

ATTACHMENT C

**Excerpt from 2020-2045 Regional Transportation Plan/
Sustainable Communities Strategy**

**Public Participation and Consultation Technical Report
Appendix 2, Comments and Responses**

March 2020

ID	Comment	Response
<i>Submitted by</i> Orange County Council of Governments		Submittal 0001497 Related Documents Link
0001497.09	p. 37, column 1[see redline edit #18 on pg.63 of attachment]	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001497.10	p. 37, column 2[see redline edit #19 on pg.63 of attachment]	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001497.11	p. 38, column 1[see redline edit #12 on pg.64 of attachment]	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001497.12	p. 38, column 2[see redline edit #21 on pg.64 of attachment]	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001497.13	Pg. 39 4th bullet: sentence is not finished	Comment noted. The Transportation Safety & Security Technical Report has been updated to reflect the following combined action: SCAG will continue to represent Southern California on the California Strategic Highway Safety Plan (SHSP) Steering Committee, the California Walk Bike Technical Advisory Committee, and the Active Transportation Program Technical Advisory Committee.
0001497.14	Pg. 39 5th bullet: First part of the sentence is missing	Comment noted. The Transportation Safety & Security Technical Report has been updated to reflect the following combined action: SCAG will continue to represent Southern California on the California Strategic Highway Safety Plan (SHSP) Steering Committee, the California Walk Bike Technical Advisory Committee, and the Active Transportation Program Technical Advisory Committee.
0001497.15	Pg. 40 Urban areas are usually multi-modal and have more conflict points. Asspeed increases, driver focuses less on surroundings, [and the driver's]field of vision & ability to see pedestrians, bicyclists or carsentering the roadway is diminished.	Comment noted. The Transportation Safety & Security Technical Report has been updated.
<i>Submitted by</i> Orange County Transportation Authority		Submittal 0001498 Related Documents Link
0001498.01	1.All Documents Multiple locations Define acronyms before first use. For example, SB 375 appears first on page 2 but initially defined on page 41 of the main book.	Comment noted. The edits have been made to text wherever applicable.
0001498.02	2.All documentsMultiple locations Improve consistency in writing style—examples include spelling out percent vs. %, inconsistent number of decimal places when directly comparing values, uses of dash vs. en dash / em dash, capitalization of Plan vs. plan (when it is referring to Connect SoCal), etc.	Comment noted. The edits have been made to text wherever applicable.
0001498.03	3.All documentsMultiple locations Consider adding “Note: Numbers may not sum to total due to rounding” to applicable tables and graphics.	Comment noted. SCAG will consider your suggestion in the Final Connect SoCal.
0001498.04	4.pg. 5; right column; Core VisionDifferentiate the following text with formatting and/or spacing: “Progress and next steps to advance the Core Vision can be found throughout Chapter 3”. Otherwise, it appears to be part of the Core Vision.	Comment noted. The edits have been made to text wherever applicable.
0001498.05	5.Pg. 5; right column; Key Connections Differentiate the following text with formatting or spacing: “Key connections can be found in Chapter 3”. Otherwise, it appears to be part of the Key Connections.	Comment noted. The edits have been made to text wherever applicable.

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<i>Submitted by</i>	Orange County Transportation Authority	Submittal 0001498 Related Documents Link
0001498.06	6. Pg. 5; right column; Economic Impact For jobs values, consider displaying in thousands to be more consistent with other values listed. Also, missing “per year” notation as these are average annual jobs.	Comment noted. The edits have been made to text wherever applicable.
0001498.07	7. Pg. 5; right column; Plan Benefits Verify values as it appears to be inconsistent with the Performance Measures Technical Report.	Comment noted. The edits will be made to ensure consistency between documents wherever applicable.
0001498.08	8. Pg. 8; right column; Laws that guide the Plan; 1st bullet. Verify that the reference be to “U.S.C.”, as in United States Code.	Comment noted. The edits have been made to text wherever applicable.
0001498.09	9. Pg. 11; left column; How the Plan was developed; 3rd paragraph Requested edits:SCAG worked closely with each of the six county transportation commissions throughout 2018 to update the list of regionally significant transportation projects that was established in Connect SoCal’s predecessor, the 2016 RTP/SCS. Each county transportation commission in turn worked with their partner transportation agencies (including applicable transit providers, rail operators, marine port and airport authorities and Caltrans District offices) to finalize a list of county-priority projects to submit to SCAG. This effort culminated in a comprehensive update to the list of programs and projects, which numbers in the thousands. SCAG worked collaboratively with key stakeholders to identify additional regional initiatives that go beyond county-level commitments and are intended to address challenges that are uniquely regional in nature.	Comment noted. The edits have been made to text wherever applicable.
0001498.10	10. Pg. 11; left column; How the Plan was developed; 4th paragraph; 5th line Replace “New Mobility” with “Mobility Innovations”	Comment noted. SCAG will consider your recommendation wherever applicable.
0001498.11	11. Pg. 11; right column; How the Plan was developed; 3rd paragraph Suggested edits: Feedback received through our CBO partners was used to identify areas where the Plan could be refined to meaningfully reflect the priorities and concerns of these traditionally underserved groups, particularly because they have historically been disproportionately burdened by the negative outcomes associated with land use patterns and transportation policies. Highlights of what we heard from them include:	Comment noted. The edits have been made to text wherever applicable.
0001498.12	12.Pg. 13; right column; Connect SoCal technical reports Revise "Economic & Job Creation Analysis Jobs Forecast	Comment noted. The edits have been made to text wherever applicable.
0001498.13	13.Pg. 19; left column; Structural economic changes; last paragraph; last sentence Suggest revising to reflect that local option sales tax measures fund not only future transportation infrastructure but also help to maintain the existing transportation system.	Clarified.
0001498.14	14. Pg. 22; Table 2.1, Share of Total Growth (2008-2016) Verify values as the majority appear to be inconsistent with the Demographics and Growth Forecast Technical Report.	Verified for consistency and updated.
0001498.15	15. Pg. 27, Exhibit 2.4 Request adding SR-55 between I-405 and I-5 as a Major Freight Highway Corridor based on truck volumes.	Please note that the referenced segment is included as a part of the primary highway freight system.
0001498.16	16.Pg. 29; Transportation system; 2nd, 3rd, and 5th bullets Tables 2.2 and 2.3 do not differentiate between bicycling and walking, so statements in bullets cannot be confirmed. Also, verify if the statements are accurate, comparing the numbers from the Demographic and Growth Forecast Technical Report, the statements appear to be unsupported.	Statements confirmed and modified as necessary.

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<i>Submitted by</i>	Orange County Transportation Authority	Submittal	0001498 Related Documents Link
0001498.17	17.Pg. 29; right column; Transportation system; last bullet Total number of trips are not addressed in Table 2.3, so the statement cannot be confirmed.	Updated to reflect data from the table.	
0001498.18	18. Pg. 32; right column; Affordable housing; last paragraph Add the source for the economic benefits of new housing construction.	Reference added.	
0001498.19	19.Pg. 41; left column; Access & mobility; 1st paragraph Clarify what is “outdated road technology”.	Comment noted. "Outdated road technology" is a generic expression used to describe obsolete technology associated with roadways, that could be related to pavement, roadway safety, signage, ITS etc.	
0001498.20	20. Pg. 41; left column; Access & mobility; 2nd paragraph Provide a reference to Congestion Management Technical Report.	Comment noted.	
<i>Submitted by</i>	Orange County Transportation Authority	Submittal	0001499 Related Documents Link
0001499.01	Thank you for the opportunity to comment on the Southern California Association of Governments' (SCAG) draft 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), and associated Program Environmental Impact Report (PEIR). The draft RTP/SCS and PEIR reflect the transportation and funding challenges that the region will face in the coming years. These documents are critical to the region's ability to improve mobility, and to operate and maintain the transportation system.The Orange County Transportation Authority (OCTA) appreciates that SCAG has included the commitments identified in OCTA's 2018 Long-Range Transportation Plan (LRTP), as well as demographic forecasts approved and submitted by the Orange County Council of Governments. Additionally, OCTA recognizes the hard work and cooperation of SCAG staff throughout the RTP/SCS and PEIR development process.	Thank you for your comments on Connect SoCal and its associated PEIR. Comments noted.	
0001499.02	In reviewing the draft RTP/SCS and PEIR, OCTA has identified several policy andtechnical matters that require attention. These primarily focus on regional strategiesthat go above and beyond the projects submitted by the county transportationcommissions (CTCs). The regional strategies include assumptions for new revenuesources, passenger rail assumptions, regional express lanes, and other investmentsbeyond the LRTP. Additionally, OCTA recommends refining the mapping ofHigh-Quality Transit Areas (HQTAs) to accurately reflect areas of transitaccessibility.	Thank you for your comment. As this is an introductory statement, your specific comments and responses are addressed separately.	

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<i>Submitted by</i> Orange County Transportation Authority		Submittal 0001499 Related Documents Link
0001499.03	New Revenue Sources and Innovative Financing StrategiesThe draft RTP/SCS suggests that without the use of anticipated new revenuesources and innovative financing strategies, the region faces a funding shortfall ofapproximately \$139.4 billion (in year-of-expenditure dollars [YOE\$]). The following guiding principles were used to identify reasonably available funding sources toaddress the shortfall:Establish a user fee-based system that better reflects the true cost oftransportation, provides firewall protection for transportation funds, andensures an equitable distribution of costs and benefits.Promote national and state programs that include return-to-sourceguarantees, while maintaining flexibility to reward regions that continue tocommit substantial local resources.Leverage locally available funding with innovative financing tools (e.g., taxcredits and expansion of the Transportation Infrastructure Finance andInnovation Act) to attract private capital and accelerate project delivery.Promote local funding strategies that maximize the value of public assetswhile improving mobility, sustainability, and resilience.	Comment noted.
0001499.04	Utilizing these principles, the draft RTP/SCS identifies seven anticipated revenuesources and innovative funding strategies projected to generate \$139.4 billion(YOE\$) over the planning horizon. Two sources combined (mileage-based user feeand local road charge program) would account for nearly 86 percent of the identifiednew revenues sources. As noted in the draft RTP/SCS, several requisite actions areanticipated before full deployment of these new transportation user fees would berealized .	Comment noted.
0001499.05	OCTA recommends that SCAG staff provide regular updates to the SCAGTransportation Committee and Regional Council regarding the key implementationfactors of new transportation user fees, including but not limited to:• Technology and associated privacy issues,• Cost of implementation and administrative methods for fee collection/revenueallocation,Equity concerns and exemptions/credits, as applicable,Rate structures and associated impacts including evaluation of flat rates,differential pricing by type of vehicle including size and weight, time-of-day,and potentially emissions (including GHG emissions), andEconomic assessment.	Comment noted.
0001499.06	Further, OCTA recommends that SCAG staff also work with the CTCs and otherstakeholders to evaluate the impacts of the new transportation user fees on existinglocal transportation funding mechanisms including local option sales tax measures,express lanes and toll facilities, and consider how best to integrate the varioustransportation funding mechanisms. Additionally, any new user fees should includereturn-to-source criteria to ensure equitable distribution of funds.	Thank you for your comment. The Transportation Finance Technical Report specifies that return-to-source guarantees for federal and state programs is a guiding principle used to identify reasonably available revenues. SCAG will update the plan to clarify that this guiding principle applies to local funding programs as well. Further, SCAG continues to work with the CTCs and other stakeholders to further evaluate new transportation user fee initiatives.
0001499.07	Passenger Rail AssumptionsThe draft RTP/SCS assumes the Metrolink Southern California Optimized RailExpansion (SCORE) Program capital components are completed by 2035 at a costof \$10.5 billion (YOE\$). The SCORE Program would accommodate a significantincrease in Metrolink service with up to 15-minute peak-period service on much ofthe Metrolink system. The draft RTP/SCS also assumes SCORE Program operatingcosts between 2035 and 2045 of \$3.2 billion (YOE\$), funded by new revenuesources and innovative funding strategies.	Comment noted.

