



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Sustainable, equitable, and innovative transportation solutions.

Community Engagement Summary Report

March 2023

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



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



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EXECUTIVE SUMMARY

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

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

Outreach Approach

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

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

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

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

Diversity Outreach

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

Key Themes

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

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

Engagement Highlights

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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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

I. MEETINGS & EVENTS

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

A. Virtual Public Meetings

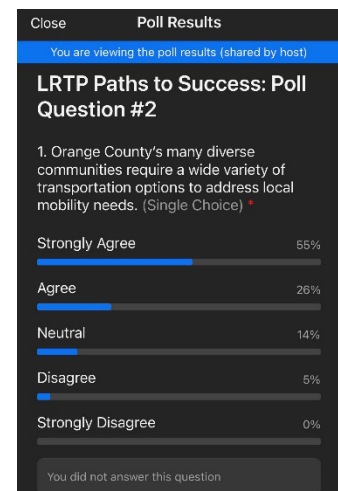
Two (2) virtual community meetings took place during the development of this LRTP. Each live, Zoom webinar was held during a weekday evening to increase the potential of public participation. Meetings included a PowerPoint presentation, interactive polling to provoke thought and initiate conversation,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

Virtual community meeting goals were to:

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

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

Figure 1: Meeting Poll on Mobile Device



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

Table 1: Live Community Webinars Held

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

* Views as of February 15, 2023.

B. Telephone Town Hall Meeting

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

Table 2: Live Telephone Town Hall Meeting Held

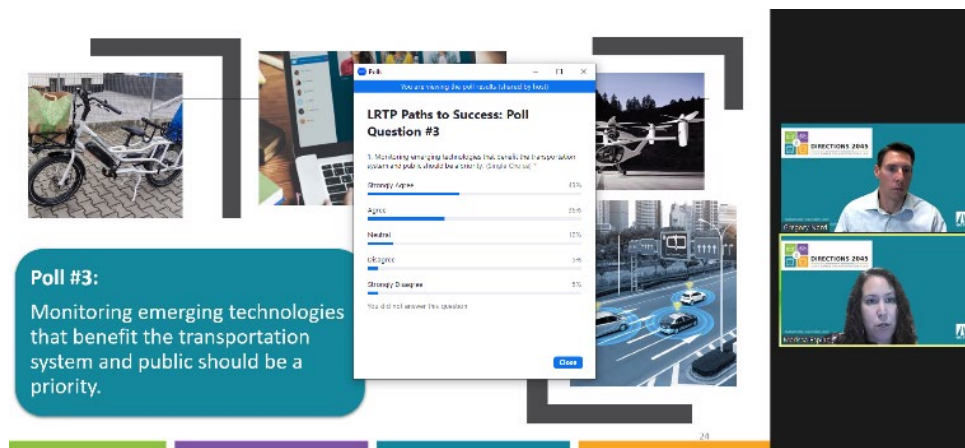
Phase	Date	Time	Language	Dials	Accepts	Web Opt-in	Participation		Question / Comment			Total Question / Comments
							First 15 Min.	At End	Speaker Queue	Oral	Voice mail	
Draft Release	01/19/23	5:30 – 6:30 p.m.	English & Spanish	73,748	12,557	130	1,800	200	51	15	13	28

C. Community Leaders Roundtable Meetings

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

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

Figure 2: Webinar Screenshot



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

Below are highlights of the roundtable meeting series.

Table 3: Community Leaders Stakeholder Roundtable Meetings Held

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

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

D. Agency Stakeholder Engagements

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

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

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

Table 4: Agency Stakeholder Engagements

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

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

E. Stakeholder Briefings

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

Table 5: Stakeholder Briefings

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

F. Community & Pop-up Events

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

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

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

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



Table 6: Community & Pop-ups Events Held

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

Event display boards can be found in Appendix E.

II. INFORMATION RESOURCES & TOOLS

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

A. Stakeholder Database

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

B. Comment Log

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

C. Fact Sheet

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

D. Project Video

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

Figure 4: LRTP Website Video Widget



E. Webpage

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

F. Story Map

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

Figure 5: LRTP Paths to Success Widget



G. Community Surveys

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

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

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

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

Features of the LRTP surveys are listed below:

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

Table 7: Survey Participation

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

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

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

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

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

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

To learn more about this survey, visit:

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

III. NOTIFICATION EFFORTS

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

Figure 6: Vietnamese Handout



A. Mailers and Handouts

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

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

Table 8: Direct Mail Distributions

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

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

Table 9: Public Counters and Other Direct Distributions

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

Appendix K includes copies of the mailer and handouts.

B. Print Advertisements

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

Table 10: Published Newspaper Advertisements

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

C. Radio

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

Table 11: Radio Advertisements

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

D. Online Advertisements

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

i. Geofencing Advertisements

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

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

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

Figure 7: Geofencing Ads

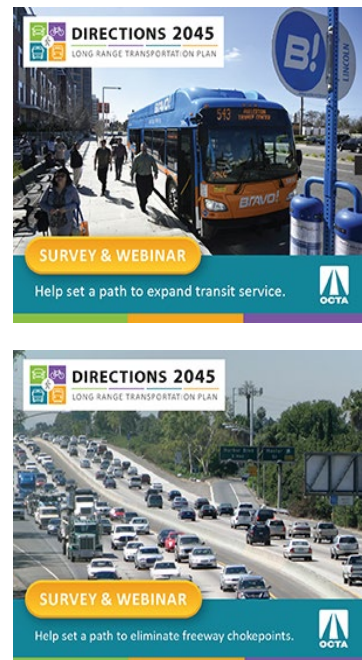


Table 12: Distributed Geofencing Campaigns

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

ii. Social Media Advertisements

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

Figure 8: Spanish Facebook

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



Table 13: Distributed Facebook Advertisements

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

E. Social Media Posts

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

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

Table 14: OCTA Facebook Posts

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

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

Table 15: OCTA Twitter Posts

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

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

Table 16: OCTA Instagram Post

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

F. Electronic Mail Notifications

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

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

Table 17: Electronic Mail Distributions

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

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

i. Community Leader Eblasts

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

Figure 9: MMS-SMS Text

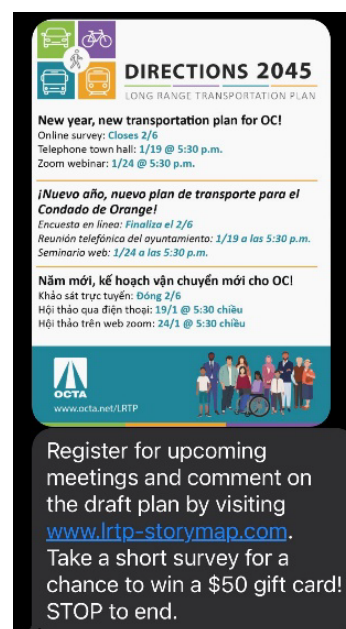


Table 18: Community Leaders Stakeholder Roundtable Email Distributions

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

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

G. Text Messaging

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

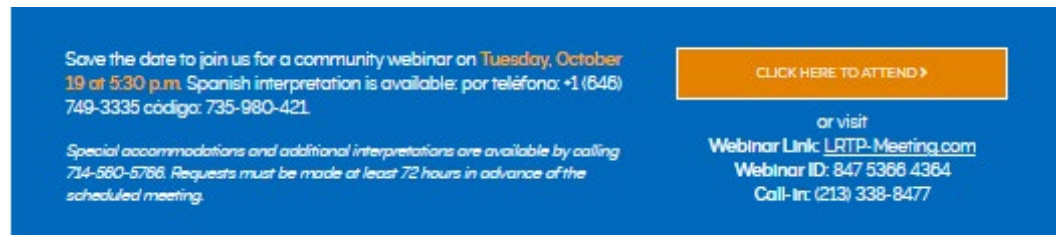
Table 19: Text Distributions

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

H. Website Notice

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

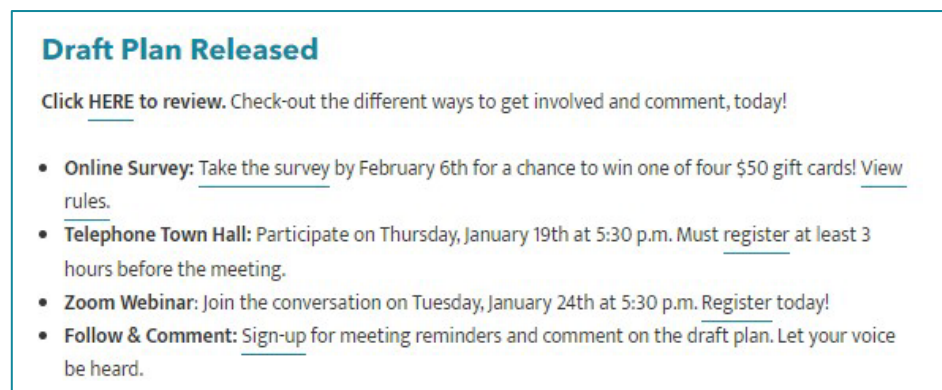
Figure 10: Website Meeting Notice



I. Story Map Notice

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

Figure 11: Story Map Notice



J. OCTA Blog & Media

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

Table 20: OCTA Blog & Media Notifications

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

K. Stakeholder E-Communications Toolkits

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

Figure 12: Local Cable TV Notice



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

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

Table 21: E-Communications Tool Kit Distribution List

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

L. Earned Media

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

Table 22: Identified Earned Media

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

IV. CONCLUSION

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





DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Sustainable, equitable, and innovative transportation solutions.

APPENDIX



APPENDIX A

Virtual Public Meetings

- Meeting Summaries
- Presentations

I. Meeting Details

ZOOM WEBINAR Tuesday, October 19, 2021 5:30 – 6:30 PM	
Zoom Panelists	<ul style="list-style-type: none"> • 8 Total Panelists <ul style="list-style-type: none"> ○ 3 OCTA ○ 4 Outreach consulting staff ○ 1 Interpreter: Spanish
Attendance	<ul style="list-style-type: none"> • 33 Total Participants <ul style="list-style-type: none"> ○ 3 Non-panelist project team (OCTA & technical consultant) ○ 30 Non-team attendees <ul style="list-style-type: none"> ▪ 27 Online ▪ 3 Additional OCTA staff
Oral Statements	<ul style="list-style-type: none"> • 3 Questions/Comments <ul style="list-style-type: none"> ○ Presented by 1 named stakeholder
Written Statements*	<ul style="list-style-type: none"> • 14 Zoom Q&A Questions/Comments <ul style="list-style-type: none"> ○ Presented by 8 named stakeholders
Zoom Chat **	<ul style="list-style-type: none"> • N/A
Stakeholder Contacts	<ul style="list-style-type: none"> • 20 New contact emails
Agency Staff	<ul style="list-style-type: none"> • Alyssa Murakami, Caltrans • David Kennedy, City of Anaheim • Jude Miranda, Caltrans • Valerie McFall, Transportation Corridor Agencies (TCA)
Key Stakeholders	<ul style="list-style-type: none"> • Damon Tordini, OCTA Citizens Advisory Committee • David Klawe, West Anaheim Neighborhood Development Council

* Zoom Q & A was the intended means of written comment collection. Comments acknowledged and read aloud for meeting transparency.

** Chat function used for sharing of links and participate announcements, such as invitation to sign-in to the meeting's virtual guestbook.

II. Meeting Format and Presentation

Due to the COVID-19 pandemic, this meeting was convened utilizing the Zoom Webinar platform to provide public engagement without risk to public safety. To increase accessibility and participation, the webinar included Closed Captioning (CC) in English as well as live, Spanish interpretation to enhance webinar functionality for the greatest number of users. Interpretation was communicated on the project website and by email, through online and print advertisements, at project related briefings and other methods of meeting notification. The community webinar was also recorded and posted to the project website in days following the meeting to further build on the reach of project messaging and encourage greater public involvement.

Marissa Espino, Principal Community Relations Officer, served as the meeting host and MC welcoming participants and led team introductions. She also announced the meeting agenda, presented the project engagement efforts to-date, and facilitated a Typeform poll before a subsequent Question and Answer (Q&A) session.

Greg Nord, Section Manager for Long Range Planning and Corridor Studies, was the primary presenter, providing an introduction and showing of the new project video and an overview of the LRTP, including considerations, goals and objectives of the plan.

As led by Mrs. Espino, a two-question survey poll and Q&A session followed the project presentation. The public comments received have been captured and summarized in the sections below.

III. Comment Themes

- Interest in the interconnectedness of the LRTP effort and preceding planning studies (such as OC Transit Vision and Harbor Study), the process of determining LRTP outcome projects (location, type, etc.), and the internal and external coordination efforts with local jurisdictions and other transportation agencies
- Interest in the development and expansion of alternative modes of transportation in contrast to the prevailing auto-centric focus, namely rail mass transit and bike network solutions
- Curiosity expressed in the planning, application and readiness for transportation improvement technology, specifically real-time stop/station directional signage, radar/lidar/geo-locational predictive signalization, and autonomous vehicle services
- Interest in the furtherance of land use planning and policy to both, effect change and in response to changes in technology and mode of travel
- Additional topics raised included: interest in universal/transfer fair methods, rideshare/partnership solutions, accessibility related to diversity, equity and inclusion, and 2028 Olympic planning

IV. Participant Comments

Participants were encouraged to provide comments either orally or in written format. Written comments were typed directly into the Zoom Q&A function. Reading of Q&A comments/questions allowed for transparency and public benefit. The project team responded to submitted questions and comments.

Q&A Oral Comments

1. Damon Tordini (3)

- In relation to the Long Range Transportation Plan, people may want to know:
 - What relationship does OCTA have with different cities in the County?
 - What projects should people pay attention to in their city?
 - How does OCTA decide which projects to pursue?

Q&A Written Comments

1. Bradley Steinbach (3)

- What is OC planning to do to coordinate better cross-county transit?
- Could OC Access partner with rideshare services (such as Uber or Lyft) to assist with paratransit rides that do not require wheelchair access to alleviate stress on the system? This would also extend hours for OC Access users outside of the restricted OC Access hours.
- To clarify: crossing county lines, such as between OC and LA, San Bernardino, Riverside, San Diego, etc.

2. Brandon Dennewitz (4)

- As cities begin to require to generate more housing are there ways of creating mixed zoning for business and residential, as well as connections with transit to places of interest?
- Will there be a continued focus for personal vehicle infrastructure, or will a focus lean more towards mass transit solutions?
- To create a more seamless use of intermodal transit strictly within the county, can a card or pass be created to work with train/rail/bus service? I know Metrolink passes are accepted on the bus, but a bus pass won't work for a trip on a train.
- For mobility hubs, will they be maintained better than some bus terminals? I can think of the Newport Transit Center and Fullerton Park and Ride as examples of stations that have declined in condition.

3. Chad Pugliese (1)

- Is there discussion with LA Metro on any connection or coordination with their West Santa Ana Branch light rail project using the PE right of way?

4. David Klawe (1)

- With Anaheim being a host city for the 2028 Olympics, are there plans to accelerate development in the area to help in delivering people to and from the venues in Orange County, and having folks transported to the other areas in LA County for its events? Seems like San Diego County rail has arranged deals to bring its residents to the area.

5. Grace (1)

- I just moved to California and is it on the plan to add monitors by the train station to show train arrival and departure times and which track they would be in? I've missed my train a couple of times because I didn't know which track the train would be in.
Location: Fullerton Station

6. Jaymes Dunsmore (1)

- How does this effort relate to other planning efforts (such as the Harbor Blvd Transit Study and OC Transit Vision/Master Plan)?

7. Spencer Lopez (1)

- How big of a priority in OCTA's LRTP is it to move away from car-centric infrastructure?
- What is being done to expand bicycle infrastructure, like protective barricades around bike lanes and expanding the network of lanes to relevant destinations?
- What about expanding public transit options for those who don't have access to a vehicle?

8. Tony Hayes (2)

- Currently, traffic signals are reactive (reacting to vehicles that are already at the signal using magnetic coils), but large time savings can be achieved by making signals predictive, either using radar/lidar looking at oncoming traffic, or using known locations of vehicles via data from Google, or other traffic sources. What plans do you have for implementing this, or similar, form of controlling traffic?
- In the next 25 years or so, personal car ownership will go the way of the horse and buggy. One of the many benefits is the absence of need for parking lots, or garages for new home construction. Transportation will be a service, with fully automated, on-demand vehicles. Are you looking that far ahead?



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Welcome! | ¡Bienvenido!
We will begin in a few moments. | Comenzaremos en unos momentos.

Sustainable, equitable, and innovative transportation solutions.



1



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

LRTP Public Webinar

October 19, 2021

Sustainable, equitable, and innovative transportation solutions.




2

Accessing Spanish Interpretation

Spanish Interpretation

- Via Zoom
 - Click on the "Interpretation" icon
 - Pick the language you would like to listen to Spanish







Interpretación en español

- Vía Zoom
 - Haga clic en el icono de "Interpretación"
 - Escoja la opción para escuchar en español

3

Today's Meeting Format

Today's meeting is being recorded.

-  Attendee cameras are off and microphones are muted.
-  Questions can be submitted throughout the presentation using the 'Q&A' function. The team will respond to questions during the Q&A session.
-  To use closed captioning, select the "cc" at the bottom of your Zoom screen
-  Q&A session to follow the presentation. Please use the 'Raise Hand' icon to ask a question verbally.

4

Today's Speakers

Greg Nord
 Project Manager
 Long Range Transportation Planning

Marissa Espino
 Principal Community Relations Specialist

5

Today's Agenda

- Introductions
- Long Range Transportation Plan Overview
- Outreach To-Date
- Question & Answer Session
- Stay Connected

6

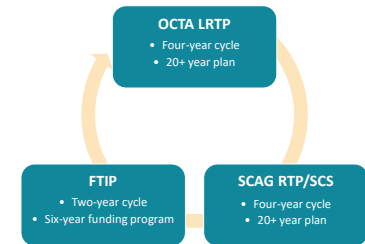
LRTP Video Presentation



7

Long Range Transportation Plan

- OCTA's LRTP serves to:
 - Evaluate current plans and policies
 - Identify new initiatives and priorities
 - Define projects in the RTP
- Must consider:
 - Stakeholder input
 - Revenue forecasts
 - Current commitments
 - Population/employment forecasts
 - Key challenges



LRTP – Long Range Transportation Plan
 OCTA – Orange County Transportation Authority
 RTP – Regional Transportation Plan
 FTIP – Federal Transportation Improvement Program
 SCAG – Southern California Association of Governments
 SCS – Sustainable Communities Strategy

8

Current Commitments

OCTA core functions:
Delivery of Measure M2 (OC Go)

- Freeways **43%**
- Streets **32%**
- Transit **25%**

Provide Public Transit

A total of 2% of the overall OC Go Program funds is allocated to the Environmental Cleanup Program.
A total of 5% of OC Go Freeway Program funds is allocated to the Freeway Environmental Mitigation Program.

9

Demographic Growth (2019-2045)

	Population	Housing	Employment
2019	3,250,357	1,057,355	1,760,986
2045	3,534,620	1,154,416	1,980,433
Total Change	+284,263	+97,061	+219,447

Population: 9%
Housing: 9%
Employment: 12%

10

Key Challenges

- Growing travel demand and limited land
- Evolving travel trends
- Increasing climate-related risks
- Changing funding outlook
- Diversity, Equity, and Inclusion

11

Diversity, Equity, & Inclusion Considerations

Defining Communities
(example for discussion)

- Communities that rank highest in OC for:
 - Lower Income households
 - Diverse population households
 - Households without vehicles
 - Non-English-speaking households

Measuring Equity
(example for discussion)

- Access to transit
- Access to jobs
- Access to other key destinations
- Average travel time

12

Draft Goals and Objectives

Deliver on Commitments	Improve System Performance	Expand System Choices	Support Sustainability
<ul style="list-style-type: none"> Prioritize M2 commitments consistent with the Next 10 Delivery Plan Provide safe and reliable transit services 	<ul style="list-style-type: none"> Improve efficiency of transit, highways, and roadways Leverage emerging technologies and services 	<ul style="list-style-type: none"> Support options to single-occupant vehicle trips Improve equitable access to key destinations Enhance connectivity between travel modes 	<ul style="list-style-type: none"> Identify strategies to address climate-related risks Explore opportunities to improve financial sustainability Deliver a financially constrained LRTP

13


Next Steps

- Fall 2021/Winter 2022**
 - Develop financial forecast
 - Alternatives development & analysis
- Spring 2022**
 - Prepare the Draft LRTP
- Summer/Fall 2022**
 - Public review period
- Fall 2022**
 - Final LRTP

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Public Engagement


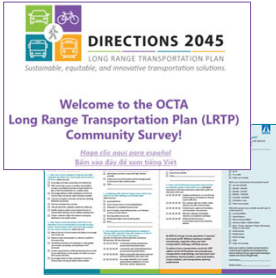
- Public Outreach in Fall 2021
 - Online survey
 - Public webinar
 - Helpline
 - Multilingual outreach
 - Pop-ups
- Today
 - We want to hear from you!



15

Community Poll

- Via Chat**
 - Find link to the survey in the Zoom Chat
- Web link**
 - In English: <https://sur-vey.typeform.com/LRTP-EngPoll>
 - En español: <https://sur-vey.typeform.com/LRTP-SpnPoll>
- QR Code**
 - Use our QR Code

16

Question and Answer Session


You may submit multiple comments/questions, as needed:

Via web:

- Click Participants > "raise hand"
- Click the "Q&A" function
- Include contact information: Name and organization (if any)
- When announced, unmute your audio and then ask your question(s)
- You will be re-muted once you complete your comments(s)

Via the phone (calling in):

- Press "*9" on your keypad to "raise hand"
- You will be announced by the last four digits of your phone number
- Press "*6" to unmute your audio
- You will be re-muted once you complete your comments(s)




17

Stay Connected

- www.octa.net/LRTP
- Online Survey: [LRTP-Survey.com](https://L RTP-Survey.com)
- Helpline: (800) 501-9266


Marissa Espino
Principal Community Relations Specialist
Mespino@octa.net

Greg Nord
LRTP Project Manager
Gnord@octa.net




Save the date to join us for a community webinar on **Tuesday, October 19 at 5:30 p.m.**
CLICK HERE to attend.

18



THANK YOU

DIRECTIONS 2045 LONG RANGE TRANSPORTATION PLAN



19

I. Meeting Details

ZOOM WEBINAR Tuesday, January 24, 2023 5:30 – 6:30 PM	
Zoom Panelists	<ul style="list-style-type: none"> • 6 Total Panelists <ul style="list-style-type: none"> ○ 2 OCTA ○ 3 Outreach consulting staff ○ 1 Interpreter: Spanish
Registered	<ul style="list-style-type: none"> • 109 Registrants
Attendance	<ul style="list-style-type: none"> • 59 Total Participants <ul style="list-style-type: none"> ○ 7 Non-panelist project team (OCTA & technical consultant) ○ 51 Non-team attendees <ul style="list-style-type: none"> ▪ 48 Online ▪ 4 Additional OCTA staff
Oral Statements	<ul style="list-style-type: none"> • 13 Questions/Comments <ul style="list-style-type: none"> ○ Presented by 4 named stakeholder
Written Statements*	<ul style="list-style-type: none"> • 59 Zoom Q&A Questions/Comments <ul style="list-style-type: none"> ○ 46 Comments from 16 named stakeholders ○ 13 Comments from 11 anonymous stakeholders
Zoom Chat **	<ul style="list-style-type: none"> • N/A
Stakeholder Contacts	<ul style="list-style-type: none"> • 55 New contact emails
Agency Staff	<ul style="list-style-type: none"> • Orange County Public Works, Robert McClean • City of Irvine, Justin Equina • City of Irvine, Melissa Chao • City of Irvine, Melissa Dugan • City of Laguna Beach, Jennifer Savage** • City of Tustin, Krys Saldivar
Key Stakeholders	<ul style="list-style-type: none"> • Abrazar Inc., Christopher Dionne • CSUF, Adriane Wilson • CSUF, Andrea Aguilera • OCPW, David Miller • Surfrider Foundation, Jennifer Savage** • Sunrise Orange County, Maryam Dallawar • Teen Challenge, Ralph Joseph • UCI, Kotaro Yamada • UCI, Koti Reddy Allu • UCI, Montana Reinoehl • United Way, Dana Lemos

* Zoom Q & A was the intended means of written comment collection. Comments acknowledged and read aloud for meeting transparency.

** Represents two organizations

II. Meeting Format and Presentation

This virtual meeting was convened utilizing the Zoom Webinar platform to facilitate public engagement. The webinar included Spanish interpretation to enhance webinar access and utility, enabling the greatest number of interested participants. The community meeting was also recorded and posted to the project website and shared through *LRTP-StoryMap.com* in days following the meeting to extend the reach of the meeting and message beyond those who could attend.

Marissa Espino, Principal Community Relations Specialist, served as the meeting host and MC, welcoming participants, and led team introductions. She also announced the meeting agenda, presented the project engagement efforts to-date, and facilitated interim Question and Answer (Q&A) sessions and zoom polls before a subsequent Q&A discussion at the end of the webinar. She also introduced the Maria Yanez-Forgash, Arellano Associates outreach consultant, who shared how participants could participate in Spanish.

Greg Nord, Project Manager, was the primary presenter. He provided an introduction to the topic, leading with a project video showing and an overview of the LRTP, including considerations, goals and objectives of the plan, including a review of each of the LRTP paths to success and their role to improve transportation for the future of Orange County.

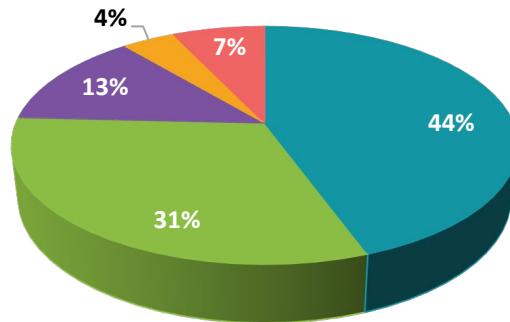
III. Poll Questions

A three-question survey poll was asked of the audience. Poll response have been captured and summarized in the section below.

Question One:

Improving the efficiency and safety of roads and freeways is becoming more important as an alternative to major widening projects as state regulations and limited land availability are making it more difficult to add new lanes.

Of those who responded, 75% percent agree or strongly agree with the statement. Based upon 45 poll respondents, results are as follows.

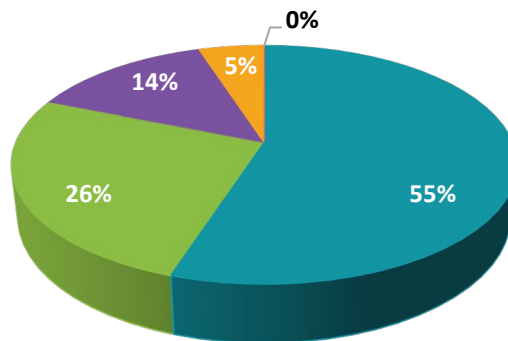


■ Strongly Agree
 ■ Agree
 ■ Neutral
 ■ Disagree
 ■ Strongly Disagree

Question Two:

Orange County’s many diverse communities require a wide variety of transportation options to address local mobility needs.

More than 55% strongly agree with the position. Based upon 42 respondents, results are as follows.

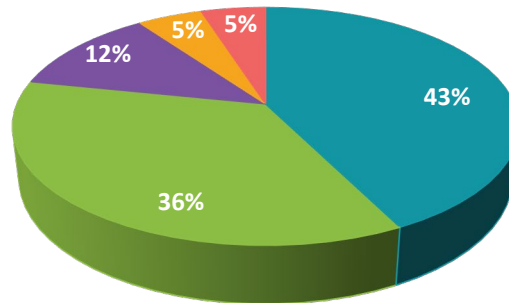


■ Strongly Agree
 ■ Agree
 ■ Neutral
 ■ Disagree
 ■ Strongly Disagree

Question Three:

Monitoring emerging technologies that benefit the transportation system and public should be a priority.

Nearly 80% favor with the statement. Based upon 42 poll respondents, results are as follows.



■ Strongly Agree
 ■ Agree
 ■ Neutral
 ■ Disagree
 ■ Strongly Disagree

IV. Comment Themes

- Recommend expansion of existing transit routes and investment in new service to expand public transportation systems and network, such as expanding Bravo, OC Access and Metrolink service, adding new OC Flex markets and growing the range of the developing OC Streetcar.
- Recommend investments in sustainable infrastructure and technologies, including alternative modes of transportation and eco-friendly vehicles (e.g. 100% electric buses and bicycle network; not in auto infrastructure, Microtransit or hydrogen powered vehicles)
- Concern for bicycle safety and call for investment in bike infrastructure that promotes safe corridors and more active transportation.
- Remarked that school safety policies, education programs and infrastructure should be a priority, namely public transit-school collaborations, protective barriers for afterschool pickups and parent education campaigns.
- Desired reduction in travel times for vehicular travel and public transportation, such as expanding the number of HOV and toll lanes and increasing the frequency of bus service.
- Consideration requested for no cost ridership or transit fee reductions.
- Calls for greater cooperation with major institutions and clarification on the integration of transportation agency, namely the University of California, Irvine (UCI) and the TollRoad Agencies.
- One expressed interest in the allocation of transportation budget.
- Interest expressed for some existing projects and how they might proceed (potential impacts, schedule, process, etc.)

V. Public Comment

The public was invited and encouraged to comment either orally or in written form. Written comments and questions were accepted throughout the meeting by typing directly into the Zoom Q&A function. Marissa also led oral comment discussions at mid-presentation and following the PowerPoint. Marissa coordinated oral comments as well as read aloud written statements that had been submitted. Marissa and Greg co-led each of the two Q&A sessions, addressing comments presented. For some specific project related questions, Marissa asked that interested parties share their information and she would follow-up to address those inquiries.

A total of 16 known members of the public participated in the Q&A, presenting 46 unique comments. In addition, anonymous attendees presented another 13 comments to the panel, for a total of 59 total comments. A summary of oral and written comments is listed, below.

Q&A Oral Comments

Four (4) members of the public voiced 13 comments to the team.

1. Amanda (1)

- How will the adding of 6 additional lane miles affect the area from Avenida Pico in San Clemente to the San Diego County line where there are currently 4 lanes on either side of the I-5?

2. Justin Wong (4)

- Are you planning on expanding the Bravo service to 11pm?
- There should be a Bravo 550 along Katella Ave for a faster version of current route.
- Irvine Station has no weekend bus service, are there any plans to expand to weekend service?
- There should be OC Flex to go to Irvine Spectrum from Irvine Station.

3. Laura Smith (3)

- How soon after the 5 managed lanes at Avenida de Presidio to County line are built will they become HOT lanes 3+ or toll lanes?
- Also with the addition of the one lane, how soon will people and businesses who's properties are involved (from above) be notified?
- When will the environmental document (for above) be done?

4. Maryam Dallawar (5)

- Orange County needs 100% electric public transit (buses and trains) which will save the County tons of money and help with congestion.

- Do not invest in micro-transit. It is pricey, moves seven-times less people, and is not financially stable on a large scale. From a cost-benefit perspective busses make more sense, moving more people for less money.
- The County should invest in sustainable bike infrastructure. She wishes she could ride her bike everywhere, because she can't drive (age 14). However, she doesn't feel safe to do so and believes the County needs protected bike lanes with protected barriers.
- If you truly want to address growing population, traffic and climate needs, then you need to invest 100% in electric public transit and protected bike lanes. Do not invest in single-family automobiles.
- Do not invest in hydrogen vehicles. It's a false climate solution.

Q&A Written Comments

The two Q&A discussions gathered 47 unique comments from participating attendees.

1. Art Remnet (1)

- FYI... Not really a question but some of the literature the survey deadline is Feb 3rd and on the web site it's Feb 6th... Just may cause some confusion... :)

2. Bradley Steinbach (1)

- I see the LRTP plans for increased senior mobility, does this include increased mobility for those with disability, such as expanded OC Access Service?

3. Brian Cox (4)

- Pedestrian and cyclists deaths have been increasing over the last 5 years. What specific steps will OCTA take to reduce deaths of the most vulnerable users of our roadways?
- One of your slides showed the % of budget at 42% freeway, 25% transit and a % to streets. What was that %?
- Also, who sets those %'s?
- When can we take a different approach and spend 50% on transit, 30% on streets and 20% on freeways?

4. Chad Pugliese (1)

- Does the LRTP propose an increase in bus frequencies (at least in North and Central County) even more than the Making Better Connections plan?

5. Dan McCray (6)

- What is the current plan (time frame) to extend Los Patronos Parkway to La Plata?
- Are there any plans to offer a new route between south OC to I-15?
- Transportation planning around schools at drop off and pickup need more attention.
- When is San Juan planning to widen Ortega Highway from City to Antionio?

- Is there any law that prevents OC Bus Service from transporting kids from the school to a different local central area for parents to pick up their kids there instead of going to the school which will help reduce cars at the school.
- Can a community contract with OC Bus service for high school transportation?

6. Gabriel Groen (5)

- I'm happy to see a number of improvements to bus transit in greater number of routes and higher bus frequency. That dependability is important.
- I'm not seeing any improvement plans to decrease the time spent in route, such as a network of dedicated transit-only lanes or transit prioritizing signals. As you identified in section 2-40, long transit times is the one of the most impactful reasons for choosing to travel by SOV instead of transit. What is planned to decrease travel time while in route?
- In section 4-16 of the LRTP it shows current non-SOV mode share in OC as 52%. This seems extremely high when compared to other cities and regions.
- What methodology was used to get to this and what is the degree of certainty?
- Is this driven from a huge amount of non-commute carpooling?

7. Justin Wong (1)

- If the freeway bus rapid transit is proposed, will they run seven days a week?

8. Krys Saldivar (1)

- Will the LRTP look at bus only lanes for lines where bus ridership is robust?

9. Laura Smith (4)

- What are six lane miles? In reference to managed lanes from Ave Pico to County line.
Thank you
- If lane miles means lanes are added, will that start at Ave Presidio where the 5th lane stops?
- Also, how soon will people and businesses who's properties are involved be notified?
- Do you have funding yet for Pico to County line and if so from what?

10. Maryam Dallawar (1)

- Yes! It's very exciting!

11. Montana Reinoehl (3)

- LA Metro is extending to Cerritos and Whittier, are there any plans to cooperate with LA metro to extend rail into OC? I know the right of way from Cerritos to Santa Ana is already owned.
- I'm born and raised in the OC area and also a PhD student at UCI in transportation system engineering, are there any opportunities for university cooperation with transportation planning in OCTA?

- Is there any plan or timeframe for when the 241 and 73 will become freeways instead of tollways?

12. Robert Aguilar (1)

- Slide #2, the OC streetcar should be looking at potential expansion. I personally think this kind of LRT rail service can definitely bring one of several long-term solutions to OC. Central and Northern OC, I think are the best competing corridors right now. So I hope OCTA may take this into this planning departments and elsewhere for consideration.

13. Sudarshanagopal Kunnavakkam (2)

- Many studies have shown that people choose to take whichever mode of transport is quicker and more convenient for their respective roles. Single use vehicles are currently the most convenient, and OCTA has not done much to impact this.
- Instead of considering the use of Microtransit, which has a much lower number of users at a much higher cost, why not focus on improving bus coverage, lowering bus headways, and reducing fares for all riders?

14. Susan Eaton (1)

- I've been reading that some areas are planning no cost ridership (e.g. DC). Is that possible for OCTA?

15. Theodoric Huang (1)

- Is Metrolink going to be expanded on the weekend?

16. Anonymous Attendee (1)

- Hello! We'll be able to give public comment, correct?

17. Anonymous Attendee (1)

- Can you expand upon the initiatives taken for implementing Mobility as a Service?

18. Anonymous Attendee (1)

- How does the LRTP presented here connect with what the TollRoad Agencies are doing? Are they intertwined?

19. Anonymous Attendee (1)

- 100% percent agree!

20. Anonymous Attendee (1)

- For the second poll question, it would have been good if what those major set of travel options OCTA is thinking of.

21. Anonymous Attendee (1)

- Does the plan include any education for PARENTS to encourage them to let their kids ride their bikes to school? Too many schools with a lot of SUV's lined up to drop off/pick up kids instead of biking to and from school, especially in Irvine—the “safest city in America.

22. Anonymous Attendee (1)

- Comment, not a question. Maryam age 14 is my hero. I second her emphasis on safe bike infrastructure and use of sustainable fuel sources in transit. I look forward to a future OC with more people like her making their voices heard.

23. Anonymous Attendee (1)

- In addition to the potential for transit signal priority, are bus-only lanes a possibility in Orange County?

24. Anonymous Attendee (3)

- Is electrification of transit fleet by 2040 part of LRTP?
- If so, how are the technologies chosen?
- Want to share the very latest research highlighted in this article:
<https://www.theguardian.com/us-news/2023/jan/24/us-electric-vehicles-lithium-consequences-research>

25. Anonymous Attendee (1)

- Thanks for the MaaS and Transit Electrification questions related answers. I do believe there is great scope for UCI collaboration for transit fleet electrification pathways. Especially, UCI has a fuel cell research lab and competent professors as well.

26. Anonymous Attendee (1)

- Is it too soon to plan that all freeways should transform into having both express lanes AND freeways? Those tolls could be used to benefit the entire system if we just transformed the entire system. So, I-5 should have express lanes and free lanes and SR-241 should be changed to have both express lanes and free lanes. That would be good long-range planning in light of the decline in gas tax as a funding mechanism for transportation.



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Sustainable, equitable, and innovative transportation solutions.



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Sustainable, equitable, and innovative transportation solutions.

Welcome! | ¡Bienvenido!

We will begin in a few moments. | Comenzaremos en unos momentos.




L RTP Draft Release Public Webinar

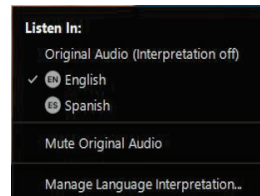
January 24, 2023



Accessing Spanish Interpretation

Spanish Interpretation

- Via Zoom
 - Click on the “Interpretation” icon 
 - Pick the language you would like to listen to English or Spanish
 - To hear the interpreted language only, click Mute Original Audio



Interpretación en español

- Vía Zoom
 - Haga clic en el icono de “Interpretación”
 - Escoja la opción para escuchar en inglés o español
 - Para escuchar solo el idioma interpretado, haga clic en “Mute Original Audio” para “Silenciar audio original”

3

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To use closed captioning, select the “cc” at the bottom of your Zoom screen



Q&A session to follow the presentation. Please use the ‘Raise Hand’ icon to ask a question verbally.

4

How to Participate

You may submit multiple comments/questions, as needed:

Via web

- o Verbal Comments: Click Participants > “raise hand”
- o Type comments: Click the “Q&A” function
- o Include contact information:
Name and organization (if any)
- o When announced, unmute your audio, you can then ask you question (s)
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Via the phone (calling in):

- o Press “*9” on your keypad to “raise hand”
- o You will be announced by the last four digits of your phone number
- o Press “*6” to unmute your audio
- o You will be re-muted once you complete your comment (s)

5

6

Today’s Agenda

- Welcome and Introductions
- Long Range Transportation Plan
 - Project Overview
 - Paths to Success
 - Community Input - Zoom Polls
 - Performance Summary
 - Short-Term Action Plan
- Public and Stakeholder Engagement
 - Next Steps
 - Stay Connected
 - Question & Answer Session

7

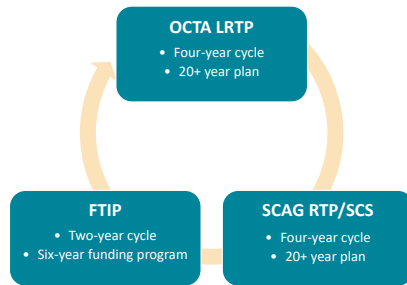
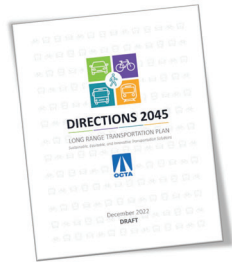
L RTP Video Presentation



8

Long-Range Transportation Plan

- OCTA's LRTP serves to:
 - Evaluate current plans and commitments
 - Identify new initiatives and priorities
 - Define projects in the RTP



Directions 2045: Goals

- Deliver on Commitments**
- Improve System Performance**
- Expand System Choices**
- Support Sustainability**

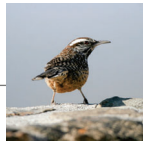
Delivering on Commitments

- Freeways**
 - Deliver 17 freeway projects
 - Continue annual endowment deposits
- Streets and Roads**
 - Return 18 percent to local agencies for transportation needs
 - Provide annual grants to improve streets
 - Fund traffic signal coordination
- Transit**
 - Operate Metrolink and fund station improvements
 - Implement and operate OC Streetcar
 - Offer enhanced mobility options for seniors and persons with disabilities
 - Support local transit circulators
 - Improve priority transit stops
- Environmental Cleanup**
 - Provide grants for water cleanup



LRTP: Paths to Success





1. Extend or Modify M2 Programs

Purpose:

- Invest funds in popular and effective programs beyond the sunset of M2

How:

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



2. Expand Transit Services

Purpose:

- Provide more service tailored to local needs

How:

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

SC Rides – City of San Clemente partnership with Lyft and Butterfli to provide subsidized on-demand rides to and from select areas throughout San Clemente.



13

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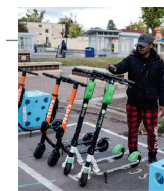
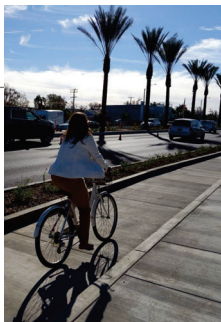
3. Enhance Active Transportation

Purpose:

- Provide safe and attractive active transportation facilities through coordination with local jurisdictions

How:

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



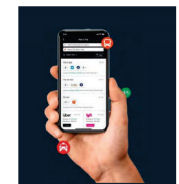
4. Explore Mobility Integration

Purpose:

- Improve access to mobility options and reduce first-/last-mile challenges

How:

- Mobility hubs
- Mobility as a service
- Micromobility



15

16



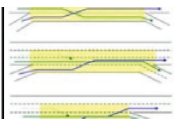
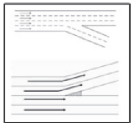
5. Eliminate Freeway Chokepoints

Purpose:

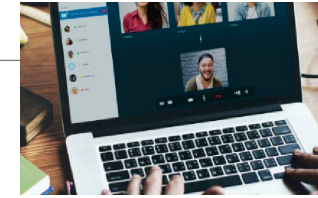
- Enhance safety and reduce driving delays within existing right-of-way

How:

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



17



6. Embrace Technology

Purpose:

- Leverage technology and services to provide more options and improve efficiency

How:

- Electric vehicle charging stations
- Remote work/teleservices
- E-bikes/neighborhood electric vehicles
- Connected vehicles/enhanced signal synchronization
- Monitor emerging technology



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7. Elevate Maintenance and Resilience Priorities

Purpose:

- Preserve and protect transportation investments

How:

- Maintain existing infrastructure
- Assess risks and mitigations
- Electric bus fleet



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Question & Answer Session

You may submit multiple comments/questions, as needed:

Via web

- **Verbal Comments:** Click Participants > "raise hand"
- **Written Comments:** Click the "Q&A" function
- Include contact information:
 - Name and organization (if any)
 - When announced, unmute your audio, you can then ask you question (s)
 - You will be re-muted once you complete your comment (s)



Via the phone (calling in):

- Press "*9" on your keypad to "raise hand"
- You will be announced by the last four digits of your phone number
- Press "*6" to unmute your audio
- You will be re-muted once you complete your comment (s)

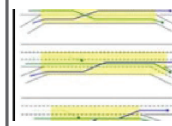
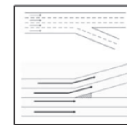
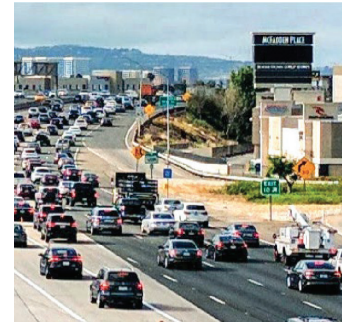
20

Community Polls

- 3 Polls



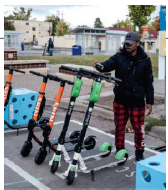
21



Poll #1:

Improving the efficiency and safety of roads and freeways is becoming more important as an alternative to major widening projects as state regulations and limited land availability are making it more difficult to add new lanes.

