	1163786766	3,172	7	0.22%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	com.onelouder.baconreader	3,117	6	0.19%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	1163786766	1,307	6	0.46%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	com.americasbestpics	2,902	6	0.21%
MBI Media_Orange County Transportation Authority_Vietnamese Language_AGF_Static_3/15/22-4/18/22	jp.gocro.smartnews.android	312	5	1.60%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	com.easybrain.jigsaw.puzzles	1,805	5	0.28%
MBI Media_Orange County Transportation Authority_Korean Language_AGF_Static_3/15/22-4/18/22	1207472156	203	5	2.46%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	https://www.the-sun.com	2,015	5	0.25%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	366247306	3,006	5	0.17%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	642831690	1,152	5	0.43%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	1207472156	3,777	4	0.11%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	com.peoplefun.wordsearch	674	4	0.59%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	block.puzzle.sudoku.free.game.classic.offline	501	4	0.80%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	https://www.newsnow.co.uk	265	4	1.51%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	https://www.dailymail.co.uk	13,769	4	0.03%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	com.gma.water.sort.puzzle	827	4	0.48%
MBI Media_Orange County Transportation Authority_Vietnamese Language_AGF_Static_3/15/22-4/18/22	336580901	130	3	2.31%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	495583717	554	3	0.54%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	1313561414	842	3	0.36%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	https://www.chess.com	2,087	3	0.14%

Ad Performance

Ad	Preview	Impressions	Clicks	CTR
Total 		377,076	486	0.13%
OCTA-SOCMTS-ENG-KOREAN-Phase2-Geofencing-160x600.jpg		1,039	4	0.38%
OCTA-SOCMTS-ENG-KOREAN-Phase2-Geofencing-300x250.png		6,577	5	0.08%
OCTA-SOCMTS-ENG-KOREAN-Phase2-Geofencing-300x50.png		1,291	7	0.54%

<p>OCTA-SOCMTS-ENG-KOREAN-Phase2-Geofencing-300x600.jpg</p>		<p>647</p> <p>2</p> <p>0.31%</p>
<p>OCTA-SOCMTS-ENG-KOREAN-Phase2-Geofencing-320x50.png</p>		<p>9,394</p> <p>8</p> <p>0.09%</p>
<p>OCTA-SOCMTS-ENG-KOREAN-Phase2-Geofencing-728x90.png</p>		<p>5,821</p> <p>12</p> <p>0.21%</p>
<p>OCTA-SOCMTS-ENG-KOREAN-Phase2-Geofencing-970x90.png</p>		<p>371</p> <p>1</p> <p>0.27%</p>

<p>OCTA-SOCMTS-ENG-Simplified-Chinese-Phase2-Geofencing-160x600.jpg</p>		<p>5,208</p> <p>8</p> <p>0.15%</p>
<p>OCTA-SOCMTS-ENG-Simplified-Chinese-Phase2-Geofencing-300x250.png</p>		<p>13,327</p> <p>10</p> <p>0.08%</p>
<p>OCTA-SOCMTS-ENG-Simplified-Chinese-Phase2-Geofencing-300x50.png</p>		<p>2,374</p> <p>4</p> <p>0.17%</p>

OCTA-SOCMTS-ENG-Simplified-Chinese-Phase2-Geofencing-300x600.jpg		1,197	1	0.08%
OCTA-SOCMTS-ENG-Simplified-Chinese-Phase2-Geofencing-320x50.png		20,612	36	0.17%
OCTA-SOCMTS-ENG-Simplified-Chinese-Phase2-Geofencing-728x90.png		12,581	7	0.06%
OCTA-SOCMTS-ENG-Simplified-Chinese-Phase2-Geofencing-970x90.png		1,274	1	0.08%



<p>OCTA-SOCMTS-ENG-SPAN-Phase2-Geofencing-ver02-160x600.jpg</p>		11,250	12	0.11%
<p>OCTA-SOCMTS-ENG-SPAN-Phase2-Geofencing-ver02-300x250.png</p>		55,542	52	0.09%
<p>OCTA-SOCMTS-ENG-SPAN-Phase2-Geofencing-ver02-300x50.png</p>		15,107	27	0.18%



OCTA-SOCMTS-ENG-SPAN-Phase2-Geofencing-ver02-300x600.jpg

**Help improve future mobility strategies in South OC!**

Take a short survey and learn more at [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).

**¡Ayude a mejorar las futuras estrategias de movilidad en el sur de OC!**

Realice una breve encuesta para el Estudio y obtenga más información en [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).



6,298

9

0.14%

OCTA-SOCMTS-ENG-SPAN-Phase2-Geofencing-ver02-320x50.png

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120,894


135

0.11%

OCTA-SOCMTS-ENG-SPAN-Phase2-Geofencing-ver02-728x90.png

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57,641


92

0.16%

OCTA-SOCMTS-ENG-SPAN-Phase2-Geofencing-ver02-970x90.png

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Take a short survey and learn more at [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).

**¡Ayude a mejorar las futuras estrategias de movilidad en el sur de OC!**  
Realice una breve encuesta para el Estudio y obtenga más información en [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).



3,572

7

0.20%

<p>OCTA-SOCMTS-ENG-VIET-Phase2-Geofencing-ver02_160x600.jpg</p>		<p>1,888</p> <p>2</p> <p>0.11%</p>
<p>OCTA-SOCMTS-ENG-VIET-Phase2-Geofencing-ver02_300x250.png</p>		<p>6,306</p> <p>16</p> <p>0.25%</p>
<p>OCTA-SOCMTS-ENG-VIET-Phase2-Geofencing-ver02_300x50.png</p>		<p>1,115</p> <p>3</p> <p>0.27%</p>

<p>OCTA-SOCMTS-ENG-VIET-Phase2-Geofencing-ver02_300x600.jpg</p>		<p>778</p>	<p>3</p>	<p>0.39%</p>
<p>OCTA-SOCMTS-ENG-VIET-Phase2-Geofencing-ver02_320x50.png</p>		<p>8,420</p>	<p>7</p>	<p>0.08%</p>
<p>OCTA-SOCMTS-ENG-VIET-Phase2-Geofencing-ver02_728x90.png</p>		<p>6,116</p>	<p>14</p>	<p>0.23%</p>
<p>OCTA-SOCMTS-ENG-VIET-Phase2-Geofencing-ver02_970x90.png</p>		<p>436</p>	<p>1</p>	<p>0.23%</p>

# Appendix C

## Appendix C.3 Comments Collected Matrix

#	Organization	First Name	Last Name	Date	Time	Submission Type	Message
#	Phase 3 (03/15-4/15)						
1		Pat	Douglas	03/20/22	2:12 PM	Email	<p>Hello,</p> <p>Please consider funneling traffic inland to the 15. Our freeway and streets reached full capacity years ago. We cannot ride bikes, which have "bike lanes", on streets like del Obispo or Camino Capistrano as cars come too close. If they don't hit you the wind knocks you off balance.</p> <p>Last time I took the bus a lady got up to leave and left a puddle on the seat. Never rode the bus again. BTW, busses tie up traffic always. Don't ever get stuck riding a bike near the rear of a bus. The exhaust is awful.</p> <p>The only way to turn left from Denaults on del Obispo in SJC most times is to drive through parking lots to get to Camino Cap and hopefully be able to get onto that street, cross lanes, to hopefully make it to the left turn lane for del Obispo. Just wears you out.</p> <p>No more developments. No more extra lanes on freeways.</p> <p>No more toll roads or extensions. No more funneling toll roads to the 5 at Camp Pendleton for a gigantic bottle neck.</p> <p>That is just an excuse to get the public to beg for more public roads through the Base. Exactly what drooling pols and developers have wanted for years as they want to develop the Base. American safety be damned - they want money.</p> <p>Send traffic to the 15, please!</p> <p>We pray more folks move to Texas, Florida, anywhere.</p> <p>Sincerely, PJDouglas</p>
2		Michael	Young Shin	03/22/22	12:05 AM	VMR Registration	N/A
3		Michael	Young Shin	03/22/22	2:50 AM	Online Comment Form VMR	<p>Instead of subsidies for rideshare, I would rather see the money go towards more substantive improvements such as the expansion of the public transportation network like more bus routes, better/protected bike lanes, etc.</p> <p>The Irvine train station is inaccessible from the North, and the nearest rail crossings are far away. This is a very wide obstacle for pedestrian and cyclist travel around the station, especially from the station to the Great Park, a major destination.</p> <p>Another major destination near the station is the Irvine Spectrum. If there isn't already some shuttle service from the train station to the Irvine Spectrum, that would be useful especially on the weekends.</p> <p>Many road bridges that I've crossed in Irvine lack bicycle lanes. On the typical approach to bridges, the bicycle lane abruptly stops, and then the right-most lane is a highway on-ramp, which splits off the to the right, so the cyclist has to make 2+ lane-changes into high-speed car traffic to continue onto the bridge. Cycling on the bridge has an extra risk, where the cyclist might be obscured from the driver's vision by the curve of the bridge. In 2020, a young lady cyclist was murdered by a hit-and-run car driver near the on-ramp to the 405 Freeway at Jeffrey Road. Because of these reasons, I tend to go on the sidewalk to cross the bridges.</p> <p>Dedicated bicycle parking is lacking in many strip malls. For example, I could not find bicycle parking at the Laguna Hills DMV. All destinations should have bicycle parking (not the bad bike parking spots where it's hard to lock the bike frame against the parking structure).</p> <p>The few times that I wanted to ride a bus (weekend leisure trips &gt;30 mins on bike), I couldn't because Route 86, which could take me to my destinations, didn't run on the weekends.</p> <p>Car congestion is an issue on the Laguna Canyon Road between Irvine and Laguna. I see that there is a Laguna Beach Summer Breeze Trolley, but it only runs in the summer. It should instead run year-round (perhaps with less frequent service during lower-use seasons). Its route should be extended to the Irvine train station to give residents of Laguna Beach access to the train network, and to give residents on the train network access to Laguna Beach.</p> <p>The trolley could also get new stops on the Laguna Coast Wilderness Park hiking trail entrances/staging areas.</p> <p>We need to reverse the suburban sprawl and transform cities into dense, walkable urbanist community-scale cities, especially around transport corridors- e.g. tall condos and amenities around the Irvine train station.</p>
4		Bill	Sellin	03/23/22		Written Comment at Public Meeting	How many 'participants' many are here?
5		Bill	Sellin	03/23/22		Written Comment at Public Meeting	Can you show suervey responses?
6		Michael	Shin	03/23/22		Written Comment at Public Meeting	Michael. In the online survey, there was a reference to a telework subsidy. How would that work?
7		Anonymous Attendee		03/23/22		Written Comment at Public Meeting	What is OC Transit doing for those that utilize OC Access services to cut ride times and increase reliability? I have heard stories from several OC Access riders that have experienced several hour delays, multi-hour trips, and Access vans that do not show up and deeming the trip a "no-show" on the Access rider.
8		Steven		03/23/22		Written Comment at Public Meeting	What is OCTA doing in response to measures (such as measure M) that might create systemic barriers to better public transit? context: I believe one of the presenters mentioned commitments required that may or may not be beneficial for the public
9		John	Garay	03/23/22		Written Comment at Public Meeting	could credits to super shuttle also be a option?
10		Michael	Shin	03/23/22		Written Comment at Public Meeting	Has OCTA, or could it, use its studies to make recommendations to the city planning committees to encourage dense urbanist development around transportation corridors that will ameliorate transportation issues?
11		Ana	Salgado	03/23/22		Written Comment at Public Meeting	<p>Que pueden hacer, para mejorar la terminal de Newport Beach? En la tarde noche hay muchos desamparados durmiendo aquí, y si da un poco de miedo , especialmente ya muy tarde cuando venimos de trabajo</p> <p>VERBAL FROM INTERPRETER:</p> <p>What can you do to improve the Newport Beach Terminal? In the evening there is a lot of homeless that sleep in here and it's a little scary. Especially late at night when we come home from work.</p>



#	Organization	First Name	Last Name	Date	Time	Submission Type	Message
12		Ana	Salgado	03/23/22		Written Comment at Public Meeting	<p>Me gustaría un poco de mejoras en el autobús #1 viajan demasiados desamparados , justo en este bus tome hace una hora, venían sin tapabocas, cambiándose la ropa, es incómodo</p> <p>VERBAL FROM INTERPRETER: I would like to see some improvements in the #1 bus. There is too many homeless people traveling. I just took this bus an hour ago and they came without masks and were changing their clothing there. It's uncomfortable.</p>
13		John	Garay	03/23/22		Written Comment at Public Meeting	does OCTA have a role or plan on getting the 73. 261 and 241 deb paid off to make them public freeways.
14		Anonymous Attendee		03/23/22		Written Comment at Public Meeting	<p>Esto no es una pregunta , es un agradecimiento por la oferta de los pases autobuses, por darnos bajo precio ,</p> <p>VERBAL FROM INTERPRETER: This is not a question, it is a thank you for giving us the bus pass offer at a low price.</p>
15		María		03/23/22		Written Comment at Public Meeting	What is going to be done so people know about the improvements and the options that are out there for the transportation instead of their own cars? Because I found it very interesting hearing from you that it is very important that everyone is aware of it
16		Michael	Shin	03/23/22		Written Comment at Public Meeting	Will the recording of this meeting be made available publicly? I had to step away for a while.
17		Maria	Shin	03/23/22		Written Comment at Public Meeting	Thank you
18		Bill	Sellin	03/23/22		Verbal Comment at Public Meeting	Hi this is Bill, I figured out how to unmute now. The survey results were not being displayed so we couldn't see the hard numbers come in. I also don't know how many people are here besides me. It seemed like my scores were winning at least every time.
19		Maria		03/23/22		Verbal Comment at Public Meeting	Hi, thank you for including me in this program. For me it's important the questions because I have low visions and I am legally blind. For me I can walk but sometimes I need to take the bus when the distance is far. Sometimes, for example today, I had a medical appointment and took around 5 hours to take four buses and the distance was 2.5 miles. I needed to wait one hour for the next bus and it is difficult for me to walk because it's dangerous but it is so hard to wait an hour for one bus and another bus. This is my opinion.
20		John	Garay	03/23/22		Verbal Comment at Public Meeting	<p>Good afternoon. For the long-term stuff, OC Flex I'm curious if there is a report on how successful it is so far. So far it's limited to a few cities. If we were to advocate for the expansion in our city, what would be required of us to speak to our City Council members?</p> <p>Work from home credits, will that be an established program or something we would go to HR and advocate for as well?</p> <p>My next question is the same thing as last time with the 71 route, I feel there is a missed opportunity not to have a small modification every other bus or something into John Wayne Airport. Especially on Red Hill off of McFadden on the Main Street corridor. I feel this a major loss of revenue for OCTA, especially since the two endpoints are Newport and Yorba Linda. Thank you for your time.</p>
21		Steven		03/23/22		Verbal Comment at Public Meeting	<p>FOLLOW UP FROM WRITTEN COMMENT:</p> <p>I just moved to Orange County and I'm trying to understand funding. I guess my question is not so much for Measure M, specifically for different transit authorities they have different sources of funding and different requirements for that funding. Sometimes it will be funded for things that voters often think are very beneficial for transit, like adding extra lanes that might induce traffic, and other times it might actually help transit. My question is how does OCTA function in that role? Is it more like an executive role where they execute the law as is or is there more of a feedback period? How does that work?</p> <p>This is more of a concern and don't know if it should be highlighted or not. Maybe an example of a project that is well intentioned maybe didn't benefit the public as much as it was projected. Personally I believe there is a better way to spend this money. Aside from this, I know with Orange County the Quiet Zones have been heavily funded here, I believe some through SCRRA, and I don't know if some of that came from OCTA but the concern is a lot of that spending is a noise control solution rather than a public transit solution. A concern moving forward into the 2045 mark is with the voters or constituents not using public transit how do we get them to get on board with understanding that yes your car is fine and dandy but in order to reduce the traffic on the roads we need some of you to use something else. I'm more highlighting an issue there with the constituents rather than a solution.</p>



#	Organization	First Name	Last Name	Date	Time	Submission Type	Message
22		Thomas L	Garner JD	03/25/22	1:30 PM	Email	<p>MARISSA,</p> <p>I'm responding to your email reference feedback on 23 March 2022, unfortunately I was out of pocket and missed the meeting South Orange County Multimodal Transportation Study (SOCMTS), but I would like to input some information that may be of assistance. I would ask you to pass this on to the appropriate individual collecting this information so it can be added to the myriad of suggestions you already have.</p> <p>My background was on the Transportation Authority advisory board for supervisor John Moorlach and was there when the road improvements for South County at various on and off ramps were instituted. Also, was a sheriff's Lt at OCSD and worked traffic during my career, so I take note of traffic issues!</p> <p>One of the things that I noted then and one of the things that I will note here when they were working on the Avery offramp trying to reduce the congestion that accumulates at Avery due to people coming from the beach areas from the area of Laguna Niguel, over the farmers bridge then making a left-hand turn to the Avery intersection in order to, in many cases, go North on the eye five on ramp at that location.</p> <p>I noted then, and I will note in this document that the logistics of Avery are such that nothing can do will fix the physical dimension of that intersection so it is always going to be congested unless you provide an alternative route to the I –5 freeway as vehicles come off the farmers bridge coming from Laguna Niguel.</p> <p>"Here is that suggestion, when one comes off the farmers bridge you end up initially on Camino Capistrano which was the original and only road to San Juan Capistrano before the I –5 freeway was built. The road not only goes to Avery as you turned south, but also goes north to where it dead ends near Oso Parkway.</p> <p>That road is still viable and has utility as an egress coming off the farmers bridge, but instead of going left to Avery preceding North on Camino And eventually getting on the freeway at Oso Pkwy., North bound I –5 .what is missing is a vehicle bridge from El Camino Real to Cabot Road somewhere around merit circle.</p> <p>When the freeway was built, Camino Capistrano was cut off and no bridge over the railroad tracks was ever built. However just north of that location an access bridge was built to facilitate the shopping center area just north of Oso Parkway on the ocean side of the freeway.</p> <p>A bridge such as the one built for the shopping center would allow vehicles to go North on Camino and then exit onto Cabot in order to catch the I –5 freeway, north.</p> <p>Once that bridge is installed the congestion of vehicles coming out of Laguna Niguel over the farmers bridge trying to get on to I –5 freeway would somewhat alleviate the traffic problem.</p> <p>Further, it would assist many of the businesses along Camino Capistrano with an easier means to access the commercial areas. I took it upon myself to talk to many of the business owners in that location and they were very much in favor of such a bridge, this would include Allen Cadillac.</p> <p>Since this bridge would again opened up Camino Capistrano at the north end and allow vehicles to cross over the Caltrans and Santa Fe railroad tracks there probably are some other funding sources from these two institutions to help facilitate the construction of such a thoroughfare.</p> <p>If you look at Google maps you'll see exactly what I'm talking about, north of Oso Parkway at the freeway you'll see a bridge crossing the road tracks and going into the shopping center, a bridge similar to that on the south side of the tracks that again connects Camino Capistrano to Cabot would be ideal."</p> <p>You're asking for suggestions, this one's mind hopefully it's helpful</p> <p>Thank you in advance for your assistance passing this on to the proper individual.</p> <p>Thomas L Garner JD</p>
23		Kelly	Buchanan	03/30/22	3:40 PM	VMR Registration	N/A
24		Evelyn	Suskin	04/03/22	4:59 PM	VMR Registration	N/A
25		Carol	Church	04/05/22	3:00 PM	VMR Registration	N/A
26		Geneviève	Escure	04/11/22	1:39 PM	Email	<p>Dear Marissa,</p> <p>We need public transportation to travel from S Orange County to airports and particularly to LAX.</p> <p>Taxis are too expensive for frequent travelers like myself.</p> <p>Why have Express Airport buses been discontinued?</p> <p>Please add this option to your survey.</p> <p>Thank you,</p>

# **Appendix D**

## **Notification Materials**

<b>Appendix D.1</b>	<b>Stakeholder Communications Toolkit</b>
<b>Appendix D.2</b>	<b>Study Website</b>
<b>Appendix D.3</b>	<b>List of Organizations</b>
<b>Appendix D.4</b>	<b>Eblast #1 — Virtual Community Meeting, Survey and Virtual Meeting Room Invite</b>
<b>Appendix D.5</b>	<b>Eblast #2 — Thank You for Joining Our Virtual Community Meeting, Survey and Virtual Meeting Room Reminder</b>
<b>Appendix D.6</b>	<b>Eblast #3 — Survey and Virtual Meeting Room Last Chance</b>
<b>Appendix D.7</b>	<b>Virtual Community Meeting, Survey and Virtual Meeting Room Postcard (English; Spanish; Mandarin; Korean; Vietnamese)</b>
<b>Appendix D.8</b>	<b>Facebook Posts</b>
<b>Appendix D.9</b>	<b>Twitter Posts</b>
<b>Appendix D.10</b>	<b>Study Blog Article</b>
<b>Appendix D.11</b>	<b>One the Move Article</b>

# Appendix D

## Appendix D.1 Stakeholder Communications Toolkit

# Help us plan for SOUTH ORANGE COUNTY'S TRANSPORTATION FUTURE



Dear Stakeholder,

The Orange County Transportation Authority (OCTA) is entering the third and final phase of the South Orange County Multimodal Transportation Study (SOCMTS). The SOCMTS will identify improvements in south Orange County for all modes of transportation, including streets, transit, freeways and bikeways beyond the year 2045.

OCTA is seeking public feedback on alternative travel options that could help improve transportation in south county, and OCTA will be promoting an online survey and public webinar to gather the feedback.

As a key stakeholder, we are reaching out to you to offer optional methods for sharing project and public survey details with your community. These efforts are intended to complement the other public notification methods that OCTA is using to promote this project. The survey will be available through Friday, April 15, 2022. Below are some suggested options on ways to share project and community survey details:

1. **Distribute electronically via email:** Share the community survey ([SouthOCStudySurvey.com](https://SouthOCStudySurvey.com)) with your e-mail contacts. You can link to the survey [HERE](#).
2. **Post to your website:** You can use [this image](#) 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 can 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) wants to hear your feedback on alternative travel options that could help improve transportation in south Orange County. Through April 15, please take a short survey online at [SouthOCStudysurvey.com](https://SouthOCStudysurvey.com). 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 considering mobility strategies and solutions in south Orange County. Share your feedback on alternative travel options that could help improve transportation in the area by taking a short community survey through April 15<sup>th</sup> at [SouthOCStudysurvey.com](https://SouthOCStudysurvey.com) or for more information, visit [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).

B. **Twitter:** @goOCTA is seeking feedback on alternative travel options that could help improve transportation in south Orange County. Take a short community survey through April 15<sup>th</sup> at [SouthOCStudysurvey.com](https://SouthOCStudysurvey.com) or for more information, visit [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).

C. **Instagram:** @goOCTA is considering mobility strategies and solutions in south Orange County. Share your feedback on alternative travel options that could help improve transportation in the area by taking a short community survey through April 15<sup>th</sup> at [SouthOCStudysurvey.com](https://SouthOCStudysurvey.com) or 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) wants to hear your feedback on alternative travel options that could help improve transportation in south Orange County. Through April 15<sup>th</sup>, please take a short survey online at [SouthOCStudysurvey.com](https://SouthOCStudysurvey.com). For more information, visit [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).*

# Appendix D

## Appendix D.2 Study Website



# South Orange County Multimodal Transportation Study

**PROJECT CONTACT**

**MARISSA ESPINO**  
Community Relations Officer  
(714) 560-5607(tel:(714) 560-5607)  
Mespino@octa.net(mailto:Mespino@octa.net)

Overview	FAQ	Resources	Stay Connected
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## 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.

## PUBLIC WEBINAR

Did you have a chance to attend the March 23 public webinar? If not, check it out here:

- SOCMTS Webinar: <https://www.youtube.com/watch?v=f0qHLfGMILc>(<https://www.youtube.com/watch?v=f0qHLfGMILc>)
- SOCMTS Webinar (Spanish): <https://www.youtube.com/watch?v=sHlbV4c7yp4>(<https://www.youtube.com/watch?v=sHlbV4c7yp4>)

## 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

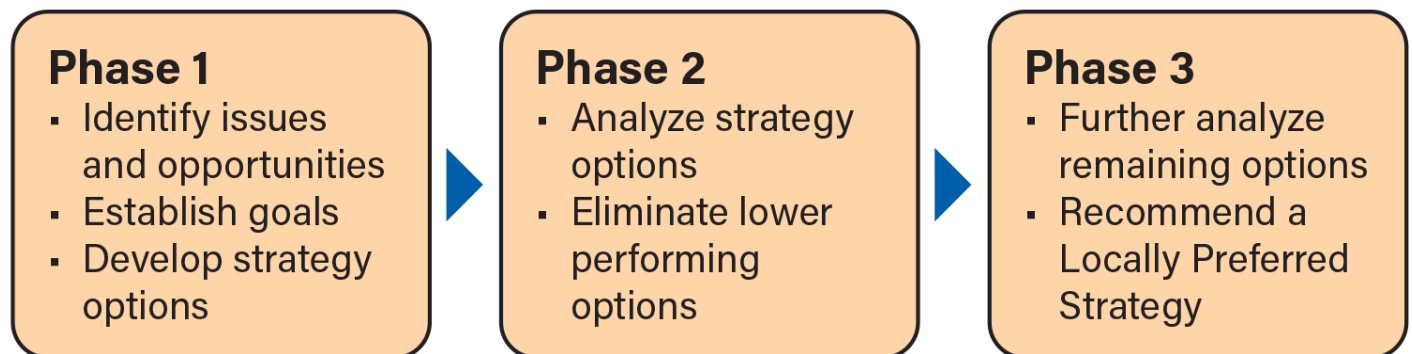
## Study area

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 spring 2022 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)

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# Appendix D

## Appendix D.3 Stakeholder Email Database

Organization	Organization	Organization
3000 The Plaza Irvine Homeowners Association	Harvest Community Church of Irvine	Orange County Health Care Agency
5th Marine Regiment Support Group	Headrick Medical Center	Orange County Hispanic Chamber of Commerce
AAA - Automobile Club of Southern California	Hearthstone Housing Foundation	Orange County Small Business Development Center
Acres of Love	Heritage Committee	Orange County United Way
Aegean Heights Homeowners Association	Heritage Hill Historic Park	Orange County Visitors Association
Affordable Housing Access Inc	Hilton Orange County/Costa Mesa	Orange County Women in Networking
Aliso Creek Church	Hoag Health Center	Orange County Youth Chamber of Commerce
Aliso Viejo Chamber of Commerce	Hoag Memorial Hospital Presbyterian	Our Father's Table
Aliso Viejo Community Association	Hotel Joaquin/ Laguna Beach Chamber of Commerce	Our Lady of Pillar Catholic Church
Aliso Viejo Country Club	I.C.A.R.E Dog Rescue	Outlets at San Clemente
Aliso Viejo Ranch	i-5 Freedom Network	Pacific Marine Mammal Center
Alliance for a Healthy Orange County	ICU Medical	PADI
Ambridge Maintenance Association (Accell Property Management)	Immaculate Heart of Mary Catholic Church	Palm Tree Communities
American Institute of Architects Orange County	Irvine Business Complex	Palma Master Association
American Lung Association in California	Irvine Community Church	Panasonic Avionics Corporation
American Planning Association- Orange County Chapter	Irvine Company	Pedego Electric Bikes
Amtrak	Irvine First Chinese Baptist	Pet Project Foundation
Applied Medical	Irvine Kiwanis Club	Pinot's Palette
Aquatic Technologies	Irvine Ranch Water District	Pintar Investment Company
Arroyo Vista Elementary YMCA	Irvine Rotary Club	Plaza Tower
Arthritis Center of Southern Orange County	Irvine Spectrum Center	Promenade Villas Homeowners Association
Ashford Place Maintenance Association (Keystone Pacific)	Irvine Unified School District	Quest Software
Asian Business Association Orange County	Irvine Valley College	R.D. Olson Development
Assistance League of Laguna Beach	Jax Bicycle Center	Race 4 the Environment
ASU University	John Wayne Airport	Rancho Cielo Home Owners Association (Seabreeze Management Company)
Auburn Homeowners Association (Action Property Management)	Journey Christian Church	Rancho Mission Viejo
Avanir Pharmaceuticals Inc	Jubilee Presbyterian Church in Irvine	Rancho Mission Viejo, LLC
Aventura Sailing	Julie Loughton Design Build/ Laguna Beach Chamber of Commerce	Rancho San Clemente Community Association (Curtis Management Co.)
AYSO	Kaiser Permanente Orange County	
Bay Laurel Homeowners Association	Irvine Medical Center	Rancho Santa Margarita Chamber of Commerce
BAYSIDE VILLAGE HOA	Kawamura College Advisement	Rancho Santa Margarita Landscape and Recreation Corporation
BAYVIEW TERRACE HOA	Kawasaki Motors Corp., U.S.A.	Rancho Santa Margarita Library
Bayview/Baycrest Court HOA	Kiwanis Club of Laguna Woods Village	Redan Medical Inc.
BEACON BAY COMMUNITY ASSOC.	Kiwanis Club of Mission Viejo	Relay for Life
Bell Fleur Homeowners Association	Kiwanis Club of San Clemente	Rock Harbor Church
Bellwether Financial Group	Knights of Columbus	Rotary Club of Irvine
Best Best and Krieger LLP	Korean Community Services	Rotary Club of Laguna Niguel
Bicycle Club of Irvine	Korean Resource Center (KRC) - Orange County Office	Rotary Club of Mission Viejo
Blue Lagoon HOA (Action Property Management)	Korean Resource Center (KRC), Orange County Office	Saddleback Adult Education SIC Campus
Blue Lantern Inn	La Mirage at Aliso Viejo HOA (Total Property Management)	Saddleback Church (Irvine South Campus)
BLUFFS H. O. COMMUNITY ASSOC.	La Vista HOA (Powerstone Property Management)	Saddleback Church Dana Point
Boys & Girls Club of Capistrano Valley	Laguna Aesthetics and Vein Center	Saddleback College
Boys & Girls Club of the South Coast Area	Laguna Beach Canyon Alliance Neighborhood Defense Organization	Saddleback Family & Urgent Care
Boys and Girls Club Newport Beach	Laguna Beach Chamber of Commerce	Saddleback Valley Unified School District
Braille Institute - Laguna Hills	Laguna Beach Community Clinic	Saint Thomas More Church
Brio Tuscany Grille	Laguna Beach Company/ Laguna Beach Chamber of Commerce	Salvation Army Church
Buchalter/ Laguna Beach Chamber of Commerce	Laguna Beach Historical Society	SAMLARC (Rancho Santa Margarita Landscape and Recreation Corporation)
Building Industry Association	Laguna Beach Interfaith Council	San Clemente Arts Association
Burnham Ward Properties	Laguna Beach Library	San Clemente Chamber of Commerce
C. J. Segerstrom & Sons	Laguna Beach Net Works Christian Church	San Clemente Community Center
Cabrillo Playhouse	Laguna Beach Riviera Lions Club	San Clemente Downtown Business Association
Cal State Fullerton	Laguna Beach Rotary Club	San Clemente Exchange Club
California Avocado Society Inc.	Laguna Beach Saddleback	San Clemente Green
California Bank & Trust/ Le Tip of Irvine Spectrum	Laguna Beach Seniors	San Clemente Junior Woman's Club
Caltrans, District 12	Laguna Beach Unified School District	San Clemente Library
Calvary Chapel Costa Mesa	Laguna Beach United Methodist Church	San Clemente Medical Group
Camden Park HOA (Optimum Professional Property Management)	Laguna Beach Visitors Center	San Clemente Sunrise Rotary Club
Camino Health Center	Laguna Board of Realtors	San Clemente Times & Dana Point Times
Canyon Estates Community Association	Laguna Canyon Foundation	San Diego Gas and Electric
Capistrano Beach Care Center	Laguna Coast Wilderness Park	San Juan Capistrano Fiesta Association
Capistrano Unified School District	Laguna Crest Estates Community Association (Accell Property Management)	San Juan Capistrano Historical Society
Capo Beach Church	Laguna Dana Urgent Care	San Juan Capistrano Library
Captain's Hill HOA (Dana Pacific Management Services)	Laguna Health & Wellness Center	San Juan Capistrano Rotary Club
Car Sound Exhaust System, Inc.	Laguna Hills Anticoagulation Clinic	San Juan Chamber of Commerce
Cardinal Property Management	Laguna Hills Chamber of Commerce	San Onofre Parks Foundation
Casa Romantica Cultural Center & Gardens	Laguna Hills Technology	Santa Ana Active Streets
Casa Romantica Cultural Center and Gardens	Laguna Niguel Chamber of Commerce	Santa Ana Business Council, Inc.
Casino San Clemente	Laguna Niguel Library	Santa Ana Chamber of Commerce
Casta Del Sol HOA	Laguna Niguel Lions Club	Santa Ana College (SAC)
Catalina Express	Laguna Niguel Republican Women Federated	Santa Ana Main Public Library
Center for Spiritual Living Capistrano Valley & Executive Suites at Talega	Laguna Niguel Woman's Club	Santa Ana Unified Adult Transition
Chamber of Commerce Mission Viejo	Laguna Playhouse/ Laguna Beach Chamber of Commerce	Santa Ana Unified School District (SAUSD)
Chapman University	Laguna Presbyterian Church	Santa Margarita Water District
Chief Strategy Officer	Laguna Sur HOA (Seabreeze Management)	Sawdust Art Festival
Child Guidance Center, Inc.	Laguna Woods Democratic Club	SCKE - Odyssey Medical Group
Chinese Baptist Church of Central Orange County	Laguna Woods History Center	Sea & Sage Audubon Society
Church By the Sea	Laguna Woods Library	Sea & Sage Audubon Society - Orange County Chapter
Church in Irvine	Laguna Woods Village - Community Civic Association	Seniors in Transit
Church of Scientology of Orange County	Lake Forest Chamber of Commerce	Serrano Creek Community Park
City Harvest Church Orange County	Lake Forest Community Association	Shorecliffs Golf Course
City of Aliso Viejo	Lake Forest Community Association	Sierra Club - Orange County Conservation Committee
City of Costa Mesa	Lake Forest Golf and Practice Center	Sikh Center of Orange County
City of Dana Point	Lake Forest II - Ranchwood	SoCal Gas Company
City of Irvine	Lake Forest II Master Homeowners Association	Soka Performing Arts Center
City of Laguna Beach	Lake Forest Keys HOA	Soka University
City of Laguna Hills	Lake Forest Shores	South Coast Global Medical Center
City of Laguna Niguel	Lake Forest Village Shopping Center	South Coast Medical Group
City of Laguna Woods	Las Flores Elementary/ Middle School YMCA	South Coast Metro Alliance
City of Mission Viejo	Latino Health Access	South Coast Plaza
City of Newport Beach	Laurelwood Homeowners Association	South Coast Roadrunners
City of Newport Beach	League of United Latin American Citizens (LULAC)	South Coast Water District
City of Rancho Santa Margarita	Liberty Park	South County Chamber of Commerce
City of San Clemente	LIDO SANDS COMMUNITY ASSOCIATION	South County Outreach
City of San Juan Capistrano	Lions Club	South Laguna Civic Association
City of Santa Ana	Lion's Heart - Aliso Viejo	South Orange County Community College District
City of Tustin	Little Balboa Property Owners Association	South Orange County Economic Coalition
Coalition for Clean Air	Little League	South Shores Church
Community Health Centers	Little Saigon Foundation	Special Camp
Coast Hills Church	Lowe's	Spectrum Church Irvine
Coastland University Rancho Santa Margarita	Main Place Mall	Spectrumotion
Coastline Community College-Newport Beach	MAKO Educational Foundation	St Edward the Confessor Parish School
Colinas De Capistrano Community Association	Marblehead Community Association (FirstService Residential)	St Francis By The Sea Catholic Church
College-Environmental Tech	Marconi Automotive Museum	St. Joseph Health
Columbus Grove HOA - Ainsley Park	Mares Foundation	St. Mary's Episcopal Church Laguna Beach
Columbus Grove HOA - Clarendon	Marina Hills Planned Community Association (Keystone Pacific)	Stanbridge University, Orange County
Community Action Partnership of Orange County	Marine Adoption Committee	Summer Place Homeowners Association
Community Management Corporation	Mariners Church	Sunhollow HOA (Accell Property Management)
Community Outreach Alliance	Marinita Homeowners Association	Sunset Place of Laguna Hills Homeowners Association
Compass Bible Church	Marque Urgent Care	Surf Rider Orange County Chapter
	McDowell School	Surfing Heritage and Culture Center

Organization	Organization	Organization
Concentra Urgent Care	Medical Concierge Mental Health Center	Surfrider Foundation
Concord USA/ Le Tip of Irvine Spectrum	Melissa Data	SVUSD
Concordia University Irvine	Memorial Care Health System	Talega Maintenance Corporation
Cornerstone HOA	Metro Town Square	Temple Hills Community Association
CORONA HIGHLANDS POA	MicroVenture Inc	Terrace View Homeowners Association
Corpus Christi Church	Milano HOA (Action Property Management)	The ALS Guardian Angels Foundation
Costa Brava at Rancho Niguel	Mission Hospital	The Capistrano Dispatch
Costa Mesa Chamber of Commerce	Mission Hospital - Laguna Beach	The Chamber Newport Beach
Costa Mesa Marriott	Mission Viejo Activities Committee	The Chronically Awesome Foundation
Coto de Caza News	Mission Viejo Chamber of Commerce	The District at Tustin Legacy
County of Orange	Mission Viejo Community Foundation	The Doyle Foundation
Crown Valley Highlands Community Association	Mission Viejo Rotary Club	The Ecology Center
Crystal Cay HOA	Mission Viejo Senior Activities Committee	The Hydration Room IV and Injection Therapy
Crystal Cove Conservancy	Mobility 21	The Kennedy Commission
Cyprus Shore Homeowners Association	Modjeska Playhouse	The LAB Holding Company
Dana Point 5th Marine Regiment Support Group	MOMS Resource Center	The Laguna Beach Community Foundation
Dana Point Chamber of Commerce	Monarch Bay Plaza	The Laguna Playhouse
Dana Point Coastal Arts	Monarch Beach Master HOA (Keystone Pacific)	The Marina at Dana Point
Dana Point Community Center	Monarch Beach Promenade	The OC Marathon
Dana Point Fine Arts Association	Monarch Beach Resort	The Orchard
Dana Point Harbor Partners	Monarch Beach Sunrise Rotary Club	The Outlets at Orange
Dana Point Historical Society	Monarch Summit I HOA	The Redwoods Homeowners Association
Dana Point Lantern District Alliance	Moulton Niguel Water District	The Reserve at Rancho Mission Viejo
Dana Point Library	Moulton Ranch III (Action Property Management)	The Shops at Mission Viejo
Dana Point Marina Inn	Multi-Ethnic Collaborative of Community Agencies (MECCA)	The Village at Laguna Hills
Dana Point Physical Therapy	Music Preserves Foundation	The Westin South Coast Plaza
Dana Point Women's Community House	Nadadores - Dive	Tijeras Creek Elementary YMCA
Dana Point Yacht Club	Nadadores - Swim	Tijeras Creek Golf Club
Dana Wharf Sportfishing & Whale Watching	Neck & Back Medical Center	Toastmasters of Laguna Beach
Dennis and Leslie Power Library, Laguna College of Art and Design	Neighborhood Congregational Church	Trabuco Highlands Community Association (Keystone Pacific)
Destination Irvine	Nellie Gail Ranch Owners Association	Trabuco Mesa Park
Discovered Money	New Life Irvine	Traditional Fine Arts Organization
Doheny State Beach Interpretive Association	New University Newspaper, University of California, Irvine	Trails 4 All
Doheny State Park	Newport Beach Chamber of Commerce	Transit Advocates of Orange County
Dove Canyon Country Club	Newport Beach Foundation	Transportation Corridor Agencies
Downtown, Inc.	Newport Center Toastmasters	Turtle Rock Glen Community Association (Keystone Pacific)
EASTBLUFF HOMEOWNERS COMMUNITY ASSOC.	Newport Church	Tustin Chamber of Commerce
Edwards Lifesciences Corporation	Newport/Irvine Rotary Club	Tustin Community Foundation
Efficient Power Conversion Corporation	Newport-Mesa-Irvine Interfaith Council	Tustin Host Lions Club
El Toro Water District	Niguel Botanical Preserve	Tustin Meadows - West
Elks of Mission Viejo	Niguel Shores Community Association	Tustin Ranch Golf Club
Evolution Haiti	Norman P. Murray Community and Senior Center	Tustin Unified School District
Exodus3	OC Fair	Tustin/Santa Ana Rotary Club
Expressions HOA (Accell Property Management)	OC Health Care Agency	Unidos South OC Inc
Festival of Arts and Pageant of the Masters	OC Register	Unitarian Universalist Church
Firebrand Media/ Laguna Beach Chamber of Commerce	Ocean View Plaza	University of California, Irvine
FivePoint	O'Connell Landscape®	University of Phoenix
Fluidmaster Inc	Octane OC	University of Southern California
Foothill Communities Association, Inc.	O'Neill Regional Park	Villa Pacifica Homeowners Association (c/o South Coast Property Management)
Fredric H. Rubel Fine Jeweler/ Laguna Beach Chamber of Commerce	Orange Coast College	Village Church of Irvine
Friends of Harbors, Beaches, and Parks	Orange County	Villagio 1 Community Association (Curtis Management Co.)
Friends of the Dana Point Headlands	Orange County Asian Pacific Islander Community Alliance (OCAPICA)	Vista La Cuesta Homeowners Association
Frisby Cellars Winery	Orange County Association of Realtors	Voyagers Bible Church
Future Leaders of Our Community	Orange County Bicycle Coalition	Vybed Out Radio
Gloria Dei Lutheran Church	Orange County Black Chamber of Commerce	Walmart Neighborhood Market
Good Shepard Lutheran Church	Orange County Business Council	We Rock The Spectrum Laguna Hills Kid's Gym
Grace City Church	Orange County Business Council (OCBC)	WIN-TEAM Racing
Great Opportunities	Orange County Coastkeeper	Women's Club of Laguna Beach
Greater Irvine Chamber of Commerce	for Responsible Development (OCCORD)	Woodbridge Community Church
Greater Light Family Church	Orange County Community Foundation	Wyland Foundation
Greater Orange County Lions Club	Orange County Council of Governments	Yesenia's Humanitarian Foundation
Harbor Christian Church	Orange County Department of Education	YMCA
HARBOR VIEW KNOLL COMMUNITY ASSN.	Orange County Fire Authority	Your Story Matters

# **Appendix D**

## **Appendix D.4 Eblast #1 — Virtual Community Meeting, Survey and Virtual Meeting Room Invite**

[Subscribe](#)[Past Issues](#)[Translate ▼](#)[View this email in your browser](#)

Help us plan for  
**SOUTH ORANGE COUNTY'S**  
TRANSPORTATION FUTURE



## WE VALUE YOUR INPUT

The Orange County Transportation Authority (OCTA) wants to hear your feedback on how to improve streets, transit, freeways and bikeways in south Orange County in the future. Join us for our final virtual community meeting to get an update about the **South Orange County Multimodal Transportation Study (SOCMTS)** and ask questions.