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0001499.08	The draft RTP/SCS further includes phase one of the California High-SpeedRail (CHSR) Project at a regional cost of \$34.6 billion (YOE\$). The CHSR 2018Business Plan redefined the initial operating segment from between theCity of Merced (in the San Joaquin Valley) and the Burbank Bob Hope Airport stationto between the cities of Merced and Bakersfield, with revenue service starting in late2028. Phase one, which would span from the City of San Francisco to theCity of Anaheim, is anticipated to start revenue service in 2033.	Comment noted.
0001499.09	OCTA recommends that SCAG staff provide regular updates to the SCAGTransportation Committee and Regional Council regarding both the CHSR Projectand the Metrolink SCORE Program. OCTA recommends that SCAG staff coordinateefforts to develop an integrated capital and operating plan for the CHSR Project andthe Metrolink SCORE Program. Additionally, OCTA suggests that SCAG staff assistMetrolink and the CTCs in detailing implementation steps for the SCORE Programincluding securing new revenue sources to support operations at the levels assumedin the draft RTP/SCS.	Thank you for your comment. SCAG is actively working with its rail partners, including CHSRA, the LOSSAN Agency and the Southern California Regional Rail Authority in the planning, coordination and funding of these critical rail projects to increase mobility in our region. SCAG also regularly updates its Regional Council and Transportation Committee on passenger rail updates.
0001499.10	Regional Express Lane NetworkThe draft RTP/SCS generally carries over the proposed regional express lanenetwork included in the adopted 2016-2040 RTP/SCS. The draft RTP/SCS proposedregional express lane network segments would add the following Orange Countyexpress lane segments:Facility1-405SR-73SR-551-6051-405-Interstate 405SR-91 -State Route 91FromSR-55MacArthur Boulevard1-4051-405SR-55- State Route 551-605- Interstate 605ToLos Angeles County line1-405SR-91Los Angeles County lineSR-73- State Route 73	Comment noted.
0001499.11	The draft RTP/SCS proposed regional express lane network also identifies expresslane connectors in Orange County at the following interchanges: 1-405/1-605,1-405/SR-73, 1-405/SR-55, SR-55/1-5, and SR-55/SR-91.The draft RTP/SCS should recognize that the OCTA Board of Directors has notapproved conversion from high-occupancy vehicle to tolled express lanes for SR-55,SR-73, 1-605, or on 1-405 north of 1-605 as depicted in the proposed regional expresslanes network. Furthermore, the draft RTP/SCS should clearly recognize that theproposed regional express lane network is subject to further study to evaluateright-of-way impacts, community issues, and overall feasibility.	Thank you for your comment. SCAG, in partnership with the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), the Los Angeles County Metropolitan Transportation Authority (Metro), the Orange County Transportation Authority (OCTA), the San Bernardino Associated Governments (SANBAG), and the Riverside County Transportation Commission (RCTC) collaborated on the development of a regional concept of operations for a regional express lane network. The Concept of Operations provides a blueprint for a regional express lane network that integrates express lane facilities into a regional system with consistent or compatible operating, design and policy rules. This development process also resulted in the recommended regional express lane network identified in Connect SoCal and in the previously adopted 2016 RTP/SCS. SCAG recognizes that the network identified from this prior effort will continue to evolve as our respective partner agencies further study projects.
0001499.12	Other Investments Beyond the 2018 LRTPThe draft RTP/SCS proposes several other investments in addition to those notedherein that affect Orange County and go beyond the LRTP. Examples include:• \$6 billion (YOE\$) to expand bus service in high-quality transit corridors,• \$2 billion (YOE\$) for a plug-in electric vehicle rebate program,• \$5 billion (YOE\$) for safety initiatives,\$2 billion (YOE\$) in a mobility equity fund,\$3 billion (YOE\$) for housing-supportive infrastructure, and\$2 billion (YOE\$) for pooled incentives.SCAG staff have stated that these investments are being funded with new revenuesources and innovative financing strategies.	Comment noted.

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0001499.13	An additional emphasis is also placed on active transportation improvements with the draft RTP/SCS proposing to invest \$22.5 billion (YOE\$). About \$3.7 billion(YOE\$) of the total investment reflects active transportation projects submitted byCTCs. SCAG proposes investing another \$14 billion (YOE\$) from the draft RTP/SCSnew revenue sources and innovative financing strategies. SCAG then estimates thatthe remaining \$4.8 billion (YOE\$) would be invested in active transportationcomponents of roadway operations and maintenance efforts.	Thank you for your comment.
0001499.14	OCTA recognizes that it is within SCAG's purview to plan for regional strategies thatenhance transportation; however, it should be noted that OCTA is committed todelivering the projects within the LRTP. The draft RTP/SCS should clearly state thatthe regional strategies suggest improvements beyond the projects submitted byOCTA, and that the implementation of the strategies is subject to availability of newrevenue sources and the necessary project development and review processes bythe implementing agencies. OCTA will only consider additional investments after newrevenues are realized and identified to account for these additional improvements.	Comment noted.
0001499.15	Mapping of HQTAsAs noted in the draft RTP/SCS, HQTAs are defined as "generally a walkable transitvillage or corridor, consistent with the adopted RTP/SCS, and is within one half-mileof a well-serviced transit stop or a transit corridor with 15-minute or less servicefrequency during peak commute hours." The draft RTP/SCS further notes that SCAGbased the definition on language in SB 375 (Chapter 728, Statutes of 2008), whichdefines Major Transit Stops and HQTcs. OCTA recommends revising the mappingof HQTAs in the RTP/SCS to reflect the nuance with certain HQTcs that fail to meetthe "walkable corridor" characterization . Namely, freeway-running segments ofHQTcs are clearly not walkable and should be treated like a rail transit service,focusing only on stop locations when operating on a freeway. Additionally, OCTAnotes that subsequent use of HQTAs for other planning activities and/or policydecisions should recognize that transit agencies adjust existing service on a regularbasis and planned improvements are expected to be implemented by the RTP/SCShorizon year of 2045. For example, planned improvement could fall outside the SixthCycle Regional Housing Needs Assessment timeframe. Transit planning studiesmay also be completed by transit agencies on a more frequent basis than theRTP/SCS is updated by SCAG.	The definition of HQTAs will be updated to clarify that freeway transit corridors with no bus stops on the freeway alignment do not have a directly associated HQTa. Exhibits will be updated accordingly.
0001499.16	Additional technical comments will be submitted separately. OCTA appreciates SCAG's work on the RTP/SCS and PEIR and looks forward to the adoption of the final 2020-2045 RTP/SCS and PEIR in Apri.	Comment noted.
<i>Submitted by</i> Orange County Transportation Authority		Submittal 0001500 Related Documents Link
0001500.01	21 .Pg. 59; left column; Preserve & optimize our current system; last sentence It would be appropriate to include the investment in regionally significant local streets and roads and not just the State Highway System.	Comment noted. Suggested changes will be considered in the Final Connect SoCal.

ID	Comment	Response
<i>Submitted by</i>	Orange County Transportation Authority	Submittal 0001500 Related Documents Link
0001500.02	22. Pg. 59; right column; Planning for 2045; 1st paragraph Suggested edit: The Plan includes \$68 billion towards preservation, operation and resiliency needs of the state highway system, and \$47.5 billion towards preservation, operation and resiliency needs of the regionally significant local streets and roads.	Comment noted. Suggested changes will be incorporated into the Final Connect SoCal.
0001500.03	23. Pg. 64; left column; Transportation system management; 1st sentence Revise to reflect that TSM is broader than ITS.	Thank you for your comment. Chapter 3, page 64, will be revised per the comment.
0001500.04	24. Pg. 73; right column; Highway & arterial network; 2nd paragraph Suggest removing toll lanes as none are indicated in exhibit or table: ...EXHIBIT 3.2 and TABLE 3.2. Projects include interchange improvements, auxiliary lanes, general purpose lanes, carpool lanes, toll lanes and Express/HOT lanes. The complete list of projects can be found in the Project List Technical...	Comment noted. Suggested changes will be considered in the Final Connect SoCal.
0001500.05	25. Pg. 74; left column; Highway & arterial network; 1st paragraph; 5th line Requested edit: ...believes merits future consideration for potential inclusion in the financially constrained...	Comment noted.
0001500.06	26. Pg. 74, right column, Regional express lane network; 2nd paragraph Replace “1-105” with “I-105”	Comment noted. Suggested changes will be made in the Final Connect SoCal.
0001500.07	27. Pg. 75; Exhibit 3.2 The OCTA Board has not approved the HOV-to-HOT Direct Connector Conversions shown here.	Comment noted. Exhibit 3.2 is intended for illustrative purposes only.
0001500.08	28. Pg. 79; Exhibit 3.3 The OCTA Board has not taken an action on HOV-to-HOT Connector Conversions and the Planned Express Lane Network segments on SR-55 and SR-73 as illustrated in this exhibit. Note there is a Missing Planned Express Lane Direct Connector at SR-91 and SR-241 interchange.	Comment noted.
0001500.09	29. Pg. 81; right column; Table 3.3 Define the airport codes as many are not commonly known.	Comment noted. A footnote will be added under Table 3.3 that will read “Please refer to the Aviation and Airport Ground Access Technical Report Commercial Service Airports. The SCAG Region (FAA Code) section and Table 3: General Aviation and Reliever Airports in the SCAG Region will provide the airport names associated with FAA airport codes”.
0001500.10	30. Pg. 87 & 89; Exhibits 3.4 & 3.6 Verify the location of job centers on these figure as they do not appear to match. Revise Exhibit 3.4 HQTa mapping to remove HQTc segments that fail to meet the “walkable corridor” characterization.	Comment noted. Exhibits 3.4 and 3.6 have been updated.
0001500.11	31. Pg. 91; Exhibit 3.8 Revise HQTa mapping and narrative to remove HQTc segments that fail to meet the “walkable corridor” characterization.	Comment noted. Exhibit 3.8 has been updated.
0001500.12	32. Pg. 108; Table 4.5.1; Local option sales tax measures With passage of Measure M, Los Angeles County effectively levies a permanent 2.0 percent sales tax.	Comment noted.
0001500.13	33. Pg. 108; Table 4.5.1; Highway tolls Suggest deleting “(in core revenue forecast)” since a toll revenue source is not included in the reasonable available sources.	Comment noted.