22



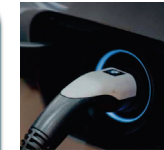
Poll #2:
Orange County's many diverse communities require a wide variety of transportation options to address local mobility needs.



23

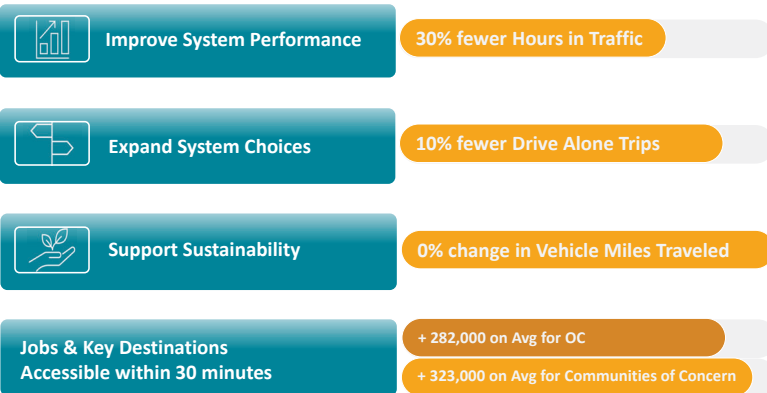


Poll #3:
Monitoring emerging technologies that benefit the transportation system and public should be a priority.



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Achieving the Goals



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Short-Term Action Plan

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

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Short-Term Action Plan (continued)

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

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

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Public and Stakeholder Engagement

Phase 1:

- OCTA Advisory Committees
- Community-based organizations
- Public webinar
- Planning Forum (local jurisdictions)
- Elected Officials' Roundtable
- Community events
- Telephone helpline
- Multilingual online survey, digital media, and print/radio ads



OCTA – Orange County Transportation Authority

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Public and Stakeholder Engagement (Cont.)

Phase 2:

- Draft LRTP posted to OCTA website
- Community-based organizations
- OCTA Advisory Committees
- Telephone Town Hall
- Public webinar
- Community events
- Telephone helpline
- Multilingual online survey, digital media, and print/radio ads



OCTA – Orange County Transportation Authority

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Next Steps

Winter 2023

- Conclude public review period
- Review feedback
- Prepare Final Draft LRTP & Outreach Report

Spring 2023

- Finalize LRTP & Outreach Report

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Stay Connected

- www.octa.net/LRTP
- Online Survey: LRTP-Survey.com
- Helpline: (800) 501-9266

Marissa Espino

Principal Community Relations Specialist

Mespino@octa.net

Greg Nord

LRTP Project Manager

Gnord@octa.net



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Community Poll

- 1 Final Poll



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Poll #4:
 OC Go (Measure M), Orange County's local transportation sales tax, is set to expire in 2041. It is important to continue OC Go programs that maintain infrastructure, signal synchronization, transit accessibility, senior mobility, Metrolink service, and other programs.



33

Question & Answer Session

You may submit multiple comments/questions, as needed:



Via web

- o Verbal Comments: Click Participants > "raise hand"
- o Written Comments: Click the "Q&A" function
- o Include contact information: Name and organization (if any)
- o When announced, unmute your audio, you can then ask you question (s)
- o You will be re-muted once you complete your comment (s)



Via the phone (calling in):

- o Press "*9" on your keypad to "raise hand"
- o You will be announced by the last four digits of your phone number
- o Press "*6" to unmute your audio
- o You will be re-muted once you complete your comment (s)

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THANK YOU

DIRECTIONS 2045 LONG RANGE TRANSPORTATION PLAN

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APPENDIX B

Telephone Town Hall Meeting

- Meeting Summary
- Attendance & Polling Metrics

2022 Long Range Transportation Plan (LRTP)

Telephone Town Hall – Meeting Notes

January 19, 2023

Pre-meeting calls sent out inviting participation a few minutes prior.

ANNOUNCEMENT: Allison – initiated town hall providing quick description about the process and how people could participate in the town hall or to sign-up. Press “0” to make a comment. If one preferred not to read question aloud, comments or questions would be read aloud on their behalf. Press “7” used to submit an email in order to sign-up for updates on the project.

Meeting officially started at 5:33 p.m.

M.Espino - provided welcome, opening remarks and described the LRTP.

G.Nord - provided background and defined project’s purpose and need.

START Q&A SESSION: Allison – initiated comment period and reminded attendees that as requested comments would be read aloud for those that wished not to do it themselves.

- **Q Amanda** (Seal Beach) – Will new lanes be added to clear up traffic?

Poll 1 – Improving the efficiency and safety of roads and freeways is becoming more important as an alternative to major widening projects as State regulations and limited land availability are making it more difficult to add new lanes. Press 1 if agree, 2 if neutral, 3 if disagree.

ANNOUNCEMENT: Allison – press “0” to make a comment live and push “7” to leave email to receive project updates.

- **C Freddie** (Glendale) – Wishes Metro/OCTA/EZ transit passes usable on all transit lines in Los Angeles and Orange County.
- **C Justin** (San Diego) – There should be a Bravo line along Katella from Laguna to Miguel Station, 7-days per week.
- **Q Jane** (Fullerton) – Member of active transportation community committee in Fullerton to make non-motorized transportation more safe. Needs funding to support for/apply for/maintain grants. Santa Ana and Anaheim often beat them out for funding support, but still a local need. Can OCTA restructure/apply pool of funding to implement ATP in local cities? What opportunities can be added to LRTP to help implement some of those types of projects?
- **Jose Trinidad Castaneda** (Buena Park) – Buena Park City Council Member (Speaking as citizen not Council Member) – Can we expect data visualization modeling to help visualize travel instead of printed sources? What will be done to address interregional travel to alleviate traffic? Will we see a complete streets award grant coming out of LRTP to address local needs like the class 1 and 2 bike programs?
- **Greg** announced (as part of response) LRTP-StoryMap.com

Poll 2 – Orange County’s many diverse communities require a wide variety of transportation options to address local mobility needs. 1 agree, 2 neutral, 3 disagree.

2022 Long Range Transportation Plan (LRTP)

Telephone Town Hall – Meeting Notes

January 19, 2023

- **Allen** (Lake Forrest) - Bus service or OC Flex service is needed at the Irvine Train Station on weekends, which is needed to go to the Great Park, Waterpark, Spectrum. Metrolink should also allow ticket transfers for riders to travel on multiple trains (as Ventura County?? had done).
- **John** (Placentia) - CA mandate to switch to electric vehicles. Dealers heavily marking up (\$5-10k over sticker) vehicles. Why does the County not help residence purchase electric vehicles like CA and Fed government? Also why aren't there more EV charging stations. Previously, there had been federal and state funds. Why doesn't County purchase vehicles to help families get into cars?
- **Chris** (Orange) - A lot determines what projects happen when. Everywhere I go it looks like a lot of half-done projects that aren't done. What is the reason for all the projects at once and can we avoid slowing everything down at once? Is there a reason for this and can it be spread out over time?
- **Andrew** (Buena Park) - What are you doing to institute electric vehicles and charging ports?
- **Brooke** (Garden Grove) - Is something like SF Bart, SD Trolley system, or self-driving cars an option? Would it be possible to have high speed EV charging stations for homes?
- **Rodrigo** (Montebello) - Transit changed over the last 10-20 years. Will we get back to 24h/day transit lines that travel from CO to LA? Wants to take Metrolink in the morning, but cuts to Metrolink hours make that unreliable. Will this be addressed?
- **Kevin** (Orange) - Why is there limited to no train or bus service on or near freeways, such as down 55 or on 22 or 57? All express service go down a major street but not convenient and thus, a burden for those with disabilities.

Poll 3 – OC Go, Orange County's local transportation sales tax, is set to expire in 2041. It is important to continue programs that maintain infrastructure, signal synchronization, transit accessibility, senior mobility, Metrolink service, and other programs.

- **Ashley** (location not identified) Why does LRTP focus on increasing bus service when most people prefer to drive?

ANNOUNCEMENT: Allison – press “0” to make a comment live and push “7” to leave email to receive project updates.

- **Robert** (Fullerton) - Lives by Amtrak station. There are only two trains that travel South in the morning. He would like to see a mid-day service train added back like before the pandemic. He would also like to see evening service extended for all Bravo lines and run 7 days a week (currently ending around 6pm).
- **Karen** (location not identified) - Do you plan to add bus service to go into the John Wayne Airport, such as route 71?
- **Dee** (Costa Mesa) - What plans do you have for new infrastructure to support new EV charging stations, electric buses, electrified postal stations, etc. before you move forward with all these electrified plans?

2022 Long Range Transportation Plan (LRTP)

Telephone Town Hall – Meeting Notes

January 19, 2023

- **Jane** (Fullerton) - Representing **Transit Advocates of OC**. Suggest OCTA Board meetings allow people to attend remotely by Zoom or the like. Would love to see different routes that run from OC to LA and reverse to avoid excessive transfers. Perhaps, OC Go could help fund. On-ramp and off-ramps affect bicycles and there is no money to make them safer, so OCTA should spend money for bike safety. OCTA should have funding to address these issues not just existing funds that only focus on motorists. When bridge is closed, someone on bike or wheelchair are devastated by closures as opposed to cars that can go further and around. Recommend shuttles or other solutions.
- **Jennifer** (Tustin) - There used to be a shuttle traveling in and out of Angels Stadium but does not exist anymore. OCTA also needs to create shuttles into the airport. Why are charging stations being placed in the front of parking lots as opposed to the back of lots. It inconveniences those with mobility issues, such as disabled and seniors.
- **Daisey** (Stanton) - Are there any plans to develop protected bike lanes?

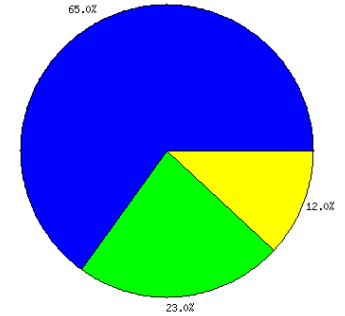
M.Espino - Conducted the wrap-up. Recommended additional comments and shared ways for interested people to follow. Announced webinar and survey and provided phone number for those interested in commenting by phone.

Meeting ended at 6:30 p.m.

Polling Questions

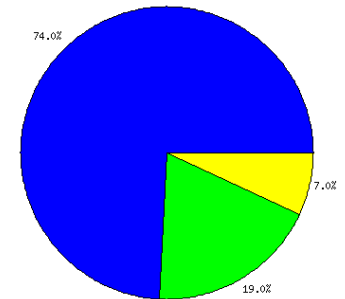
1 Improving the efficiency and safety of roads and freeways is becoming more important as an alternative to adding lanes as st...

ID	Answer	Responded	% of total
1	Agree	100	65
2	Neutral	35	23
3	Disagree	19	12



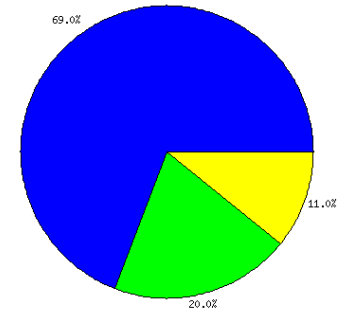
2 Orange County's many diverse communities require a wide variety of transportation options to address local mobility needs.

ID	Answer	Responded	% of total
1	Agree	87	74
2	Neutral	23	19
3	Disagree	8	7



3 OC Go, Orange County’s local transportation sales tax, is set to expire in 2041. It is important to continue OC Go programs ⁴¹.

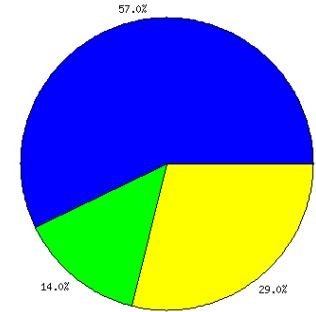
ID	Answer	Responded	% of total
1	Agree	69	69
2	Neutral	20	20
3	Disagree	11	11



Polling Questions

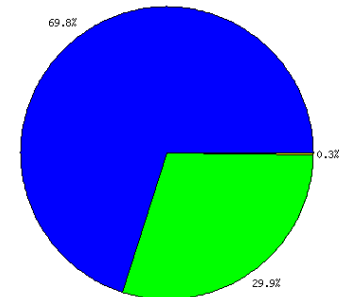
1 Improving the efficiency and safety of roads and freeways is becoming more important as an alternative to adding lanes as st...

ID	Answer	Responded	% of total
1	Agree	4	57
2	Neutral	1	14
3	Disagree	2	29



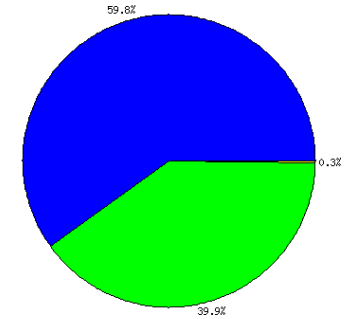
2 Orange County's many diverse communities require a wide variety of transportation options to address local mobility needs.

ID	Answer	Responded	% of total
1	Agree	7	70
2	Neutral	3	30
3	Disagree	0	0



3 OC Go, Orange County’s local transportation sales tax, is set to expire in 2041. It is important to continue OC Go programs ⁴¹.

ID	Answer	Responded	% of total
1	Agree	3	60
2	Neutral	2	40
3	Disagree	0	0



APPENDIX C

Community Leaders Stakeholder Roundtables

- Meeting Summaries
- Presentations
- Electronic Notifications



Community Leaders Stakeholder Roundtable 1 & 2

Meeting Summary – Virtual Meetings via Zoom

October 14 & 21, 2021

I. MEETING DETAILS

MEETING DETAILS	ROUNDTABLE 1 Thursday, October 14, 2021 1:00 – 2:30 PM	ROUNDTABLE 2 Thursday, October 21, 2021 10:30 AM – 12:00 PM
Zoom Panelists	<ul style="list-style-type: none"> ● 9 Total Panelists <ul style="list-style-type: none"> ○ 6 OCTA ○ 3 Outreach consulting staff 	<ul style="list-style-type: none"> ● 9 Total Panelists <ul style="list-style-type: none"> ○ 6 OCTA ○ 3 Outreach consulting staff
Attendance	<ul style="list-style-type: none"> ● 13 Total Participants <ul style="list-style-type: none"> ○ 2 Non-panelist project team (OCTA) ○ 11 Non-team attendees <ul style="list-style-type: none"> ▪ 11 Online 	<ul style="list-style-type: none"> ● 14 Total Participants <ul style="list-style-type: none"> ○ 6 Non-panelist project team (OCTA) ○ 8 Non-team attendees <ul style="list-style-type: none"> ▪ 8 Online
Chat **	<ul style="list-style-type: none"> ● 8 statements shared with public, including links to sign-in, website, etc. 	<ul style="list-style-type: none"> ● 8 statements shared with public, including links to sign-in, website, etc.
Poll	<ul style="list-style-type: none"> ● LRTP Poll included 3 Typeform survey questions ● Mobility Hubs Poll included 3 Zoom polling questions 	<ul style="list-style-type: none"> ● LRTP Poll included 2 Typeform survey questions ● Mobility Hubs Poll included 3 Zoom polling questions ● OC Loop Poll included 1 Zoom polling question
Stakeholder Contacts	<ul style="list-style-type: none"> ● 9 New contact emails 	<ul style="list-style-type: none"> ● 2 New contact emails

DETAILS	ROUNDTABLE 1	ROUNDTABLE 2
Community Leader Attendees	<ul style="list-style-type: none"> • Alex Kim, California State Assemblywoman Cottie Petrie-Norris, District Director • Becky Nguyen, Vietnamese American Cancer Foundation • Doug Mckay, OC United Way • Elva Rubalcava, CSUF • Linda Nguyen • Paul Hoang, Moving Forward Psychological Institute • Reuben Franco, OC Hispanic Chamber of Commerce • Robin Rockey, RockSpark Communications • Tanya Salcido, Latina Geeks • Tracy Pham 	<ul style="list-style-type: none"> • Ali Edwards, OC Human Relations Council • Laarni Rosca Dacanay, PBS SoCal KCET Community Advisory Board and Asian Pacific Islander Community Council • Lala Castro, Latina Geeks • Mario Ortega, Abrazar Westminster & Midway City • Melanie Scholetterbeck, Friends of Harbors, Beaches, and Parks • Tammy Tran, Public Affairs SCE and Diverse Community Advocate • Teresa Mercado, Santa Ana College

II. WELCOME & PRESENTATION

A. Welcome/Introductions

Two meetings were held to engage community leaders in the Long Range Transportation Plan (LRTP) process, and the Mobility Hubs Study. The OCTA team also provided a brief update on the Bikeways Gap Closure Study. Alice Rogan welcomed the group, introduced the team and spoke about the importance of the LRTP and Mobility Hubs studies. Ted Nguyen then welcomed participants, led introductions and shared the importance of their role as community leaders in the planning process.

B. Presentation

Project team members for LRTP, Mobility Hubs and the Bikeways Gap Closure Study presented on their respective project. Each team provided an overview of the project and an update on the outreach conducted to date. A survey poll and question and answer session followed each project presentation. Participants were encouraged to provide comments and ask questions about the projects. Below are the presenting team members.

- LRTP – Greg Nord, Marissa Espino and Ted Nguyen
- Mobility Hubs Study – Warren Whiteaker, Christina Pirruccello and Ted Nguyen
- Bikeways Gap Closure Study – Warren Whiteaker and Ted Nguyen (on behalf of the project team)

III. DISCUSSION

Participants were given the opportunity to provide comments and engage in discussion following each of the presentations. Participants also provided feedback and asked questions as part of the question-and-answer sessions.

A. LRTP Interactive Session

Session began with a short poll proceeded by a robust dialogue with attending community leaders led by Marissa and Ted.

a. LRTP Meeting Poll

For LRTP, a 3-question Typeform poll was introduced via an external link and QR code. Participants provided input by responding to questions related to transportation improvements and traffic congestion. Below are the questions and responses.

1. Please rank the following transportation improvements in order of importance.

Based upon 17 poll respondents, here are the following improvement priorities:

1. Pothole repairs, signal synchronization, and intersection improvements.
2. Bus, streetcar, light rail, shuttle, trolley, vanpool, and other transit services.
3. Freeway maintenance, on- and off-ramp enhancements, and projects to improve overall traffic flow.
4. Bike lanes, bikeway and sidewalk networks, and pedestrian pathways.
5. Enhanced infrastructure to accommodate autonomous, driverless vehicles.

2. Select your two strategies to help decrease traffic congestion and reduce how much people need to drive in the future.

Based upon 16 poll respondents, there was a tie between the top three selections:

- 38% Encourage policies to allow employees to work from home at least one day per week, whenever possible.
- 38% Offer transit riders access to shuttles, shared bikes/scooters, and rideshare services at transit stations to get to their final destination (i.e. mobility hubs).
- 38% Create a network of light rail streetcars serving key destinations and activity centers.

3. Which transit improvements do you think could help relieve congestion the most in orange county? (select top three)

Based upon 9 poll respondents, there was a two-way tie for the top transportation improvement (56%) and a three-way tie for the second most important improvement (44%).

- 56% Create local community shuttle services that get people to and around major activity centers.
- 56% Enhance local bus service in areas with high ridership potential.
- 44% Create on-demand shared ride services (Uber/Lyft/Microtransit).
- 44% Provide flexible shuttle services that can move away or deviate from set routes during less busy travel times.
- 44% Provide transit only lanes with high quality services (e.g. light rail or bus rapid transit) to connect activity centers through high traffic areas.

a. LRTP Comment Session

Following the LRTP poll, participants were called upon by Ted Nguyen and asked to provide comments based on their individual responses to the survey. Participants provided comments and insight on topics related to the survey questions. Below is a summary of the comments received:

i. Comment Themes

- Strong support expressed for continued focus on equity, diversity and inclusion in order to increase transit access and improvements for those most in need, namely disadvantaged communities, such as those with disabilities, language barriers as well as those without reliable transportation of their own.
- Support offered to maintain and foster relationships with and cross-promote local non-profits, agencies and others that work on behalf of underserved communities to improve engagement, with one even suggesting including alternative shuttle services in survey questions as they are a viable solution for many.
- Interest expressed for ongoing consideration for issues relating to sustainability and solutions that benefit users and the whole of the community.
- Support shared for continued focus on reliable bus and shuttle service, with calls to expand.
- Concerns raised for issues of safety and inaccessible cost of ridesharing.
- Concern expressed for transit fares and interest for policy solutions for low-income individuals, with specific praise for youth and student pass programs.
- Both concern and support received regarding freeway maintenance and routine street repairs, specifically potholes.

ii. Comment Summary

1. Laarni Rosca

- For the poll, selected potholes and Amtrak/Metrolink service.
- She commutes daily between Orange and Los Angeles County and values connection/transit points. Would like to see better transit connections between Orange County and LA County.
- Supports more partnership between public transit agencies to provide greater access.
 - For example, offering a single ride from Downtown LA and points of interest in Orange County.
- Represents Asian Pacific Islander community and appreciates/supports diversity equity, inclusion initiatives. Supports more outreach, especially in-language outreach and values the importance of providing transportation to diverse communities. This is important for no vehicle or one vehicle households.

2. Mario Ortega

- Microtransit services and rideshare services like Uber and Lyft were widely mentioned in the survey, however non-profit organizations including Abrazar and Age Well currently provide transportation services to seniors. Suggests also including these and other transit service providers in future services as they currently account for over 18% senior medical appointment trips.
- Does not believe monolingual Spanish and Vietnamese speaking population, seniors and recently arrived refugees will use services like Uber/Lyft to travel. They typically turn to non-profit who provide and/or connect diverse communities to the services they need. It will be important to bring these non-profits to address transportation needs.
- Also suggest working with trusted partners to reach diverse communities. Suggest capitalizing on partnership efforts formed during the pandemic to better serve these communities

3. Tammy Tran

- Top poll selection was modifying streets to provide all modes of transit services and offering transit rider options.
- Appreciates the inclusion of climate risk (extreme weather and wildfires) in the plan as they do impact transportation infrastructure. Supports incentives for electric vehicles.
- Based on personal experience believes there is less demand on cars among multigenerational Asian households; individuals need a car but perhaps not full-time.
- Public transportation cost is a factor as low-income communities struggle to meet basic needs. How is the cost of transportation shared? What subsidies can be increased to help those who cannot afford a vehicle and want to take transit?
- Suggested working with trusted community partners to better reach diverse communities. This includes these formal and informal communications – newsletters, social media, in-person, word of mouth, promotional materials, in-person community outreach is still very important.

4. Alisson Edwards

- Poll response included modifying streets to provide all modes of transit services.
- While she lives a few miles from work, finds it difficult to use public transit or to use a bike. The infrastructure to safely ride bicycles is not in place. Expressed reluctance to use a bicycle with her kids because of safety.
- As an individual, would like to make more sustainable choices, but it is not convenient at the moment.
- Works with non-profits who serve diverse communities. These non-profits selected their headquarters with easy access to transit in mind.
- To attract non-traditional riders, it will require public transit to be more accessible and conveniently located.
- Transportation is a struggle for you and expressed support for OCTA program offering youth and student free bus passes.

5. Melanie Schlotterbeck

- Works with a suite of organizations focusing on sustainability, land use and transportation.
- Poll selections included modifying streets to accommodate all forms of transportation.
- Supportive of sustainable transportation solutions that address equity and climate change.
- Orange County is job rich, and we need to consider local impacts of land use decision by other counties, especially the Inland Empire. Impacts such as traffic and fee-based programs.
- Supports a hub system or more transit points that allows people to choose a mode of transportation. However, recommends ensuring that these connection points provide adequate shelter.
- Exceedingly impressed by OCTA's response to the pandemic promoting staff and customer safety. The nimbleness that the agency embraced during the pandemic should be included in future LRTPs.
- Encouraged OCTA to be inclusive of ADA needs beyond wheelchairs. This also includes the accessibility of information online and on social media. Suggested connecting with the Dayle McIntosh Center for ideas on suggested improvements.

6. Karen Phan

- Increasing transit reliability and providing more direct routes would increase ridership and decrease reliability on vehicles.

7. Teresa Mercado-Cota

- Echoed the importance of in-language outreach to reach diverse communities.
- Supports promoting the use of the bus system
- Encourages OCTA to continue gathering diverse community groups (Diversity Council and Community Leaders roundtable) and expand that concept at the Board and management levels)
- Also, encourages OCTA to promote all of its partners and sees it as a win-win for all parties.
- Expressed concern for "No Mask, No Ride" campaign as it can be perceived as too negative.

8. Ruben Franco

- Expressed preference for freeway maintenance, particularly on the I-5 and I-405 freeways.
- Buses are important because they alleviate traffic on freeways and surface streets
- Pothole repairs because of car maintenance
- Bike lanes and bikeways are also important in residential areas.

9. Becky Nguyen

- Expressed preference for freeway maintenance and pothole repair for communities that drive on surface streets.
- How are those with technological challenges able to participate in the webinars?
 - How do you outreach to people that are not technologically involved? What in-person events are you hosting?

10. Tanya Salcido

- Expressed concerned for the cost of rideshare services. Light rail cars and access to shuttles can help women in the community travel safely.
- Recognized that where you live influences you transit priorities.

11. Linda Nguyen

- Supports policies allowing employees to work from home.
- Telecommuting can greatly decrease congestion.

12. Paul Hoang

- Preference for a streetcar network. A common theme for seniors is a lack of access to transportation and a network of streetcars where seniors can hop on and off would be beneficial. This is important as the senior population will continue to increase.
- Ridesharing cost is an issue for seniors. A program like OC Flex would help the senior population.
- Parking in high density areas is an issue, more access to transit should help congestion

10 Robin Rockey

- Preference for mobility hubs, specifically for community centered mobility hubs.
- Address the high cost of ridesharing by looking at pilot programs that provide subsidies for transit riders.
- Expressed preference for microtransit and local community shuttle services to overcome the first-last mile challenge.

11 Alex Kim

- Preference for on-demand shuttle services to reduce dependency on ridesharing and offset the cost.
 - OC Flex should be expanded in other areas.
 - Communities in Garden Grove, Santa Ana Westminster have a high number of multifamily units with limited parking. These communities would benefit from on demand rideshare services.

12 Tracy Pham

- Preference for expanding bus services to alleviate the need for more cars on the road.
- Expresses concern for safety of seniors when taking the bus and suggest improvements of infrastructure around bus stops.
- The biggest challenge is first-last mile connections.
- Preference for remote work options to ease congestion.
- Recognizes individual circumstances will dictate public input.

13 Elva Rubalcava

- Expressed preference for bus, shuttle and share ride services.
- Support for OCTA’s free bus program for students.

14 Doug McKay

- Expressed preference to improving bus services for students, including adding amenities such as Wi-Fi and comfortable seating.
- Suggested audio component for app to support people with disabilities.

B. Mobility Hubs Interactive Session

Session began with a short poll proceeded by a robust dialogue with attending community leaders led by Christina and Ted.

a. Mobility Hubs Poll

Following the LRTP presentation and comment session, a 3-question interactive Zoom poll was introduced. Below is a summary of the responses:

1. Select the top two services that you would like offered at Mobility Hubs.

Based upon 14 poll respondents, here are the following service preferences:

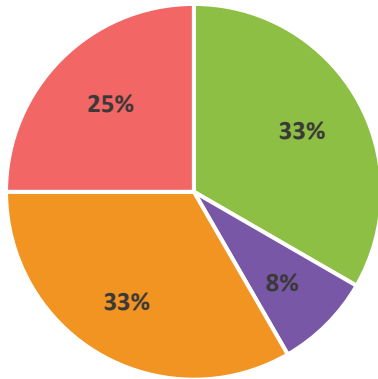
- | | |
|---|------------|
| 1. On-demand shuttle services (OC Flex) | 66% |
| 2. Bike/e-bike share | 42% |

* Question was presented as two questions: select first preference and select second preference from options.

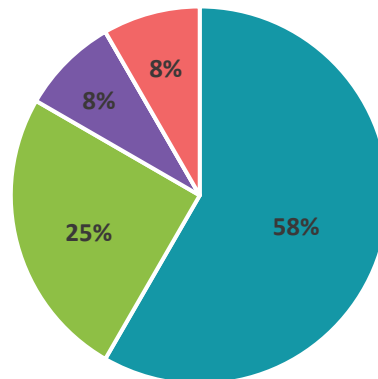
2. How important are the following amenities at Mobility Hubs?

■ Very Important
 ■ Somewhat Important
 ■ Neutral
 ■ Not Very Important
 ■ Not Important

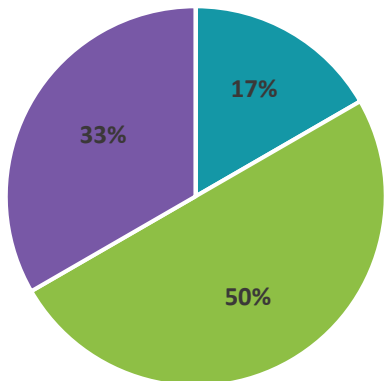
Storage lockers for luggage or package delivery Percent



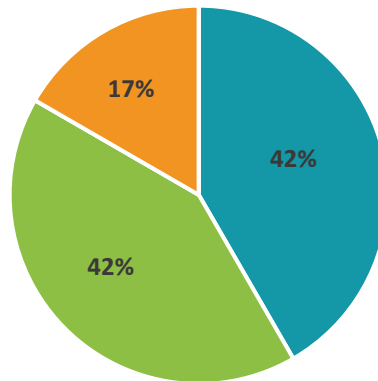
Secure bicycle parking



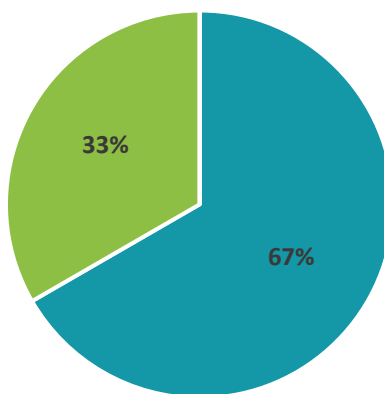
Bicycle repair stand/station



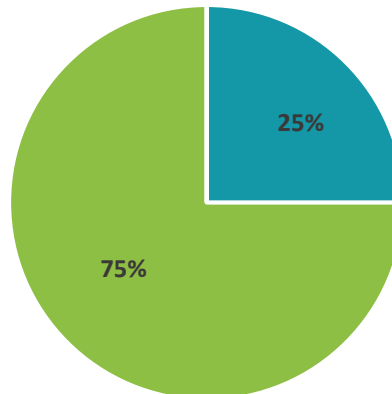
Availability of staff at the transit station



Bathrooms

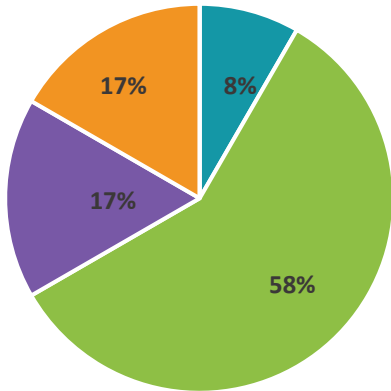


Seating and open space

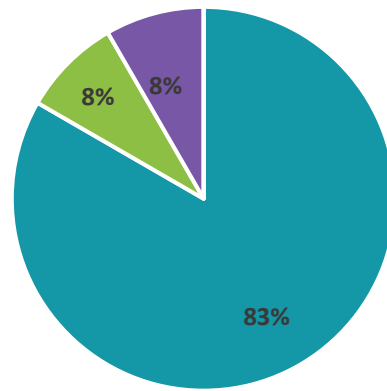




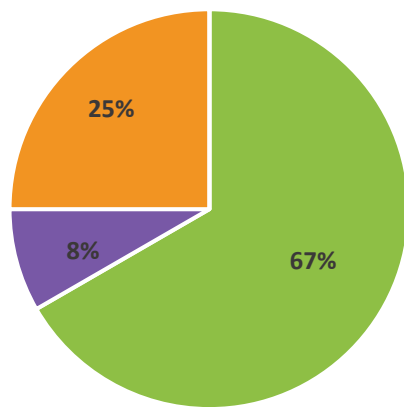
Dining options (food trucks/carts, vending machines)



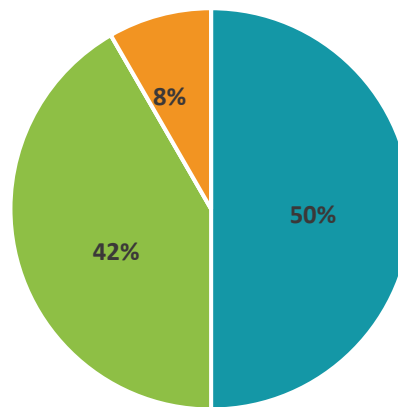
Security features (cameras, lighting, etc.)



ATM machines



USB charging stations



3. Select the Top Two Preferred Locations for Mobility Hubs

Based upon 12 poll respondents, here are the following location preferences:

1. At major visitor destinations (amusement parks, shopping malls, beaches, etc.) **58%**
2. Near residential areas **42%**

* Question was presented as two questions: select first preference and select second preference from options.

b. Mobility Hubs Comment Session

Following the Mobility Hubs polling session, Ted Nguyen, led the question answer session. Participants provided comments and insight on topics related to the survey questions. Below is a summary of the comments provided:

i. Comment Themes

- Curiosity and favorable reception of Mobility Hubs to address equity in accessing all modes of transportation, specifically, bus, rideshare, e-bikes and scooters, etc.
- Requests shared to locate mobility hubs in frequently traveled areas, such as local shopping centers, residential areas and beaches, to best serve seniors, youth and others with limited access to personal vehicles, as well as to consider relocating bus stops in the process.
- Support expressed for equity, diversity and inclusive public engagement to better assess the needs of the public, including non-digital methods, such as community events.
- Interest expressed in favor of staffed Mobility Hubs, preferably with bi-lingual individuals that match the cultural identity of the location's community, and a focus on amenities, namely bathrooms and directional signage in multi-lingual formats.

ii. Comment Summary

1. Mario Ortega

- What is OCTA doing to reach those who don't have access to cell phones or technology?

2. Tammy Tran

- Bathrooms and staffing are the most important amenities at Mobility Hubs
 - Having a live person to answer questions can make people feel comfortable.

3. Alisson Edwards

- Selected e-bikes and scooters as her top choice. Families like having the flexibility and access to these types of facilities.
 - People will use these facilities if they are readily available.

4. Melanie Schlotterbeck

- Selected car and rideshare as her top choice at future mobility hubs. Distances can be a factor when traveling by bicycle.
- Mobility hubs should be located at shopping centers because this is where the majority of travel happens.
- Mobility Hubs should also be at residential areas to address the changes in housing.

5. Ruben Franco

- Mobility hubs should be convenient for people with limited access to cars.
- Strategy of bus stop placement would make a difference in the use of public transit.

6. Becky Nguyen

- Expressed a preference for mobility hubs to be at residential areas, specifically where there is a large population of seniors.

7. Paul Hoang

- Preference for mobility hubs around residential areas.
 - High density and senior residential areas would benefit the most from mobility hubs.
- What is OCTA doing to reach out to communities in-person?
 - Would like to see more in-person events to reach communities that are technologically disadvantaged.
- Are there any plans to focus on the human aspect, for instance staffing? It is important to have bilingual, bicultural staff and to match driver language expertise with the communities they serve.
- Would like to see more bilingual signage on buses that travel in ethnically diverse communities.

8. Robin Rockey

- Preference for mobility hubs at key destinations/tourist areas, including beaches, which will attract the younger population.

9. Tracy Pham

- Expressed concern for better placement of bus stops.

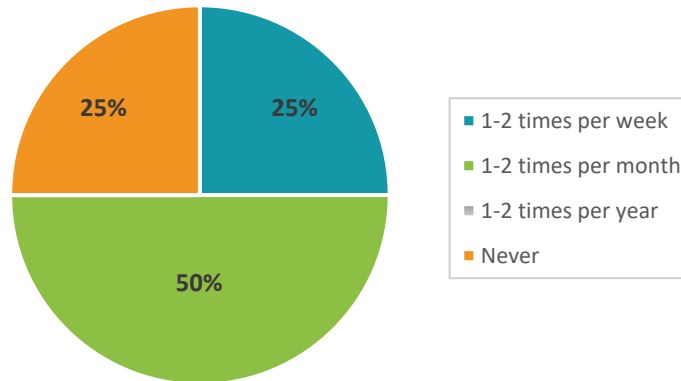
C. OC Loop Interactive Session

Session began with a short poll proceeded by a dialogue with attending community leaders led by Warren and Ted.

a. OC Loop Poll

Following the Mobility Hubs presentation and comment session, a single interactive Zoom poll was introduced during the second Community Leaders Roundtable. A total of 4 participants took part in the poll. Below is a summary of the comments and responses received on the poll.

1. How frequently do you bike ride?



b. OC Loop Comments

Following a small poll, participants were given the opportunity to provide comments based on their responses to the survey. One participant provided comments on the topic via the chat function.

1. Alisson Edwards

- Approval for Class I and IV bike lanes. These types of bikeways are safer and better suited for driver and bikers alike.
 - These bike lanes can also provide peace of mind parents when biking with children.



Long Range Transportation Plan & Mobility Hubs Study

October 14 and 21, 2021

How to Participate

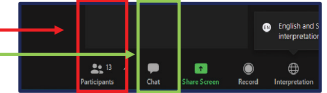
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Community Leaders Roundtable

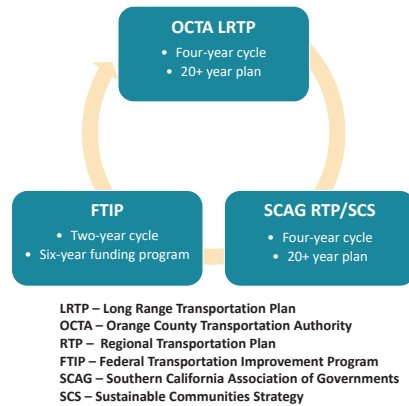
October 21, 2021

Sustainable, equitable, and innovative transportation solutions.



Long Range Transportation Plan

- OCTA's LRTP serves to:
 - Evaluate current plans and policies
 - Identify new initiatives and priorities
 - Define projects in the RTP
- Must consider:
 - Stakeholder input
 - Revenue forecasts
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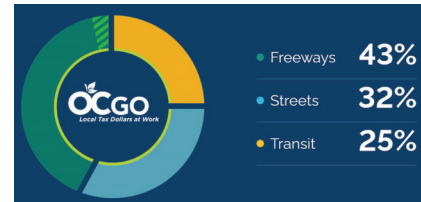


5

Current Commitments

OCTA core functions:

Delivery of Measure M2 (OC Go)



- A total of 2% of the overall OC Go Program funds is allocated to the Environmental Cleanup Program.
- A total of 5% of OC Go Freeway Program funds is allocated to the Freeway Environmental Mitigation Program.

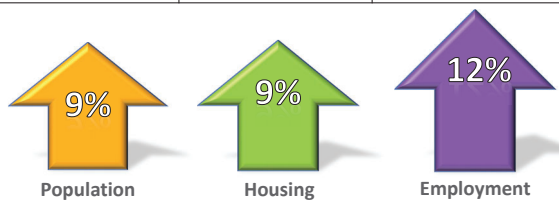
Provide Public Transit



6

Demographic Growth (2019-2045)

	Population	Housing	Employment
2019	3,250,357	1,057,355	1,760,986
2045	3,534,620	1,154,416	1,980,433
Total Change	+284,263	+97,061	+219,447



7

Key Challenges

- Growing travel demand and limited land
- Evolving travel trends
- Increasing climate-related risks
- Changing funding outlook
- Diversity, Equity, and Inclusion

8

Diversity, Equity, & Inclusion Considerations

Defining Communities (example for discussion)	Measuring Equity (example for discussion)
<ul style="list-style-type: none"> Communities that rank highest in OC for: <ul style="list-style-type: none"> Lower Income households Diverse population households Households without vehicles Non-English-speaking households 	<ul style="list-style-type: none"> Access to transit Access to jobs Access to other key destinations Average travel time

Draft Goals and Objectives

Deliver on Commitments	Improve System Performance	Expand System Choices	Support Sustainability
<ul style="list-style-type: none"> Prioritize M2 commitments consistent with the Next 10 Delivery Plan Provide safe and reliable transit services 	<ul style="list-style-type: none"> Improve efficiency of transit, highways, and roadways Leverage emerging technologies and services 	<ul style="list-style-type: none"> Support options to single-occupant vehicle trips Improve equitable access to key destinations Enhance connectivity between travel modes 	<ul style="list-style-type: none"> Identify strategies to address climate-related risks Explore opportunities to improve financial sustainability Deliver a financially constrained LRTP

Next Steps

Fall 2021/Winter 2022

- Develop financial forecast
- Alternatives development & analysis

Spring 2022

- Prepare the Draft LRTP

Summer/Fall 2022

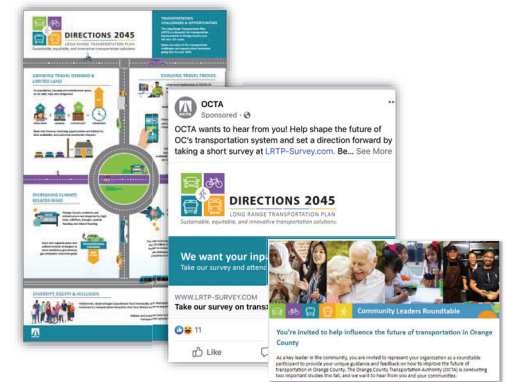
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 - Public webinar
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- Today
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Community Leaders Input

- Typeform
 - Link to survey will be dropped in the chat
 - 2 Question Survey



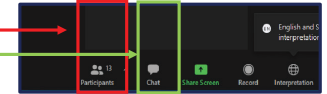
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Stay Connected

- www.octa.net/LRTP
- Online Survey: LRTP-Survey.com
- Helpline: (800) 501-9266

Marissa Espino
Principal Community Relations Specialist
Mespino@octa.net

Greg Nord
LRTP Project Manager
Gnord@octa.net



THANK YOU

DIRECTIONS 2045 LONG RANGE TRANSPORTATION PLAN





Mobility Hubs Community Leaders Meeting
October 21, 2021



Overview



Why?

- OCTA is tasked with **creating a transit system that is responsive to changing user needs and regional demands.**
- This *Mobility Hubs Strategy* aims to **address the existing and anticipated future demands** within OC.

Milestones

- Project Completion: Spring 2022
- Public Engagement and Webinar: Fall 2021



What?

- Strategic alignment to local context
 - 2018 OC Transit Vision
 - 2022 Long Range Transportation Plan
- Engage with stakeholders and communities
- Develop a network plan as well as conceptual mobility hub designs at priority locations
- Deliver a Mobility Hubs Strategy

www.octa.net/OCMobilityHubs

What are Mobility Hubs?



What could be the main benefits?

This strategy will explore how Mobility Hubs may:



Equity: Support a more equitable transport system



Transit support: Enhance the public transit experience, improve first and last/mile connectivity to transit (e.g., via shared mobility)



Sustainability: Reduce cars dependency and encourage use of sustainable/zero emissions modes



Livability: Ensure safe and secure trips while creating a sense of community

Main Components

A Mobility Hub is clearly identified with...

- Branding and information
- Co-location of public transit & shared mobility
- Safe and secure parking or/and drop-zones
- A place for everybody (good lighting, visibility, accessibility and safety)

The type and number of components vary depending on...

- Location and land use
- Local mobility services available
- Local needs

Outreach To-date

- Electronic Notices
- Social Media Advertisements
- MMS/SMS Texting Campaign
- Newspaper Advertisements
- OCTA Website & Social Media Platforms
- Community Based Organization Efforts
- Community Survey



Community Leaders Input

Share your opinion...

- Zoom Poll – 3 questions



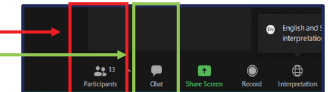
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Stay Connected

ORANGE COUNTY
Mobility Hubs Study

Ways to provide further comments and/or questions:

- www.octa.net/OCMobilityHubs
- Christina Pirruccello
 - Community Relations Specialist
 - cpirruccello@octa.net
- Warren Whiteaker
 - Principal Transportation Analyst
 - wwhiteaker@octa.net

Milestones

- Project Completion: Spring 2022
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THANK YOU

ORANGE COUNTY MOBILITY HUBS STUDY



Bikeways Gap Closure Study

- Advance Concept of Regional Connector Type Bikeways (similar to OC Loop)



- Caltrans Grant Funded Project
- Collaborate with Agencies & Public
- Develop Feasible Engineering Recommendations for Gap Closure
- Position for Grants & Implementation



Bikeways Gap Closure Study

- Refine Naming from “OC Loop” to: “OC Loops”



- Establish Partnerships with Community Organizations
- Engage Disadvantaged Communities



Community Leaders Input

Share Your Opinion

- Zoom poll



Which Bikeway Type do you prefer?