### We Want To Hear From You!

Please take a short survey online to share your feedback on alternative travel options that could help improve transportation in south county.

Survey Link:  
[SouthOCStudysurvey.com](https://www.southocstudysurvey.com)



#### VIRTUAL MEETING ROOM

A Virtual Meeting Room will be open from Monday, March 14 to Friday, April 15, 2022 to learn more about the study, make comments and ask questions. Please visit [octa.net/SouthOC Study](https://octa.net/SouthOCStudy) to access the Virtual Meeting Room.



#### WHEN

**Date:** Wednesday, March 23, 2022

**Time:** 5:30 – 6:30 p.m.

A recording of the presentation will be available on the project website following the meeting.



#### WHERE

**Online:** <https://bit.ly/3oVpj8z>

**US Phone:** 1 669 900 6833

**Webinar ID:** 863 5463 2775

**Passcode:** 525228



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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**, *Principal Community Relations Specialist*

**Email:** [mespino@octa.net](mailto:mespino@octa.net)

**Phone:** (833) 711-8070

**Project Site:** [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy)

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## FUTURO DEL TRANSPORTE DEL CONDADO DE ORANGE DEL SUR



# VALORAMOS SU OPINIÓN

La Autoridad de Transporte del Condado de Orange (OCTA, por sus siglas en inglés) quiere escuchar sus comentarios sobre opciones de viaje alternativas que podrían ayudar a mejorar el transporte en el sur del Condado de Orange. Únase a nosotros para una reunión comunitaria virtual para obtener más información sobre [el Estudio de Transporte Multimodal del sur del Condado de Orange \(SOCMTS\)](#) y hacer preguntas.

## ¡Queremos Saber Su Opinión!

Realice una breve encuesta en línea para compartir sus comentarios sobre las alternativas multimodales propuestas que ayudarán a mejorar el transporte en el sur del Condado de Orange en el futuro.

Enlace a la Encuesta:  
[SouthOCStudySurvey.com](https://SouthOCStudySurvey.com)



### SALA DE REUNIONES VIRTUAL

También se abrirá una Sala de Reuniones Virtual desde lunes, 14 de marzo a viernes, 15 de abril de 2022 para aprender más sobre el estudio, hacer comentarios y hacer preguntas. Visite [octa.net/SouthOC\\_Study](https://octa.net/SouthOC_Study) para acceder a la Sala de Reuniones Virtual.



### CUANDO

**Fecha:** Miércoles, 23 de marzo de 2022  
**Horario:** 5:30 - 6:30 p.m.

Una grabación de la presentación estará disponible en el sitio web del proyecto después de la reunión.



### DÓNDE

**En línea:** <https://bit.ly/3oVpj8z>

**U.S. Phone:** 1 669 900 6833

**Webinar ID:** 863 5463 2775

**Passcode:** 525228

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**Phone:** (833) 711-8070  
**Project Site:** [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy)

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## **Appendix D**

### **Appendix D.5 Eblast #2 — Thank You for Joining Our Virtual Community Meeting, Survey and Virtual Meeting Room Reminder**

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Help us plan for  
**SOUTH ORANGE COUNTY'S**  
TRANSPORTATION FUTURE



## THANK YOU FOR JOINING US!

Thank you for virtually attending our **South Orange County Multimodal Transportation Study (SOCMTS)** Community Meeting on March 23<sup>rd</sup>! We had great dialogue on transportation alternatives in south Orange County and enjoyed answering your questions about the study. If you were unable to attend the meeting, you can view the recording and presentation materials [here](#) on the project website.

Check out our Virtual Meeting Room and complete our survey by **April 15, 2022!** Your input is valuable in helping OCTA identify future mobility improvements in south Orange County.



**Survey**

Please take this short survey below. The survey is available in English, Spanish, Korean, Mandarin and Vietnamese.

Survey Link:

[SouthOCStudysurvey.com](https://southocstudysurvey.com)



**Virtual Meeting Room**

Visit our Virtual Meeting Room to view project boards, make comments and ask questions. Please visit [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy) to access the Virtual Meeting Room.

Share the survey and Virtual Meeting Room with family, friends, neighbors, or colleagues who live, work, or visit south Orange County.

We look forward to hearing from you!

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**Phone:** 833.711.8070

**Project Site:** [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy)

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# **Appendix D**

## **Appendix D.6 Eblast #3 — Survey and Virtual Meeting Room Last Chance**



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Help us plan for  
**SOUTH ORANGE COUNTY'S**  
TRANSPORTATION FUTURE



## LAST CHANCE TO TAKE OUR SURVEY!

The **South Orange County Multimodal Transportation Study (SOCMTS)** final phase is coming to an end, this is your last chance to take our survey and to visit our Virtual Meeting Room! Your input is valuable in helping OCTA identify future mobility improvements in south Orange County. The survey and Virtual Meeting Room will be closing this **Friday, April 15, 2022**.

**Survey**

Please take this short survey below. The survey is available in English, Spanish, Korean, Mandarin and Vietnamese.

Survey Link:

[SouthOCStudiesurvey.com](https://octa.net/SouthOCStudy)

**Virtual Meeting Room**

Visit our Virtual Meeting Room to view project boards, make comments and ask questions. Please visit [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy) to access the Virtual Meeting Room.

Share the survey and Virtual Meeting Room with family, friends, neighbors, or colleagues who live, work, or visit south Orange County.

We look forward to hearing from you!

**Marissa Espino**, *Principal Community Relations Specialist*

**Email:** [mespino@octa.net](mailto:mespino@octa.net)

**Phone:** 833.711.8070

**Project Site:** [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy)

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## **Appendix D**

### **Appendix D.7 Virtual Community Meeting, Survey and Virtual Meeting Room Postcard (English; Spanish; Mandarin; Korean; Vietnamese)**

## 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) wants to hear your feedback on proposed multimodal alternatives that would improve streets, transit, freeways and bikeways for the **South Orange County Multimodal Transportation Study (SOCMTS)**. Join us for a virtual community meeting to learn more about the Study and ask questions.

*La Autoridad de Transporte del Condado de Orange (OCTA, por sus siglas en inglés) quiere escuchar sus comentarios sobre opciones de viaje alternativas que podrían ayudar a mejorar el transporte en el sur del Condado de Orange. Únase a nosotros para una reunión comunitaria virtual para obtener más información sobre el Estudio de Transporte Multimodal del sur del Condado de Orange (SOCMTS) y hacer preguntas.*

## We Want To Hear From You! *¡Queremos Saber Su Opinión!*

Please take a short survey online to share your feedback on proposed multimodal alternatives that will help improve transportation in south Orange County in the future.

*Realice una breve encuesta en línea para compartir sus comentarios sobre las alternativas multimodales propuestas que ayudarán a mejorar el transporte en el sur del Condado de Orange en el futuro.*

**Survey Link / Enlace a la Encuesta:**  
[SouthOCStudySurvey.com](https://SouthOCStudySurvey.com)



## VIRTUAL MEETING ROOM / SALA DE REUNIONES VIRTUAL

A Virtual Meeting Room will also be open from Monday, March 14 to Friday, April 15, 2022 to learn more about the study, make comments and ask questions. Please visit [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy) to access the Virtual Meeting Room.

*También se abrirá una Sala de Reuniones Virtual desde lunes, 14 de marzo a viernes, 15 de abril de 2022 para aprender más sobre el estudio, hacer comentarios y hacer preguntas. Visite [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy) para acceder a la Sala de Reuniones Virtual.*



## WHEN / CUANDO

**Date / Fecha:**

Wednesday, March 23, 2022 /  
Miércoles, 23 de marzo de 2022

**Time / Horario:** 5:30-6:30 p.m.

A recording of the presentation will be available on the project website following the meeting.

*Una grabación de la presentación estará disponible en el sitio web del proyecto después de la reunión.*



## WHERE / DÓNDE

**Online / En línea:** <https://bit.ly/3oVpj8z>

**US Phone:** 1 669 900 6833

**Webinar ID:** 863 5463 2775

**Passcode:** 525228



## 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 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.*

한국어 초대장을 보시려면, 을 방문하십시오:

[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)

Để xem lời mời bằng tiếng Việt, xin vui lòng truy cập: [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy)



**Marissa Espino**  
Principal Community Relations Specialist



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



833.711.8070



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# 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

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U.S. POSTAGE  
PAID  
SANTA ANA, CA  
PERMIT NO. 985



# Appendix D

## Appendix D.8 Facebook Posts

### 3/15/22 English Advertisement

#### Ad preview

**OCTA**  
Sponsored · 

Provide your input on alternative travel options that could help improve transportation in south county through the South Orange County Multimodal Transportation Study (SOCMTS). Join our virtual community meeting on Wednesday, March 23 and take our survey, visit [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy) for more information.



Help us plan for  
**SOUTH ORANGE COUNTY'S**  
TRANSPORTATION FUTURE

[octa.net](https://octa.net)  
**OCTA**  
Over the next 25 years, t... [Learn more](#)

 Like  Comment  Share

#### Performance

\$40.09 spent over 8 days.

Link clicks

Reach

3,300

39

Cost per Link Click

\$1.03

#### Activity

Post engagement

48

Link clicks

39

Post reactions

8

Post shares

1

#### Audience

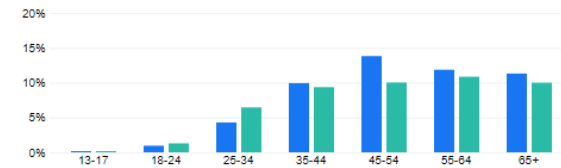
This ad reached 3,300 people in your audience.

People

Placements

Locations



52.1% Women 47.9% Men






### 3/15/22 Spanish Advertisement




#### Ad preview

**OCTA**  
Sponsored · 

Proporcione su opinión sobre opciones de viaje alternativas que podrían ayudar a mejorar el transporte en el sur del condado a través del Estudio de Transporte Multimodal del Sur del Condado de Orange (SOCMTS). Únase a nuestra reunión comunitaria virtual el miércoles 23 de marzo y responda a nuestra encuesta; visite [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy) para obtener más información.



[octa.net](https://octa.net)  
**OCTA**  
Over the next 25 years, t...  
[Learn more](#)

 Like  Comment  Share

#### Performance

\$28.09 spent over 7 days.

Link clicks

38

Reach

2,844

Cost per Link Click

\$0.74

#### Activity

Post engagement

57

Link clicks

38

Post reactions

18

Post comments

1

#### Audience

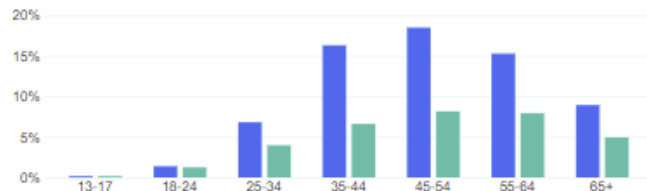
This ad reached 2,844 people in your audience.

People

Placements

Locations

67.2% Women 32.8% Men



### 3/15/22 Korean Advertisement

#### Ad preview

**OCTA**  
Sponsored · 🌐

...

✕

사우스 오렌지 카운티 복합 운송 연구(SOCMTS)를 통해 사우스 카운티의 교통을 개선하는 데 도움이 될 수 있는 대체 여행 옵션에 대한 여러분의 의견을 제공하세요. 3월 23일 수요일 가상 커뮤니티 회의에 참여하고 설문조사에도 응하십시오. 자세한 내용은 [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy)를 방문하세요.



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**OCTA**  
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[Learn more](#)

 Like  Comment  Share

#### Performance

\$28.10 spent over 7 days.

Link clicks



Reach



2,230

18

Cost per Link Click

\$1.56

#### Activity

Post engagement

25

Link clicks

18

Post reactions

4

Post comments

2

Post shares

1

[See Less](#) ^

#### Audience

This ad reached 2,230 people in your audience.

People

Placements

Locations

47.1% Women 52.9% Men



### 3/15/22 Chinese Advertisement

#### Ad preview

**OCTA**  
Sponsored · 

...

✕

请提供通过橙县南部多式联运研究 (SOCMTS) 可以改善橙县南部交通的替代性出行选项的意见。参加 3 月 23 日星期三的虚拟社区会议并参加我们的调查, 访问 [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy) 了解更多信息。



帮助我们为橙县南部的交通未来做好计划

[octa.net](https://octa.net)  
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#### Performance

\$28.10 spent over 7 days.

Link clicks



25

Reach



2,660

Cost per Link Click

\$1.12

#### Activity

Post engagement

33

Link clicks

25

Post reactions

7

Post saves

1

#### Audience

This ad reached 2,660 people in your audience.

People

Placements



Locations

56.3% Women 43.7% Men





### 3/15/22 Vietnamese Advertisement

#### Ad preview




**OCTA**  
Sponsored · 

Đóng góp thông tin về các lựa chọn thay thế đi lại để giúp cải tiến việc chuyển chở phía nam quận qua Nghiên Cứu Chuyển Chở Đa Dạng Phía Nam Quận Cam (South Orange County Multimodal Transportation Study, hay SOCMTS). Tham gia buổi họp ảo cộng đồng của chúng tôi vào ngày thứ Tư, 23 tháng Ba và trả lời bản khảo sát của chúng tôi, vào mạng lưới tại [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy) để biết thêm thông tin.



Xin Giúp chúng tôi lập kế hoạch cho Tương lai Giao thông Vận chuyển của khu phía Nam Quận Orange

[octa.net](https://octa.net)  
**OCTA**  
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#### Performance

\$28.10 spent over 7 days.

Link clicks



26

Reach



2,634

Cost per Link Click

\$1.08

#### Activity

Post engagement

29

Link clicks

26

Post reactions

3

#### Audience

This ad reached 2,634 people in your audience.

People

Placements

Locations

52.0% Women 48.0% Men

20%

15%

10%

5%

0%

13-17

18-24

25-34

35-44

45-54

55-64

65+



OCTA

Published by Sprinklr Prod2 · March 22 ·



Join our virtual community meeting tomorrow from 5:30 to 6:30 p.m. for the South Orange County Multimodal Transportation Study (SOCMTS). Learn more about alternative travel options that could improve mobility in south Orange County at [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).



Help us plan for  
**SOUTH ORANGE COUNTY'S**  
TRANSPORTATION FUTURE

OCTA.NET

### South OC Multimodal Transportation Study

This study will consider the transportation needs of residents and v...

253

People reached

2

Engagements

↓ -1.5x lower

Distribution score

Boost a post



2


### 3/30/22 English Advertisement

#### Ad preview


**OCTA**  
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... 

We want to hear from you! Provide your feedback on how to improve transportation in south county through the South Orange County Multimodal Transportation Study (SOCMTS). Take our survey and visit our Virtual Meeting Room at [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).



octa.net  
**OCTA**  
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 Like  Comment  Share

#### Performance

\$34.99 spent over 7 days.

Link clicks

Reach

**3,004**

**42**

Cost per Link  
Click

**\$0.83**

#### Activity

Post engagement

57

Link clicks

42

Post reactions

13

Post comments

2

#### Audience

This ad reached 3,004 people in your audience.

People

Placements

Locations

56.5% Women 43.5% Men

20%

15%

10%

5%

0%

13-17

18-24

25-34

35-44

45-54



55-64

65+



## 4/8/22 English Advertisement

**Ad preview**


**OCTA**  
Sponsored · 

...

X




**Last chance!**

Take our survey by FRIDAY at [SouthOCStudySurvey.com](https://SouthOCStudySurvey.com) and check out our virtual meeting room for the South Orange County Multimodal Transportation Study! Share feedback on alternative travel options that could improve South OC transportation at [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).



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**OCTA**  
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[Learn more](#)

 Like  Comment  Share

### Performance

\$40.29 spent over 6 days.

Link clicks



**32**

Reach



**2,844**

Cost per Link Click

**\$1.26**

### Activity

Post engagement

36

Link clicks

32

Post reactions

4

### Audience

This ad reached 2,844 people in your audience.

People

Placements

Locations

49.8% Women 50.2% Men

20%

15%

10%

5%

0%

13-17

18-24

25-34

35-44

45-54

55-64

65+



## 4/8/22 Spanish Advertisement

### Ad preview

**OCTA**  
Sponsored · 

...

✕

¡Última oportunidad!

¡Realice nuestra encuesta antes del VIERNES en [SouthOCStudySurvey.com](https://SouthOCStudySurvey.com) y visite nuestra sala de reuniones virtual para el Estudio de Transporte Multimodal del Sur del Condado de Orange! Comparta sus comentarios sobre las opciones de viaje alternativas que podrían mejorar el transporte del sur de OC en [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).



**¡La última oportunidad!**  
Responda a nuestra encuesta en [SouthOCStudySurvey.com](https://SouthOCStudySurvey.com)



MESSENGER  
**OCTA**



 Like  Comment  Share

### Performance

\$28.73 spent over 6 days.

Link clicks



Reach

2,505

56

Cost per Link  
Click

\$0.51

### Activity

Post engagement

75

Link clicks

56

Post reactions

10

Messaging Conversations Started

10

Post comments

8

Post shares

1

See Less ^

### Audience

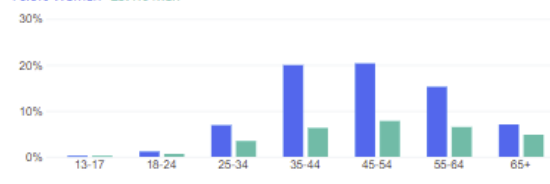
This ad reached 2,505 people in your audience.

People

Placements

Locations

70.6% Women 29.4% Men



## 4/8/22 Korean Advertisement

### Ad preview

**OCTA**  
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...

✕

마지막 기회!

사우스 오렌지 카운티 복합 운송 연구를 위해 금요일까지 [SouthOCStudysurvey.com](https://SouthOCStudysurvey.com)에서 설문조사에 참여하시고 가상 회의실도 확인하세요! [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy)에서 사우스 오렌지 카운티 교통 수단을 개선할 수 있는 대체 여행 옵션에 대한 피드백을 공유하세요.

마지막 기회!

[SouthOCStudysurvey.com](https://SouthOCStudysurvey.com)

에서 설문조사에 참여하세요.



[octa.net](https://octa.net)  
**OCTA**  
Over the next 25 years, t...

Learn more

 Like

 Comment

 Share

### Performance

\$29.99 spent over 6 days.

Link clicks



18

Reach



2,414

Cost per Link Click

\$1.67

### Activity

Post engagement

23

Link clicks

18

Post reactions

5

### Audience

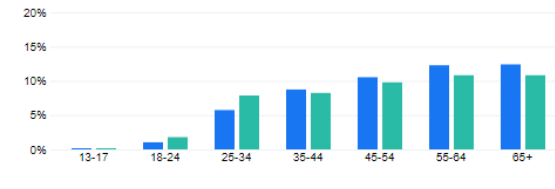
This ad reached 2,414 people in your audience.

People


Placements

Locations

50.7% Women 49.3% Men



## 4/8/22 Chinese Advertisement

**OCTA**  
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最后的机会!

请在星期五之前在 [SouthOCStudySurvey.com](https://SouthOCStudySurvey.com) 上进行我们的调查, 并且查看橙县南部多式充! 在 [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy) 上分享可以改善橙县南部交通的替代出行选项的反馈。



[octa.net](https://octa.net)  
**OCTA**  
Over the next 25 years, t... [Learn more](#)

 Like  Comment  Share

### Performance

\$28.84 spent over 6 days.

Link clicks

Reach

2,362

18

Cost per Link Click

\$1.60

### Activity

Post engagement

19

Link clicks

18

Post comments

1

### Audience

This ad reached 2,362 people in your audience.

People

Placements

Locations

52.7% Women 47.3% Men



## 4/8/22 Vietnamese Advertisement

### Ad preview

**OCTA**  
Sponsored · 

...

✕

**Cơ Hội Cuối Cùng!**

Tham gia cuộc khảo sát của chúng tôi vào ngày THỨ SÁU tại [SouthOCStudysurvey.com](https://SouthOCStudysurvey.com) và dự buổi họp ảo của chúng tôi cho Nghiên Cứu Chuyên Chở Đa Dạng Phía Nam Quận Cam! Chia sẻ ý kiến về các lựa chọn thay thế có thể cải tiến việc chuyên chở phía Nam Quận Cam tại [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).



octa.net  
**OCTA**  
Over the next 25 years, t... [Learn more](#)

 Like  Comment  Share

### Performance

\$29.98 spent over 6 days.

Link clicks



**32**

Reach



**2,870**

Cost per Link Click

**\$0.94**

### Activity

Post engagement

34

Link clicks

32

Post reactions

2

### Audience

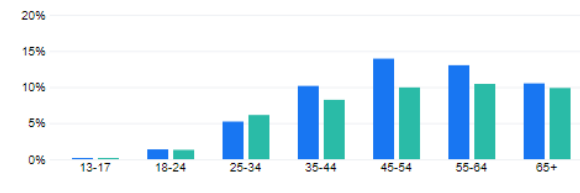
This ad reached 2,870 people in your audience.

People

Placements

Locations

54.1% Women 45.9% Men



4/13/2022 Regular Post



OCTA

Published by Sprinklr Prod2 · April 13 at 10:00 AM ·



Last chance! Take our survey by Friday at [SouthOCStudysurvey.com](https://SouthOCStudysurvey.com) and check out our virtual meeting room for the South Orange County Multimodal Transportation Study! Share your feedback at [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).

**Last chance!**  
Take our survey at  
[SouthOCStudysurvey.com](https://SouthOCStudysurvey.com).



OCTA.NET

### South OC Multimodal Transportation Study

Over the next 25 years, the population in south Orange County is a...

204

People reached

4

Engagements

↓ -1.9x lower

Distribution score

[Boost post](#)



1

# Appendix D

## Appendix D.9 Twitter Posts

**3/22/22 Twitter Post**



**OCTA** @goOCTA · Mar 22

...

Join our virtual community meeting tomorrow from 5:30 to 6:30 p.m. for the South Orange County Multimodal Transportation Study (SOCMTS). Learn more about alternative travel options that could improve mobility in south Orange County at [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).



↻ 5

♥ 7





**4/13/22 Twitter Post**



**OCTA** @goOCTA · Apr 13

...

Last chance! Take our survey by Friday at [SouthOCStudysurvey.com](https://SouthOCStudysurvey.com) and check out our virtual meeting room for the South Orange County Multimodal Transportation Study! Share your feedback at [octa.net/SouthOCStudy](https://octa.net/SouthOCStudy).

**Last chance!**  
Take our survey at  
[SouthOCStudysurvey.com](https://SouthOCStudysurvey.com).



↻ 2

♥ 1



# Appendix D

## Appendix D.10 OCTA Eblast

The Orange County Transportation Authority (OCTA) wants to hear your feedback on how to improve streets, transit, freeways and bikeways in south Orange County in the future. Join us for our final virtual community meeting to get an update about the South Orange County Multimodal Transportation Study (SOCMTS) and ask questions.

### **Attend Tonight's Virtual Community Meeting**

**Date:** Wednesday, March 23, 2022

**Time:** 5:30-6:30 P.M.

**Online:** <https://bit.ly/3oVpi8z>

**US Phone:** 1 669 900 6833

**Webinar ID:** 863 5463 2775

**Passcode:** 525228

*(A recording of the presentation will be available on the project website following the meeting.)*

### **We Want to Hear From You!**

Please take a short survey online to share your feedback on alternative travel options that could help improve transportation in south county.

Survey Link: [SouthOCStudySurvey.com](https://SouthOCStudySurvey.com).

### **Virtual meeting Room**

A Virtual Meeting Room will be open from Monday, March 14 to Friday, April 15, 2022 to learn more about the study, make comments and ask questions. Please visit [octa.net/SouthOC Study](https://octa.net/SouthOCStudy) to access the Virtual Meeting Room.



# **Appendix D**

## **Appendix D.11 On the Move Article**



# Help Plan South Orange County's Transportation Future

Thursday, March 24, 2022

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 studying future transportation needs and identifying 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.

Please take a short [survey](#) to share your feedback on alternative travel options that could help improve travel in south Orange County.

To learn more about the [South Orange County Multimodal Transportation Study \(SOCMTS\)](#), ask questions and make comments, visit the virtual meeting room through April 15. You can access the meeting room through the study [website](#).

## Related Posts

### **Celebrating Diversity All Year**

During Celebrating Diversity Month in April and throughout the year, OCTA embeds diversity, equity and inclusion into everything

### **Last Chance! Apply by May 2 for Taxpayer Oversight Committee**

Help uphold the integrity of OC Go by ensuring that all revenue is spent on voter-approved transportation projects.

## Applications Due May 2 for Taxpayer Oversight Committee

Help ensure transportation projects specified in OC Go are built as promised.

## Blog Categories



BUS



RAIL



RIDESHARE &  
ACTIVE



FREEWAY &  
STREETS



SUSTAINABILITY

AE

**SIGN-UP FOR UPDATES AND ALERTS**

GET CONNECTED

**STAY CONNECTED**



Orange County  
Transportation Authority

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# **Appendix E**

## **Local Community Events**

**Appendix E.1 Survey Presentation Board**

**Appendix E.2 Aliso Viejo Farmers Market  
Photos**

**Appendix E.3 San Juan Capistrano Spring  
Eggstravaganza Photos**

# **Appendix E**

## **Appendix E.1 Survey Presentation Board**

# Help us plan for **SOUTH ORANGE COUNTY'S** TRANSPORTATION FUTURE



## **We Want To Hear From You!**

Take our short survey online to share your feedback on proposed multimodal alternatives that will help improve transportation in south Orange County in the future.

### **Survey Link:**

[SouthOCStudysurvey.com](https://SouthOCStudysurvey.com)



## **Visit our Virtual Meeting Room!**

A Virtual Meeting Room is open to learn more about the study, make comments and ask questions.

### **Virtual Meeting Room:**

[octa.net/SouthOCStudy](https://octa.net/SouthOCStudy)



Marissa Espino  
Principal Community Relations Specialist



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



833.711.8070



[octa.net/SouthOCStudy](https://octa.net/SouthOCStudy)



# **Appendix E**

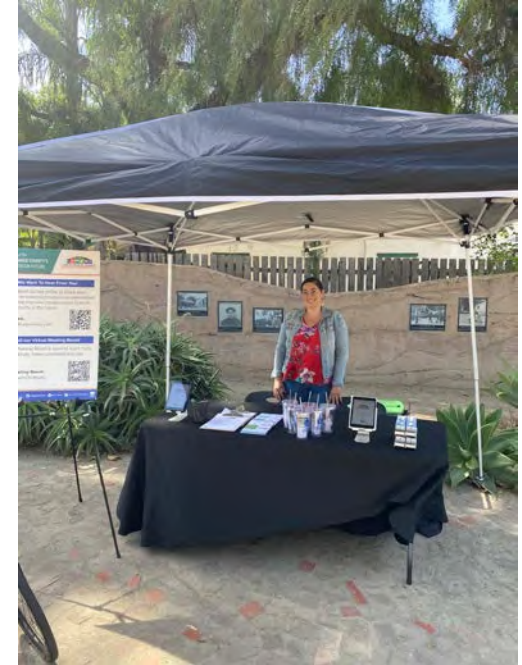
## **Appendix E.2 Aliso Viejo Farmers Market Photos**



# **Appendix C**

## **Appendix C.3 San Juan Capistrano Spring Eggstravaganza Photos**









# **SOUTH ORANGE COUNTY**

## **MULTIMODAL TRANSPORTATION STUDY**

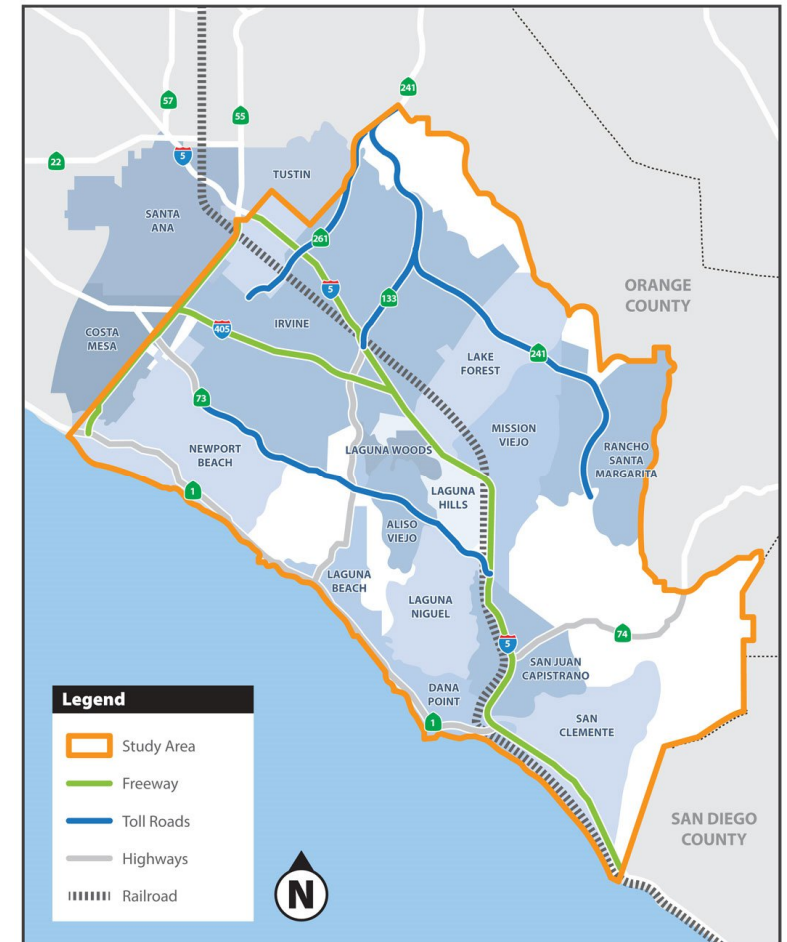
### UPDATE

June 6, 2022  
Regional Planning and Highways Committee

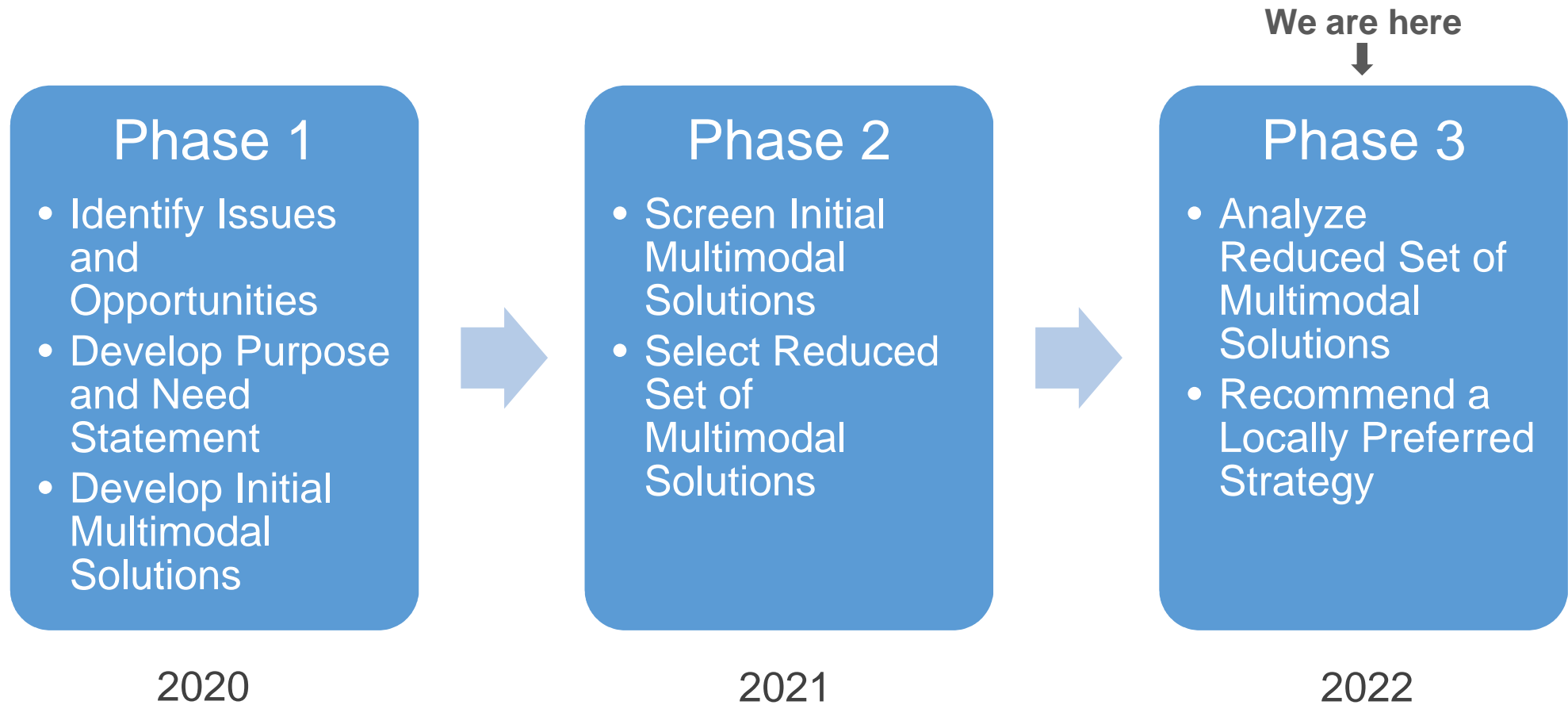


# Study Objectives

- Identify long-term mobility needs and challenges through 2045 and beyond
- Conduct robust public and stakeholder engagement
- Develop consensus on a multimodal transportation system vision
- Provide direction to develop focused strategies and project-level studies



# Study Scope Highlights



# Purpose and Need Statement

## Make public transit, bicycling, and walking more convenient and accessible

- Increase availability of transit service and infrastructure for bicycling and walking | Provide convenient connections between travel modes (ex. transit and bicycling) | Coordinate with land-use development

## Decrease the overall number of trips made each day

- Reduce overall travel demand | Enhance transportation safety and efficiency | Better utilize available freeway lanes, carpool lanes (high-occupancy vehicle lanes), and street space

## Protect the environment and preserve transportation infrastructure

- Increase zero-emission vehicles | Improve access to clean, affordable travel options | Preserve transportation infrastructure from natural disasters | Minimize adverse environmental impacts

## Adapt to new transportation technologies and services

- Consider autonomous vehicles or electric charging infrastructure | Pursue proven technologies | Support equity and innovation | Support telework strategies

# Multimodal Solutions



Relieve Freeway Bottlenecks



Improve Carpool Lane Operations



Improve Roadway Operations



High Frequency Transit



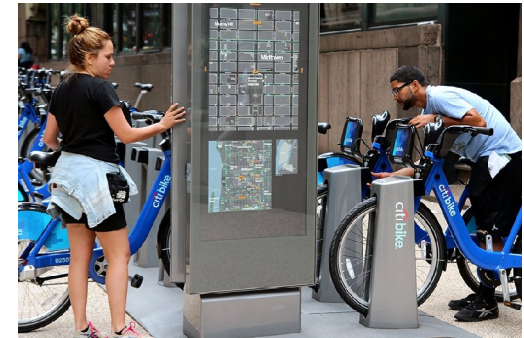
Local Circulators/Shuttles



# Multimodal Solutions (continued)



Street Capacity for Active Transportation and Neighborhood Electric Vehicles



Mobility Hubs



On-Demand Microtransit Service (OC Flex)



Travel Demand Management (TDM)

# Performance Targets

Caltrans' California Transportation Plan (CTP) 2050, SCAG's Connect SoCal 2020 (2020 RTP/SCS), and OCTA's LRTP were referenced as guides for establishing potential targets for benefits to be derived from implementation of the study's recommendations.