ID	Comment	Response	
<i>Submitted by</i> Orange County Transportation Authority		Submittal 0001500	Related Documents Link
0001500.14	34. Pg. 107; Table 4.4; Local road charge program Clarify if this revenue source would be indexed to maintain purchasing power.	Thank you for your comment. SCAG has updated the table to clarify that the local road charge program would be indexed to maintain purchasing power.	
0001500.15	35. Pg. 114; Table 4.6.2; Active Transportation Suggest moving the asterisk from “Active Transportation” to “Regionally Significant Local Streets and Roads”	Comment noted.	
0001500.16	36. Pg. 118; left column; Connect SoCal & performance-based planning; 3rd column; 4th line Suggested edit: ...that comprise the SCAG region. With the Plan, In this scenario, trips to work, schools and other...	Thank you for your comment. The language structure used in the indicated sentence in the Connect SoCal ‘Measuring Our Progress’ chapter will be reviewed for enhanced clarity.	
0001500.17	37. Pg. 120, left column; Connect SoCal performance outcomes; 2nd bullet Consider a closer linkage to the definition of Baseline in the Glossary. For instance, a project programmed in the 2019 FTIP should not automatically be considered as Baseline	Thank you for your comment. The definition of ‘Baseline’ provided in the Performance Measures Technical Report will be reviewed to ensure consistency with the Connect SoCal Glossary.	
0001500.18	38. Pg. 121; Connect SoCal performance profile Suggest replacing “Trend” with “Baseline”	Thank you for your comment. We will review the use of the labels ‘Trend’ and ‘Baseline’ in the context of the performance profile graphic featured in the Performance Measures Technical Report to ensure consistency with other similar graphics used in Connect SoCal.	
0001500.19	39. Pg. 122; Connect SoCal performance results The note is misleading here as it is different than what has been defined elsewhere—particularly in the Glossary.	Thank you for your comment. We will review the content of the note provided in support of the ‘Connect SoCal Performance Results’ graphic in the Performance Measures Technical Report to ensure consistency with the Glossary.	
0001500.20	40. Pg. 125; Table 5.1 Connect SoCal 2045 Performance Results for fatality rate and serious injury rate appear to be reversed.	Thank you for your comment in reference to Table 5.1 of the Draft Connect SoCal Performance Measures Technical Report. Your observation that the performance results for fatality rate and serious injury rate are reversed in the table is accurate. This error will be corrected in the final version of the report.	
<i>Submitted by</i> Orange County Transportation Authority		Submittal 0001501	Related Documents Link
0001501.01	41. Pg. 125; Table 5.1 The Connect SoCal 2045 Performance Results for active transportation mode share for walk share (all trips) and bike share (all trips) appear to be inconsistent with the Performance Measures Technical Report and the Active Transportation Technical Report.	Thank you for your comment. Mode share data will be updated for consistency across all technical reports.	
0001501.02	42. Pg. 126; Table 5.1 Asterisked figures are associated with GHG emissions, which are not criteria air pollutants. Suggest moving asterisks to Baseline criteria pollutant emission values.	Thank you for your comment. The asterisks in reference to Table 5.1 will be updated accordingly.	
0001501.03	43. Pg. 131; left column; Figure 5.3 Title appears to be missing “, Thousands	Thank you for your comment. The title for Figure 5.3 will be updated accordingly.	
0001501.04	44. Pg. 132; left column; Mean commute time Verify listed values as they appear to be inconsistent with Public Health Technical Report.	Thank you for your comment. The performance results presented in the Connect SoCal ‘Measuring Our Progress’ chapter for mean commute time by mode will be reviewed to ensure consistency with other sections of Connect SoCal.	
0001501.05	45. Pg. 133; right column; Outcome 3: safety & public health; 2nd paragraph; 4th sentence The indicated five percent improvement is inconsistent with values shown elsewhere, including the Public Health Technical Report.	Thank you for your comment. The public health performance results presented in the Connect SoCal ‘Measuring Our Progress’ chapter will be reviewed to ensure consistency with the Final Public Health Technical Report.	

ID	Comment	Response
<i>Submitted by</i>	Orange County Transportation Authority	Submittal 0001501 Related Documents Link
0001501.06	46. Pg. 134; left column; Outcome 5: economic opportunity; last sentence Reductions in health care expenditures are not in itself an economic opportunity—the potential economic activity associated with the expenditure of the health cost savings on other things should be considered here.	Thank you for your comment on the Draft Connect SoCal. The paragraph referenced in your comment will be reviewed in the context of your observation regarding the regional economic impact of the health care cost savings due to Connect SoCal investments.
0001501.07	47. Pg. 135; left column; Outcome 7: transportation system sustainability; 2nd paragraph Replace “\$312 billion” with “\$316 billion” Suggest removing the reference to Transportation Safety and Security Technical Report.	Thank you for your comments in regard to the Connect SoCal Performance Measures Technical Report. The Connect SoCal total O&M investment value will be revised in the report to \$316 billion. The reference to the Transportation Safety & Security Technical Report will be replaced by a reference to the ‘Paying Our Way Forward’ chapter of Connect SoCal.
0001501.08	48. Pg. 136; Table 5.3; 1st row Suggest including a note: “Capital, operations and maintenance costs referenced here include costs beyond those for transportation (e.g., sewer and water operations and maintenance costs) as identified in Chapter 4.”	Thank you for your comment. Your suggestion for adding an explanatory note in reference to Table 5.3 will be incorporated into the final document.
0001501.09	49. Pg. 142; right column; Roadway noise impacts Verify centerline miles and lane miles as figure appears to be inconsistent with Highways and Arterials Technical Report, Environmental Justice Technical Report and Transportation Conformity Technical Report. Suggested edit: It also includes one of the country’s most extensive HOV systems and a growing network of HOT lanes.	Thank you for your comments on the Draft Connect SoCal. The values presented for centerline miles and lane miles in the 'Roadway Noise Impacts' paragraph will be reviewed to ensure consistency with other sections of Connect SoCal. Your suggested revision will be evaluated for inclusion in the final document.
0001501.10	50. Pg. 143; left column; Connect SoCal revenue sources & tax burdens; 2nd sentence Suggested edit: Sales and gasoline taxes, which are currently the primary sources of funding for the region’s transportation system, were evaluated for the purposes of this analysis.	Comment noted.
0001501.11	51. Pg. 143; right column; Connect SoCal Investments; 1st sentence Suggested edit: The strategies that public agencies pursue to invest in transportation systems presents potential impacts on EJ.	Thank you for your comment. Your requested revision will be reviewed and incorporated into the final document as appropriate.
0001501.12	52. Pg. 143; right column; Mileage-based user fee impacts This should be updated to also account for the local road charge program.	Comment noted.
0001501.13	53. 147; Table 5.4; Mileage based user fee impacts This should be updated to also account for the local road charge program.	Thank you for your comment. This impact assessment more broadly applies to all mileage-based user fee programs, including the local road charge program.
0001501.14.1	55. Multiple locations Many terms and acronyms are included in the Glossary that do not appear elsewhere. Do they need to be included in the Glossary? Consider adding a definition of rapid bus, especially to differentiate between bus rapid transit.	Comment noted. Proposed revisions will be considered in the Final Connect SoCal.
0001501.14.2	Consider adding a definition of rapid bus, especially to differentiate between bus rapid transit.	Thank you for your comment. A definition of rapid bus will be added to the Glossary.
0001501.15	56. Data Index Pg. 177; Technical reports Change from "Economic & Job Forecast" to "Economic & Job Creation Analysis"	Comment noted. The edits have been made to text wherever applicable.
0001501.16	57. Pg. 22; left column; Regional Agency Engagement; 7th line Suggested edit: ...Plans, SBCTA’s Sidewalk Inventory project, OCTA’s OC Active, strategic first-last mile...	Thank you for your comment. Suggested text modification has been incorporated.