Class II
Bicycle Lane



Class II
Buffered Bicycle Lane



Class IV
Median Separated Bikeway



Class I
Off-Street Route

Thank you for participating!

Raffle





Long Range Transportation Plan & Mobility Hubs Study

October 14 and 21, 2021

How to Participate

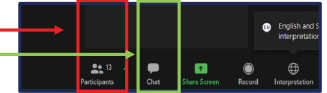
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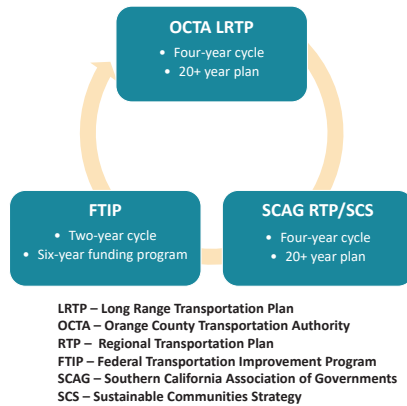
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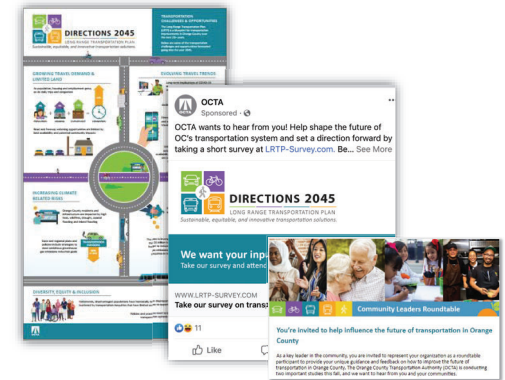
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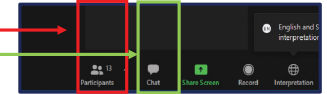
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- Click Participants > "raise hand"
- Click the "chat" function
- Include contact information:
Name and organization (if any)
- When announced, unmute your audio, you can then ask you question (s)
- You will be re-muted once you complete your comment (s)



Via the phone (calling in):

- Press "*9" on your keypad to "raise hand"
- You will be announced by the last four digits of your phone number
- Press "*6" to unmute your audio
- You will be re-muted once you complete your comment (s)

Stay Connected

- www.octa.net/LRTP
- Online Survey: LRTP-Survey.com
- Helpline: (800) 501-9266

Marissa Espino
Principal Community Relations Specialist
Mespino@octa.net

Greg Nord
LRTP Project Manager
Gnord@octa.net



THANK YOU

DIRECTIONS 2045 LONG RANGE TRANSPORTATION PLAN





Mobility Hubs Community Leaders Meeting October 21, 2021



Overview



Why?

- OCTA is tasked with **creating a transit system that is responsive to changing user needs and regional demands.**
- This *Mobility Hubs Strategy* aims to **address the existing and anticipated future demands** within OC.



What?

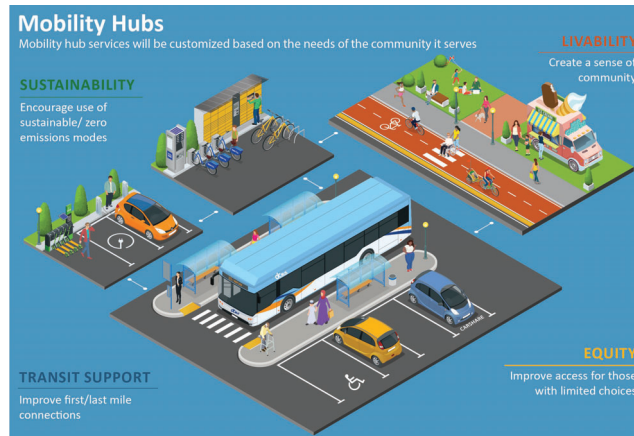
- Strategic alignment to local context
 - 2018 OC Transit Vision
 - 2022 Long Range Transportation Plan
- Engage with stakeholders and communities
- Develop a network plan as well as conceptual mobility hub designs at priority locations
- Deliver a Mobility Hubs Strategy

Milestones

- Project Completion: Spring 2022
- Public Engagement and Webinar: Fall 2021

www.octa.net/OCMobilityHubs

What are Mobility Hubs?



This strategy will explore how Mobility Hubs may:



Equity: Support a more equitable transport system



Transit support: Enhance the public transit experience, improve first and last/mile connectivity to transit (e.g., via shared mobility)



Sustainability: Reduce cars dependency and encourage use of sustainable/zero emissions modes



Livability: Ensure safe and secure trips while creating a sense of community

Main Components

A Mobility Hub is clearly identified with...

- Branding and information
- Co-location of public transit & shared mobility
- Safe and secure parking or/and drop-zones
- A place for everybody (good lighting, visibility, accessibility and safety)

The type and number of components vary depending on...

- Location and land use
- Local mobility services available
- Local needs

Outreach To-date

- Electronic Notices
- Social Media Advertisements
- MMS/SMS Texting Campaign
- Newspaper Advertisements
- OCTA Website & Social Media Platforms
- Community Based Organization Efforts
- Community Survey



Community Leaders Input

Share your opinion...

- Zoom Poll – 3 questions



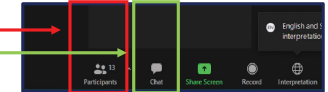
Question & Answer Session

You may submit multiple comments/questions, as needed:



Via web:

- Click Participants > "raise hand"
- Click the "Chat" function
- Include contact information: Name and organization (if any)
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- Press "*6" to unmute your audio
- You will be re-muted once you complete your comments (s)

Stay Connected

ORANGE COUNTY
Mobility Hubs Study

Ways to provide further comments and/or questions:

- www.octa.net/OCMobilityHubs
- Christina Pirruccello
 - Community Relations Specialist
 - cpirruccello@octa.net
- Warren Whiteaker
 - Principal Transportation Analyst
 - wwhiteaker@octa.net

Milestones

- Project Completion: Spring 2022
- Public Engagement and Webinar: Fall 2021



THANK YOU

ORANGE COUNTY MOBILITY HUBS STUDY



Bikeways Gap Closure Study

- Advance Concept of Regional Connector Type Bikeways (similar to OC Loop)



- Caltrans Grant Funded Project
- Collaborate with Agencies & Public
- Develop Feasible Engineering Recommendations for Gap Closure
- Position for Grants & Implementation



Bikeways Gap Closure Study

- Refine Naming from “OC Loop” to: “OC Loops”



- Establish Partnerships with Community Organizations
- Engage Disadvantaged Communities



Community Leaders Input

Share Your Opinion

- Zoom poll



Which Bikeway Type do you prefer?



Class II
Bicycle Lane



Class II
Buffered Bicycle Lane



Class IV
Median Separated Bikeway



Class I
Off-Street Route

Thank you for participating!

Raffle



Jason Jackson

From: Orange County Transportation Authority <mespino@octa.net>
Sent: Friday, October 1, 2021 8:03 AM
To: Jason Jackson
Subject: Join the OCTA LRTP CBO Roundtable – October 14th & 21st

Follow Up Flag: Flag for follow up
Flag Status: Flagged



You're invited to help influence the future of transportation in Orange County

As a key leader in the community, you are invited to represent your organization as a roundtable participant to provide your unique guidance and feedback on how to improve the future of transportation in Orange County. The Orange County Transportation Authority (OCTA) is conducting two important studies this fall, and we want to hear from you and your communities.

Long Range Transportation Plan (LRTP)

Orange County is facing a population growth of more than 284,000 people by 2045 – this is similar to adding another city the size of Irvine. This growth will result in added pressure on our transportation infrastructure and the way we move. The LRTP is updated every four years to redefine its vision for the County to address future mobility needs in the region.



OC Mobility Hubs Study

OCTA is studying mobility hubs as a potential strategy for bringing together various mobility services, amenities and technologies all in one place to connect travelers more conveniently to

their destinations. Mobility hubs improve connectivity by allowing people to easily switch between transportation services including bus, bike and e-scooters, ridesharing, and rail. They can also offer supporting amenities, such as electric charging stations, secured bike storage or seating.



Please join one of our upcoming LRTP Stakeholder Roundtables.

As a participant, you will be instrumental in:

- Guiding the development and vision for future mobility needs in Orange County
- Helping identify the most effective methods to engage those you represent
- Informing your respective community and increase public awareness of OCTA’s efforts

Please attend either of the following online meetings. Each will share the same information.

Stakeholder Roundtable #1

Thursday, October 14, 2021
1:00pm – 2:30pm

RSVP Here

Stakeholder Roundtable #2

Thursday, October 21, 2021
10:30am – 12:00pm

RSVP Here

Let us hear from you!

We welcome you to take the LRTP online survey, available in English, Spanish and Vietnamese. We also hope you’ll share the survey with your family, friends and coworkers. The more opinions we have the better the process. Those that complete it by 10/31 will be entered into a drawing for a chance to win one of four \$50 gift cards!

Take the Survey

Stay Connected

Please contact Marissa Espino, Principal Community Relations Specialist, at MEspino@octa.net with any questions. We look forward to collaborating with you and planning a direction forward!

For more information on the projects, visit octa.net/LRTP and octa.net/OCMobilityHubs



If you would like to unsubscribe from receiving emails about this project, please [click here](#).

Orange County Transportation Authority

Arellano Associates | 5851 Pine Ave., Suite A, Chino Hills, CA 91709

[Unsubscribe jjackson@arellanoassociates.com](mailto:jjackson@arellanoassociates.com)

[Update Profile](#) | [Constant Contact Data Notice](#)

Sent by mespino@octa.net

Jason Jackson

From: Orange County Transportation Authority <mespino@octa.net>
Sent: Thursday, October 7, 2021 1:47 PM
To: Jason Jackson
Subject: Last Chance: Share Your Views as a Leader



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1:00pm – 2:30pm

[RSVP Here](#)

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10:30am – 12:00pm

[RSVP Here](#)

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If you would like to unsubscribe from receiving emails about this project, please [click here](#).

Orange County Transportation Authority

Jason Jackson

From: Orange County Transportation Authority <mespino@octa.net>
Sent: Wednesday, October 13, 2021 3:10 PM
To: Jason Jackson
Subject: Join the first meeting tomorrow: Share Your Views as a Leader



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1:00pm – 2:30pm

[RSVP Here](#)

Stakeholder Roundtable #2

Thursday, October 21, 2021
10:30am – 12:00pm

[RSVP Here](#)

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If you would like to unsubscribe from receiving emails about this project, please [click here](#).

Orange County Transportation Authority

Jason Jackson

From: Jason Jackson
Sent: Wednesday, October 20, 2021 11:59 AM
To: Jason Jackson
Cc: Ted Nguyen - OCTA (tednguyen@octa.net); Marissa Espino (OCTA); Elia Verduzco (OCTA); Maria Yanez-Forgash; Benjamin Lopez
Subject: Thank you for attending our Community Leaders Roundtable!



Thank you for participating in last week's Community Leaders Roundtable. Your input and perspective as key community leaders are critical in guiding the direction of transportation in Orange County. The information gathered during our meeting will serve to inform multiple Orange County Transportation Authority (OCTA) studies currently underway – Long Range Transportation Plan, Mobility Hubs Study, and the Bike Gap Closure Study.

As we shared during the meeting, we are seeking to engage community members from across Orange County on these important studies. We encourage community members to complete the LRTP community survey, which is available until October 31.

Below are the links to the meeting materials we shared with you last week as well as links to the survey and our electronic communications toolkit. The toolkit has information ready for your use on social media, eblasts, websites, etc. We hope you consider sharing information about these opportunities with your stakeholders.

Meeting Material Links:

- [Webinar PPT Presentation](#)
- [Toolkit \(Trilingual: English, Spanish & Vietnamese\)](#)
- LRTP-Survey.com

Project Fact Sheets:

- LRTP ([English](#), [Spanish](#) & [Vietnamese](#))
- OC Mobility Hubs Study ([English](#), [Spanish](#) & [Vietnamese](#))
- Bike Gap Closure Study ([English](#))

A second Community Leaders Roundtable is scheduled for **Thursday, October 21, 2021, at 10:30 a.m.** Feel free to share contact information of other community leaders that need to be included in the conversation.

If you have additional thoughts about these studies, please contact Marissa Espino at mespino@octa.net. We look forward to additional collaboration efforts as we work to develop the Draft LRTP and continue to improve transportation in Orange County.

Jason Jackson

From: Orange County Transportation Authority <mespino@octa.net>
Sent: Wednesday, October 20, 2021 2:41 PM
To: Jason Jackson
Subject: Join tomorrow's second meeting: Share Your Views as a Leader



You're invited to help influence the future of transportation in Orange County

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- Informing your respective community and increase public awareness of OCTA's efforts

If you were unable to attend last Thursday, please join us for the second meeting. The same information will be shared.

Stakeholder Roundtable #1

Thursday, October 14, 2021
1:00pm – 2:30pm

COMPLETED

Stakeholder Roundtable #2

Thursday, October 21, 2021
10:30am – 12:00pm

RSVP Here

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Orange County Transportation Authority

Arellano Associates | 5851 Pine Ave., Suite A, Chino Hills, CA 91709

[Unsubscribe jjackson@arellanoassociates.com](mailto:jjackson@arellanoassociates.com)

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Sent by mespino@octa.net

Jason Jackson

From: Jason Jackson
Sent: Tuesday, October 26, 2021 12:46 PM
To: Jason Jackson
Cc: Ted Nguyen - OCTA (tednguyen@octa.net); Marissa Espino (OCTA); Elia Verduzco (OCTA); Maria Yanez-Forgash; Benjamin Lopez
Subject: Thank you for attending our Community Leaders Roundtable!



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As we shared during the meeting, we are seeking to engage community members from across Orange County on these important studies. We encourage community members to complete the LRTP community survey, which is available until October 31.

Below are links to the meeting materials we shared in last week's meeting as well as links to the LRTP survey and our electronic communications toolkit. If you were not been able to attend either meeting, please be sure to review the presentation to see what you missed. The toolkit has information ready for your use on social media, eblasts, websites, etc. We hope you consider sharing information about these opportunities with your stakeholders.

Meeting Material Links:

- [Webinar PPT Presentation](#)
- [Toolkit \(Trilingual: English, Spanish & Vietnamese\)](#)
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Project Fact Sheets:

- LRTP ([English](#), [Spanish](#) & [Vietnamese](#))
- OC Mobility Hubs Study ([English](#), [Spanish](#) & [Vietnamese](#))
- Bike Gap Closure Study ([English](#))

We also want to congratulate our meeting raffle winners, Paul Hoang (from meeting #1) and Melanie Schlotterbeck (from meeting #2). Both received \$50 gift cards in their email on Monday for participating in these leadership meetings!

If you have additional thoughts about these studies, please contact Marissa Espino at mespino@octa.net. We look forward to additional collaboration efforts as we work to develop the Draft LRTP and continue to improve transportation in Orange County.



Long Range Transportation Plan (LRTP)

Community Leaders Roundtable – Summary Recap

January 27, 2023

I. MEETING DETAILS

MEETING DETAILS	ROUNDTABLE Thursday, January 12, 2023 1:30 – 3:00 PM
Zoom Presenters	<ul style="list-style-type: none"> • 5 Total Presenters <ul style="list-style-type: none"> ○ 4 OCTA ○ 1 Outreach consulting staff
Attendance	<ul style="list-style-type: none"> • 36 Total Participants <ul style="list-style-type: none"> ○ 5 Non-panelist project team (OCTA) ○ 2 Outreach consulting staff ○ 29 Non-team attendees <ul style="list-style-type: none"> ▪ 28 Online ▪ 1 Call-In
Chat **	<ul style="list-style-type: none"> • 8 statements shared with public, including links to sign-in, website, etc.
Poll	<ul style="list-style-type: none"> • LRTP Poll included 4 Zoom polling questions
Stakeholder Contacts	<ul style="list-style-type: none"> • 26 New stakeholder contact emails
Community Leader Attendees	<ul style="list-style-type: none"> • Alejandro Hernandez, Orange County's Credit Union • Alexander Kim, Asian Owned Business of OC and Asian Business Association of Orange County (ABAOC) • Amanda Evink, OC Aging Services Collaborative (OCASC) • Arturo Gonzalez, Mmodern Times Inc. • Bridgette Loya, Sunwest Bank • Dalila Gonzalez • Edwin J, AltaMed • Farmout Kuntu?, The Norooz Clinic Foundation • Gia Ly, Vietnamese American Artists & Media Association (VAAMA)

MEETING DETAILS	ROUNDTABLE Thursday, January 12, 2023 1:30 – 3:00 PM
	<ul style="list-style-type: none"> • Jocelyn Rubio, Alzheimer’s Orange County (ALZOC) • Jose Salgado, La Voz de Pueblo, Santa Ana • Julie Hernadez, AltaMed • Katie Savant, California State University, Fullerton (CSUF), Government & Community Relations • Leon Clark, New Spirit Baptist Church, Pastor • Lupita Mena, Boys and Girls Club of Santa Ana • Maria Torres, Southwest Community Center • Matthew Menchavez, The Norooz Clinic Foundation • Melanie Schlotterbeck, Friends of Harbors, Beaches and Parks (FHBP) • Melanie Shum, Asian American Senior Service Citizens • Mirella Monroy, AltaMed • Paul Hoang, MFP institute • Pramod Kunju, Nakunj Inc • Robert Ruiz, Local 652, Secretary Treasurer • Shelly Lozada, CalOptima • Simon Kwok, Asian American Senior Service Citizens (AASCSC) • Tam Nguyen, Member of Board and Vice Chair of Asian Owned Business & OCTA Diverse Community Leaders (DCL) Committee • Teresa Mercado-Cota, Santa Ana College (SAC) • Tiffany Kaaikamanu, CalOptima, Manager Community Releations • Vivian Toribio, Community Action Partnership (CAPOC)

II. WELCOME & PRESENTATION

A. Welcome/Introductions

Meeting was held to engage community leaders in the Long Range Transportation Plan (LRTP) process, direction, and goals. Alice Rogan welcomed the group, introduced the team and spoke about the importance of the LRTP. Ted Nguyen then welcomed participants, led introductions and shared the importance of their role as community leaders in the planning process.

B. Presentation

Project team members for LRTP provided an overview of the project and a compilation of OCTA’s current plans, policies, and commitments. OCTA team discussed the seven “Paths to Success” that were developed to help guide additional transportation system investments. An initial set of poll questions followed this section. Participants were encouraged to provide comments after each question. The project team then

discussed the LRTP’s short-term action plan followed by the Public and Stakeholder Engagement section. A final poll question was held followed by a Question and Answer (Q & A) session to close out the presentation. Below are the presenting team members.

- LRTP overview/process – Greg Nord
- Meeting moderator/Zoom polls/Question and Answer – Ted Nguyen
- Public and Stakeholder Engagement – Marissa Espino

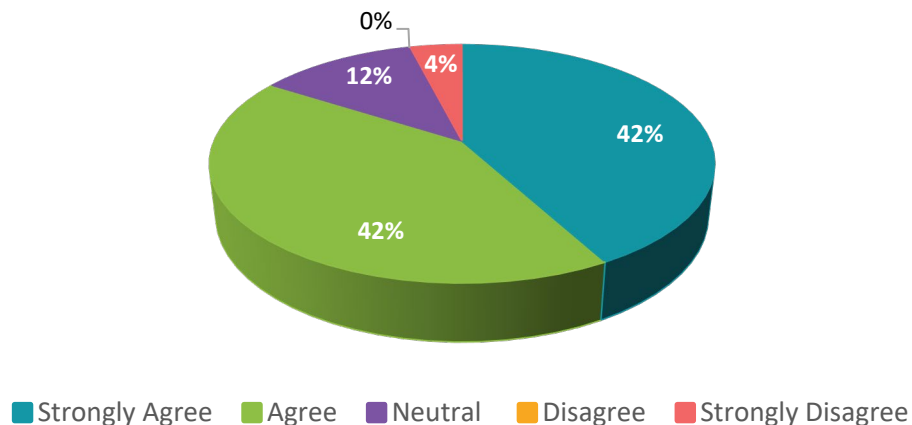
III. POLL Q & A DISCUSSION

Participants were given the opportunity to provide comments and engage in discussion following each of the four (4) Zoom poll questions. Following each LRTP poll, Ted Nguyen led the discussion by calling upon leaders, asking them to provide comments or questions based on their individual responses to the poll questions. Three (3) poll questions asked after the “Paths to Success” section of the presentation, and the fourth poll question were asked at the end of the presentation. Participants provided input by responding to questions related to efficiency of transportation improvements, addressing diverse communities, and emerging technologies to benefit our transportation system. A total of 17 community leaders shared a combination of 56 written and oral comments during the collective poll discussions. Poll results, along with comments organized by poll question, are summarized below.

A. Poll Question One

Improving the efficiency and safety of roads and freeways is becoming more important as an alternative to major widening projects as state regulations and limited land availability are making it more difficult to add new lanes.

More than 80% agree with the statement. Based upon 21 poll respondents, results are the follows.



i. Comment Themes:

- Overwhelming agreed with the statement on improving transportation efficiencies is more important than major widening projects such as adding new lanes.

- Expressed construction fatigue and concern over traffic impacts of ongoing construction.
- Shared consideration of street safety when it comes to street flooding due to rainfall.
- Recommended maximizing current resources as opposed to contributing to street construction with widening projects.
- Expressed interest for the offering of more transportation options and improving accessibility as an alternative to lowering traffic congestion.

ii. Comment Summary:

Nine (9) leaders presented 16 comments and questions related to poll question one.

1. Amanda Evink, OC Aging Services Collaborative

- I heard recently that lane widening hasn't been as useful to help with traffic issues.

2. Farmout Kuntu?, The Norooz Clinic Foundation

- Strongly Disagreed, Question was a false choice. Agrees efficiency and safety are of paramount importance, but not sure how they are an alternative to more lanes. Confused how question was presented.

3. Julie Hernandez, AltaMed

- As mentioned previously, increasing the freeway not only more accessible stops in less common areas but more accessibility when it comes to navigating. With the diverse range of people who need or use public transportation, many of them may not be able to take advantage as much as others due to technology disadvantages as much as language barrier.

4. Matthew Menchavez, The Norooz Clinic Foundation

- Does not believe that construction is the solution. Our office is located in the Brookhollow Business Park, where they are feeling the impacts of construction from the 55 freeway widening. Freeway expansion is next to the building. The mental health facility patients can be distracted by the noise. Expansion of freeway, instead of having to add two more lanes to a 5- or 6-lane freeway is not the most efficient solution to accommodate this effort.

5. Maria Torres, Southwest Community Center, Santa Ana

- Strongly agree. Approving public transportation services will reduce traffic.
- Widening lanes does not reduce traffic and instead encourages it with more cars on the road.
- She believes more people will use public transportation if the services are improved. She lives and works in Santa Ana. I would use public transportation if services were improved.

6. Mirella Monroy, AltaMed

- Supports public transportation.
- Does not believe expanding freeways is the solution.

Long Range Transportation Plan

- Chose strongly agree. Needing to get destinations, expanding can be really bad, because there will be more traffic. Those who aren't able to drive use public transportation and bicycle lanes. These should be considered more than expanding lanes.
- Create more independence to use public transportation. Get to my destination faster or where you need to go as opposed to expand lanes and can still be in stand still. More effort into public transportation would create more independence.

7. Paul Hoang, MFP Institute

- Agrees with the group that improving efficiency and accessibility is important, especially among underserved communities. Has clients including veterans and older adults with disabilities, who currently utilize OCTA Access services.
- Believes improving user experience is important. This includes reducing travel times, improving bus shelters, allowing ample times for older adults and those with disabilities to cross the streets to get to bus stops. Currently, he has a client who uses Access services to reach the hospital and takes them two hours to travel from Angel Stadium to Fountain Valley.

8. Shelly Lozada, CalOptima

- With the recent rains, driving throughout cities, on two-lane roads one lane gets super flooded. Are you thinking about safety to improve water run off?

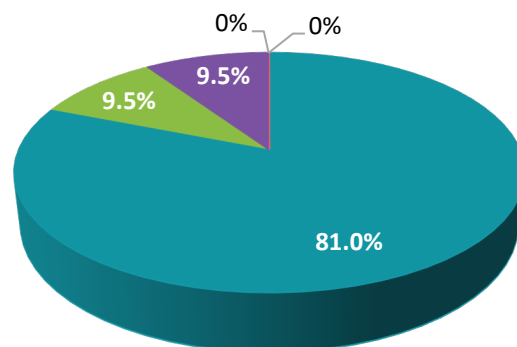
9. Tiffany Kaaiakamanu, CalOptima

- Feels like certain freeways are always under construction. I know the idea is to add lanes to reduce congestion. With construction always happening, it impacts traffic and congestion.
- Ideally, we find ways to be efficient and safe with current resources instead of always being in construction mode. Really needs to be about maximizing our resources in our environment.

B. Poll Question Two:

Orange County's many diverse communities require a wide variety of transportation options to address local mobility needs.

More than 81% strongly agree with the position. Based upon 21 poll respondents, results are the follows.



■ Strongly Agree ■ Agree ■ Neutral ■ Disagree ■ Strongly Disagree

i. Comment Themes:

- Consider age, mobility and accessibility of service to the diverse communities.
- Consider safety and short distance travel, such as improving bike, scooter, and ride sharing options.
- Remarks that greater public education is valuable and needed to understand what types of services are available and how to use public transportation.
- Recommend focusing on data about local travelers in addition to that on displaced residents that now commute to work in the OC.
- Consider translation services and geolocation technology, including software, to prevent barriers to use that assist public transit riders, notably those with language limitation, the elderly and the disabled.

ii. Comment Summary:

Poll two generated the greatest number of comments per question (26) from 11 community leaders.

1. Alexander Kim, Asian Business of OC and ABAOC

- Each community has unique demographics in terms of planning, zoning, etc. Westminster has various different areas, like growing Vietnamese and Korean communities that are growing older, so they will need more public transportation, commercial businesses and ride sharing.

2. Amanda Evink, OC Aging Services Collaborative

- Yes, more accessible bus stops is so important!
- I think we should also look into train systems, and even creating safer public walkways/bike trails.

3. Bridgette Loya, Sunwest Bank

- Strongly agree, there are diverse needs and ages.
- Another factor is distance. If there were bikes or scooters for close locations (shorter trips) that would help.
- Didn't realize how much you provide. Important to get that messaging out to the public.
- Safety should be considered a priority.

4. Maria Torres, Southwest Community Center, Santa Ana

- Look to increasing routes to LA or Riverside. Shorter stops have been cut. Those are also important routes to get to appointments.
- Need more bicycle park stations to park their bike and walk to destinations.
- There could be free bus passes that are handed out and beneficial for low-income communities.
- Need more protected bike lanes. Bike safety should be looked at. There are a lot of bike accidents in Santa Ana. Have since stopped riding her bike due to concerns for safety.

- Offer later bus services for people who have late shifts.
- Because of diverse communities, folks with disabilities should be considered.

5. Matthew Menchavez, The Norooz Clinic Foundation

- Look at education aspect. Knowing how to take a bus is so valuable as well as understanding bus transportation routes and timing and where the stop are located.
- Provide some sort of crash course on how to take the bus. People could go to community center to learn.

6. Melanie Shum, Asian American Senior Service Citizens

- There are a lot of older adults that use public transportation. Need more drivers that speak other languages and/or translation services should be considered to assist them in knowing where they are going. Language barrier is something we should be working toward addressing.

7. Mirella Monroy, AltaMed

- Maybe look at the demographics on the bus that goes from Riverside to the Fullerton station.

8. Paul Hoang, MFP Institute

- With relation to the user experience, what resources are available for the ethnic community to troubleshoot problems? Who can they call?
- We have frustrated patients who stop coming to service over frustration over waiting for buses. Bus will pick up folks at the wrong place. Maybe look into software to help drivers know where the public needs to be picked up. Look at back end and the experience to minimize or address.
- 100% agree with Tiffany's feedback about having access to culturally and linguistically capable staff.

9. Teres Mercado-Cota, Santa Ana College (SAC)

- Focus on local needs. During recession, a lot of local residents have moved away from OC. Think of those people who left but still work in OC. Is there data that looks at community members who moved away from OC but still work in OC?
- Is there an expedient way to get people from point A to point B?

10. Tiffany Kaaiakamanu, CalOptima

- Diversity in the County needs to be considered. Language capacity for certain cities is essential think about age and mobility, serving young families, looking at physical or mental disabilities and their ability to access transportation.
- I'm not sure if this has already been developed/explored. Use cell phones to support riders navigating the transportation routes via QR code. Routes could be updated in real time and in language (of choice).

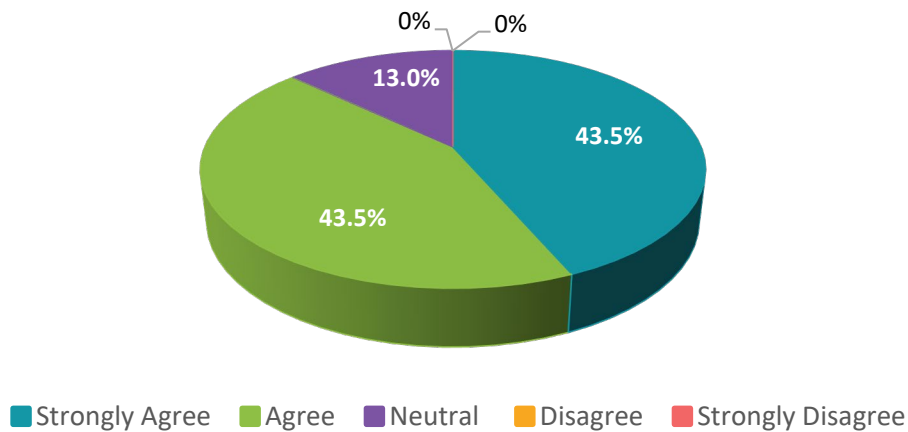
11. Vivian Toribio, Community Action Partnership

- I just want to know if this new plan will discontinue Route 153, which will be detrimental to students from Cal State Fullerton and for families relying on 153 to go to work?
- How come there are no buses passing along Imperial Highway on Brea?

C. Poll Question Three:

Monitoring emerging technologies that benefit the transportation system and public should be a priority.

More than 85% agree with the statement. Based upon 23 poll respondents, results are the follows.



i. Comment Themes:

- Recommend that this should not be a top priority but something to consider when adapting to new technologies.
- Consider current access to different types of technologies and who doesn't have access.
- Recommend using technologies to increase mobility education but also considering how to educate those who are technologically savvy.

ii. Comment Summary:

Poll round three included seven (7) comments from four (4) attendees.

1. Bridgette Loya, Sunwest Bank

- Technology is for ease of use, access and education. Think about access to resource information and how to make it more available.
- Younger generation isn't driving, but think about them. Use technologies that are savvy at getting message out to those communities that don't use or have access to technology.

2. Matthew Menchavez, The Norooz Clinic Foundation

- I put neutral, because we have self-driving cars and drone taxis. I think if it's not broke; don't need to fix it. As new technology emerges, we need to adapt and have to change so much so quickly that things getting lost in communication. This should not be a top priority, but maybe top 10 (but not top 5).
- My priority is educating riders how to take the bus and providing different modes of transportation that consider people with disabilities.

3. Melanie Schlotterbeck, Land Use and Conservation Advocate

- We cannot forget about communities that don't have access to current technologies.
- Not everyone uses a car. Think about other technologies and mobility options. It's a privileged to have a car and not everyone has one.

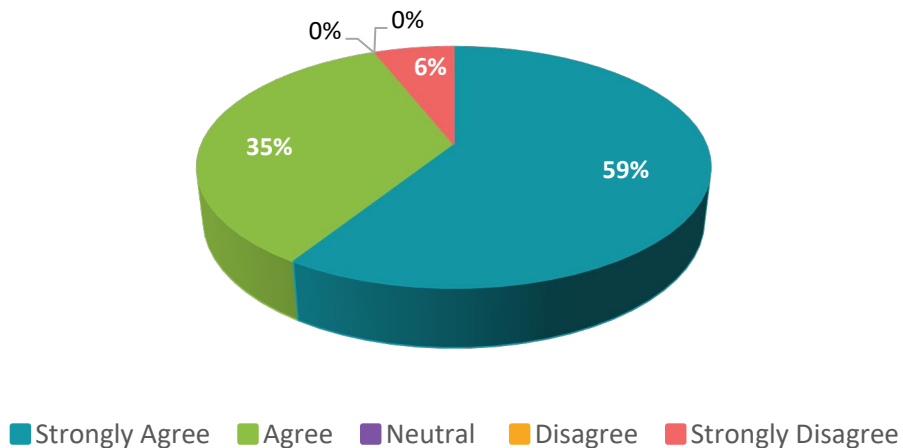
4. Shelly Lozada, CalOptima

- I think implementing technology at bus stops that tells people how long it will be until the bus arrives would be amazing. I regularly see people at bus stops, especially on weekends, not knowing how long they will wait until a bus arrive.

D. Poll Question Four:

OC Go (Measure M), Orange County's local transportation sales tax, is set to expire in 2041. It is important to continue programs that maintain infrastructure, signal synchronization, transit accessibility, senior mobility, Metrolink service, and other programs.

A total of 94% agree, but those that do not, strongly disagree. Based upon 17 poll respondents, results are the follows.



i. Comment Themes:

- Consider the aging population and making mobility needs more accessible.
- Involve community members to get their input on transportation service needs.
- Offer and provide transportation services to low-income communities and different sectors.

- Encourage greater participation in the Community Leaders Roundtable, a great forum for discussion.

ii. Comment Summary:

Four (4) participants shared seven (7) comments related to the final poll question.

1. Alejandro Hernandez, Orange County's Credit Union

- Use technology for ease of use or access. Think about education access information made available to them. Younger generation isn't driving but to think about them and use technologies and are savvier to that. Getting message out to those communities that don't use technology.

2. Alexander Kim, Asian Business of OC and ABAOC

- Important to keep track of all programs/projects and account for tax dollars.
- Also important to think of low-income communities and not add to the divide between those with internet service and those without.

3. Jocelyn Rubio, Alzheimer's Orange County

- As aging population is growing, make it more accessible to older adults. Keep them in the loop, maybe having more community members involved to get their input on transportation services.
- Recommend growing the community members involved in the community leaders roundtable.

4. Maria Torres, Southwest Community Center, Santa Ana

- Important to provide transportation to all sectors of the community to get to and from shopping and jobs, including linkages to Metrolink, which doesn't have many services.
- Offering more transportation services would greatly impact congestion of freeways.



Long Range Transportation Plan Draft Overview

January 12, 2023

Sustainable, equitable, and innovative transportation solutions.



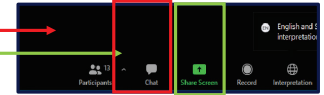
How to Participate

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You may submit multiple comments/questions, as needed:

Via web

- Click Participants > "raise hand" →
- Click the "chat" function →
- Include contact information:
Name and organization (if any)
- When announced, unmute your audio, you can then ask you question (s)
- You will be re-muted once you complete your comment (s)



Via the phone (calling in):

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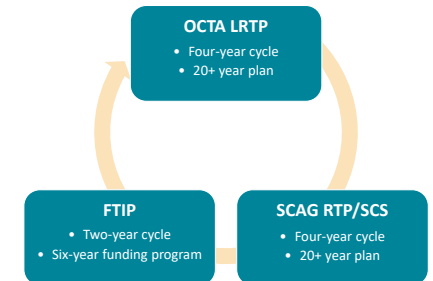
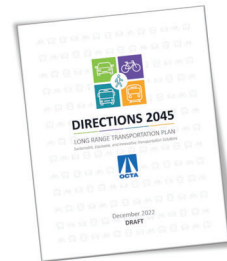


Today's Agenda

- Welcome and Introductions
- Long Range Transportation Plan
 - Project Overview
 - Paths to Success
 - Community Leaders Input
 - Performance Summary
 - Short-Term Action Plan
- Public and Stakeholder Engagement
 - Next Steps
 - Stay Connected
 - Question & Answer Session

Long-Range Transportation Plan

- OCTA's LRTP serves to:
 - Evaluate current plans and commitments
 - Identify new initiatives and priorities
 - Define projects in the RTP




Directions 2045: Goals

-  **Deliver on Commitments**
-  **Improve System Performance**
-  **Expand System Choices**
-  **Support Sustainability**

Delivering on Commitments

Freeways	<ul style="list-style-type: none"> • Deliver 17 freeway projects • Continue annual endowment deposits
Streets and Roads	<ul style="list-style-type: none"> • Return 18 percent to local agencies for transportation needs • Provide annual grants to improve streets • Fund traffic signal coordination
Transit	<ul style="list-style-type: none"> • Operate Metrolink and fund station improvements • Implement and operate OC Streetcar • Offer enhanced mobility options for seniors and persons with disabilities • Support local transit circulators • Improve priority transit stops
Environmental Cleanup	<ul style="list-style-type: none"> • Provide grants for water cleanup



ENVIRONMENTAL

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

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

L RTP: Paths to Success



DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN
Sustainable, equitable, and innovative transportation solutions.







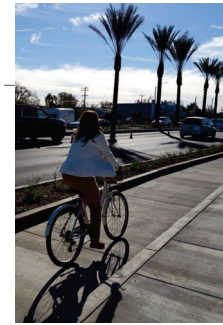
1. Extend or Modify M2 Programs

Purpose:

- Invest funds in popular and effective programs beyond the sunset of M2

How:

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



2. Expand Transit Services

Purpose:

- Provide more service tailored to local needs

How:

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

SC Rides – City of San Clemente partnership with Lyft and Butterli to provide subsidized on-demand rides to and from select areas throughout San Clemente.

9

3. Enhance Active Transportation

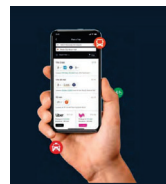
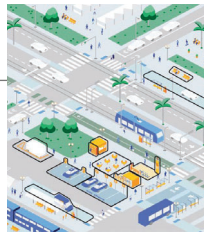
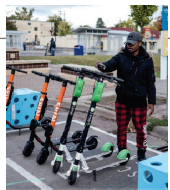
Purpose:

- Provide safe and attractive active transportation facilities through coordination with local jurisdictions

How:

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

10



4. Explore Mobility Integration

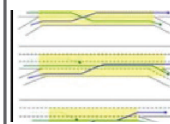
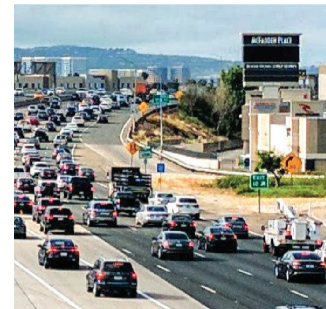
Purpose:

- Improve access to mobility options and reduce first-/last-mile challenges

How:

- Mobility hubs
- Mobility as a service
- Micromobility

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5. Eliminate Freeway Chokepoints

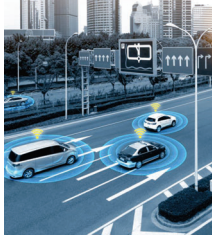
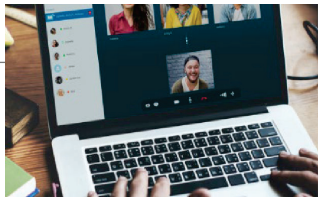
Purpose:

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

How:

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

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6. Embrace Technology

Purpose:

- Leverage technology and services to provide more options and improve efficiency

How:

- Electric vehicle charging stations
- Remote work/teleservices
- E-bikes/neighborhood electric vehicles
- Connected vehicles/enhanced signal synchronization
- Monitor emerging technology



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7. Elevate Maintenance and Resilience Priorities

Purpose:

- Preserve and protect transportation investments

How:

- Maintain existing infrastructure
- Assess risks and mitigations
- Electric bus fleet

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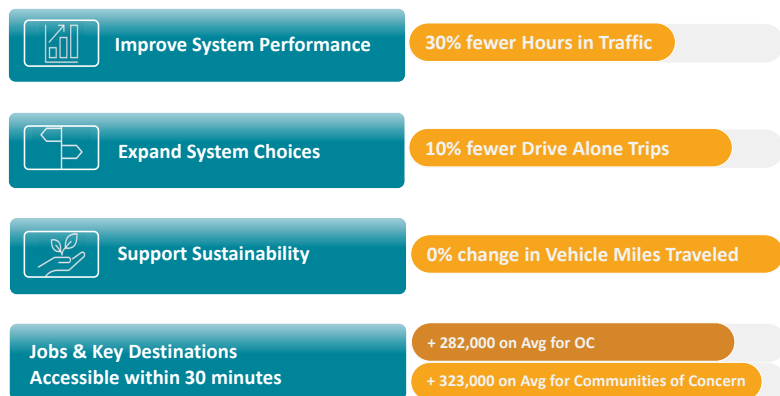
Community Leaders Poll Questions

- 3 Poll Questions



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Achieving the Goals



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Short-Term Action Plan

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

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Short-Term Action Plan (continued)

Regional Planning Activities	Emerging Issues
Coordination with Regional Partner Agencies	Monitor Technology
Trade Corridors/Goods Movement	Connected Infrastructure Needs Assessment
2024 RTP/SCS	State and Federal Regulation
2028 Olympics	State and Federal Funding
LA Metro Countywide ExpressLanes Strategic Plan	Transportation Outreach and Education
San Diego's I-5 HOT Lane Project	Active Transportation Safety
West Santa Ana Branch/ Pacific Electric Right-of-Way	Transit Use and Trip Planning
	Diversity, Equity, and Inclusion
Gold Line Eastern Extension – Phase 2	<small>RTP/SCS – Regional Transportation Plan/ Sustainable Community Strategies LA Metro – Los Angeles Metropolitan Transportation Authority I-5 – Interstate 5 HOT – High-occupancy toll</small>

18

Public and Stakeholder Engagement

Phase 1:

- OCTA Advisory Committees
- Community-based organizations
- Public webinar
- Planning Forum (local jurisdictions)
- Elected Officials' Roundtable
- Community events
- Telephone helpline
- Multilingual online survey, digital media, and print/radio ads



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Public and Stakeholder Engagement (Cont.)

Phase 2:

- Draft LRTP posted to OCTA website
- Community-based organizations
- OCTA Advisory Committees
- Telephone Town Hall
- Public webinar
- Community events
- Telephone helpline
- Multilingual online survey, digital media, and print/radio ads



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Next Steps

Winter 2023

- Conclude public review period
- Review feedback
- Prepare Final Draft LRTP & Outreach Report

Spring 2023

- Finalize LRTP & Outreach Report

Stay Connected

- www.octa.net/LRTP
- Online Survey: [LRTP-Survey.com](https://www.octa.net/LRTP-Survey.com)
- Helpline: (800) 501-9266

Marissa Espino

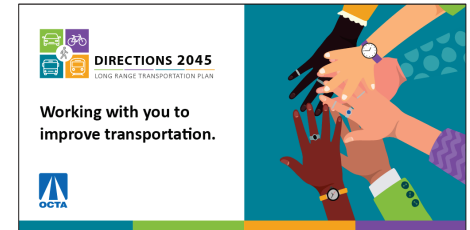
Principal Community Relations Specialist

Mespino@octa.net

Greg Nord

LRTP Project Manager

Gnord@octa.net



21

22

Question & Answer Session

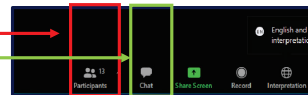
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Community Leaders Poll Question

- 1 Final Poll Question



24



THANK YOU

DIRECTIONS 2045 LONG RANGE TRANSPORTATION PLAN

Jason Jackson

From: Orange County Transportation Authority <mespino@octa.net>
Sent: Wednesday, December 21, 2022 2:54 PM
To: Jason Jackson
Subject: OCTA Long Range Transportation Plan Stakeholder Update



Hello Community Leaders,

The LRTP team has been busy since we last connected in 2021, and we are preparing to release the Draft Long Range Transportation Plan (LRTP) in January. We wanted to provide you an early look at the new LRTP interactive story map, which provides greater context on the planning for the future of transportation in Orange County. This new information resource will help the public better understand the purpose and goals of the plan's next steps. **Visit the story map www.LRTP-StoryMap.com, today!**

Save the Date!