Quantitative Performance Measures	Potential Targets (based on CTP, SCAG RTP/SCS, OCTA LRTP)
Delay per capita	-14% from existing condition
GHG emissions reduction	-32% from existing condition
VMT reduction per capita	-8% from existing condition
Non-SOV (carpool, transit, bike, walk) mode share	+5% from existing condition

Caltrans – California Department of Transportation  
GHG – Greenhouse Gas  
LRTP - Long Range Transportation Plan  
Non-SOV – Non-Single Occupant Vehicle/Drive Alone

RTP/SCS- Regional Transportation Plan/Sustainable Communities Strategy  
SCAG - Southern California Association of Governments  
VMT – Vehicle Miles Traveled



# Preliminary Equity Analysis

- Identified areas in south Orange County with higher mobility needs based on the following indicators:
  - Low income
  - Zero car
  - Single-parent households
  - Disability population
  - Senior population
  - Communities of color
  - Limited English proficiency
- Next steps for the equity analysis: high-level assessment of how well the Multimodal Vision Alternatives address mobility and accessibility in the equity focus areas

# Public Engagement

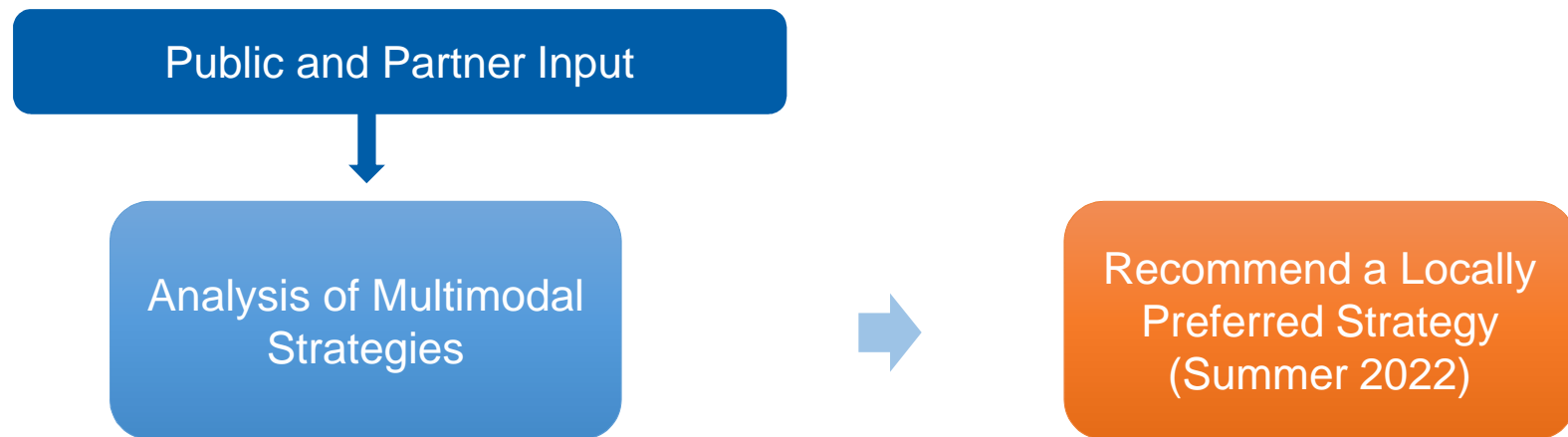
Completed Phase 3 on 4/15:

- Online survey
- Digital media
- Postcards to disadvantaged communities
- Multilingual helpline
- Virtual meeting room
- Virtual stakeholder and elected officials roundtables and public webinar



# Next Steps

- Complete evaluation of multimodal vision alternatives
- Engage with stakeholders and partner agencies on development of a locally preferred strategy
- Complete study by August 2022





***June 6, 2022***

**To:** Regional Planning and Highways Committee

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

**Subject:** Long-Range Transportation Plan Update

### ***Overview***

The Long-Range Transportation Plan defines a vision for Orange County's transportation system that reflects established plans and policies and responds to forecasted system needs. This vision also guides the Orange County Transportation Authority's input for the Regional Transportation Plan, prepared by the Southern California Association of Governments. Measure M2 and the Orange County Transportation Authority's public transit services are the cornerstones of the Long-Range Transportation Plan. However, consideration of additional strategies is warranted to ensure that the established goals and objectives are addressed.

### ***Recommendation***

Direct staff to develop a draft Plan scenario for the Long-Range Transportation Plan that incorporates strategies that address the goals and objectives and public input received to date and return to the Board of Directors for approval.

### ***Background***

The Orange County Transportation Authority (OCTA) is preparing the Long-Range Transportation Plan (LRTP) as input into the Southern California Association of Governments' (SCAG) 2024 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). This LRTP analyzes travel conditions based on a 2045 horizon year, which assumes a nine percent growth in population and a 12 percent growth in employment. The population and employment forecasts were developed by the California State University of Fullerton's (CSUF) Center for Demographic Research (CDR), in consultation with Orange County local agencies and the Orange County Council of Governments.

This growth is reflected in an initial set of scenarios that are being analyzed in concert with the LRTP goals, which were presented in September 2021. The goals focus on delivering existing commitments identified in Measure M2 (M2) and state and federal transit operator requirements, improving system performance, expanding system choices, and supporting sustainability. These goals address several factors that are influencing Orange County's transportation system. These factors were also presented in September 2021 and include growing travel demand and limited land, evolving travel trends, increasing climate-related risks, a changing funding outlook, and a commitment to address diversity, equity, and inclusion more explicitly.

### ***Discussion***

In developing the LRTP, a set of scenarios is being created to address 2045 transportation planning needs and to identify a financially constrained program of projects, services, and strategies that will ultimately be recommended for inclusion in SCAG's 2024 RTP/SCS. For this discussion, the 2045 No Build scenario and the M2 Sunset scenario are presented. These scenarios provide context for considering additional strategies that look beyond the sunset of M2. These additional strategies will be included in the draft Plan scenario that will be presented to the Board in the near future.

#### **2045 No Build**

The 2045 No Build scenario assumes no changes to the 2019 transportation system in Orange County, but it does account for the projected growth of population, housing, and employment based on the 2018 Orange County Projections developed by CDR. The purpose of this scenario is to understand the impact that socioeconomic growth, alone, has on the transportation system.

#### **M2 Sunset**

The M2 Sunset scenario assumes the same socioeconomic growth as the 2045 No Build. In addition, it also includes Measure M2 projects and certain freeway and roadway projects that are generally consistent with the 2018 LRTP (Attachment A).

Also consistent with the 2018 LRTP is the assumption that Orange County's carpool lane system will be transitioned over time by the California Department of Transportation (Caltrans) to a tolled express lane system. This includes increasing the high-occupancy vehicle (HOV) requirement from two to three persons and allowing non-HOVs access for a fee. This transition is intended to address the fact that many of Orange County's managed lanes are not or will not be meeting federal managed lane performance standards. Caltrans has completed system level plans for this transition and is currently advancing a

project level environmental analysis study on Interstate 5, approximately from State Route 55 to the Los Angeles County Line.

Additionally, OC Bus service levels are assumed at 1.625 million revenue vehicle hours through 2045, consistent with OCTA's recent funding projections. However, since M2 is scheduled to sunset in 2041, programs funded by M2 are assumed to have expired prior to 2045. This is reflected in the transportation model as a significant drop in Metrolink commuter rail service on lines serving Orange County, since M2 revenues make up the majority of OCTA's funding contribution to commuter rail. The loss in revenue results in a drop from 55 weekday trains serving Orange County in 2019 to approximately 20 weekday trains in 2045. Additionally, the sunset of M2 results in the Regional Traffic Signal Synchronization Program (RTSSP) ending in 2041. This is reflected in the transportation model by assuming a reduction in throughput on Orange County arterials.

Most M2-funded programs are not easily modeled due to their often indirect or intermittent influence on the transportation system. However, many of these programs have become important contributors that support transit accessibility, community circulators, freeway and roadway performance, and other aspects of Orange County's transportation system and quality of life. The M2 programs that are assumed to lose funding in this scenario by 2041 include:

- Local Street Funding
- RTSSP
- Freeway Service Patrol
- Metrolink Service Expansion Program
- Extensions to Metrolink service
- Community Based Transit/Circulators
- Senior Mobility Program
- Fare Stabilization for Seniors and Persons with Disabilities
- Senior Non-emergency Medical Transportation Program
- Safe Transit Stops
- Freeway Environmental Mitigation Program
- Environmental Cleanup Program

Initial model results for the 2019 Base Year, 2045 No Build scenario, and the 2045 M2 Sunset scenario are presented below. Some key observations include:

- Daily transit ridership and total vehicle hours of delay increase between the 2019 Base Year and the 2045 No Build due to the rising travel demand from projected socioeconomic growth and the lack of capacity projects in the 2045 No Build.

- Daily transit ridership drops between the 2045 No Build and the 2045 M2 Sunset scenario because of slower arterial speeds impacting bus operations, as well as the reduced number of Metrolink trains. Again, this is reflective of the loss of M2-funded programs like the RTSSP and Metrolink Service Expansion Program.
- Congestion (as measured by total vehicle hours of delay and delay as a percent of travel time) is reduced in the 2045 M2 Sunset scenario when compared to the 2045 No Build scenario. This is due to the planned transportation improvement projects. However, congestion in 2045 is higher than the 2019 Base Year conditions due to growing travel demand and the loss of M2-funded programs.
- Daily vehicle miles traveled (VMT) increases approximately 12 percent when comparing the 2019 Base Year to the 2045 M2 Sunset scenario. However, when comparing the 2019 Base Year to the 2045 No Build scenario, daily VMT increases seven percent. This shows that most of the projected increase in VMT (seven percent) is due to socioeconomic growth, while capacity projects are likely responsible for the remaining five percent.
- Despite the capacity projects included in the 2045 M2 Sunset scenario, the loss of the RTSSP results in average arterial speeds being more than two miles per hour slower than the 2019 Base Year conditions.

	2019 Base Year	2045 No Build	2045 M2 Sunset
Daily Transit Trips	130,761	138,051	129,177
Total Vehicle Hours of Delay	341,299	453,901	408,119
Delay as Percent of Travel Time	15%	18%	16%
Daily VMT	76,396,589	81,852,780 (7% increase vs 2019)	85,681,639 (12% increase vs 2019)
Average Speed – Freeways – Peak Period	41.2	39.7	40.5
Average Speed – Arterials – Peak Period	26.0	25.2	23.7

To summarize the above findings, the benefits of the M2 Sunset scenario over the 2045 No Build scenario are highlighted by lower total vehicle delay, lower delay as percent of travel time, and better average freeway speeds during the peak period. However, this same comparison shows a decline in transit ridership



and more congestion on local streets due to the loss of M2 funding for ongoing operations.

This LRTP provides an opportunity to consider strategies beyond M2 that help address Orange County's mobility, accessibility, and sustainability needs for 2045. Several desired outcomes, referred to as the LRTP Tracks to Success, are listed below. The LRTP Tracks to Success were developed in consideration of the LRTP goals and the feedback received through public engagement. These are intended to guide what types of strategies should be considered in addition to the investments proposed in the M2 Sunset scenario.

#### LRTP Tracks to Success:

- Renew or revamp select M2 programs
- Expand transit services and accessibility
- Enhance active transportation and Safe Routes to Schools
- Explore mobility hubs and mobility as a service
- Eliminate select freeway chokepoints
- Embrace new technologies
- Elevate system maintenance and resilience investments

With direction from the OCTA Board of Directors (Board), strategies will be defined that address the LRTP Tracks to Success. Examples of new strategies include increasing the number of high-quality transit corridors and microtransit service areas, expanding Orange County's bikeway network, improving access to multimodal options, addressing key freeway chokepoints that remain after M2 freeway projects are implemented, providing a state-of-the-art signal synchronization system, and supporting implementation of charging facilities for the growing number of electric vehicles. Additionally, successful M2 funded programs such as Metrolink service, senior mobility programs, and maintaining the quality of the local road system will be revisited and updated as appropriate. The proposed strategies will be included in a draft Plan scenario that builds on the M2 Sunset scenario. Once developed, staff will return to the Board to present the draft Plan scenario, analysis findings, and the estimated level of funding needed to support the proposed strategies.

#### Community Engagement

Community input is a key factor for developing the strategies that shape the LRTP. To ensure input from a broad range of stakeholders and the general public, the engagement program utilizes both traditional and non-traditional methods. During fall 2021, OCTA began the first phase of public outreach to help identify transportation options, priorities, and challenges for 2045. The goal was to actively engage the community through an online survey, public webinar, community leaders' roundtables, telephone helpline, print and online resources, and digital media. Due to the coronavirus (COVID-19) pandemic, the LRTP team

primarily utilized digital tools, such as eblasts, texts, and social media messaging to promote the survey and virtual community meetings to abide by COVID-19 health and safety protocols. More than 1,800 online surveys were collected, and the full survey analysis report can be viewed in Attachment B.

To align with OCTA's diversity, equity and inclusion goals, methods were used to ensure all voices had the opportunity to be heard, regardless of ethnicity, language preference, or socioeconomic background. The survey and project collateral, such as fact sheets, eblasts and text messaging were made available in English, Spanish, and Vietnamese, and newspapers, Facebook, and Vietnamese radio advertisements were placed to connect with the Spanish and Vietnamese language communities. A telephone helpline offered in English and Spanish provided an alternative for commenting by telephone or requesting print versions of the survey. Closed captioning and interpretation were made available during the community meeting. A video recording of the webinar also was posted online, available for the public to view at any time. Finally, community and pop-up events were held to promote the survey in cities with the highest populations of residents with English as a second language to help reduce barriers to engagement.

In addition, two Community Leader Roundtables were held. These included participation by representatives from: Asian Pacific Islander Community Council, CSUF, OC Hispanic Chamber of Commerce, OC Human Relations Council, OC United Way, Santa Ana College, and Friends of Harbors, Beaches, and Parks. The LRTP team also regularly engages OCTA's Citizens Advisory Committee and Diverse Community Leaders Group.

### ***Summary***

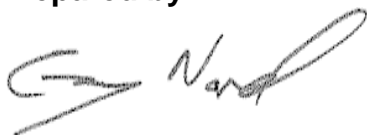
Scenarios have been developed for the LRTP that analyze the anticipated impacts from projected socioeconomic growth, and that highlight transportation system impacts from the sunset of Measure M2. The LRTP Tracks to Success look beyond the sunset of M2 to help identify additional strategies that support the LRTP goals and feedback received through outreach activities. With direction from the Board, strategies that are consistent with the LRTP Tracks to Success will be defined and analyzed as part of a draft Plan scenario. The defined strategies and the draft Plan scenario performance findings will be brought back to the Board for review and discussion.

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**Attachments**

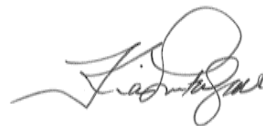
- A. Measure M2 Sunset Scenario - Modeled Projects
- B. Directions 2045, Long Range Transportation Plan, Survey Analysis Report, April 2022

**Prepared by:**



Greg Nord  
Section Manager III  
(714) 560-5885

**Approved by:**



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

## Measure M2 Sunset Scenario - Modeled Projects

System	Route	Description	From	To
Local Highway		Buildout of the Master Plan of Arterial Highways		
State Highway	I-5	Project A: Add one managed lane in each direction	SR-55	SR-57
State Highway	I-5	Project B: Add one general purpose lane in each direction from I-405 to Yale Avenue; add one general purpose lane in each direction from Yale Avenue to SR-55; improve merging.	I-405	SR-55
State Highway	I-5	Project C: Add one managed lane in each direction; add auxiliary lanes as needed	Alicia Parkway	El Toro Road
State Highway	I-5	Project C/D: Add on general purpose in in each direction, plus auxiliary lanes as needed and improve Avery Parkway interchange	SR-73	Oso Parkway
State Highway	I-5	Project C/D: Add one general purpose in in each direction, plus auxiliary lanes as needed and improve La Paz Road interchange	Oso Parkway	Alicia Parkway
State Highway	I-5	Project D: Improve access and merging in the vicinity of El Toro Road	El Toro Road	
State Highway	I-5	Add one managed lane in each direction	Avenida Pico	San Diego County Line
State Highway	I-5	Add southbound managed lane on-ramp and northbound managed lane off-ramp	Barranca Parkway	I-5
State Highway	I-5	Add one managed lane in each direction	SR-57	SR-91
State Highway	SR-22	Improve operations and merging in vicinity of I-5/SR-57 interchange	I-5/SR-57	
State Highway	SR-55	Project F: Add one general purpose lane and one managed lane in each direction and fix chokepoints; add auxiliary lanes between select on/off-ramps and other operational improvements through project limits	I-405	I-5
State Highway	SR-57	Project F: Add one general purpose lane in each direction and fix chokepoints from I-5 to SR-22; and other operational improvements throughout project limits	I-5	SR-91
State Highway	SR-57	Project G: Add one northbound general-purpose lane	Orangewood Avenue	Katella Avenue
State Highway	SR-57	Improve SR-57/Lambert Road interchange	Lambert Road	
State Highway	SR-57	Project G: Add one northbound truck climbing lane	Lambert Road	LA County Line
State Highway	SR-73	Add one managed lane in each direction	I-405	MacArthur Boulevard
State Highway	SR-73	Add one toll lane in in each direction	SR 133	Newport Coast Drive
State Highway	SR-91	Project I: Add one eastbound general-purpose lane from La Palma Avenue to SR-55; add one westbound general-purpose lane from La Palma Avenue to Acacia Avenue; improve operations from Lakeview Avenue to Raymond Avenue	Raymond Avenue	Lakeview Avenue
State Highway	SR-91	Project J: Add one eastbound general-purpose lane; add one westbound general-purpose lane from Green River Road to SR-241	SR-241	SR-71

### Measure M2 Sunset Scenario - Modeled Projects

State Highway	SR-91	Add overcrossing and SR-91/ Fairmont Boulevard interchange	Fairmont Boulevard	SR-91
State Highway	SR-91	Add express lane connector at SR-91/SR-241	SR-241	SR-91
State Highway	SR-241	Add overcrossing and SR-241/ Oso Parkway/Los Patrones Parkway interchange	Oso Parkway	SR-241/ Los Patrones Parkway
State Highway	SR-241	Add one toll lane in each direction	SR 133	North of SR-261 Junction
State Highway	I-405	Add one express lane in each direction and convert the existing managed lane to an express laneProject K: Add one general purpose lane in each direction and improve operations	SR-605	SR-55
State Highway	I-405	Project L: Add one general purpose lane in each direction and add one southbound auxiliary lane from SR-133 to Irvine Center Drive	I-5	SR-55
State Highway	I-405	Add auxiliary lanes - University Drive to Sand Canyon Avenue and Sand Canyon Avenue to SR-133	University Drive	SR-133
State Highway	I-605	Project M: Improve I-605/Katella Avenue interchange	Katella Avenue	
State Highway		Conversion of carpool lanes to tolled express lanes by 2045 (Caltrans initiative) - tolled access to lanes except for vehicles with three or more persons		
Transit		OC Streetcar	SARTC	Harbor Boulevard/ Westminster Avenue
Transit		OC Bus and OC ACCESS - 1.625 million revenue vehicle hours - includes Main Street BRAVO! and OC Streetcar connections		
Transit		Metrolink Operations - 20 weekday trains		

#### Acronyms

Caltrans – California Department of Transportation

I-5 – Interstate 5

I-405 – Interstate 05

I-605 – Interstate 605

LA – Los Angeles

SARTC – Santa Ana Regional Transportation Center

SR-22 – State Route 22

SR-55 – State Route 55

SR-57 – State Route 57

SR-71 – State Route 71

SR-73 – State Route 73

SR-91 – State Route 91

SR-133 – State Route 133

SR-241 – State Route 241

SR-261 – State Route 261

SR-605 – State Route 605



## Survey Analysis Report

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April 2022

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



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



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## I. EXECUTIVE SUMMARY

The Orange County Transportation Authority (OCTA) is updating the Long Range Transportation Plan (LRTP) to define a vision for Orange County that aims to address future mobility needs. The LRTP is developed every four years to reflect current OCTA policies and commitments, transportation study findings and input from local jurisdictions, business leaders, community leaders, county residents and transportation planning professionals. To assist with the understanding of existing conditions and community needs, an online survey was created and implemented to gather public input and identify new transportation initiatives and priorities which will shape the LRTP.

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.

### i. Community Engagement Approach

A robust outreach strategy was developed to invite key stakeholders and those that live, work and travel through Orange County to learn more about the LRTP and provide feedback by completing the online survey. The strategy's goal was to actively engage the community through an online survey, public webinar, community leaders roundtables, telephone helpline, and print and online resources and media.

Due to the ongoing COVID-19 pandemic, the LRTP team primarily utilized digital tools, such as eblasts, texts, geofencing, and social media messaging, to promote the survey, virtual community meetings and other outreach opportunities in order to abide by current COVID-19 health and safety protocols and guidance.

### ii. Diversity Outreach

To align with OCTA's diversity, equity and inclusion goals, outreach methods were created and implemented with a diverse audience in mind to engage hard to reach segments of the community and ensure all voices had the opportunity to be heard, regardless of ethnicity, language preference or socioeconomic background. The survey and project collateral and notification materials for the survey, such as fact sheets, eblasts and text messaging were made available in English, Spanish and Vietnamese, and a number of advertisements were placed to connect with the Spanish and Vietnamese language communities, namely print newspaper ads, Facebook ads, as well as Vietnamese radio ads. A bilingual project telephone helpline was also established, which provided an essential alternative for those interested in requesting print versions of the survey,

wishing to comment by phone, or engaging by means other than the internet. Closed captioning and interpretation were also made available during the community meeting. A video recording of the webinar was posted online, so it was available for the public to view at any time.

In addition, the LRTP team regularly presented and received input from OCTA's Citizens Advisory Committee and Diverse Community Leaders Group. The team also formed a new group and held two Community Leader Roundtables to extend the reach of project engagement. These meetings invited more than 100 leaders from diverse groups with focus on environmental justice, sustainability, local empowerment, cultural resources, healthcare and other areas of interest. Of those invited, 19 community leaders attended and included representatives from: OC United Way, OC Human Relations Council, OC Hispanic Chamber of Commerce, Asian Pacific Islander Community Council, Friends of Harbors, Beaches and Parks, and representatives from Santa Ana College and CSU, Fullerton.

Finally, community and pop-up events were primarily identified and held to promote the survey in cities with the greatest need for additional engagement, defined by those with the highest populations of English as a second language.

### iii. Survey Highlights

Following is a summary of survey highlights.

- The survey was offered in three languages (English, Spanish, and Vietnamese);
- The survey was promoted using a variety of methods including digital, print, SMS/MMS texting, geofencing, and radio advertisements as well as in-person pop-up events;
- 1,825 surveys were collected and analyzed (1,781 English, 43 Spanish and 1 Vietnamese);
- A vanity URL (*LRTP-survey.com*) was created for easy online access;
- The survey was made available in print version with pre-paid postage for those who may not be connected to the internet and was also accessible online;
- The online survey was available to the public from September 28 to October 31, 2021;
- Survey respondents were entered into a drawing for a chance to win one of four \$50 gift cards; and
- 900+ public comments were collected from survey respondents and engaged stakeholders during meetings and events.

#### iv. Key Findings

The summary of findings below are key highlights identified from survey responses and were prepared for use by the technical team.

*Table 1. Key Strategy and Improvement Findings*

Survey Question	#1 Choice	#2 Choice
<b>Select your top two strategies to help decrease traffic congestion and reduce how much people need to drive in the future.</b> (Select Top Two)	Encourage policies to allow for employees to work from home at least one day per week, whenever possible <b>32%</b>	Improve and expand commuter rail services including Metrolink and Amtrak <b>32%</b>
<b>How important are the following land use strategies in relieving traffic congestion?</b> (5 is very important)	Encourage walkability and complete streets (streets designed for all users like drivers, cyclists, pedestrians) <b>4.1 rank</b>	Concentrate business development around transit (bus/rail) centers <b>4.0 rank</b>
<b>Considering public transit in Orange County, what do you think are the main challenges to increasing usage?</b> (Select Top Two)	Lack of service close to my destination <b>49%</b>	Long travel times <b>43%</b>
<b>Please rank the following transportation improvements in order of importance</b> (1 is most important)	Bus, streetcar, light rail, shuttle, trolley, vanpool, and other transit services <b>2.4 rank</b>	Freeway maintenance, on- and off-ramp enhancements, and projects to improve overall traffic flow <b>2.4 rank</b>

*Table 2. Key Mobility Hub Findings*

Survey Question	#1 Choice	#2 Choice
<b>Which two services would you like offered at Mobility Hubs?</b> (Select Top Two)	On-demand shuttle services (OCFlex) <b>65%</b>	Rideshare (Uber/ Lyft) <b>40%</b>
<b>Where should Mobility Hubs be placed in Orange County?</b> (Select Top Two)	At major visitor destinations (amusement parks, shopping malls, beaches, etc.) <b>48%</b>	At rail stations/ stops <b>37%</b>
<b>How important are the following amenities/services for you at Mobility Hubs?</b> (5 is very important)	Security features (cameras, lighting, etc.) <b>4.7 rank</b>	Bathrooms <b>4.5 rank</b>

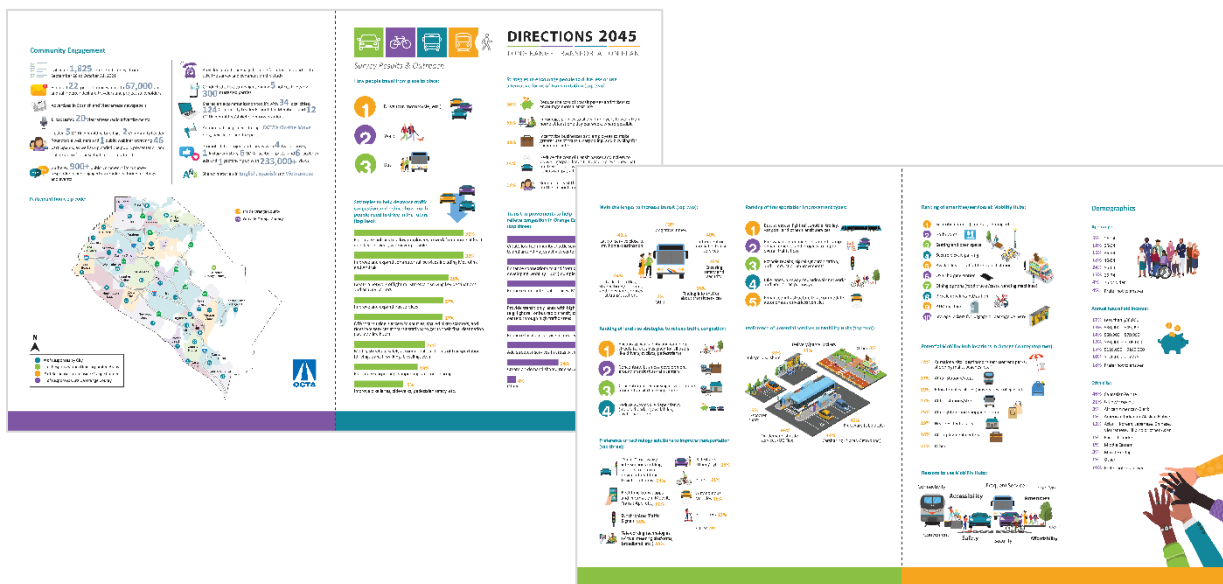
Survey Question	#1 Choice	#2 Choice
What would encourage you to use Mobility Hubs? Is there anything else you would like to share about Mobility Hubs?	Common Themes (order of frequency)	#1. Accessibility #2. Safety #3. Bus #4. Location within the community #5. Amenities

Table 3. Key Demographic Findings

Survey Question	Findings
What is your age range?	Those who were in the 45 to 54 and 55 to 64 age ranges had the highest percentage of survey participation (18% and 24% respectively).
What ethnic group do you consider yourself a part of or feel closest to?	Nearly half of survey respondents (46%) identified as Caucasian/White. Latino/Hispanic survey respondents followed with 21%.

A multi-page infographic was prepared to visually highlight the LRTP survey results and to spotlight the outreach efforts used to engage the public. The infographic was distributed to all contacts in the LRTP stakeholder database, including survey participants in a thank you e-blast following the close of the survey. These graphic results have been posted to the LRTP webpage for interested parties to view, share or download.

Figure 1: Survey Findings & Outreach Infographic



## II. SURVEY OVERVIEW

The survey was made available from September 28 to October 31, 2021. The purpose of the survey was to develop community awareness on the LRTP, inform and engage the public on the study, and solicit input to shape the draft plan.

The survey questions were designed to:

- Determine participant's habits, use and conditional strategies for change,
- Rank opportunities for improvement,
- Assess potential mobility hub opportunities, services and locations
- Gather respondent demographics, and
- Collect new contact information.

There was a total of 20 questions, including four (4) optional demographic questions and two (2) optional sign-up questions at the conclusion of the survey.

### i. Survey Format & Participation

Broad community participation was essential to the success and value of the survey. For this reason, two (2) survey formats were prepared, an online and a print option. Typeform, an online survey platform, was used and provided a convenient option, allowing stakeholders to take the survey anywhere, anytime via their desktop or mobile devices.

Recognizing that internet access may be limited for some in the community and that some community members prefer providing input in written form, the team prepared the survey as a print version in three languages. The print version was available upon request using the multi-lingual project helpline, which was shared on the website and through various notifications and was offered along with the online version at community events. To encourage return, print surveys included pre-paid postage.

Respondents completed the survey via desktop, mobile phone, tablet and in print. The table below captures a breakdown of the surveys collected by language and submission method\*.



Survey Language	Survey Respondent Input Medium				
	Desktop	Mobile	Tablet	Print	All Mediums
English	953	811	50	30	1,844
Spanish	4	38	4	7	53
Vietnamese	0	0	0	1	1
<b>Total</b>	<b>957</b>	<b>849</b>	<b>54</b>	<b>38</b>	<b>1,898</b>

The completion rate for each survey language is shown in the table below\*.

Survey Language	Views	Starts	Submissions	Completion Rate
English	5,127	2,990	1,844	61.7%
Spanish	237	105	53	50.5%
Vietnamese	124	21	1	9.5%
<b>Total</b>	<b>6,337</b>	<b>3,116</b>	<b>1,899</b>	

\* Response rates include survey development and debug efforts and thus totals do not correspond to final survey figures. However, they do provide a general understanding of the level of response through given mediums and provide insight into language participation.

Figure 2: Online Survey Entry Portal



The LRTP is a blueprint for transportation improvements in Orange County over the next 20+ years. Your input will help to develop a vision for OC's transportation system as well as identify goals and priorities.

**Start** press Enter

## ii. Survey Outreach

Multiple outreach methods were utilized to ensure that the greater Orange County community was notified of the survey. These methods consisted of emails, text messaging, social media posts, electronic communication toolkits, and print advertisements. Additionally, several online advertisements, including geofencing, Facebook and radio announcements were used. Notifications were distributed in multiple language formats to maximize the reach of project messaging and support diverse and disadvantaged community engagement. The survey was also promoted during public meetings, key stakeholder engagements and at local community events to further encourage community participation. A quick summary detail of this notification effort is as follows:

- E-mailed 22 project notices to up to 67,000 bus and rail riders, rideshare travelers and project stakeholders
- Advertised in Spanish and Vietnamese print newspapers
- Promoted the project and survey with four (4) Twitter posts, one (1) Instagram Story, six (6) OCTA Facebook posts, and six (6) Facebook ads, and one (1) geofencing ad with 233,000+ views
- Purchased 20 Vietnamese radio spots/advertisements
- Hosted five (5) OCTA committee briefings, two (2) Community Leader Roundtable webinars and one (1) public webinar attracting 46 participants, as well as uploaded the public presentation and online video for those that could not attend
- Developed a SMS/MMS texting campaign that transmitted five (5) messages to nearly 300 interested parties
- An e-communications toolkit was sent to 34 local cities, 124 Community Leader Roundtable Members and 12 OCTA committee/stakeholder organizations
- Announcements through OCTA's On-the Move blog, newsletter and press release
- Materials were shared in English, Spanish and Vietnamese

### III. SURVEY RESULTS ANALYSIS

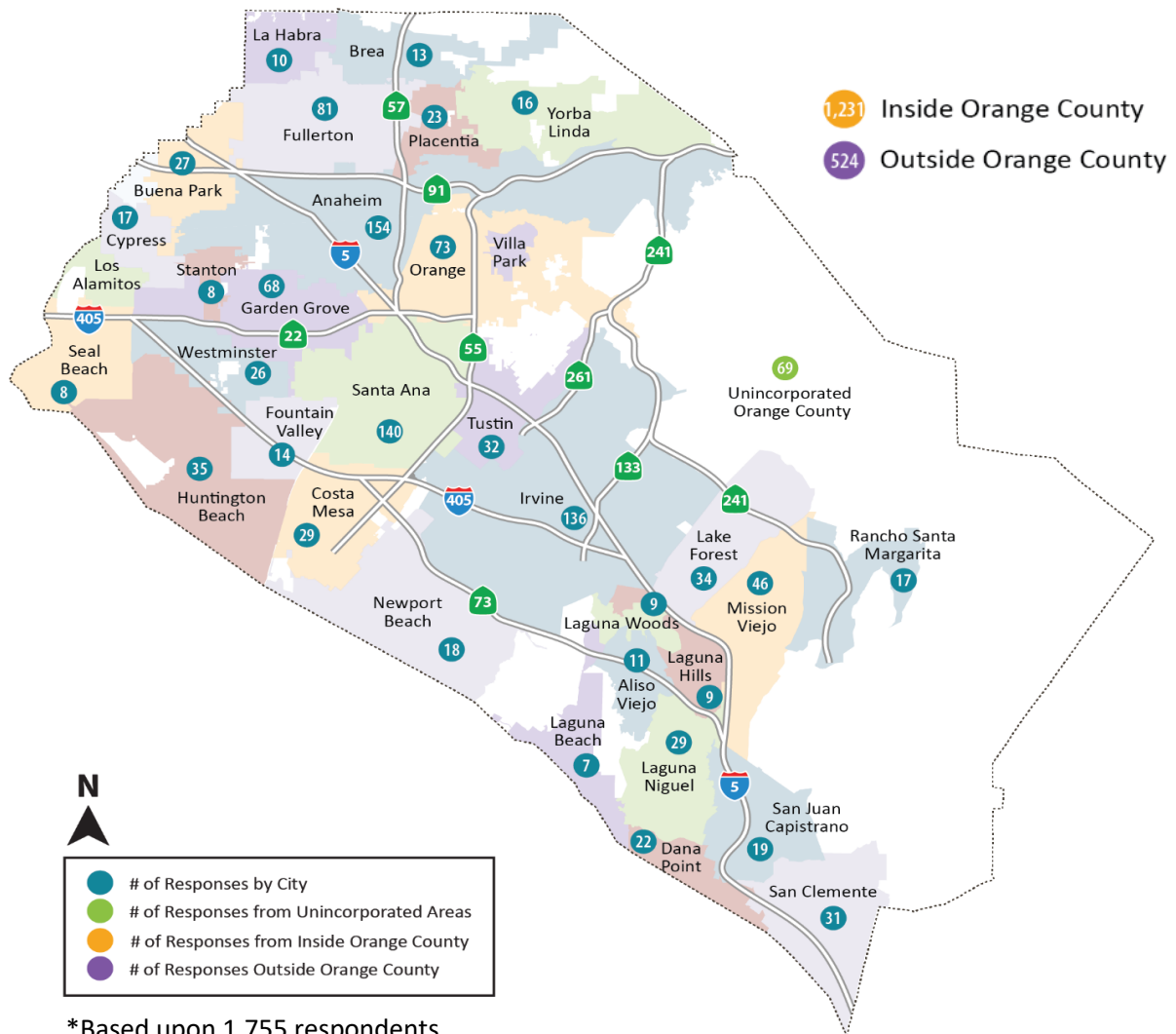
The following section highlights the findings for each survey question.

#### i. Geographic Distribution

Nearly all survey respondents shared their home zip code (95%; 1,755), with most having stated that they reside within Orange County (70%; 1,231). A respondent distribution map is shown below and identifies the number of responses received by city, for both, incorporated and unincorporated, areas in Orange County, as well as notes the total respondents from outside Orange County (30%; 524).

What is your home zip code?

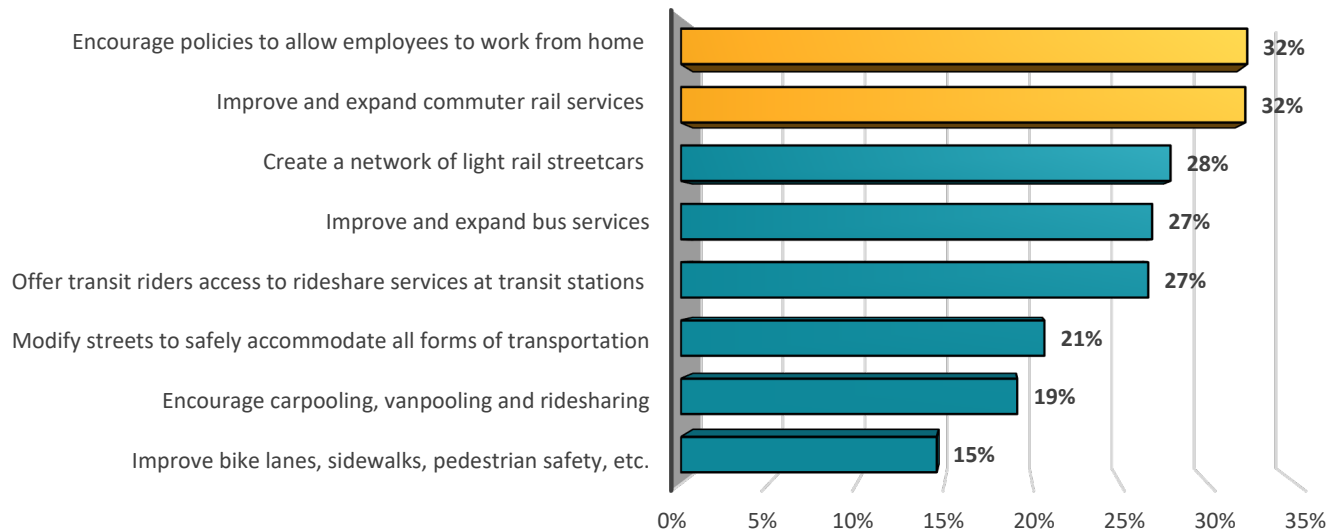
*Figure 3: Survey Infographic Map*



## ii. Congestion Challenges & Improvement Strategies

Survey participants were presented five (5) questions to assess what they thought would help decrease traffic congestion as well as identify potential improvement strategies.