ID	Comment	Response
<i>Submitted by</i> Orange County Transportation Authority		Submittal 0001501 Related Documents Link
0001501.17	58. Pg. 42; Figure 27 Suggest replicating figure from cited source as this graphic does not convey the message as effectively.	Thank you for your comment. Figure 27 will be adjusted for better legibility.
0001501.19	59. Pg. 44; right column; Current bikeway network; 1st sentence This is somewhat misleading as both Los Angeles and Riverside counties are substantially larger than Orange County. As a share of countywide lane miles, Ventura and Orange counties have a greater share of bikeways.	Thank you for your comment. Sentence has been rewritten to address concern.
0001501.20	60. Pg. 49; left column; Cities and counties; 2nd paragraph; 1st sentence This is not an accurate statement as the funding in Orange County is significantly below the its share of the region's population.	Thank you for your comment. Table 7 has been updated to reflect corrected funding totals.
<i>Submitted by</i> Orange County Transportation Authority		Submittal 0001503 Related Documents Link
0001503.01	pg. 46; right column; Neighborhood change and displacement; 1st paragraph; last sentenceSuggest providing a clearer distinction between homeowners and renters. Are the impacts different?	Comment noted. Clarifications will be addressed in the Final Environmental Justice Report.
0001503.02	pg. 54; Exhibit 13Revise HQTa mapping and narrative to remove HQTc segments that fail to meet the “walkable corridor” characterization.	Suggested revision is addressed in the Final Environmental Justice Technical Report.
0001503.03	pg. 73; right column; Results; 2nd paragraph; 4th sentenceWhy the San Gabriel National Monument? The Santa Monica Mountains National Recreation Area is accessible by regular bus service.	The San Gabriel National Monument project was completed as part of a separate study in collaboration with the United States Forest Service (USFS). Due to its relevance to the topic, it was included in this section of the Environmental Justice Report as an example of some of the accessibility issues seen throughout our region. While there are some open space areas that are easily accessible by public transportation, there are many that are not. Future examples of parks and their accessibility to public transportation could be useful in future regional transportation plans.
0001503.04	pg. 74; right column; Accessibility to the San Gabriel National MonumentWhy the San Gabriel National Monument? The Santa Monica Mountains National Recreation Area is accessible by regular bus service. Every state park in Orange County is accessible by transit plus a three-mile walking threshold.	The San Gabriel National Monument project was completed as part of a separate study in collaboration with the United States Forest Service (USFS). Due to its relevance to the topic, it was included in this section of the Environmental Justice Report as an example of some of the accessibility issues seen throughout our region. While there are some open space areas that are easily accessible by public transportation, there are many that are not. Future examples of parks and their accessibility to public transportation could be useful in future regional transportation plans.
0001503.05	pg. 92-93; Exhibits 21 and 22An EJ area overlay would be useful.	Comment noted. Maps will be revised in the Final Environmental Justice Technical Report.
0001503.06	pg. 95; left column; Case study 1 – Advanced research on the built environment and collisionsSuggest enhancing the linkage to EJ.	Suggested revision is addressed in the final Plan.
0001503.07	pg. 99; Exhibit 24An EJ area overlay would be useful.	Comment noted. Maps will be revised in the Final Environmental Justice Technical Report.
0001503.08	pg. 101; Exhibit 25An EJ area overlay would be useful.	Comment noted. Maps will be revised in the Final Environmental Justice Technical Report.

ID	Comment	Response
<i>Submitted by</i>	Orange County Transportation Authority	Submittal 0001503 Related Documents Link
0001503.09	pg. 103; Exhibit 26An EJ area overlay would be useful.	Comment noted. Maps will be revised in the Final Environmental Justice Technical Report.
0001503.10	pg. 114; right column; Trends and dynamics of aviation noise in the SCAG region and beyond; 1st paragraphReplace “SCAG Aviation Technical Chapter” with “Aviation and Airport Ground Access Technical Report”	Corrections will be addressed in the Final Environmental Justice Technical Report.
0001503.11	pg. 116; left column; Roadway noise impacts; 1st paragraphVerify value for centerline miles as it appears to be inconsistent with the main book and Highways and Arterials Technical Report.Suggested edit:...extensive High-Occupancy Vehicle (HOV) lane systems and a growing network of toll lanes, as well as High Occupancy Toll (HOT) lanes. The region also has...	The SCAG region has an extensive roadway system, with nearly 23,000 centerline miles or 73,000 lane miles. It includes one of the country’s most extensive High-Occupancy Vehicle (HOV) lane systems and a growing network of High Occupancy Toll (HOT) lanes. The region also has a vast network of arterials and other minor roadways. Noise from these transportation facilities may cause significant environmental concerns.Noise impacts are also discussed in the Final Connect SoCal PEIR (See Section 3.13, Noise).
0001503.12	pg. 120; Exhibit 27Why are low volume, lower speed State Highways included here, such as SR-39 and SR-74?	Roadway noise analysis is inclusive of all links of SCAG transportation network, which contain freeways, highways, and major arterials. Exhibit 27 displays links indicating that the Community Noise Equivalent Level (CNEL) exceeds the noise level of 65db. CNEL exceeding 65db is generally considered unacceptable for residential areas.
0001503.13	pg. 126-129; Exhibits 28-31An EJ area overlay would be useful. Can resolution be improved?	Suggested revision is addressed in the Final Environmental Justice Technical (EJ) Report. Because of the size of the report, map resolutions may be reduced. However, SCAG staff can provide high resolution maps to stakeholders upon request.
0001503.14	pg. 134-135; Exhibits 32-33An EJ area overlay would be useful.	Comment noted. Maps will be revised in the Final Environmental Justice Technical Report.
0001503.15	pg. 162; left column; Results; 1st paragraphSuggest delete "general toll lanes," to match Table 57.	Suggested revision is addressed in the final Plan.
0001503.16	pg. 164; Exhibit 34An EJ area overlay would be useful.	Comment noted. Maps will be revised in the Final Environmental Justice Technical Report.
0001503.17	pg. 165; Impacts from funding through mileage-based user feesSuggest including local road charge program here—which, should be a similar impact—and not just mileage-based user fee.	Thank you for your comment. This impact assessment more broadly applies to all mileage-based user fee programs, including the local road charge program.
0001503.18	pg. 8; Exhibit 1Request adding SR-55 between I-405 and I-5 as a Major Freight Highway Corridor based on truck volumes.	Please note that the segment referenced is identified as a part of the primary highway freight system.
0001503.19	pg. 13; right column; Highway system; last paragraph; 1st sentenceWhat about I-710 and I-605?	I-710 and I-605 are considered major regional goods movement corridors. The list included here is meant to be an example of major regional goods movement corridors, and is not meant to be exhaustive.
0001503.20	pg. 28; right column; Figure 12Capitalize “SCAG”	Revision made.

ID	Comment	Response
<i>Submitted by</i>	Orange County Transportation Authority	Submittal 0001504 Related Documents Link
0001504.01	Pg. 57; right column; Table 8; 2045 Connect SoCal average commute time walking Verify figure as it appears to be inconsistent with the Public Health Technical Report.	Thank you for your comment. The Public Health Technical Report displays the average commute time of people walking and bicycling combined. The Active Transportation Technical Report shows the average commute time for the two modes separately.
0001504.02	Pg. 58; right column; Table 9 Verify figures for both Baseline and Plan as they appear to be inconsistent with the main book and Performance Measures Technical Report.	Thank you for your comment. Figures in Table 9 will be updated for consistency with the main book and Performance Measures Technical Report.
0001504.03	Pg. 63; left column; Technology and micro-mobility strategies; 1st bullet Is this an example or the “regional standard”?	Thank you for your comment. This is one example. While it is useful, the Mobility Data Standard (MDS) is not without its challenges, and would not be recommended as a regional standard until more vetting.
0001504.04	Pg. 65; Table 10; Total Check the math or include a note that it does not sum to the total due to rounding.	Thank you for your comment. Note will be added to table regarding rounding math.
0001504.05	Pg. 67; left column; Actions for technology and micromobility; 1st bullet Why only Caltrans?	Comment noted. Text will be revised to refer to county transportation commissions and local jurisdictions.
0001504.06	Pg. 68; left column; Strategic Plan; 1st paragraph Suggested edit: Connect SoCal contains approximately \$22.5 billion (in nominal dollars) in investments in active transportation between 2020 and 2045. However, this represents only a portion of the need, based upon reasonably available funding.	Thank you for your comment. The Connect SoCal cost assumptions include an assumed rate of inflation, so the total is not in nominal dollars. Text has been edited for clarity.
0001504.07	Pg. 68; left column; Strategic Plan; 3rd paragraph; 1st sentence Clarify if this is in addition to the \$22.5 billion included in the constrained plan.	Thank you for your comment. Clarification has been added to this sentence that the \$28 billion is a total cost, not in addition to the constrained Plan.
0001504.08	Pg. 68; right column; Table 11 walking and bicycling mode share Verify figures for both Baseline and Plan as they do not appear to be consistent with the main book, Public Health Technical Report, and Performance Measures Technical Report	Thank you for your comment. Numbers will be verified for Plan consistency.
0001504.09	Pg. 69; left column; Strategic Plan; 1st paragraph; last sentence Suggest revising this statement so that it is clear that the Plan is financially constrained.	Thank you for your comment. Statement has been revised for clarity.
0001504.10	Pg. 79; Table 12; last row Requested edits: OC Orange County Active Transportation Plan 2019 In Progress	Thank you for your comment. Technical Report has been edited to reflect recommended changes.
0001504.11	Pg. 86; Table 13; 1st row Requested edits: OC Orange County Active Transportation Plan 2019 In Progress	Thank you for your comment. Technical Report has been edited to reflect recommended changes.
0001504.12	Pg. 7; right column; Ontario International Airport (LAX) Replace “LAX” with “ONT”	Comment noted. "Ontario International Airport (LAX)" will be corrected to reflect "Ontario International Airport (ONT)" on page 7.
0001504.13	Pg. 8; left column; Ontario International Airport (LAX); 2nd paragraph; last sentence Missing period after “7 MAP” and missing sentences after “As for air cargo, Ontario”...	Comment noted. A period will be placed after “7 MAP” on page 7, the last paragraph in the right column, and page 8, the first full paragraph on the left column. The sentence, “As for air cargo, Ontario...” will be completed to read “As for air cargo, Ontario Airport cargo activity has been steadily increasing since the housing crisis of 2008, reaching 654,000 tons in 2017.”
0001504.14	Pg. 10; Table 1 Update table with applicable destination information. Air Canada is listed twice.	Comment noted. Table 1 "Commercial Air Carriers (and Destinations) Operating in the SCAG Region Airports" will be updated to remove the redundant row/entry where Air Canada is listed twice.