We're excited to announce our next Community Leaders Roundtable that will take place on Thursday, January 12, 2023 virtually from 1:30 to 3:00 p.m. Mark your calendars, and we'll talk to you soon!

The LRTP team will also hold a telephone town hall for the general public on Thursday, January 19, 2023 at 5:30 p.m. to hear comments and address questions on the draft plan. Please feel free to share with your communities.

[Register Here](#)

In addition, a Zoom webinar will be held on Tuesday, January 24th at 5:30 p.m. We hope you'll join the conversation and spread the word so that others too can share their opinions on the plan. Visit the [story map](#) to attend.

As you will remember...

The L RTP is updated every four years to redefine its vision for the County to address future mobility needs in the region and considers changing revenues, demographics, and trends. The plan aims to address the challenges facing Orange County's growth in population, which is expected to increase 9% by 2045. With public input, the Orange County Transportation Authority (OCTA) will identify goals and priorities for OC's transportation system.

Stay Connected

We're always interested in hearing from our community leaders. Please contact Marissa Espino, Principal Community Relations Specialist, at MEspino@octa.net with any questions.

Learn more about the plan at LRTP-StoryMap.com or visit the project website at octa.net/LRTP.



If you would like to unsubscribe from receiving emails about this project, please [click here](#).

Orange County Transportation Authority

Arellano Associates | 5851 Pine Ave., Suite A, Chino Hills, CA 91709

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Sent by mespino@octa.net

Veronica De Santos

From: Orange County Transportation Authority <mespino@octa.net>
Sent: Wednesday, December 28, 2022 11:46 AM
To: Veronica De Santos
Subject: REMINDER: OCTA Long Range Transportation Plan Stakeholder Update



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Sent by mespino@octa.net

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Jason Jackson

From: Orange County Transportation Authority <mespino@octa.net>
Sent: Thursday, January 5, 2023 6:13 PM
To: Jason Jackson
Subject: Join OCTA's Community Leaders Roundtable to Discuss the Draft Transportation Plan.

Follow Up Flag: Follow up
Flag Status: Flagged



You're invited!

Please join Orange County Transportation Authority (OCTA) and represent your organization in a virtual Community Leaders Roundtable to discuss the newly released Draft Long Range Transportation Plan (LRTP). As a key stakeholder in the community, your feedback and insights are valuable to the refinement and completion of a successful plan forward.

Participate in the virtual LRTP Community Leaders Roundtable:

Thursday, January 12, 2023
1:30 – 3:00 p.m.

[RSVP Here](#)

How else can I participate?

There are multiple ways in which the public can get involved and share their opinions about the draft plan.

Take the online survey. It's a short survey and every voice matters!

[Go to survey](#)

Participate in the telephone town hall on:

Thursday, January 19th at 5:30 p.m.

Register for the town hall

Be sure to register at least 3-hours in advance of the meeting to receive the call to join.

Join the Zoom webinar on:

Tuesday, January 24th at 5:30 p.m.

Register for the webinar

Meeting ID: 814 4288 1360

Call-in Number: 213-338-8477

As you will remember...

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Learn more about the plan at LRTP-StoryMap.com or visit the project website at octa.net/LRTP.



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Sent by mespino@octa.net

Jason Jackson

From: Orange County Transportation Authority <mespino@octa.net>
Sent: Tuesday, January 10, 2023 3:30 PM
To: Jason Jackson
Subject: REMINDER: Join OCTA's Community Leaders Roundtable to Discuss the Draft Transportation Plan.

Follow Up Flag: Follow up
Flag Status: Completed



You're invited!

It is not too late! Please join Orange County Transportation Authority (OCTA) and represent your organization in a virtual Community Leaders Roundtable to discuss the newly released Draft Long Range Transportation Plan (LRTP). As a key stakeholder in the community, your feedback and insights are valuable to the refinement and completion of a successful plan forward.

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[Update Profile](#) | [Constant Contact Data Notice](#)

Sent by mespino@octa.net

Robert Gardner

From: Orange County Transportation Authority <mespino@octa.net>
Sent: Thursday, January 26, 2023 2:34 PM
To: Robert Gardner
Subject: Thank you for attending our Community Leaders Roundtable!



We appreciate you.

Thank you to those who participated in the January 12th Community Leaders Roundtable. Your input and perspective as key community leaders are critical in guiding the direction of transportation in Orange County. The information gathered during our meeting served to prepare the team for the success of our telephone town hall (1/19) and public webinar (1/24) as well as further the teams understanding of the community perspective on the project. We are grateful for your time shared and participation in helping to shape Orange County's transportation future paths to success.

Below are links to the materials we shared in last week's meeting in addition to the survey and other resources. If you have not already, we ask that you forward the survey to your stakeholders, co-workers, family and friends in order to include their individual perspectives on the Draft Long Range Transportation Plan (LRTP). Every voice matters in order to get it right. If you were not able to attend the meeting, please be sure to review the presentation. Also, visit the links below for recordings of the telephone town hall and webinar video to hear what others are talking about.

Resource Links:

- [LRTP-Survey.com](#)
- [LRTP-StoryMap.com](#)
- [Roundtable Webinar PowerPoint](#)
- Telephone Town Hall Recording ([English](#) | [Spanish](#))
- Public Webinar Video ([English](#) | [Spanish](#))

Stay Connected

If you have additional thoughts about these studies, please contact Marissa Espino at mespino@octa.net. Visit octa.net/LRTP for more information on the project.



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APPENDIX D

Agency Stakeholder Engagements

- Forum & Roundtable Summaries
- Forum & Roundtable Presentations




OCTA Planning Forum Attendees		
17147415185		
Alexis Sandoval - City of Anaheim (Alexis Sandoval)		
Alice Rogan# OCTA		
Allison Imler		
Andrea West		
Brendan Dugan - RSM		
Charlie Larwood		
Cheryl Kuta - Rancho Santa Margarita		
chris.schaefer		
Christina Byrne		
dan candelaria		
Dan Phu		
DAWebb		
DBrantley		
Deepthi		
Greg Nord (Greg Nord)		
ilee		
Jacki Scott		
Jamie Lai		
Jim Campbell - Newport Beach (Jim Campbell)		
Joe Alcock		
Jorge Duran		
Justin Arios		
Justina Willkom		
Kia Mortazavi		
Kiel Koger		
Kurt Brotcke		
Larry Longenecker		
larry tay		
Lisa Kim		
Liz Westmoreland		
Istokes		
maria		
Marissa Espino		
Prithvi Deore (SCAG) (Prithvi Deore)		
Raja Sethuraman		
royr		
Ryan A		
Ryan Maloney		
Sofia P		
Sohrab Mikanik		
Susan Kim		
Tom Oliver - City of Los Alamitos		
Zak Ponsen		
Staff: 15	Guests: 29	Total: 44

OCTA Planning Forum Survey

Total Participants: 26

Please rank the following transportation improvements in order of importance	Freeway maintenance, on- and off-ramp enhancements, and projects to improve overall traffic flow	1. 17.5%
	Pothole repairs, signal synchronization, and intersection improvements	2. 16.7%
	Bike lanes, bikeway and sidewalk networks, and pedestrian pathways	3. 15.3%
	Bus, streetcar, light rail, shuttle, trolley, vanpool, and other transit services	4. 13%
	Enhanced infrastructure to accommodate autonomous, driverless vehicles	5. 5.6%
Select your top two strategies to help decrease traffic congestion and reduce how much people need to drive in the future (Select top two)	Encourage policies to allow employees to work from home at least one day per week, whenever possible	68%
	Modify streets to safely accommodate all forms of transportation (driving, transit, walking, bicycling, etc.)	53%
	Offer transit riders access to shuttles, shared bikes/scooters, and rideshare services at transit stations to get to their final destination (i.e. mobility hubs)	32%
	Create a network of light rail streetcars serving key destinations and activity centers	26%
	Improve bike lanes, sidewalks, and pedestrian safety, etc.	21%
	Improve and expand commuter rail services including Metrolink and Amtrak	21%
	Encourage carpooling, vanpooling, and ridesharing	5%
	Improve and expand bus services	5%
Which transit improvements do you think could help relieve congestion the most in Orange County? (Select top three)	Create local community shuttle services that get people to and around major activity centers	61%
	Provide flexible shuttle services that can move away or deviate from set routes during less busy travel times	61%
	Enhance connections to and from bus stops and rail stations by developing Mobility Hubs (multiple services in one location)	50%
	Create on-demand shared ride services (Uber/Lyft/Microtransit)	44%
	Provide transit only lanes with high quality services (e.g. light rail or bus rapid transit) to connect activity centers through high traffic areas	39%
	Enhance local bus service in areas with high ridership potential	28%
	Add streetcar services in areas with high ridership potential	28%
	Enhance commuter rail services (Metrolink/Amtrak)	17%




DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Orange County
Transportation Planning Forum
July 21, 2022

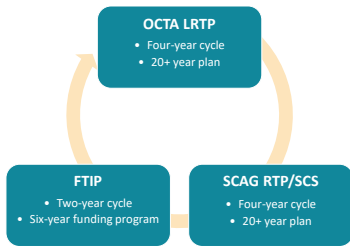
Sustainable, equitable, and innovative transportation solutions.



1

Long Range Transportation Plan

- OCTA's LRTP serves to:
 - Evaluate current plans and policies
 - Identify new initiatives and priorities
 - Define projects in the RTP
- Must consider:
 - Stakeholder input
 - Revenue forecasts
 - Current commitments
 - Population/employment forecasts
 - Key challenges



OCTA LRTP
• Four-year cycle
• 20+ year plan

FTIP
• Two-year cycle
• Six-year funding program

SCAG RTP/SCS
• Four-year cycle
• 20+ year plan


LRTP – Long Range Transportation Plan
OCTA – Orange County Transportation Authority
RTP – Regional Transportation Plan
FTIP – Federal Transportation Improvement Program
SCAG – Southern California Association of Governments
SCS – Sustainable Communities Strategy

2

Current Commitments


OCTA core functions:

Delivery of Measure M2 (OC Go)



- Freeways **43%**
- Streets **32%**
- Transit **25%**

Provide Public Transit




- A total of 2% of the overall OC Go Program funds is allocated to the Environmental Cleanup Program.
- A total of 5% of OC Go Freeway Program funds is allocated to the Freeway Environmental Mitigation Program.

3

Demographic Growth (2019-2045)

	Population	Housing	Employment
2019	3,250,357	1,057,355	1,760,986
2045	3,534,620	1,154,416	1,980,433
Total Change	+284,263	+97,061	+219,447



9% Population **9%** Housing **12%** Employment

4


Key Challenges

- Growing travel demand and limited land
- Evolving travel trends
- Increasing climate-related risks
- Changing funding outlook
- Diversity, Equity, and Inclusion

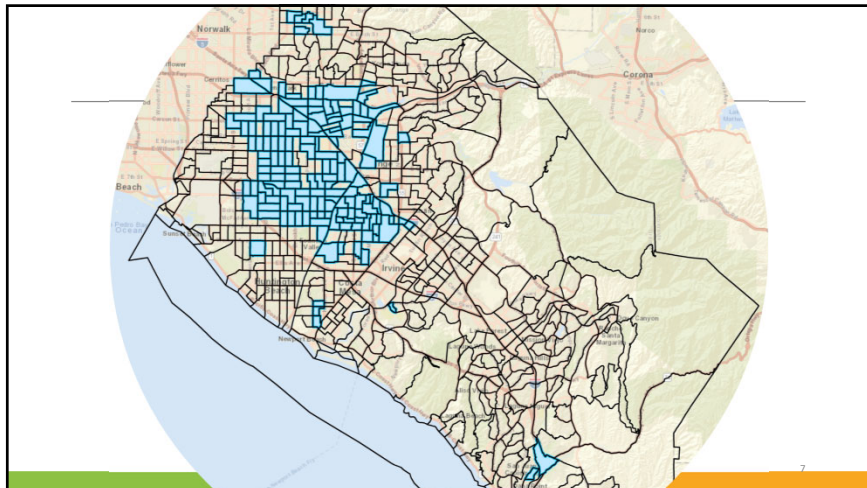
5

Diversity Equity Inclusion (DEI) Approach

- Initial countywide planning level analysis
- 4-step approach
 - Identify communities for analysis
 - Measure effects of proposed plan
 - Determine distribution of effects
 - Develop strategies to avoid or alleviate inequities




6



7

Identify Needs and Concerns

- New performance measures for LRTP
 - DEI metrics focus primarily on accessibility
- Compare performance for Equity Priority Communities to Countywide performance
- Recommend action if effects are unevenly distributed



8

Goals and Objectives

Deliver on Commitments	Improve System Performance	Expand System Choices	Support Sustainability
<ul style="list-style-type: none"> Prioritize M2 commitments consistent with the Next 10 Delivery Plan Provide safe and reliable transit services 	<ul style="list-style-type: none"> Improve efficiency of transit, highways, and roadways Leverage emerging technologies and services 	<ul style="list-style-type: none"> Support options to single-occupant vehicle trips Improve equitable access to key destinations Enhance connectivity between travel modes 	<ul style="list-style-type: none"> Identify strategies to address climate-related risks Explore opportunities to improve financial sustainability Deliver a financially constrained LRTP

9

2045 Scenarios

Scenario	Key Data Points
Plan	To be determined
M2 Sunset	<ul style="list-style-type: none"> M2 projects 2018 LRTP discretionary capacity projects Pre-pandemic bus service levels Caltrans operates managed lanes as tolled express lanes M2 programs not funded after 2041
2045 No Build	<ul style="list-style-type: none"> 2019 transportation network 2045 socioeconomic data

Caltrans – California Department of Transportation
LRTP – Long-Range Transportation Plan
M2 – Measure M2

10

Measure M2 Sunset Scenario

Unfunded programs after 2041:

- Freeway Service Patrol
- Freeway Environmental Mitigation Program
- Regional Capacity Program
- Regional Traffic Signal Synchronization Program
- Local Fair Share Program
- Metrolink Service Expansion Program
- Senior Mobility Program
- Fare Stabilization
- Senior Non-Emergency Medical Transportation Program
- Community Based Transit
- Safe Transit Stops
- Environmental Cleanup Program

≈\$1.5 billion loss in programs (2041-45):

Increased local costs	Longer delays	Reduced transit service	Fewer environmental projects
<ul style="list-style-type: none"> Regional Capacity Program Community Based Transit Local Fair Share Program 	<ul style="list-style-type: none"> Freeway Service Patrol Regional Traffic Signal Synchronization Program 	<ul style="list-style-type: none"> Metrolink Service Expansion Senior Mobility Program Fare Stabilization Safe Transit Stops 	<ul style="list-style-type: none"> Environmental Cleanup Freeway Environmental Mitigation

Projected Measure M revenues available for selected programs if continued post-2041 sunset through 2045. Excludes freeway revenues.

11

M2 Sunset Scenario – Performance

	2019 Base Year	2045 No Build	2045 M2 Sunset
Daily Transit Trips	130,761	138,051	129,177
Total Vehicle Hours of Delay	341,299	453,901	408,119
Delay as Percent of Travel Time	15%	18%	16%
Daily Vehicle Miles Traveled	76,396,589	81,852,780 (7% increase vs 2019)	85,681,639 (12% increase vs 2019)
Average Speed – Freeways – Peak Period	41.2	39.7	40.5
Average Speed – Arterials – Peak Period	26.0	25.2	23.7

12

M2 Sunset Scenario – Goals Overview

- Delivers on Commitments**
 - Prioritize M2 commitments consistent with the Next 10 Delivery Plan
 - Provides safe and reliable transit services
- Improves System Performance**
 - Improve efficiency of transit, highways, and roadways
 - Leverage emerging technologies and services
- Expands System Choices**
 - Support options to single-occupant vehicle trips
 - Improve equitable access to key destinations
 - Enhance connectivity between travel modes
- Supports Sustainability**
 - Identify strategies to address climate-related risks
 - Explore opportunities to improve financial sustainability

13

LRTP: Tracks to Success

Expand Transit Services	Enhance Active Transportation	Explore Mobility Integration	Eliminate Freeway Chokepoints	Embrace Technology	Elevate Maintenance and Resilience	Extend or Modify M2 Programs
Rapid Bus	Regional OC Loops	Mobility Hubs	Priority Locations	Connected Vehicles	Maintain Existing Infrastructure	Signal Synchronization
Bus Rapid Transit (BRT)	OC Active			EV Charging Stations	Assess Risks & Mitigations	Community Circulators
OC Streetcar	Reallocate Roadway Space	Mobility as a Service	Improve Operations & Safety	Remote Work		MetroLink Service
Microtransit/OC Flex				E-Bikes	Electric Bus Fleet	Freeway Service Patrol
				Neighborhood Electric Vehicles		Transit Accessibility
				Vertiports & Air Taxis		

14


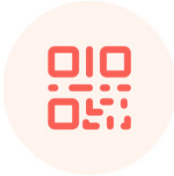
Public and Stakeholder Engagement

Engagement to date:

- OCTA Advisory Committees
- Community-based organizations
- Public webinar
- Community events
- Telephone helpline
- Multilingual online survey, digital media, and print/radio ads



15





Join at [slido.com](https://www.slido.com)
#LRTP

① Start presenting to display the joining instructions on this slide.

16

slido




Please rank the following transportation improvements in order of importance.

① Start presenting to display the poll results on this slide.

17

17

slido



Select your top two strategies to help decrease traffic congestion and reduce how much people need to drive in the future. (Select Top Two)

① Start presenting to display the poll results on this slide.

18

18

slido



Which transit improvements do you think could help relieve congestion the most in Orange County? (Select Top Three)

① Start presenting to display the poll results on this slide.

19

19

L RTP: Key Takeaways & Next Steps

Key takeaways:


- Delivery of M2 remains the cornerstone of the L RTP
- The M2 Sunset scenario alone does not achieve the L RTP goals
- The L RTP Tracks to Success can address unmet goals
- Funding will need to be identified to support the Tracks to Success

Next Steps:

Summer — Develop a draft Plan scenario & Schedule an elected official workshop

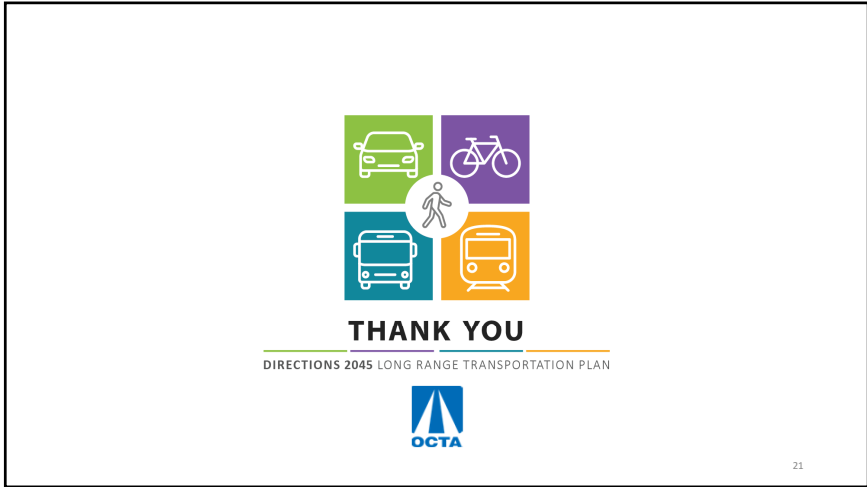
Fall — Draft L RTP for public review

More info: octa.net/L RTP



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20



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DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Sustainable, equitable, and innovative transportation solutions.

Elected Officials Roundtable

Meeting Summary

October 26, 2022

I. MEETING DETAILS

MEETING DETAILS	ROUNDTABLE 1 Wednesday, September 28, 2022 2:00 – 4:00 PM
In-Person Engagement	<ul style="list-style-type: none"> • 5 Presenters <ul style="list-style-type: none"> ○ 4 OCTA Staff: Darrell E. Johnson, Kai Mortazavi, Kurt Brotcke & Marissa Espino ○ 1 OCTA Board Member: Mark E. Murphy ○ 1 Outreach Consult: Sarah Catz
Attendance	<ul style="list-style-type: none"> • 28 Non-OCTA employees <ul style="list-style-type: none"> ○ Including OCTA Board Members: Mark Murphy, Gene Hernandez, Brian Goodell, Lisa Bartlett
Poll	<ul style="list-style-type: none"> • Part 1: 3 poll questions were asked, and responses discussed • Part 2: 3 poll questions were asked, and responses discussed

II. MEETING INITIATION

A. Welcome, Introductions & Remarks

One meeting was held to engage elected officials and their staff from local jurisdiction in the Long Range Transportation Plan (LRTP) process. Darrell Johnson welcomed the group and led around of self-introductions. Chairman of the Board Mark Murphy made opening remarks noting the importance and need for the LRTP studies and the role cities play in the planning process.

III. PART 1: PURPOSE, CHALLENGES ANF GOALS

B. Meeting Poll #1

Please rank the following transportation improvements in order of importance.

1	Pothole repair, signal synchronization improvements
2	Freeway maintenance, on-/off-ramp enhancements & overall traffic throughput Improvements
3	Bus, streetcar, light rail, trolley, vanpool & other transit services
4	Bike lanes, bikeway and sidewalk network and pedestrian pathways
5	Enhanced infrastructure to accommodate autonomous, driverless vehicles

- **Sarah Catz:** Why they did not think autonomous vehicle enhancements were important. Many thought that the safety issues had not been worked out well enough to make them a viable option any time soon.
 - **Director Bartlett:** Vertipads are going to come before autonomous vehicles. Using air space is the more viable option. She thought that we will probably see them in use in the next couple of years. The technology has already been developed; we just need to work out how to govern the airspace.
- **Sarah Catz:** Why did we pick pothole repair as important?
 - **Council Member Gloria Ma’ae (from Anaheim):** It is because people are most concerned about the trips closest to home.

C. Meeting Poll #2

Select your top two strategies to decrease traffic congestion and reduce how much people need to drive in the future. (Select two)

33%	Encourage policies to allow remote work
22%	Modify streets to safely accommodate all forms of transportation: driving, transit, walking, bike, etc.
13%	Offer transit riders access to shuttles, shared bikes, and other services at transit stations
11%	Create a network of light rail streetcars servicing key destinations and activity centers
9%	Encourage carpooling and rideshare
9%	Improve bike lanes, sidewalks, pedestrian safety, etc.
2%	Improve and expand commuter rail service including Metrolink and Amtrak
0%*	Improve and expand bus service

*No one picked expand bus service, but a few said it would have been their third choice.

- **Darrell Johnson:** Should we use transit dollars to enable/encourage businesses to support work from home?
 - Some said yes, some no
 - Laguna Beach: Allow employees to work from home and would support OCTA funding.
 - **Chair Murphy:** We should call it VMT reduction.
 - Question to Darrell Johnson: Which one is cheaper?
 - **Darrell Johnson:** Without question, keeping people home is cheaper, but if we have to do construction projects and try to spend money on keeping people home, that would be the most expensive. We design for the peak, so that takes the most resources, if there is no peak, construction projects would be cheaper, because they wouldn't have to accommodate so many at once.
- **Darrell Johnson:** Is it worth adding VMT strategy?
 - **Sarah Catz:** How do the other colleagues feel about a VMT reduction strategy?
 - Board members all agreed; constituents would favor.
 - **Director Bartlett** mentioned that we are a compact county, so we need to look at all options.
- **Sarah Catz:** Does anyone think constituents would be upset?
 - **Dana Point:** My constituents would support if accountability was in place to ensure funds applied justly.
- **Darrell Johnson:** How did we come up with #2?
 - **Director Goodell:** If there was a segregated bike lane, people would be more likely to use it. We have such great weather, that if there was a safe space, more people would use it.
 - **Council Member Becky Gomez (Tustin):** People were out walking and biking more during the pandemic, but there was less traffic, so we see it is possible, but not enough people feel safe doing it. She mentioned that she would take a bike to the post office but didn't feel safe doing it because there is too much traffic now.
- **Sarah Catz:** If I want to bike to the post office, who is responsible to provide protected bike lanes, the City or OCTA?
 - **Darrell Johnson:** It is a city responsibility, but OCTA can play a role in helping cities plan and find funding.
 - **Council Member Gomez:** It also needs to be a regional plan so that bike lanes don't end at the city limit.

- **Director Hernandez (Yorba Linda):** We also need to be careful, because it is not a one size fits all plan. People won't bike in Yorba Linda as much due to there being too many hills. The pandemic increased home delivery and changed old norms. The future may not be the same as it has been. Gas prices need to consider bike/pedestrian activity. We need option/choice for all modes/people/conditions.
- **Sethuraman (Costa Mesa Public Works Director):** We need to think about low-income people who can't afford gas prices and cars.
 - **Council Member Ma'ae (Anaheim):** This is why there is a need for busses or trains, we need options, choice.

D. Meeting Poll #3

Select up to 3 transit improvements that you think could help relieve congestion the most in orange county. (Select two)

24%	Create on-demand rideshare services (Uber/Lyft/Microtransit)
22%	Create local community shuttle service that get people to and around major activity centers
14%	Enhance commute to/from bus stops and rail stations by developing mobility hubs (multi-services in one location)
14%	Enhance local bus service in areas with high ridership potential
12%	Provide flexible shuttle service
10%	Provide transit-only lane with high-quality service (e.g. light rail or BRT) to connect activity centers through high traffic areas
3%	Add streetcar services on areas with high ridership potential
0%	Enhance commuter rail service (Metrolink/Amtrak)

- **Sarah Catz:** Why did no one pick commuter rail?
 - Many are here that don't have rail in their communities.
 - Some said the connections to rail were more important than the rail lines themselves.
 - Rail not close by.
 - **Director Bartlett:** One size doesn't fit all. We have wildly successful Microtransit in South County, not so much in North County, bus service is robust in the north but not in South County, can't do just one thing across the county.
- **Darrell Johnson:** What does everyone think about transit-only lanes? Is there anything that would incentivize cities to promote uses other than cars? A lot of cities are incentivizing this in many cities across the nation. How can cities be incentivized to do this?
 - **Anaheim:** Car is king here, not looking to get rid of access for cars.
 - **Director Goodell:** Add another lane, but don't take away a lane.

- **Sarah Catz:** I agree it is very hard to take away the public benefit.
- **Director Hernandez:** It is hard to use buses where you may have to walk a lot. They only work in the densest part of the county (not Yorba Linda). It's a matter of convenience – distance and hills are a challenge.

IV. PART 2: PATHS TO SUCCESS

E. Meeting Poll #1

Select the top 2 elements you believe would be most useful at mobility hubs. (Select two)

36%	On-demand shuttle (OC Flex)
29%	Rideshare (Uber/Lyft)
18%	Bike/e-bike share
9%	Scooter share
6%	Carsharing (Zip Car/Get Around)
3%	Delivery/parcel lockers

- **Sarah Catz:** I would like to add the possibility of car charging stations.
- Comment to put scooter and bikes together (same thing).
- **Sarah Catz:** How much influence technologies have on:
 - Remote work
 - Electric vehicles
 - E-bikes
 - Autonomous vehicles
 - Vertiports
 - Other
- **Chair Murphy:** I wonder if remote work would have been as popular before the pandemic.
- **Sarah Catz:** I think autonomous vehicles will be here in the next 10 years and they make everything more accessible.
- **Darryl Johnson & Dana Point:** Ohana Festival is a virtual mobility hub – more alternative modes than cars.

F. Meeting Poll #2

Please rank the following tech in order of how much influence you think that might have.

1	Remote work/teleservice
2	Electronic vehicles
3	E-bikes/neighborhood EVs
4	Connected/autonomous vehicles
5	Vertiport/air taxis
6	Other

- **Mark Murphy:** I wonder if the results would have been the same if asked before the pandemic.
 - Not a lot of senior options
 - **Sarah Catz:** You could say that all are senior options.

G. Meeting Poll #3

Which path to success do you think could provide the most benefit in OC? (Select top three)

31%	Extend/modify select M2 programs
21%	Enhance active transportation
17%	Embrace technology
15%	Eliminate freeway chokepoints
10%	Explore mobility integration
4%	Elevate maintenance/resilience priorities
2%	Expand transit service

- **Sarah Catz:** Do you think is on the right path?
 - Sidewalk gap closures missed.
 - OCTA needs to find ways to fund ADA requirements.
- As gas tax diminishes how to maintain?
 - **Jamie Lai (Public Works Yorba Linda):** We need to get more money to cities, but M2 programs are great for sidewalk gap programs.
 - **Lake Forest:** What happens to gas tax with the transition to electric vehicles? What are we doing there?
 - **Darrell Johnson:** Gas and sales tax have both funded but we need to think about the future. Half of what goes to cities comes from the gas tax and half comes from M2, how do you maintain the whole roadway.

- Different for City to City, for OC versus LA/SF, because we don't have a downtown. I appreciate the difference between cities.
- **Council Member Ward Smith (Placentia):** What does dialogue look like between transportation and utility agencies? What are we going to do about charging all of the cars and the impact to the grid?
 - **Darrell Johnson:** Good conversations happening but not perfect, money coming to states to enhance the grid. We have to run on a parallel track with utilities.
 - **Director Murphy:** There must be a reality of what we can actually do.
- **Darrell Johnson:** We might have to think differently about car ownership, charging abilities.
 - **Director Murphy:** The approach that we need to take is a competitive view. What is least expensive, convenient, and driven by accessibility.
 - **Sarah Catz:** Transportation is a blank canvas, need everyone's input, and you all can have input.

H. Closing Comments

- **Darrell Johnson:** What we heard today is:
 - One size does not fit all.
 - M2 is valuable, but how to pay for it TBD.
 - Remote work is important, but to who employer/employee
 - Active transportation and safety go hand in hand
 - Local solutions are not just about potholes – it's about how we use the space.
 - Can't forget about technology
- **Director Murphy**
 - Thank you for your time, please reach out if you have anything to add.
- **Director Hernandez**
 - We get it, one size does not fit all, and we are a very diverse board.
- **Director Goodell**
 - I think the comment about the utilities is really good and we need to keep that in mind, those conversations are important.
- **Announcement:**
 - Board workshop scheduled for October 10th
 - Release draft LRTP in fall 2022
 - Final LRTP in winter/spring 2023
 - OC formal input into the SCAG process

Finish 4:08 p.m.



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Purpose, Challenges, & Goals

Elected Official Roundtable
September 28, 2022

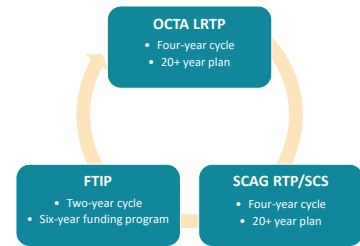
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1

Long-Range Transportation Plan

- OCTA's LRTP serves to:
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 - Identify new initiatives and priorities
 - Define projects in the RTP
- Must consider:
 - Current commitments
 - Population/employment forecasts
 - Key challenges
 - Public & Stakeholder input
 - Revenue forecasts



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• Four-year cycle
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2

Current Commitments


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- Streets **32%**
- Transit **25%**

Provide Public Transit




- A total of 2% of the overall OC Go Program funds is allocated to the Environmental Cleanup Program.
- A total of 5% of OC Go Freeway Program funds is allocated to the Freeway Environmental Mitigation Program.

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Demographic Growth (2019-2045)

	Population	Housing	Employment
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9% Population **9%** Housing **12%** Employment

4

Key Challenges

- Growing travel demand and built out roadways
- Evolving travel trends
- Increasing climate-related risks
- Changing funding outlook
- Diversity, Equity, and Inclusion

5

5

Key Challenges

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6

6

Key Challenges

- Growing travel demand and built out roadways
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7

7

Key Challenges

- Growing travel demand and built out roadways
- Evolving travel trends
- Increasing climate-related risks
- Changing funding outlook
- Diversity, Equity, and Inclusion

8

8

Climate Action Plan for Transportation Infrastructure (CAPTI)

State transportation funding prioritized to address climate change and support public health, safety, and equity.

CAPTI Guiding Principles Summary

- Integrate transit
- Provide alternatives to auto
- Improve bicycle and pedestrian facilities
- Reduce fatalities and injuries
- Decrease climate risks
- Plan zero-emission infrastructure
- Develop zero-emission freight systems
- Promote public health and community benefits
- Manage urban sprawl
- Protect natural and working lands

9

Measure M2 Sunset

Unfunded programs after 2041:

- Freeway Service Patrol
- Freeway Environmental Mitigation Program
- Regional Capacity Program
- Regional Traffic Signal Synchronization Program
- Local Fair Share Program
- Metrolink Service Expansion Program
- Senior Mobility Program
- Fare Stabilization
- Senior Non-Emergency Medical Transportation Program
- Community Based Transit
- Safe Transit Stops
- Environmental Cleanup Program

≈\$1.5 billion loss in programs (2041-45):

Increased local costs <ul style="list-style-type: none"> Regional Capacity Program Community Based Transit Local Fair Share Program 	Longer delays <ul style="list-style-type: none"> Freeway Service Patrol Regional Traffic Signal Synchronization Program
Reduced transit service <ul style="list-style-type: none"> Metrolink Service Expansion Senior Mobility Program Fare Stabilization Safe Transit Stops 	Fewer environmental projects <ul style="list-style-type: none"> Environmental Cleanup Freeway Environmental Mitigation

Projected Measure M revenues available for selected programs if continued post-2041 sunset through 2045. Excludes freeway revenues.

10


Key Challenges

- Growing travel demand and built out roadways
- Evolving travel trends
- Increasing climate-related risks
- Changing funding outlook
- Diversity, Equity, and Inclusion

11

Identify Needs and Concerns

- SCAG Communities of Concern approach
 - Top 1/3 of census tracts with the highest percentage of households that are both non-white and below the federal poverty level
- New performance measures for LRTP
 - Diversity, Equity, and Inclusion metrics focus primarily on accessibility
- Evaluate for discrepancies compared with Countywide performance
- Recommend actions for improving accessibility



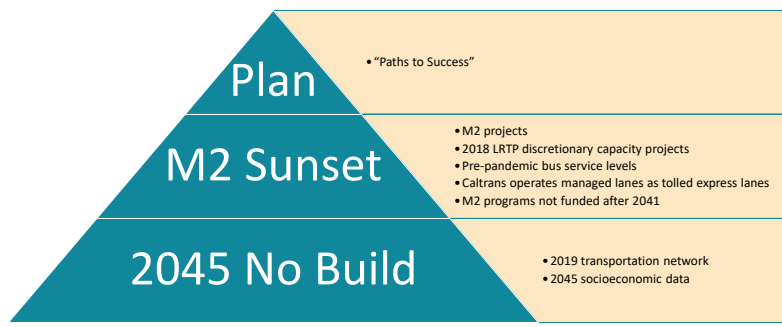
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Goals

-  **Deliver on Commitments**
-  **Improve System Performance**
-  **Expand System Choices**
-  **Support Sustainability**

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2045 Scenarios






Caltrans – California Department of Transportation
LRTP – Long Range Transportation Plan
M2 – Measure M2

14

LRTP: Paths to Success



DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN
Sustainable, equitable, and innovative transportation solutions.

-  1. Extend or modify select Measure M2 programs
-  2. Expand transit services
-  3. Enhance active transportation
-  4. Explore mobility integration
-  5. Eliminate freeway chokepoints
-  6. Embrace technology
-  7. Elevate maintenance and resilience priorities

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Public and Stakeholder Engagement

Engagement to date:

- OCTA Advisory Committees
- Community-based organizations
- Public webinar and Planning Forum
- Community events
- Telephone helpline
- Multilingual online survey, digital media, and print/radio ads



DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN
Sustainable, equitable, and innovative transportation solutions.

Welcome to the OCTA Long Range Transportation Plan (LRTP) Community Survey!


*Haga clic aquí para español
Bấm vào đây để xem tiếng Việt*

16

Poll Questions

How to join

Web



- 1 Go to [Pollev.com](https://pollev.com)
- 2 Enter **ACTIVEBIKE087**

17

Please rank the following transportation improvements in order of importance. (1= most important; 4 = less important)

- Freeway maintenance, on- and off-ramp enhancements, and projects to improve overall traffic flow
- Bus, streetcar, light rail, shuttle, trolley, vanpool, and other transit services
- Pothole repairs, signal synchronization, and intersection improvements
- Bike lanes, bikeway and sidewalk networks, and pedestrian pathways
- Enhanced infrastructure to accommodate autonomous, driverless vehicles

Start the presentation to see live content. For screen share software, share the entire screen. Get help at pollev.com/app

18

Select your top two strategies to help decrease traffic congestion and reduce how much people need to drive in the future. (select top two)

- Encourage carpooling, vanpooling, and ridesharing
- Improve bike lanes, sidewalks, and pedestrian safety, etc.
- Modify streets to safely accommodate all forms of transportation (driving, transit, walking, bicycling, etc.)
- Create a network of light rail streetcars serving key destinations and activity centers
- Encourage policies to allow employees to work from home at least one day per week, whenever possible
- Improve and expand commuter rail services including Metrolink and Amtrak
- Improve and expand bus services
- Offer transit riders access to shuttles, shared bikes/scooters, and rideshare services at transit stations (e.g. mobility hubs)

Start the presentation to see live content. For screen share software, share the entire screen. Get help at pollev.com/app

19

Which transit improvements do you think could help relieve congestion the most in Orange County? (select top three)

- Enhance local bus service in areas with high ridership potential
- Create local community shuttle services that get people to and around major activity centers
- Create on-demand shared ride services (Uber / Lyft / microtransit)
- Provide flexible shuttle services that can move away or deviate from set routes during less busy travel times
- Add streetcar services in areas with high ridership potential
- Enhance commuter rail services (Metrolink / Amtrak)
- Provide transit only lanes with high quality services (e.g. light rail or bus rapid transit) to connect activity centers through high traffic areas
- Enhance connections to and from bus stops and rail stations by developing Mobility Hubs (multiple services in one location)

Start the presentation to see live content. For screen share software, share the entire screen. Get help at pollev.com/app

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DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN

Paths to Success

Elected Official Roundtable
September 28, 2022




Sustainable, equitable, and innovative transportation solutions.

21



Key Challenges


- Growing travel demand and limited land
- Evolving travel trends
- Increasing climate-related risks
- Changing funding outlook
- Diversity, Equity, and Inclusion



22


Goals

-  **Deliver on Commitments**
-  **Improve System Performance**
-  **Expand System Choices**
-  **Support Sustainability**








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LRTP: Paths to Success



Sustainable, equitable, and innovative transportation solutions.

-  1. Extend or modify select Measure M2 programs
-  2. Expand transit services
-  3. Enhance active transportation
-  4. Explore mobility integration
-  5. Eliminate freeway chokepoints
-  6. Embrace technology
-  7. Elevate maintenance and resilience priorities



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1. Extend or Modify M2 Programs

Purpose:






- Invest funds in popular and effective programs beyond the sunset of M2

How:

- Signal Synchronization
- Roadway Improvements
- Community Circulators
- Metrolink Service
- Transit Accessibility
- Senior Mobility
- Environmental Mitigation

25

25

1. Extend or Modify M2 Programs





Benefits to LRTP Goals:

Improve System Performance	Expand System Choices	Support Sustainability
<ul style="list-style-type: none"> Less time in traffic Reliable travel times Enhanced safety for all 	<ul style="list-style-type: none"> More transit trips and fewer (SOV) trips Improved access to jobs and key destinations Lower travel costs 	<ul style="list-style-type: none"> Fewer vehicle miles traveled Reduced emissions Maintains high-quality pavement conditions

SOV – Single Occupancy Vehicle

26

26

2. Expand Transit Services

Purpose:

- Provide more service, tailored to local needs

How:

- Rapid Bus (BRAVO!)
- Microtransit (OC Flex/SC Rides)
- High-Capacity Transit
- Reduced or Free Transit Fares

27

27





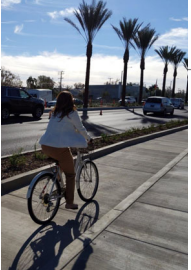



2. Expand Transit Services

Benefits to LRTP Goals:

Improve System Performance	Expand System Choices	Support Sustainability
<ul style="list-style-type: none"> Faster transit travel times 	<ul style="list-style-type: none"> Improved access to transit and key destinations via transit More transit trips and fewer SOV trips Lower travel costs 	<ul style="list-style-type: none"> Fewer vehicle miles traveled Reduced emissions

28

28

3. Enhance Active Transportation

Purpose:

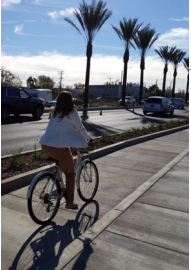


- Provide safe and attractive active transportation facilities through coordination with local jurisdictions

How:

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

29


29

3. Enhance Active Transportation

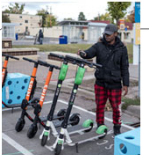
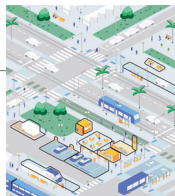

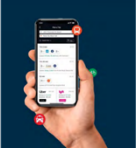
Benefits to LRTP Goals:

Expand System Choices	Support Sustainability
<ul style="list-style-type: none"> • Expanded bikeways network • Fewer vehicle trips • Lower travel costs 	<ul style="list-style-type: none"> • Fewer vehicle miles traveled • Reduced emissions



30

30

4. Explore Mobility Integration

Purpose:

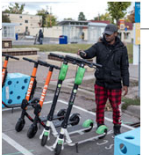
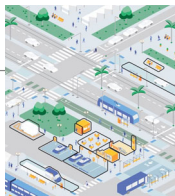

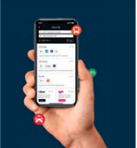
- Improve access to mobility options and reduce first-/last-mile challenges

How:

- Mobility hubs
- Mobility as a service
- Micromobility

31

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4. Explore Mobility Integration

Benefits to LRTP Goals:

Improve System Performance	Expand System Choices	Support Sustainability
<ul style="list-style-type: none"> • Reliable travel times 	<ul style="list-style-type: none"> • More multimodal and rideshare facilities • Improved access to jobs and key destinations • Fewer single-occupant vehicle trips • Lower travel costs 	<ul style="list-style-type: none"> • Fewer vehicle miles traveled • Reduced emissions

32

32






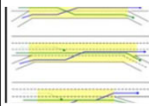
5. Eliminate Freeway Chokepoints

Purpose:

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


How:

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

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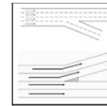
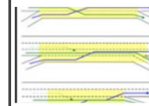
33



5. Eliminate Freeway Chokepoints


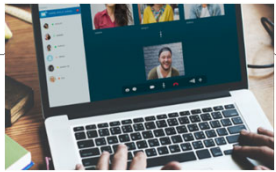



Benefits to LRTP Goals:

Improve System Performance	Expand System Choices	Support Sustainability
<ul style="list-style-type: none"> Less time in traffic Reliable travel times Enhanced safety for all 	<ul style="list-style-type: none"> Improved access to jobs and key destinations 	<ul style="list-style-type: none"> Reduced smog-forming emissions

34

34

6. Embrace Technology

Purpose:

- Leverage technology and services to provide more options and improve efficiency

How:

- Electric vehicle charging stations
- Remote Work/teleservices
- E-bikes/neighborhood electric vehicles
- Connected vehicles/enhanced signal synchronization
- Monitor emerging technology

35

35







6. Embrace Technology

Benefits to LRTP Goals:

Improve System Performance	Expand System Choices	Support Sustainability
<ul style="list-style-type: none"> Less time in traffic Reliable travel times 	<ul style="list-style-type: none"> Fewer trips Improved access to jobs and key destinations 	<ul style="list-style-type: none"> Fewer vehicle miles traveled Reduced emissions

36

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7. Elevate Maintenance and Resilience Priorities

Purpose:

- Preserve and protect transportation investments

How:

- Maintain existing infrastructure
- Assess risks and mitigations
- Electric bus fleet

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7. Elevate Maintenance and Resilience Priorities

Benefits to LRTP Goals:

Support Sustainability


- Maintains high-quality pavement conditions
- Reduced emissions
- Reduced risk from climate-related events

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Poll Questions

How to join

Web



- 1 Go to [PollEv.com](https://poll.ev.com)
- 2 Enter **ACTIVEBIKE087**

39

Select the top two elements that you believe would be most useful at mobility hubs. (select top two)

- On-demand shuttle services (OC Flex)
- Delivery/parcel lockers
- Rideshare (Uber/Lyft)
- Bike/e-bike share
- E-scooter share
- Carsharing (Zipcar, Getaround)

Start the presentation to see live content. For screen share software, share the entire screen. Get help at poll.ev.com/app

40

Please rank the following technologies in order of how much influence you think they might have (1 = most influence, 6 = least influence)

- Electric vehicles
- Remote Work / Teleservices
- E-Bikes / Neighborhood Electric Vehicles
- Connected / Autonomous vehicles
- Vertiports / Air taxis
- Other

Start the presentation to see live content. For screen share software, share the entire screen. Get help at pollev.com/app

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Which of the Paths to Success do you think could provide the most benefit in Orange County? (select top three)

- Extend/modify select M2 programs
- Expand transit services
- Enhance active transportation
- Explore mobility integration
- Eliminate freeway chokepoints
- Embrace technology
- Elevate maintenance and resilience priorities

Start the presentation to see live content. For screen share software, share the entire screen. Get help at pollev.com/app

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APPENDIX E

Community & Pop-up Events

- Display Boards





DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Sustainable, equitable, and innovative transportation solutions.