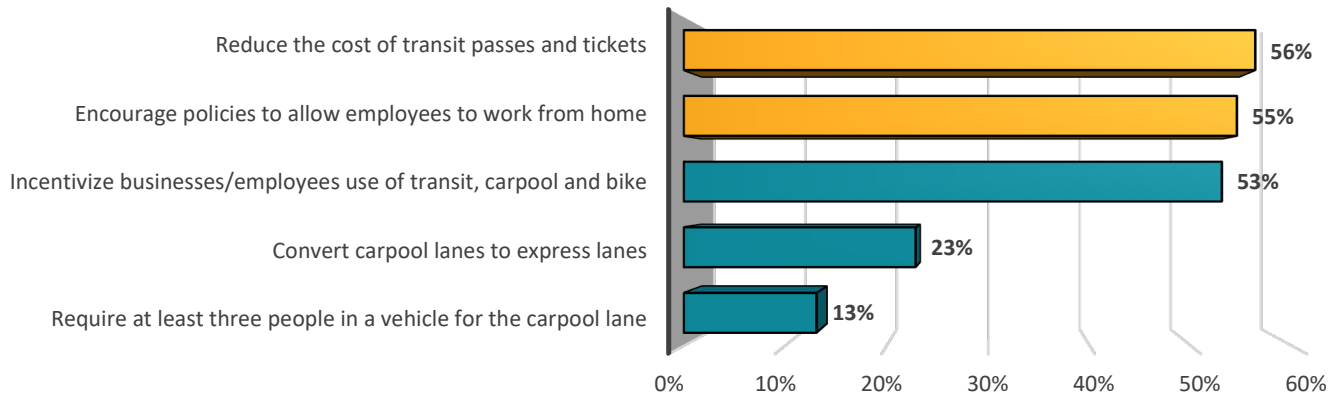
Select your top two strategies to help decrease traffic congestion and reduce how much people need to drive in the future. (Select top two)



Responses	Count*
Encourage policies to allow employees to work from home at least one day per week, whenever possible	584
Improve and expand commuter rail services including Metrolink and Amtrak	582
Create a network of light rail streetcars serving key destinations and activity centers	505
Improve and expand bus services	486
Offer transit riders access to shuttles, shared bikes/scooters, and rideshare services at transit stations to get to their final destination (i.e. mobility hubs)	482
Modify streets to safely accommodate all forms of transportation (driving, transit, walking, bicycling, etc.)	375
Encourage carpooling, vanpooling, and ridesharing	347
Improve bike lanes, sidewalks, pedestrian safety, etc.	264

\*Based upon 1,813 respondents.

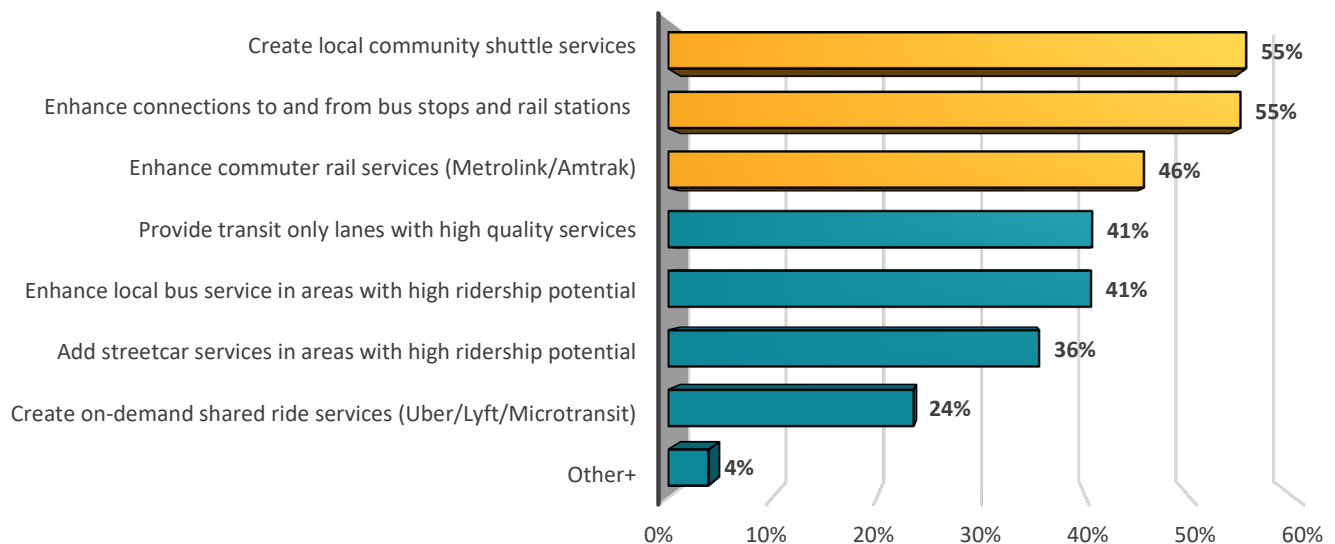
Other ways to encourage people to drive less or use alternative forms of transportation are through pricing or policies. Please indicate which of the following strategies are your top two preferences. (Select top two)



Responses	Count*
Reduce the cost of transit passes and tickets to encourage more transit use	1022
Encourage policies to allow employees to work from home at least one day per week, where possible	989
Incentivize businesses and employees to make greater use of transit, carpooling, and bicycling for their commutes	962
Convert carpool lanes to tolled express lanes that are free for cars with three or more people, and others can pay a toll to access the lanes	414
Require at least three people in a vehicle to qualify for the carpool lane	237

\*Based upon 1,812 respondents.

### Which transit improvements do you think could help relieve congestion the most in Orange County? (Select top three)

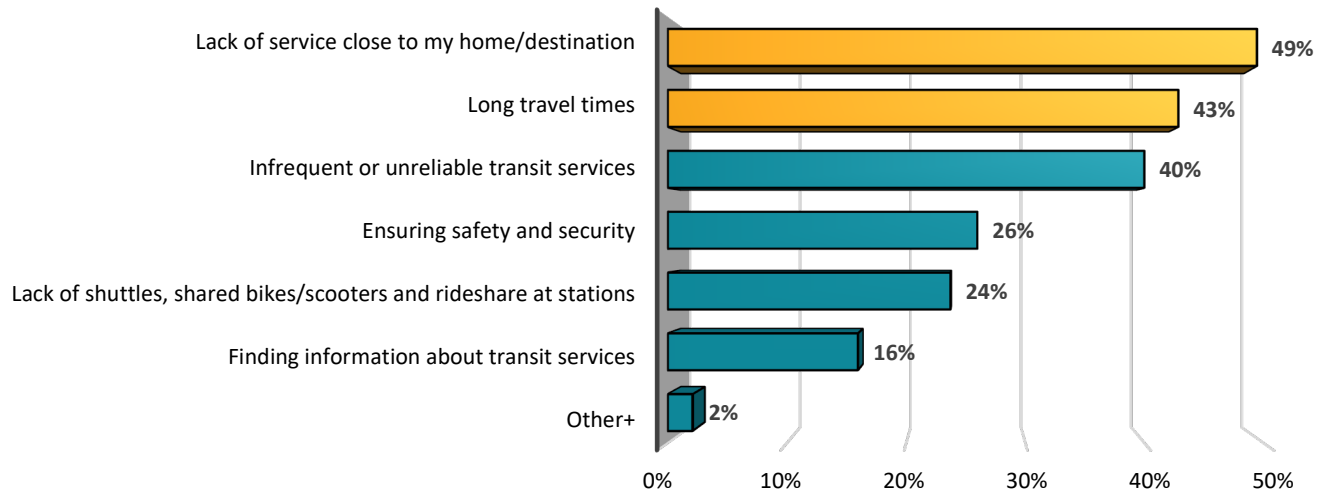


**Other provided:** A total of 70 survey respondents provided additional responses in the “Other” category. Reducing transit fare, enhancing bus service and adding light rail were mentioned the most suggested transit improvements.

Responses	Count*
Create local community shuttle services that get people to and around major activity centers	1,004
Enhance connections to and from bus stops and rail stations by developing Mobility Hubs (multiple services in one location)	994
Enhance commuter rail services (Metrolink/Amtrak)	826
Provide transit only lanes with high quality services (e.g. light rail or bus rapid transit) to connect activity centers through high traffic areas	736
Enhance local bus service in areas with high ridership potential	734
Add streetcar services in areas with high ridership potential	644
Create on-demand shared ride services (Uber/Lyft/Microtransit)	426
Other	70

\*Based upon 1,812 respondents

Considering public transit in Orange County, what do you think are the main challenges to increasing usage? (Select top two)



**Other provided:** A total of 38 survey respondents identified additional challenges in the “Other option in which a majority mentioned a lack of connectivity and service as main challenges to increasing transit usage.

Responses	Count*
Lack of service close to my home/destination	899
Long travel times	779
Infrequent or unreliable transit services	727
Ensuring safety and security	472
Lack of shuttles, shared bikes/scooters, and rideshare services at transit stations	431
Finding information about transit services	290
Other+	38

\*Based upon 1,818 respondents

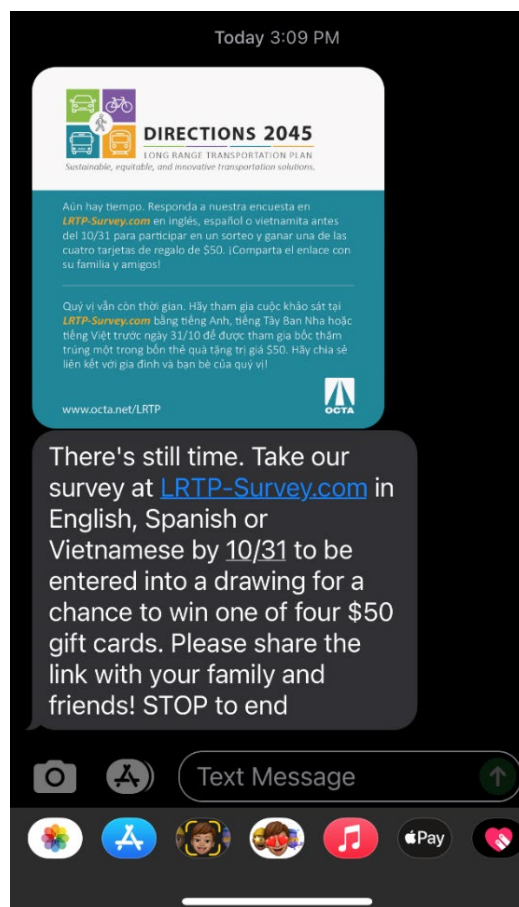


## How important are the following land use strategies in relieving traffic congestion? (1 = Not important; 5 = Very important)

Results are listed in order of importance.

Land Use Strategies	Count by Rank					Average Rank	Overall Rank	Based Upon
	1	2	3	4	5			
Encourage walkability and complete streets (streets designed for all users like drivers, cyclists, pedestrians)	60	83	276	522	864	4.1	#1	1,805 respondents
Concentrate business development around transit (bus/rail) centers	74	50	395	540	753	4.0	#2	1,812 respondents
Concentrate new housing developments around transit (bus/rail) centers	89	101	448	543	622	3.8	#3	1,803 respondents
Reduce automobile dependency (reduced parking availability, pay-to-park lots)	373	238	469	297	429	3.1	#4	1,806 respondents

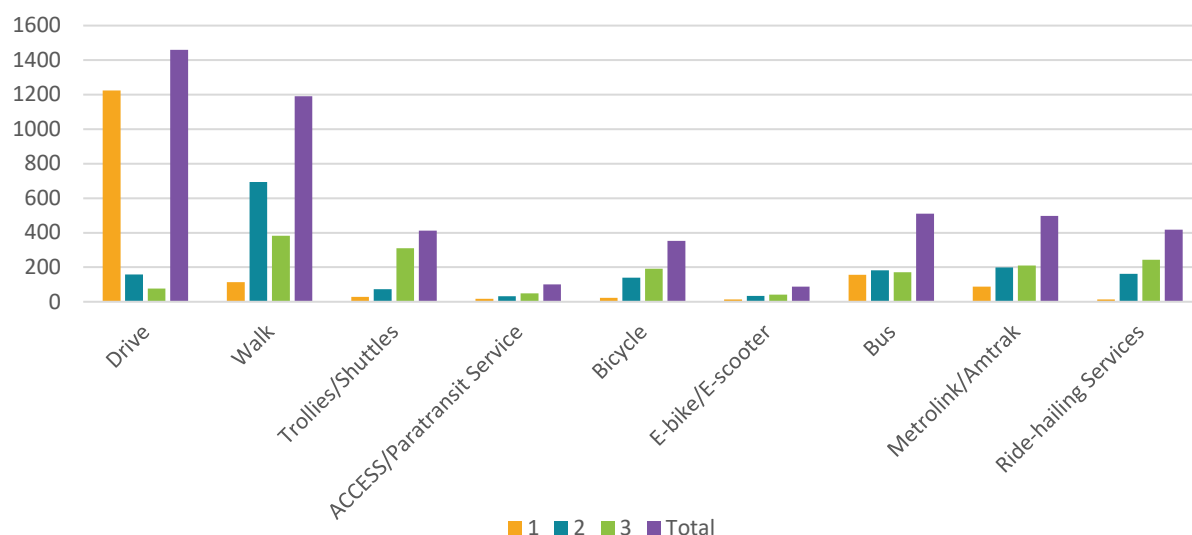
**Figure 4: SMS/MMS Notice**  
(English SMS; Spanish and Vietnamese MMS)



### iii. Travel Habits & General Transportation Improvements

Three (3) questions were asked to establish a baseline understanding of respondent modes of travel and determine their interests in transportation improvements including the application of technological solutions.

When you travel in, around or through Orange County, how do you usually get from place to place? (Select and rank your top three. 1 = most used; 3 = less used)

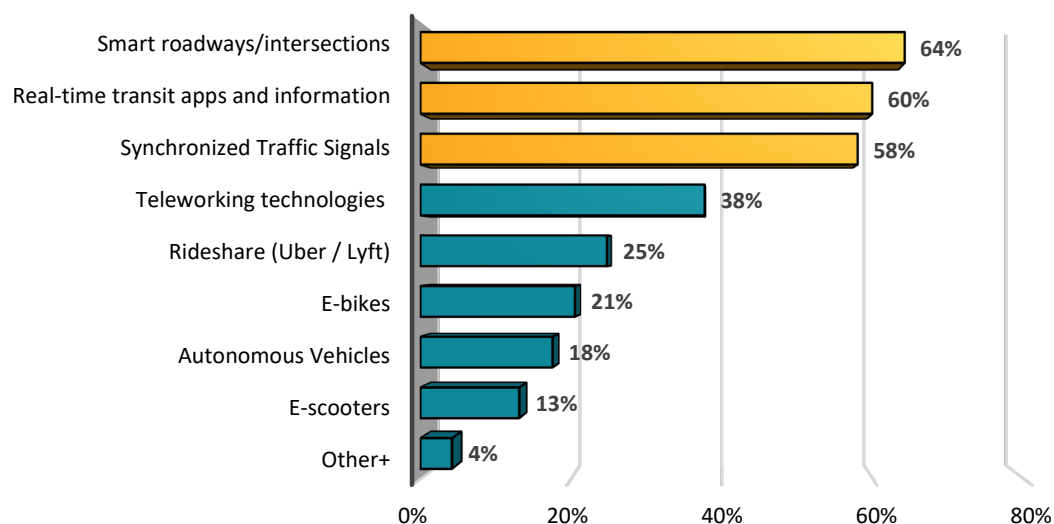


Results are listed in order of use.

Mode of Travel	Count by Rank			Overall Rank	Based Upon
	1	2	3		
Drive (car, motorcycle, etc.)	1,224	159	76	#1	1,459 respondents
Walk	113	694	383	#2	1,190 respondents
Bus	156	182	172	#3	510 respondents
Metrolink/Amtrak	88	199	210	#4	497 respondents
Ride-hailing services (Uber/Lyft)	13	162	243	#5	418 respondents
Trolleys/shuttles (OC Flex, Irvine iShuttle, etc.)	29	73	311	#6	413 respondents
Bicycle	22	140	191	#7	353 respondents
Access/paratransit service	18	33	49	#8	100 respondents
E-bike/e-scooter	13	34	41	#9	88 respondents

\*Based upon 1,676 respondents

OCTA is looking to improve and introduce more technology into transportation.  
What do you think OCTA should be focused on? (Select top three)



**Other provided:** A total of 76 survey respondents selected “Other” as part of their top three responses.

Responses	Count*
Smart roadways/intersections (adding sensors to inform drivers of real-time travel conditions)	1,165
Real-time transit apps and information (Moovit, Transit App, etc.)	1,087
Synchronized Traffic Signals	1,052
Teleworking technologies (virtual meeting platforms, broadband, etc.)	684
Rideshare (Uber / Lyft)	449
E-bikes	372
Autonomous Vehicles	318
E-scooters	238
Other	76

\*Based upon 1,814 respondents

Please rank the following transportation improvements in order of importance.

(1 = most important; 5 = less important)

Results are listed in order of importance.


Transportation Improvements	Count by Rank					Average Rank	Overall Rank
	1	2	3	4	5		
Bus, streetcar, light rail, shuttle, trolley, vanpool, and other transit services	561	373	446	247	84	2.4	#1
Freeway maintenance, on- and off-ramp enhancements, and projects to improve overall traffic flow	546	473	306	280	106	2.4	#2
Pothole repairs, signal synchronization, and intersection improvements	337	449	494	309	122	2.7	#3
Bike lanes, bikeway and sidewalk networks, and pedestrian pathways	177	305	287	678	264	3.3	#4
Enhanced infrastructure to accommodate autonomous, driverless vehicles	90	111	178	197	1135	4.3	#5

\*Based upon 1,711 respondents

Figure 5: Facebook Advertisement

**OCTA**  
Sponsored · 🌐

OCTA wants to hear from you! Help shape the future of OC's transportation system and set a direction forward by taking a short survey at [LRTP-Survey.com](https://www.l RTP-Survey.com). Be... See More

 **DIRECTIONS 2045**  
LONG RANGE TRANSPORTATION PLAN  
Sustainable, equitable, and innovative transportation solutions.

**We want your input!**  
Take our survey and attend the webinar.

[WWW.LRTP-SURVEY.COM](https://www.l RTP-Survey.com)  
**Take our survey on transportation solutions!** [Learn More](#)

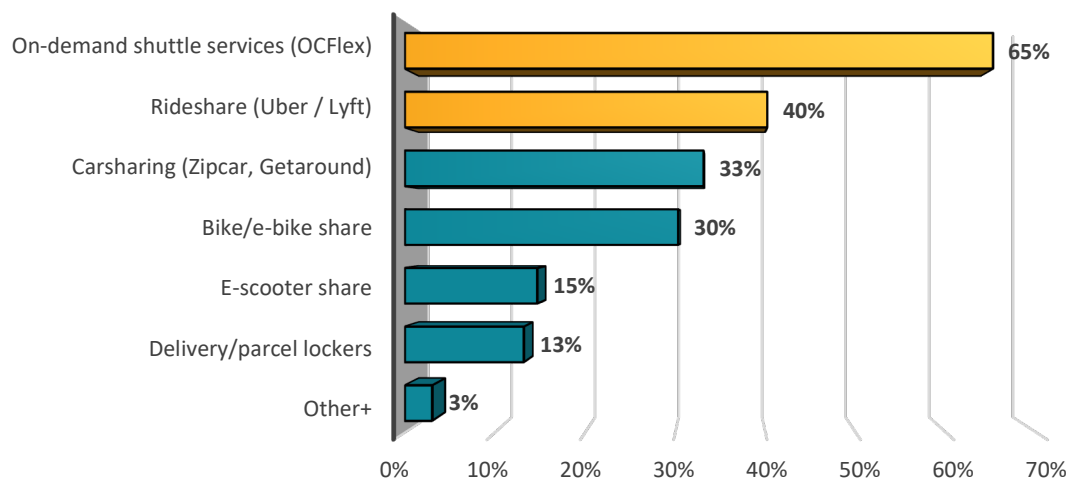
👍🤔 11 5 Comments 1 Share

👍 Like 💬 Comment ➦ Share

#### iv. Mobility Hub Opportunities

There were four questions included within the survey to help gauge participants' interest and needs relative to the development of future mobility hubs.

Which two services would you like offered at Mobility Hubs? (Select top two)



**Other provided:** A total of 54 survey respondents provided additional responses with frequent mentions of electric vehicle charging as a service that they would like to see at future mobility hubs.

Responses	Count*
On-demand shuttle services (OCFlex)	1,181
Rideshare (Uber/Lyft)	728
Carsharing (Zipcar, Getaround)	600
Bike/e-bike share	549
E-scooter share	266
Delivery/parcel lockers	239
Other	54

\*Based upon 1,811 respondents

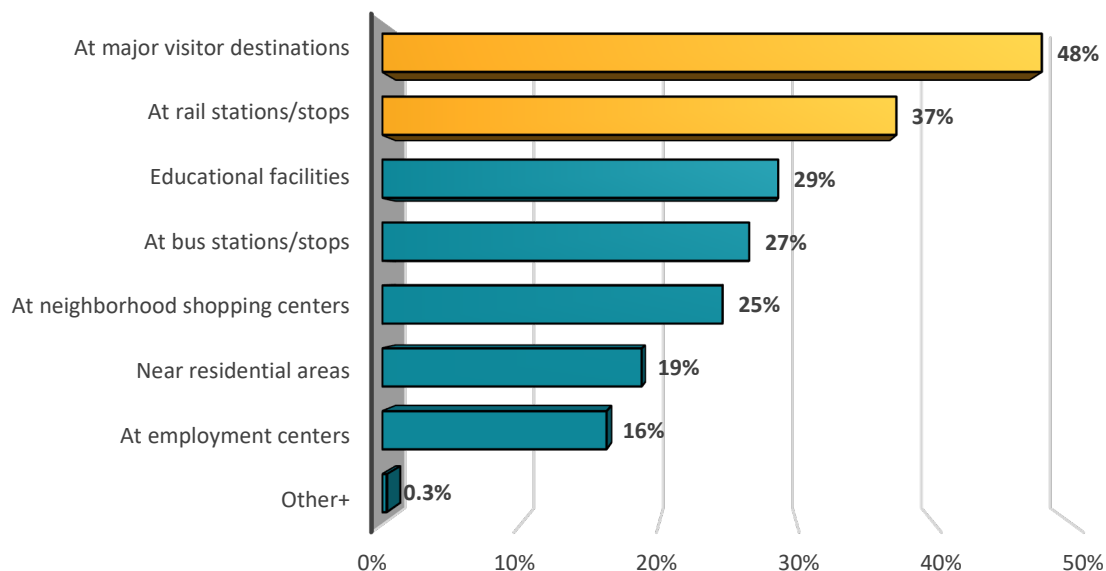
### How important are the following amenities/services for you at Mobility Hubs?

(1 = Not important; 5 = Very important)

Results are listed in order of importance.

Mobility Hub Amenities/Services	Count by Rank					Average Rank	Overall Rank	Based Upon
	1	2	3	4	5			
Security features (cameras, lighting, etc.)	25	16	92	285	1,389	4.7	#1	1,807 respondents
Bathrooms	43	34	128	336	1,264	4.5	#2	1,805 respondents
Seating and open space	25	45	261	596	874	4.2	#3	1,801 respondents
Secure bicycle parking	99	67	270	484	873	4.1	#4	1,793 respondents
Availability of staff at the transit station	42	63	334	573	786	4.1	#5	1,798 respondents
USB charging stations	75	91	396	517	723	4.0	#6	1,802 respondents
Dining options (food trucks/carts, vending machines)	94	117	518	609	474	3.7	#7	1,812 respondents
Bicycle repair stand/station	149	150	601	509	396	3.5	#8	1,805 respondents
ATM machines	156	168	651	459	368	3.4	#9	1,802 respondents
Storage lockers for luggage or package delivery	262	158	611	397	379	3.3	#10	1,807 respondents

### Where should Mobility Hubs be placed in Orange County? (Select top two)



**Other provided:** A total of six (6) survey respondents provided additional responses, which half cited they would like to see mobility hubs placed at all of the locations listed.

Responses	Count*
At major visitor destinations (amusement parks, shopping malls, beaches, etc.)	865
At rail stations/stops	674
Educational facilities (universities, colleges, etc.)	519
At bus stations/stops	481
At neighborhood shopping centers	446
Near residential areas	340
At employment centers	294
Other+	6

\*Based upon 1,812 respondents



**Directions 2045 Long Range Transportation Plan  
Survey Analysis Report, April 2022**

What would encourage you to use Mobility Hubs? Is there anything else you would like to share about Mobility Hubs?

This open-ended question provided respondents an opportunity to share their unique challenges or solutions for further consideration in the development of Orange County mobility hubs. More than 45% (837) of survey respondents provided input on this question. The most common themes were related to accessibility, safety, bus service, and proposed locations of potential mobility hubs.

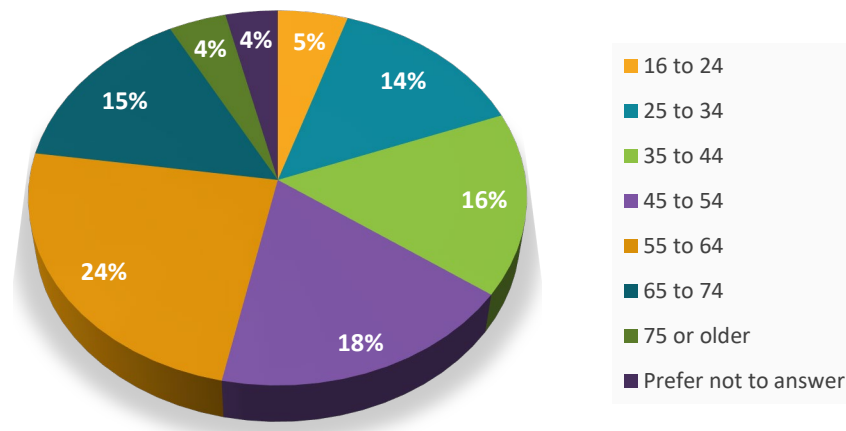
### Figure 6: English Print Survey

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## v. Demographics

Three (3) demographic questions were included at the conclusion and were optional. This data was only used in the assessment of this survey's findings.

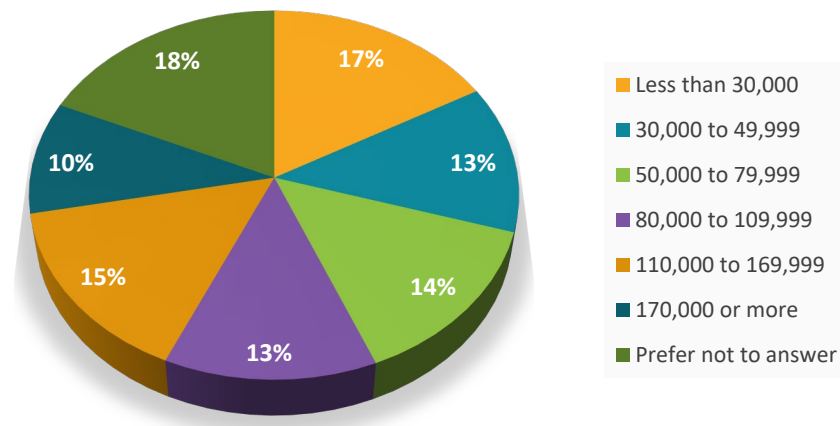
### What is your age range?



Response	Count*
16 to 24	82
25 to 34	260
35 to 44	289
45 to 54	337
55 to 64	441
65 to 74	273
75 or older	75
Prefer not to answer	68

\*Based upon 1,825 respondents

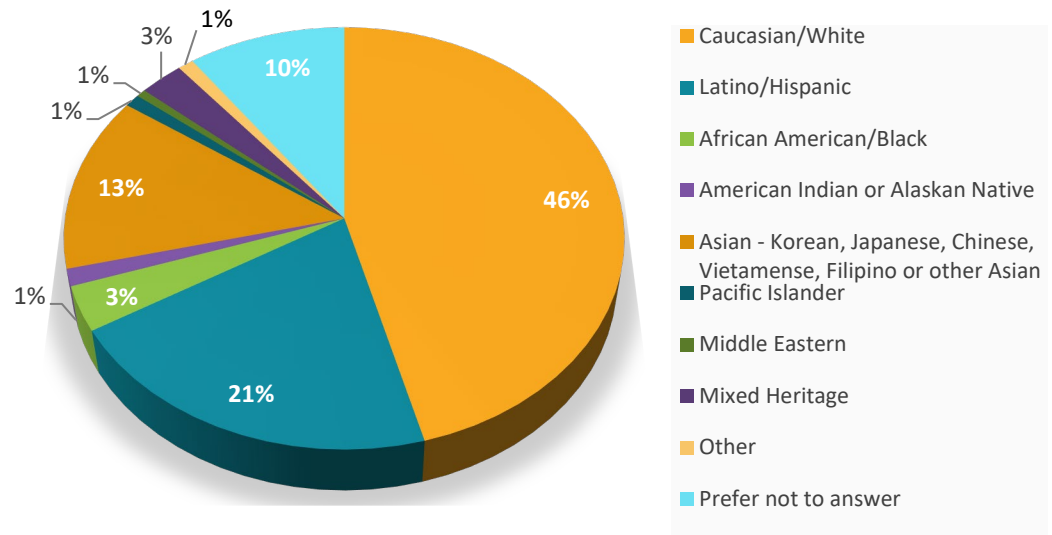
## What is your combined annual household income?



Response	Count*
Less than 30,000	304
30,000 to 49,999	235
50,000 to 79,999	266
80,000 to 109,999	234
110,000 to 169,999	276
170,000 or more	179
Prefer not to answer	331

\*Based upon 1,825 respondents

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



**Other provided:** Indian  
Mexican/American  
Mexican Korean  
Taiwan

Response	Count*
Caucasian/White	838
Latino/Hispanic	378
African American/Black	63
American Indian or Alaskan Native	24
Asian: Korean, Japanese, Chinese, Vietnamese, Filipino or other Asian	246
Pacific Islander	18
Middle Eastern	11
Mixed Heritage	51
Other+	4
Prefer not to answer	192

\*Based upon 1,825 respondents

#### vi. New Contacts

Broadening OCTA's outreach by growing the study contact list of stakeholders and the general public is essential throughout the development of the LRTP. A total of 1,513 new email addresses and 1,147 new mobile phone numbers were collected from survey respondents.

### IV. CONCLUSION

This survey input offers insights into the respondents' attitudes and needs when planning for future transportation improvements in Orange County. Survey findings revealed that respondents would like to see strategies to address traffic congestion, public transit needs and general transportation improvements in rail service, reduction in the cost to ride public transit, and improved connectivity to encourage more transit use. Feedback collected during this phase of the study will be essential in shaping the development of the draft LRTP as it evolves to meet Orange County's 2045 transportation needs.

## APPENDIX

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## Appendix A

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- Typeform Survey English
- Typeform Survey Spanish
- Typeform Survey Vietnamese





## Welcome to the OCTA Long Range Transportation Plan (LRTP) Community Survey!

[Haga clic aquí para español](#)  
[Bấm vào đây để xem tiếng Việt](#)

The LRTP is a blueprint for transportation improvements in Orange County over the next 20+ years. Your input will help to develop a vision for OC's transportation system as well as identify goals and priorities.

**Start**

press **Enter**

Takes X min

1 → Let's make sure you're human! Please select "OCTA", "LRTP" and "Directions 2045" from the list below. Thanks! \*

Choose 3

A	LRTP
B	Bus
C	Directions 2045
D	Orange County
E	Walk
F	OCTA
G	Rail
H	Bike
I	Rideshare
J	Car

2 → Let's try again! Please select "OCTA", "LRTP" and "Directions 2045" from the list below. Thanks!\*

Description (optional)

Choose 3

A	LRTP
B	Bus
C	Directions 2045
D	Orange County
E	Walk
F	OCTA
G	Rail
H	Bike
I	Rideshare
J	Car

[Add choice](#)

3 → When you travel in, around or through Orange County, how do you usually get from place to place? (Select and rank your top three. 1= most used; 3 = less used)

Description (optional)

Drag and drop to rank options

- v	Drive (car, motorcycle, etc.)	⋮
- v	Walk	⋮
- v	Trollies/shuttles (OC Flex, Irvine iShuttle, etc.)	⋮
- v	ACCESS/paratransit service	⋮
- v	Bicycle	⋮
- v	E-bike/e-scooter	⋮
- v	Bus	⋮
- v	Metrolink/Amtrak	⋮
- v	Ride-hailing services (Uber/Lyft)	⋮

[Add choice](#)

4 → Select your top two strategies to help decrease traffic congestion and reduce how much people need to drive in the future. (Select Top Two)

Description (optional)

Choose 2

☐ A Encourage carpooling, vanpooling and ridesharing

☐ B Improve bike lanes, sidewalks, pedestrian safety, etc.

☐ C Modify streets to safely accommodate all forms of transportation (driving, transit, walking, bicycling, etc.)

☐ D Create a network of light rail streetcars serving key destinations and activity centers

☐ E Encourage policies to allow employees to work from home at least one day per week, whenever possible

☐ F Improve and expand commuter rail services including Metrolink and Amtrak

☐ G Improve and expand bus services

☐ H Offer transit riders access to shuttles, shared bikes/scooters, and rideshare services at transit stations to get to their final destination (i.e. mobility hubs)

[Add choice](#)

6 → Which transit improvements do you think could help relieve congestion the most in Orange County? (Select Top Three)

Description (optional)

Choose 3

☐ A Enhance local bus service in areas with high ridership potential

☐ B Create local community shuttle services that get people to and around major activity centers

☐ C Create on-demand shared ride services (Uber/Lyft/Microtransit)

☐ D Add streetcar services in areas with high ridership potential

☐ E Enhance commuter rail services (Metrolink/Amtrak)

☐ F Provide transit only lanes with high quality services (e.g. light rail or bus rapid transit) to connect activity centers through high traffic areas

☐ G Enhance connections to and from bus stops and rail stations by developing Mobility Hubs (multiple services in one location)

☐ H Other

[Add choice](#)

8 → How important are the following land use strategies in relieving traffic congestion? (Rate questions 6a through 6d in a scale of 1 to 5)

Description (optional)

[Continue](#) press Enter ↵

8a → Concentrate business development around transit (bus/rail) centers

Description (optional)

1

2

3

4

5

Not important

Neutral

Very important

5 → Other ways to encourage people to drive less or use alternative forms of transportation are through pricing or policies. Please indicate which of the following strategies are your top two preferences. (Select Top Two)

Description (optional)

Choose 2

☐ A Require at least three people in a vehicle to qualify for the carpool lane

☐ B Incentivize businesses and employees to make greater use of transit, carpooling, and bicycling for their commutes

☐ C Encourage policies to allow employees to work from home at least one day per week, where possible

☐ D Convert carpool lanes to tolled express lanes that are free for cars with three or more people, and others can pay a toll to access the lanes

☐ E Reduce the cost of transit passes and tickets to encourage more transit use

[Add choice](#)

7 → Considering public transit in Orange County, what do you think are the main challenges to increasing usage? (Select Top Two)

Description (optional)

Choose 2

☐ A Infrequent or unreliable transit services

☐ B Long travel times

☐ C Lack of service close to my home/destination

☐ D Ensuring safety and security

☐ E Lack of shuttles, shared bikes/scooters, and rideshare services at transit stations

☐ F Finding information about transit services

☐ G Other

[Add choice](#)

GROWING TRAVEL DEMAND

As population, housing and employment grow, so do daily trips and congestion



8b → Concentrate new housing developments around transit (bus/rail) centers

Description (optional)

1

2

3

4

5

Not importantNeutralVery important

8c → Reduce automobile dependency (reduced parking availability, pay-to-park lots)

Description (optional)

1

2

3

4

5

Not importantNeutralVery important

8d → Encourage walkability and complete streets (streets designed for all users like drivers, cyclists, pedestrians)

Description (optional)

1

2

3

4

5

Not importantNeutralVery important

9 → OCTA is looking to improve and introduce more technology into transportation. What do you think OCTA should be focused on? (Select Top Three)

Description (optional)

Choose 3

A

E-bikes

B

E-scooters

C

Rideshare (Uber / Lyft)

D

Teleworking technologies (virtual meeting platforms, broadband, etc.)

E

Real-time transit apps and information (Moovit, Transit App, etc.)

F

"Smart" roadways/intersections (adding sensors to inform drivers of real-time travel conditions)

G

Autonomous Vehicles

H

Synchronized Traffic Signals

I

Other

Add choice

10 → Please rank the following transportation improvements in order of importance. (1 = most important; 5 = less important)

Description (optional)

Drag and drop to rank options

- v

Freeway maintenance, on- and off-ramp enhancements, and projects to improve overall traffic flow

⋮

- v

Bus, streetcar, light rail, shuttle, trolley, vanpool, and other transit services

⋮

- v

Pothole repairs, signal synchronization, and intersection improvements

⋮

- v

Bike lanes, bikeway and sidewalk networks, and pedestrian pathways

⋮

- v

Enhanced infrastructure to accommodate autonomous, driverless vehicles

⋮

Add choice



11 → Which two services would you like offered at Mobility Hubs? (Select Top Two)

Description (optional)

Choose 2

- A Carsharing (Zipcar, Getaround)
- B On-demand shuttle services (OCFlex)
- C Bike/e-bike share
- D E-scooter share
- E Rideshare (Uber / Lyft)
- F Delivery/parcel lockers
- G Other

[Add choice](#)

12 → How important are the following amenities/services for you at Mobility Hubs?

Description (optional)

**Continue** press Enter ↵

12a → Storage lockers for luggage or package delivery

Description (optional)

1	2	3	4	5
Not Important		Neutral		Very important

12b → Secure bicycle parking

Description (optional)

1	2	3	4	5
Not Important		Neutral		Very important

12c → Bicycle repair stand/station

Description (optional)

1	2	3	4	5
Not Important		Neutral		Very important

12d → Availability of staff at the transit station

Description (optional)

1	2	3	4	5
Not Important		Neutral		Very important

12e → Bathrooms

Description (optional)

1	2	3	4	5
Not Important		Neutral		Very important

12f → Seating and open space

Description (optional)

1	2	3	4	5
Not Important		Neutral		Very important

12g → Dining options (food trucks/carts, vending machines)

Description (optional)

1	2	3	4	5
Not Important		Neutral		Very important

12h → Security features (cameras, lighting, etc.)