ID	Comment	Response	
<i>Submitted by</i> Orange County Transportation Authority		Submittal 0001504	Related Documents Link
0001504.15	Pg. 22-23 and 31 Replace “2020-2040 RTP/SCS” with “2020-2045 RTP/SCS”	Comment noted. “2020-2040 RTP/SCS” will be replaced with “2020-2045 RTP/SCS” on pages 22, 23, and 31.	
0001504.16	Pg. 6; left column; Roles and responsibilities of partner agencies; 1st paragraph Replace “SGAG” with “SCAG”	Thank you for your comment. Page 6 of the Congestion Management Technical Report will be edited per the comment.	
0001504.17	Pg. 11; Aggregate regional and county trends; last paragraph; 1st sentence Replace “EXHIBIT” with “FIGURE”	Thank you for your comment. Page 11 of the Congestion Management Technical Report will be edited per the comment.	
0001504.18	Pg. 22; left column; Regional and county congestion trends Add references to Exhibit 1 and Table 3	Thank you for your comment. Page 22 of the Congestion Management Technical Report will be edited per the comment.	
0001504.19	Pg. 22; right column; County congestion management program trends; 1st paragraph Requested edit: OCTA is the latest CTC to have completed a state Congestion Management Program network analysis in 2019. Orange County’s latest performance, using an average intersection capacity utilization (ICU) analysis rating, shows an improvement over their 1991 baseline. Between 1991 and 2019, the average AM peak-period ICU improved from 0.67 to 0.60, a ten percent improvement, and the average PM peak-period ICU improved from 0.72 to 0.63, a 12.5 percent improvement.	Thank you for your comment. Page 22 of the Congestion Management Technical Report will be edited per the comment.	
0001504.20	Pg. 23; Non-recurrent congestion The non-recurrent congestion discussion and Figure 4 (recurrent/non-recurrent percent share) is inconsistent with the highway non-recurrent delay discussion and Figure 11 on page 37 of the Performance Measures Technical Report.	Thank you for your comment. The non-recurrent/recurrent discussion and statistics between the Congestion Management and Performance Measures Technical Reports will be revised to be consistent.	
<i>Submitted by</i> Orange County Transportation Authority		Submittal 0001505	Related Documents Link
0001505.01	Pg. 23; left column; Non-recurrent congestion; 2nd paragraph; 5th sentence Reconsider the statement, “This suggests that less built-out and developed areas experience more non-recurrent congestion since there is much less constant and general, predictable congestion.” Orange County is generally considered to be built-out but experiences much more non-recurrent congestion than recurrent congestion according to Figure 4.	Thank you for your comment. We will review the data depicted in Figure 4 and update Page 23 of the Congestion Management Technical Report as appropriate.	
0001505.02	Pg. 31; right column; SCAG’s role; 3rd paragraph; 1st sentence Replace “Los Angeles region” with “Los Angeles County”	Thank you for your comment. Page 31 of the Congestion Management Technical Report will be updated per the comment.	
0001505.03	Pg. 41; left column; Ridesharing Replace “ExpressLane” with “express lane” ExpressLane is a Metro branding of the generic express lane.	Thank you for your comment. Page 41 of the Congestion Management Technical Report will be edited per the comment.	
0001505.04	Pg. 41; right column; Carpooling and vanpooling Suggested edit: Carpooling is commonly defined as when two or more people share a ride...	Comment noted. Page 41 of the Congestion Management Technical Report will be edited per the comment.	
0001505.05	Pg.45; left column; 1st paragraph; last sentence Clarify years	Thank you for your comment. Page 45 of the Congestion Management Technical Report will be edited per the comment.	
0001505.06	Pg. 47; right column; New infrastructure Clarify what the \$285.3 billion figure refers to and verify the amount. Is this supposed to be the total capital projects and other programs? Replace “appendices” with “technical reports”	Thank you for your comment. Page 47 of the Congestion Management Technical Report will be updated per the comment.	

ID	Comment	Response
<i>Submitted by</i>	Orange County Transportation Authority	Submittal 0001505 Related Documents Link
0001505.07	Pg. 2; left column; last paragraph; last sentences Replace “Economic Growth” with “Economic and Job Creation Analysis”	Change made.
0001505.08	Pg. 4; left column; Forecasting process overview; 2nd paragraph Suggested edit: After developing the draft 2020 RTP/SCS between July 2019 and October 2019, SCAG released the draft 2020 RTP/SCS in November October 2019.	Change made.
0001505.09	Pg. 7; Table 3 Verify values for 2000, 2010, and 2016 as they do not appear to be consistent with the Environmental Justice Technical Report. Verify 2016 median age as it does not appear to be consistent with the Environmental Justice Technical Report.	The Environmental Justice Technical Report uses 5-year American Community Survey (ACS) values aggregated from census tracts to facilitate side-by-side comparisons with various Environmental Justice (EJ) geographies, whereas the Demographics & Growth Forecast Technical Report uses forecast model output. A note clarifying the difference is being added to the Environmental Justice Technical Report.
0001505.10	Pg. 18; Special focus: workplace automation and the gig economy It may be appropriate to address the implications of AB 5 here.	Thank you for your comment. While adding a comprehensive review of Assembly Bill 5 and its implications may be beyond the scope of Connect SoCal revisions, we have added a couple sentences to provide context and to suggest that recent legislative changes may impact worker classification and potential benefits received.
0001505.11	Pg. 28; Figure 11 Verify that this is labeled correctly	Verified and corrected.
0001505.12	Pg. 29; Table 13; Population Verify values as they do not appear to be consistent with the Environmental Justice Technical Report.	The Environmental Justice Technical Report uses 5-year American Community Survey (ACS) values aggregated from census tracts to facilitate side-by-side comparisons with various Environmental Justice (EJ) geographies, whereas the Demographics & Growth Forecast Technical Report uses forecast model output. A note clarifying the difference is being added to the Environmental Justice Technical Report.
0001505.13	Pg. 42; Table 15 Priority growth areas are defined differently in the main book. Share of total growth for households and employment are not consistent with the main book. Constrained areas (absolute and variable) are not consistently defined and show different acreage.	Thank you for your comment. Priority growth area definitions have been verified and updated to ensure consistency with other sections of Connect SoCal.
0001505.14	Pg. 1; right column; last paragraph Suggested edit: Over the FY2020-21 through FY2044-45 2021–2045 period, our region is expected to invest more than \$603...	Revised as suggested.
0001505.15	Pg. 5; right column; Local (neighborhood) congestion and economic competitiveness; 1st paragraph; 2nd sentence Replace “Los Angeles region” with “SCAG region”	Revised as suggested.
0001505.16	Pg. 9; Table 1 Missing fiscal year notation	Change made.
0001505.17	Pg. 10; left column; Jobs resulting from investment spending on construction, operation and maintenance, plus multiplier effects; 1st line Replace “2021-2025” with “FY2020-21 through FY2024-25”	Change made.
0001505.18	Pg. 10; Table 2 Missing fiscal year notation	Change made.
0001505.19	Pg. 11; Table 3 Missing fiscal year notation	Change made.

ID	Comment	Response	
<i>Submitted by</i>	Orange County Transportation Authority	Submittal 0001505	Related Documents Link
0001505.20	Pg. 11; right column; Total jobs resulting from the investment spending and enhanced network efficiency; 1st paragraph Replace “2021-2045” with “FY2020-21 through FY2044-45”	Change made.	
<i>Submitted by</i>	Orange County Transportation Authority	Submittal 0001507	Related Documents Link
0001507.01	pg. 77; Table 9; A.36; Project description and Project CostRequested edits:SRSr-57 fromFrom Lambert toTo LA La County Line - Add 1 NBNb Truck Climbing Lane\$167,550 \$124,600	Revision made.	
0001507.02	pg. 77; Table 9; A.37; Project descriptionRequested edits:Add 1 HOV Hov Lane Each Direction (I-5 fromFrom SRSr -57 toTo SRSr -91)	Revision made.	
0001507.03	pg. 77; Table 9; A.38; Project descriptionRequested edits:I-405 fromFrom SRSr-73 toTo I-605 - Add 1 MF Mf Lane inIn Each Direction, andAnd Additional Capital Improvements (By 2022), Convert Existing HOV Hov toTo HOT Hot. Add 1 Additional HOT Hot Lane Each Direction. Combined With Ora045, Ora151, Ora100507 And Ora120310, And Ora030605a. Signage From Pm 7.6 To 24.2.	Revision made.	
0001507.04	pg. 77; Table 9; A.39; Project descriptionRequested edits:I-5 (I-405 toTo SR Sr-55) - In theThe Cities ofOf Irvine andAnd Tustin. Add 1 MF Mf Lane NBNb fromFrom Truck Bypass On Ramp toTo SR Sr-55, Add 1 MF Mf Lane SBSb fromFrom SR Sr -55 toTo Alton andAnd 1 Aux Lane fromFrom Alton toTo Truck Bypass. (Pa&Ed And Ps&E Phase) Project Will Utilize Toll Credit Match.	Revision made.	
0001507.05	pg. 78; Table 9; A.40; Project descriptionRequested edits:SR Sr-91: Add 1 MF Mf Lane EBEb fromFrom SR-55 toTo SR-57, And 1 MF Mf Lane WBWb fromFrom Kraemer toTo State College; Improve Interchanges; andAnd Merge fromFrom Lakeview toTo Raymond	Revision made.	
0001507.06	pg. 78; Table 9; A.41; Project descriptionRequested edits:SR Sr-91 Add 1 Lane Each Direction fromFrom SR Sr-241 toTo County Line, andAnd Other Operational Improvements. See Riverside County forFor Additional Details. (Linked withWith Riv071250b)	Revision made.	
0001507.07	pg. 78; Table 9; A.42; Project descriptionRequested edits:SR Sr -57 - Add 1 MF Mf Lane NBNb Between Orangewood andAnd Katella	Revision made.	
0001507.08	pg. 78; Table 9; A.43; Project descriptionRequested edits:Add 1 MF Mf Lane Each Direction fromFrom I-5 toTo SR Sr -55 andAnd Add SBSb Aux Lanes fromFrom SR-133 toTo Irv Ctr Dr	Revision made.	
0001507.09	pg. 78; Table 9; Missing ProjectRequest adding missing project:Orange SR-55: Add 1 MF And 1 HOV Lane Each Direction From I-405 To I-5 And Fix Chokepoints From I-405 to I-5; Add 1 Aux Lane Each Direction Between Select On/Off Ramps and Non-Capacity Operational Improvements Through Project Limits \$410,932 S” ” denotes column breaks starting with “County” column	Thank you for your comment. SCAG will consider your request for the addition.	