The Long Range Transportation Plan (LRTP) is a blueprint for transportation improvements in Orange County over the next 20+ years.

El Plan de Transporte a Largo Plazo (LRTP) es un plan para las mejoras del transporte en el Condado de Orange durante los próximos 20+ años.

Kế Hoạch Giao Thông Vận Tải Dài Hạn (LRTP) là một kế hoạch cải thiện giao thông chi tiết ở Quận Cam trong vòng 20+ năm tới.

WELCOME BIENVENIDOS / HOAN NGHÊNH

TRANSPORTATION CHALLENGES AND OPPORTUNITIES
OPORTUNIDADES Y DESAFÍOS DEL TRANSPORTE PÚBLICO / NHỮNG THÁCH THỨC VÀ CƠ HỘI VẬN TẢI

GROWING TRAVEL DEMAND & LIMITED LAND
CRECIENTE DEMANDA DE VIAJES Y UNA LIMITADA DISPONIBILIDAD DE TIERRA
NHU CẦU ĐI LẠI NGÀY CÀNG TĂNG VÀ ĐẤT ĐAI CÓ HẠN

EVOLVING TRAVEL TRENDS
EVOLUCIÓN DE LAS TENDENCIAS DE VIAJE
CÁC XU HƯỚNG ĐI LẠI ĐANG PHÁT TRIỂN

INCREASING CLIMATE RELATED RISKS
AUMENTO DE LOS RIESGOS RELACIONADOS CON EL CLIMA
RỦI RO LIÊN QUAN ĐẾN KHÍ HẬU GIA TĂNG

CHANGING FUNDING OUTLOOK
CAMBIOS EN LAS PERSPECTIVAS DE FINANCIACIÓN
TRIỂN VỌNG TÀI TRỢ THAY ĐỔI

DIVERSITY, EQUITY & INCLUSION
DIVERSIDAD, EQUIDAD E INCLUSIÓN
ĐA DẠNG, CÔNG BẰNG & BAO GỒM



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Sustainable, equitable, and innovative transportation solutions.

HELP IMPROVE TRANSPORTATION
for a chance to win a \$50 gift card!

*¡AYUDA A MEJORAR EL TRANSPORTE
para tener la oportunidad de ganar
una tarjeta de regalo de \$50!*

GIÚP CẢI THIỆN GIAO THÔNG
để có cơ hội dành được thẻ quà tặng \$50!



TAKE THE SURVEY AND ATTEND THE UPCOMING MEETINGS

RESPONDA A LA ENCUESTA Y ASISTA A LAS PRÓXIMAS REUNIONES | THAM GIA KHẢO SÁT VÀ THAM DỰ CÁC CUỘC HỌP SẮP TỚI

The Orange County Transportation Authority (OCTA) would like to get your input about future improvements to the County's transportation system. The plan considers trends, demographics, and changing revenues. Go to LRTP-StoryMap.com to learn more.

There are multiple ways to get involved and share your opinion.

La Autoridad de Transporte del Condado de Orange (OCTA, por sus siglas en inglés) quiere escuchar su opinión sobre las futuras mejoras del sistema de transporte del Condado. El Plan de Transporte a Largo Plazo (LRTP, por sus siglas en inglés) considera las tendencias, la demografía, y los cambios en los ingresos. Visite LRTP-StoryMap.com para obtener más información.

Hay múltiples formas de participar y compartir su opinión.

Sở Giao thông Vận tải Quận Cam (OCTA, từ viết tắt bằng tiếng Anh) muốn nhận được ý kiến đóng góp của quý vị về những cải tiến trong tương lai đối với hệ thống giao thông vận tải của Quận. Kế hoạch Giao Thông Dài Hạn (LRTP, từ viết tắt bằng tiếng Anh) xem xét các xu hướng, nhân khẩu học và doanh thu thay đổi. Truy cập LRTP-StoryMap.com để tìm hiểu thêm.

Có nhiều cách để tham gia và chia sẻ ý kiến của quý vị.



Take the online survey:
LRTP-Survey.com
Print surveys upon request.

*Complete la encuesta en línea en:
LRTP-Survey.com
Encuestas impresas están disponibles sobre pedido.*

Tham gia khảo sát trực tuyến:
LRTP-Survey.com
Có bản khảo sát in sẵn theo yêu cầu.



Participate in the telephone town hall:
Thursday, January 19 | 5:30 p.m.
Visit LRTP-TownHall.com or call 800-501-9266 to register.

*Participe en la reunión telefónica del ayuntamiento:
Jueves, 19 de enero | 5:30 p.m.
Visite LRTP-TownHall.com o llame al 800-501-9266 para registrarse.*

Tham gia vào tòa thị chính điện thoại:
Thứ năm, ngày 19 tháng 1 | 5:30 chiều
Truy cập LRTP-TownHall.com hoặc gọi 800-501-9266 để ghi danh tham dự. Chỉ có tiếng Anh và tiếng Tây Ban Nha.



Join the Zoom webinar:
Tuesday, January 24 | 5:30 p.m.
LRTP-Meeting.com
Meeting ID: 814 4288 1360
Call-in Number: 213-338-8477

*Asista al seminario web de Zoom:
Martes, 24 de enero | 5:30 p.m.
LRTP-Meeting.com
Identificación de la reunión: 814 4288 1360
Número de llamada: 213-338-8477
Llamada en español: 872-240-3412
Código de acceso: 804-325-493*

Tham gia hội thảo trên web Zoom:
Thứ ba, ngày 24 tháng 1 | 5:30 chiều
LRTP-Meeting.com
Meeting ID: 814 4288 1360
Gọi vào số điện thoại: 213-338-8477



Call 800-501-9266 to:

- Sign-up to follow the project
- Ask questions or comment
- Request a mailed print survey
- Register by phone for the telephone town hall

Llame al teléfono de ayuda 800-501-9266 para:

- *Inscribirse para seguir el proyecto*
- *Hacer preguntas o dejar un comentario*
- *Solicitar que le envíen una encuesta impresa por correo*
- *Inscribirse para la reunión telefónica del ayuntamiento por teléfono*

Gọi đường dây trợ giúp 800-501-9266 để:

- Ghi danh theo dõi dự án
- Đặt câu hỏi hoặc đóng góp ý kiến
- Yêu cầu gửi bản in khảo sát qua bưu điện
- Ghi danh qua điện thoại cho cuộc hội thảo bằng điện thoại

To request special accommodations and additional interpretations, please call 714-560-5766 at least 72 hours in advance of a scheduled meeting.

Para solicitar adaptaciones especiales e interpretaciones adicionales, por favor llame al 714-560-5766 al menos 72 horas antes de una reunión programada.

Có những yêu cầu đặc biệt và giải thích bổ sung, xin vui lòng gọi 714-560-5766 ít nhất 72 giờ trước một cuộc họp theo lịch trình. **A137 | Page**

APPENDIX F

Comments

- Comment Letters
- Comment Letters Response Matrix
- Additional Comment Log





City of Anaheim
DEPARTMENT OF PUBLIC WORKS

February 2, 2023

Mr. Kurt Brotcke
Director of Planning
Orange County Transportation Authority
500 South Main Street
P.O. Box 14184
Orange, CA 92863

SUBJECT: Draft 2022 Long Range Transportation Plan

Dear Mr. Brotcke:

The City of Anaheim (Anaheim) has completed its review of the Orange County Transportation Authority's (OCTA) Draft 2022 Long Range Transportation Plan (LRTP) and offers the following comments.

1.) Chapter 3: Path to Success; Page 3-8; Path 1: Extend or Modify Programs Funded by M2

The second paragraph in this section notes that in the future, M2 roadway improvement programs “could be modified to help implement complete street projects that improve the mobility of all travel modes, encouraging more active transportation trips and reduced travel costs, emissions, and VMT.”

As modifications to this program are considered, Anaheim would like to encourage OCTA to make pedestrian bridges and other complete streets components eligible for funding; and to also consider establishing a competitive funding program to further support achievement of the County's baseline pavement improvement needs.

2.) Chapter 4: 2045 Preferred Plan; Page 4-4; Commuter Rail Project List

Please clarify which LOSSAN Corridor Grade Separations are included in the 2045 Preferred Plan. Grade separations at Ball Road, State College Boulevard, and Orangethorpe Avenue are important priorities to Anaheim and their implementation will greatly improve LOSSAN Corridor performance for both Metrolink and future High Speed Rail.

3.) Chapter 5: Living Document; Page 5-2; Regional Planning Activities – 2028 Olympics

As part of OCTA's coordination efforts with the Los Angeles Metropolitan Transportation Authority (METRO) on preparations for the 2028 Olympics, please include jurisdictions who will be hosting Olympic venues in these discussions and planning efforts.

4.) Chapter 5: Living Document; Page 5-3: Conceptual Transportation Projects; Table 5.2: Conceptual Plan

- **Harbor Boulevard/Ball Road Grade-Separated Intersection**

Anaheim recognizes that this improvement recommendation was developed as part of OCTA’s Central County Corridor Major Investment Study (CCCMIS) which was completed in 2009. Since that time, Anaheim has completed various other planning efforts in the area—including the Anaheim Resort Mobility Study. These efforts have shifted the mobility focus within the Resort to active transportation improvements—including the provision of pedestrian bridges at key locations. As such, Anaheim requests that the Harbor Boulevard/Ball Road Grade-Separated Intersection project be removed from the LRTP’s Conceptual Plan list and be replaced with pedestrian bridge improvements at various high volume locations in the Anaheim Resort—including, but not limited to, Harbor Boulevard/Ball Road; Harbor Boulevard/Disney Way; and Harbor/Boulevard Katella Avenue.

- **East/West Transit Connection between the Platinum Triangle and the Anaheim Resort**

Implementation of an East/West transit connection between the Platinum Triangle and the Anaheim Resort remains a high priority for Anaheim. Such a service will facilitate successful implementation of the 2028 Olympics, activation of the OCVibe development and the Anaheim Regional Transportation Intermodal Center (ARTIC), and also provide a key regional transit connection for Anaheim’s employees, residents, and visitors. As such, Anaheim requests that this important project be included by OCTA in the LRTP’s Conceptual Plan.

Anaheim appreciates the opportunity review OCTA’s Draft 2022 LRTP. Should you have any questions regarding these comments or like to discuss Anaheim’s long-term transportation priorities, please contact Rafael Cobian at (714) 765-4991.

Sincerely,



Rudy Emami
Public Works Director



February 6, 2023

Via Email:
mespino@octa.net

Ms. Marissa Espino
Community Relations Officer
Orange County Transportation Authority
550 South Main Street
Orange, California 92868

Subject: City of Irvine Comments for “Directions 2045” the Orange County Transportation Authority Draft Long Range Transportation Plan

Dear Ms. Espino:

The City of Irvine appreciates the opportunity to provide comments on “Directions 2045” the draft Long Range Transportation Plan (LRTP). The draft LRTP is a significant effort and the City of Irvine recognizes that the document and supporting studies are critical to the County’s ability to receive federal funding for transportation projects, improve mobility, operate and maintain the transportation system, and meet the region’s greenhouse gas emission reduction targets and other air conformity standards. The City also recognizes the critical role the LRTP has in the larger regional effort.

The following general comments and recommendations are offered by the City of Irvine for the LRTP and all associated studies that have been developed to inform the draft LRTP and Preferred Alternative. The City of Irvine requests that this letter and all of its attachments be included in the public record as our collective comments on the LRTP, all associated appendices and documents, online inventory of maps, and all associated studies that have been prepared and finalized and were used to inform the draft LRTP.

Long Range Transportation Plan (LRTP)

1. For figures 2-1, 2-2, 2-3, 2-4, 2-5, 2-6, 2-8, 2-9, and 2-10 the source is Orange County Projections 2018. Updated demographic data is available through Orange County Projections 2022, and where possible, this updated data should be utilized to ensure the LRTP includes the most recent and accurate jurisdictional data.
2. Figure 2-17: Base Year 2019 Bikeways – North County and Figure 2-18: Base Year 2019 Bikeways – South County: The source listed for the bikeway system is OCTA; does this data come directly from the local jurisdictions or has it been confirmed with the local jurisdictions?

3. On Page 2-27, the draft LRTP states: “Use of the SR-91 Express Lanes has almost returned to normal and so has bus ridership, but Metrolink ridership is still far below pre-COVID levels.” Please provide documentation or data that demonstrates bus ridership has returned to pre-COVID levels. Bus ridership has decreased over the past decade and the draft LRTP indicates that bus ridership is actually improving.
4. On Page 2-30, air taxis and vertiports are identified as a viable alternate mode of travel in the 2045 timeframe. There are so many other considerations involving this technology, including risks to public safety and the learning curve required to learn to operate such technology that have not been considered. While the concept of this technology might be interesting, it seems highly unlikely that this mode of travel will become a reality by 2045.
5. Page 2-32, there is little to no discussion on the impact EVs will have on the existing infrastructure. This includes the impact on the grid and on the roads.
6. On page 2-33, the draft LRTP states: “Wildfires are more likely to occur during extreme heat events, and these have their own stresses on transportation systems.” It is recommended that the statement be revised to state “Wildfires are more likely to occur during extreme heat and wind events, and these have their own stresses on transportation systems.”
7. Page 3-3, Figure 3-1: Key Destinations per Square Mile. There is no discussion of how and why a key destination was determined. The definition of a “key destination” and a complete list of those key destinations should be listed in an appendices for review and confirmation by a local jurisdiction. The source of the data is LSA Associates and this type of key data should be confirmed by a local jurisdiction before inclusion in the draft LRTP.
8. Pages 3-5 and 3-6, Figure 3-2 and Figure 3-3: The City of Irvine has concern with the following maps – “Top One-Third Families in Poverty,” “Top 10% Zero Vehicle,” and “Top One-Third Non-White” – and the source of the data. What is the geographic level of the data? Additionally, the data does not seem to correlate with either 2010 or 2020 Census tracts or block groups. According to the United States Census Bureau, Quick Facts data from July 1, 2021, Asians account for 43.6% of the City of Irvine’s population. While this results in many households having limited English, it does not automatically equate to a population that is in poverty. Based on the maps included in the LRTP, it appears that this correlation is being made. Additionally, the median income for the City of Irvine is \$105,126, which is considerably higher than the median income for Orange County (\$81,000). This information does not seem to support the “Top One-Third Families in Poverty” map and subsequently the “Top 10% Zero Vehicle” map. These maps should not be

included without context. For example, a non-white population in the City of Irvine is very different from a non-white population located a lower income jurisdiction.

9. Page 3-10, "Pathway to Success": There are strategies (e.g., Path 4 and Path 6) identified that require further study.
 - a. For Path 4, explain how mobility hubs and Mobility as a Service (MaaS) can reduce Vehicle Miles Traveled (VMT) and emission if this strategy requires further analysis. Additionally, there are no studies referenced to support this statement.
 - b. For Path 6, explain how these strategies are considered a "Path to Success" if they are still being monitored and/or studied (e.g., air taxi services).
10. Page 4-3, "Preferred Plan": The LRTP continues to identify Bus Rapid Transit (BRT) as part of the future transit network. The City has reviewed the final "OCTA Freeway BRT Concept Study" and continues to have concerns with the proposed future BRT route on Interstate 5 and State Route 55. More specific comments related to the BRT are provided in the comment section for the South Orange County Multimodal Transportation Study (SOCMTS) and OCTA Freeway BRT Concept Study. These studies are referenced in the draft LRTP as they have informed the projects and policies included in the LRTP. The City of Irvine requests that any mention of BRT be supplemented with a statement that this project is conceptual and there is no guarantee that BRT will be implemented by 2045. It should not be included in any regional (Connect SoCal) planning and policy documents to ensure it does not impact local jurisdictional land use planning
11. Page 4-3. The draft LRTP states that OC Streetcar is anticipated to operate 30,496 revenue service hours annually and that the 2045 Preferred Plan anticipates approximately 161,000 revenue services by 2045. Please cite the source of these projections.
12. Page 4-4. The Commuter Rail List identifies Project R: OC Maintenance Facility. The City of Irvine continues to have concern with the inclusion of the OC Rail Maintenance Facility in the LRTP. Please reference the attached comment letter from the City of Irvine regarding this project at the June 13, 2022 OCTA Board meeting.
13. Page 4-5, "Figure 4-5: 2045 MPAH Improvements – North County": This figure accurately reflects the modification to the Alton/State Route 55 overcrossing. This is in direct conflict with the assumptions made in the OCTA Freeway BRT Concept Study.

14. Page 4-11, "Figure 4-9: 2045 Bikeway Additions – South County": The source of this data is listed as OCTA. Has this information been vetted and confirmed with the local jurisdiction? If the data was acquired from the local jurisdictions, this should be noted in the document.
15. Page 4-24, "Table 4.6: 2045 Preferred Plan," Project Number 41: The City of Irvine continues to have concern with the Interstate 5 BRT and State Route 55 BRT. Please reference detailed comments in the OCTA Freeway BRT Concept Stud."
16. Page 4-25, "Table 4.6: 2045 Preferred Plan," Project Number 51: The City of Irvine has concerns with the inclusion of the "OC Rail Maintenance Facility (Project R) in the draft LRTP. Please reference the attached comment letter from the City of Irvine regarding this project at the June 13, 2022 OCTA Board meeting.
17. Page 4-25, "Table 4.6: 2045 Preferred Plan," Project Number 54: The City of Irvine has concerns with the "Mobility Hubs Network." Reference more specific comments under the "South Orange County Multimodal Transportation Study."

South Orange County Multimodal Transportation Study (SOCMTS)

1. Pages 12 and 13, Figure 2-4 and Figure 2-5: The source listed for this data is the Southern California Association of Governments (SCAG). The City of Irvine recommends OCTA either utilize data from the local jurisdictions or demonstrate the SCAG data includes the most accurate data from the local jurisdictions.
2. Many of the figures included in the SOCMTS do not include a source for the data. This appears to carry into the LRTP. All figures and maps should be revised to include a source and date for the data.
3. Page 17, Figure 2-7. "Residents Work-from-Home Mode Share": The title for this figure is misleading. It should be relabeled to reflect that this is pre-COVID data.
4. Page 28, Figure 3-1. "2045 Core Elements": This figure shows widening in Irvine that may be incorrect as future priorities:
 - a. Red Hill Avenue - The City has been working with OCTA since 2021 to remove this widening from the MPAH and therefore it should be removed from this figure.
 - b. University Avenue - This roadway widening was already funded (with assistance from and partial M2 funding) and construction is nearly complete. It should not be a future high priority.
 - c. It is difficult to confirm any additional locations due to the size of the maps provided in the online or printed version. The City of Irvine reserves the

right to comment on other roadways if larger maps or GIS files are provided.

5. Use of the terminology “Locally Preferred Strategy” indicates that it is preferred by the local jurisdictions. This may not be accurate and should be identified as the “Preferred Strategy.”
6. The SOCMTS and the OCTA Freeway BRT Concept Study continue to identify the Interstate 5 BRT and State Route 55 BRT as a project that is funded or committed to be implemented by 2045. The City of Irvine continues to express concern with this project being identified by OCTA as a viable project given the lack of an off-ramp at Alton and the “stop” located at the Park and Ride on Jeffrey. If it is to be included in the draft LRTP, the SOCMTS, and the BRT study, OCTA should provide disclaimers against using this information for the purpose of identifying areas that are ideal for new high density residential and/or mixed use.
7. The SOCMTS introduces a new concept, the mobility hub. This is carried into the draft LRTP. (Reference LRTP comment 17). The document defines the mobility hub as “a convenient, centralized location where various transportation services connect.” This definition is extremely vague and there is no additional information provided throughout the SOCMTS or the draft LRTP. The mobility hubs are further broken down into local, neighborhood, and regional hubs. Again, there is no additional information provided on what these are, the differences between the three hubs, and how these will be used by OCTA and eventually SCAG. The City has repeatedly requested a definition and better/zoomed in maps or a GIS layer for the mobility hubs and micro-transit zones (Figures 4-1 and 4-2). The City has not been provided with any of the requested items.
8. The SOCMTS indicates that Measure M2 funds may be used for the establishment of the mobility hubs and mobility hub network. However, it is the City of Irvine’s understanding that Measure M2 is limited to project types that were approved by Orange County voters. The mobility hub concept, in addition to many of the active transportation projects, do not appear to be consistent with the project types originally approved by the voters.
9. Similar to comments on the LRTP, the SOCMTS relies on TDM programs that may be identified in the future. How can the study demonstrate such significant change on Table 4-2? The SOCMTS uses ideas and potentials with no real projects to demonstrate significant improvements in things that cannot be proven.
10. Page 46. The SOCMTS states local circulators are currently funded through Measure M2. This is not accurate as local circulators are partially funded through Measure M2. This should be noted in the study.

11. Appendix A, “Public Involvement Program Final Report.” There is not a comprehensive list of attendees for the public or elected official workshops. The list should only include those who participated in the workshops, not who was invited to participate.
12. Appendix B, Figures 4-3 and 4-4: The source listed for this data is SCAG. The City of Irvine recommends OCTA either utilize data from the local jurisdictions or demonstrate the SCAG data includes the most accurate data from the local jurisdictions. It is particularly critical that OCTA utilize local jurisdiction data for anything related to existing land use and land use categories. Figure 4-3 identifies the existing land uses in South Orange County and Figure 4-4 identifies the General Plan categories for each jurisdiction. SCAG does not have authority over local land use and has generalized land use categories that are not unique to the individual jurisdictions.
13. Appendix B, Table 4-5: “Major Projects Planned Under Construction in the Study Area.” The California Office of Environmental Health Hazard Assessment (OEHHA) is listed as the source for this data. All major projects should be vetted and confirmed with local jurisdictions. OEHHA is not an accurate source of data. The data is also from 2018, which can be outdated for major projects.

OCTA Freeway Bus Rapid Transit (BRT) Concept Study

1. The City of Irvine has repeatedly expressed concern with the proposed Interstate 5 (I5) and State Route 55 (SR55) concept. This concern was expressed during the preparation of the Southern California Association of Governments (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) as the I5 and SR55 BRT projects were included in the 2045 Transit network. SCAG utilized the BRT route and identified conceptual stations stops in the Sustainable Communities Strategy portion of the plan to demonstrate areas that should be developed as high density residential and/or mixed use. Given that the BRT concept is just that, a concept, the City of Irvine requests that the inclusion of the I5 BRT and/or SR55 BRT include a disclaimer that the identified station stops should not be used in identifying areas that are ideal for new high density residential and/or mixed use unless that area has been identified by the local land use agency/jurisdiction.
2. On pages 29 and 30, Figure 5.1.2 Route 2/2A, there should be a disclaimer that the Jeffrey Park and Ride is operated by Caltrans as a park and ride location and is not designed as a stop for a BRT route. Furthermore, the BRT Concept Study indicates that the Jeffrey Park and Ride station may be a side drop station or an in-line station. These alternatives should be discussed with the City of Irvine to ensure they are consistent with the City’s local land use plans.

3. Page 31, Figure 5.1.3 Route 3. OCTA identifies a station stop at Alton Parkway. While the study does state in the “Corridor Constraints” section that there is currently no planned off-ramp at Alton Parkway, the information regarding the planned Alton Parkway crossover is not consistent with the “AMENDMENT TO AND RESTATEMENT OF THE 1992 AGREEMENT BETWEEN THE CITIES OF SANTA ANA AND IRVINE” (“Agreement”) entered into and effective on March 21, 2011. The “Agreement” states the Alton Parkway overcrossing of the SR55 Freeway will be a four-lane road with no direct access to the SR 55 Freeway. The SR55 construction project is currently underway by Caltrans and does not include a new off-ramp at Alton Parkway and it is unlikely that an off-ramp will be added in the future once the project is completed. Additionally, the Cities of Irvine and Santa Ana and Caltrans are not supportive of a future off-ramp at Alton Parkway given its proximity to the existing Dyer/Barranca and MacArthur Boulevard off-ramps. The Alton Parkway station stop should be removed in its entirety from any planned SR55 BRT route.
4. On page 39, the study indicates that under the “ideal plan” drop ramps at Alton Parkway will be constructed to accommodate a station stop on the SR55 BRT route. Please refer to BRT comment 3 and the “Agreement” between the Cities of Irvine and Santa Ana regarding the amended configuration for Alton Parkway.
5. The study indicates Route 2/2A along Interstate 5 has the most potential out of the four alternatives considered based on the project score. Route 3 on State Route 55 has the third highest score based on Alton Parkway being identified as a major destination. While the City recognizes the Irvine Business Complex as a significant employment destination, there is currently no off-ramp at Alton Parkway and no off-ramp is planned, therefore, the Route 3 score is based on incorrect information. Any reference to a station stop on Alton Parkway shall be removed from any transit plans included in the draft LRTP and provided to SCAG for inclusion in the 2024 Regional Transportation Plan/Sustainable Communities Strategy.

The City of Irvine appreciates your consideration of all comments provided in this letter and looks forward to your responses. It is a shared goal to have an LRTP that is adopted by the OCTA Board of Directors, while ensuring that it is credible, defensible on all levels, and respects local land use planning to ensure it does not inadvertently create any negative consequences. If you have any questions, please do not hesitate to call me.

Sincerely,



Timothy N. Gehrich
Director of Community Development

Ms. Marissa Espino
February 6, 2023
Page 8 of 8

Attachment: “City of Irvine’s Comments and Objections to Draft Initial Study/Mitigated Negative Declaration – June 13, 2022 Meeting: Item No. 29: Board Consideration of Mitigated Negative Declaration Finding for the Orange County Maintenance Facility Project”

cc: Oliver Chi, City Manager
Jaimee Bourgeois, Director of Public Works and Transportation
Kerwin Lau, Deputy Director of Public Works and Transportation
Melissa Dugan, Supervising Transportation Analyst
Mike Davis, Transit and Transportation Administrator
Marika Poynter, Principal Planner
Justin Equina, Senior Planner



VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Honorable Chair and Members of the
Board of Directors
Orange County Transportation Authority
600 South Main Street
Orange, California, 92868
Email: ClerkOffice@octa.net

Re: City of Irvine’s Comments & Objections to Draft Initial Study/Mitigated
Negative Declaration – June 13, 2022 Meeting: Item No. 29: Board
Consideration of Mitigated Negative Declaration Finding for the Orange
County Maintenance Facility Project

Dear Honorable Chair and Members of the Board of Directors:

This letter provides comments from the City of Irvine (“City”) on the Draft Initial Study/Mitigated Negative Declaration (“MND”)¹ for the proposed Metrolink Orange County Maintenance Facility Project (the “Project”). The City of Irvine is designated as a responsible agency in the MND.

City staff was advised by Orange County Transportation Authority (“OCTA”) staff that this matter was scheduled for consideration by the OCTA Board of Directors (“Board”) on June 27, 2022. However, on June 10, 2022 City staff was informed that the hearing date on this matter was accelerated to June 13, 2022 – *i.e.*, one business day following notification to the City of the accelerated date. Later on June 10, 2022, the City was informed by an OCTA official that the deadline for submitting comments on the agenda item is 5:00 p.m. on Sunday June 12, 2022, and that any comments submitted after that deadline would not be considered by the Board. The comments that follow have been assembled to the best of the City’s ability given the late-noticed accelerated timeline for Board consideration and the associated weekend deadline for submitting comments.

With that background, it is the City’s hope that the Board and OCTA staff will seriously consider, evaluate and address the City’s numerous and significant concerns.

¹ All citations to the MND are to the February 2022 version, because that is the version that was previously made available on OCTA’s website: <https://www.octa.net/Projects-and-Programs/All-Projects/Rail-Projects/Orange-County-Maintenance-Facility-Project/?frm=13884#!Overview>. Based on the recently released June 2022 version of the IS/MND, it appears that the MND has been revised numerous times since that original release, but those versions do not appear to be publicly available.

According to the MND, the Project involves construction of several facilities, including a transportation building, employee parking area, train-wash building, pump house, utility building, guard booth, equipment booth, sand silos, a maintenance facility and facility extension, and 11 tracks, which consists of a total building area of approximately 90,000 square feet, when combined.

The Project is located on a 21.3-acre OCTA-owned parcel south of the intersection of Ridge Valley and Marine Way, north of an existing OCTA rail line and north of Technology Drive, in the City of Irvine (the "Site"). The Site and surrounding area are within the closed and redeveloped military base, Marine Corps Air Station (MCAS) El Toro, formerly owned by the U.S. Department of the Navy (DON), and previously owned by the City.

The Project would be developed in two phases, with an anticipated completion date of 2028. Phase 1 includes facilities for train storage, including Service and Inspection (S&I) Facility tracks, train-wash track, storage tracks, set-out track(s), yard lead tracks, transportation building, and employee parking. Phase 2 includes construction of a maintenance building and associated tracks. Other potential actions included in Phase 2 would be the conversion of the West Lead Track into a drill track and construction of a (second) runaround track within the mainline track corridor.

Operationally, the Project will accommodate rail functions, such as rail fleet services and rail transportation, daily inspections, and localized train movements. (MND, p. 20.) OCTA intends to perform the following work on a daily basis:

- The Automatic Train Protection system is tested
- Emergency braking system is tested
- The brakes are tested
- The doors are tested including their sensitive edges
- The couplers are checked
- The destination signs are tested
- The master controller and deadman controls are checked
- Defaced (graffiti) and worn passenger seats are documented
- Interior and exterior lights are checked
- Public address and intercom systems are tested
- Air conditioning system is checked
- Vehicle horn and gong is checked (MND, p. 20.)

As described below, the analysis in the MND is legally deficient and factually incorrect in numerous respects. As a result, many of the conclusions in the MND are not supported by substantial evidence, or are otherwise flawed. More to the point, there is ample evidence to support multiple fair arguments that the Project will have unmitigated adverse environmental impacts. Prior to approving the Project, the City requests that OCTA address the issues raised herein, and then re-circulate a corrected environmental document for the public's review.

1. The MND Relies on an Inaccurate Project Description

The MND is based on the unsupported assumption that the Project is permitted under the Project Site's existing General Plan land use designation and zoning. As the MND acknowledges, the Project is located on property that is within the Planning Area 51 land use designation, also referred to as the "Orange County Great Park." (Irvine General Plan, Land Use Element, p. A-7; id. Figure A-2 ["Planning Areas"].) Per Table A-1, paragraph 17, Planning Area 51 includes "122,500 square feet for Orange County Transit Authority facilities.

The MND acknowledges that OCTA has existing facilities throughout Planning Area 51, but does not quantify the existing square footage. Therefore, prior to assessing the Projects' consistency (or inconsistency) with the General Plan, OCTA must provide additional information to explain how OCTA believes that it has not exceeded the 122,500 square foot limitation. Until that information is provided, neither OCTA, nor the public can determine whether the Project is consistent with the City's existing General plan.

The MND suffers from an additional, even more fundamental defect – it **admits** that the Project is **not** consistent with the General Plan. (See MND, p. 44 ["Although the land use assumptions are not consistent with land use assumptions in the General Plan (which is why the Project would be requesting a CUP), the purpose of the Project is to provide the space and equipment to inspect, clean, and maintain train cars and locomotives on a regular and efficient basis."].)

Additionally, the Project Site is currently zoned 6.1 – "Institutional." (MND, p. 131.) The MND concludes that the Project can be conditionally approved under the 6.1-Institutional zoning designation, under the theory that the Project is a "government facility." This conclusion is erroneous. The proposed Project calls for the development of a railyard facility to support the maintenance and efficient operations of the OCTA railroad system. As such, from a zoning standpoint, the Project would seem to qualify as a "Transportation Support Facility," which is categorically **prohibited** within the 6.1-Institutional Zone. (See Irvine Zoning Ordinance ["IZO"], § 3-3.1 [Land use matrix].)²

The Project is also inconsistent with the stated intent of the 6.1-Institutional zoning designation. Under IZO § 3-37-37, the 6.1-Institutional "category applies to land for public and quasipublic facilities such as churches, schools, or utilities." In other words, this category is intended to focus on uses that serve the public directly, even if they may have limited access, which is why the IZO expressly authorized uses including schools, shelters, and parks, and (if adequate conditions can be imposed) conditionally authorizes ambulance service, child care, residential care facility, and similar facilities (IZO §§ 3-37-

² The City of Irvine, as the agency with land use authority over the Project, is owed substantial deference in its interpretation of its zoning code, land use compatibility issues, and land use categorizations. Additionally, it should be noted that the City is not obligated to reach the same conclusions as OCTA, and is free to exercise its own discretion when considering OCTA's project in the future.

37(B) and (C).) The proposed Project does not directly serve the public and therefore is not similar, from a use characteristic standpoint, to the other uses allowed in the 6.1-Institutional zone.

Plainly, in order to develop the Project, OCTA will need to secure a zone change, and potentially a General Plan amendment (if the additional evidence reveals that OCTA's equipment goes beyond the allotted square feet). Those discretionary actions are required because the Project is **not** consistent with current land use designations, and is fundamentally incompatible with adjoining uses. By mistakenly concluding those inconsistencies do not exist, the MND fails to grapple with, much less mitigate, the serious land use and other environmental impacts created by the Project. Accordingly, the entire MND should be revised accordingly, and recirculated for public review. (See 14 Cal. Code Regs. § 15073.5.)

2. The MND's Land Use and Planning Analysis is Fundamentally Flawed

For the foregoing reasons, Section 3.11 of the MND incorrectly concludes that the Project is consistent with both the General Plan and zoning designation. (MND pp. 129-133). The MND must be revised to correctly reflect that the Project is inconsistent with the existing General Plan land use and zoning designations, and then analyze the Project's potential impacts on land use and planning that may result from the necessary General Plan and zoning amendments.

Additionally, the MND's discussion of land use impacts must address the fact that the proposed use of the Project is fundamentally incompatible with both the existing land uses as well as expected land uses in the future. The Project Site is located near the Great Park, and its surrounding communities, as well as the existing residential community to the northwest of the property. The railyard maintenance facility is categorically inconsistent with these uses.

By failing to address this fundamental impact, the MND is fatally flawed.

3. The MND Must Be Updated To Condition the Project on its Acquisition of a Conditional Use Permit

The MND assumes that the Project requires a "conditional use permit" from the "City of Irvine Community Development Services Department." (MND, p. 21.) However, the MND should be revised to reflect that the CUP must be acquired from the City of Irvine's Planning Commission. (IZO § 2-9-4(B) ["For all other conditionally permitted uses the Planning Commission shall be the final approval body, with other commissions, as deemed appropriate, acting as advisory bodies, meaning that the appropriate governing body must issue the CUP, in the City's discretion."].) As such, the MND should be revised to reflect that the Project requires a CUP be issued by the City of Irvine's Planning Commission.³

³ By providing these comments, the City does not waive or limit in any way its discretion

4. The MND Does Not Adequately Analyze or Mitigate the Project's Impacts on Air Quality.

The MND's modeling for construction impacts assumes that all construction fleet equipment greater than 100 horsepower would be Environmental Protection Agency (EPA) Tier 4 Final/Interim equipment. (See, e.g., MND, p. 46 [Table 3.3-4 to Table 3.3-8]; see also p. 51 [Table 3.3-11].) However, this assumption is not included in the Project as a project design feature, and it is not included as a Mitigation Measure (MM). Because of this, the results shown in Table 3.3-4 through 3.3-8 drastically underestimate the Project's daily construction nitrous oxide (NOX) emissions. Given that the proposed project's construction NOX emissions are already near the threshold (75 pounds), with Tier 4 Final equipment being incorrectly applied, changing this to be the fleet mix for the year 2023 (Phase 1) or 2026 (Phase 2) will likely cause the proposed project to exceed South Coast Air Quality Management District (SCAQMD) thresholds. As a result, there is a fair argument that the Phase 1 and Phase 2 construction activities will result in an unmitigated environmental impact.

The MND similarly concludes that the emissions associated with the Operational Impacts from both Phase 1 and Phase 2 from "in-transit locomotive" operations would remain similar to existing conditions because the "Project would not result in an increase in commuter rail service or additional locomotive train travel in the region." (MND p. 48.) In doing so, the MND focuses on the claim that the Project will not increase regional air quality impacts, and even seems to imply the Project will benefit the area surrounding the existing maintenance facilities because it will move the emissions from those facilities to the Project Site. (MND, p. 49.) However, aside from admitting that the total emissions at the Project Site will increase, thus impacting the surrounding environment, the MND does not otherwise explain what this increase would be, making it impossible for the public to understand the potential environmental effects that could result from the Project.

The MND concludes that the Project will not expose sensitive receptors to substantial concentrations of pollution, and thus determines that the Project will have less than a significant impact in that regard. (MND pp. 53-56.) In doing so, the MND fails to provide distances between the Project and the nursery, and between the Project and the recreational receptors at the Great Park. The MND must be revised to include this information, and to also analyze whether the Project would result in significant impacts in light of this information.

The MND also claims that the Project will avoid any significant impacts from potential asbestos exposure during construction because the Project will be required to comply with certain demolition requirements (see MND, p. 54.) This alleged requirement should be re-characterized as formal mitigation measures and adopted as part of the Project's Mitigation Monitoring and Reporting Program ("MMRP"). (See, *Lotus v. Department of Transportation, et al.* (2004) 223 Cal.App.4th 645.)

in its role as land use regulator for the Project. The MND should acknowledge the City's discretion in that process.

The MND fails to address the cumulative impacts that could result from combining the cancer and non-cancer risks from the emissions during both the construction and operational phases. As acknowledged by the MND, Phase 2 construction phase will occur while the Project is in its operational phase, and yet the MND treats these impacts separately.

The MND also fails to address all potential sources of emissions that could generate objectionable odors. The Project calls for the construction of a hazardous chemical storage area, a waste management area and a trash compactor. These uses can result in the production of noxious fumes that are currently not addressed in the MND. As such, the MND must be revised to address these uses, and the potential resulting impacts.

Appendix B to the MND, which is the Air Quality and Greenhouse Gas Technical Memorandum for the Project, suffers from the same infirmities discussed above, but also reveals additional flaws with the MND's analysis:

- Page 47, Table 10.1-6: The maximum daily emissions of PM2.5 is greater than PM10 for the Yard Equipment and Sand Silos operational sources, which appears incorrect, given that PM2.5 emissions are part of PM10 emissions. This must be corrected.
- IS/MND PDF Page 357, Attachment A, Table "Maintenance Facility On-Site Emissions": The analysis states: "Daily idling time estimated as up to 5 minutes upon arrival and departure (10 minutes total) per train per day. Additional onsite engine operations for movement, maintenance, testing based upon project engineer input." Please provide information regarding the results and analysis included for the "project engineer input" regarding onsite locomotive activities. As it stands, this information is not included in the MND.

5. The MND Does Not Adequately Analyze or Mitigate the Project's Impacts on Biological Resources.

The MND recognizes that the Project will require the construction of a bridge over the Bee Canyon Channel, which is subject to the jurisdiction of the California Department of Fish and Wildlife and the Regional Water Quality Control Board, but states that it is unclear whether the channel is subject to the jurisdiction of the US Army Corps of Engineers. (MND, p. 62.) The MND then goes on to state:

The Project proposes to construct a new bridge over Bee Canyon Channel that would require reprofiling of the wash. Construction of the bridge over Bee Canyon Channel would likely require a permit pursuant to Section 404 of the CWA. Construction of the Project would meet the terms and conditions of a Letter of Permission (LOP), and operation and maintenance would potentially meet the criteria for authorization under Regional General Permit (RGP) No. 74. (*Id.*)

In sum, the MND claims that that Project *may* require a 404 Permit or another permit. This is essentially admitting that the Project will likely impact an aquatic feature, and that OCTA is deferring analyzing whether or not it needs subsequent permitting. This is improper deferral of both analysis and mitigation. The MND must be revised to include a mitigation measure that requires OCTA to secure all necessary approvals from the USACE, RWQCB, and CDFW.

The MND's reliance on Mitigation Measure BIO-1 to offset impacts to the channel is also insufficient. Here, the MND acknowledges that the project will require "reprofiling of the wash," which is a direct physical impact to the existing water feature. MM BIO-1 imposes requirements that will mitigate impacts to nesting birds, and does nothing to ensure that Project does not significantly impact the existing channel. As such, despite acknowledging a potential impact, the MND fails to address and mitigate that impact.

Other sections of the MND (p. 63) state that the Project will require a 404 Permit, and potentially a Lake and Streambed Alteration Agreement ("LSAA") pursuant to Cal. Fish and Game Code § 1602. However, these purported requirements should be incorporated as mitigation measures, and enforced as such. (See, *Lotus v. Department of Transportation, et al.* (2004) 223 Cal.App.4th 645.)

Furthermore, the MND must be revised throughout to ensure that the its conclusions as to the Project's impacts to the channel and other potentially protected or sensitive areas are consistent. As it stands, there are portions of the MND that hedge and imply that certain permits may not be required, and there are other portions that clearly state that a certain permit and approval is needed. The MND should be revised to specifically determine whether the Project will impact jurisdictional areas, and to then also describe what permits will be required as a result of that determination.

6. The MND Does Not Adequately Analyze or Mitigate the Project's Impacts on Energy.

After stating the Project's total energy consumption, the MND claims that the operation of the Project will have a less than significant impact simply because "the purpose of the Project is to provide the space and equipment to inspect, clean, and maintain cars and locomotives on a regular and efficient basis." (MND, p. 82.) This does not explain the reasoning or factual basis of the MND's conclusion, let alone substantial evidence. As such, the MND should be revised to provide the requisite analysis and explanation to justify the less than significant impact finding.

Lastly, on Page 82, Section 3.6.3.2, the MND references the City of Irvine Strategic Energy Plan, but does not complete a consistency analysis. The MND must be revised to include a consistency analysis to explain how the Project is consistent with the City's plan. Stating that the proposed project would be built to meet Title 24 and other legislative requirements is not adequate to support compliance. Specifically, as shown in Table 3.6-3, approximately 105,000 MMBTu of the energy consumption is from fuel usage, not energy consumption. The discussion does not provide substantial evidence to

demonstrate how the proposed project is consistent with the City of Irvine Strategy Energy Plan.

Lastly, the MND does not analyze the potential for the Project to incorporate sources of renewable energy, such as solar panels on roofs, among many other opportunities. (MND, pp. 75-82.) The MND should be revised to include this analysis and impose mitigation measures relating to the same. (See *League to Save Lake Tahoe Mountain Area Preservation Foundation v. County of Placer* (2022) 75 Cal.App.5th 63.)

7. The MND Does Not Adequately Analyze or Mitigate the Project's Impacts Relating to Hazards and Hazardous Materials.

The MND claims that the Project will not interfere with the ongoing monitoring of the environmental remediation conducted by the Department of Navy, by insuring that the "Project Site [will] be developed to provide for periodic access to the wells by the DON." (MND, p. 104.) This purported project design feature should be incorporated as a mitigation measure, and enforced as such. (See, *Lotus v. Department of Transportation, et al.* (2004) 223 Cal.App.4th 645.)

As a general point, the MND fails to adequately provide a description of how the Project will use and handle hazardous materials on the site. For instance, there is no discussion of the estimated quantities, or the types of hazardous materials (hazmat) to be used, stored, and disposed of. Based on proposed project uses (including maintenance), hazmat likely will be stored in quantities that would trigger oversight from the local Certified Unified Program Agency (CUPA), via a Hazardous Materials Business Emergency Plan program (oversight could also include other CUPA programs as well). The MND must address these possibilities prior to finding that the Project will have less than a significant impact.

The MND claims that to avoid impacts to existing emergency response plans or emergency evacuation plans, the Project will coordinate with the City of Irvine to prevent closure of any emergency access route. (MND, p. 111.) This is impermissible deferral of analysis and mitigation. Prior to approving the Project, OCTA must consult with the City of Irvine to determine what emergency response or evacuation plans may impact the Project, and impose mitigation to avoid any impacts to those routes. Alternatively, the MND can be revised to incorporate a new mitigation measure, requiring City of Irvine concurrence that the development and operation of the Project will not impact any such route.