Description (optional)

1	2	3	4	5
Not Important		Neutral		Very important

12i → ATM machines

Description (optional)

1

2

3

4

5

Not ImportantNeutralVery important

12j → USB charging stations

Description (optional)

1

2

3

4

5

Not ImportantNeutralVery important

13 → Where should Mobility Hubs be placed in Orange County? (Select Top Two)

Description (optional)

Choose 2

A At neighborhood shopping centers

B At bus stations/stops

C At rail stations/stops

D Near residential areas

E At employment centers

F At major visitor destinations (amusement parks, shopping malls, beaches, etc.)

G Educational facilities (universities, colleges, etc.)

H Other

Add choice

14 → What would encourage you to use Mobility Hubs? Is there anything else you would like to share about Mobility Hubs?

Description (optional)

Type your answer here...


Shift ⌘ + Enter ↵ to make a line break

OK ✓press Enter ↵

Thanks for your input! Now, please tell us a little about yourself. (Optional)

Description (optional)

Continuepress Enter ↵



15 → What is your home zip code?

Description (optional)

Type your answer here...

OK ✓press Enter ↵

16 → What is your age range?

Description (optional)

A 16-24

B 25-34

C 35-44

D 45-54

E 55-64

F 65-74

G 75 or older

H Prefer not to answer

Add choice

17 → What is your combined annual household income?

Description (optional)

A Less than 30,000

B 30,000 - 49,999

C 50,000 - 79,999

D 80,000 - 109,999

E 110,000 - 169,999

F 170,000 or more

G Prefer not to answer

Add choice

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

Description (optional)

A Caucasian/White

B Latino/Hispanic

C African American/Black

D American Indian or Alaskan Native

E Asian - Korean, Japanese, Chinese, Vietnamese, Filipino or other Asian

F Pacific Islander

G Middle Eastern

H Mixed Heritage

I Prefer not to answer

J Other

Add choice

Enter your email or mobile number below to receive project updates and meeting invites and be entered into an opportunity drawing for a chance to receive one of four \$50 gift cards. (Rules)

Description (optional)

Continue press Enter ↵



19 → Please enter your email address.

Description (optional)

name@example.com

OK ✓ press Enter ↵

20 → Please enter your mobile phone number to receive text updates on the project.

Description (optional)

 ✓

OK ✓ press Enter ↵



## DIRECCIONES RUMBO AL 2045

PLAN DE TRANSPORTE A LARGO PLAZO

Soluciones de transporte sostenibles, equitativas e innovadoras.

### ¡Bienvenido a la Encuesta Comunitaria sobre el Plan de Transporte de Largo Plazo (LRTP, por sus siglas en inglés) de OCTA!

El LRTP es un plan para mejorar el transporte en Orange County durante los próximos 20 años o más. Su opinión ayudará a desarrollar una visión para el sistema de transporte de OC, así como a identificar objetivos y prioridades.

Comienzo

pulsa Enter ↵

Toma X min.

1 → ¡Asegurémonos de que es usted humano! Seleccione "OCTA", "LRTP" y "Direcciones 2045" de la lista a continuación. ¡Gracias! Esta pregunta es obligatoria. \*

Description (optional)

Escoja 3

- A LRTP
- B Autobus
- C Direcciones 2045
- D Orange County
- E Caminar
- F OCTA
- G Carril ferroviario
- H Bicicleta
- I Vieje Compartido
- J Carro

Add choice

2 → ¡Intentémoslo de nuevo! Seleccione "OCTA", "LRTP" y "Direcciones 2045" de la lista a continuación. ¡Gracias! \*

Description (optional)

Escoja 3

- A LRTP
- B Autobus
- C Direcciones 2045
- D Orange County
- E Caminar
- F OCTA
- G Carril ferroviario
- H Bicicleta
- I Vieje Compartido
- J Carro

Add choice

3 → Cuando viaja alrededor, a través o dentro de Orange County, ¿cómo suele ir de un lugar a otro? (Seleccione y clasifique sus tres opciones preferidas. 1 = más utilizado; 3 = menos utilizado)

Arrastre las opciones y suéltelas para clasificar

Arrastra y suelta para clasificar las opciones

- Conduciendo (automóvil, motocicleta, etc.)
- Caminando
- Trolebuses/ autobuses de enlace (OC Flex, Irvine iShuttle, etc.)
- ACCESS/ servicio de transporte para discapacitados
- Bicicleta
- Bicicleta eléctrica/scooter eléctrico
- Autobús
- Metrolink/Amtrak
- Servicios de transporte a pedido (Uber/Lyft)

Add choice

4 → Seleccione sus dos estrategias preferidas para ayudar a disminuir la congestión del tráfico y reducir la cantidad de personas que deben conducir en el futuro. (Seleccione las dos preferidas)

Description (optional)

Escoja 2

- A Fomentar el viaje compartido en automóvil, el viaje compartido en camioneta y en cualquier otro medio de transporte
- B Mejorar los carriles para bicicletas, las aceras, la seguridad de los peatones, etc.
- C Modificar las calles para acomodar de manera segura todas las formas de transporte (conduciendo, transporte público, caminar, andar en bicicleta, etc.)
- D Crear una red de tranvías que lleguen a destinos y centros de actividad importantes
- E Fomentar políticas que permitan a los empleados trabajar desde casa al menos un día a la semana, siempre que sea posible
- F Mejorar y ampliar los servicios de trenes de pasajeros habituales, incluidos Metrolink y Amtrak
- G Mejorar y ampliar los servicios de autobús
- H Ofrecer a los pasajeros del transporte público acceso a servicios de autobuses de enlace, bicicletas/scooters compartidos y servicios de viaje compartido en las estaciones de transporte público para llegar a su destino final (Ejemplo: centros de movilidad)

Add choice

5 → Los precios o las políticas públicas son otras formas de alentar a las personas a que conduzcan menos o utilicen formas alternativas de transporte. Indique cuáles de las siguientes estrategias son sus dos opciones preferidas. (Seleccione las dos más preferidas)

Description (optional)

Escoja 2

- A Exigir al menos tres personas en un vehículo para poder utilizar el carril de viaje compartido
- B Incentivar a los negocios y a los empleados para que hagan un mayor uso del transporte público, los viajes compartidos en automóvil y el ciclismo en sus traslados entre la casa y el trabajo
- C Fomentar políticas que permitan a los empleados trabajar desde casa al menos un día a la semana, cuando sea posible
- D Convertir los carriles para viajes compartidos en carriles expresos con pago de peaje, pero gratuitos para automóviles con tres o más personas, en tanto que el resto de los vehículos pueden pagar un peaje para acceder a los carriles
- E Reducir el costo de los pases y boletos del transporte público para fomentar un mayor uso del tránsito

Add choice



6 → ¿Qué mejoras en el transporte público cree que podrían ayudar más a aliviar la congestión en Orange County? (Seleccione sus tres opciones preferidas)

Description (optional)

Escoja 3

A

Mejorar el servicio de autobús local en áreas con alto potencial de pasajeros

B

Crear servicios de transporte de enlace dentro de la comunidad local que lleven a las personas hacia y alrededor de los principales centros de actividades

C

Crear servicios de transporte compartido a pedido (Uber/Lyft/Microtransit)

D

Agregar servicios de tranvía en áreas con alto potencial de pasajeros

E

Mejorar los servicios de trenes de pasajeros habituales (Metrolink/Amtrak)

F

Proporcionar carriles solo para transporte público con servicios de alta calidad (por ejemplo: tranvía o transporte público rápido a través de autobús) para conectar los centros de actividad en áreas de alto tráfico

G

Mejorar las conexiones desde y hacia las paradas de autobús y las estaciones de tren mediante el desarrollo de Centros de Movilidad denominados Mobility Hubs (múltiples servicios en un solo lugar)

H

Otro

[Add choice](#)

7 → Teniendo en cuenta el transporte público en Orange County, ¿cuáles cree que son las principales dificultades para aumentar su utilización? (Seleccione sus dos opciones preferidas)

Description (optional)

Escoja 2

A

Servicios de transporte público poco frecuentes o poco confiables

B

Largos tiempos de viaje

C

Falta de servicio cerca de mi casa/destino

D

Garantizar la seguridad y la protección

E

Falta de transporte, bicicletas/scooters compartidos y servicios de viaje compartido en las estaciones de transporte público

F

Encontrar información sobre los servicios de transporte público

G

Otro

[Add choice](#)

8 → ¿Qué importancia tienen las siguientes estrategias de uso de la tierra para aliviar la congestión del tráfico? (Califique las preguntas desde la 6a hasta la 6d en una escala del 1 al 5)

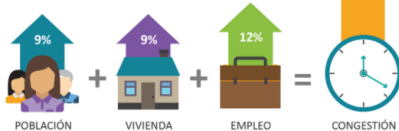
Description (optional)

Continuar

pulsa Enter ↵

### CRECIENTE DEMANDA DE VIAJES Y UNA LIMITADA DISPONIBILIDAD DE TIERRA

A medida que la población, la vivienda y el empleo crecen, también lo hacen los viajes diarios y la congestión



8a → Concentrar el desarrollo comercial en torno a los centros de transporte público (autobús/ferrocarril)

Description (optional)

1

2

3

4

5

No importante

Neutral

Muy importante

8b → Concentrar las nuevas construcciones de vivienda alrededor de los centros de transporte público (autobús/ferrocarril)

Description (optional)

1

2

3

4

5

No importante

Neutral

Muy importante

8c → Reducir la dependencia del automóvil (disponibilidad reducida de estacionamiento, lotes de estacionamiento pagados)

Description (optional)

1

2

3

4

5

No importante

Neutral

Muy importante

8d → Fomentar las comodidades para caminar y la construcción de calles completas (calles diseñadas para todos los usuarios como conductores, ciclistas o peatones)

Description (optional)

1

2

3

4

5

No importante

Neutral

Muy importante

9 → **OCTA busca mejorar e introducir más tecnología en el transporte. ¿En qué cree que debería centrarse la OCTA?** (Seleccione sus tres opciones preferidas)

Description (optional)

Escoja 3

A

Bicicletas eléctricas

B

Scooters eléctricos

C

Viajes compartidos (Uber / Lyft)

D

Tecnologías de teletrabajo (plataformas de reuniones virtuales, banda ancha, etc.)

E

Aplicaciones e información sobre transporte público en tiempo real (Moovit, aplicación Transit, etc.)

F

Calles/intersecciones "inteligentes" (colocación de sensores para informar a los conductores de las condiciones de viaje en tiempo real)

G

Vehículos autónomos

H

Señales de tráfico sincronizadas

I

Otro

[Add choice](#)

10 → **Clasifique las siguientes mejoras de transporte en orden de importancia.** (1 = más importante; 5 = menos importante)

Description (optional)

Arrastra y suelta para clasificar las opciones

Mantenimiento de autopistas, mejoras en las rampas de entrada y salida y proyectos para mejorar el flujo de tráfico en general

Autobús, tranvía, tren ligero, servicio de enlace, trolebús, camioneta para viaje compartido y otros servicios de transporte público

Reparación de baches, sincronización de la señalización y vías peatonales.

Terrenos para bicicletas, redes de ciclovías y aceras, además de vías peatonales

Mejora de la infraestructura para acomodar vehículos autónomos sin conductor

[Add choice](#)

Los centros de movilidad (Mobility Hubs en inglés) permiten a las personas los transbordos entre los diferentes servicios de transporte, incluidos autobús, bicicleta y scooters eléctricos, viajes compartidos y tren; todo en un solo lugar. Pueden ofrecer comodidades como estaciones de carga eléctrica, almacenamiento seguro para bicicletas o lugares donde sentarse.

Description (optional)

**Continuar** pulsa Enter ↵



11 → **Elija dos servicios que le gustaría que se ofrecieran en los centros de movilidad (Mobility Hubs)** (Seleccione sus dos opciones preferidas)

Description (optional)

Escoja 2

A

Alquiler de vehículos por horas (Zipcar, Getaround)

B

Servicios de transporte a pedido (OCFlex)

C

Compartir bicicletas/bicicletas eléctricas

D

Compartir scooter eléctrico

E

Transporte compartido (Uber / Lyft)

F

Casilleros de entrega /paquetería

G

Otro

[Add choice](#)

12 → **¿Qué importancia tienen para usted las siguientes comodidades/servicios en los centros de movilidad (Mobility Hubs)?**

Description (optional)

**Continuar**

pulsa Enter ↵

12a → **Casilleros de almacenamiento para equipaje o entrega de paquetes**

Description (optional)

1

2

3

4

5

No importanteNeutralMuy importante

12b → **Estacionamiento seguro para bicicletas**

Description (optional)

1

2

3

4

5

No importanteNeutralMuy importante

12c → **Puesto/estación de reparación de bicicletas**

Description (optional)

1

2

3

4

5

No importanteNeutralMuy importante

12d → **Disponibilidad de personal en la estación de transporte público**

Description (optional)

1

2

3

4

5

No importanteNeutralMuy importante

12e → **Baños**

Description (optional)

1

2

3

4

5

No importanteNeutralMuy importante

12f → **Lugares para sentarse y espacios abiertos**

Description (optional)

1

2

3

4

5

No importanteNeutralMuy importante

12g → **Opciones para comer (camiones/carritos de comida, máquinas expendedoras)**

Description (optional)

1

2

3

4

5

No importanteNeutralMuy importante

12h → **Elementos de seguridad (cámaras, iluminación, etc.)**

Description (optional)

1

2

3

4

5

No importanteNeutralMuy importante

12i → **Cajeros automáticos**

Description (optional)

1	2	3	4	5
No importante		Neutral		Muy importante

12j → **Estaciones de carga USB**

Description (optional)

1	2	3	4	5
No importante		Neutral		Muy importante

13 → **¿Dónde deberían ubicarse los centros de movilidad (Mobility Hubs) en Orange County?**

(Seleccione sus dos opciones preferidas)

Description (optional)

Escoge 2

<input type="checkbox"/> A	En los centros comerciales del vecindario
<input type="checkbox"/> B	En estaciones/paradas de autobuses
<input type="checkbox"/> C	En estaciones/paradas de tren
<input type="checkbox"/> D	Cerca de áreas residenciales
<input type="checkbox"/> E	En los centros de empleo
<input type="checkbox"/> F	En los principales destinos de los visitantes (parques de atracciones, centros comerciales, playas, etc.)
<input type="checkbox"/> G	Instalaciones educativas (universidades, colegios, etc.)
<input type="checkbox"/> H	Otro

[Add choice](#)

14 → **¿Qué le animaría a utilizar los centros de movilidad (Mobility Hubs)? ¿Hay algo más que le gustaría compartir sobre estos centros?**

Description (optional)

Escribe aquí su respuesta...

Pulsa Shift + Enter para añadir un párrafo

**Aceptar** ✓ pulsa Enter

¡Gracias por su contribución! Ahora, cuéntenos un poco sobre usted.

(Opcional)

Description (optional)

**Continuar** pulsa Enter



15 → **¿Cuál es el código postal de su casa?**

Description (optional)

Escribe aquí su respuesta...

**Aceptar** ✓ pulsa Enter

16 → **Cuál es el rango de su edad?**

Description (optional)

<input type="checkbox"/> A	16-24
<input type="checkbox"/> B	25-34
<input type="checkbox"/> C	35-44
<input type="checkbox"/> D	45-54
<input type="checkbox"/> E	55-64
<input type="checkbox"/> F	65-74
<input type="checkbox"/> G	75 o mayor
<input type="checkbox"/> H	Prefiero no responder

[Add choice](#)

17 → **¿Cuánto es su ingreso familiar anual combinado?**

Description (optional)

<input type="checkbox"/> A	Menos de 30,000
<input type="checkbox"/> B	30,000 - 49,999
<input type="checkbox"/> C	50,000 - 79,999
<input type="checkbox"/> D	80,000 - 109,999
<input type="checkbox"/> E	110,000 - 169,999
<input type="checkbox"/> F	170,000 o más
<input type="checkbox"/> G	Prefiero no responder

[Add choice](#)

18 → **¿A qué grupo étnico considera usted que pertenece o se siente más cercano?**

Description (optional)

<input type="checkbox"/> A	Caucásico/Blanco
<input type="checkbox"/> B	Latino/Hispano
<input type="checkbox"/> C	Afroamericano/Negro
<input type="checkbox"/> D	Indígena Americano o Nativo de Alaska
<input type="checkbox"/> E	Asiático: Coreano, Japonés, Chino, Vietnamita, Filipino o de otro país asiático
<input type="checkbox"/> F	Isleño del Pacífico
<input type="checkbox"/> G	Oriente Medio
<input type="checkbox"/> H	Origen mixto
<input type="checkbox"/> I	Prefiero no contestar
<input type="checkbox"/> J	Otro

[Add choice](#)

Ingrese su correo electrónico o número de teléfono celular a continuación para recibir actualizaciones del proyecto e invitaciones a reuniones, además de participar en un sorteo para recibir una de las cuatro tarjetas de regalo de \$50.

Description (optional)

Continuar pulsa Enter ↵



19 → **Escriba su dirección de correo electrónico.**

Description (optional)

nombre@ejemplo.com

Aceptar ✓ pulsa Enter ↵

20 → **Ponga su número de teléfono celular para recibir actualizaciones de texto sobre el proyecto.**

Description (optional)

Aceptar ✓ pulsa Enter ↵



## PHƯƠNG HƯỚNG NĂM 2045

### KẾ HOẠCH VẬN CHUYỂN DÀI HẠN

Các giải pháp giao thông bền vững, công bằng và sáng tạo.

## Chào mừng quý vị đến với Khảo Sát Cộng Đồng về Kế Hoạch Vận Tải Dài Hạn (LRTP, từ viết tắt tiếng Anh) của OCTA!

LRTP là một kế hoạch chi tiết cho các cải tiến giao thông ở Orange County trong 20+ năm tới. Ý kiến đóng góp của quý vị sẽ giúp phát triển tầm nhìn cho hệ thống giao thông của OC cũng như xác định các mục tiêu và ưu tiên.

**Start**

Nhấn Enter ↵

● Takes X min

1 → **Khi đi trong, xung quanh hoặc qua Orange County, quý vị thường đi từ nơi này đến nơi khác bằng cách nào?** (Chọn và xếp hạng ba lựa chọn hàng đầu của quý vị. 1 = sử dụng nhiều nhất; 3 = ít sử dụng)

Kéo và thả để xếp hạng các tùy chọn

Drag and drop to rank options

- ▾	Lái xe (xe hơi, xe máy, v.v.)	⋮
- ▾	Đi bộ	⋮
- ▾	Xe chạy bằng dây cáp/xe đưa đón (OC Flex, Irvine iShuttle, v.v.)	⋮
- ▾	ACCESS/phương tiện giao thông công cộng dành cho người khuyết tật	⋮
- ▾	Xe đạp	⋮
- ▾	Xe đạp điện/Xe tay ga điện tử	⋮
- ▾	Xe buýt	⋮
- ▾	Metrolink/Amtrak	⋮
- ▾	Dịch vụ gọi xe (Uber/Lyft)	⋮

[Add choice](#)

2 → **Chọn hai chiến lược hàng đầu của quý vị để giúp giảm tắc nghẽn giao thông và giảm lượng người cần lái xe trong tương lai.** (Chọn Hai Lựa Chọn Hàng Đầu)

Chọn 2 lựa chọn

Choose 2

<input type="checkbox"/> A	Khuyến khích đi chung xe hơi, xe vận tải nhỏ, trả tiền đi chung xe
<input type="checkbox"/> B	Cải thiện làn đường dành cho xe đạp, vỉa hè, tính an toàn cho người đi bộ, v.v.
<input type="checkbox"/> C	Sửa đổi đường phố để phù hợp với tất cả các hình thức giao thông (lái xe, chuyển tuyến, đi bộ, đi xe đạp, v.v.) một cách an toàn
<input type="checkbox"/> D	Tạo một mạng lưới xe điện đường sắt nhẹ phục vụ các điểm đến và trung tâm hoạt động chính
<input type="checkbox"/> E	Khuyến khích các chính sách cho phép nhân viên làm việc tại nhà ít nhất một ngày mỗi tuần, bất cứ khi nào có thể
<input type="checkbox"/> F	Cải thiện và mở rộng các dịch vụ đường sắt đi lại bao gồm Metrolink và Amtrak
<input type="checkbox"/> G	Cải thiện và mở rộng dịch vụ xe buýt
<input type="checkbox"/> H	Cung cấp cho những người đi phương tiện công cộng quyền sử dụng xe đưa đón, xe đạp/xe tay ga dùng chung và dịch vụ trả đi chung xe tại các trạm giao thông công cộng để đến điểm dừng cuối cùng của họ (tức là các trung tâm di chuyển)

[Add choice](#)

3 → **Các cách khác để khuyến khích mọi người ít lái xe hơn hoặc sử dụng các hình thức vận chuyển thay thế là thông qua chính sách hoặc giá cả. Vui lòng cho biết chiến lược nào sau đây là hai tùy chọn hàng đầu của quý vị.** (Chọn Hai Lựa Chọn Hàng Đầu)

Chọn 2 lựa chọn

Choose 2

<input type="checkbox"/> A	Yêu cầu ít nhất ba người trên xe đủ điều kiện đi làn đường dành cho xe chung
<input type="checkbox"/> B	Khuyến khích các doanh nghiệp và nhân viên sử dụng nhiều hơn phương tiện công cộng, đi chung xe và đi xe đạp trên lộ trình đi lại
<input type="checkbox"/> C	Khuyến khích các chính sách cho phép nhân viên làm việc tại nhà ít nhất một ngày mỗi tuần, nếu có thể
<input type="checkbox"/> D	Chuyển làn đường đi chung xe sang làn đường cao tốc có thu phí miễn phí cho xe hơi có từ ba người trở lên và những người khác có thể trả phí để đi vào các làn đường này
<input type="checkbox"/> E	Giảm chi phí vé chuyển tuyến và vé để khuyến khích sử dụng phương tiện công cộng nhiều hơn

[Add choice](#)

4 → **Phương thức cải thiện phương tiện nào có thể giúp giảm tắc nghẽn nhiều nhất ở Orange County?** (Chọn Ba Lựa Chọn Hàng Đầu)

Chọn 3 lựa chọn

Choose 3

<input type="checkbox"/> A	Tăng cường dịch vụ xe buýt địa phương ở các khu vực có tiềm năng hành khách cao
<input type="checkbox"/> B	Tạo dịch vụ đưa đón cộng đồng địa phương đưa mọi người đến và xung quanh các trung tâm hoạt động chính
<input type="checkbox"/> C	Tạo dịch vụ đi xe chung theo yêu cầu (Uber/Lyft/Microtransit)
<input type="checkbox"/> D	Thêm dịch vụ xe điện tại các khu vực có tiềm năng lượng hành khách cao
<input type="checkbox"/> E	Tăng cường dịch vụ đường sắt đi lại (Metrolink/Amtrak)
<input type="checkbox"/> F	Cung cấp các làn đường chỉ chuyển tuyến với các dịch vụ chất lượng cao (ví dụ: đường sắt nhẹ hoặc xe buýt nhanh) để kết nối các trung tâm hoạt động qua các khu vực giao thông mật độ cao
<input type="checkbox"/> G	Tăng cường kết nối đến và đi từ các điểm dừng xe buýt và ga đường sắt bằng cách phát triển Trung Tâm Di Chuyển (nhiều dịch vụ tại một địa điểm)
<input type="checkbox"/> H	Khác

[Add choice](#)

5 → **Quý vị nghĩ đâu là thách thức chính đối với việc tăng cường sử dụng khi cần nhắc về phương tiện công cộng ở Orange County?** (Chọn Hai Lựa chọn Hàng đầu)

Chọn 2 lựa chọn

Choose 2

<input type="checkbox"/> A	Dịch vụ vận chuyển không thường xuyên hoặc không đáng tin cậy
<input type="checkbox"/> B	Thời gian di chuyển dài
<input type="checkbox"/> C	Thiếu dịch vụ gần nhà/điểm đến của tôi
<input type="checkbox"/> D	Đảm bảo an toàn và bảo mật
<input type="checkbox"/> E	Thiếu xe đưa đón, xe đạp/xe tay ga dùng chung và dịch vụ đi chung xe tại các trạm trung chuyển
<input type="checkbox"/> F	Tìm kiếm thông tin về các dịch vụ vận chuyển
<input type="checkbox"/> G	Khác

[Add choice](#)

6 → Các chiến lược sử dụng đất sau đây đóng vai trò quan trọng như thế nào trong việc giảm ùn tắc giao thông? (Xếp hạng các câu hỏi từ 6a đến 6d trong thang điểm từ 1 đến 5)

Description (optional)

Continue Nhấn Enter

NHU CẦU ĐI LẠI NGÀY Càng TĂNG VÀ ĐẤT ĐAI CỎ HẠN

Khi dân số, nhà ở và việc làm tăng lên, các chuyến đi hàng ngày và sự tắc nghẽn giao thông cũng tăng theo



6a → Tập trung phát triển kinh doanh xung quanh các trung tâm vận chuyển (xe buýt/đường sắt)

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		Rất quan trọng

6b → Tập trung các dự án phát triển nhà ở mới xung quanh các trung tâm chuyển tuyến (xe buýt/đường sắt)

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		Rất quan trọng

6c → Giảm sự phụ thuộc vào xe hơi (giảm số lượng chỗ đậu xe, bãi đậu xe trả tiền để đậu xe)

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		Rất quan trọng

6d → Khuyến khích khả năng đi bộ và đường phố hoàn chỉnh (đường phố được thiết kế cho tất cả người dùng như người lái xe, người đi xe đạp, người đi bộ)

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		Rất quan trọng

7 → OCTA đang tìm cách cải tiến và đưa nhiều công nghệ hơn vào giao thông vận tải. Quý vị cho rằng OCTA nên tập trung vào điều gì? (Chọn Ba Lựa Chọn Hàng Đầu)

Chọn 3 lựa chọn

Choose 3

A	Xe đạp điện
B	Xe tay ga điện
C	Đi chung xe (Uber / Lyft)
D	Công nghệ làm việc từ xa (nền tảng họp trực tuyến, bảng thông rộng, v.v.)
E	Thông tin và ứng dụng chuyển tuyến theo thời gian thực (Moovit, Ứng dụng chuyển tuyến, v.v.)
F	Giao lộ/đường "thông minh" (thêm cảm biến để thông báo cho người lái xe về điều kiện di chuyển theo thời gian thực)
G	Xe Tự Lái
H	Tín Hiệu Giao Thông Đồng Bộ
I	Khác

Add choice

8 → Vui lòng xếp hạng các cải tiến giao thông sau theo thứ tự quan trọng. (1 = quan trọng nhất; 5 = ít quan trọng)

Kéo và thả để xếp hạng các tùy chọn

Drag and drop to rank options

-	Bảo trì đường cao tốc, cải tiến trên và ngoài đoạn đường nối và các dự án cải thiện lưu lượng giao thông tổng thể	⋮
-	Các dịch vụ xe buýt, xe điện, tàu điện nhẹ, xe đưa đón, xe buýt nhanh, xe van và các dịch vụ vận chuyển khác	⋮
-	Sửa chữa ổ gà, đồng bộ hóa tín hiệu và đường dành cho người đi bộ	⋮
-	Khu dành cho xe đạp, mạng lưới đường dành cho xe đạp và vỉa hè cũng như đường dành cho người đi bộ	⋮
-	Cơ sở hạ tầng nâng cao để đáp ứng các phương tiện tự lái	⋮

Add choice

Các trung tâm di chuyển cho phép mọi người chuyển đổi giữa các dịch vụ vận chuyển bao gồm xe buýt, xe đạp và xe tay ga điện tử, đi chung xe và đường sắt tất cả ở một địa điểm. Họ cũng cung cấp các tiện nghi như trạm sạc điện, chỗ để xe đạp an toàn hoặc chỗ ngồi.

Description (optional)

Continue Nhấn Enter



9 → Quý vị muốn được cung cấp hai dịch vụ nào tại Trung Tâm Di Chuyển? (Chọn Hai Lựa Chọn Hàng Đầu)

Chọn 2 lựa chọn

Choose 2

A	Đi chung xe hơi (Zipcar, Getaround)
B	Dịch vụ xe buýt theo yêu cầu (OCflex)
C	Đi chung xe đạp/xe đạp điện
D	Đi chung xe tay ga
E	Đi chung xe (Uber / Lyft)
F	Tủ khóa giao hàng/bưu kiện
G	Khác

Add choice



10 → Các tiện nghi/dịch vụ sau đây quan trọng như thế nào đối với quý vị tại Trung Tâm Di Chuyển?

Description (optional)

Continue Nhấn Enter

10a → **Tủ khóa để gửi hành lý hoặc gói hàng**

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		rất quan trọng

10b → **Bãi đậu xe đạp an toàn**

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		rất quan trọng

10c → **Trạm sửa chữa xe đạp**

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		rất quan trọng

10d → **Nhân viên tại trạm trung chuyển sẵn sàng giúp đỡ**

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		rất quan trọng

10e → **Phòng tắm**

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		rất quan trọng

10f → **Chỗ ngồi và không gian mở**

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		rất quan trọng

10g → **Tùy chọn ăn uống (xe tải/xe đẩy thức ăn, máy bán hàng tự động)**

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		rất quan trọng

10h → **Các tính năng bảo mật (camera, ánh sáng, v.v.)**

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		rất quan trọng

10i → **Máy rút tiền ATM**

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		rất quan trọng

10j → **Trạm sạc USB**

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		rất quan trọng

11 → **Trung Tâm Di Chuyển nên được đặt ở đâu ở Orange County? (Chọn Hai Lựa chọn Hàng đầu)**

Chọn 2 lựa chọn

Choose 2

A

Tại các trung tâm mua sắm lân cận

B

Tại các trạm xe buýt/trạm dừng

C

Tại các ga/các trạm đường sắt

D

Gần khu dân cư

E

Tại các trung tâm việc làm

F

Tại các điểm đến chính của khách viếng thăm (công viên giải trí, trung tâm mua sắm, bãi biển, v.v.)

G

Cơ Sở Giáo Dục (trường đại học, cao đẳng, v.v.)

H

Khác

Add choice

12 → **Điều gì sẽ khuyến khích quý vị sử dụng Trung Tâm Di Chuyển? Có điều gì khác quý vị muốn chia sẻ về Trung Tâm Di Chuyển không?**

Description (optional)

Câu trả lời ghi ở đây...

Shift ⌘ + Enter ↵ to make a line break

VÂNG ✓

Nhấn Enter ↵

Cảm ơn thông tin của quý vị! Bây giờ, hãy cho chúng tôi biết một chút về bản thân quý vị. (Không bắt buộc)

Description (optional)

Continue

Nhấn Enter ↵



13 → **Mã zip của nhà quý vị là gì?**

Description (optional)

Câu trả lời ghi ở đây...

VÂNG ✓

Nhấn Enter ↵



14 → Độ tuổi của quý vị là bao nhiêu?

Description (optional)

A

16-24

B

25-34

C

35-44

D

45-54

E

55-64

F

65-74

G

75 hoặc hơn

H

Không muốn đề cập

Add choice

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

Description (optional)

A

Ít hơn 30,000

B

30,000 - 49,999

C

50,000 - 79,999

D

80,000 - 109,999

E

110,000 - 169,999

F

170,000 hoặc hơn

G

Không muốn đề cập

Add choice

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

Description (optional)

A

Người Da trắng

B

Người La-tinh/Người Gốc Tây Ban Nha

C

Người Mỹ gốc Phi / Da đen

D

Người Mỹ Da Đỏ hoặc Thổ Dân Alaska

E

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

F

Cư Dân Đảo Thái Bình Dương

G

Người Trung Đông

H

Người Đa chủng Tộc

I

Không muốn đề cập

J

Khác

Add choice

Nhập email hoặc số điện thoại di động của quý vị vào bên dưới để nhận thông tin cập nhật về dự án và lời mời tham gia cuộc họp. Đồng thời tham gia rút thăm cơ hội để nhận một trong bốn thẻ quà tặng trị giá \$50.

Description (optional)

Continue

Nhấn Enter ↵



17 → Vui lòng nhập địa chỉ email của quý vị.

Description (optional)

name@example.com

VÃNG ✓

Nhấn Enter ↵

18 → Vui lòng nhập số điện thoại di động của quý vị để nhận thông tin cập nhật qua tin nhắn về dự án.

Description (optional)

▼

VÃNG ✓

Nhấn Enter ↵

## Appendix B

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- [Print Survey English](#)
- [Print Survey Spanish](#)
- [Print Survey Vietnamese](#)

Mobility Hubs

Mobility hubs allow people to switch between transportation services including bus, bike and e-scooters, ridesharing and rail all in one location. They can offer amenities like electric charging stations, secured bike storage or seating.

9. Which two services would you like offered at Mobility Hubs? (Select top two)

- ☐ On-demand shuttle services (OC Flex)

☐ Delivery/parcel lockers

☐ Rideshare (Uber/Lyft)

☐ Bike/e-bike share

☐ E-scooter share

☐ Carsharing (Zipcar, Getaround)

☐ Other
- 



10. How important are the following amenities/services for you at Mobility Hubs? Rate each amenity/service on a scale of 1 to 5 by circling the number of importance. ([1] Very not Important, [2] Not important, [3] Neutral, [4] Important, [5] Very important)

- [1] [2] [3] [4] [5] Storage lockers for luggage or package delivery

[1] [2] [3] [4] [5] Secure bicycle parking

[1] [2] [3] [4] [5] Bicycle repair stand/station

[1] [2] [3] [4] [5] Availability of staff at the transit station

[1] [2] [3] [4] [5] Bathrooms

[1] [2] [3] [4] [5] Seating and open space

[1] [2] [3] [4] [5] Dining options (food trucks/carts, vending machines)

[1] [2] [3] [4] [5] Security features (cameras, lighting, etc.)

[1] [2] [3] [4] [5] ATM machines

[1] [2] [3] [4] [5] USB charging station

11. Where should Mobility Hubs be placed in Orange County? (Select top two)

- ☐ At employment centers

☐ Near residential areas

☐ Educational Facilities (universities, colleges, etc.)

☐ At bus stations/stops

☐ At neighborhood shopping centers

☐ At rail stations/stops

☐ At major visitor destinations (amusement parks, shopping malls, beaches, etc.)

☐ Other
- 

SUSTAINABILITY

Encourage use of sustainable/zero-emissions modes

EQUITY

Improve access for those with limited choices

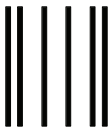
LIVABILITY

Create a sense of community

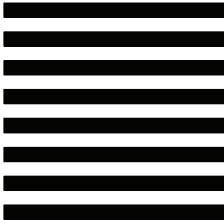
TRANSIT SUPPORT

Improve first/last mile connections

12. What would encourage you to use Mobility Hubs? Is there anything else you would like to share about Mobility Hubs?



NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES



BUSINESS REPLY MAIL

FIRST-CLASS MAIL PERMIT NO 2784 ORANGE CA

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ORANGE COUNTY TRANSPORTATION AUTHORITY  
ATTN: PUBLIC OUTREACH RM 703  
PO BOX 14184  
ORANGE CA 92863-9831



We want your input! Take our survey.  
The Long Range Transportation Plan (L RTP) is developed every four years to define a vision for Orange County that aims to address future mobility needs.

Sustainable, equitable, and innovative transportation solutions.  
LONG RANGE TRANSPORTATION PLAN  
DIRECTIONS 2045



1. When you travel in, around or through Orange County, how do you usually get from place to place? Please select your top three choices by circling the number rank based on your most commonly used methods. ([1] most used, [2] commonly used, [3] less used)

- [1]

[2]

[3]

Bicycle
- [1]

[2]

[3]

Ride-hailing services (Uber/Lyft)
- [1]

[2]

[3]

Metrolink/Amtrak
- [1]

[2]

[3]

E-bike/e-scooter
- [1]

[2]

[3]

ACCESS/paratransit service
- [1]

[2]

[3]

Trollies/shuttles (OC Flex, Irvine iShuttle, etc.)
- [1]

[2]

[3]

Walk
- [1]

[2]

[3]

Bus
- [1]

[2]

[3]

Drive (car, motorcycle, etc.)

2. Select your top two strategies to help decrease traffic congestion and reduce how much people need to drive in the future. (Select top two)

- ☐

Encourage carpooling, vanpooling, and ridesharing
- ☐

Offer transit riders access to shuttles, shared bikes/scooters, and rideshare services at transit stations to get to their final destination (i.e. mobility hubs)
- ☐

Encourage policies to allow employees to work from home at least one day per week, whenever possible
- ☐

Improve and expand commuter rail services including Metrolink and Amtrak
- ☐

Improve and expand bus services
- ☐

Improve bike lanes, sidewalks, pedestrian safety, etc.
- ☐

Modify streets to safely accommodate all forms of transportation (driving, transit, walking, bicycling, etc.)
- ☐

Create a network of light rail streetcars serving key destinations and activity centers

3. Other ways to encourage people to drive less or use alternative forms of transportation are through pricing or policies. Please indicate which of the following strategies are your top two preferences. (Select top two)

- ☐

Reduce the cost of transit passes and tickets to encourage more transit use
- ☐

Require at least three people in a vehicle to qualify for the carpool lane
- ☐

Incentivize businesses and employees to make greater use of transit, carpooling, and bicycling for their commutes
- ☐

Convert carpool lanes to tolled express lanes that are free for cars with three or more people, and others can pay a toll to access the lanes
- ☐

Encourage policies to allow employees to work from home at least one day per week, where possible

4. Which transit improvements do you think could help relieve congestion the most in Orange County? (Select top three)

- ☐

Enhance local bus service in areas with high ridership potential
- ☐

Create on-demand shared ride services (Uber/Lyft/Microtransit)
- ☐

Provide transit only lanes with high quality services (e.g. light rail or bus rapid transit) to connect activity centers through high traffic areas
- ☐

Enhance connections to and from bus stops and rail stations by developing Mobility Hubs (multiple services in one location)
- ☐

Enhance commuter rail services (Metrolink/Amtrak)
- ☐

Add streetcar services in areas with high ridership potential
- ☐

Create local community shuttle services that get people to and around major activity centers
- ☐

Other\_\_\_\_\_

5. Considering public transit in Orange County, what do you think are the main challenges to increasing usage? (Select top two)

- ☐

Long travel times
- ☐

Lack of service close to my home/destination
- ☐

Infrequent or unreliable transit services
- ☐

Lack of shuttles, shared bikes/scooters, and rideshare services at transit stations
- ☐

Ensuring safety and security
- ☐

Finding information about transit services
- ☐

Other\_\_\_\_\_

6. How important are the following land use strategies in relieving traffic congestion? Rate each strategy on a scale of 1 to 5 by circling the number of importance. ([1] Very not Important, [2] Not important, [3] Neutral, [4] Important, [5] Very important)

- [1]

[2]

[3]

[4]

[5]

Concentrate business development around transit (bus/rail) centers
- [1]

[2]

[3]

[4]

[5]

Concentrate new housing developments around transit (bus/rail) centers
- [1]

[2]

[3]

[4]

[5]

Reduce automobile dependency (reduced parking availability, pay-to-park lots)
- [1]

[2]

[3]

[4]

[5]

Encourage walkability and complete streets (streets designed for all users like drivers, cyclists, pedestrians)

7. OCTA is looking to improve and introduce more technology into transportation. What do you think OCTA should be focused on? (Select top three)

- ☐

Rideshare (Uber / Lyft)
- ☐

Teleworking technologies (virtual meeting platforms, broadband, etc.)
- ☐

"Smart" roadways/intersections (adding sensors to inform drivers of real-time travel conditions)
- ☐

E-scooters
- ☐

Synchronized Traffic Signals
- ☐

E-bikes
- ☐

Real-time transit apps and information (Moovit, Transit App, etc.)
- ☐

Autonomous Vehicles
- ☐

Other\_\_\_\_\_

8. Please rank the following transportation improvements by circling the number of importance to you. ([1] highest importance to [5] lowest importance; select each number of importance only once)

- [1]

[2]

[3]

[4]

[5]

Freeway maintenance, on- and off-ramp enhancements, and projects to improve overall traffic flow
- [1]

[2]

[3]

[4]

[5]

Bus, streetcar, light rail, shuttle, trolley, vanpool, and other transit services
- [1]

[2]

[3]

[4]

[5]

Pothole repairs, signal synchronization, and intersection improvements
- [1]

[2]

[3]

[4]

[5]

Bike lands, bikeway and sidewalk networks, and pedestrian pathways
- [1]

[2]

[3]

[4]

[5]

Enhanced infrastructure to accommodate autonomous driverless vehicles

By 2045 the Orange County population is expected to increase by 9%. Without continuous analysis and planning, congestion delay and other transportation challenges will likely worsen.