ID	Comment	Response	
<i>Submitted by</i>	Orange County Transportation Authority	Submittal 0001507	Related Documents Link
0001507.10	pg. 78; Table 9; Missing ProjectRequest adding missing project:Orange SR-74 Ortega Highway – In San Juan Capistrano From Calle Entradero To City/County Line – Widen From 2 to 4 Lanes \$77,120 M“ ” denotes column breaks starting with “County” column	Thank you for your comment. SCAG will consider your request for the addition.	
0001507.11	pg. 99; Exhibit 8Update map to reflect the addition of missing projects provided	Missing project labels and map will be updated.	
0001507.12	pg. 1; right column; Executive summaryVerify centerline and lane miles as it appears that values are inconsistent with Environmental Justice Technical Report and Transportation Conformity Technical Report.	Comment noted. Consistency issues will be addressed as part of the Final Connect SoCal.	
0001507.13	pg. 4; left column; Regional significanceVerify mileage as it appears that values are inconsistent with Environmental Justice Technical Report and Transportation Conformity Technical Report.	Comment noted. Consistency issues will be addressed as part of the Final Connect SoCal.	
0001507.14	pg. 6; Exhibit 1The OCTA Board has not taken an action on HOV-to-HOT Connector Conversions and the Planned Express Lane Network segments on SR 55 and SR 73 as illustrated in this exhibit.Note there is a Missing Planned Express Lane Direct Connector at SR 91 / SR 241 interchange.	Comment noted. Your comment will be addressed in the Final plan.	
0001507.15	pg. 20; Programmed commitmentsIt may be worth noting that Connect SoCal also includes expenditures for O&M as written on page 14.	Comment noted.	
0001507.16	pg. 21; Table 5Third row, replace “2023” with “2025”; replace “\$327,363” with “\$410,907”Fifth row, add the following to the Description “and southbound auxiliary lane from SR-133 to Irvine Center Drive”; replace “\$190,000” with “\$323,600”	Comment noted. Changes will be made in the Final Connect SoCal.	
0001507.17	pg. 23; Exhibit 4Missing Plan Segment on I-5 between Avenida Pico and San Diego County line.Baseline Segment between El Toro and Alicia appear to be too long as mapped.	Exhibit 4 is intended for illustrative purposes only. Please refer to the Project List Technical Report for a complete list of projects.	
0001507.18	pg. 24; Exhibit 5Planned HOV segment between El Toro and Alicia appears to be too long as mapped; Planned HOV segment between Avenida Pico and San Diego County line appears to be in wrong location.The OCTA Board has not taken an action on HOV-to-HOT Connector Conversions as illustrated in this exhibit.Missing Planned Mixed Flow Lanes on I-405 between I-5 and SR-55; and on I-5 between I-405 and SR-55; and on SR-57 between Orangewood and KatellaMissing Planned HOT Connector at SR-91 / SR-241 interchange.	Comment noted. Exhibit 5 is intended for illustrative purposes only. Please refer to the Final Project List Technical Report for a complete list of projects.	
0001507.19	pg. 2; right column; Introduction; last sentenceVerify population value as it appears to be inconsistent with the Demographics and Growth Forecast Technical Report.	Comment noted. The correct population value is 3.7. The referenced text has been updated to address this comment.	
0001507.20	pg. 7; right column; Performance and outcomes; last sentenceHow is "trend" defined for this Technical Report? Comparison to Baseline?	"Trend" refers to the "Trend/Baseline" scenario as described in the Sustainable Communities Strategy Technical Report. Appropriate edits have been made to address the comment, for clarity and consistency with the Sustainable Communities Strategy Technical Report.	
<i>Submitted by</i>	Orange County Transportation Authority	Submittal 0001508	Related Documents Link
0001508.01	Pg. 12; Table 4 Missing fiscal year notation	Change made.	

ID	Comment	Response
<i>Submitted by</i>	Orange County Transportation Authority	Submittal 0001508 Related Documents Link
0001508.02	Pg. 12; left column; Conclusion Replace “2021-2045” with “FY2020-21 through FY2044-45”	Revised.
0001508.03	Pg. 8; right column; Ridehailing/transportation network companies (TNCs) It may be appropriate to address the implications of AB 5 here.	Thank you for your comment. While AB 5 will certainly have implications on drivers and customers of ride-hailing companies, it would be difficult to do much more than theorize how it might affect public-private partnerships. However, we are committed to help guide our member agencies to make regulation and partnership decisions that are provably beneficial to both labor and the public at large, including people who choose not to use ride-hailing services.
0001508.04	Pg. 5; Table 1; Neighborhood change and displacement Consider rephrasing as this suggests that minority or EJ populations do not currently reside in suburban locations in the region.	Suggested revision is addressed in the Final Plan.
0001508.05	Pg. 7; Table 1; Rail-related impacts Asterisks but no corresponding note.	Corrections will be addressed in the Final Environmental Justice Technical Report.
0001508.06	Pg. 7; Table 1; Impacts from mileage-based user fee Suggest including local road charge program here—which, should be a similar impact—and not just mileage-based user fee.	Thank you for your comment. This impact assessment more broadly applies to all mileage-based user fee programs, including the local road charge program.
0001508.07	Pg. 14; left column; Where should impacts be assessed?; last bullet This should also include the local road charge program.	Thank you for your comment. This impact assessment more broadly applies to all mileage-based user fee programs, including the local road charge program.
0001508.08	Pg. 19; left column; How will impacts be analyzed?; 2nd paragraph; last sentence Clarify if this is different than the Baseline definition used elsewhere in the Plan.	Comment noted. The baseline definition is consistent with other technical reports in the Plan.
0001508.09	Pg. 20; Table 5 Verify values for 2000, 2010, and 2016 total population and 2016 median age as they appear to be inconsistent with the Demographics and Growth Forecast Technical Report.	In order to facilitate side-by-side comparison of the region and three separate tract-level Environmental Justice (EJ)-related overlays across a wide variety of socioeconomic variables, the EJ Technical Report uses tract-level Census and ACS estimates as the best available approximation of 2000, 2010, and 2016 conditions. Table 5 data is aggregated from tract-level information in order to facilitate comparison with EJ geographies found in subsequent tables and may not sum to regional totals. Additionally, county-level figures in the Demographics and Growth Forecast Technical Report may differ slightly as they are outputs from SCAG's county-level cohort component forecast model which, since it has a different purpose, relies on different input data and modeling assumptions which are detailed in that report.
0001508.10	Pg. 21; left column; Historical demographic trends; 2nd paragraph Verify value for 2016 median age as it appears to be inconsistent with the Demographics and Growth Forecast Technical Report. Define senior population.	In order to facilitate side-by-side comparison of the region and three separate Environmental (EJ)-related overlays across a wide variety of socioeconomic variables, the EJ Technical Report uses ACS 2013-2017 5-year estimates as the best available approximation of 2016 conditions. The county-level figures in the Demographics and Growth Forecast Technical Report may differ slightly as they are outputs from SCAG's county-level cohort component forecast model which, since it has a different purpose, relies on different input data and modeling assumptions which are detailed in that report.

ID	Comment	Response
<i>Submitted by</i>	Orange County Transportation Authority	Submittal 0001508 Related Documents Link
0001508.11	<p>Pg. 21; right column; Historical demographic trends; 2nd paragraph; last sentence</p> <p>Explain why the travel demand model predicts a future that is inconsistent with the trend.</p>	Thank you for your comment. SCAG's forecast of population, households, and employment at the small-area level generate secondary variables such as these which are required inputs for the travel demand model. These secondary variables are not independently derived and forecasted due to their limited purpose. Their inclusion in the Environmental Justice Technical Report is to provide an improved illustration of historical trajectories and their inherent limitations are noted.
0001508.12	<p>Pg. 23; Table 7; Total population Verify values as they appear to be inconsistent with the Demographics and Growth Forecast Technical Report.</p>	In order to facilitate side-by-side comparison of the region and three separate Environmental Justice (EJ)-related overlays across a wide variety of socioeconomic variables, the EJ Technical Report uses ACS 2013-2017 5-year estimates as the best available approximation of 2016 conditions. The county-level figures in the Demographics and Growth Forecast Technical Report may differ slightly as they are outputs from SCAG's county-level cohort component forecast model which, since it has a different purpose, relies on different input data and modeling assumptions which are detailed in that report.
0001508.13	<p>Pg. 24; left column; Demographic trends in EJ areas in the SCAG region; 1st paragraph</p> <p>Verify 68.6 percent figure with Demographics and Growth Forecast values, which indicate that White, non-Hispanic accounted for 41.7 percent of the regional population in 2016.</p>	In order to facilitate side-by-side comparison of the region and three separate Environmental Justice (EJ)-related overlays across a wide variety of socioeconomic variables, the EJ Technical Report uses ACS 2013-2017 5-year estimates as the best available approximation of 2016 conditions. The county-level figures in the Demographics and Growth Forecast Technical Report may differ slightly as they are outputs from SCAG's county-level cohort component forecast model which, since it has a different purpose, relies on different input data and modeling assumptions which are detailed in that report. Specifically, Table 5 of this report indicates a 68.6% share of population other than White, non-Hispanic in 2016 while the Demographics & Growth Forecast Technical Report indicates a 68.5% share (Table 3).
0001508.14	<p>Pg. 26; left column; Demographic trends in SB 535 Disadvantaged Communities in the SCAG region; last paragraph Verify values for median age and percent of the seniors as they appear to be inconsistent with the Demographics and Growth Forecast Technical Report.</p>	In order to facilitate side-by-side comparison of the region and three separate Environmental Justice (EJ)-related overlays across a wide variety of socioeconomic variables, the EJ Technical Report uses ACS 2013-2017 5-year estimates as the best available approximation of 2016 conditions. The county-level figures in the Demographics and Growth Forecast Technical Report may differ slightly as they are outputs from SCAG's county-level cohort component forecast model which, since it has a different purpose, relies on different input data and modeling assumptions which are detailed in that report. Specifically, Table 5 of this report indicates a median age in 2016 of 35.6 from the ACS compared to 35.8 in the Demographics & Growth Forecast Technical Report (Table 3).
0001508.15	<p>Pg. 30; left column; Expected future trends in EJ geographies; 2nd paragraph; last sentence</p> <p>Explain why the travel demand model assumes a decrease in poverty.</p>	Thank you for your comment. SCAG's forecast of population, households, and employment at the small-area level generate secondary variables such as these which are required inputs for the travel demand model. These secondary variables are not independently derived and forecasted due to their limited purpose. Their inclusion in the Environmental Justice Technical Report is to provide an improved illustration of historical trajectories and their inherent limitations are noted.