Mitigation Measure HAZ 3 (MND pp. 110-111), also amounts to an impermissible deferral of analysis and mitigation. MM-HA-3 provides:

MM-HAZ-3: Soil assessment for hazardous materials. Prior to construction activities at the Project, if required by the state or local regulatory oversight agencies, then further assessment including soil, soil vapor and/or groundwater investigations shall be conducted to reveal the presence, if any, of potential hazardous materials at the Project Site that were identified as a result of the Phase

I ESA, and would assist in determining further mitigations required to address human health and/or the environment impacts due to potential hazardous materials exposures.

Essentially, this mitigation measure is acknowledging that the Phase 1 ESA identified a list of potential hazardous materials that may be on the Project Site, but the Project (and the MND) have not sought to fully understand and address these concerns. The MND must be revised to analyze the potential hazardous materials, and to further identify the specific mitigation measures that would be required to “address human **health and/or the environment impacts due to potential hazardous materials exposures.**”

8. The MND Does Not Adequately Analyze or Mitigate the Project’s Impacts Relating to Hydrology and Water Quality.

The MND claims that during the construction phase, the Project will result in a less than significant impact because the Project will incorporate certain “best management practices” (“BMP”) (see MND pp. 119-121). This purported project design features should be incorporated as a mitigation measure, and enforced as such. (See, *Lotus v. Department of Transportation, et al.* (2004) 223 Cal.App.4th 645.)

Likewise, for the operational phases, the MND claims that a “Project WQMP” must be developed. (*Id.*) This requirement should be included as a mitigation measure, and enforced as such.

The MND fails to address potential impacts to the groundwater basin. For instance, the Project calls for pile driving activities, and the MND acknowledges that groundwater is at a depth of about 30 feet below grade. Further, the Project will result in the majority of the property becoming impervious for the purpose of recharge, which will increase the volume of runoff of water and waste and the associated pollutants that will be generated from the Project. The MND must be revised to acknowledge the impacts that the Project will have on the existing groundwater basin, and on the existing runoff from the project site, and impose additional mitigation measures if necessary.

Furthermore, because the Project is impacting a site of 1 acre or more, the MND should be revised to list the BMPs that must be implemented as part of the Construction General Permit/SWMPP.

9. The MND Does Not Adequately Analyze or Mitigate the Project’s Impacts Relating to Noise

The MND fails to address all of the Project’s potential noise impacts. Most notably, the project acknowledges that during the operational phase, the Project site will be used to test locomotives’ horns and brakes. Likewise, the Project requires pile driving activity, but there does not appear to be any analysis of the noise impact that would result from this construction activity. The MND’s analysis of the Project’s noise impacts omits any analysis of these activities, and is a fatal flaw.

These uses will result in a strong likelihood of a significant impact without any mitigation. If mitigation is possible at all, it will likely involve additional sound proofing of the relevant buildings and limitations on hours of operation, and/or testing location restrictions (i.e. indoor testing of equipment). The full list of potential mitigation measures, and the determination whether adequate mitigation is even possible, cannot yet be provided because the underlying analysis is deficient.

The MND fails to include the noise levels associated with each of the onsite noise sources, the number of rail movements, the distances from the sources to the receptors, or any onsite shielding that may reduce the proposed project's impacts. (See MND, p. 146.) Therefore, it is not possible to recreate the noise impacts listed in Table 3.13-8 that would support the conclusions in the analysis. The MND's operational noise analysis discussion must be expanded to include this information.

The MND claims that the Project will have a less than significant impact from the generation of ground borne vibration or noise. (MND, p. 148.) In support of this conclusion, the MND relies on the assumption that the Project will not result in additional train service or increases in the number of trains at the Project site. This is incorrect. The Project's stated purpose will direct more trains and locomotives to the Project site, moving the resulting impacts from the existing maintenance facilities to the City of Irvine. Likewise, the Project will result in trackage that will accommodate, store, and move train cars, resulting in new vibrational impacts in the immediate area, and it will also result in noise impacts to the surrounding the community that previously did not exist. The MND must be revised to correct this faulty conclusion, and to acknowledge the new operational impacts of the Project.

In Section 3.13, the MND implies that OCTA will comply with the City's construction limitations to avoid noise impacts (MND. p. 144-145). This requirement must be included as a mitigation measure, because as written it is unclear whether OCTA can be compelled to comply with those limitations.

Lastly, the MND purports to list the City's own levels of significance/standards that are used to determine whether the Project could result in a significant noise impact, but does not explain whether the Project satisfies those standards. While it is difficult to cross-reference the MND's noise levels with the City's thresholds of significance, it appears that some of the projected noise levels exceed the City's thresholds, which impacts must either be mitigated, or analyzed in an EIR and a statement of overriding considerations. At a minimum, the MND must be revised to explain how the Project's potential impacts measure as compared to the City's thresholds of significance.

10. The MND Does Not Adequately Analyze or Mitigate the Project's Impacts Relating to Transportation.

The MND's vehicle miles transferred ("VMT") is deficient. The MND appears to treat the Project as a "Transportation project" and relies on 14 Cal. Code Regs. § 15064.3(b) to claim that the project will not have a significant impact. In support of this conclusion, the MND cites to two conclusory paragraphs stating that it is unlikely the

Project will result in a significant VMT impact without any analysis. The MND must be revised to actually evaluate the Project's vehicle miles traveled in order to support this finding. As it stands, the MND has completely failed to assess the VMT impact that would result from the Project, other than to simply claim there is no VMT impact.⁴

Further, the MND's discussion of the operational impacts related to VMT is inconsistent. The analysis states as follows:

While some increase in localized vehicle miles traveled (VMT) is anticipated due to vehicles traveling to and from the proposed Orange County Maintenance Facility (OCMF), impacts resulting from increased VMT would be minor and would not generate a permanent increase in VMT.

Based on this analysis, it is clear that the Project will result in an increase in VMT. Yet, the MND erroneously concludes that the Project will not "generate a permanent increase in VMT." By failing to acknowledge the Project's true impact (i.e. increase in VMT), the MND is fatally flawed, and must be revised.

Furthermore, the Project calls for the construction of a new street that connects to the Ridge Valley-Marine Way intersection. The MND does not address who will build this road, and who will take ultimate ownership and maintenance responsibilities. The MND must be revised to address these issue, and impose mitigation measures where necessary.

The MND also states that the "final design configuration for the access road would be coordinated with third-party stakeholders, including but not limited to the County of Orange, City of Irvine, Irvine Ranch Water District, and Heritage Fields LLC." This constitutes an unlawful deferral of analysis and mitigation. Prior to approving the Project, and the MND, the MND must be revised to analyze what type of roadway and traffic signal improvements will be needed.

Additionally, because the roadway extension is the only means to access the Project Site, a mitigation measure must be added to ensure that the extension will be completed, and further defining the standards that the extension and traffic signal improvement must meet to ensure that the Project will not result in any significant impacts (including Transportation, Air Quality, and GHG).

11. The MND Does Not Adequately Analyze or Mitigate the Project's Impacts Relating to Utilities.

The MND claims that because it is likely the Project site will utilize a nearby Irvine Ranch Water District stub-out to provide sewer and wastewater drainage for the Project, there would be less than significant impact resulting from the construction of new wastewater drainage systems to serve the Project. However, this requirement is not

⁴ While analyzing the potential VMT impact of the Project, OCTA should have used and relied upon the City's VMT implementation guidelines and regulations.

included as either a project design feature or a mitigation measure. The MND must be revised to ensure that this assumption is included as either of these options.

The MND also acknowledges that the Project will require the construction of new stormwater drainage facilities within the Project Site, but then states that the design and development of these facilities is being deferred until prior to construction. This is improper. The MND must be revised to include the requisite drainage analysis, and adequately describe the facilities that will be required.

12. OCTA is Impermissibly Piecemealing its Project

The MND states that OCTA has “immediate plans to install a single 1,000-foot-long, single ended storage track and fencing of the perimeter of the property,” but that this portion of the development is not a part of the Project. Since this work is supposed to be performed on the same property as the Project, and will likely work with the Project, the impacts of the installation of the storage track fencing must be addressed as a part of this MND.

While portions of this work may have already been completed, the MND must be revised to accurately reflect the existing condition of the Site, and to further explain whether the existence of some of these developments will result in different impacts from the Project. Likewise, to the extent the development has not occurred, the MND must be revised to include an analysis of the impact of this additional development.

13. The June 2022 IS/MND Should Explain What Revisions Were Made Since February 2022

Per the June 2022 IS/MND, the MND was revised several times since the public comment period ended. Nowhere in the record is there any explanation of these revisions, making it impossible to determine whether recirculation of the MND was required. The final MND must be revised to explain what changes were made since the original circulation of the February 2022 IS/MND so that the public can determine whether the MND must be recirculated.

We have provided these comments in good faith on the accelerated timeline that was disclosed to us on Friday June 10, 2022. In summary, we find the MND fundamentally deficient, principally because it relies on conclusory statements with minimal analysis or factual support. A significant amount of additional analysis and corrective work will need to be performed before the document could be legally adequate, and it is possible (indeed, likely) that the additional work will reveal the need to prepare an Environmental Impact Report, rather than an MND.

Last, we want to express that by providing comments on the MND, the City does not waive or limit, in any way, its discretion to evaluate the Project in its role as a land use regulator. As expressed above, City staff have significant concerns with the compatibility of the Project with surrounding land uses. For that, and many other, reasons City staff

has serious reservations as to whether a conditional use permit, zone change, or General Plan amendment for the Project would receive a favorable staff recommendation **even if** the MND were corrected and legally adequate. The ultimate evaluation of those issues is reserved for the sound discretion of the City's Planning Commission and City Council.

We appreciate the Board's careful consideration of these comments.

Sincerely,

CITY OF IRVINE

A handwritten signature in black ink that reads "Oliver Chi". The signature is written in a cursive, flowing style.

Oliver Chi
City Manager

cc: Darrell Johnson, Chief Executive Officer



CITY OF HUNTINGTON BEACH

DEPARTMENT OF COMMUNITY DEVELOPMENT

PLANNING ♦ BUILDING ♦ PERMIT CENTER ♦ ECONOMIC DEVELOPMENT ♦ HOUSING ♦ CODE ENFORCEMENT

February 6, 2023

Orange County Transportation Association
550 S. Main Street
Orange, CA 92868

Submitted via email to: gnord@octa.net

RE: CITY OF HUNTINGTON BEACH DRAFT LONG RANGE TRANSPORTATION PLAN (LRTP) COMMENT LETTER

Dear Mr. Nord,

Thank you for the opportunity to submit comments on the Draft Long Range Transportation Plan (Directions 2045). The City of Huntington offers the following comments for your consideration.

Public Review and Comment Period

The Draft LRTP was released on January 10, 2023 for public review and the public comment period ends on February 6, 2023. This is a 28 day public review and comment period, which is 2 days shorter than a standard 30 day public review and comment period for public documents. The 2018 Draft LRTP included a 40 day public review and comment period¹. OCTA should extend the public review and comment period for the draft LRTP to maximize opportunity for the public engagement in accordance with OCTA's stated objectives for the project.

Inconsistent Transit Plan for Beach Blvd. within the City of Huntington Beach

Figure 4-1: 2045 Preferred Plan Transit Network of the draft LRTP depicts the portion of Beach Boulevard within the City limits as a local route that does not receive 15 minute or better service. The northern portion of Beach Boulevard outside the City limits is depicted as a Bravo! Limited Stop route, which appears to terminate at the Goldenwest Transportation Center located on Center Ave. (it must be noted that the GWTC is not located on Beach Boulevard). Figure 4-2: 2045 High-Frequency Transit Corridors depicts the portion of Beach Boulevard within the City limits as a Forecasted 2045 High Frequency Corridor, which is not defined anywhere in the draft LRTP. Figure 4-1 and

¹ November 12, 2018 OCTA Board Meeting Item 21 – Final 2018 LRTP, opening comments by CEO Darrell Johnson
https://octa.granicus.com/player/clip/1457?view_id=2&redirect=true&h=2cf5ec48d6778a95b664d4f3d211dad6

Figure 4-2 provide conflicting information regarding the long term plan for transit service on Beach Boulevard in Huntington Beach. The City of Huntington Beach recommends revising Figure 4-2 to remove Beach Boulevard within the City of Huntington Beach as a forecasted 2045 High Frequency Corridor to be consistent with: 1) the 2045 Preferred Plan (Figure 4-1) and 2) the October 2022 approved OCTA Making Better Connections (bus restructuring study), which recommends continuation of Beach Boulevard as a local route within the City of Huntington Beach.

Beach Blvd. Route Service Upgrade is not a Committed Funded Project

OCTA has not committed funding for upgrading the local route on Beach Boulevard within the City of Huntington Beach. The draft LRTP states that “the projects and programs in OC Go reflect the expectations of the Orange County public and are the bedrock of the 2045 Preferred Plan.” OC Go (also known as Measure M2), is a half-cent sales tax for transportation improvements approved by Orange County voters on November 7, 2006. OC Go does not include fixed route bus service, 15 minute bus service, and/or rapid bus service (BRT/Bravo!) as a project or program for development. OCTA has not financially committed to providing fixed route bus service, 15 minute bus service, and/or rapid bus service (BRT/Bravo!) on Beach Boulevard within the City of Huntington Beach. The LRTP also states that OCTA has “long-term goals of delivering on commitments,” and High Frequency Transit service on Beach Boulevard is not a commitment.

OC Transit Vision Assumptions

The Draft LRTP states that “OC Transit Vision (January 2018) is assumed to be implemented to provide enhanced transit service on the corridors depicted in Figure 4-2. This vision includes the expansion of high-capacity service through much of the county.” However, the Draft LRTP does not state that implementing OC Transit Vision has become a committed project instead of a discretionary project as noted in the presentation at the February 5, 2018 OCTA Board meeting. This presentation states that implementing OC Transit Vision was a discretionary project and not a committed project² for the 2018 LRTP. The Draft LRTP must be revised to state if implementing OC Transit Vision has become a committed project or if it remains a discretionary project. If it is now a committed project, then the Draft LRTP must be updated to state funding sources, project timelines/milestones, and public engagement plans. If it remains a discretionary project, it should be removed from the assumptions in the Draft LRTP. Assuming completion of unfunded discretionary projects in the draft LRTP has problematic implications in other regional planning efforts. For example, the plans and projects in the LRTP are taken as commitments and utilized by SCAG for the RTP/SCS. SCAG depends on OCTA delivering service according to these maps in order for the region to achieve statewide

² February 5, 2018 OCTA Board Meeting Presentation – LRTP Update

<https://octa.legistar.com/View.ashx?M=F&ID=5778055&GUID=577449D6-94E6-4EB9-98B2-E17EEC19DC11>

GHG reduction goals. If OCTA is unable to commit to deliver on any of the service plans in the Draft LRTP, they must be removed from the document.

Conclusion

Thank you for the opportunity to comment on the Draft Long Range Transportation Plan (Directions 2045). The City of Huntington Beach appreciates OCTA's commitment to public engagement and will continue to be an active participant during the LRTP update and other transportation planning efforts.

Sincerely,

Jennifer Villasenor for NBA

Nicolle Aube, AICP
Sr. Administrative analyst

Cc: Ursula Luna-Reynosa, Director of Community Development
Jennifer Villasenor, Deputy Director of Community Development
Steve Holtz, Deputy Director of Community Development



City of Mission Viejo

Public Works Department

Transmitted via email: mespino@octa.net

Brian Goodell
Mayor

Trish Kelley
Mayor Pro Tem

Wendy Bucknum
Councilmember

Bob Ruesch
Councilmember

Cynthia Vasquez
Councilmember

February 6, 2023

Ms. Marissa Espino
Community Relations Officer
Orange County Transportation Authority
550 South Main Street
Orange, California 92868
mespino@octa.net

Subject: **City of Mission Viejo Comments:
Orange County Transportation Authority's
Draft 2022 Long Range Transportation Plan: "Directions 2045"**

Dear Ms. Espino:

The City of Mission Viejo appreciates the opportunity to review and comment on OCTA's 2022 Long Range Transportation Plan that was released on January 6, 2023, referenced as "Directions 2045".

The City's review comments, attached hereto as Attachment 1, include technical comments and recommendations in addition to policy level considerations relating to the use of the Orange County Projections - 2018 (OCP-2018) socioeconomic datasets in the LRTP's modeling analysis.

The City of Mission Viejo recognizes the considerable importance and interplay of OCTA's 2022 LRTP as direct input into SCAG's development of its 2024 Regional Transportation Plan/Sustainable Communities Strategy. Thus, the City respectfully offers its recommendations and considerations, to ensure that local conditions are appropriately catalogued and represented in the Orange County 2022 LRTP as well as in SCAG's Connect SoCal 2024.

Should you have any questions on the City's comments, please do not hesitate to contact me at mchagnon@cityofmissionviejo.org or by phone at (949) 470-3091.

Respectfully,

Mark Chagnon, P.E.
Public Works Director

Attachment: City of Mission Viejo Comments: OCTA LRTP "Directions 2045"

Ms. Marissa Espino

Page 2

City of Mission Viejo Comments:

Orange County Transportation Authority's

Draft 2022 Long Range Transportation Plan: "Directions 2045"

cc: Dennis Wilberg, City Manager
Keith Rattay, Assistant City Manager
Rich Schlesinger, City Engineer
Mario Gutierrez, Associate Engineer
Elaine Lister, Director of Community Development
Jennifer Lowe, Planning & Economic Development Manager
Greg Nord, OCTA Section Manager (gnord@octa.net)
Deborah Diep, Director, CDR (ddiep@fullerton.edu)
GSL Associates

ATTACHMENT ONE
City of Mission Viejo Comments
OCTA Draft 2022 Long Range Transportation Plan: Directions 2045

- 1) **Chapter 1: Introduction**: Page 1-1 of the draft LRTP states that "The challenges [of population and employment growth and the transportation system meeting future mobility needs] are compounded by the 2041 sunset of OC Go (also known as Measure M2), Orange County's one-half-cent sales tax for transportation purposes, which will be the end of a significant funding source for essential transportation projects and programs."

This declarative sentence on Measure M2's expiration seems in conflict with other sections in the LRTP which indicate the possibility of extending Orange County's Measure M2 sales tax measure past 2041. The draft LRTP should be reviewed for internal consistency on how it represents the status of any Measure M2 expiration/extension.

- 2) **Chapter 2, Planning for 2045**: Chapter 2 discusses the anticipated future growth in population, employment and housing from 2019 to 2045, to set a stage for the mobility needs of Orange County. In reviewing Chapter 2's analysis, the City observes that the 2022 LRTP uses the prior Orange County Projections-2018 (OCP-2018) dataset, which forecast growth from 2016 to 2045. The City offers several observations and/or recommendations related to the use of OCP-2018:
- a) The Orange County Board of Directors adopted OCP-2022 in September 2022, which represents Orange County's official growth forecast and input into SCAG's 2024 RTP/SCS. Further, the U.S. Census Bureau conducted a Census 2020 count. Both OCP-2022 and Census 2020 identify significantly lower population than OCP-2018, and OCP-2022 incorporates updated housing unit projections and housing density, as a result of local jurisdiction consideration of its housing allocations through SCAG region's 6th cycle Regional Housing Needs Allocation, or RHNA. None of these datasets or planning processes are recognized or discussed in the LRTP. The draft LRTP should include an explanation as to why OCP-2022 is not being used as the formative database, especially since the SCAG 2024 RTP/SCS does use OCP-2022. Further, the draft 2022 LRTP should include an assessment on whether there would be any substantial change in the LRTP's transportation planning assumptions, strategies or projects, had it been analyzed using OCP-2022 and the 2020 Census data, in lieu of OCP-2018.
 - b) OCP-2018 uses an Existing Base Year of 2016 and a first forecast year of 2020. While the draft 2022 LRTP states that it uses the OCP-2018 growth projections for its analysis, the draft 2022 LRTP also identifies that it uses an Existing Base Year of 2019. OCP-2018 did not have any official 2019 set of data for population, housing and employment. Please clarify how a 2019 Base Year dataset was developed, and whether said database was reviewed and cleared by local jurisdictions and/or the Center for Demographic Research, at either the traffic analysis zone or citywide geographies.

- c) SCAG's 2024 RTP/SCS has a horizon year of 2050. The draft 2022 LRTP, which is identified to be Orange County's transportation input into SCAG's 2024 RTP/SCS, has a horizon year of 2045. Please clarify if OCTA proposes to use the 2045 set of assumptions relating to MPAH improvements, traffic signal synchronization, bikeway additions, and freeway system projects, as Orange County's 2050 transportation system.
- 3) **Chapter 3: Paths to Success: Page 3-2, Defining Success: Expand System Choices and Figure 3-1: Key Destinations Per Square Mile:** Page 3-2 discusses that the 2022 LRTP measured both access to jobs and key destinations (such as educational institutions, medical services, grocery stores and open space) in assessing travel options. In looking at Figure 3-1: Key Destinations Per Square Mile, the City would appreciate a higher resolution map that labels the name of key arterials, to better understand and confirm the key destinations designations that are identified in the City of Mission Viejo.
- 4) **Chapter 3: Paths to Success: Equity Analysis:** Page 3-4 describes the Equity Analysis that was conducted for the 2022 LRTP. Comments and questions on the equity analysis include the following:
- a) The analysis identifies that additional data, such as median household income, highest concentration of limited English-speaking households and areas with the highest concentration of zero-vehicle households, were collected for the equity analysis. The LRTP should include footnotes for each source data and year of data.
 - b) The LRTP should include an appendix that lists the census tracts as well as the local jurisdiction where each census tract is located, that are designated as a Community of Concern through the OCTA-adapted approach.
 - c) The three maps comprising Figure 3-2: Communities of Concern Development, are of poor quality and too small to be a useful reference. At minimum, each map in Figure 3-2 should be an individual figure in the LRTP.
 - d) The four maps comprising Figure 3-3: Comparison of Similar Measures to Communities of Concern, are also of poor quality and too small to be a useful reference. At minimum, each map in Figure 3-3 should be an individual figure in the LRTP.
- 5) **Chapter 3: Paths to Success: Page 3-8, Path 2: Expand Transit Services:** The draft 2022 LRTP recommends microtransit services in low-density areas of Orange County. While microtransit may be a viable option, there are potential issues with implementing microtransit in these types of areas, such as variable topography (using e-scooters or e-bikes) or long wait times for OC Flex type services. As an alternative, has OCTA considered expanding community-based circulators, such as the Mission Viejo Shuttle, in order to provide more reliable transit in low-density areas?

- 6) **Chapter 4: 2045 Preferred Plan, Page 4-1, Transit Strategy:** It should be noted that some of the recommendations from the Making Better Connections Plan also include discontinuing several transit routes. The report does not make a clear indication that the result of expanding some transit routes may result in reducing or completely eliminating others.
- 7) **Chapter 4: 2045 Preferred Plan, Transit Strategy:** Page 4-1 of the draft LRTP identifies that OCTA's Making Better Connections Plan includes a recommended improvement of bus service on the top 10 bus transit corridors that operate every 10-15 minutes, from 6:00 a.m. to 6:00 p.m. Figure 4-1 further illustrates "Frequent Local" bus transit routes as a component of OCTA's Preferred Plan Transit Network.
- a) Please clarify, in the narrative on Page 4-1, if the "10 top corridors" referenced on page 4-1 are the "Frequent Local" routes illustrated in Figure 4-1 and/or are the 2045 High Frequency Transit Corridors illustrated in Figure 4-2. It is unclear if the designation of a "Frequent Local" route is synonymous or different than a "High Frequency Transit Corridor".
 - b) Is there a listing of the major arterials serviced by each of the top 10 corridors, to allow the reader a better understanding of the specific arterials and/or freeways that each corridor will travel? If so, the table of the "10 top corridors" should be referenced on page 4-1. This information is especially important for local jurisdictions to know, since high frequency transit corridors contributed to significant additional RHNA units being assigned to those local jurisdictions proximate to existing and planned high frequency bus transit corridors as part of SCAG's 6th cycle RHNA allocation methodology.
 - c) Is there a listing of the major arterials serviced by each of the 2045 High Frequency Transit Corridors illustrated on Figure 4-2? Again, as explained in Comment 7b above, this information is especially important for local jurisdictions to know, since high frequency transit corridors contributed to significant additional RHNA units being assigned to those local jurisdictions proximate to existing and planned high frequency bus transit corridors, in conjunction with SCAG's 6th cycle RHNA allocation methodology.
 - d) Figure 4-2: 2045 High-Frequency Transit Corridors, identifies a bus transit corridor along Interstate 5, including the section of I-5 through South Orange County. The designation of this linear corridor seems to be in error. It is the City of Mission Viejo's understanding that the High-Frequency Corridor designation for freeway bus service would only be the designated stops along the I-5 corridor and not the entire corridor itself. This was confirmed with SCAG as part of the 2020 RTP planning process. This distinction, again, is important, as local jurisdictions were assigned RHNA units based on a radius of said units' access to bus transit; on the I-5 proposed corridor, a resident or employee would only achieve said access at a specific location where the bus would stop along the freeway or at a transit center, and not along the entire length of the freeway.

- 8) **Chapter 4: 2045 Preferred Plan, Figure 4-7, Regional Traffic Signal Synchronization Program:** Figure 4-7 does not show the Felipe Road/Olympiad Road corridor within Mission Viejo, which is part of the signal synchronization network.
- 9) **Chapter 4: 2045 Preferred Plan, Page 4-8, Paths to Success:** Consider adding language on OCTA's proposed plan to generate a countywide signal synchronization baseline, which would allow for more consistent and routine retiming strategies as opposed to the existing approach in place today. Currently, agencies are awarded funds based on a point system. Low volume corridors may go years without new timing since agencies may be discouraged to apply for potential low-scoring applications.
- 10) **Chapter 4: 2045 Preferred Plan, Page 4-12, Active and Innovative Project List:** Has OCTA considered adaptive or responsive signal control as part of this list? These types of systems will adjust timings based existing traffic conditions.
- 11) **Chapter 4: 2045 Preferred Plan, Page 4-23, Table 4-6: 2045 Preferred Plan:** Page 4-23 states that Table 4-6 of the 2022 LRTP is a compilation of OCTA's 2045 Preferred Plan project list, for inclusion in the SCAG RTP/SCS. Comments and questions on Table 4-6 include the following:

Number 41: Transit: OC Bus and OC ACCESS Listing:

- a) Please detail the bus transit routes, with the names of the arterial streets and affected jurisdictions, that are included in the "Making Better Connections" plan improvements. Also clarify if any of the Making Better Connection routes are high quality transit corridors as defined by SCAG, which could continue to be used as a factor to assign additional RHNA units to affected jurisdictions.
- b) I-5 Bus Rapid Transit and the SR-55 Bus Rapid Transit: For each of these two freeway bus rapid transit routes, the 2022 LRTP should include the location/name of each existing and planned transit stops, as it is the location of these freeway transit stops that SCAG used in its methodology to assign more RHNA units to jurisdictions, based on transit accessibility.



February 6, 2023

Submitted via email to Greg Nord: GNord@octa.net

Greg Nord, Project Manager
Orange County Transportation Authority
550 S. Main Street
Orange, CA 92868

RE: OCTA's Draft Long Range Transportation Plan

Dear Mr. Nord,

Friends of Harbors, Beaches and Parks (FHBP) writes to provide comments on the Orange County Transportation Authority's (OCTA) Draft Long Range Transportation Plan (LRTP).

By way of background, FHBP works to promote, protect, and enhance the harbors, beaches, parks, trails, open spaces, natural preserves, and historic sites in Orange County. We were foundational in the creation of the OCTA Environmental Mitigation Program (EMP) and shepherded more than 30 conservation and community groups to support Renewed Measure M (now called OC Go). Since the program's creation and launch in 2007, FHBP's consultant Melanie Schlotterbeck has served as the Vice Chair of the Environmental Oversight Committee. She has been deeply involved in the EMP and works closely with OCTA staff on a suite of issues. The EMP has created a great partnership with OCTA and the environmental community—our non-profit organization especially. We appreciate OCTA's attention and commitment to fulfilling the voter-approved mandate to implement this program in full.

Our comments on the 2022 Draft LRTP are as follows:

Lane Expansions

Page 2-25 outlines how the "age of addressing congestion through lane additions is coming to an end." FHBP supports this view and would encourage OCTA to consider how to incrementally and significantly adjust Orange County's transportation system to address this new reality. We also encourage particular attention to implementing more equitable mobility options and improving system efficiencies. We concur with OCTA's conclusion that "capacity enhancement projects, like roadway and freeway lane additions, would likely increase vehicle miles traveled" (p. 2-33) and that these should be avoided in the future.

E-bikes

The draft document (p. 2-27) includes e-bikes as a way to reduce "terrain and distance constraints." We note that multiple cities in Orange County are facing myriad issues related to pedestrian and e-bike collisions, improper use of e-bikes, and lack of understanding of e-bike rules. Further, e-bikes are problematic in our parks and on our trails as their use is often illegal, but rules are being ignored, much

to the detriment of the wildlife, habitat, and other park visitors. While we agree there has been a rapid uptick in e-bike use, we suggest tempering the excitement about e-bike use to acknowledge issues encountered by local jurisdictions. As just one example, the City of San Clemente, has outlawed e-bikes on specific trails. The use of e-bikes is certainly on the rise, but, without appropriate controls, e-bikes aren't the panacea many feel they could be. OCTA could also launch an education campaign that informs riders about rules in various locations and encourages e-bike rider education and responsibility.

Remote Work & Teleservices

We appreciate the acknowledgement of remote work (p. 2-28) as influencing future travel patterns. Continuing remote work improves traffic flow, reduces vehicle miles traveled, and reduces greenhouse gas (GHG) emissions.

Teleservices as described in the Plan (p. 2-28) have also proven beneficial in travel flow increases, vehicle miles traveled, and emissions reduction. Both teleservices and remote work will help meet the GHG emission reduction goals outlined on page 2-33.

Micromobility

If OCTA can fund micromobility (p. 2-29), FHBP would support it, as many trips are local in nature. Micromobility has the potential to reduce single-occupancy vehicle travel considerably. We suggest that OCTA add this concept to its list if OC Go revenues meet existing commitments and additional funding is available before the end of the measure. We are pleased to also see microtransit as a performance measure. (p. 3-2)

Climate Resilience

Page 2-31 describes "Increasing Climate-Related Risks" and the fact that sea-level rise has the potential to negatively affect OCTA and other local road infrastructure. In fact, as you are aware, rail service to San Diego County has been substantially interrupted because of beach erosion. While the installation of large boulders is a temporary fix, we encourage OCTA to proactively and quickly investigate creative financing options, securing grant funding for climate resilience, and/or seeking transportation dollars to move this rail line into a safer, less vulnerable location.

Future Transportation Measures

We appreciate that OCTA is looking to the future and the sunset of Measure M2. There are many ways OCTA could restructure a future M3 to continue to meet transportation and mobility needs across the county, while also using the sales tax measure to fund projects. FHBP and the environmental community are ready to discuss our potential aligned goals on M3.

Within Chapter 3 (p. 3-8), a path describing extending or modifying programs funded by M2 is included. While the Natural Community Conservation Plan and Habitat Conservation Plan for the Freeway Program outlines the commitments OCTA must meet, OCTA has not yet met the required \$243.5 million investment committed to voters in the M2 ballot measure. Should OCTA need to mitigate other projects, such as complete streets, active transportation, transit, or other projects, this could be the nexus needed to complete expenditures of the EMP.

In other words, the Conservation Plan outlines the commitment for the Freeway Program, but if other projects need mitigation, the EMP could absorb those projects to complete the required \$243.5M expenditures. Further, climate resilience and climate mitigation needs could be discussed with FHBP and the M2 Coalition. Under no condition do we support reallocating the EMP funds for other uses.

Bike Lanes

FHBP supports the potential to repurpose a vehicle lane (p. 3-9) for a bikeway because it may provide inter- and intra-city connectivity that is presently lacking. We encourage OCTA to work collaboratively to confirm a local city's preference on this potential course of action.

Mobility Hubs

Path 4 describes, on page 3-10, that OCTA is analyzing benefits of network mobility hubs at key transit stations and destinations. FHBP supports this concept to increase resident and visitor use of the existing transit and bus system. Access to mobility options is essential. If bike-share and/or car-share programs could also be incorporated at those transit hubs and in large apartment complexes, this would be another step in the right direction. Climate resilience features will be essential at these mobility hubs—see notes below.

On page 3-11, Path 7 describes challenges caused by wildfire, flooding, coastal erosion, extreme heat, and more. We appreciate OCTA's proactive steps to convert the OCTA bus fleet to fully electric and the Metrolink conversion to reduce harmful emissions. We encourage OCTA to consider how these same climate-related impacts can affect ridership. For example, shade structures, access to water, and vegetation all have positive benefits to individuals using the transportation system. Adding these "environmental benefits" incentivizes use, keeps customers safe, and reduces vulnerabilities.

2045 Preferred Plan

The Paths to Success section (p. 4-14) identifies the 2045 Preferred Plan, which states that projects such as freeway service patrol, freeway EMP, and water quality improvement projects would be extended past the 2041 M2 sunset. While we support this time extension, we would like information on how OCTA will accomplish these objectives. We support expansion of microtransit service to fill gaps.

Conceptual Transportation Projects

We have concerns on the Conceptual Transportation Projects list (p. 5-3), specifically the Laguna Canyon Road – El Toro Road to Canyon Acres project. More information is needed regarding details on the need, outcomes, and impacts to both OC Parks and existing OCTA restoration projects. We do not believe this project is in line with the Preferred Plan.

We thank you for your time and consideration of our comments. Please contact me if you have any additional questions.

Sincerely,



Gloria Sefton
Vice President

cc: Kia Mortazavi (kmortazavi@octa.net)
Dan Phu (dphu@octa.net)
Lesley Hill (lhill@octa.net)



February 6, 2023

To: Darrle Johnson, CEO, Orange County Transportation Authority

Cc: Ryan Chamberlain, District Director, CalTrans

Re: Relocation Goals Needed for South Orange County Railway in Long Range Transportation Plan Update

Dear Darrle Johnson,

Surfrider Foundation is a grassroots organization working to protect the world's ocean, waves and beaches for all people. Surfrider's South Orange County Chapter has worked to help preserve the County's coastline for several decades and has been involved in the Los Angeles-San Diego-San Luis Obispo (LOSSAN) corridor planning for decades in order to elevate coastal access and coastal resource considerations.

Surfrider has been involved in the LRTP for years and appreciates this opportunity to comment on the Orange County Transportation Authority's (OCTA) draft *Long Range Transportation Plan: Directions 2045* (LRTP). From 2006-2009, Surfrider was an official representative on OCTA's Stakeholder Working Group (SWG) for the Major Investment Study (MIS). During this time, Surfrider has appreciated the SWG's ambitious goal to "identify transportation challenges and improvements to keep the region moving for the next 25 years; through technical analysis, public involvement in order to identify a locally preferred strategy (LPS)," as stated in the MIS.

We submit this letter to urge the OCTA to acknowledge that a major challenge the agency will continue to face is the persistent and worsening problem of sea level rise and erosion on rail infrastructure. A major improvement that must be made in light of this problem is to minimize the impact that OCTA's coastal defense strategies have on public trust resources such as the beach and coastal access.

While we appreciate OCTA's efforts to improve transit and communicate with the public, Surfrider is concerned that OCTA has not yet properly analyzed or planned for sea level rise and erosion and needs to plan realignment for the very vulnerable stretches of the railway (for instance between Trestles surf break to Doheny State Beach.) Sea levels will rise 1-3 feet in the state by 2050 and present unacceptable impacts to the public trust if all coastal infrastructure is left in place.

OCTA should make the following commitments to prepare for sea level rise:

1. Thoroughly Analyze Sea Level Rise and Coastal Erosion Vulnerabilities Along the LOSSAN Corridor
2. Pursue available federal funds for Sea Level Rise Analysis; Including from the Infrastructure Investment and Jobs Act, and the Inflation Reduction Act
3. Commit to Long Term Planning that Includes Realignment of Extremely Vulnerable Sections of Track, Including the 7 mile stretch from Cypress Cove to Doheny State Beach

Sea Level Rise Vulnerabilities Must Be Thoroughly Analyzed

Surfrider recognizes the extensive work that CalTrans has done to examine its railway services in California. In 2003, Caltrans with other state agencies produced a report "[California Department of Transportation's California State Rail Plan 2003-2013](#)" In 2018 Caltrans also released its [California State Rail Plan Connecting California](#). Finally, In 2021, Caltrans published its [California Transit Plan 2050 \(CTP\)](#).

While Caltrans has embarked on long range planning, Surfrider is concerned that planning does not properly consider or examine the extreme vulnerability of railway corridors across the state to sea level rise and erosion. Though the CTP calls for OCTA to: "identify and prioritize improvements in the 2018 State Rail Plan Vision that can be implemented," significant efforts in that realm have yet to be achieved.

One obstacle that was mentioned in the CTP is lack of funding for this analysis. Since the CTP and Rail Plans were released, two pieces of federal legislation were signed into law, the Infrastructure Investment and Jobs Act and the Inflation Reduction Act. These bills specifically set up mechanisms to directly provide funds to states and local governments to improve transit infrastructure. Surfrider strongly suggests both Caltrans and the OCTA work together to acquire federal funds that can be used to study the extreme vulnerability of the LOSSAN corridor to sea level rise and erosion, and conduct long term planning to protect rail infrastructure.

Without such studies, the LRTP will continue to have a major gap in its analysis of challenges and vulnerabilities. The current draft has clear shortfalls in addressing sea level rise and coastal hazards, especially with respect to the South Orange County commuter railway. Chapter 5 in particular lists a coastal infrastructure action to "Study sustainable solutions for infrastructure along the San Clemente coast", as the only action to address coastal erosion, even though current vulnerabilities already regularly close the railroad for thousands of commuters, result in recurring emergency permits for extensive work that impacts public resources, and lead to major organizational inefficiency. OCTA is facing a crisis of infrastructure vulnerability not being matched by solutions enabled by the LRTP.

OCTA Must Pursue Inland Realignment

While OCTA should closely analyze its coastal vulnerabilities, it is clear that some sections of the LOSSAN corridor in San Clemente will require realignment off the coast. This is due in part to the fact that the tracks have long been too close to the ocean. The railroad tracks along South Orange County were originally constructed in 1888, and the rock revetment to protect it

was created in the 1930's. Records indicate that South San Clemente's beaches were never naturally very wide. Planners have known for several decades, perhaps since the 1930s when the first revetment was placed, that erosion is jeopardizing the tracks and damaging the beach and public trust resources. This situation is only going to get worse as sea levels rise.

As climate impacts accelerate, relocation of the South Orange County portion of the railway should no longer be delayed. It is imperative that OCTA commit to relocate the railway off of the beach as part of a long-term strategy to adapt to climate change and that planning must start now. Relocation of vulnerable segments of the tracks along the 7 mile stretch from Cypress Cove, in south San Clemente to Doheny State Beach should be studied rigorously and included in the LRTP's list for future commuter rail projects. Railway realignment in South Orange County should be specifically listed as a future project in the 2024 LRTP update - the beach and future commuters depend on it.

The Current Emergency Approach Has Unacceptable Impacts to Public Resources

Since 2021, OCTA has been issued 4 emergency permits, totaling over 26,500 tons of rock and an extensive bluff tie back mechanism along the Cyprus Shores HOA at an estimated cost of \$12 million. Allowing coastal vulnerabilities to be addressed primarily through the emergency permit route means that this extensive work has circumvented adequate Coastal Act and environmental review with public and stakeholder input. We must stop this pattern of disaster response and switch to proactive management or the public and public resources will continue to pay the price for poor planning.

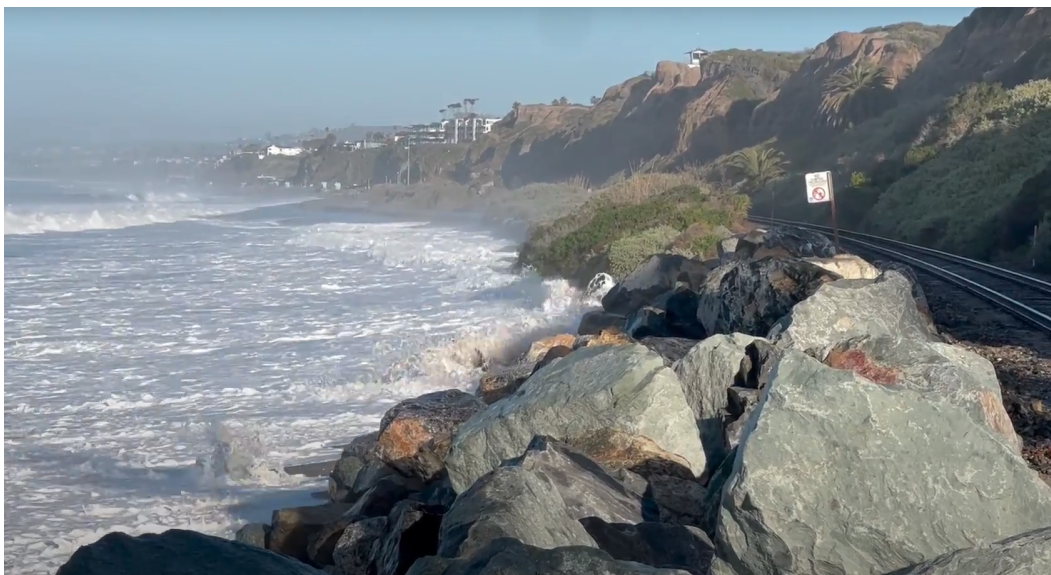
Even with the enormous amount of new riprap placed on the public beach, a long-term solution is needed to keep the railway functioning. The bomb cyclones of January 2023 brought 5 atmospheric rivers and high surf to California's coast that have begun to chip away at the rail infrastructure. As pictured below, even with the new +25 feet wide riprap revetment, the railroad tracks were overtopped during these storms.



Image: January 10, 2023 by Rick Erkeneff

This rip rap is ineffective at protecting coastal infrastructure in the long-term, meanwhile it is destroying our public beach. Seawalls in any form fix the back of the beach and the emergency rip rap disrupts natural coastal processes for sediment accretion and cuts off bluff erosion that would otherwise nourish the beach. Rip rap such as this occupies public land as sea levels rise and must be subject to review by the State Lands Commission. This armoring also threatens wave integrity and recreation in the nearshore waters. The northern stretch of waves at Cotton Point are not utilized at high tide due to the dangerous conditions caused by the sharp boulders now comprising the shoreline. There is also more extreme backwash of the waves bouncing off the rocks. The large rocks also create a hazard for surfers who are sometimes swept north from the Trestles surf break. Finally, there is little to no ability to walk laterally along the beach in this area. The public must be adequately compensated for this level of takings.

The image below, also taken on Jan 10, 2023, demonstrates the railroad and coastal armoring destruction of beach that is no longer passable except on calm days with extremely low tides.



It is the state's duty to hold public trust resources, including the intertidal lands, in trust for the public and allow meaningful access to these resources for all people. The public and beachgoers of California have a right to use the public beach, and that is what is at stake if OCTA continues to armor our coast. For all these reasons, OCTA must start planning now for relocation.

This type of long-term adaptation planning is already underway in San Diego for the Del Mar stretch of the LOSSAN corridor railway, where erosion is similarly forcing railway closures, and temporary measures to stabilize the tracks also come at a high cost to public trust resources. To minimize impacts that stabilizing measures will have on the coast and coastal access in the long-term, the San Diego Association of Governments have made critical long-term planning

commitments to realignment of the coastal stretch of tracks in Del Mar. In particular, they have approved their own long range planning document which includes a commitment for relocation. Additionally, SANDAG has detailed possible alignment alternatives in a quarter study, beginning the process of siting a new location for the tracks. SANDAG has also begun pursuing funding for environmental engineering, design and construction of the realigned tracks.

The OCTA has an unprecedented opportunity to ensure long-term solutions are put in place to ensure the viability of the LOSSAN corridor. Considering that the LOSSAN is the second busiest corridor in the county, all transit agencies and decision makers in the region must activate quickly to implement sustainable, long-term solutions not only to protect coastal resources but to ensure reliable mobility.