To address future transportation needs the LRTP reflects current OCTA policies and commitments, transportation study findings, and input from local jurisdictions, business leaders, community leaders, county residents, and transportation planning professionals.



Thanks for your input!

Please tell us a little about yourself. (Optional)

What is your home zip code?

- What is your age range?
- ☐

16-24
- ☐

25-34
- ☐

35-44
- ☐

45-54
- ☐

55-64
- ☐

65-74
- ☐

75 or older
- ☐

Prefer not to answer

☐

Less than \$30,000

☐

\$30,000 – \$49,999

☐

\$50,000 – \$79,999

☐

\$80,000 – \$109,000

☐

\$110,000 – \$169,000

☐

\$170,000 or more

☐

Prefer not to answer

☐

Caucasian/White

☐

Latino/Hispanic

☐

African American/Black

☐

American Indian or Alaskan Native

☐

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

☐

Pacific Islander

☐

Middle Eastern

☐

Mixed Heritage

☐

Other

☐

Prefer not to answer

Enter your email or mobile number below to receive project updates and meeting invites and be entered into an opportunity drawing to receive one of four \$50 gift cards.

Email address: \_\_\_\_\_

Mobile number: \_\_\_\_\_

Los centros de movilidad (Mobility Hubs)

Los centros de movilidad (Mobility Hubs) permiten a las personas los transbordos entre los diferentes servicios de transporte, incluidos autobús, bicicleta y scooters eléctricos, viajes compartidos y tren; todo en un solo lugar. Pueden ofrecer comodidades como estaciones de carga eléctrica, almacenamiento seguro para bicicletas o lugares donde sentarse.

9. Elija dos servicios que le gustaría que se ofrecieran en los centros de movilidad (Mobility Hubs) (Seleccione sus dos opciones preferidas)

- ☐ Servicios de transporte a pedido (OC Flex)
- ☐ Casilleros de entrega /paquetería
- ☐ Transporte compartido (Uber/Lyft)
- ☐ Compartir bicicletas/bicicletas eléctricas
- ☐ Compartir scooter eléctrico
- ☐ Alquiler de vehículos por horas (Zipcar, Getaround)
- ☐ Otro \_\_\_\_\_

10. ¿Qué importancia tienen para usted las siguientes comodidades/servicios en los centros de movilidad (Mobility Hubs)? Califique cada amenidad/servicio en una escala del 1 al 5 marcando con un círculo el número de importancia. ([1] Muy poco importante, [2] No es importante, [3] Neutral, [4] Es Importante, [5] Muy importante)

- [1] [2] [3] [4] [5]

Casilleros de almacenamiento para equipaje o entrega de paquetes
- [1] [2] [3] [4] [5]

Estacionamiento seguro para bicicletas
- [1] [2] [3] [4] [5]

Puesto/estación de reparación de bicicletas
- [1] [2] [3] [4] [5]

Disponibilidad de personal en la estación de transporte público
- [1] [2] [3] [4] [5]

Baños
- [1] [2] [3] [4] [5]

Lugares para sentarse y espacios abiertos
- [1] [2] [3] [4] [5]

Opciones para comer (camiones/carritos de comida, máquinas expendedoras)
- [1] [2] [3] [4] [5]

Elementos de seguridad (cámaras, iluminación, etc.)
- [1] [2] [3] [4] [5]

Cajeros automáticos
- [1] [2] [3] [4] [5]

Estaciones de carga USB

11. ¿Dónde deberían ubicarse los centros de movilidad (Mobility Hubs) en Orange County? (Seleccione sus dos opciones preferidas)

- ☐ En los centros de empleo
- ☐ Cerca de las áreas residenciales
- ☐ Instalaciones educativas (universidades, colegios, etc.)
- ☐ En estaciones/paradas de autobuses
- ☐ En los centros comerciales del vecindario
- ☐ En estaciones/paradas de tren
- ☐ En los principales destinos de los visitantes (parques de atracciones, centros comerciales, playas, etc.)
- ☐ Otro \_\_\_\_\_



SOSTENIBILIDAD

Fomentar el uso de modalidades de transporte sostenibles/ de emisiones cero

EQUIDAD

Mejorar el acceso para aquellos con opciones limitadas

HABITABILIDAD

Crear un sentido de comunidad

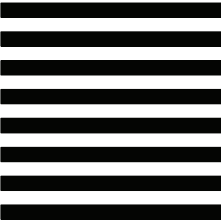
APOYO AL TRANSPORTE PÚBLICO

Mejorar las conexiones de la primera/última milla

12. ¿Qué le animaría a utilizar los centros de movilidad (Mobility Hubs)? ¿Hay algo más que le gustaría compartir sobre estos centros?



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¡Necesitamos su opinión! Complete nuestra encuesta!  
Cada cuatro años se elabora el Plan de Transporte a Largo Plazo (L RTP, por sus siglas en inglés) para definir la visión del Condado de Orange y cuyo objetivo es abordar las necesidades futuras de movilidad dentro del mismo.

Soluciones de transporte sostenibles, equitativas e innovadoras.  
PLAN DE TRANSPORTE A LARGO PLAZO  
DIRECCIONES RUMBO AL 2045





DIRECCIONES RUMBO AL 2045

PLAN DE TRANSPORTE A LARGO PLAZO

Soluciones de transporte sostenibles, equitativas e innovadoras.

1. Cuando viaja alrededor, a través o dentro de Orange County, ¿cómo suele ir de un lugar a otro? Seleccione sus tres opciones principales encerrando en un círculo la clasificación numérica según sus métodos más utilizados. ([1] más utilizado, [2] De uso común, [3] menos utilizado)

- [1]

[2]

[3]

Bicicleta
- [1]

[2]

[3]

Servicios de transporte a pedido (Uber/Lyft)
- [1]

[2]

[3]

Metrolink/Amtrak
- [1]

[2]

[3]

Bicicleta eléctrica/scooter eléctrico
- [1]

[2]

[3]

ACCESS/servicio de transporte para discapacitados
- [1]

[2]

[3]

Trolebuses/ autobuses de enlace (OC Flex, Irvine iShuttle, etc.)
- [1]

[2]

[3]

Caminando
- [1]

[2]

[3]

Autobús
- [1]

[2]

[3]

Conduciendo (automóvil, motocicleta, etc.)

2. Seleccione sus dos estrategias preferidas para ayudar a disminuir la congestión del tráfico y reducir la cantidad de personas que deben conducir en el futuro. (Seleccione las dos preferidas)

- ☐ Fomentar el viaje compartido en automóvil, el viaje compartido en camioneta y en cualquier otro medio de transporte
- ☐ Ofrecer a los pasajeros del transporte público acceso a servicios de autobuses de enlace, bicicletas/scooters compartidos y servicios de viaje compartido en las estaciones de transporte público para llegar a su destino final (Ejemplo: centros de movilidad [mobility hubs])
- ☐ Fomentar políticas que permitan a los empleados trabajar desde casa al menos un día a la semana, siempre que sea posible
- ☐ Mejorar y ampliar los servicios de trenes de pasajeros habituales, incluidos Metrolink y Amtrak
- ☐ Mejorar y ampliar los servicios de autobús
- ☐ Mejorar los carriles para bicicletas, las aceras, la seguridad de los peatones, etc.
- ☐ Modificar las calles para acomodar de manera segura todas las formas de transporte (conduciendo, transporte público, caminar, andar en bicicleta, etc.)
- ☐ Crear una red de tranvías que lleguen a destinos y centros de actividad importantes

3. Los precios o las políticas públicas son otras formas de alentar a las personas a que conduzcan menos o utilicen formas alternativas de transporte. Indique cuáles de las siguientes estrategias son sus dos opciones preferidas. (Seleccione las dos más preferidas)

- ☐ Reducir el costo de los pases y boletos del transporte público para fomentar un mayor uso del tránsito
- ☐ Exigir al menos tres personas en un vehículo para poder utilizar el carril de viaje compartido
- ☐ Incentivar a los negocios y a los empleados para que hagan un mayor uso del transporte público, los viajes compartidos en automóvil y el ciclismo en sus traslados entre la casa y el trabajo
- ☐ Convertir los carriles para viajes compartidos en carriles expresos con pago de peaje, pero gratuitos para automóviles con tres o más personas, en tanto que el resto de los vehículos pueden pagar un peaje para acceder a los carriles
- ☐ Fomentar políticas que permitan a los empleados trabajar desde casa al menos un día a la semana, cuando sea posible

4. ¿Qué mejoras en el transporte público cree que podrían ayudar más a aliviar la congestión en Orange County? (Seleccione sus tres opciones preferidas)

- ☐ Mejorar el servicio de autobús local en áreas con alto potencial de pasajeros
- ☐ Crear servicios de transporte compartido a pedido (Uber/Lyft/Microtransit)
- ☐ Proporcionar carriles solo para transporte público con servicios de alta calidad (por ejemplo: tranvía o transporte público rápido a través de autobús) para conectar los centros de actividad en áreas de alto tráfico
- ☐ Mejorar las conexiones desde y hacia las paradas de autobús y las estaciones de tren mediante el desarrollo de Centros de Movilidad denominados Mobility Hubs (múltiples servicios en un solo lugar)
- ☐ Mejorar los servicios de trenes de pasajeros habituales (Metrolink/Amtrak)
- ☐ Agregar servicios de tranvía en áreas con alto potencial de pasajeros
- ☐ Crear servicios de transporte de enlace dentro de la comunidad local que lleven a las personas hacia y alrededor de los principales centros de actividades
- ☐ Otro

5. Teniendo en cuenta el transporte público en Orange County, ¿cuáles cree que son las principales dificultades para aumentar su utilización? (Seleccione sus dos opciones preferidas)

- ☐ Largos tiempos de viaje
- ☐ Falta de servicio cerca de mi casa/destino
- ☐ Servicios de transporte público poco frecuentes o poco confiables
- ☐ Falta de transporte, bicicletas/scooters compartidos y servicios de viaje compartido en las estaciones de transporte público
- ☐ Garantizar la seguridad y la protección
- ☐ Encontrar información sobre los servicios de transporte público
- ☐ Otro

6. ¿Qué importancia tienen las siguientes estrategias de uso de la tierra para aliviar la congestión del tráfico? Califique cada amenidad/servicio en una escala del 1 al 5 marcando con un círculo el número de importancia. ([1] Muy poco importante, [2] No es importante, [3] Neutral, [4] Es Importante, [5] Muy importante)

- [1]

[2]

[3]

[4]

[5]

Concentrar el desarrollo comercial en torno a los centros de transporte público (autobús/ferrocarril)
- [1]

[2]

[3]

[4]

[5]

Concentrar las nuevas construcciones de vivienda alrededor de los centros de transporte público (autobús/ferrocarril)
- [1]

[2]

[3]

[4]

[5]

Reducir la dependencia del automóvil (disponibilidad reducida de estacionamiento, lotes de estacionamiento pagados)
- [1]

[2]

[3]

[4]

[5]

Fomentar las comodidades para caminar y la construcción de calles completas (calles diseñadas para todos los usuarios como conductores, ciclistas o peatones)

7. OCTA busca mejorar e introducir más tecnología en el transporte. ¿En qué cree que debería centrarse la OCTA? (Seleccione sus tres opciones preferidas)

- ☐ Viajes compartidos (Uber / Lyft)
- ☐ Tecnologías de teletrabajo (plataformas de reuniones virtuales, banda ancha, etc.)
- ☐ Calles/intersecciones "inteligentes" (colocación de sensores para informar a los conductores de las condiciones de viaje en tiempo real)
- ☐ Scooters eléctricos
- ☐ Señales de tráfico sincronizadas
- ☐ Bicicletas eléctricas
- ☐ Aplicaciones e información sobre transporte público en tiempo real (Moovit, aplicación Transit, etc.)
- ☐ Vehículos autónomos
- ☐ Otro

8. Clasifique las siguientes mejoras de transporte en orden de importancia. ([1] más importante a [5] menos importante; seleccione cada número de importancia solo una vez)

- [1]

[2]

[3]

[4]

[5]

Mantenimiento de autopistas, mejoras en las rampas de entrada y salida y proyectos para mejorar el flujo de tráfico en general
- [1]

[2]

[3]

[4]

[5]

Autobús, tranvía, tren ligero, servicio de enlace, trolebús, camioneta para viaje compartido y otros servicios de transporte público
- [1]

[2]

[3]

[4]

[5]

Reparación de baches, sincronización de la señalización y vías peatonales
- [1]

[2]

[3]

[4]

[5]

Terrenos para bicicletas, redes de ciclovías y aceras, además de vías peatonales
- [1]

[2]

[3]

[4]

[5]

Mejora de la infraestructura para acomodar vehículos autónomos sin conductor

Para el año 2045, se espera que la población del Condado de Orange aumente por 9%. Es probable que sin análisis y planificación continua, los retrasos por congestión y otros problemas de transporte empeorarán.

Para satisfacer las necesidades futuras de transporte, el LRTP refleja las políticas y compromisos actuales de OCTA, los resultados del estudio de transporte y las opiniones de las jurisdicciones locales, líderes empresariales, líderes comunitarios, residentes del Condado y de los profesionales que participan en la planificación del transporte.



¡Gracias por su contribución!

Ahora, cuéntenos un poco sobre usted. (Opcional)

¿Cuál es el código postal de su casa?

Cuál es el rango de su edad?

- ☐ 16-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75 o mayor
- ☐ Prefiero no responder

¿Cuánto es su ingreso familiar anual combinado?

- ☐ Menos de \$30,000
- ☐ \$30,000 – \$49,999
- ☐ \$50,000 – \$79,999
- ☐ \$80,000 – \$109,000
- ☐ \$110,000 – \$169,000
- ☐ \$170,000 o más
- ☐ Prefiero no responder

¿A qué grupo étnico considera usted que pertenece o se siente más cercano?

- ☐ Caucásico/Blanco
- ☐ Latino/Hispano
- ☐ Afroamericano/Negro
- ☐ Indígena Americano o Nativo de Alaska
- ☐ Asiático: Coreano, Japonés, Chino, Vietnamita, Filipino o de otro país asiático
- ☐ Isleño del Pacífico
- ☐ Oriente Medio
- ☐ Origen mixto
- ☐ Otro
- ☐ Prefiero no contestar

Ingrese su correo electrónico o número de teléfono celular a continuación para recibir actualizaciones del proyecto e invitaciones a reuniones, además de participar en un sorteo para recibir una de las cuatro tarjetas de regalo de \$50.

Correo electrónico:

número de teléfono celular:

Nghiên Cứu về Các Trung Tâm Vận Chuyển Ở

Các trung tâm di chuyển cho phép mọi người chuyển đổi giữa các dịch vụ vận chuyển bao gồm xe buýt, xe đạp và xe tay ga điện tử, đi chung xe và đường sắt tất cả ở một địa điểm. Họ cũng cung cấp các tiện nghi như trạm sạc điện, chỗ để xe đạp an toàn hoặc chỗ ngồi.

9. Quý vị muốn được cung cấp hai dịch vụ nào tại Trung Tâm Di Chuyển? (Chọn Hai Lựa chọn Hàng đầu)

- ☐ Dịch vụ xe buýt theo yêu cầu (OCFlex)
- ☐ Tủ khóa giao hàng/bưu kiện
- ☐ Đi chung xe (Uber/Lyft)
- ☐ Đi chung xe đạp/xe đạp điện
- ☐ Đi chung xe tay ga
- ☐ Đi chung xe hơi (Zipcar, Getaround)
- ☐ Khác

10. Các tiện nghi/dịch vụ sau đây quan trọng như thế nào đối với quý vị tại Trung Tâm Di Chuyển? Đánh giá từng tiện nghi/dịch vụ theo thang điểm từ 1 đến 5 bằng cách khoanh tròn số cho thấy tầm quan trọng. ([1] Rất không quan trọng, [2] Không quan trọng, [3] Trung lập, [4] Quan trọng, [5] Rất quan trọng)

- [1] [2] [3] [4] [5]

Tủ khóa để gửi hành lý hoặc gói hàng
- [1] [2] [3] [4] [5]

Bãi đậu xe đạp an toàn
- [1] [2] [3] [4] [5]

Trạm sửa chữa xe đạp
- [1] [2] [3] [4] [5]

Nhân viên tại trạm trung chuyển sẵn sàng giúp đỡ
- [1] [2] [3] [4] [5]

Phòng tắm
- [1] [2] [3] [4] [5]

Chỗ ngồi và không gian mở
- [1] [2] [3] [4] [5]

Tủ chọn ăn uống (xe tải/xe đẩy thức ăn, máy bán hàng tự động)
- [1] [2] [3] [4] [5]

Các tính năng bảo mật (camera, ánh sáng, v.v.)
- [1] [2] [3] [4] [5]

Máy rút tiền ATM
- [1] [2] [3] [4] [5]

Trạm sạc USB

11. Trung Tâm Di Chuyển nên được đặt ở đâu ở Orange County? (Chọn Hai Lựa chọn Hàng đầu)

- ☐ Tại các trung tâm việc làm
- ☐ Gần khu dân cư
- ☐ Cơ Sở Giáo Dục (trường đại học, cao đẳng, v.v.)
- ☐ Tại các trạm xe buýt/trạm dừng
- ☐ Tại các trung tâm mua sắm lân cận
- ☐ Tại các ga/các trạm đường sắt
- ☐ Tại các điểm đến chính của khách viếng thăm (công viên giải trí, trung tâm mua sắm, bãi biển, v.v.)
- ☐ Khác



SỰ BỀN VỮNG

Khuyến khích sử dụng phương thức bền vững/không phát thải

CÔNG BẰNG

Cải thiện việc tiếp cận cho những người có lựa chọn hạn chế

KHẢ NĂNG SINH HOẠT

Tạo cảm giác cộng đồng

HỖ TRỢ GIAO THÔNG CÔNG CỘNG

Cải thiện kết nối dặm đầu tiên/dặm cuối cùng

12. Điều gì sẽ khuyến khích quý vị sử dụng Trung Tâm Di Chuyển? Có điều gì khác quý vị muốn chia sẻ về Trung Tâm Di Chuyển không?



Chúng tôi mong muốn nhận được ý kiến từ quý vị! Tham Gia Cuộc Khảo Sát. Kế Hoạch Vận Chuyển Dài Hạn (LRTP) được đặt ra bốn năm một lần để xác định phương hướng cho Quận Cam nhằm giải quyết các nhu cầu đi lại trong tương lai.

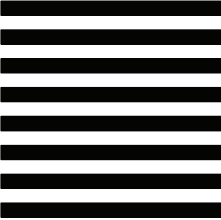
Những giải pháp giao thông bền vững, công bằng và sáng tạo.

KẾ HOẠCH VẬN CHUYỂN DÀI HẠN

PHƯƠNG HƯỚNG NĂM 2045



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gấp giấy ở đây

gấp giấy ở đây



PHƯƠNG HƯỚNG NĂM 2045

KẾ HOẠCH VẬN CHUYỂN DÀI HẠN

Những giải pháp giao thông bền vững, công bằng và sáng tạo.

1. Khi đi trong, xung quanh hoặc qua Orange County, quý vị thường đi từ nơi này đến nơi khác bằng cách nào? Vui lòng chọn ba lựa chọn hàng đầu của quý vị bằng cách khoanh tròn số xếp hạng dựa trên các phương tiện quý vị thường dùng nhất. ([1] Được dùng nhiều nhất, [2] Thường được sử dụng, [3] Ít được sử dụng)

- [1]

[2]

[3]

Xe đạp
- [1]

[2]

[3]

Dịch vụ gọi xe (Uber/Lyft)
- [1]

[2]

[3]

Metrolink/Amtrak
- [1]

[2]

[3]

Xe đạp điện/Xe tay ga điện tử
- [1]

[2]

[3]

ACCESS/phương tiện giao thông công cộng dành cho người khuyết tật
- [1]

[2]

[3]

Xe chạy bằng dây cáp/xe đưa đón (OC Flex, Irvine iShuttle, v.v.)
- [1]

[2]

[3]

Đi bộ
- [1]

[2]

[3]

Xe buýt
- [1]

[2]

[3]

Lái xe (xe hơi, xe máy, v.v.)

2. Chọn hai chiến lược hàng đầu của quý vị để giúp giảm tắc nghẽn giao thông và giảm lượng người cần lái xe trong tương lai. (Chọn Hai Lựa Chọn Hàng Đầu)

- ☐ Khuyến khích đi chung xe hơi, xe vận tải nhỏ, trả tiền đi chung xe
- ☐ Cung cấp cho những người đi phương tiện công cộng quyền sử dụng xe đưa đón, xe đạp/xe tay ga dùng chung và dịch vụ trả đi chung xe tại các trạm giao thông công cộng để đến điểm dừng cuối cùng của họ (tức là các trung tâm di chuyển)
- ☐ Khuyến khích các chính sách cho phép nhân viên làm việc tại nhà ít nhất một ngày mỗi tuần, bất cứ khi nào có thể
- ☐ Cải thiện và mở rộng các dịch vụ đường sắt đi lại bao gồm Metrolink và Amtrak
- ☐ Cải thiện và mở rộng dịch vụ xe buýt
- ☐ Cải thiện làn đường dành cho xe đạp, vỉa hè, tính an toàn cho người đi bộ, v.v.
- ☐ Sửa đổi đường phố để phù hợp với tất cả các hình thức giao thông (lái xe, chuyển tuyến, đi bộ, đi xe đạp, v.v.) một cách an toàn
- ☐ Tạo một mạng lưới xe điện đường sắt nhẹ phục vụ các điểm đến và trung tâm hoạt động chính

3. Các cách khác để khuyến khích mọi người ít lái xe hơn hoặc sử dụng các hình thức vận chuyển thay thế là thông qua chính sách hoặc giá cả. Vui lòng cho biết chiến lược nào sau đây là hai tùy chọn hàng đầu của quý vị. (Chọn Hai Lựa Chọn Hàng Đầu)

- ☐ Giảm chi phí vé chuyển tuyến và vé để khuyến khích sử dụng phương tiện công cộng nhiều hơn
- ☐ Yêu cầu ít nhất ba người trên xe đủ điều kiện đi làn đường dành cho xe chung
- ☐ Khuyến khích các doanh nghiệp và nhân viên sử dụng nhiều hơn phương tiện công cộng, đi chung xe và đi xe đạp trên lộ trình đi lại
- ☐ Chuyển làn đường đi chung xe sang làn đường cao tốc có thu phí miễn phí cho xe hơi có từ ba người trở lên và những người khác có thể trả phí để đi vào các làn đường này
- ☐ Khuyến khích các chính sách cho phép nhân viên làm việc tại nhà ít nhất một ngày mỗi tuần, nếu có thể

4. Phương thức cải thiện phương tiện nào có thể giúp giảm tắc nghẽn nhiều nhất ở Orange County? (Chọn Ba Lựa Chọn Hàng Đầu)

- ☐ Tăng cường dịch vụ xe buýt địa phương ở các khu vực có tiềm năng hành khách cao
- ☐ Tạo dịch vụ đi xe chung theo yêu cầu (Uber/Lyft/Microtransit)
- ☐ Cung cấp các làn đường chỉ chuyển tuyến với các dịch vụ chất lượng cao (ví dụ: đường sắt nhẹ hoặc xe buýt nhanh) để kết nối các trung tâm hoạt động qua các khu vực giao thông mật độ cao
- ☐ Tăng cường kết nối đến và đi từ các điểm dừng xe buýt và ga đường sắt bằng cách phát triển Trung Tâm Di Chuyển (nhiều dịch vụ tại một địa điểm)
- ☐ Tăng cường dịch vụ đường sắt đi lại (Metrolink/Amtrak)
- ☐ Thêm dịch vụ xe điện tại các khu vực có tiềm năng lượng hành khách cao
- ☐ Tạo dịch vụ đưa đón cộng đồng địa phương đưa mọi người đến và xung quanh các trung tâm hoạt động chính
- ☐ Khác

5. Quý vị nghĩ đâu là thách thức chính đối với việc tăng cường sử dụng khi cân nhắc về phương tiện công cộng ở Orange County? (Chọn Hai Lựa chọn Hàng đầu)

- ☐ Thời gian di chuyển dài
- ☐ Thiếu dịch vụ gần nhà/điểm đến của tôi
- ☐ Dịch vụ vận chuyển không thường xuyên hoặc không đáng tin cậy
- ☐ Thiếu xe đưa đón, xe đạp/xe tay ga dùng chung và dịch vụ đi chung xe tại các trạm trung chuyển
- ☐ Đảm bảo an toàn và bảo mật
- ☐ Tìm kiếm thông tin về các dịch vụ vận chuyển
- ☐ Khác

6. Các chiến lược sử dụng đất sau đây đóng vai trò quan trọng như thế nào trong việc giảm ùn tắc giao thông? Đánh giá từng tiện nghi/dịch vụ theo thang điểm từ 1 đến 5 bằng cách khoanh tròn số cho thấy tầm quan trọng. ([1] Rất không quan trọng, [2] Không quan trọng, [3] Trung lập, [4] Quan trọng, [5] Rất quan trọng)

- [1]

[2]

[3]

[4]

[5]

Tập trung phát triển kinh doanh xung quanh các trung tâm vận chuyển (xe buýt/đường sắt)
- [1]

[2]

[3]

[4]

[5]

Tập trung các dự án phát triển nhà ở mới xung quanh các trung tâm chuyển tuyến (xe buýt/đường sắt)
- [1]

[2]

[3]

[4]

[5]

Giảm sự phụ thuộc vào xe hơi (giảm số lượng chỗ đậu xe, bãi đậu xe trả tiền để đậu xe)
- [1]

[2]

[3]

[4]

[5]

Khuyến khích khả năng đi bộ và đường phố hoàn chỉnh (đường phố được thiết kế cho tất cả người dùng như người lái xe, người đi xe đạp, người đi bộ)

7. OCTA đang tìm cách cải tiến và đưa nhiều công nghệ hơn vào giao thông vận tải. Quý vị cho rằng OCTA nên tập trung vào điều gì? (Chọn Ba Lựa Chọn Hàng Đầu)

- ☐ Đi chung xe (Uber/Lyft)
- ☐ Công nghệ làm việc từ xa (nền tảng họp trực tuyến, bằng thông rộng, v.v.)
- ☐ Giao lộ/đường "thông minh" (thêm cảm biến để thông báo cho người lái xe về điều kiện di chuyển theo thời gian thực)
- ☐ E-scooters
- ☐ Synchronized Traffic Signals
- ☐ Xe đạp điện
- ☐ Thông tin và ứng dụng chuyển tuyến theo thời gian thực (Moovit, Ứng dụng chuyển tuyến, v.v.)
- ☐ Xe Tự Lái
- ☐ Khác

8. Vui lòng xếp hạng các cải tiến giao thông sau theo thứ tự quan trọng. ([1] Quan trọng nhiều nhất [5] Quan trọng ít nhất; Chỉ chọn một lần mỗi số cho thấy tầm quan trọng)

- [1]

[2]

[3]

[4]

[5]

Bảo trì đường cao tốc, cải tiến trên và ngoài đoạn đường nổi và các dự án cải thiện lưu lượng giao thông tổng thể
- [1]

[2]

[3]

[4]

[5]

Các dịch vụ xe buýt, xe điện, tàu điện nhẹ, xe đưa đón, xe buýt nhanh, xe van và các dịch vụ vận chuyển khác
- [1]

[2]

[3]

[4]

[5]

Sửa chữa ổ gà, đồng bộ hóa tín hiệu và đường dành cho người đi bộ
- [1]

[2]

[3]

[4]

[5]

Khu dành cho xe đạp, mạng lưới đường dành cho xe đạp và vỉa hè cũng như đường dành cho người đi bộ
- [1]

[2]

[3]

[4]

[5]

Cơ sở hạ tầng nâng cao để đáp ứng các phương tiện tự lái

Đến năm 2045, dân số Quận Cam dự kiến sẽ tăng 9%. Nếu không có phân tích và lập kế hoạch liên tục, tình trạng kẹt xe do tắc nghẽn giao thông và các thử thách giao thông vận tải khác có thể sẽ trở nên tồi tệ hơn.

Để giải quyết các nhu cầu vận chuyển trong tương lai, LRTP phản ánh các chính sách và cam kết hiện tại của OCTA, các kết quả nghiên cứu về giao thông vận tải và ý kiến đóng góp từ các cơ quan địa phương, lãnh đạo doanh nghiệp, lãnh đạo cộng đồng, cư dân quận và các chuyên gia lập kế hoạch vận tải.



Cảm ơn thông tin của quý vị!

Bây giờ, hãy cho chúng tôi biết một chút về bản thân quý vị. (Không bắt buộc)

Mã zip của nhà quý vị là gì?

Độ tuổi của quý vị là bao nhiêu?

- ☐ 16-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75 hoặc hơn
- ☐ Không muốn đề cập

Tổng thu nhập hộ gia đình hàng năm của quý vị là bao nhiêu?

- ☐ Ít hơn \$30,000
- ☐ \$30,000 – \$49,999
- ☐ \$50,000 – \$79,999
- ☐ \$80,000 – \$109,000
- ☐ \$110,000 – \$169,000
- ☐ \$170,000 hoặc hơn
- ☐ Không muốn đề cập

Quý vị coi mình thuộc nhóm dân tộc nào?

- ☐ Người Thuộc Chủng Tộc Da Trắng/Người Da Trắng
- ☐ Người La-tinh/Người Gốc Tây Ban Nha
- ☐ Người Mỹ Đen/Người Da Đen
- ☐ Người Mỹ Da Đỏ hoặc Thổ Dân Alaska
- ☐ Người Châu Á - Hàn Quốc, Nhật Bản, Trung Quốc, Việt Nam, Philippines hoặc Châu Á khác
- ☐ Cư Dân Đảo Thái Bình Dương
- ☐ Người Trung Đông
- ☐ Người Đa Chủng Tộc
- ☐ Khác
- ☐ Không muốn đề cập

Nhập email hoặc số điện thoại di động của quý vị vào bên dưới để nhận thông tin cập nhật về dự án và lời mời tham gia cuộc họp, đồng thời tham gia rút thăm cơ hội để nhận một trong bốn thẻ quà tặng trị giá \$50.

Địa Chỉ Email:

Số Điện Thoại:

## Appendix C

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- Survey Infographic English
- Survey Infographic Spanish
- Survey Infographic Vietnamese





# DIRECTIONS 2045

## LONG RANGE TRANSPORTATION PLAN

### Survey Results & Outreach

#### How people travel from place to place:

1

Drive (car, motorcycle, etc.)



2

Walk

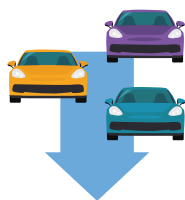


3

Bus



#### Strategies to help decrease traffic congestion and reduce how much people need to drive in the future (top two):



32%  
Encourage policies to allow employees to work from home at least one day per week, whenever possible

32%  
Improve and expand commuter rail services including Metrolink and Amtrak

28%  
Create a network of light rail streetcars serving key destinations and activity centers

27%  
Improve and expand bus services

27%  
Offer transit riders access to shuttles, shared bikes/scooters, and rideshare services at transit stations to get to their final destination (i.e. mobility hubs)

21%  
Modify streets to safely accommodate all forms of transportation (driving, transit, walking, bicycling, etc.)

19%  
Encourage carpooling, vanpooling, and ridesharing

15%  
Improve bike lanes, sidewalks, pedestrian safety, etc.

#### Strategies to encourage people to drive less or use alternative forms of transportation (top two):

56%  
Reduce the cost of transit passes and tickets to encourage more transit use

55%  
Encourage policies to allow employees to work from home at least one day per week, where possible

53%  
Incentivize businesses and employees to make greater use of transit, carpooling, and bicycling for their commutes

23%  
Convert carpool lanes to tolled express lanes that are free for cars with three or more people, and others can pay a toll to access the lanes

13%  
Require at least three people in a vehicle to qualify for the carpool lane

#### Transit improvements to help relieve congestion in Orange County (top three):



55%  
Create local community shuttle services that get people to and around major activity centers

55%  
Enhance connections to and from bus stops and rail stations by developing Mobility Hubs (multiple services in one location)

46%  
Enhance commuter rail services (Metrolink/Amtrak)

41%  
Provide transit only lanes with high quality services (e.g. light rail or bus rapid transit) to connect activity centers through high traffic areas

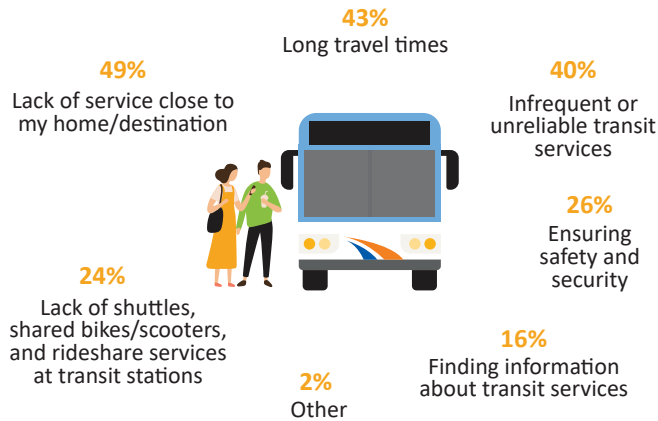
41%  
Enhance local bus service in areas with high ridership potential

36%  
Add streetcar services in areas with high ridership potential

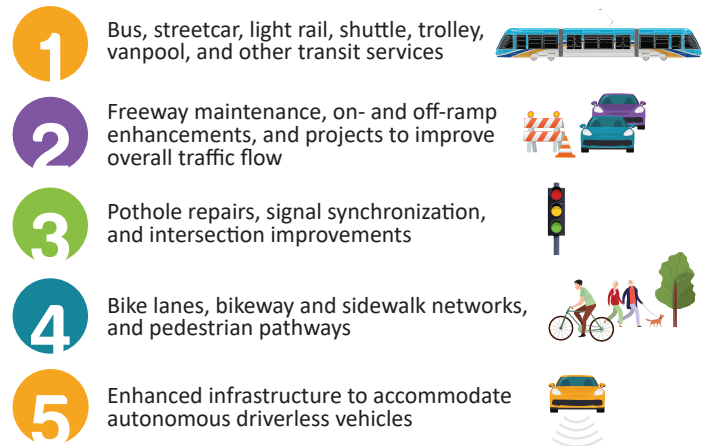
24%  
Create on-demand shared ride services (Uber/Lyft/Microtransit)

4%  
Other

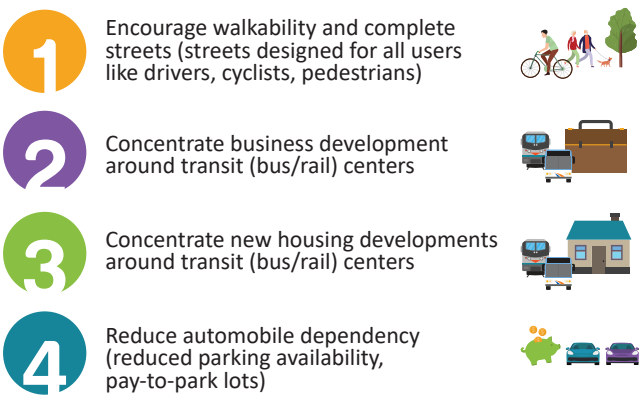
### Main challenges to increase transit (top two):



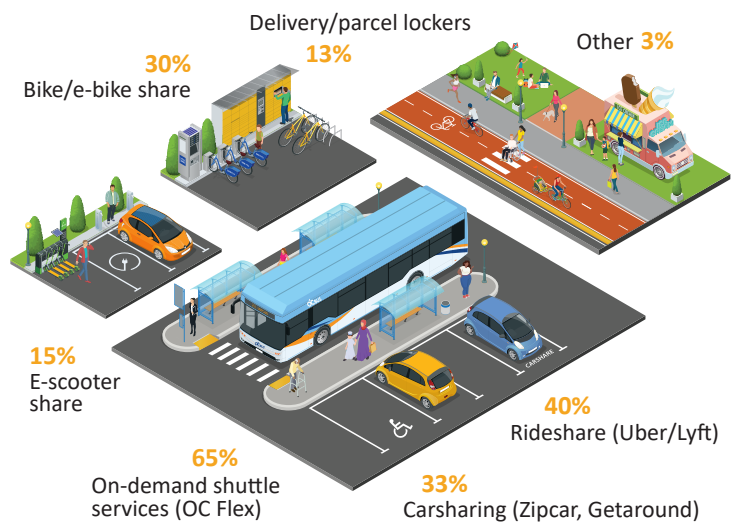
### Ranking of transportation improvement types:



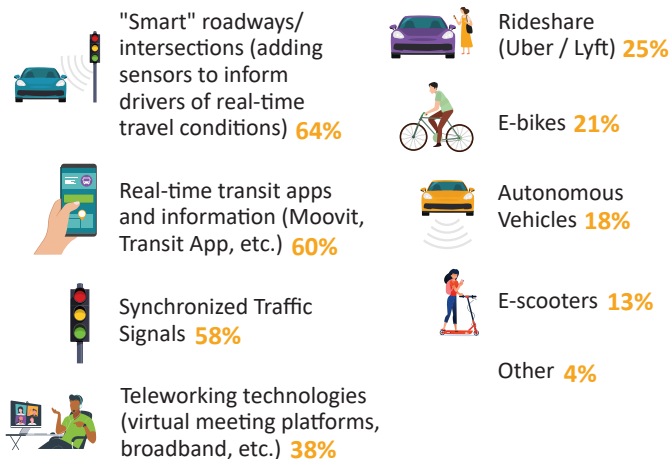
### Ranking of land use strategies to relieve traffic congestion:



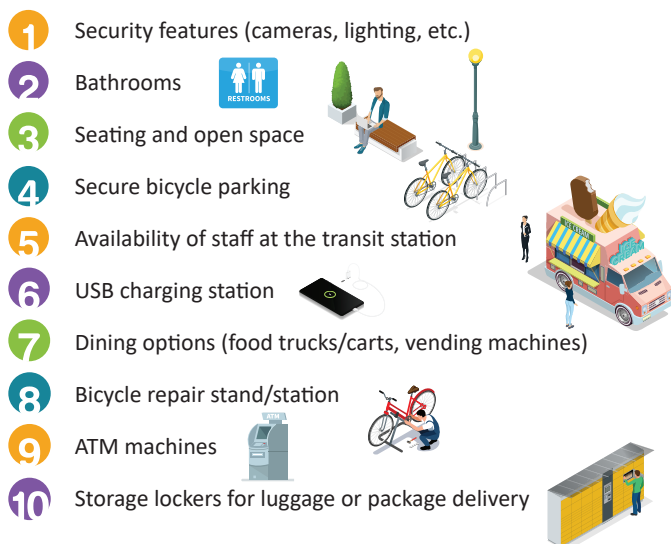
### Preference of potential services at Mobility Hubs (top two):



### Preference of technology solutions to improve transportation (top three):



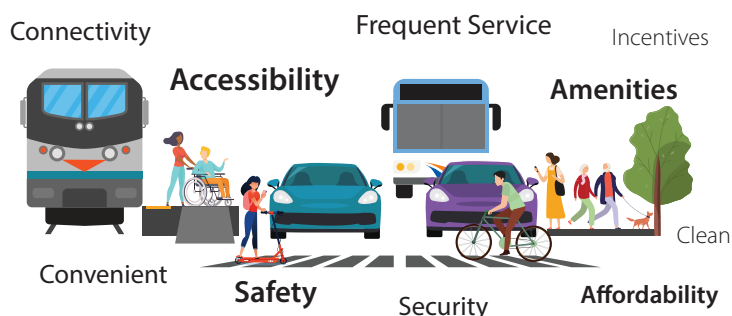
## Ranking of amenities/services at Mobility Hubs:



## Potential Mobility Hub locations in Orange County (top two):

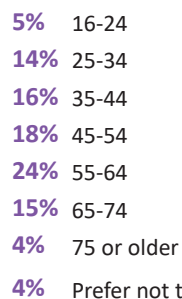


## Reasons to use Mobility Hubs:

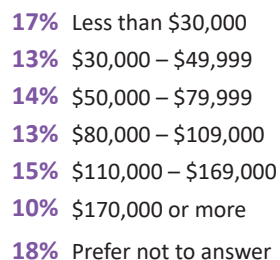


## Demographics

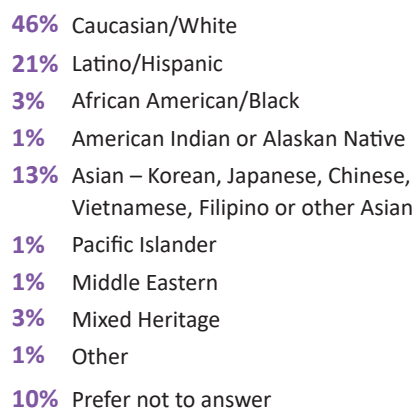
### Age range:



### Annual household income:



### Ethnicity:

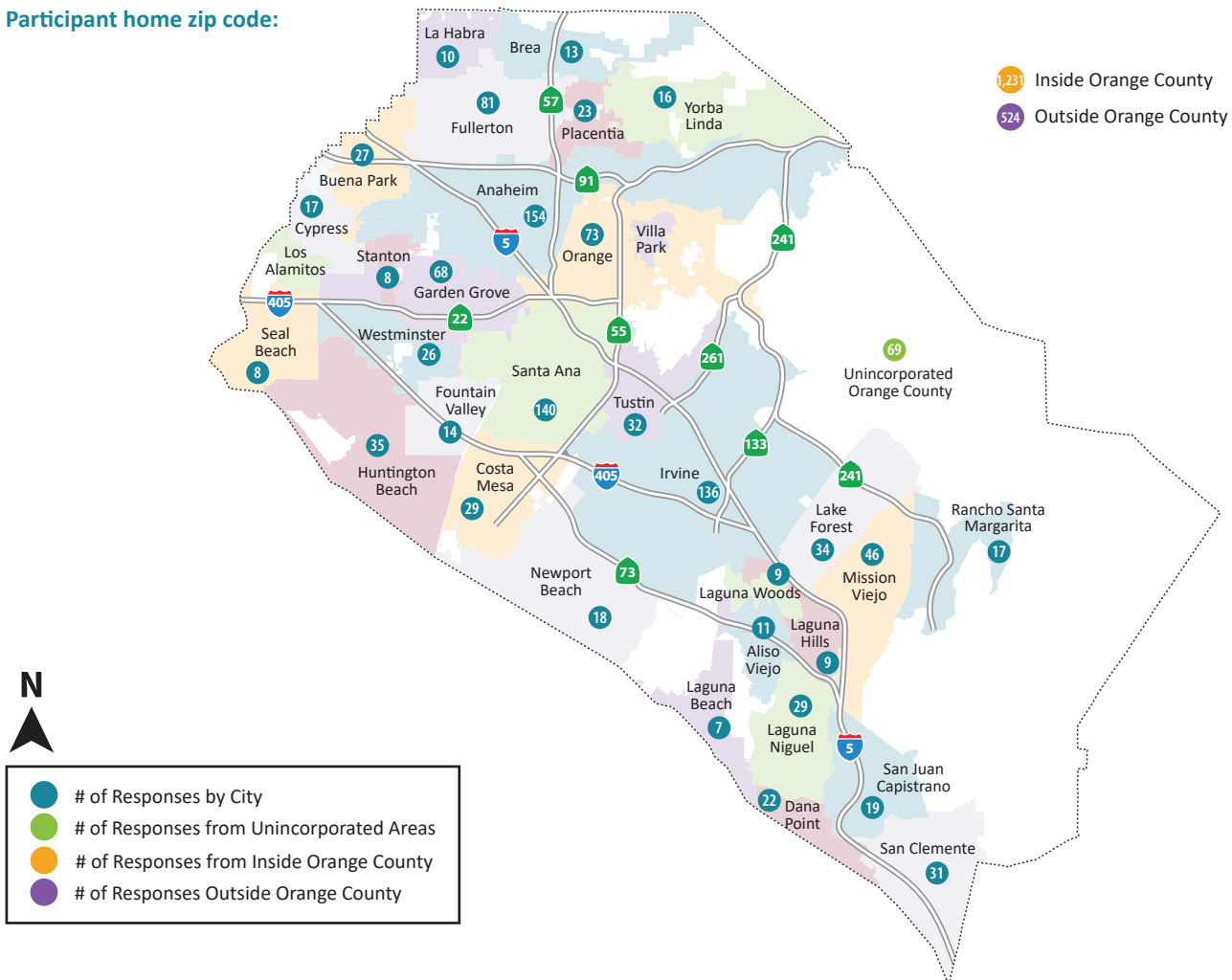


## Community Engagement

- Collected **1,825** completed surveys from September 28 to October 31, 2021
- E-mailed **22** project notices to up to **67,000** bus and rail riders, rideshare travelers and project stakeholders
- Advertised in Spanish and Vietnamese newspapers
- Broadcasted **20** Vietnamese radio advertisements
- Hosted **5** OCTA committee briefings, **2** Community Leader Roundtable webinars and **1** public webinar attracting **46** participants, as well as uploaded the public presentation and online video for those that could not attend
- Gathered **900+** public comments from survey respondents and engaged stakeholders during meetings and events

- Provided a multi-language helpline for interested parties to take the survey and comment on the study
- Conducted a text campaign sending **5** notices to nearly **300** interested parties
- Shared an e-communication toolkit with **34** local cities, **124** Community Leader Roundtable Members, and **12** OCTA committee/stakeholder organizations
- Announced the project through **OCTA's On-the Move** blog, newsletter and the press
- Promoted the project and survey with **4** Twitter posts, **1** Instagram Story, **6** OCTA Facebook posts, and **6** Facebook ads and **1** geofencing ad with **233,000+** views
- Shared materials in **English, Spanish** and **Vietnamese**

## Participant home zip code:







# DIRECCIONES RUMBO AL 2045

## PLAN DE TRANSPORTE A LARGO PLAZO

### Resultados de la Encuesta y Alcance Público

#### Cómo viajan las personas de un lugar a otro:

1

Conduciendo  
(automóvil, motocicleta, etc.)



2

Caminando

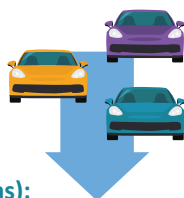


3

Autobús



#### Estrategias para ayudar a disminuir la congestión del tráfico y reducir la cantidad de personas que deben conducir en el futuro (las dos preferidas):



32%  
Fomentar políticas que permitan a los empleados trabajar desde casa al menos un día a la semana, siempre que sea posible

32%  
Mejorar y ampliar los servicios de trenes de pasajeros habituales, incluidos Metrolink y Amtrak

28%  
Crear una red de tranvías que lleguen a destinos y centros de actividad importantes

27%  
Mejorar y ampliar los servicios de autobús

27%  
Ofrecer a los pasajeros del transporte público acceso a servicios de autobuses de enlace, bicicletas/scooters compartidos y servicios de viaje compartido en las estaciones de transporte público para llegar a su destino final (Ejemplo: centros de movilidad [mobility hubs])

21%  
Modificar las calles para acomodar de manera segura todas las formas de transporte (conduciendo, transporte público, caminar, andar en bicicleta, etc.)

19%  
Fomentar el viaje compartido en automóvil, el viaje compartido en camioneta y en cualquier otro medio de transporte

15%  
Mejorar los carriles para bicicletas, las aceras, la seguridad de los peatones, etc.

#### Estrategias para animar a las personas a conducir menos o a utilizar formas alternativas de transporte (las dos preferidas):

56%  
Reducir el costo de los pases y boletos del transporte público para fomentar un mayor uso del tránsito

55%  
Fomentar políticas que permitan a los empleados trabajar desde casa al menos un día a la semana, cuando sea posible

53%  
Incentivar a los negocios y a los empleados para que hagan un mayor uso del transporte público, los viajes compartidos en automóvil y el ciclismo en sus traslados entre la casa y el trabajo

23%  
Convertir los carriles para viajes compartidos en carriles expresos que sean gratuitos para coches con tres o más personas y otros puedan pagar un peaje para acceder a los carriles

13%  
Exigir al menos tres personas en un vehículo para poder utilizar el carril de viaje compartido

#### Mejoras en el transporte público para aliviar la congestión en Orange County (las tres preferidas):



55%  
Crear servicios de transporte de enlace dentro de la comunidad local que lleven a las personas hacia y alrededor de los principales centros de actividades

55%  
Mejorar las conexiones desde y hacia las paradas de autobús y las estaciones de tren mediante el desarrollo de Centros de Movilidad denominados Mobility Hubs (múltiples servicios en un solo lugar)

46%  
Mejorar los servicios de trenes de pasajeros habituales (Metrolink/Amtrak)

41%  
Proporcionar carriles solo para transporte público con servicios de alta calidad (por ejemplo: tranvía o transporte público rápido a través de autobús) para conectar los centros de actividad en áreas de alto tráfico

41%  
Mejorar el servicio de autobús local en áreas con alto potencial de pasajeros

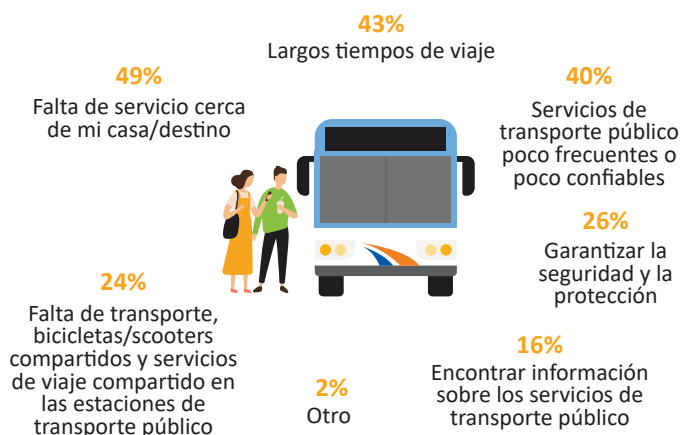
36%  
Agregar servicios de tranvía en áreas con alto potencial de pasajeros

24%  
Crear servicios de transporte compartido a pedido (Uber/Lyft/Microtransit)

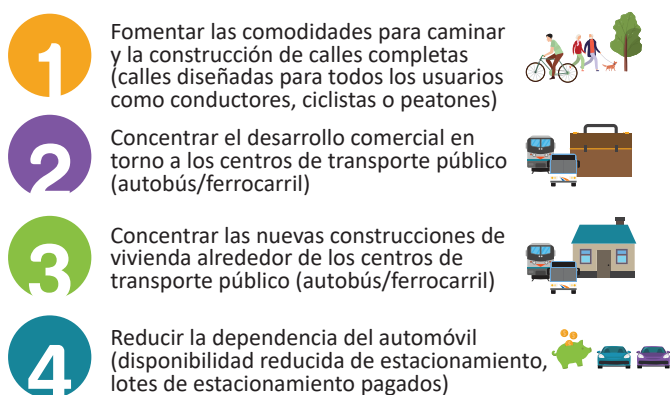
4%  
Otro



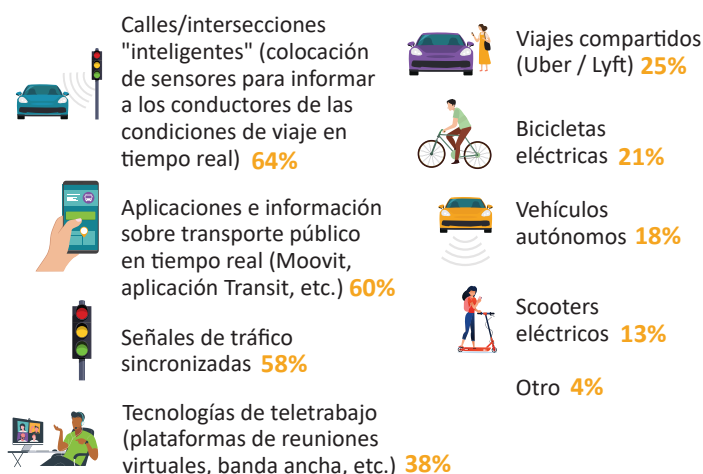
## Principales retos para aumentar el transporte (los dos preferidos):



## Clasificación de las estrategias de uso de la tierra para aliviar la congestión del tráfico:



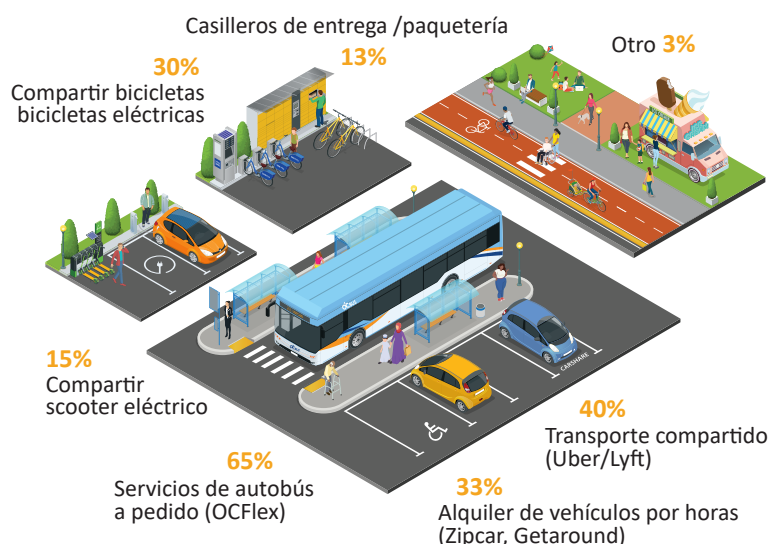
## Preferencia de las soluciones tecnológicas para mejorar el transporte (las tres preferidas):



## Clasificación de los tipos de mejoras en el transporte:










## Preferencia de los posibles servicios en los Centros de Movilidad o Mobility Hubs (los dos preferidos):



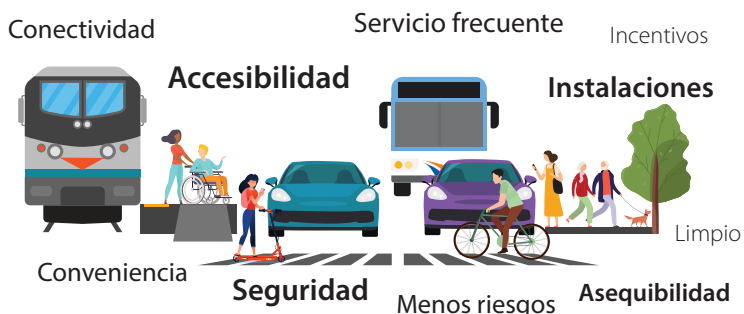
## Clasificación de instalaciones/servicios en los Centros de Movilidad o Mobility Hubs:

- 1 Elementos de seguridad (cámaras, iluminación, etc.)
- 2 Baños 
- 3 Lugares para sentarse y espacios abiertos
- 4 Estacionamiento seguro para bicicletas
- 5 Disponibilidad de personal en la estación de transporte público
- 6 Estaciones de carga USB 
- 7 Opciones para comer (camiones/carritos de comida, máquinas expendedoras)
- 8 Puesto/estación de reparación de bicicletas
- 9 Cajeros automáticos 
- 10 Casilleros de almacenamiento para equipaje o entrega de paquetes 

## Posibles ubicaciones de los Centros de Movilidad o Mobility Hubs en Orange County (las dos preferidas):

- 48% En los principales destinos de los visitantes (parques de atracciones, centros comerciales, playas, etc.) 
- 37% En estaciones/paradas de tren 
- 29% Instalaciones educativas (universidades, colegios, etc.) 
- 27% En estaciones/paradas de autobuses 
- 25% En los centros comerciales del vecindario 
- 19% Cerca de los vecindarios residenciales 
- 16% En los centros de empleo 
- <1% Otro

## Razones para usar los Centros de Movilidad o Mobility Hubs:



## Factores demográficos

### El rango de edad:

- 5% 16-24
- 14% 25-34
- 16% 35-44
- 18% 45-54
- 24% 55-64
- 15% 65-74
- 4% 75 o mayor
- 4% Prefiero no responder



### Ingresos anuales del grupo familiar:

- 17% Menos de \$30,000
- 13% \$30,000 – \$49,999
- 14% \$50,000 – \$79,999
- 13% \$80,000 – \$109,000
- 15% \$110,000 – \$169,000
- 10% \$170,000 o más
- 18% Prefiero no responder



### Origen étnico:

- 46% Caucásico/Blanco
- 21% Latino/Hispano
- 3% Afroamericano/Negro
- 1% Indígena Americano o Nativo de Alaska
- 13% Asiático: Coreano, Japonés, Chino, Vietnamita, Filipino o de otro país asiático
- 1% Isleño del Pacífico
- 1% Oriente Medio
- 3% Origen mixto
- 1% Otro
- 10% Prefiero no contestar



- ☒ \_\_\_\_\_
- ☒ \_\_\_\_\_
- ☒ \_\_\_\_\_



Añă

524 Fuera de Orange County



- 



# PHƯƠNG HƯỚNG NĂM 2045

## KẾ HOẠCH VẬN CHUYỂN DÀI HẠN

### Kết quả khảo sát và tiếp cận

#### Cách thức mọi người di chuyển đi lại:

1

Lái xe (xe hơi, xe máy, v.v.)



2

Đi bộ

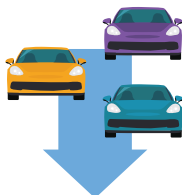


3

Xe buýt



Các chiến lược giúp giảm tình trạng tắc nghẽn giao thông và giảm nhu cầu mọi người cần lái xe trong tương lai (hai chiến lược hàng đầu):



**32%**  
Khuyến khích các chính sách cho phép nhân viên làm việc tại nhà ít nhất một ngày mỗi tuần, bất cứ khi nào có thể

**32%**  
Cải thiện và mở rộng các dịch vụ đường sắt đi lại bao gồm Metrolink và Amtrak

**28%**  
Tạo một mạng lưới xe điện đường sắt nhẹ phục vụ các điểm đến và trung tâm hoạt động chính

**27%**  
Cải thiện và mở rộng dịch vụ xe buýt

**27%**  
Cung cấp cho những người đi phương tiện công cộng quyền sử dụng xe đưa đón, xe đạp/xe tay ga dùng chung và dịch vụ trả đi chung xe tại các trạm giao thông công cộng để đến điểm dừng cuối cùng của họ (tức là các trung tâm di chuyển)

**21%**  
Sửa đổi đường phố để phù hợp với tất cả các hình thức giao thông (lái xe, chuyển tuyến, đi bộ, đi xe đạp, v.v.) một cách an toàn

**19%**  
Khuyến khích đi chung xe hơi, xe vận tải nhỏ, trả tiền đi chung xe

**15%**  
Cải thiện làn đường dành cho xe đạp, vỉa hè, tính an toàn cho người đi bộ, v.v.

#### Các chiến lược khuyến khích mọi người ít lái xe hoặc sử dụng hình thức giao thông khác (hai chiến lược hàng đầu):

**56%** Giảm chi phí vé chuyển tuyến và vé để khuyến khích sử dụng phương tiện công cộng nhiều hơn

**55%** Khuyến khích các chính sách cho phép nhân viên làm việc tại nhà ít nhất một ngày mỗi tuần, nếu có thể

**53%** Khuyến khích các doanh nghiệp và nhân viên sử dụng nhiều hơn phương tiện công cộng, đi chung xe và đi xe đạp trên lộ trình đi lại

**23%** Chuyển làn đường đi chung xe sang làn đường cao tốc có thu phí miễn phí cho xe hơi có từ ba người trở lên và những người khác có thể trả phí để đi vào các làn đường này

**13%** Yêu cầu ít nhất ba người trên xe đủ điều kiện đi làn đường dành cho xe chung

#### Cải thiện chuyển tiếp phương tiện để giúp giảm tình trạng tắc nghẽn giao thông ở Orange County (ba cải thiện hàng đầu):



**55%**  
Tạo dịch vụ đưa đón cộng đồng địa phương đưa mọi người đến và xung quanh các trung tâm hoạt động chính

**55%**  
Tăng cường kết nối đến và đi từ các điểm dừng xe buýt và ga đường sắt bằng cách phát triển Trung Tâm Di Chuyển (nhiều dịch vụ tại một địa điểm)

**46%**  
Tăng cường dịch vụ đường sắt đi lại (Metrolink/Amtrak)

**41%**  
Cung cấp các làn đường chỉ chuyển tuyến với các dịch vụ chất lượng cao (ví dụ: đường sắt nhẹ hoặc xe buýt nhanh) để kết nối các trung tâm hoạt động qua các khu vực giao thông mật độ cao

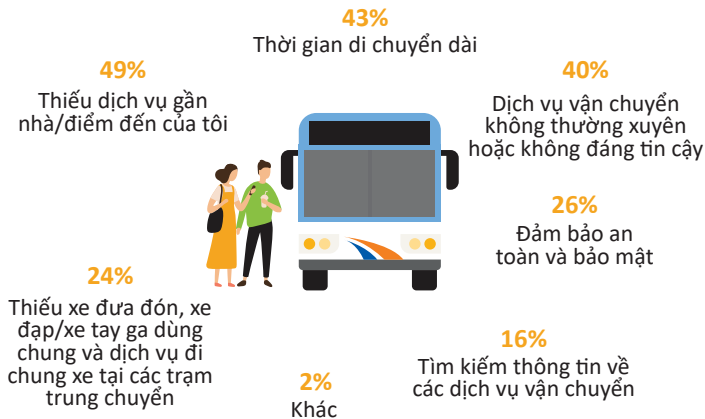
**41%**  
Tăng cường dịch vụ xe buýt địa phương ở các khu vực có tiềm năng hành khách cao

**36%**  
Thêm dịch vụ xe điện tại các khu vực có tiềm năng lượng hành khách cao

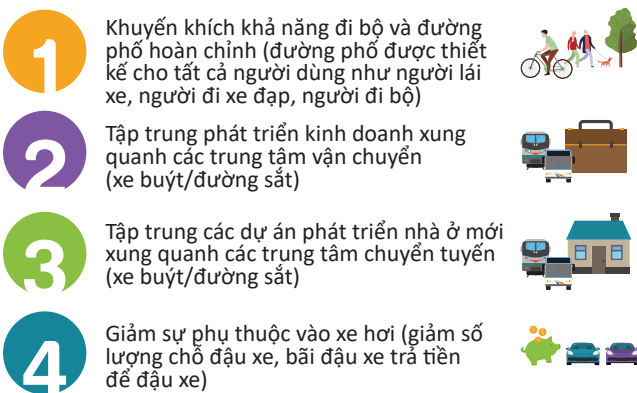
**24%**  
Tạo dịch vụ đi xe chung theo yêu cầu (Uber/Lyft/Microtransit)

**4%**  
Khác

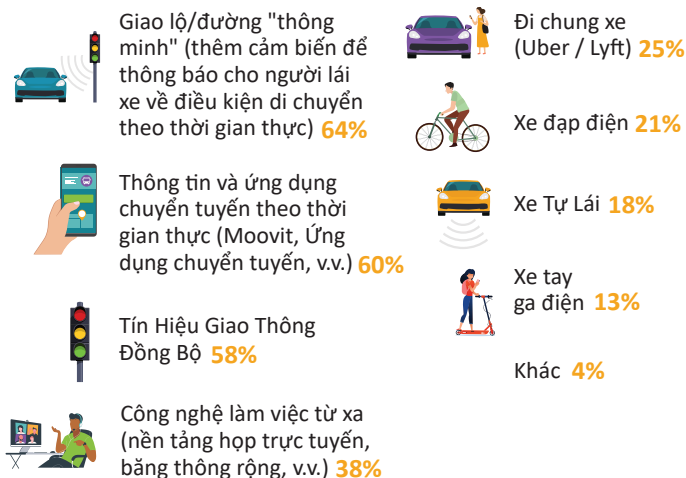
## Những thách thức chính để cải thiện việc chuyển tiếp phương tiện (hai thách thức hàng đầu):



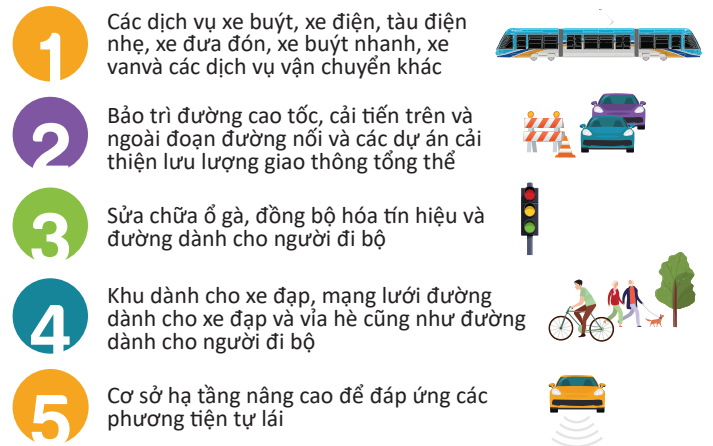
## Xếp hạng chiến lược sử dụng đất để giảm tình trạng tắc nghẽn giao thông:



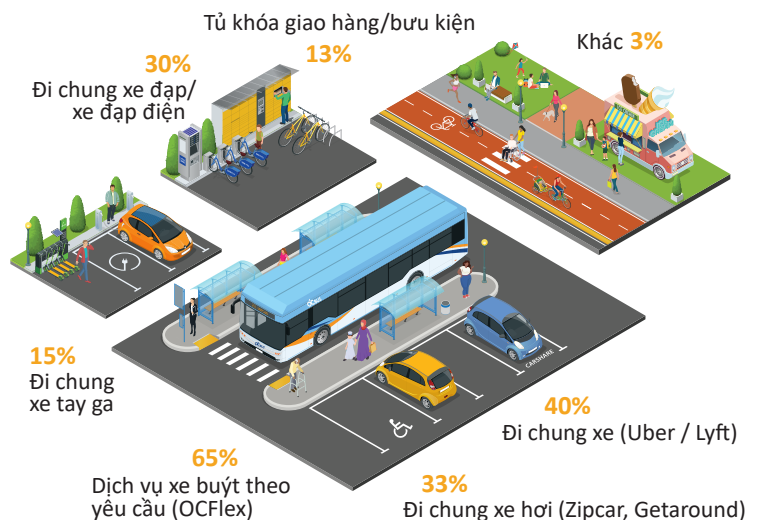
## Tham khảo giải pháp kỹ thuật để cải thiện phương tiện giao thông (ba tham khảo hàng đầu):



## Xếp hạng các loại cải thiện phương tiện giao thông:



## Tham khảo dịch vụ tiềm năng tại Mobility Hubs (hai tham khảo hàng đầu):












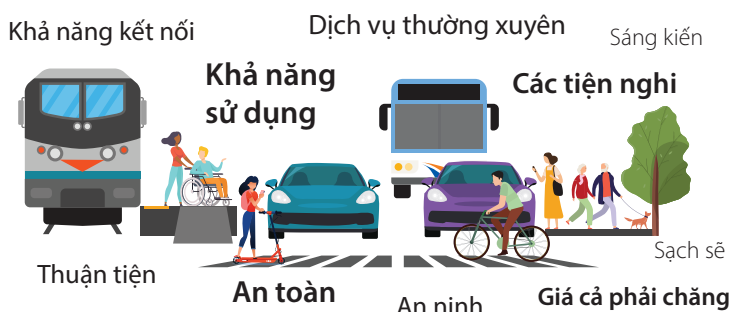
## Xếp hạng các tiện nghi / dịch vụ tại Mobility Hubs:

- 1 Các tính năng bảo mật (camera, ánh sáng, v.v.)
- 2 Phòng tắm 
- 3 Chỗ ngồi và không gian mở 
- 4 Bãi đậu xe đạp an toàn 
- 5 Nhân viên tại trạm trung chuyển sẵn sàng giúp đỡ 
- 6 Trạm sạc USB 
- 7 Tùy chọn ăn uống (xe tải/xe đẩy thức ăn, máy bán hàng tự động) 
- 8 Trạm sửa chữa xe đạp 
- 9 Máy rút tiền ATM 
- 10 Tủ khóa để gửi hành lý hoặc gói hàng 

## Những địa điểm Mobility Hub tiềm năng tại Orange County (hai địa điểm hàng đầu):

- 48% Tại các điểm đến chính của khách viếng thăm (công viên giải trí, trung tâm mua sắm, bãi biển, v.v.) 
- 37% Tại các ga/các trạm đường sắt 
- 29% Cơ Sở Giáo Dục (trường đại học, cao đẳng, v.v.) 
- 27% Tại các trạm xe buýt/trạm dừng 
- 25% Tại các trung tâm mua sắm lân cận 
- 19% Gần khu dân cư 
- 16% Tại các trung tâm việc làm 
- <1% Khác

## Lý do sử dụng Mobility Hubs:



## Nhân khẩu học

### Độ tuổi:

- 5% 16-24
- 14% 25-34
- 16% 35-44
- 18% 45-54
- 24% 55-64
- 15% 65-74
- 4% 75 hoặc hơn
- 4% Không muốn đề cập



### Thu nhập hộ gia đình hàng năm:

- 17% Less than \$30,000
- 13% \$30,000 – \$49,999
- 14% \$50,000 – \$79,999
- 13% \$80,000 – \$109,000
- 15% \$110,000 – \$169,000
- 10% \$170,000 hoặc hơn
- 18% Không muốn đề cập



### Sắc tộc:

- 46% Người Da trắng
- 21% Người La-tinh/Người gốc Tây Ban Nha
- 3% Người Mỹ Bản Địa
- 1% Người Mỹ Da Đỏ hoặc Thổ Dân Alaska
- 13% Người Châu Á - Hàn Quốc, Nhật Bản, Trung Quốc, Việt Nam, Philippines hoặc Châu Á khác
- 1% Cư dân đảo Thái Bình Dương
- 1% Người Trung Đông
- 3% Người Đa chủng Tộc
- 1% Khác
- 10% Không muốn đề cập

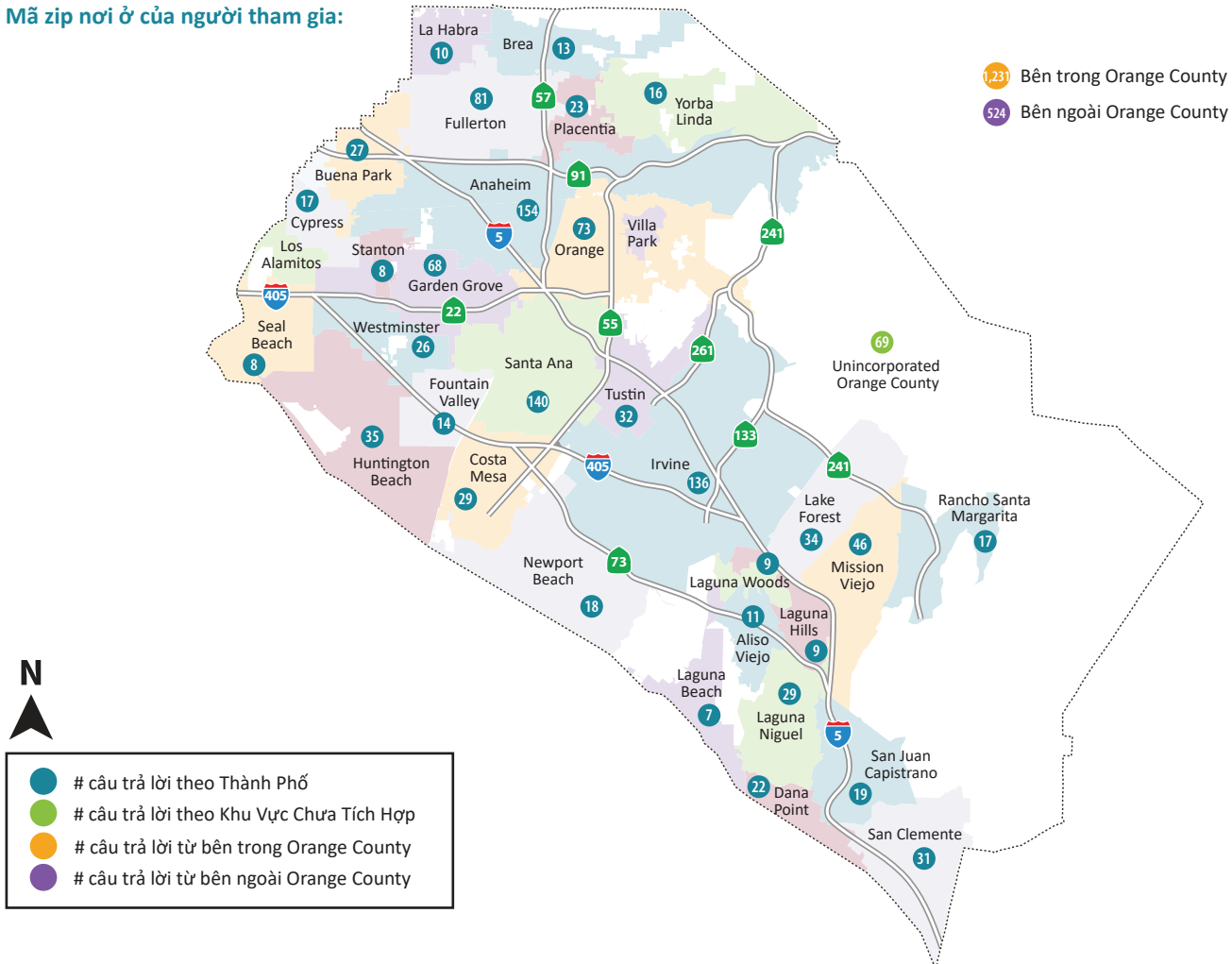


## Gắn kết cộng đồng

- Đã thu thập **1,825** khảo sát hoàn tất từ ngày 28 tháng 9 đến ngày 31, 2021 tháng 10
- Đã gửi email **22** thông báo dự án đến **67,000** hành khách đi xe buýt và xe điện, đi chung xe và những người có liên quan đến dự án
- Quảng cáo trên báo tiếng Tây Ban Nha và tiếng Việt
- Phát **20** quảng cáo trên radio tiếng Việt
- Tổ chức **5** OCTA chỉ dẫn ủy ban, **2** hội thảo trực tuyến Bàn Tròn Nhà Lãnh Đạo Cộng Đồng và **1** hội thảo trực tuyến cộng đồng thu hút **46** người tham gia, cũng như tải lên nội dung thuyết trình công cộng và video trực tuyến cho những người không thể tham dự
- Tập hợp **900+** ý kiến cộng đồng từ những người tham gia khảo sát và những người có liên quan tham gia trong các cuộc họp và sự kiện

- Cung cấp đường dây hỗ trợ đa ngôn ngữ để các bên quan tâm tham gia khảo sát và có ý kiến về nghiên cứu
- Thực hiện chiến dịch văn bản, gửi đi **5** thông báo cho gần **300** bên quan tâm
- Chia sẻ bộ dụng cụ giao tiếp điện tử với **34** thành phố địa phương, **124** Thành Viên Bàn Tròn Nhà Lãnh Đạo Cộng Đồng, và **12** OCTA tổ chức ủy ban/người có liên quan
- Thông báo dự án qua blog **OCTA's On-the Move**, bản tin và báo chí
- Quảng bá dự án và khảo sát với **4** Twitter bài đăng, **1** Instagram câu chuyện, **6** OCTA Facebook bài đăng, và **6** Facebook quảng cáo, **1** quảng cáo phân định ranh giới địa lý với **233,000+** lượt xem
- Chia sẻ tài liệu bằng tiếng Anh, tiếng Tây Ban Nha và tiếng Việt

## Mã zip nơi ở của người tham gia:





## Appendix D

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- Survey Table of Destination Zip Code Response