ID	Comment	Response
<i>Submitted by</i> Orange County Transportation Authority		Submittal 0001508 Related Documents Link
0001508.16	Pg. 30; left column; Expected future trends in EJ geographies; 3rd paragraph; 1st sentence Explain why the travel demand model predicts a future that is inconsistent with the trend.	Thank you for your comment. SCAG's forecast of population, households, and employment at the small-area level generate secondary variables such as these which are required inputs for the travel demand model. These secondary variables are not independently derived and forecasted due to their limited purpose. Their inclusion in the Environmental Justice Technical Report is to provide an improved illustration of historical trajectories and their inherent limitations are noted.
0001508.17	Pg. 45; left column; Results; 2nd paragraph; 1st sentence Clarify end of sentence—"...future Technical Report."	Clarifications will be addressed in the Final Environmental Justice Technical Report.
<i>Submitted by</i> Orange County Transportation Authority		Submittal 0001510 Related Documents Link
0001510.01	pg. 16; right column; Orange County Central-Coastal NCCP/HCPReplace "Transportation Corridor Agency" with "Transportation Corridor Agencies"	Comment noted. Appropriate edits have been made in the Plan to address the comment.
0001510.02	pg. 2; right column; Importance to the regional transportation system; 2nd paragraphVerify Metrolink's route miles as it appears to be inconsistent with latest (FY19-20) Metrolink adopted budget information.	Thank you for your comment. The referenced route mile figure in the Passenger Rail Technical Report is correct.
0001510.03	pg. 4; right column; Regional; 1st paragraphVerify Metrolink's route miles as it appears to be inconsistent with latest (FY19-20) Metrolink adopted budget information.	Thank you for your comment. The referenced route mile figure in the the Passenger Rail Technical Report is correct.
0001510.04	pg. 5; left column; Modeling approach and ridership forecasting; 1st paragraph; last sentenceClarify this statement, "In the horizon year, the full buildout of the Metrolink SCORE project is assumed." It appears that the Metrolink SCORE program was assumed to be fully implemented and in operation beginning in 2035 in other parts of Connect SoCal.	Thank you for your comment. Page 5 of the Passenger Rail Technical Report will be updated per the comment.
0001510.05	pg. 6; left column; Connectivity and gaps in service; 1st paragraphIt is worth noting that the Norwalk/Santa Fe Springs Metrolink Station is not served by Amtrak Pacific Surfliner.	Comment noted. There are several stations along the LOSSAN Corridor that are served by Metrolink but not the Amtrak Pacific Surfliner as the Surfliner is an inter-city rail service.
0001510.06	pg. 8; right column; The Southwest ChiefProvide applicable updates on replacement of rail service with charter bus service.	Thank you for your comment. The Passenger Rail Technical Report will be updated per your comment.
0001510.07	pg. 9; right column; Metrolink; 1st paragraphVerify Metrolink's route miles as it appears to be inconsistent with latest (FY19-20) Metrolink adopted budget information.	Thank you for your comment. The referenced route mile figure in the Passenger Rail Technical Report is correct.
0001510.08	pg. 11; Exhibit 2It appears that the future Placentia Metrolink Station is included here as an Existing Metrolink Station.	Thank you for your comment. Exhibit 2 will be edited to remove the future Placentia Metrolink station.
0001510.09	pg. 14; left column; Palmdale to Hollywood Burbank AirportDefine "SAA"	Thank you for your comment. Page 14 of the Passenger Rail Technical Report will be updated per the comment.
0001510.10	pg. 14; right columnProvide applicable updates on draft and final EIR/EIS documents. Text indicates that draft documents would be released in late 2019.	Thank you for your comment. This section will be updated with current EIR/EIS dates available from the California High-Speed Rail Authority.
0001510.11	pg. 25; Exhibit 5It appears that the future Placentia Metrolink Station is included here as an Existing Metrolink Station.	Thank you for your comment. Exhibit 5 will be edited to remove the future Placentia Metrolink station.

ID	Comment	Response	
<i>Submitted by</i>	Orange County Transportation Authority	Submittal 0001510	Related Documents Link
0001510.12	pg. 26; right column; Placentia Metrolink StationProvide applicable update on start of construction.	Thank you for your comment. Page 26 of the report will be updated if construction start dates are available.	
0001510.13	pg. 35; Exhibit 7It appears that the future Placentia Metrolink Station is included here as an Existing Metrolink Station.	Thank you for your comment. Exhibit 7 of the Passenger Rail Technical Report will be edited per the comment.	
0001510.14	pg. 36; Exhibit 8It appears that the future Placentia Metrolink Station is included here as an Existing Metrolink Station.	Thank you for your comment. Exhibit 8 of the Passenger Rail Technical Report will be edited per the comment.	
0001510.15	pg. 14; right column; Analytical approach; 2nd bulletSuggest revising language to reflect definition of Baseline from Glossary of the main book.	Thank you for taking the time to review and comment on the draft Connect SoCal. The definition of ‘Baseline’ provided in the Performance Measurers chapter will be reviewed to ensure consistency with the Connect SoCal Glossary.	
0001510.16	pg. 51; Table 16Suggest revising title to reflect criteria pollutant emission reductions	Thank you for your comment. The title of Table 16 in the Connect SoCal Performance Measures Technical Report will be revised from ‘Criteria Pollutant Emissions’ to ‘Criteria Pollutant Emissions Reduction.’	
0001510.17	pg. 57; Table 20Verify Connect SoCal results for walk share (all trips) and bike share (all trips) as it appears to be inconsistent with the main book and Active Transportation Technical Report.	Thank you for your comment. The values presented for active transportation mode share in Table 20 of the draft Connect SoCal Performance Measures Technical Report will be reviewed to ensure consistency with other sections of Connect SoCal.	
0001510.18	pg. 58; Table 20Replace “0.0%” with “N/A” for Trend for GHG emission reductions.Missing footnote for asterisks for Baseline GHG emissions.Missing asterisks on Baseline criteria pollutant emissions to match footnote on page 59.	Thank you for your comments. Your recommended edits for Table 20 will be reviewed and applied as appropriate.	
0001510.19	pg. 140; Table 2Request adding missing project:Transit Anaheim Transportation Network (ATN) RTP ID to be determined by SCAG 0 Fixed Route Bus Replace 40 LNG buses that have exceeded their useful life with advanced battery-electric buses and increase service levels, including two new routes. 2021 \$34,146“ ” denotes column breaks	Comment noted. The requested revisions have been incorporated into the Connect SoCal Project List Technical Report.	
0001510.20	pg. 239-242; Table 2Request including asterisk to each of the regional initiatives with the following note, “Regional initiatives are assumed to be funded by reasonably available new revenue sources and innovative financing strategies included in Connect SoCal.”	Comment noted.	
<i>Submitted by</i>	Orange County Transportation Authority	Submittal 0001512	Related Documents Link
0001512.01	pg. 2; right column; Executive summary; 1st paragraphSuggest revising comparison of criteria pollutant emissions to Base Year per footnotes in Performance Measures Technical Report and the main book.	Comment noted. The Public Health Technical Report has been updated.	
0001512.02	pg. 2; right column; Executive summary; 1st paragraphSuggest reference to Baseline definition in Glossary of the main book	Comment noted. The Public Health Technical Report has been updated.	
0001512.03	pg. 2; right column; Executive summary; 2nd paragraphVerify time savings by mode, mode share changes between Baseline and Plan as it appears the values are not consistent with the Performance Measures Technical Report, Active Transportation Technical Report, and the main book.	Comment noted. The Public Health Technical Report has been updated.	

ID	Comment	Response
<i>Submitted by</i>	Orange County Transportation Authority	Submittal 0001512 Related Documents Link
0001512.04	pg. 45; Table 5Verify Baseline and Plan values for share of growth in HQTAs as it appears to be inconsistent with the main book.Verify Baseline and Plan values for criteria pollutants as it appears to be inconsistent with the main book. What unit are the criteria pollutant emissions shown?	Comment noted. The Public Health Technical Report has been updated.
0001512.05	pg. 46; Table 5Verify Baseline and Plan values for share of jobs in HQTAs as it appears to be inconsistent with the main book.	Comment noted. The Public Health Technical Report has been updated.
0001512.06	pg. 49; Table 8Verify Plan value for percentage of PM peak transit trips less than 45 minutes as it appears to be inconsistent with the main book.	Comment noted. The Public Health Technical Report has been updated.
0001512.07	pg. 52; right column; Table 10Verify Baseline and Plan values for criteria pollutants as it appears to be consistent with the main book. What unit are the criteria pollutant emissions shown?	Comment noted. The Public Health Technical Report has been updated.
0001512.08	pg. 56; left column; Table 12Verify Baseline and Plan values for share of jobs in HQTAs as it appears to be inconsistent with the main book.	Comment noted. The Public Health Technical Report has been updated.
0001512.09	pg. 3; Table 1Suggest combining information from applicable rows, such as “Facebook” (rows 1 and 8) where the same engagement tool is listed in multiple rows.	Comment noted. Suggested edits will be addressed in the Final Connect SoCal.
0001512.10	pg. 7; right column; Outdoor advertising; last sentenceReplace “seven-county” with “six-county”	Comment noted. Referenced edits will be addressed in the Final Connect SoCal.
0001512.11	pg. 9-10; Tables 6-9Suggest adding a column to each table to show the regional share of each participant group. This would help illustrate if the survey results are representative of the general population.	Comment noted. The regional share of the survey results of those individuals who answered is located on Table 6 on page 9 the Public Participation and Consultation Technical Report.
0001512.12	pg. 11; left column; Stakeholder working groups; 2nd paragraphReplace “Natural Land Conservation” with “Natural & Farm Lands Conservation”	Comment noted. The referenced edit will be addressed in the final Plan.
0001512.13	pg. 11; right column; Active transportation working group; 1st paragraphThe 2016 RTP/SCS included a capital project investment level of \$8.1 billion plus \$4.8 billion from operations and maintenance of regionally significant local streets and roads for combined total of \$12.9 billion for active transportation improvements.	Comment noted.
0001512.14	pg. 12; right column; Mobility innovationsIndicate the number of meetings and dates held to be consistent with other working groups.	Thank you for your comment. The Public Participation and Consultation Technical Report will be updated with the meeting dates.
0001512.15	pg. 13; right column; Sustainable communitiesIndicate the number of meetings and dates held to be consistent with other working groups.	Comment noted. The Sustainable Communities working group met four times on the following dates: 5/17/18, 8/9/18, 11/15/19, 2/21/19. The Plan will be updated to reflect this information.
0001512.16	pg. 5; right column; Recent growthVerify values listed as they appear to be inconsistent with the main book and the Demographics and Growth Forecast Technical Report.	Comment noted. The referenced text has been amended to reflect similar priority areas and corresponding growth statistics.
0001512.17	pg. 24-29; Exhibits 1-6Suggest changing coloring for Urban Rail. Coloring used for 2045 network works better.	Thank you for your comment. The 2016 Urban Rail coloring will be changed to match the 2045 color, in the referenced exhibits.