Sincerely,
Stefanie Sekich Quinn
Senior Manager, Coast and Climate
Initiative
Surfrider Foundation

Laura Walsh
California Policy Manager
Surfrider Foundation

Denise Erkeneff
Chapter Coordinator
South Orange County Chapter
Surfrider Foundation



February 8, 2023

Greg Nord, Section Manager
Long-Range Planning & Corridor Studies
Orange County Transportation Authority
600 South Main Street
Orange, CA 92868

RE: Draft 2022 Long Range Transportation Plan (LRTP)

Dear Mr. Nord,

The Transportation Corridor Agencies (TCA) have reviewed the draft subject plan and provide the following comments for consideration as you prepare the final document. TCA is a public joint powers authority that is comprised of member agencies who represent cities throughout Orange County. TCA Board members have the responsibility to provide oversight and input into policies that govern our Agencies. To date, TCA has constructed 420 lane miles of publicly operated toll facilities throughout Orange County that represent approximately 20% of the County's Highway System. These facilities were transferred to the State of California upon their opening and are part of the State Highway System.

The Toll Roads have been designed to service regional transportation needs such as access to and from the area outside of the region; major activity centers within the region; major planned developments such as new retail malls, sports complexes, housing, etc.; and access to and from major transportation terminals. Utilizing solely toll revenues and development impact fees, TCA's projects are not reliant on local, state or federal tax dollars for funding. For these reasons, The Toll Roads are considered regionally significant and financially constrained. The Current Capital Projects in TCA's adopted Capital Improvement Plan (CIP) are correctly reflected in the Draft LRTP Preferred Plan (Table 4.6, Numbers 23, 27, 28, and 30) and associated transportation network model used for all regional planning and project delivery documents. TCA's capital projects are able to improve the local and regional transportation system without competing for limited local, state or federal tax dollars needed to complete other transportation projects in the County.

The planned interchange and ultimate corridor improvements on The Toll Roads were designed to allow the corridors to be expanded as the County of Orange and surrounding communities grow, without additional major right of way acquisitions. These ultimate build-out improvements are Conceptual Capital Projects in TCA's adopted CIP and are identified in Table 5.2 of the Draft LRTP Conceptual Plan. TCA requests a revision to Table 5.2 as identified in the attached *Table of TCA Comments on the Draft Long Range Transportation Plan*.



Transportation Corridor Agencies™

The draft LRTP identifies a short-term planning activity called “Future of The Toll Roads” (Table 5.1). Given TCA’s existing financial commitments extend beyond the LRTP horizon year of 2045, TCA requests this activity be removed from this LRTP cycle. This is also noted in the attached *Table of TCA Comments on the Draft 2022 Long Range Transportation Plan*.

There are several elements of the Draft LRTP that align with TCA’s Strategic Plan, including improving the efficiency of our transportation system through operational improvement projects and ensuring seamless travel between the various facilities throughout the county, including the SR 241/91 Express Connector delivery; monitoring emerging technologies and exploring mobility innovations; and expanding transportation system choices to provide equitable and convenient travel options. As regional partners TCA looks forward to collaboration with OCTA in the project delivery and planning activities identified in the Draft LRTP to ease the transportation needs of our county.

TCA thanks you for considering these comments and looks forward to the updated final version of the 2022 LRTP. Should you have any questions regarding this letter, please feel free to contact me directly at sblanco@thetollroads.com or via telephone at (949) 754-3454.

Sincerely,

Stephanie Blanco
Chief Capital Programs Officer

Enclosure: Table of TCA Comments on the Draft 2022 Long Range Transportation Plan (2 pages)

Table of TCA Comments on the Draft 2022 Long Range Transportation Plan

No.	Page Number	Existing Text	Comment/Suggested Edit
1	Page 2-35	“Figure 2-24, 2-25, <u>2-26</u> , respectively, illustrates the changes to arterials, freeways, and managed lanes <u>as a result of OC GO programs.</u> ”	Revise language to clarify Figure 2-26 includes projects on The Toll Roads that are funded separately (e.g. by TCA) from the OC Go program
2	Page 2-38	Figure 2-26	Update legend and coloring to reflect projects on The Toll Roads that are funded by TCA and not a result of the OC Go (formerly M2) program, similar to Figure 4-10
3	Page 4-13	Figure 4-10	Update 241/91 project graphic to a line extending south on SR 241 to Santiago Creek Bridge and east to Coal Canyon on SR 91
4	Page 4-13	Figure 4-10	Revise Oso Bridge project dot color from orange to purple indicating TCA/Toll Road project
5	Page 4-22	“Other local funds include Transportation Development Act funds, local general fund expenditures for maintenance, <u>developer fees, express lane revenues,</u> and local transit fare revenues.”	“Other local funds include Transportation Development Act funds, local general fund expenditures for maintenance, <u>development impact fees, toll facilities excess revenues,</u> and local transit fare revenues.”
6	Page 4.23 & 4-24	Table 4.6	Current Capital Projects in TCA’s adopted Capital Improvement Plan (CIP) are correctly reflected in the Draft LRTP Preferred Plan (Table 4.6, Numbers 23, 27, 28, and 30) and associated transportation network model used for all regional planning and project delivery documents.
7	Page 5-1	Table 5.1	TCA’s existing financial commitments extend beyond the 2045 horizon year of this LRTP. Therefore, “Future of Toll Roads” entry should be removed from this plan until the horizon years are aligned.
8	Page 5.3	Table 5.2	Conceptual Capital Projects in TCA’s adopted CIP are correctly reflected in the Draft LRTP Conceptual Plan (Table 5.2, numbers 11 and 12) <u>except for</u> Number 13, which is not a TCA project and should be removed or revised to reflect a corrected sponsoring agency.



Table of TCA Comments on the Draft 2022 Long Range Transportation Plan (continued)

No.	Page Number	Existing Text	Comment/Suggested Edit
9	Page 3-8	Paths to Success: Path 1 Extend or Modify Programs Funded by M2	Considering the sunset of the OC Go (formerly M2) program funding, there may be opportunities for alignment with TCA's Strategic Plan for regional funding partnerships
10	Page 3-10	Path 5: Eliminate Freeway Chokepoints	TCA's current CIP identifies improvements to The Toll Roads that provide for and support efficient and reliable operations and goods movement.
11	Page 3-11	Path 6: Embrace Technology	The discussion in this Draft LRTP aligns with TCA's Strategic Plan regarding monitoring, study, and potential piloting of technologies that improve reliability, safety, and operations of the transportation system.

DEPARTMENT OF TRANSPORTATION

DISTRICT 12

1750 EAST FOURTH STREET, SUITE 100

SANTA ANA, CA 92705

PHONE (657) 328-6000

FAX (657) 328-6522

TTY 711

www.dot.ca.gov/caltrans-near-me/district12*Making Conservation
a California Way of Life.*

February 10, 2023

Mr. Greg Nord
Principal Transportation Analyst
Orange County Transportation Authority
550 South Main Street
Orange, CA 92868

Dear Mr. Nord,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Draft Long Range Transportation Plan (LRTP) Directions 2045 for the Orange County Transportation Authority (OCTA).

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Caltrans seeks consistency of this plan with the Southern California Association of Governments' (SCAG) Regional Transportation Plan Connect SoCal 2024, California Transportation Plan 2050, Caltrans 2020-2024 Strategic Plan, and other State and Federal mandates.

Based on our review of the Draft LRTP, we have the following comments:

Managed Lanes

1. The Department supports and values our partnership with OCTA to expand Orange County's High Occupancy Vehicle (HOV) and priced managed lanes network.
2. Ensure that Caltrans District 12 Interstate (I-) 5 Managed Lanes Project (Project), from Red Hill Avenue to Los Angeles County Line is included in the 2045 Preferred Plan Project List. The Project is currently in the Project Approval & Environmental Document (PA&ED) phase and is included in the Federal Transportation Improvement Program (FTIP) ORA210604. OCTA is an active member of the Project Development Team (PDT), contributing to this important Orange County transportation infrastructure improvement project. The purpose of the Project is to improve the overall movement of people and goods along the I-5, which aligns with OCTA's proposed *Freeway Strategy*, on page 4-12, to improve Orange County's managed lane network and to comply with Federal degradation requirement.

3. Multiple sections should be revised to accurately capture the full scope of the I-5 Managed Lanes Project, which begins at Red Hill Avenue and ends at the Los Angeles County Line, to be consistent with the project description in FTIP and Caltrans PA/ED documentation, as defined by the PDT, of which OCTA is a member.

This includes Page 2-38: *Figure 2.26 2045 M2 Sunset – Managed Lanes and Toll Roads – Lane Difference Change from 2045 No Build*, Page 4-13: *Figure 4.10: Freeway System Projects*, Page 4.14 Freeway Project List, Page 4-23: *Table 4.6: 2045 Preferred Plan*

4. On Page 4-12, the SR 57 High-Occupancy Toll (HOT) Lanes and SR 91 Express Lanes to the west are not reflected on the *Freeway Project List* and on *Figure 4.10*. Revise to ensure consistency between the last sentence on Page 4-12, Freeway Project List and Figure 4-10.
5. Page 5-1, the current statement in *Table 5.1: Short-Term Action Plan*, in the Managed Lanes Studies row, is confusing and should read: "Coordinate with Caltrans on the I-5 Managed Lanes Project between Red Hill Avenue and Los Angeles County Line and explore potential expansion of priced managed lanes on SR 91 and SR 57."
6. Clearly state the location and composition of all lane miles included in the stated number of priced managed lanes referenced on page 4-12, *Freeway Strategy*, and confirm this includes Caltrans District 12 I-5 Managed Lanes Project, from Red Hill Avenue to Los Angeles County Line.

Active Transportation

7. The Caltrans Active Transportation (CAT) Plan for District 12 identifies pedestrian and bicycle needs on and across the State Highway System (SHS) and prioritizes highway segments and crossings to influence future investments. Active transportation is a mode of transportation that many residents rely on both for commuting and recreational use and the District 12 Active Transportation Plan, in conjunction with OCTA and other local active transportation plans, can be utilized to pursue opportunities that further the goals of the LRTP.
8. To foster growth of bicycle networks and improvement of safety of pedestrians and bicyclists, the LRTP should incorporate policies that are in alignment with Caltrans and other partners. Consider including a discussion about bicycle facilities and amenities such as secure storage/parking facilities, showers, and wayfinding signage can encourage more people to utilize active transportation as a mode of travel.
9. On page 3-9, *Path 3: Enhance Active Transportation*, consider incorporating local agencies' active transportation initiatives with OCTA's active transportation

"Provide a safe and reliable transportation network that serves all people and respects the environment"

initiatives to expand the bicycling and walking opportunities and network in Orange County. This helps to ensure alignment in goals and infrastructure to improve the active transportation environment in the county.

Climate Change

10. Caltrans acknowledges that one of the most serious threats and disruption to the wellbeing of the SCAG-region is Climate Change. Coordination from all levels and agents of decision making is required to ensure the protection and safety of the region's people, built-, and natural environment. Continue to address sustainability efforts through the *7 Paths to Success* and coordinate with Caltrans and local partners on strategies which support a sustainable transportation network, including efforts to reduce Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions by providing viable alternatives to single-occupant vehicle travel as described in Chapter 3. We strongly support and will partner with OCTA in analyzing sea level rise and coastal erosion vulnerabilities, especially along the LOSSAN Corridor and in pursuing available federal and state funds together.

Equity

11. Caltrans recognizes our responsibility to assist communities of color and underserved communities by removing barriers to provide a more equitable transportation system for all.

The Department firmly embraces racial equity, inclusion, and diversity. These values are foundational to achieving our vision of a cleaner, safer, and more accessible and more connected transportation system.

We acknowledge and support OCTA's equity analysis and discussion on improving equity in transportation choices.

Transit

12. Caltrans supports and strives to make rail and transit modes of transportation a viable option for all. The Department supports transportation projects that bring all modes of transportation together to increase connectivity, expand the use of public transportation, and advance equity and livability in all communities.

Providing improved multimodal connections encourages Orange County residents, future visitors, and workers to utilize alternative transportation options, minimizing single-occupancy vehicle trips, reducing GHG emissions, congestion, and VMT. Continue to explore options to extend OC Go programs beyond its terminus in 2041.

13. Caltrans supports OCTA's recommendations for new freeway bus rapid transit services as discussed in Chapter 3, *Path 2: Expand Transit Services*, and as referenced in the 2018 OC Transit Vision document. Caltrans District 12 promotes freeway bus rapid transit in its 2022 Freeway-Arterial Transit Enhancement Study (FATES) and continues its commitment to partnering with OCTA on exploring bus-on-freeway service.
14. Consider providing strategies to improve transit services when the county experiences a natural or human-made emergency, that requires an evacuation.
15. Caltrans supports OCTA's any rail planning activities.

Traffic Operations

16. Please provide a discussion of municipal and regional airports within the LRTP and how these transportation elements fit within the *Key Factors*, such as *Evolving Travel Trends* and the *Paths to Success*, as they are a component of the transportation system.

Park & Ride

17. Caltrans is also exploring Mobility Hubs in the context of its Park-and-Ride program. Priority Park-and-Ride locations are being considered for Mobility Hub upgrades and enhancements.

Consider including language that references coordination/partnership on this interagency effort.

Goods Movement

18. Please ensure that the LRTP analyzes the challenges in goods movement that are unique to Orange County. The LRTP should discuss the integral role that the county's transportation system plays in the larger inter-regional network for longer-distance travel and freight movement. Connecting cities and regions to each other, business centers to major intermodal freight transfer points, and commuters to Orange County and surrounding counties in a sustainable and efficient manner, should be an important objective.
19. Consider providing a discussion on the effects of increasing freight volumes and provide recommendations on better ways to handle truck traffic and truck parking within the county.
20. On Page 4-4, in the *Local Roadway Strategy*, consider including a discussion on the conflict between travel modes (especially buses) and other curbside uses, such as freight loading and unloading. Discuss how OCTA will work with partner agencies to mitigate transit disruptions due to these conflicts.

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Technical Editing

21. Figure 1-1 on Page 1-2 appears to be pixelated. Consider having a higher resolution.
22. On Page 1-2, the first sentence of the second paragraph is missing "a" in between "is" and "continuous process."
23. Please include the units of Population, Housing, Employment, and Density in the map legend of Map 2-1 to 2-10.
24. Please include higher resolution graphics for Figure 2-21 and 2-22 on Page 2-32 as the legend is pixelated.
25. Please consider having the three maps Figure 3-2 on Page 3-5 as separate pages to get a better understanding of the communities of concern development.
26. On Page 4-7, Figure 4-7 Regional Traffic Signal Synchronization Program is missing a legend for the map.
27. On Page 4-24, Table 4.6 *2045 Preferred Plan*, #41 lists the I-5 BRT (Bus Rapid Transit). Please confirm if this is in reference to the approval of the Freeway BRT Study and FATES.

OCTA has done a commendable job providing comprehensive and integrated planning solutions for the residents and visitors of Orange County. We encourage OCTA's continued commitment to planning and implementing safe, reliable, equitable, and sustainable transportation strategies such as expanded system choice, support for managed lanes, improvements to commuter rail services, implementation of mobility hubs, and continued enhancements to the active transportation network.

Caltrans is committed to work with OCTA and all stakeholders to provide a safe, efficient, equitable, and sustainable transportation system to the public. If you have any questions, please contact me at (657) 328-6164.

Sincerely,



SCOTT SHELLEY
Branch Chief, Regional-Local Development Review-Transit Planning
District 12

c: Lan Zhou, Deputy District Director of Planning and Local Assistance Caltrans District 12
Adnan Maiah, Deputy District Director of Strategic Portfolio Management/Single Focal Point Caltrans District 12
Bobi Hettick, Deputy District Director of Maintenance and Operations Caltrans District 12
Chris Flynn, Deputy District Director of Environmental Analysis Caltrans District 12
Matt Cugini, Deputy District Director of Project Delivery Caltrans District 12

Orange County LRTP Public Comment Letters Matrix

(Coding legend: Local = L / State = S / Interested Party = I / Federal = F)

Public comment period ended on Friday, Feb 6th, 2023

Comment #	Sender	Date Received	Applicable Section	Comment	Response
City of Huntington Beach					
L-1-1	City of Huntington Beach	2/6/2023	--	The Draft LRTP was released for a 28-day review period, whereas the 2018 LRTP was available for 40 days. Recommendation to extend public comment review period to maximize public engagement.	The draft LRTP was released on 1/6/2023 for a public review period that ended on 2/6/2023. OCTA continued to accept comments through 2/13/2023 from agencies that coordinated for additional time to review. OCTA will consider a longer public review period for future releases.
L-1-2	City of Huntington Beach	2/6/2023	Figure 4-1 & Figure 4-2	Figure 4-1 depicts the portion of Beach Boulevard within the City limits as a local route that does not receive 15 minute or better service. The northern portion of Beach Boulevard outside the City limits is depicted as a Bravo! Limited Stop route, which appears to terminate at the Goldenwest Transportation Center (GWTC) located on Center Ave (GWTC is not located on Beach Boulevard). Figure 4-2 depicts the portion of Beach Boulevard within the City limits as a Forecasted 2045 High Frequency Corridor, which is not defined anywhere in the draft LRTP. Figures 4-1 and 4-2 provide conflicting information regarding transit service on Beach Boulevard. Recommendation to revise Figure 4-2 to remove Beach Boulevard within the City of Huntington Beach as a forecasted 2045 High Frequency Corridor to be consistent with Figure 4-1 and bus restructuring study.	Figure 4-1 has been updated to better reflect the Making Better Connections Study, which is the near-term transit plan that would be implemented within the next five years. The 2045 forecasted high-frequency transit corridors depicted in Figure 4-2 are consistent with the 2018 OC Transit Vision, the long-term transit plan for Orange County.
L-1-3	City of Huntington Beach	2/6/2023	--	OCTA has not committed funding for upgrading the local route on Beach Boulevard within the City of Huntington Beach. The Draft LRTP states that "the projects and programs in OC Go reflect the expectations of the Orange County public and are the bedrock of the 2045 Preferred Plan." OC Go does not include fixed route bus service, 15 minute bus service, and/or rapid bus service (BRT/Bravo!) as a project or program for development. OCTA has not financially committed to providing fixed route bus service, 15 minute bus service, and/or rapid bus service (BRT/Bravo!) on Beach Boulevard within the City of Huntington Beach.	The Preferred Plan is consistent with, but not limited to, the commitments made through the voter-approved OC Go local sales tax program.
L-1-4	City of Huntington Beach	2/6/2023	--	The Draft LRTP states that OCTA has "long-term goals of delivering on commitments". High Frequency Transit services on Beach Boulevard is not a commitment.	Comment noted.
L-1-5	City of Huntington Beach	2/6/2023	Figure 4-2	The Draft LRTP states that "OC Transit Vision (January 2018) is assumed to be implemented to provide enhanced transit service on the corridors depicted in Figure 4-2. This vision includes the expansion of high-capacity service through much of the county." The Draft LRTP does not state that implementing the OC Transit Vision has become a committed project instead of a discretionary project as noted in the presentation at the February 5, 2018 OCTA Board meeting. Recommendation the Draft LRTP be revised to state if implementing the OC Transit Vision has become a committed project or if it remains a discretionary project. If it is now a committed project, recommendation that the Draft LRTP be updated to state funding sources, project timelines/milestones, and public engagement plans. If it remains a discretionary project, recommendation that the Draft LRTP be revised to remove the OC Transit Vision from the stated assumptions.	The Preferred Plan includes both committed and discretionary projects. This is also true for the Trend 2040 scenario from the 2018 LRTP and all other recommended scenarios from past LRTPs.
L-1-6	City of Huntington Beach	2/6/2023	--	Assuming completion of unfunded discretionary projects in the draft LRTP has problematic implications in other regional planning efforts. SCAG depends on OCTA delivering service according to these maps in order for the region to achieve statewide GHG reduction goals. If the OCTA is unable to commit to deliver on any of the service plans in the Draft LRTP, they must be removed from the document.	Projects and programs must have cost estimates that are within a forecast of reasonably available revenues to be included in the financially constrained listing for the Regional Transportation Plan, and OCTA's submittals are consistent with this requirement.
City of Mission Viejo					
L-2-1	City of Mission Viejo	2/6/2023	Chapter 1, page 1-1	Draft LRTP should be reviewed for internal consistency on how it represents the status of any Measure M2 expiration/extension.	Language in the LRTP regarding the need for a funding strategy beyond M2 sunset has been reviewed for internal consistency.

Orange County LRTP Public Comment Letters Matrix

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Public comment period ended on Friday, Feb 6th, 2023

Comment #	Sender	Date Received	Applicable Section	Comment	Response
L-2-2	City of Mission Viejo	2/6/2023	Chapter 2	The Draft LRTP should include an explanation as to why the OCP-2022 dataset is not being used and include an assessment on whether there would be any substantial change in the LRTP's transportation planning assumptions, strategies or projects, had it been analyzed using OCP-2022 and the 2020 Census data in lieu of OCP-2018.	<p>Page 2-1 – language added: “Preparation of Directions 2045 began in mid-2021 and utilized OCTAM for base year and future year projections. The current OCTAM incorporates socioeconomic data based on OCP-2018, released in September 2018, which was the latest approved dataset at the time of the model development.”</p> <p>While the 2022 Orange County Projections were approved in September 2022, the OCP-2022 report and associated data will not be available until Spring 2023. Implementation of a new OCP dataset into OCTAM typically takes around 9-12 months after the dataset is approved by OCCOG and any assessment will not be feasible until then. Subsequent OCTAM and LRTP updates will incorporate the latest available socioeconomic data.</p>
L-2-3	City of Mission Viejo	2/6/2023	Chapter 2	Please clarify how a 2019 Base Year dataset was developed, and whether said database was reviewed and cleared by local jurisdictions and/or the Center for Demographic Research, at either the traffic analysis zone or citywide geographies.	Year 2019 OCTAM model was developed specifically for this LRTP and was based on OCP-2018 and SCAG RTP 2020 demographics data. OCP-2018 demographic data was interpolated between the 2016 base year and 2020 forecast to arrive at an estimate for 2019 conditions. The model was then validated by screenline analysis, comparing modeled volumes and actual observed traffic counts across 28 screenlines throughout Orange County.
L-2-4	City of Mission Viejo	2/6/2023	Chapter 2	Please clarify if OCTA proposes to use the 2045 set of assumptions relating to MPAH improvements, traffic signal synchronization, bikeway additions, and freeway system projects, as Orange County's 2050 transportation system.	OCTA's submittal of transportation improvements for Connect SoCal 2024 is consistent with the improvements in Directions 2045. SCAG will use the 2045 orange county network provided by OCTA to feed into SCAG 2050 model. While no additional programs or projects are proposed beyond those in Directions 2045, the operational assumptions and completion years for some outer-year projects may be extended between 2045 and 2050.
L-2-5	City of Mission Viejo	2/6/2023	Figure 3-1	Please provide a higher resolution map that labels the name of key arterials, to better understand and confirm the key destinations designations that are identified in the City of Mission Viejo.	<p>Figure 3-1 is a regional density map that is intended to illustrate, at a high level, the distribution of locations that serve essential needs (e.g. schools, grocery stores, medical facilities, open space, etc.) within the county by clusters. Displaying additional arterials or city boundaries may distract viewers from visualizing emerging patterns and trends.</p> <p>Under Equity Analysis, clarifying language is added: “Key destinations providing essential services such as educational institutions, medical services, grocery stores, and open space within Orange County are illustrated (in terms of density) in Figure 3-8.”</p>
L-2-6	City of Mission Viejo	2/6/2023	Chapter 3, Page 3-4	The LRTP should include footnotes for each source data and year of data for data collected for the equity analysis such as median household income, highest concentration of limited English-speaking households and areas with the highest concentration of zero-vehicle households.	Figures 3-2 and 3-3 have been updated to note 2020 US Census Bureau as the data source.
L-2-7	City of Mission Viejo	2/6/2023	Chapter 3, Page 3-4	The LRTP should include an appendix that lists the census tracts as well as the local jurisdiction where each census tract is located, that are designated as a Community of Concern through the OCTA-adapted approach.	Census tract and jurisdictional data can be made available to individual jurisdictions upon request.
L-2-8	City of Mission Viejo	2/6/2023	Figure 3-2	The three maps comprising Figure 3-2: Communities of Concern Development, are of poor quality and too small to be a useful reference. At minimum, each map in Figure 3-2 should be an individual figure in the LRTP.	Figure 3-2 is updated with higher resolution.
L-2-9	City of Mission Viejo	2/6/2023	Figure 3-3	The four maps comprising Figure 3-3: Comparison of Similar Measures to Communities of Concern, are also of poor quality and too small to be a useful reference. At minimum, each map in Figure 3-3 should be an individual figure in the LRTP.	Figure 3-3 is updated with higher resolution.
L-2-10	City of Mission Viejo	2/6/2023	Chapter 3, Page 3-8	As an alternative to microtransit services in low-density areas of Orange County, has OCTA considered expanding community-based circulators, such as the Mission Viejo Shuttle, in order to provide more reliable transit in low-density areas? While microtransit may be a viable option, there are potential issues with implementing microtransit in these types of areas, such as variable topography (using e-scooters or e-bikes) or long wait times for OC Flex type services.	Yes, community-based circulators (currently supported by Project V in Measure M2) are included in the 2045 Preferred Plan as shown in Table 4.6 and are seen as a valuable and viable option in many parts of Orange County. Microtransit is suggested as another option that may work well in certain areas but, as with many of the strategies in Directions 2045, further analysis and coordination is required to identify the best mobility solutions for the many different communities in Orange County.

Orange County LRTP Public Comment Letters Matrix

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Public comment period ended on Friday, Feb 6th, 2023

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L-2-11	City of Mission Viejo	2/6/2023	Chapter 4, Page 4-1	Some of the recommendations from the Making Better Connections Plan also include discontinuing several transit routes. The report does not make a clear indication that the result of expanding some transit routes may result in reducing or completely eliminating others.	Page 4-1, clarifying language added: "Underutilized routes (5 express routes, 1 Stationlink route, and 3 local routes) will be discontinued and the resources will be reallocated to improve system productivity."
L-2-12	City of Mission Viejo	2/6/2023	Chapter 4, Page 4-1	Please clarify, in the narrative on Page 4-1, if the "10 top corridors" referenced on page 4-1 are the "Frequent Local" routes illustrated in Figure 4-1 and/or are the 2045 High Frequency Transit Corridors illustrated in Figure 4-2. It is unclear if the designation of a "Frequent Local" route is synonymous or different than a "High Frequency Transit Corridor".	Figure 4-1 has been updated to better reflect the near-term bus route plans developed through the Making Better Connections Study. Existing and 2045 high frequency transit corridors are illustrated on Figure 4-2, including the top 10 corridors identified by the Making Better Connections Study.
L-2-13	City of Mission Viejo	2/6/2023	Chapter 4, Page 4-1	Is there a listing of the major arterials serviced by each of the top 10 corridors, to allow the reader a better understanding of the specific arterials and/or freeways that each corridor will travel? If so, the table of the "10 top corridors" should be referenced on page 4-1.	Page 4-1, clarifying language added: "The following routes will operate every 10-15 minutes from 6:00 a.m. to 6:00 p.m., benefiting over 58% of all riders: 29/529-Beach Boulevard, 42-Lincoln Avenue, 43/543-Harbor Boulevard, 47-Anaheim Boulevard/Fairview Street, 50-Katella Avenue, 53/553-Main Street, 57-State College Boulevard/Bristol Street, 60/560-Westminster Avenue/17 th Street, 64-Bolsa Avenue/1 st Street, and 66-McFadden Avenue." Detailed information on the new Service Plan proposed (including map, bus schedule, route information, and implementation schedule) can be found on the OCTA website: https://storymaps.arcgis.com/stories/727fc1832dca445e84cd6fd24c628d79
L-2-14	City of Mission Viejo	2/6/2023	Figure 4-2	Is there a listing of the major arterials serviced by each of the 2045 High Frequency Transit Corridors illustrated on Figure 4-2? If so, this information should be provided.	Names of major arterial serviced by high-frequency bus services are labeled on Figure 4-2.
L-2-15	City of Mission Viejo	2/6/2023	Figure 4-2	Figure 4-2: 2045 High-Frequency Transit Corridors, identifies a bus transit corridor along Interstate 5, including the section of I-5 through South Orange County. The designation of this linear corridor seems to be in error. It is the City of Mission Viejo's understanding that the High-Frequency Corridor designation for freeway bus service would only be the designated stops along the I-5 corridor and not the entire corridor itself. This was confirmed with SCAG as part of the 2020 RTP planning process.	Figure 4-2 identifies the high-frequency transit corridors providing service with 15-minute headways or better during peak operating hours. A footnote defining high-frequency transit corridors is added to Figure 4-2. In contrast, High Quality Transit Areas (HQTAs), as defined by SCAG RTP/SCS, are areas within ½ mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency (High-Quality Transit Corridors, or HQTC) excluding ½-mile areas around freeway-running HQTAs where there are no bus stops.
L-2-16	City of Mission Viejo	2/6/2023	Figure 4-7	Figure 4-7 does not show the Felipe Road/Olympiad Road corridor within Mission Viejo, which is part of the signal synchronization network.	Figure 4-7 has been updated to show signal synchronization corridors completed/planned to date as well as all RTSSP eligible corridors (which is any roadway that is part of the MPAH network).
L-2-17	City of Mission Viejo	2/6/2023	Chapter 4, Page 4-8	Consider adding language on OCTA's proposed plan to generate a countywide signal synchronization baseline, which would allow for more consistent and routine retiming strategies as opposed to the existing approach in place today. Currently, agencies are awarded funds based on a point system. Low volume corridors may go years without new timing since agencies may be discouraged to apply for potential low-scoring applications.	Table 5.1, signal synchronization line item revised to include development of countywide signal synchronization baseline.
L-2-18	City of Mission Viejo	2/6/2023	Chapter 4, Page 4-12	Active and Innovative Project List: Has OCTA considered adaptive or responsive signal control as part of this list? These types of systems will adjust timings based existing traffic conditions.	Adaptive signal control is one of the technologies that OCTA is closely monitoring. While there is no current plan for countywide implementation, it will be considered in future LRTPs, as appropriate.
L-2-19	City of Mission Viejo	2/6/2023	Table 4-6	Please detail the bus transit routes, with the names of the arterial streets and affected jurisdictions, that are included in the "Making Better Connections" plan improvements. Also clarify if any of the Making Better Connection routes are high quality transit corridors as defined by SCAG, which could continue to be used as a factor to assign additional RHNA units to affected jurisdictions.	Routes planned to operate at least every 15 minutes by 2045 are displayed in Figure 4-2. Additionally, details specific to the near-term Making Better Connections Study recommendations, including proposed frequent bus transit network can be found on the OCTA website at: https://www.octa.net/Bus/Making-Better-Connections-Study/Overview/
L-2-20	City of Mission Viejo	2/6/2023	Table 4-6	I-5 Bus Rapid Transit and the SR-55 Bus Rapid Transit: For each of these two freeway bus rapid transit routes, the 2022 LRTP should include the location/name of each existing and planned transit stops, as it is the location of these freeway transit stops that SCAG used in its methodology to assign more RHNA units to jurisdictions, based on transit accessibility.	Information on potential transit stops for the proposed I-5 and SR-55 BRT routes can be found in the OCTA Freeway BRT Concept Study (August 2021). The study can be found on the OCTA website at: https://octa.net/Projects-and-Programs/Plans-and-Studies/Completed-Studies/Freeway-Bus-Rapid-Transit-Concept-Study/

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Public comment period ended on Friday, Feb 6th, 2023

Comment #	Sender	Date Received	Applicable Section	Comment	Response
City of Irvine					
L-3-1	City of Irvine	2/6/2023	--	Requesting public record of comments for LRTP and associated documents.	Comments received during the public review of the draft LRTP will be included within the appendices of the final LRTP.
L-3-2	City of Irvine	2/6/2023	Figures 2-1, 2-2, 2-3, 2-4, 2-5, 2-6, 2-8, 2-9, and 2-10	Figure source is Orange County Projections 2018. Updated demographic data is available through Orange County Projections 2022, and where possible, this updated data should be utilized to ensure the LRTP includes the most recent and accurate jurisdictional data.	Preparation of Directions 2045 began in mid-2021 and utilized OCTAM for base year and future year projections. The current OCTAM incorporates socioeconomic data based on OCP-2018, released in September 2018, which was the latest approved dataset at the time of the model development. While the 2022 Orange County Projections were approved in September 2022, the OCP-2022 report and associated data will not be available until Spring 2023. Implementation of a new OCP dataset modeling variables into OCTAM typically takes around 9-12 months after the dataset is approved by OCCOG. Subsequent OCTAM and LRTP updates will incorporate the latest available socioeconomic data.
L-3-3	City of Irvine	2/6/2023	Figures 2-17, 2-18	Confirm bikeway system data with local jurisdictions.	As part of the regional bikeway planning effort that began in 2011, 4 bikeway studies (North, West/Central, South, and Foothills) were completed with input and engagements from OCCOG, local jurisdictions, and other bicycle stakeholders. OCTA maintains a database for existing and planned bikeways based on the recommendations from the studies and any updates received from local jurisdiction via related studies since then. Given that the regional bikeway implementation is an ongoing effort, OCTA encourages local jurisdictions to continue provide any updates during review opportunities such as this one.
L-3-4	City of Irvine	2/6/2023	Page 2-27	Please provide documentation or data that demonstrates bus ridership has returned to pre-COVID levels. Bus ridership has decreased over the past decade and the draft LRTP indicates that bus ridership is actually improving.	Page 2-23, clarifying language added: "...as of September 2022, daily bus ridership is less than 15% below pre-Covid average. Metrolink ridership, however, is still far below pre-COVID levels and bus ridership is still lower than before nation-wide declines began in 2009." The LRTP (page 2-22) states that OC Bus ridership fell approximately 37% between 2009 and 2015 during the period of national decline in public transit ridership. The LRTP further states that between February 2020 and September 2020 OC Bus ridership declined 72%. Average daily bus ridership has improved greatly from the COVID low of 33,000 riders in April 2020 to over 100,000 in September 2022 as noted in OCTA's press release <i>OCTA Hits 100,000 Daily Ridership Average for First Time Since Start of Pandemic</i> (September 12, 2022) available here: https://www.octa.net/News/Bus/OCTA-Hits-100000-Daily-Ridership-Average-for-First-Time-Since-Start-of-Pandemic/
L-3-5	City of Irvine	2/6/2023	Page 2-30	The City of Irvine suggests considering other factors involving air taxis and vertiports before including them as a viable mode of travel as the viability of vertiports is not likely be a reality within the stated timeframe.	The LRTP identified air taxis and vertiports as emerging conceptual technologies that are not modeled or assumed to be in operation within the LRTP's horizon year of 2045. Rather, they are noted as examples of technologies that should be monitored to understand their potential impacts on travel behaviors. By regularly updating the LRTP, OCTA will continually monitor these technologies and incorporate into the planning process as appropriate.
L-3-6	City of Irvine	2/6/2023	Page 2-32	Discuss the impact of EVs on existing infrastructure; including impact on the grid and on the roads.	The environmental trend and infrastructure implications of a full (or majority) EV fleet mix is discussed on Key Factor 3. However, more study and analysis is needed to understand the extent of impact EVs will have on the existing infrastructure and future of transportation, as recommended in the LRTP's Short-Term Action Plan (Table 5.1).
L-3-7	City of Irvine	2/6/2023	Page 2-33	Revise statement about wildfires to reflect they are more likely to occur during extreme heat and wind events.	Language revised: "Wildfires are more likely to occur particularly during extreme heat and wind events..."

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L-3-8	City of Irvine	2/6/2023	Page 3-3, Figure 3-1	Provide a definition of "key destination" and a complete list for review and confirmation by local jurisdictions.	<p>The regional key destination density map is intended to illustrate, at a high level, the distribution of locations that serve essential needs within the county by clusters. Aggregating the data allows for visualization of emerging patterns and trends. OCTA obtained point of interest (POI) location data from HERE Technologies. Location typologies that serve essential needs (e.g. schools, grocery stores, medical facilities, open space, etc.) were selected, compiled, and aggregated to OCTA's transportation analysis zones (TAZs). The data subset was reviewed to ensure the selection criteria was applied consistently throughout the county.</p> <p>Data used in this analysis is available at: https://www.here.com/platform/map-data https://data-ocpw.opendata.arcgis.com/</p> <p>Pg. 3-6 – clarifying language added: “Key destinations providing essential services such as educational institutions, medical services, grocery stores, and open space within Orange County are illustrated (in terms of density) in Figure 3-8.”</p>
L-3-9	City of Irvine	2/6/2023	Pages 3-5 and 3-6, Figures 3-2 and 3-3	The LRTP draft should clarify the source of the data used in the three following maps “Top One-Third Families in Poverty,” “Top 10% Zero Vehicle,” and “Top One-Third Non-White”, and provide the geographic level of the data.	<p>Figures are updated with higher resolutions and with data sources identified (2021 Esri Streetmap and 2020 US Census Bureau). Data is aggregated at the census tract level.</p>
L-3-10	City of Irvine	2/6/2023	Pages 3-5 and 3-6, Figures 3-2 and 3-3	Additionally, the data does not seem to correlate with either 2010 or 2020 Census tracts or block groups. According to the United States Census Bureau, Quick Facts data from July 1, 2021, Asians account for 43.6% of the City of Irvine’s population. While this results in many households having limited English, it does not automatically equate to a population that is in poverty. Based on the maps included in the LRTP, it appears that this correlation is being made. Additionally, the median income for the City of Irvine is \$105,126, which is considerably higher than the median income for Orange County (\$81,000). This information does not seem to support the “Top One-Third Families in Poverty” map and subsequently the “Top 10% Zero Vehicle” map. These maps should not be included without context. For example, a non-white population in the City of Irvine is very different from a non-white population located a lower income jurisdiction.	<p>Figure 3-2 is not meant to demonstrate any correlation between households in poverty and non-white populations, but rather to identify census tracts that satisfy both metrics as communities of concern. The “top one-third families in poverty” is defined by the highest concentration of families living in poverty by census tract, which ranges from as low as 8% to as high as 35% within Orange County. Given the wide range, poverty level alone cannot be used to define communities of concern. As such, the LRTP uses the intersection of 2 metrics (non-white population and households in poverty) to identify communities of concern and used additional socioeconomic datasets (e.g. top 10% zero vehicle, lower 1/3 income, and top 10% limited English) to confirm the results are reasonable.</p> <p>Page 3-3 – discussion on methodology is revised for clarity.</p>
L-3-11	City of Irvine	2/6/2023	Page 3-10 Path 4	Explain how mobility hubs and Mobility as a Service (MaaS) can reduce Vehicle Miles Traveled (VMT) and emission if this strategy requires further analysis. Additionally, there are no studies referenced to support this statement.	<p>The OC Mobility Hubs Strategy Study (September 2022) includes detailed descriptions of the mobility hub concept, implementation strategies, and how they could benefit Orange County. The Final Report and Executive Summary can be found on the OCTA website: https://www.octa.net/Projects-and-Programs/Plans-and-Studies/Mobility-Hubs-Study/</p> <p>Many Southern California regional agencies are developing and/or implementing Mobility Hubs and MaaS programs to achieve sustainability and VMT reduction objectives. Some references include:</p> <ul style="list-style-type: none"> • SANDAG’s 2021 Regional Plan and Mobility Hub Features Catalog • SCAG’s Mobility as a Service Feasibility White Paper (July 2022) and TDM Strategic Plan (August 2018)
L-3-12	City of Irvine	2/6/2023	Page 3-10 Path 6	Explain how strategies are considered a “Path to Success” if they are still being monitored and/or studied for path 6.	<p>Strategies in Path 6 place emphasis on monitoring and studying developing technologies so they can be effectively leveraged, as appropriate, if/when opportunities arise. This awareness of evolving transportation technologies and trends can place Orange County in a more competitive position for funding that can be used to invest in infrastructure, technologies, and systems that meet long-term travel needs.</p>

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L-3-13	City of Irvine	2/6/2023	Page 4-3	The LRTP draft should supplement any mention of future BRT route on Interstate 5 and State Route 55 with a statement that this project is conceptual and there is no guarantee that BRT will be implemented by 2045. It should not be included in any regional (Connect SoCal) planning and policy documents.	The Interstate 5 and State Route 55 Bus Rapid Transit routes are part of OCTA's vision for transit service and, therefore, have been included in OCTA's submittal for Connect SoCal 2024. As these routes progress towards implementation and related studies are conducted, OCTA will continue to engage the City and other stakeholders.
L-3-14	City of Irvine	2/6/2023	Page 4-3	Please cite the source of the projections for OC Streetcar operating 30,496 revenue service hours annually and approximately 161,000 revenue services by 2045.	Source added in Chapter 4 under Transit Strategy – "As estimated in OC Transit Vision 2018, the OC Streetcar is anticipated to operate for approximately 30,500 revenue service hours annually when it debuts. The 2045 Preferred Plan also accounts for potential expansion of OC Streetcar on one or more corridors identified in the OC Transit Vision and, therefore, budgets for up to 161,000 revenue service hours by 2045,..."
L-3-15	City of Irvine	2/6/2023	Page 4-4	The Commuter Rail List identifies Project R: OC Maintenance Facility. The City of Irvine continues to have concern with the inclusion of the OC Rail Maintenance Facility in the LRTP. Please reference the attached comment letter from the City of Irvine regarding this project at the June 13, 2022 OCTA Board meeting.	The Orange County Maintenance Facility project is a long-planned and crucial component for expanding transit services to meet the needs of a growing population and to support employment growth and sustainability objectives. OCTA will continue coordination with the City regarding any outstanding concerns.
L-3-16	City of Irvine	2/6/2023	Page 4-5, Figure 4-5	Figure 4-5: 2045 MPAH Improvements – North County": This figure accurately reflects the modification to the Alton/State Route 55 overcrossing which is in direct conflict with the assumptions made in the OCTA Freeway BRT Concept Study.	Figure 4-5 depicts the proposed Alton overcrossing, which does not preclude the construction of the direct access ramps considered by the alternatives presented in the OCTA Freeway BRT Concept Study.
L-3-17	City of Irvine	2/6/2023	Page 4-11, Figure 4-9	Verify the source of the data listed as OCTA for Figure 4-9 and note if it was acquired from the local jurisdiction.	As part of the regional bikeway planning effort that began in 2011, 4 bikeway studies (North, West/Central, South, and Foothills) were completed with input and engagements from OCCOG, local jurisdictions, and other bicycle stakeholders. OCTA maintains a database for existing and planned bikeways based on the recommendations from the studies and any updates received from local jurisdiction via related studies since then. Given that the regional bikeway implementation is an ongoing effort, OCTA encourages local jurisdictions to continue provide any updates during review opportunities such as this one.
L-3-18	City of Irvine	2/6/2023	Page 4-24, Table 4.6	Project Number 41: The City of Irvine continues to have concern with the Interstate 5 BRT and State Route 55 BRT. Please reference detailed comments in the OCTA Freeway BRT Concept Study."	Comment noted. See response to Comment #L-3-13.
L-3-19	City of Irvine	2/6/2023	Page 4-25, Table 4.6	Project Number 51: The City of Irvine has concerns with the inclusion of the "OC Rail Maintenance Facility (Project R) in the draft LRTP. Please reference the attached comment letter from the City of Irvine regarding this project at the June 13, 2022 OCTA Board meeting.	Comment noted. See response to Comment #L-3-15.
L-3-20	City of Irvine	2/6/2023	Page 4-25, Table 4.6	Project Number 54: The City of Irvine has concerns with the "Mobility Hubs Network." Reference more specific comments under the "South Orange County Multimodal Transportation Study."	Comment noted.
L-3-21	City of Irvine	2/6/2023	SOCMTS Pages 12 -13, Figure 2-4 & 2-5	It is recommended that OCTA either utilizes data from local jurisdictions or demonstrates that the SCAG data includes the most accurate data from local jurisdictions.	The SOCMTS report has been finalized. This comment is noted and will be incorporated into relevant future planning documents as appropriate.
L-3-22	City of Irvine	2/6/2023	--	Figures included in the SOCMTS, which carried into the LRTP did not include source for the data. Requesting all figures and maps to be revised to include source and date for the data.	The SOCMTS report has been finalized. This comment is noted and will be incorporated into relevant future planning documents as appropriate.
L-3-23	City of Irvine	2/6/2023	SOCMTS Page 17, Figure 2-7	The title "Residents Work-from-Home Mode Share" for figure 2-7 is misleading. The figure should be relabeled to reflect that this is pre-COVID data.	The SOCMTS report has been finalized. This comment is noted and will be incorporated into relevant future planning documents as appropriate.
L-3-24	City of Irvine	2/6/2023	SOCMTS Page 28, Figure 3-1.	Identifies figure 3-1 "2045 Core Elements" and introduces incorrect future priorities	The SOCMTS report has been finalized. This comment is noted and will be incorporated into relevant future planning documents as appropriate.