## Long Range Transportation Plan (LRTP)

Surveys Collected by Respondent Destination Zip Code

City	Zip Code	Total Surveys	
		By Zip	By City
Aliso Viejo	92656	11	11
Anaheim	92801	21	
	92802	18	
	92804	34	
	92805	33	
	92806	32	
	92807	16	154
Brea	92821	11	
	92822	2	13
Buena Park	90620	10	
	90621	14	
	90622	1	
	90623	2	27
Costa Mesa	92626	14	
	92627	15	29
Coto de Caza*	92679	47	47
Cypress	90630	17	17
Dana Point	92624	6	
	92629	16	22
Fountain Valley	92708	14	14
Fullerton	92831	18	
	92832	28	
	92833	24	
	92834	1	
	92835	9	
	92837	1	81
Garden Grove	92840	30	
	92841	5	
	92842	1	
	92843	19	
	92844	8	
	92845	5	68

City	Zip Code	Total Surveys	
		By Zip	By City
Huntington Beach	92646	12	
	92647	13	
	92648	7	
	92649	3	35
Irvine	92602	9	
	92603	6	
	92604	17	
	92606	14	
	92612	10	
	92614	12	
	92617	34	
	92618	15	
	92620	17	
	92697	2	136
La Habra	90631	10	10
Ladera Ranch*	92694	14	14
Laguna Beach	92651	6	
	92652	1	7
Laguna Hills	92653	9	9
Laguna Niguel	92677	29	29
Laguna Woods	92637	9	9
Lake Forest	92610	6	
	92630	28	34
Midway City*	92655	2	2
Mission Viejo	92691	22	
	92692	24	46
Newport Beach	92625	1	
	92657	2	
	92660	8	
	92662	1	
	92663	6	18

City	Zip Code	Total Surveys	
		By Zip	By City
Orange	92861	1	
	92863	3	
	92865	6	
	92866	13	
	92867	18	
	92868	16	
	92869	16	73
Placentia	92870	23	23
Rancho Santa Margarita	92688	17	17
Rossmoor*	90720	5	5
San Clemente	92672	10	
	92673	21	31
San Juan Capistrano	92675	19	19
Santa Ana	92701	39	
	92702	1	
	92703	18	
	92704	28	
	92705	21	
	92706	17	
	92707	16	140
Seal Beach	90740	7	
	90743	1	8
Stanton	90680	8	8
Trabuco Canyon*	92678	1	1
Tustin	92780	25	
	92782	7	32
Westminster	92683	26	26
Yorba Linda	92886	12	
	92887	4	16
Orange County			1,231
SoCal Outside Orange County			467
Outside SoCal			57
Total Survey Resposent Zip Codes		A39   Page	1,755

\* Unincorporated Orange County (69)

# Long-Range Transportation Plan Update

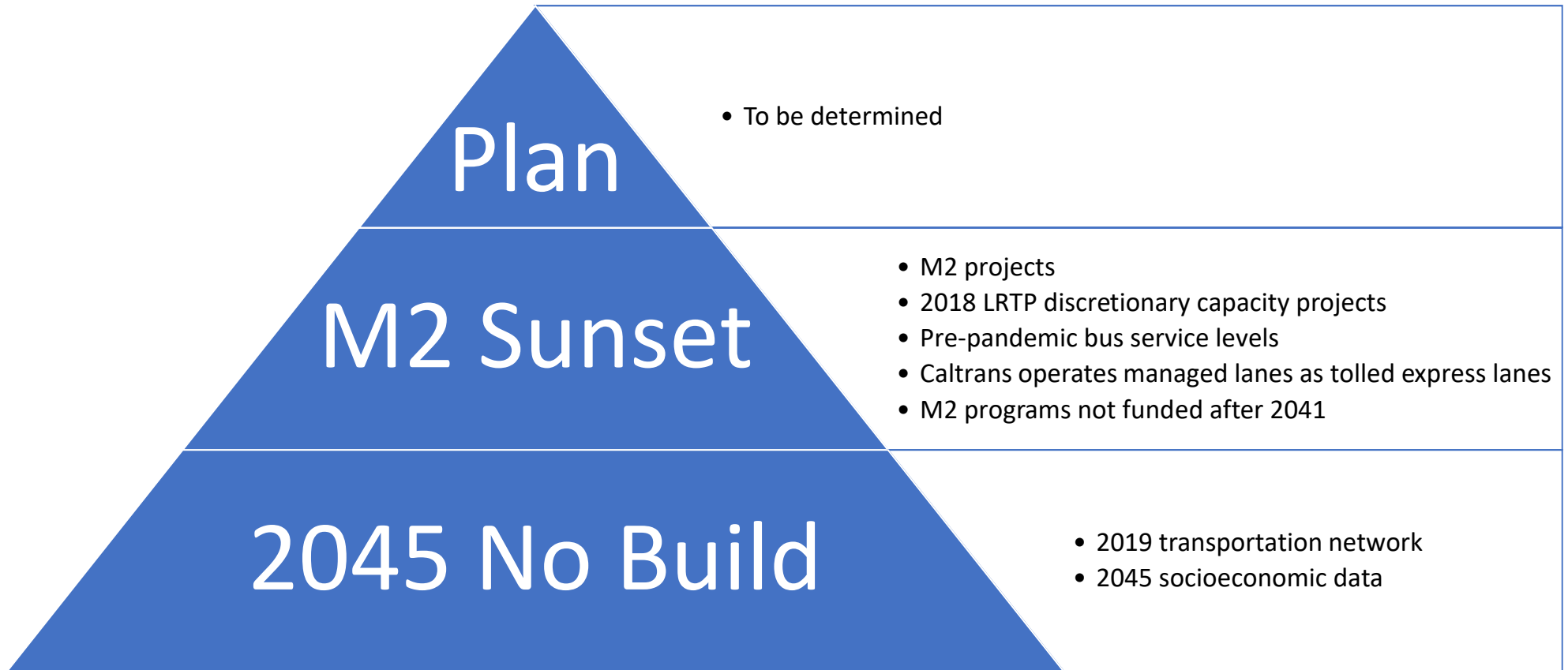


**DIRECTIONS 2045**

LONG RANGE TRANSPORTATION PLAN

*Sustainable, equitable, and innovative transportation solutions.*

# 2045 Scenarios



# M2 Sunset Scenario – Impacts

## Approximately \$1.5 Billion Loss in Programs (2041-2045):

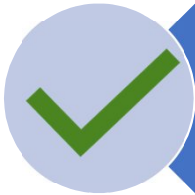
- Higher costs for local jurisdictions:
  - Local street funding
  - Community Based Transit/Circulators
- Reduced transit service/accessibility:
  - Metrolink Service
  - Extensions to Metrolink service
  - Senior Mobility Program
  - Fare stabilization for seniors and persons with disabilities
  - Senior Non-emergency Medical Transportation Program
  - Safe Transit Stops
- Longer delays:
  - Regional Traffic Signal Synchronization Program
  - Freeway Service Patrol
- Less environmental protection:
  - Freeway Environmental Mitigation Program
  - Environmental Cleanup Program

Projected M2 revenues available for selected programs if continued post-2041 sunset through 2045. Excludes freeway revenues.

# M2 Sunset Scenario – Performance

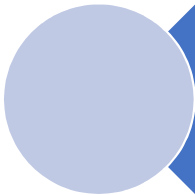
	2019 Base Year	2045 No Build	2045 M2 Sunset
Daily Transit Trips	130,761	138,051	129,177
Total Vehicle Hours of Delay	341,299	453,901	408,119
Delay as Percent of Travel Time	15%	18%	16%
Daily Vehicle Miles Traveled	76,396,589	81,852,780 (7% increase vs 2019)	85,681,639 (12% increase vs 2019)
Average Speed – Freeways – Peak Period	41.2	39.7	40.5
Average Speed – Arterials – Peak Period	26.0	25.2	23.7

# M2 Sunset Scenario – Goals Overview



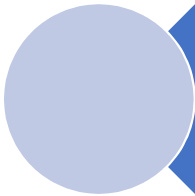
## Delivers on Commitments

- Prioritize M2 commitments consistent with the Next 10 Delivery Plan
- Provides safe and reliable transit services



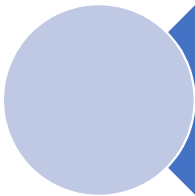
## Improves System Performance

- Improve efficiency of transit, highways, and roadways
- Leverage emerging technologies and services



## Expands System Choices

- Support options to single-occupant vehicle trips
- Improve equitable access to key destinations
- Enhance connectivity between travel modes



## Supports Sustainability

- Identify strategies to address climate-related risks
- Explore opportunities to improve financial sustainability



# Public and Stakeholder Engagement

Engagement to date:

- OCTA advisory committees
- Community-based organizations
- Public webinar
- Community events
- Telephone helpline
- Multilingual online survey
- Multilingual digital media
- Multilingual print/radio ads



# LRTP Tracks to Success

Renew or revamp select M2 programs

Expand transit services and accessibility

Enhance active transportation and Safe Routes to Schools

Explore mobility hubs and mobility as a service

Eliminate select freeway chokepoints

Embrace new technologies

Elevate maintenance and resilience

# Key Takeaways

- Delivery of M2 remains the cornerstone of the LRTP
- The M2 Sunset scenario alone does not achieve the LRTP goals
- The LRTP Tracks to Success can address unmet goals
- Funding will need to be identified to support the Tracks to Success

# Next Steps

## Spring/Summer 2022

- Engage stakeholders – LRTP Challenges, Goals, and the Tracks to Success
- Develop a draft “Plan” scenario
  - Define working assumptions for strategies addressing the Tracks to Success
  - Analyze performance and funding needs for the draft Plan scenario
  - Present draft Plan scenario and analysis findings to Board of Directors

## Fall 2022

- Draft LRTP public review



# Orange County Transportation Authority

## Fiscal Year 2022-23 Budget Workshop Questions & Answers

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### 1. Question: What is Metrolink's subsidy per boarding?

**Answer:** Metrolink has provided the following subsidy per boarding by line.

FISCAL YEAR (FY)	OC LINE	IEOC LINE	91/PVL LINE
FY18 Actual	\$ 2.92	\$ 12.81	\$ 17.12
FY19 Actual	\$ 3.28	\$ 14.01	\$ 19.38
FY20 Actual	\$ 6.25	\$ 20.37	\$ 31.94
FY21 Actual	\$ 88.20	\$ 93.71	\$ 118.58
FY22 Budget	\$ 13.43	\$ 34.42	\$ 43.91
FY23 Budget	\$ 26.55	\$ 27.84	\$ 40.06

\* OC: Orange County, IEOC – Inland Empire/Orange County, 91/PVL: 91/Perris Valley

### 2. Question: Will additional details and statistics regarding Metrolink's annual budget be made available?

**Answer:** Yes, the entire Metrolink budget will be provided to the Board of Directors (Board) upon its formal transmittal which is anticipated to be May 27<sup>th</sup>. It will also be included in the budget public hearing agenda item scheduled for the June 8, 2022, Finance and Administration (F&A) Committee, and the June 13, 2022, Board meeting.

### 3. Question: Are the 91 Express Lanes operating at a surplus?

**Answer:** Yes, the 91 Express Lanes are anticipated to generate \$22.8 million in net excess revenue after its operating, capital, and debt service expenditures have been met. Section 130240(e)(2)(B) of the Public Utilities Code states that excess toll revenues can be used to make operational or capacity improvements designed to reduce congestion or improve the flow of traffic on State Route 91, between State Route 57 to the west and the Orange and Riverside County Line to the east. Eligible projects for these funds are included within the State Route 91 Implementation Plan, which is updated annually and brought to the Board for approval. The 2022 update for the plan is anticipated to go to the Board in June.

### 4. Question: Why is the administrative employee headcount increasing?

**Answer:** Administrative headcount is increasing to support new requirements (cyber security), advancements of projects (OC Streetcar operations), and additional needs (finance, planning, procurement, and human resources). In some cases, the Orange County Transportation Authority (OCTA) has been holding off on adding needed administrative positions for the past two years while dealing with the impacts and uncertainty of the pandemic.



## Orange County Transportation Authority

### Fiscal Year 2022-23 Budget Workshop Questions & Answers

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**5. Question: How do the budgeted increases in administrative employee's salaries compare to the budgeted increases in union employee's salaries?**

**Answer:** The fiscal year (FY) 2022-23 proposed budget includes a merit pool of five percent and a non-base building special award (bonus) pool of four percent for administrative employees.

Unlike the union groups, administrative employees are unrepresented, at-will employees with no collective bargaining agreement, no automatic step increases, and no automatic cost-of-living adjustments. Annual compensation adjustments for the administrative employees are awarded based on a pay-for-performance plan more common to the private sector. The Board has total discretion on whether to fund the administrative pay-for-performance plan on an annual basis when the Personnel and Salary Resolution is presented to the Board for consideration as part of the annual budget. If the pay-for-performance plan is funded by the Board, the Chief Executive Officer (CEO) ensures that compensation adjustments are awarded to each individual based on their individual performance against their documented annual performance goals. Additionally, the CEO ensures that the aggregate amount of merit adjustments and one-time special awards do not exceed the pool amounts approved by the Board.

A number of factors are utilized to determine the amounts of the proposed merit and special award pools for administrative employees including funding availability and market studies that are updated each year.

In contrast to the administrative compensation budget, which is brought to the Board annually, the union collective bargaining agreements are agreements generally spanning three years. Coach operators received five percent in May 2022 and will receive an additional five percent in 2023. The Transportation Communications International Union (TCU), which represents our Facilities Technicians and Parts Clerks, received eight percent this year and will receive an additional four percent next year. The maintenance contract expires in September 2022. Negotiating parameters for that contract are planned to go to the Board on May 23, 2023, for approval; however, the maintenance employees did receive a wage adjustment of four and a quarter percent in September 2021.

**6. Question: Are there any projects in need of funding to which OCTA can allocate the forecasted higher than anticipated sales tax receipts?**

**Answer:** No. OCTA has a fully funded capital sinking fund to ensure there is sufficient funding to keep all current assets in a state of good repair. All planned facilities and equipment projects are fully funded and in alignment with the Transit Asset Management Plan required by the Federal Transit Administration (FTA).



# Orange County Transportation Authority

## Fiscal Year 2022-23 Budget Workshop Questions & Answers

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**7. Question: How is bus ridership recovering following the pandemic by line?**

**Answer:** Details of current weekday ridership compared to pre-pandemic weekday ridership, by line, are included on page 5 of this document.

**8. Question: What would the financial impact be of OCTA converting the entire bus fleet to zero-emission buses?**

**Answer:** The incremental cost increase of converting the entire fixed-route and paratransit bus fleets to zero-emission vehicles, including necessary fueling infrastructure, is approximately \$383.5 million.

The biggest cost driver for the increased cost is the incremental cost to purchase a zero-emission bus compared to a compressed natural gas (CNG) powered bus. For example, the majority of OCTA's fixed-route fleet is comprised of 40-foot CNG buses, which cost \$645,000 per unit. A 40-foot hydrogen bus costs \$1.3 million, which over doubles the per unit price per bus. The significant price difference is also found in the pricing for 60-foot zero-emission buses and paratransit buses. As a result, the anticipated increased cost to convert both the fixed-route and paratransit fleets to zero-emission vehicles is \$360 million. OCTA's bus bases would also require new fueling infrastructure to fuel the zero-emission buses, and the anticipated infrastructure cost is \$23.5 million.

**9. Question: What is the farebox recovery in the FY 2022-23 budget?**

**Answer:** The farebox recovery is anticipated to be 11.29 percent in FY 2022-23. Therefore, OCTA subsidizes approximately 88.71 percent of the cost to operate bus service.

**10. Question: Will administrative compensation be discussed in open session or closed session?**

**Answer:** Administrative compensation will be discussed in open session. Administrative employees are not represented and are at-will employees, as such the decisions for compensation rest completely with the Board. Administrative employees pay is not subject to a collective bargaining agreement but is governed by a Personnel and Salary Resolution which is approved annually with the budget at the public hearing.

**11. Question: Please provide a summary of merits and special awards given to OCTA employees over the last few FYs.**

**Answer:** Managers set performance goals for each employee at the end of each FY for the following FY (or when an employee is new to OCTA). These goals are developed to support the Board and CEO initiatives to ensure that employees are focusing and being measured on what is





## Orange County Transportation Authority

### Fiscal Year 2022-23 Budget Workshop Questions & Answers

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important to the organization as defined by the CEO and Board. Towards the end of the FY, the employee completes a self-appraisal and provides supporting examples of work performance against their responsibilities and performance goals. The manager will carefully evaluate the employee's work performance against the responsibilities and performance goals with a narrative summary and will rate the employee's performance on a five-point scale. The performance review is reviewed and routed to, and approved by, higher level managers. All performance reviews are reviewed by Human Resources. After all approvals, the manager meets with the employee to discuss the employee's performance for that review period and goals for the next FY. The manager recommends a merit increase, if any, based upon the performance review rating and those recommendations are provided to Executive Directors and, ultimately, the CEO, Deputy CEO, and the Executive Director of People and Community Engagement. Additional details are available on pages 6 - 9 of this document.

**12. Question: Why does OCTA's FY 2022-23 budgeted farebox recovery ratio not meet the 20 percent requirement from the State?**

**Answer:** The state-mandated farebox recovery requirement of 20 percent was suspended beginning FY 2020-21 through FY 2022-23. In addition, the law changed in July 2021 to allow other revenues, including property tax, advertising revenue, and FTA revenues to be used towards the calculation of farebox recovery. Paratransit expenditures can also be excluded from operating costs, including the additional revenue sources and excluding paratransit operating costs brings OCTA's farebox recovery above 20 percent.

The assumption of 11.29 percent for the FY 2022-23 budgeted farebox recovery ratio in question 9 was calculated using only fare revenue in the calculation and does not include any additional eligible revenue sources in the calculation.

**13. Question: Does OCTA anticipate any impact to farebox recovery with the new Youth Ride Free fare?**

**Answer:** The Youth Ride Free fare is not anticipated to impact farebox recovery. OCTA intends to use Low Carbon Transit Operations Program funding from the State to backfill the loss in fare revenue, as approved by the Board on February 14, 2022. This revenue source can be included as fare revenue in the calculation of the farebox recovery.



# Orange County Transportation Authority

## Fiscal Year 2022-23 Budget Workshop Questions & Answers



### Orange County Transportation Authority

#### Weekday Ridership Comparison: March 11, 2020 vs April 27, 2022

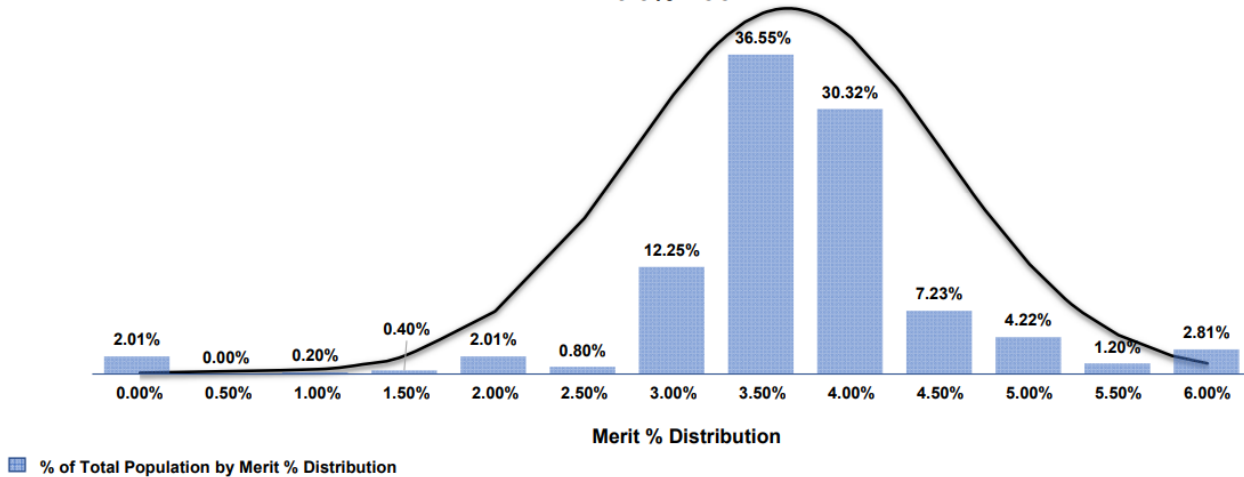
#	Route	March 11, 2020	April 27, 2022	Change (#)	Change (%)
1	1-Long Beach - San Clemente	1,439	1,247	-192	-13%
25	25-Fullerton - Huntington Beach	1,186	988	-198	-17%
26	26-Buena Park - Yorba Linda	1,687	1,216	-471	-28%
29	29-La Habra - Huntington Beach	4,718	4,192	-526	-11%
30	30-Cerritos - Anaheim	2,366	1,127	-1,239	-52%
33	33-Fullerton - Huntington Beach	1,184	830	-354	-30%
35	35-Fullerton - Huntington Beach	2,596	1,706	-890	-34%
37	37-La Habra - Fountain Valley	3,752	2,757	-995	-27%
38	38-Lakewood - Anaheim Hills	3,472	2,894	-578	-17%
42	42-Orange - Seal Beach	4,913	3,552	-1,361	-28%
43	43-Fullerton - Costa Mesa	6,268	4,926	-1,342	-21%
46	46-Long Beach - Orange	2,122	1,188	-934	-44%
47	47-Fullerton - Newport Beach	6,672	5,636	-1,036	-16%
50	50-Long Beach - Orange	3,676	3,594	-82	-2%
53	53-Orange - Irvine	6,042	4,250	-1,792	-30%
54	54-Garden Grove - Orange	3,994	2,695	-1,299	-33%
55	55-Santa Ana - Newport Beach	3,846	3,117	-729	-19%
56	56-Garden Grove - Orange	1,426	1,243	-183	-13%
57	57-Brea - Newport Beach	9,415	7,625	-1,790	-19%
59	59-Anaheim - Irvine	2,014	1,329	-685	-34%
60	60-Long Beach - Tustin	5,685	4,152	-1,533	-27%
64	64-Huntington Beach - Tustin	6,253	5,248	-1,005	-16%
66	66-Huntington Beach - Irvine	6,317	5,482	-835	-13%
70	70-Sunset Beach - Tustin	3,099	1,981	-1,118	-36%
71	71-Yorba Linda - Newport Beach	2,493	1,516	-977	-39%
72	72-Sunset Beach - Tustin	1,689	1,266	-423	-25%
76	76-Huntington Beach - Newport Beach	270	365	95	35%
79	79-Tustin - Newport Beach	1,507	1,142	-365	-24%
82	82-Mission Viejo - Rancho Santa Margarita	370	299	-71	-19%
83	83-Anaheim - Laguna Hills	1,728	1,293	-435	-25%
85	85-Mission Viejo - Dana Point	293	239	-54	-18%
86	86-Costa Mesa - Mission Viejo	483	401	-82	-17%
87	87-Rancho Santa Margarita - Laguna Niguel	254	281	27	11%
89	89-Lake Forest - Laguna Beach	1,025	749	-276	-27%
90	90-Tustin - Dana Point	1,088	861	-227	-21%
91	91-Mission Viejo - Laguna Hills	1,324	1,134	-190	-14%
123	123-Anaheim to Huntington Beach	755	752	-3	0%
129	129-La Habra - Anaheim	584	424	-160	-27%
143	143-La Habra - Brea	624	631	7	1%
150	150-Santa Ana to Costa Mesa	874	899	25	3%
153	153-Brea - Orange	339	368	29	9%
167	167-Anaheim - Irvine	751	714	-37	-5%
177	177-Foothill Ranch - Laguna Hills	333	315	-18	-5%
178	178-Huntington Beach - Irvine	341	325	-16	-5%
206	206-Santa Ana - Lake Forest	46	-	-46	-100%
213	213-Brea - Fullerton - Placentia - Irvine	37	-	-37	-100%
453	453-Orange Metrolink Station - Orange	106	62	-44	-42%
463	463-Santa Ana Depot to Imperial Promenade	73	68	-5	-7%
472	472-Tustin Metrolink Station to Irvine	128	75	-53	-41%
473	473-Tustin Metrolink Station to UCI	159	151	-8	-5%
480	480-Irvine Metrolink Station - Irvine Spectrum	87	45	-42	-48%
529	529-GWTC to FPNR - Bravo!	1,247	934	-313	-25%
543	543-Fullerton - Costa Mesa - Bravo!	2,615	2,011	-604	-23%
560	560-Santa Ana to Long Beach - Bravo!	3,240	2,136	-1,104	-34%
701	701-Los Angeles - Huntington Beach Express	106	-	-106	-100%
721	721-Los Angeles - Fullerton Express	74	-	-74	-100%
794	794-Riverside / Corona to South Coast Metro Express	113	-	-113	-100%
862	862-Downtown Santa Ana Shuttle	375	231	-144	-38%
<b>Total Boardings</b>		<b>119,673</b>	<b>92,662</b>	<b>-27,011</b>	<b>-23%</b>



# Orange County Transportation Authority

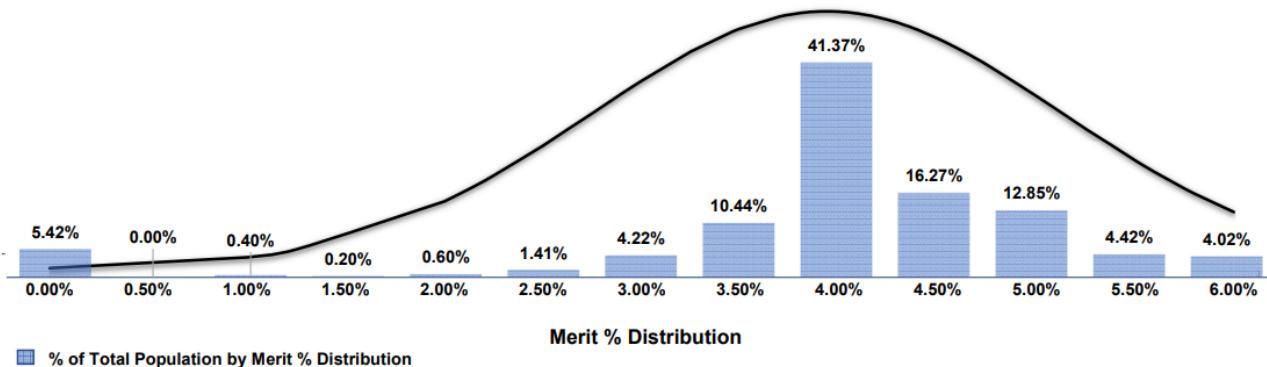
## Fiscal Year 2022-23 Budget Workshop Questions & Answers

**FY 2017-2018 % of Total Population and  
Merit % Distribution Bell Curve  
3.5% Pool**



In the graph above, the bar chart represents the total percentage of administrative positions that received a Merit and what percentage they received. The bell curve line represents the Merit pool distribution by Merit percentage.  
Note: Percentages were rounded to the nearest 0.5 percent for grouping purposes.

**FY 2018-2019 % of Total Population and  
Merit % Distribution Bell Curve  
4.0% Pool**



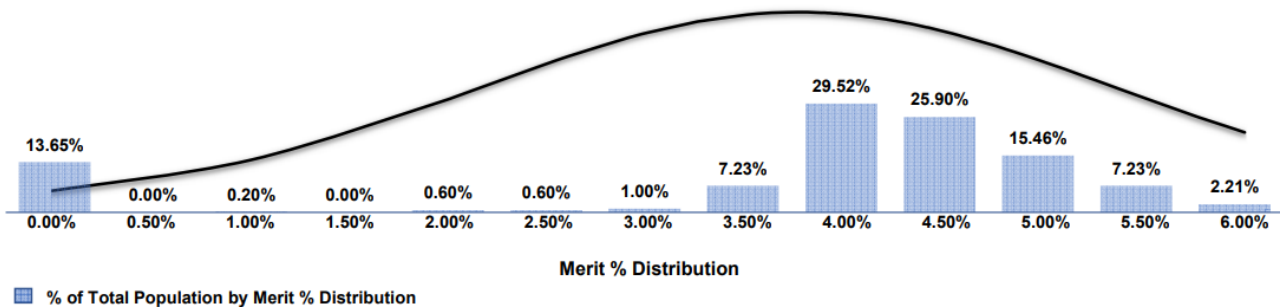
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# Orange County Transportation Authority

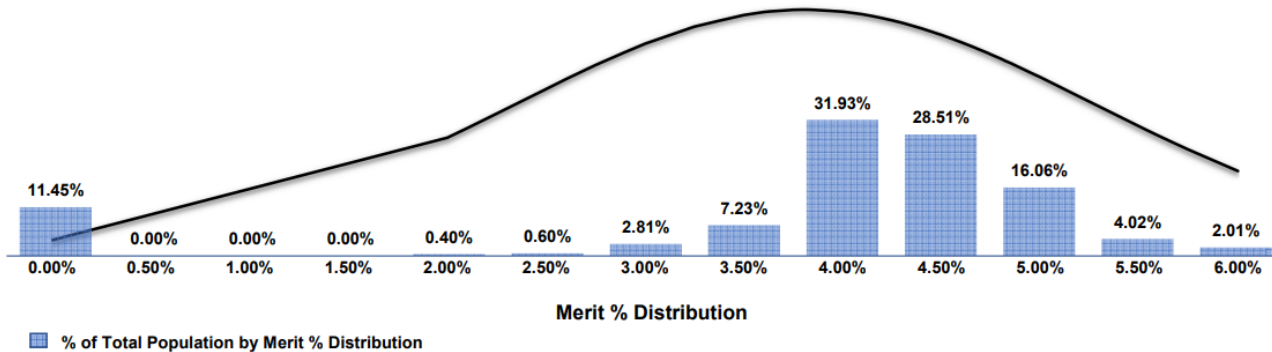
## Fiscal Year 2022-23 Budget Workshop Questions & Answers

**FY 2019-2020 % of Total Population and  
Merit % Distribution Bell Curve  
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**FY 2021-2022 % of Total Population and  
Merit % Distribution Bell Curve  
4.0% Pool**



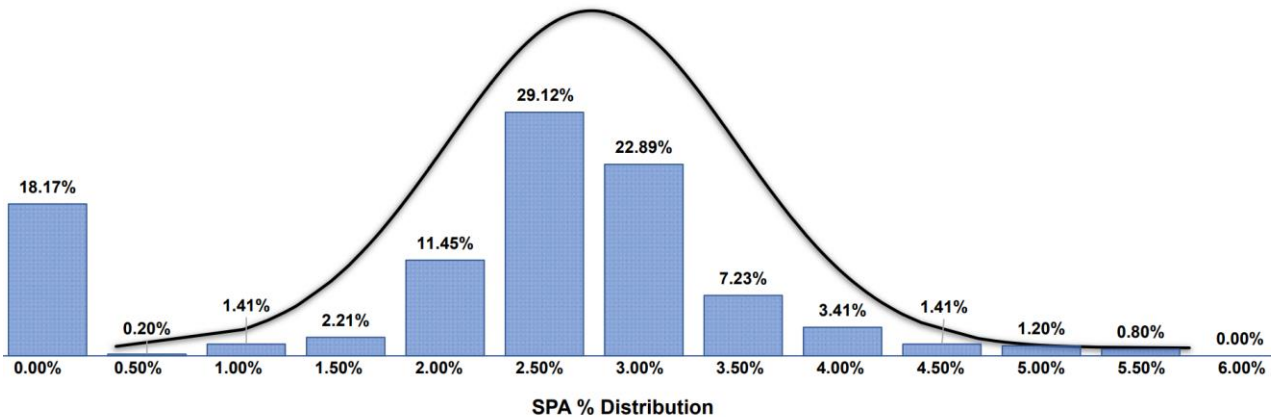
In the graph above, the bar chart represents the total percentage of administrative positions that received a Merit and what percentage they received. The bell curve line represents the Merit pool distribution by Merit percentage.  
Note: Percentages were rounded to the nearest 0.5 percent for grouping purposes.



# Orange County Transportation Authority

## Fiscal Year 2022-23 Budget Workshop Questions & Answers

**FY 2017-2018 % of Total Population and  
Special Performance Award (SPA) % Distribution Bell Curve  
3.0% Pool**

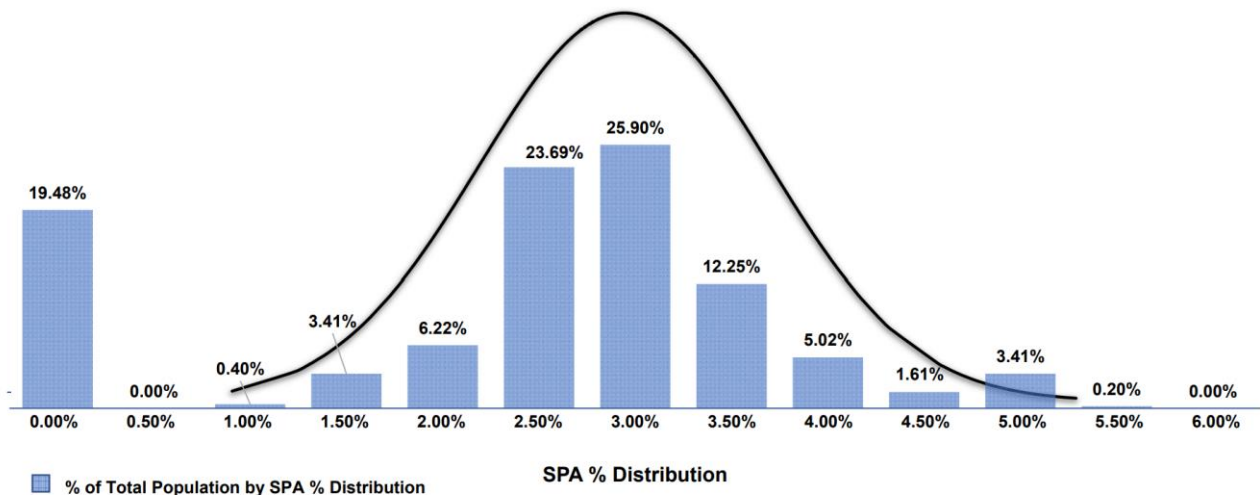


■ % of Total Population by SPA % Distribution

In the graph above, the bar chart represents the total percentage of administrative positions that received a SPA and what percentage they received. The bell curve line represents the SPA pool distribution by SPA percentage.

Note: Percentages were rounded to the nearest 0.5 percent for grouping purposes.

**FY 2018-2019 % of Total Population and  
Special Performance Award (SPA) % Distribution Bell Curve  
3.0% Pool**



■ % of Total Population by SPA % Distribution

In the graph above, the bar chart represents the total percentage of administrative positions that received a SPA and what percentage they received. The bell curve line represents the SPA pool distribution by SPA percentage.

Note: Percentages were rounded to the nearest 0.5 percent for grouping purposes.

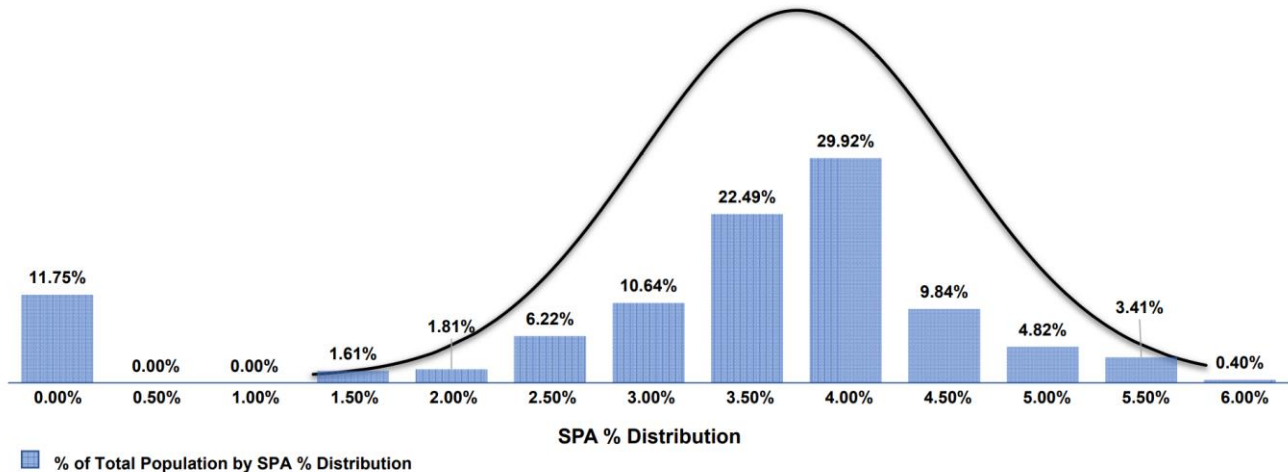




# Orange County Transportation Authority

## Fiscal Year 2022-23 Budget Workshop Questions & Answers

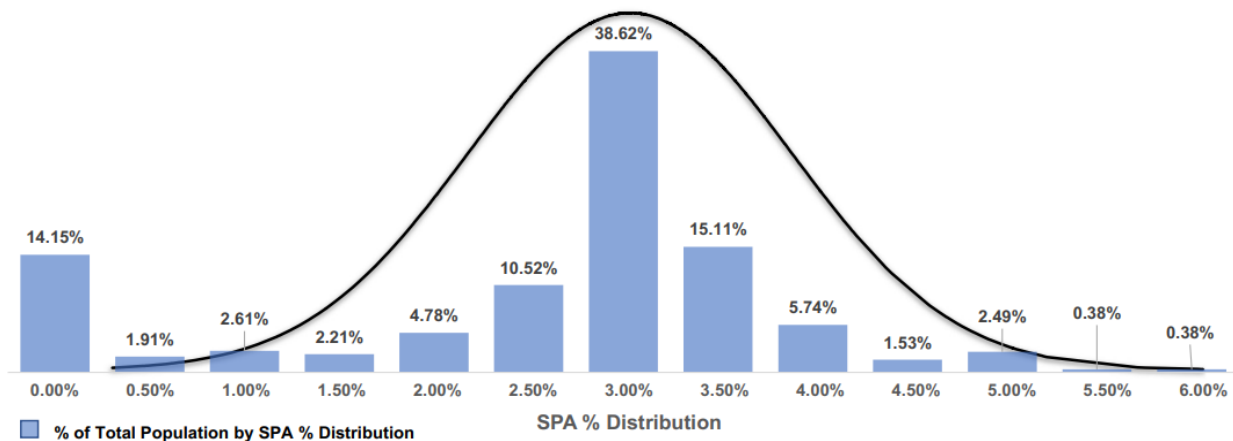
### FY 2019-2020 % of Total Population and Special Performance Award (SPA) % Distribution Bell Curve 4.0% Pool



In the graph above, the bar chart represents the total percentage of administrative positions that received a SPA and what percentage they received. The bell curve line represents the SPA pool distribution by SPA percentage.

**Note:** Percentages were rounded to the nearest 0.5 percent for grouping purposes.

### FY 2021-2022 (In progress) % of Total Population and Special Performance Award (SPA) % Distribution Bell Curve 3.0% Pool



In the graph above, the bar chart represents the total percentage of administrative positions that received a SPA and what percentage they received. The bell curve line represents the SPA pool distribution by SPA percentage.

**Notes:**

\* Percentages were rounded to the nearest 0.5 percent for grouping purposes.

\* This fiscal year is still in progress and not all SPAs have been processed for this fiscal year.