ID	Comment	Response
<i>Submitted by</i> Orange County Transportation Authority		Submittal 0001512 Related Documents Link
0001512.18	pg. 76; left column; Planned HQTCS; 2nd paragraphReplace “V4” with “Exhibit 14”	Thank you for your comment. Page 76 of the Transit Technical Report will be updated per the comment.
0001512.19	pg. 84; Planned HQTCS and major transit stops; left column; last lineReplace “V4” with “Exhibit 14”	Thank you for your comment. Page 84 of the Transit Technical Report will be edited per the comment.
0001512.20	pg. 21; right column; Connect SoCal No BuildCorrect years of FTIP.	The referenced typos have been corrected in the final Plan.
<i>Submitted by</i> Orange County Transportation Authority		Submittal 0001514 Related Documents Link
0001514.01	pg. 44; left column; 2007 Ozone SIP; last lineRevise reference for more information on TCMs and timely implementation of TCMs.	The reference is not necessary and thus is deleted in the final Plan.
0001514.02	pg. 86-91; Table 65ORA050, ORA051, and 10254 should reflect a completion delay to year 2022 and that obstacles are being overcome.	The final Plan will reflect that the completion year for the three projects will be extended to 2022 pending justifications for the delay, project status, and efforts to overcome the delay from the Orange County Transportation Authority (OCTA).
0001514.03	pg. 9; Table 2; Local road charge programIs the local road charge program indexed to maintain purchasing power?	The local road charge program is indexed to inflation to maintain purchasing power.
0001514.04	pg. 10; Table 3.1; Local option sales tax measureLos Angeles County effectively levies a permanent 2.0 percent sales tax with passage of Measure M.	Comment noted.
0001514.05	pg. 10; Table 3.1; Highway tollsSuggest deleting “(in core revenue forecast)” since a toll revenue source is not included in the reasonable available sources.	Comment noted.
0001514.06	pg. 25; Table 8Asterisk on “active transportation” should be moved to “regionally significant local streets and roads”	Thank you for your comment. We have incorporated your suggestion.
0001514.07	pg. 38; left column; Local road charge programIs the local road charge program indexed to maintain purchasing power?	The local road charge program is indexed to inflation maintain purchasing power.
0001514.08	pg. 29; left column; Reduce aggressive driving and speedingSuggested edit:Fatalities and serious injuries related to aggressive driving and speeding have increased as seen on FIGURE 9 the table. and below are some strategies SCAG recommends local jurisdictions to implement strategies that could reduce fatalities and serious injuries relate dot related to aggressive driving and speeding, which could include, but are not limited to: <ul style="list-style-type: none"> Local jurisdictions should Conducting public outreach... Local jurisdictions should Identifying locations with... Local jurisdictions should Promoting best engineering... Local jurisdictions should Setting speed limits that are safe... 	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001514.09	pg. 29; right column; Improve safety for aging populationsSuggested edit:SCAG recommends the following strategies for local jurisdictions to improve safety for aging populations, which could include, but are not limited to: <ul style="list-style-type: none"> Local jurisdictions should Supporting roadway, intersection... Local jurisdictions should Promoting implementation of... Local jurisdictions should Implementing design treatments... Local jurisdictions should Working with Transit network... Local jurisdictions should Establishing Safe Routes for ...” 	Comment noted. The Transportation Safety & Security Technical Report has been updated.

ID	Comment	Response
<i>Submitted by</i>	Orange County Transportation Authority	Submittal 0001514 Related Documents Link
0001514.10	pg. 30; left column; Improve bicyclist safetySuggested edit:SCAG recommends the following strategies for local jurisdictions to improve safety for bicyclists, which could include, but are not limited to:•Local jurisdictions should Supporting connecting bicycle...•Local jurisdictions should Developing and implement...•Local jurisdictions should Adopting Complete Streets...•Local jurisdictions should Implementing pedestrian and...•Local jurisdictions should Using intersection control...•Local jurisdictions should Conducting bicycle education...•Local jurisdictions should Supporting expanding Safe...•Local jurisdictions should Utilizing SCAG’s ...•Local jurisdictions should Implementing traffic calming...•Local jurisdictions Where applicable, should developing a...•Local jurisdictions should Participating in programs to...	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001514.11	pg. 31; left column; Improve commercial vehicles safetySuggested edit:SCAG recommends the following strategies for local jurisdictions to improve commercial vehicle safety, which could include, but are not limited to:•Local jurisdictions should Supporting the use of dedicated...•Local jurisdictions should Identifying intersections and...•Local jurisdictions should Identifying and promote the...•Local jurisdictions should Identifying rest stops along...	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001514.12	pg. 32; left column; Reduce distracted drivingSuggested edit:SCAG recommends the following strategies for local jurisdictions to reduce fatalities and injuries related to distracted driving, which could include, but are not limited to:•Local jurisdictions should Developing enforcement and...•Local jurisdictions should Improving data quality on...•Local jurisdictions should Conducting education on the...	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001514.13	pg. 32; right column; Ensure drivers are licensedSuggested edit:SCAG recommends the following strategies for local jurisdictions to ensure drivers are properly licensed, which could include, but are not limited to:•Local jurisdictions should Improving educational...•Local jurisdictions should Creating a public...•Local jurisdictions should Supporting the State...	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001514.14	pg. 32; right column; Improve emergency response servicesSuggested edit:SCAG recommends the following strategies for local jurisdictions to improve emergency response services, which could include, but are not limited to:•Local jurisdictions should Using Intelligent...•Local jurisdictions should Developing guidance...	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001514.15	pg. 34; left column; Improve research and data collectionSuggested edit:SCAG recommends the following strategies for local jurisdictions to improve research and data collection, which could include, but are not limited to:•Local jurisdictions should Improving data collection...•Local jurisdictions should Identifying high injury...•Local jurisdictions should Working with the State...•Local jurisdictions should Working with transit network...	Comment noted. The Transportation Safety & Security Technical Report has been updated.

ID	Comment	Response	
<i>Submitted by</i>	Orange County Transportation Authority	Submittal 0001514	Related Documents Link
0001514.16	pg. 34; left column; Reduce impaired driving fatalitiesSuggested edit:SCAG recommends the following strategies for local jurisdictions to reduce impaired driving fatalities and injuries, which could include, but are not limited to:•Local jurisdictions should Promoting and expand...•Local jurisdictions should Extending and promote...•Local jurisdictions should Developing a methodology...•Local jurisdictions should Developing and distribute...•Local jurisdictions should Designing and develop a...•Local governments should Improving enforcement...•Local jurisdictions should Increasing frequency,...	Comment noted. The Transportation Safety & Security Technical Report has been updated.	
0001514.17	pg. 35; left column; Improve safety at intersectionsSuggested edit:SCAG recommends the following strategies for local jurisdictions to improve safety at intersections which could include, but are not limited to:•Incorporating intersection safety into the planning grant strategy.•Local jurisdictions should Incorporating Intelligent... •Local jurisdictions should Implementing infrastructure... •Local jurisdictions should Implementing installation of... •Local jurisdictions should Planning for, and develop... •Local jurisdictions should Reducing modal conflicts at...	Comment noted. The Transportation Safety & Security Technical Report has been updated.	
0001514.18	pg. 35; left column; Reduce the occurrence of lane departure fatalitiesSuggested edit:SCAG recommends the following strategies for local jurisdictions to reduce the occurrence of lane departure fatalities and injuries, which could include, but are not limited to:•Local jurisdictions should Continuing the deployment...•Local jurisdictions should Addressing systemic risks...•Local jurisdictions should Improving the dissemination...•Local jurisdictions should Targeting highest risk...•Local jurisdictions should Implementing an effective...•Local jurisdictions should Promoting the use of...	Comment noted. The Transportation Safety & Security Technical Report has been updated.	
0001514.19	pg. 36; right column; Improve motorcycle safetySuggested edit:SCAG recommends the following strategies for local jurisdictions to improve motorist safety, which could include, but are not limited to:•Local jurisdictions should Working with the state...•Local jurisdictions should Working with local governments...•Local jurisdictions should Promoting the most significant...	Comment noted. The Transportation Safety & Security Technical Report has been updated.	
0001514.20	pg. 37; left column; Improve occupant protection by increased use of seat belts and child safety seatsSuggested edit:SCAG recommends the following strategies for local jurisdictions to improve occupant protection, which could include, but are not limited to:•Local jurisdictions should Increasing enforcement and...•Local jurisdictions should Implementing education...•Local jurisdictions should Promoting the establishment...•Local jurisdictions should Improving occupant protection...	Comment noted. The Transportation Safety & Security Technical Report has been updated.	

ID	Comment	Response
Submitted by Orange County Transportation Authority		Submittal 0001516 Related Documents Link
0001516.01	<p>pg. 37; right column; Improve pedestrian safety Suggested edit:SCAG recommends the following strategies for local jurisdictions to improve pedestrian safety, which could include, but are not limited to:.</p> <ul style="list-style-type: none"> •Continuing to work with local jurisdictions to provide a... •Local jurisdictions should Developing pedestrian safety... •Local jurisdictions should Ensuring all sidewalks and... •Local jurisdictions should Supporting improvements to... •Local jurisdictions should Considering pedestrian needs in... •Local jurisdictions should Facilitating the planning... •Local jurisdictions should Increasing pedestrian crossing... •Local jurisdictions should Incorporating pedestrian... •Local jurisdictions should Participating in programs... •Local jurisdictions should Improving pedestrian striping... •Local jurisdictions should Incorporating median... •Local jurisdictions should Considering installation of... •Local jurisdictions should Developing citywide Safe... •Local jurisdictions should Continuing to improve... 	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001516.02	<p>pg. 38; left column; Improve work zone safety Suggested edit:SCAG recommends the following strategies for local jurisdictions to improve work zone safety, which could include, but are not limited to:.</p> <ul style="list-style-type: none"> •Local jurisdictions should Improving safe driving... •Local jurisdictions should Applying advanced technology ... •Local jurisdictions should Improving work zone data... 	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001516.03	<p>pg. 38; right column; improve safety for young drivers Suggested edit:SCAG recommends the following strategies for local jurisdictions to improve safety for young drivers, which could include, but are not limited to:.</p> <ul style="list-style-type: none"> •Local jurisdictions should Establishing a task force to... •Local jurisdictions should Implementing the Driver... •Local jurisdictions should Supporting state authorities... •Local jurisdictions should Implementing and maintain... •Local jurisdictions should Establishing efforts to address... 	Comment noted. The Transportation Safety & Security Technical Report has been updated.