Orange County LRTP Public Comment Letters Matrix

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Public comment period ended on Friday, Feb 6th, 2023

Comment #	Sender	Date Received	Applicable Section	Comment	Response
L-3-25	City of Irvine	2/6/2023	SOCMTS Page 28, Figure 3-1.	Efforts to remove the planned Red Hill Ave. widening from the MPAH has been in progress since 2021, by City and OCTA, therefore it should be removed from this figure.	The SOCMTS report has been finalized. This comment is noted and will be incorporated into relevant planning documents as appropriate. The Red Hill Avenue MPAH Amendment is currently underway and will be considered final and be incorporated into the MPAH and all future planning documents once it is approved by the Board and the City provides documentation of an approved Circulation Element and necessary supporting environmental documents that demonstrate consistency with the proposed MPAH amendment.
L-3-26	City of Irvine	2/6/2023	SOCMTS Page 28, Figure 3-1.	The University Avenue widening was already funded, partially with M2 funding, and construction is nearing the end phase. This should not be a future high priority.	The SOCMTS report has been finalized. This comment is noted and will be incorporated into relevant future planning documents as appropriate.
L-3-27	City of Irvine	2/6/2023	SOCMTS	Provide larger maps or GIS files for clarification of other locations and provide the right for city commenting on larger map sizes. Difficulty in confirming other locations due to small map sizes.	The SOCMTS report has been finalized. This comment is noted and will be incorporated into relevant future planning documents as appropriate.
L-3-28	City of Irvine	2/6/2023	SOCMTS	Terminology "Locally Preferred Strategy" makes assumption on local jurisdictions which is inaccurate. Title should be changed to the "Preferred Strategy."	The SOCMTS report has been finalized. This comment is noted and will be incorporated into relevant future planning documents as appropriate.
L-3-29	City of Irvine	2/6/2023	LRTP/ SOCTMS/ Fwy BRT	OCTA should provide disclaimers in the draft LRTP, the SOCMTS, and the BRT study against using the information regarding the Interstate 5 BRT and State Route 55 BRT project for the purpose of identifying areas that are ideal for new high-density residential and/or mixed use.	Comment noted.
L-3-30	City of Irvine	2/6/2023	SOCMTS --	Recommend that OCTA and SCAG provide clear and detailed information on the mobility hubs, including their definitions, differences, and intended use. This information should be included in the SOCMTS and the draft LRTP for greater clarity and understanding for stakeholders and the public. Requesting a definition and better/zoomed in maps or a GIS layer for the mobility hubs and micro-transit zones (Figures 4-1 & 4-2).	The OC Mobility Hubs Strategy Study (September 2022) includes detailed descriptions of the mobility hub concept, implementation strategies, and how they could benefit Orange County. The OC Mobility Hub Strategy Final Report and Executive Summary can be found on OCTA website: https://www.octa.net/Projects-and-Programs/Plans-and-Studies/Mobility-Hubs-Study/ While the LRTP and SOCMTS include modeling assumptions for mobility hubs and microtransit zones to account for the potential contribution of these strategies to mobility in the future, proposed locations for implementation will be refined and determined through additional study.
L-3-31	City of Irvine	2/6/2023	SOCMTS --	The SOCMTS indicates that Measure M2 funds may be used for the establishment of the mobility hubs and mobility hub network. However, it is the City of Irvine's understanding that Measure M2 is limited to project types that were approved by Orange County voters. The mobility hub concept, in addition to many of the active transportation projects, do not appear to be consistent with the project types originally approved by the voters.	The SOCMTS report has been finalized. This comment is noted and will be incorporated into relevant future planning documents as appropriate.
L-3-32	City of Irvine	2/6/2023	SOCMTS Table 4-2	Further clarification and supporting evidence are needed for The SOCMTS and Table 4-2.	SOCMTS, similar to LRTP, is a long-range plan. A set of assumptions were included in OCTAM to forecast future alternatives which include future project/program. The method to forecasting the effects of qualitative measures such as TDM are consistent with current national practiced approaches.
L-3-33	City of Irvine	2/6/2023	SOCMTS Page 46	The SOCMTS states local circulators are currently funded through Measure M2. This statement is incorrect as local circulators are partially funded through Measure M2. The City requests that the SOCMTS be corrected to accurately reflect that local circulators are partially funded through Measure M2.	The SOCMTS report has been finalized. This comment is noted and will be incorporated into relevant future planning documents as appropriate.
L-3-34	City of Irvine	2/6/2023	SOCMTS Appendix A	There is not a comprehensive list of attendees for "Public Involvement Program Final Report" The list should only include those who participated in the workshops.	The SOCMTS report has been finalized. This comment is noted and will be incorporated into relevant future planning documents as appropriate. Table 3 and Table 4 list the attendees to each roundtable meeting.
L-3-35	City of Irvine	2/6/2023	SOCMTS Appendix B, Figures 4-3 and 4-4	OCTA should either use data from the local jurisdictions or demonstrate that the SCAG data used in Appendix B, Figures 4-3 and 4-4, includes the most accurate information from the local jurisdictions, to ensure the accuracy of the data related to existing land use and land use categories.	The SOCMTS report has been finalized. This comment is noted and will be incorporated into relevant future planning documents as appropriate.
L-3-36	City of Irvine	2/6/2023	SOCMTS Appendix B, Table 4-5	The OEHHA is not an accurate data source. It is Recommended that OCTA verify the data with local jurisdictions and update sources to reflect the most accurate information.	The SOCMTS report has been finalized. This comment is noted and will be incorporated into relevant future planning documents as appropriate.

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Comment #	Sender	Date Received	Applicable Section	Comment	Response
L-3-37	City of Irvine	2/6/2023	Freeway BRT Study --	Confirm concerns and address them in the planning process for the I5 and SR55 BRT projects. This may involve considering alternative routes or addressing the city's concerns in the planning process to ensure that the final plan aligns with the city's goals and objectives.	The Freeway BRT Study was finalized in 2021. This comment is noted and will be incorporated into relevant future planning documents as appropriate.
L-3-38	City of Irvine	2/6/2023	Freeway BRT Study --	Include a disclaimer in the plan stating that the identified station stops for the I5 and SR55 BRT should not be used for identifying high-density residential or mixed-use areas unless it has been approved by the local land use agency.	The Freeway BRT Study was finalized in 2021. This comment is noted and will be incorporated into relevant future planning documents as appropriate.
L-3-39	City of Irvine	2/6/2023	Freeway BRT Study Pages 29, 30 Figure 5.1.2	Add a disclaimer to the study indicating that Jeffrey Park and Ride is not designed as a BRT stop. Include a discussion with the City of Irvine regarding alternative options for the station's use.	The Freeway BRT Study was finalized in 2021. This comment is noted and will be incorporated into relevant future planning documents as appropriate.
L-3-40	City of Irvine	2/6/2023	Freeway BRT Study Page 31, Figure 5.1.3	The information regarding the planned Alton Parkway crossover is not consistent with an agreement entered into in 2011 between the Cities of Santa Ana and Irvine. According to the agreement, the Alton Parkway overcrossing of the SR55 Freeway will be a four-lane road with no direct access to the SR 55 Freeway and it is unlikely that an off-ramp will be added in the future. The city and Caltrans are not supportive of a future off-ramp at Alton Parkway due to its proximity to existing off-ramps. The City suggests removing the Alton Parkway station stop in its entirety from any planned SR55 BRT route.	The Freeway BRT Study was finalized in 2021. This comment is noted and will be incorporated into relevant future planning documents as appropriate.
L-3-41	City of Irvine	2/6/2023	Freeway BRT Study Page 39	Remove of the Alton Parkway station stop from the SR55 BRT route, is suggested. This would align with the Agreement between the Cities of Irvine, Santa Ana, and Comment 3.	The Freeway BRT Study was finalized in 2021. This comment is noted and will be incorporated into relevant future planning documents as appropriate.
L-3-42	City of Irvine	2/6/2023	Freeway BRT Study --	There is currently no off-ramp at Alton Parkway and no off-ramp is planned. The score for Route 3 is based on incorrect information. The city Requests that any reference to a station stop on Alton Parkway be removed from any transit plans included in the draft LRTP and provided to SCAG for inclusion in the 2024 Regional Transportation Plan/Sustainable Communities Strategy.	The Freeway BRT Study was finalized in 2021. This comment is noted and will be incorporated into relevant future planning documents as appropriate.
City of Anaheim					
L-4-1	City of Anaheim	2/2/2023	Chapter 3, page 3-8	M2 roadway improvement programs "could be modified to help implement complete street projects that improve the mobility of all travel modes, encouraging more active transportation trips and reduced travel costs, emissions, and VMT. Consider making pedestrian bridges and other complete streets components eligible for funding under the M2 roadway improvement program and establishing a competitive funding program to support pavement improvement needs.	Comment noted.
L-4-2	City of Anaheim	2/2/2023	Chapter 4, page 4-4	Clarify which LOSSAN Corridor Grade Separations are included in the 2045 Preferred Plan.	The 2045 Preferred Plan includes the following LOSSAN grade separation projects: 17 th Street, State College Boulevard, Santa Ana Boulevard, Ball Road, Grand Avenue, Main Street, and Orangethorpe Avenue.
L-4-3	City of Anaheim	2/2/2023	Chapter 5, page 5-2	As part of OCTA's coordination efforts with the Los Angeles Metropolitan Transportation Authority (METRO) on preparations for the 2028 Olympics, please include jurisdictions who will be hosting Olympic venues in these discussions and planning efforts.	Comment noted.
L-4-4	City of Anaheim	2/2/2023	Chapter 5, page 5-3, Table 5.2	Consider revising the LRTP's Conceptual Plan to remove the Harbor Boulevard/Ball Road Grade-Separated Intersection project and replace it with pedestrian bridge improvements in high volume locations in the Anaheim Resort, including Harbor Boulevard/Ball Road, Harbor Boulevard/Disney Way, and Harbor/Boulevard Katella Avenue.	Table 5.2 updated to replace "Harbor Boulevard/Ball Road Grade Separated Intersection" with "Pedestrian Bridge Improvements in the Anaheim Resort".
L-4-5	City of Anaheim	2/2/2023	Chapter 5, page 5-3, Table 5.2	Add an East/West transit connection project to the LRTP's Conceptual Plan to facilitate successful implementation of the 2028 Olympics, activate the OCvibe development and ARTIC, and provide a key regional transit connection for Anaheim's employees, residents, and visitors.	Table 5.2 updated to include enhanced East/West OCTA transit service connecting ARTIC mobility hub to areas of high employee and visitor travel demand.

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Comment #	Sender	Date Received	Applicable Section	Comment	Response
Surfrider Foundation					
I-1-1	Surfrider Foundation	2/6/2023	--	The foundation has a history of involvement with OCTA on the OCTA's Stakeholder Working Group (SWG) for the major Investment Study (MIS). The foundation has appreciated the SWG's ambitious goal to "identify transportation challenges and improvements to keep the region moving for the next 25 years; through technical analysis, public involvement in order to identify a locally preferred strategy (LPS)," as stated in the MIS.	Comment noted.
I-1-2	Surfrider Foundation	2/6/2023	--	Recommend OCTA acknowledge the issue of sea level rise and erosion on rail infrastructure and minimize the impact that OCTA's coastal defense strategies have on public trust resources such as the beach and coastal access.	Comment noted. As discussed in Chapter 2 under "Key Factor 3: Increasing Climate-Related Risks" and Chapter 3 under "Support Sustainability", OCTA recognizes the impact of climate-related risks will have on the transportation infrastructure and the need to plan and implement adaptation and resiliency strategies.
I-1-3	Surfrider Foundation	2/6/2023	--	Surfrider is concerned that OCTA has not yet properly analyzed or planned for sea level rise and erosion and needs to plan realignment for the very vulnerable stretches of the railway (for instance between Trestles surf break to Doheny State Beach.) Sea levels will rise 1-3 feet in the state by 2050 and present unacceptable impacts to the public trust if all coastal infrastructure is left in place.	OCTA is committed to developing a Climate Adaption and Resiliency Plan (as indicated in Table 4.6) that aims to develop guiding principles to achieve climate actions including: complying with emission reduction requirements, identifying potential climate risks, and securing potential funding opportunities. While the LRTP contains projects which have already been planned, it also outlines a group of strategies and "paths" which provide us with a new direction for the future. As part of the "Elevate Maintenance and Resilience Priorities" path, OCTA is developing a coastal rail planning framework intending to develop short-term strategies to protect the existing extremely important LOSSAN rail corridor and propose long-term strategies that could include shifting the corridor away from the coastline.
I-1-4	Surfrider Foundation	2/6/2023	--	Request the OCTA make the following commitments to prepare for sea level rise: <ol style="list-style-type: none"> 1. Thoroughly analyze sea level rise and coastal erosion vulnerabilities along the LOSSAN Corridor. 2. Pursue available federal funds for sea level rise analysis, including from the Infrastructure Investment and Jobs Act, and the Inflation Reduction Act. 3. Commit to long term planning that includes realignment of extremely vulnerable sections of track, including the 7 mile stretch from Cypress Cove to Doheny State Beach. 	Several studies related to protecting Orange County's coastal rails are either underway or planned. OCTA is actively pursuing funding to evaluate long-term strategies for addressing coastal rail issues. At the OCTA Board meeting held on 2/27/2023, OCTA staff presented the Coastal Rail Planning Framework which contained proposed plans for further studies and financial implications for both short- to medium-term solutions and long-term solutions.
I-1-5	Surfrider Foundation	2/6/2023	--	List of Caltrans reports prepared to examine railway services including Caltrans's California State Rail Plan 2003-2013, California State Rail Plan Connecting California (2018), and the California Transit Plan 2050 (CTP). Concern that planning does not properly consider or examine the extreme vulnerability for railway corridors across the state to sea level rise and erosion. Specifically, although the CTP calls for OCTA to "identify and prioritize improvements in the 2018 State Rail Plan Vision that can be implemented," significant efforts have yet to be achieved.	Comment noted.
I-1-6	Surfrider Foundation	2/6/2023	--	The CTP stated that lack of funding is an obstacle to sea level rise and erosion analysis. Recommendation that Caltrans and OCTA work together to acquire federal funds from the Infrastructure Investment and Jobs Act and the Inflation Reduction Act in order to study the vulnerability of the LOSSAN corridor to sea level rise and erosion and conduct long term planning to protect rail infrastructure.	Comment noted. OCTA is actively seeking funding opportunities at every level to pursue long-term solutions for protecting the rail line throughout the Orange County coastal region.
I-1-7	Surfrider Foundation	2/6/2023	Chapter 5	The Draft LRTP does not adequately address sea level rise and coastal hazards, especially in respect to the South Orange County commuter railway. Chapter 5 in the Draft LRTP lists a coastal infrastructure action to "study sustainable solutions for infrastructure along the San Clemente coast" as the only action to address coastal erosion.	See response to Comment # I-1-4.

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I-1-8	Surfrider Foundation	2/6/2023	--	<p>Recommendation that some sections of the LOSSAN corridor in San Clemente be realigned off the coast due to erosion jeopardizing the tracks and damaging the beach and public trust resources.</p> <p>Recommendation that railway realignment in South Orange County should be listed as a future project in the 2024 LRTP update as part of a long-term strategy to adapt to climate change. Specifically, relocation of vulnerable segments of the tracks along the 7 miles strength from Cypress Cove, in south San Clemente to Doheny State Beach should be studied and included in the LRTP's list for future commuter rail projects.</p>	OCTA is pursuing grant funds to evaluate long-term strategies on addressing coastal rail issues. Once the outcome of further studies becomes available, OCTA will incorporate specific course of action into future LRTP updates as appropriate.
I-1-9	Surfrider Foundation	2/6/2023	--	<p>Allowing coastal vulnerabilities to be addressed primarily through the emergency permits means that extensive work has circumvented adequate Coastal Act and environmental review with public and stakeholder input. Recommendation that a switch to proactive management be made instead of relying on emergency disaster response.</p>	Comment noted. OCTA continues to pursue long-term options for protecting the rail line throughout the Orange County coastal region and will seek input from the public and all stakeholders as it continues to study the issue.
I-1-10	Surfrider Foundation	2/6/2023	--	<p>Riprap placed on public beaches was not adequate in addressing erosion issues from bomb cyclones in January 2023. Its presence on public beaches is damaging to the environment and hydrology of the beach and restricts public access. A long-term solution is needed to keep the railway functioning.</p> <p>The state must hold public trust resources, including the intertidal lands, in trust for the public, which includes meaningful access to these resources for all people. OCTA's continued practice of armoring beaches with riprap restricts this public access. Recommendation for OCTA to begin planning for relocation of vulnerable railways.</p>	See response to Comment # I-1-4.
I-1-11	Surfrider Foundation	2/6/2023	--	<p>The San Diego Association of Governments (SANDAG) has made long-term planning commitments to the realignment of the Del Mar stretch of the LOSSAN corridor railway where erosion is forcing railway closures and temporary measures to stabilize the tracks also come at a high cost to public trust resources.</p> <p>Considering that the LOSSAN is the second busiest corridor in the county, recommendation that all transit agencies and decision makers in the region activate quickly to implement sustainable, long-term solutions not only to protect coastal resources but to ensure reliable mobility.</p>	See response to Comment # I-1-4.
Friends of Harbors, Beaches, and Parks (FHBP)					
I-2-1	FHBP	2/6/2023	Page 2-25	Page 2-25 of the Draft LRTP outlines how the "age of addressing congestion through lane additions is coming to an end." FHBP supports this view and encourages OCTA to consider how to incrementally and significantly adjust Orange County's transportation system to address this new reality. Recommendation to pay particular attention to implementing more equitable mobility options and improving system efficiencies.	Comment noted.
I-2-2	FHBP	2/6/2023	Page 2-33	Concurrence with OCTA's conclusion on page 2-33 of the Draft LRTP that states "capacity enhancement projects, like roadway and freeway lane additions, would likely increase vehicle miles traveled" and that these types of projects should be avoided in the future.	Comment noted.
I-2-3	FHBP	2/6/2023	Page 2-27	On page 2-27 of Draft LRTP, e-bikes are included as a way to reduce "terrain and distance constraints". Multiple cities in Orange County are facing issues related to pedestrian and e-bike collisions, improper use of e-bikes, and lack of understanding of e-bike rules. E-bikes are problematic in parks and on trails as even though their use is often illegal, rules are ignored to the detriment of the wildlife, habitat, and other park visitors. Suggestion to temper the excitement about e-bike use to acknowledge issues encountered by local jurisdictions. Suggestion that OCTA also launch an education campaign that informs riders about rules in various locations and encourages e-bike rider education and responsibility.	Comment noted.
I-2-4	FHBP	2/6/2023	Page 2-23	Continuing remote work improves traffic flow, reduces vehicle miles traveled, and reduces greenhouse gas emissions.	Comment noted.
I-2-5	FHBP	2/6/2023	Page 2-28	Teleservices as described on page 2-28 have proven beneficial in travel flow increases, vehicle miles traveled, and emissions reduction.	Comment noted.

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I-2-6	FHBP	2/6/2023	Page 2-29 and Page 3-2	Micromobility has the potential to reduce single-occupancy vehicle travel considerably. Suggestion that OCTA add this concept to the list of future projects if OC Go revenues meet existing commitments and additional funding is available before the end of the measure. Pleased to also see microtransit as a performance measure on page 3-2.	Comment noted.
I-2-7	FHBP	2/6/2023	Page 2-31	Page 2-31 describes "Increasing Climate-Related Risks" and the fact that sea-level rise has the potential to negatively affect OCTA and other local road infrastructure. Recommend OCTA proactively and quickly investigate creative financing options, secure grant funding for climate resilience, and/or seek transportation dollars to move this rail line into a safer, less vulnerable location.	Comment noted. Several studies related to protecting Orange County's coastal rails are either underway or planned. OCTA is actively pursuing funding at every level to evaluate long-term strategies on addressing coastal rail issues. At the February 27, 2023 OCTA Board meeting, OCTA staff presented the Coastal Rail Planning Framework which contained proposed plans for further studies and financial implications for both short- to medium-term solutions and long-term solutions.
I-2-8	FHBP	2/6/2023	--	There are many ways OCTA could restructure a future M3 to continue to meet transportation and mobility needs across the county, while also using the sales tax measure to fund projects. FHBP and the environmental community are ready to discuss our potential aligned goals on M3.	Comment noted.
I-2-9	FHBP	2/6/2023	Chapter 3, Page 3-8	Chapter 3, page 3-8, describes a path to extend or modify programs funded by M2. Although the Natural Community Conservation Plan and Habitat Conservation Plan for the Freeway Program outline OCTA's commitments, OCTA has not yet met the required \$243.5 million investment committed to voters in the M2 ballot measure. Suggestion that if other projects need mitigation, the EMP could absorb those projects to complete the required \$243.5 million expenditures. Climate resilience and climate mitigation needs could be discussed with FHBP and the M2 coalition. The FHBP does not support reallocating the EMP funds for other uses.	Comment noted. OCTA has an existing committee structure and will continue to consider these recommendations for future planning efforts.
I-2-10	FHBP	2/6/2023	Page 3-9	FHBP supports the repurposing of a vehicle lane for a bikeway as it could meet the current need for inter- and intra-city connectivity. Suggestion that OCTA confirm the local city's preference on this potential course of action.	Comment noted.
I-2-11	FHBP	2/6/2023	Page 3-10	On page 3-10, Path 4 describes that OCTA is analyzing benefits of network mobility hubs at key transit stations and destinations. FHBP supports this as it would increase resident and visitor use of the existing transit and bus system. Suggestion that bike-share and/or car-share programs also be incorporated at those transit hubs and in large apartment complexes.	Comment noted.
I-2-12	FHBP	2/6/2023	Page 3-11	On page 3-11, Path 7 describes challenges caused by wildfire, flooding, coastal erosion, extreme heat, and more. Supportive of OCTA and Metrolink's proactive climate resilience efforts of converting the OCTA bus fleet to fully electric and Metrolink conversion to reduce harmful emissions. Suggestion for OCTA to consider how these same climate-related impacts can affect ridership.	Comment noted.
I-2-13	FHBP	2/6/2023	Page 4-14	The 2045 Preferred Plan, which states that projects such as freeway service patrol, freeway EMP, and water quality improvement projects would be extended past the 2041 M2 sunset, is identified in the Paths to Success section on page 4-14. Request information on how OCTA will accomplish these objectives.	The 2022 LRTP is the first step to address the potential funding shortfall when M2 sunsets in 2041. Identification of a 2045 Preferred Plan allows OCTA to begin development of a long-term funding strategy to fund the identified projects.
I-2-14	FHBP	2/6/2023		Supportive of the expansion of microtransit service to fill gaps.	Comment noted.
I-2-15	FHBP	2/6/2023	Page 5-3	Concern with the Conceptual Transportation Projects list on page 5-3. The Laguna Canyon Road – El Toro Road to Canyon Acres project is not in line with the Preferred Plan. Request more information on details on the need, outcomes, and impacts to both OC Parks and existing OCTA restoration projects.	OCTA will not elevate this project into the Preferred Plan without further environmental documentation progress.
Transportation Corridor Agencies (TCA)					
S-1-1	TCA	2/8/2023	Table 4.6, Numbers 23, 27, 28, and 30)	Correct reflection of Current Capital Projects in TCA's adopted CIP: the Toll Roads considered regionally significant and financially constrained, TCA's capital projects improve the transportation system without competing for limited tax dollars, the TCA's projects are not reliant on local, state or federal tax dollars	Comment noted.
S-1-2	TCA	2/8/2023	Table 5.1	The Draft LRTP identifies a short-term planning activity called "Future of The Toll Roads" (Table 5.1). Given that TCA's financial commitments extend beyond 2045, the "Future of The Toll Road" is requested to be removed from this LRTP cycle.	The Future of the Toll Roads study is meant to identify multimodal opportunities and provide guidance on Orange County Toll Road modeling assumptions for studies evaluating transportation conditions in 2050 and beyond, including the next LRTP update.

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S-1-3	TCA	2/8/2023	Page 2-35, Figure 2-24, 2-25, 2-26,	Figure 2-24, 2-25, 2-26, illustrates the changes to arterials, freeways, and managed lanes as a result of OC GO programs. Revise language to clarify Figure 2-26 includes projects on The Toll Roads that are funded separately (e.g. by TCA) from the OC Go program.	Under Key Factor 4, clarifying language is added to indicate that the improvements in the M2 Sunset Scenario are not limited to OC Go/M2 Projects: "Projects completed by the Transportation Corridor Agencies (TCA) with revenue generated from their tolled facilities would continue beyond 2045."
S-1-4	TCA	2/8/2023	Page 2-38, Figure 2-26	Update legend and coloring to reflect projects on The Toll Roads that are funded by TCA and not a result of the OC Go (formerly M2) program, similar to Figure 4-10.	Figure 2-26 is no longer included in the final document.
S-1-5	TCA	2/8/2023	Page 4-13 Figure 4-10	Update 241/91 project graphic to a line extending south on SR 241 to Santiago Creek Bridge and east to Coal Canyon on SR 91	Figure 4-10 updated.
S-1-6	TCA	2/8/2023	Page 4-13 Figure 4-10	Revise Oso Bridge project dot color from orange to purple indicating TCA/Toll Road project	Figure 4-11 updated to reflect Oso Bridge Project as a purple square.
S-1-7	TCA	2/8/2023	Page 4-22	Revise to: "Other local funds include Transportation Development Act funds, local general fund expenditures for maintenance, development impact fees, toll facilities excess revenues, and local transit fare revenues."	TCA revenues are not included in the LRTP forecast.
S-1-8	TCA	2/8/2023	Page 4.23, 4-24, Table 4.6	Current Capital Projects in TCA's adopted Capital Improvement Plan (CIP) are correctly reflected in the Draft LRTP Preferred Plan (Table 4.6, Numbers 23, 27, 28, and 30) and associated transportation network model used for all regional planning and project delivery documents.	Comment noted.
S-1-9	TCA	2/8/2023	Page 5-1, Table 5.1	TCA's existing financial commitments extend beyond the 2045 horizon year of this LRTP. Therefore, "Future of Toll Roads" entry should be removed from this plan until the horizon years are aligned.	See response to comment # S-1-2.
S-1-10	TCA	2/8/2023	Page 5.3, Table 5.2	Conceptual Capital Projects in TCA's adopted CIP are correctly reflected in the Draft LRTP Conceptual Plan (Table 5.2, numbers 11 and 12). except for Number 13, which is not a TCA project and should be removed or revised to reflect a corrected sponsoring agency.	Table 5.2 updated.
S-1-11	TCA	2/8/2023	Page 3-8, Path 1	Considering the sunset of the OC Go (formerly M2) program funding, there may be opportunities for alignment with TCA's Strategic Plan for regional funding partnerships.	Comment noted.
S-1-12	TCA	2/8/2023	Page 3-10, Path 5	TCA's current CIP identifies improvements to The Toll Roads that provide for and support efficient and reliable operations and goods movement.	Comment noted.
S-1-13	TCA	2/8/2023	Page 3-11, Path 6	The discussion in this Draft LRTP aligns with TCA's Strategic Plan regarding monitoring, study, and potential piloting of technologies that improve reliability, safety, and operations of the transportation system.	Comment noted.
Caltrans District 12 (Caltrans D12)					
S-2-1	Caltrans D12	2/10/2023	--	Caltrans seeks consistency of this plan with the Southern California Association of Governments' (SCAG) Regional Transportation Plan Connect SoCal 2024, California Transportation Plan 2050, Caltrans 2020-2024 Strategic Plan, and other State and Federal mandates	Comment noted.
S-2-2	Caltrans D12	2/10/2023	--	The Department supports and values our partnership with OCTA to expand Orange County's High Occupancy Vehicle (HOV) and priced managed lanes network.	Comment noted.
S-2-3	Caltrans D12	2/10/2023	Page 4-15	Ensure that Caltrans D12 I-5 Managed Lanes Project, from Red Hill Avenue to Los Angeles County Line is included in the 2045 Preferred Plan Project List. The Project is currently in the Project PA&ED phase and is included in the FTIP as ORA210604. OCTA is an active member of the PDT, contributing to this important Orange County transportation infrastructure improvement project. The purpose of the Project is to improve the overall movement of people and goods along the I-5, which aligns with OCTA's proposed Freeway Strategy, on page 4-12, to improve Orange County's managed lane network and to comply with Federal degradation requirement.	The Preferred Plan includes the addition of a managed lane along the segment of I-5 between SR-57 and SR-91 along with the assumption that all HOV lanes will be converted to HOT 3+ operations by 2045. These assumptions are consistent with the current Caltrans led I-5 Managed Lanes Project from Red Hill Avenue to Los Angeles County Line.
S-2-4	Caltrans D12	2/10/2023	Page 2-38, Page 4-13, Figure 4.10 Page 4-23, Table 4.6	Review and revise the following to accurately capture the full scope of the I-5 Managed Lanes Project, which begins at Red Hill Avenue and ends at the Los Angeles County Line: Page 2-38: Figure 2.26 2045 M2 Sunset – Managed Lanes and Toll Roads – Lane Difference Change from 2045 No Build, Page 4-13: Figure 4.10: Freeway System Projects, Page 4.14 Freeway Project List, Page 4-23: Table 4.6: 2045 Preferred Plan	Figure 2-26 is removed from the final plan documentation. Figure 4-10 is updated to indicate the potential lane addition along the full segment of I-5 between SR-57 and SR-91. Figure 4-11 added to indicate OCTA's preferred phased conversion of HOV lanes to HOT 3+.

Orange County LRTP Public Comment Letters Matrix

(Coding legend: Local = L / State = S / Interested Party = I / Federal = F)

Public comment period ended on Friday, Feb 6th, 2023

Comment #	Sender	Date Received	Applicable Section	Comment	Response
S-2-5	Caltrans D12	2/10/2023	Page 4-12 Figure 4.10.	On Page 4-12, the SR 57 High-Occupancy Toll (HOT) Lanes and SR 91 Express Lanes to the west are not reflected on the Freeway Project List and on Figure 4.10. Revise to ensure consistency between the last sentence on Page 4-12, Freeway Project List and Figure 4-10.	Figure 4-11 is added to indicate OCTA's preferred phased conversion of HOV lanes to HOT 3+.
S-2-6	Caltrans D12	2/10/2023	Page 5-1, Table 5.1	Revise the statement in Table 5.1, Managed Lanes Studies row, on Page 5-1 to read, "Coordinate with Caltrans on the I-5 Managed Lanes Project between Red Hill Avenue and Los Angeles County Line and explore potential expansion of priced managed lanes on SR 91 and SR 57."	Table 5.1 updated.
S-2-7	Caltrans D12	2/10/2023	Page 4-12	Clearly state the location and composition of all lane miles included in the stated number of priced managed lanes referenced on page 4-12, Freeway Strategy, and confirm this includes Caltrans District 12 I-5 Managed Lanes Project, from Red Hill Avenue to Los Angeles County Line.	Language revised. The lane additions associated with the Caltrans I-5 Managed Lanes Project from Red Hill Avenue to Los Angeles County Line are now reflected in the lane miles added by managed lane projects outside the OC Go Freeway Program.
S-2-8	Caltrans D12	2/8/2023	--	Acknowledge the importance of the Caltrans Active Transportation (CAT) Plan for District 12 and consider incorporating it into the LRTP where appropriate. Caltrans suggests utilizing the District 12 Active Transportation Plan, in conjunction with other local plans, to identify opportunities to further the goals of the LRTP.	Comment noted.
S-2-9	Caltrans D12	2/8/2023	--	Consider incorporating policies that align with Caltrans and other partners to foster the growth of bicycle networks and improve the safety of pedestrians and bicyclists. The authority should also consider the suggestion to include a discussion about bicycle facilities and amenities in the LRTP.	Comment noted.
S-2-10	Caltrans D12	2/8/2023	Page 3-9, Path 3:	Consider incorporating local agencies' active transportation initiatives with OCTA's active transportation initiatives to expand bicycling and walking opportunities and network in Orange County.	Comment noted.
S-2-11	Caltrans D12	2/8/2023	--	Caltrans suggests that coordination from all levels and agents of decision-making is required to ensure the protection and safety of the region's people, built-, and natural environment. Requests that OCTA continue to address sustainability efforts through the 7 Paths to Success and coordinate with Caltrans and local partners on strategies that support a sustainable transportation network. They also support OCTA's efforts to reduce Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions by providing viable alternatives to single occupant vehicle travel, as described in Chapter 3. The commenter also supports OCTA in analyzing sea level rise and coastal erosion vulnerabilities, especially along the LOSSAN Corridor, and pursuing available federal and state funds together.	Comment noted.
S-2-12	Caltrans D12	2/8/2023	--	Caltrans recognizes our responsibility to assist communities of color and underserved communities by removing barriers to provide a more equitable transportation system for all. The Department firmly embraces racial equity, inclusion, and diversity. These values are foundational to achieving our vision of a cleaner, safer, and more accessible and more connected transportation system. We acknowledge and support OCTA's equity analysis and discussion on improving equity in transportation choices.	Comment noted.
S-2-13	Caltrans D12	2/8/2023	--	Caltrans supports and strives to make rail and transit modes of transportation a viable option for all. The Department supports transportation projects that bring all modes of transportation together to increase connectivity, expand the use of public transportation, and advance equity and livability in all communities. Providing improved multimodal connections encourages Orange County residents, future visitors, and workers to utilize alternative transportation options, minimizing single-occupancy vehicle trips, reducing GHG emissions, congestion, and VMT. Continue to explore options to extend OC Go programs beyond its terminus in 2041.	Comment noted.
S-2-14	Caltrans D12	2/8/2023	--	Caltrans supports OCTA's recommendations for new freeway bus rapid transit services as discussed in Chapter 3, Path 2: Expand Transit Services, and as referenced in the 2018 OC Transit Vision document.	Comment noted.

Orange County LRTP Public Comment Letters Matrix

(Coding legend: Local = L / State = S / Interested Party = I / Federal = F)

Public comment period ended on Friday, Feb 6th, 2023

Comment #	Sender	Date Received	Applicable Section	Comment	Response
S-2-15	Caltrans D12	2/8/2023	--	Consider providing strategies to improve transit services when the county experiences a natural or human-made emergency, that requires an evacuation.	Comment noted.
S-2-16	Caltrans D12	2/8/2023	--	Caltrans supports OCTA's rail planning activities.	Comment noted.
S-2-17	Caltrans D12	2/8/2023	--	Please provide a discussion of municipal and regional airports within the LRTP and how these transportation elements fit within the Key Factors, such as Evolving Travel Trends and the Paths to Success, as they are a component of the transportation system.	Discussions regarding municipal and regional airports are typically not included in the LRTP, however, this may be considered for future LRTPs.
S-2-18	Caltrans D12	2/8/2023	--	Caltrans is also exploring Mobility Hubs in the context of its Park-and-Ride program. Priority Park-and-Ride locations are being considered for Mobility Hub upgrades and enhancements. Consider including language that references coordination/partnership on this interagency effort.	Under active and innovative transportation strategy, sentence added: "OCTA will look for opportunities for both local and regional agency partnerships (e.g. Caltrans' Park-and-Ride program) to optimize connectivity and functionality."
S-2-19	Caltrans D12	2/8/2023	--	Ensure LRTP analyzes the challenges in goods movement that are unique to Orange County and understands the integral role that the county's transportation system plays in the larger inter-regional network for longer-distance travel and freight movement.	Table 5.1: Short-Term Action Plan lists "Trade Corridors/Goods Movement" as an action item under regional planning activities.
S-2-20	Caltrans D12	2/8/2023	--	Consider providing a discussion on the effects of increasing freight volumes and provide recommendations on better ways to handle truck traffic and truck parking within the county.	Additional freight/goods movement considerations are included in Table 5.1: Short-Term Action Plan and Table 5.2: Conceptual Plan. The SCAG RTP/SCS includes a detailed discussion of goods movement, including through Orange County. A more detailed discussion of future goods movement conditions and recommendations may be considered in the next LRTP.
S-2-21	Caltrans D12	2/8/2023	Page 4-4	On Page 4-4, in the Local Roadway Strategy, consider including a discussion on the conflict between travel modes (especially buses) and other curbside uses, such as freight loading and unloading.	OCTA is currently monitoring the SCAG-led Curb Space Management Study and may consider including a more detailed discussion of this issue in the next LRTP.
S-2-22	Caltrans D12	2/8/2023	Page 1-2 Figure 1-1	Figure 1-1 on Page 1-2 appears to be pixelated.	Figure updated.
S-2-23	Caltrans D12	2/8/2023	Page 1-2	The first sentence of the second paragraph is missing "a" in between "is" and "continuous process."	Sentence revised.
S-2-24	Caltrans D12	2/8/2023	Map 2-1 to 2-10	Please include the units of Population, Housing, Employment, and Density in the map legend of Map 2-1 to 2-10.	Figure legend updated.
S-2-25	Caltrans D12	2/8/2023	Page 2-32 Figure 2-21 and 2-22	Please include higher resolution graphics for Figure 2-21 and 2-22 on Page 2-32 as the legend is pixelated.	Figures updated.
S-2-26	Caltrans D12	2/8/2023	Page 3-5 Figure 3-2	Please consider having the three maps Figure 3-2 on Page 3-5 as separate pages to get a better understanding of the communities of concern development.	Figures updated.
S-2-27	Caltrans D12	2/8/2023	Page 4-7, Figure 4-7	On Page 4-7, Figure 4-7 Regional Traffic Signal Synchronization Program is missing a legend for the map.	Figure updated.
S-1-28	Caltrans D12	2/8/2023	Page 4-24, Table 4.6	On Page 4-24, Table 4.6 2045 Preferred Plan, #41 lists the I-5 BRT (Bus Rapid Transit). Please confirm if this is in reference to the approval of the Freeway BRT Study and FATES.	Yes, the I-5 BRT and SR-55 BRT routes reflect the routes studied in OCTA's Freeway BRT Study, which were considered in the Caltrans Freeway-Arterial Transit Enhancement Study.

OCTA LRTP - Additional Comment Log & Issues Matrix



Stakeholder Type	Date Received	Source	Issue / Comment	
12	Interested Party	10/07/21	Facebook Ad	Thank you
13	Interested Party	10/07/21	Facebook Ad	I would like to have a shutter in our city of Rancho Santa Margarita Ca. There's no buses here only on the main streets and I think they're only two that passes our city Please
14	Interested Party	10/07/21	Facebook Ad	Thumbs up
15	Interested Party	10/08/21	Facebook Ad	Need bike lanes in Anaheim for the safety of bike riders day and night
16	Interested Party	10/08/21	Facebook Ad	How about a real light rail parallel with the 405 from San Clemente to Seal Beach, not the train from harbor blvd to downtown Santa Ana Whats the point. it wi be empty like LAs lighy rail
17	Interested Party	10/08/21	Facebook Ad	[In response to Ralph Nielsen] and always empty?
18	Interested Party	10/08/21	Facebook Ad	Get rid of all the buses. They are a waste of taxpayer money.
19	Interested Party	10/08/21	Facebook Ad	The survey could have been written in the 1950s no imagination
21	Interested Party	10/08/21	Email	I recently received a survey email about shaping future OC transportation. I did not take it. I started to but quickly found that there was no way to express my opinion on what the future should be like. Your survey is way off the mark on what our future will be like which is, - a mess- if you limit your planning to the choices in your survey. Time and again the public has shown it rejects your trying to force them to your myopic public transit vision. Time and again the public shows decreasing interest in "taking a bus." (or train). That's your view, not ours. What do we want? We want improved road options. Your going to ask, what are they. Wrong approach. If instead OCTA spent its energy on road solutions then you would be telling us what the best options are. If you spent your time and funds on an improved road future instead of a dead end transit one, you would have answers. I have my opinion, I want to hear yours.
22	Interested Party	10/09/21	Facebook Ad	[In response to Chris Malvin] exactly
23	Interested Party	10/09/21	Facebook Ad	[In response to Ralph Nielsen] Billion's wasted ever year to spread COVID and crazy homeless around.
24	Interested Party	10/09/21	Facebook Ad	Tell Cities to fix streets A big reason people don't ride buses are because they are scared of homeless people and stressed out over bumpy ride from streets
25	Interested Party	10/09/21	Facebook Ad	[In response to Bill Gildow] Drivers are dangerous and I would love raised bike lanes
26	Interested Party	10/09/21	Facebook Ad	Complete waste of money and you destroyed historical spaces building this boondoggle street car.
27	Interested Party	10/09/21	Facebook Ad	The Bus schedule and routes in your schedule are impossible to figure out. And what if you want to get off the bus a half mile from the next stop? Is there a button or something to push to tell the bus driver or do you just get off a half mile past your destination. People who have never taken the bus don't know how it works at all and your schedules don't explain.
28	Interested Party	10/09/21	Facebook Ad	[In response to Raul Horacio Meletti] the fares collected only pay for about 20% of the cost of operating a bus. The other 80% is paid by the taxpayer.
29	Interested Party	10/09/21	Facebook Ad	[In response to Ralph Nielsen] why???
30	Interested Party	10/10/21	Facebook Ad	Translated from Spanish: The representative was Spanish, but the survey was in English.
31	Interested Party	10/10/21	Facebook Ad	inclusion is important the survey is only in english could you do it other language please
33	Interested Party	10/15/21	Comment Form (online)	Hello, I am worried that the "Survey" is a real survey. It looks as if the decision has already been made to use these transportation hubs. Why aren't other options available? There are many other viable options than using the transportation hubs. I have listed them ad nauseum in previous surveys and workshops. I believe that the "Board" is worried about optical more so than solving the problem. Here are some of the things that will provide you with better traffic flow: 1. Dedicated roads for trucks/ supply chain 2. Don't allow bikes on the road. 3. Don't take lanes away to make room for bikes. 4. If you don't do the first item, then you need to ensure that all trucks are electric so they are no longer the cause of traffic issues. Thank you,
34	Interested Party	10/19/21	Email	This is all fake... the survey, the meeting to help "shape the future". More and more people are moving in and needed more roads and highways yesterday. Fix that first before moving in more and more people. The direction (alternative transportation methods) you are talking us will leave the poor with less and less opportunities and the rich will be the only ones left driving.
35	Interested Party	10/27/21	Comment Form (online)	Your surveys are fake. You only allow respondents to answer in the direction you want them to. Don't use that false/fake data to present them as "facts" of what the public "wants". We need/want more freeways that are free making opportunities equal for everyone.

Stakeholder Type	Date Received	Source	Issue / Comment
36 Agency	01/12/23	Helpline	<p>I am taking a look at the recently released draft LRTP and particularly at some of the high frequency bus routes that are shown for Tustin. I had a question: I caught a minor discrepancy between some of the exhibits. I particular, page 4-2 which is figure 4-1, the 2045 preferred plan transit network. And then figure 4-2 which is on page 4-4-4 which is the 2045 high frequency transit corridor. In Tustin, there's already an existing high quality transit corridor, one on First Street and one on, I believe, Edinger if I am not mistaking? But those are not connected. One of the figures that mentioned shows that there is going to be a connection between the 66 and 64, but the other does not, so I wanted to bring that to your attention.</p> <p>If you have any follow up about what would need correcting, you can call me at 714-573-3174. Thank you.</p>
37 Interested Party	01/16/23	Email	<p>Hi Eric:</p> <p>A question on your draft LRTP, specific to the scales chosen in your methodology. Specifically, for Rossmoor, is there a particular reason that the HPI was used for measuring and demonstrating need?</p> <p>I believe that the CalEnviro4.0 screener more accurately reflects the environmental conditions in Rossmoor for the following reasons:</p> <ol style="list-style-type: none"> 1. It is newer. HPI uses data that was compiled in 2018, CalEnviro's data is from 2022. This is important because the major contaminants to the Rossmoor community have increasingly occurred with the buildout, improvements and increased use of the I-605 adjacent to the community. Measurements from the HPI do not reflect this difference. In 2018 - pre-covid, the road contaminants were still projections and the data did not capture the conditions as they exist today. 2. The HPI is a composite of factors that when aggregated, unduly factor in economic factors. Rossmoor is more affluent and the conditions of home ownership and occupancy always minimize and need, and therefore it places Rossmoor at a competitive disadvantage when seeking grants. Economic and ethnic disparity, while meaningful to the overall picture - and should be considered, has no place in demonstrating need to health impacts. No amount of money will change how Rossmoor is impacted with the large amounts of particular matter road contaminants - these are not correlated, and in my opinion, making the case that they should not be averaged is relevant. 3. Cal EPA specifically addressed the measurement of disadvantaged communities relative to SB535, due to the disparities in some of these measurements and to gap in data. <p>Rossmoor has not received equal treatment in gathering data, with many of the measurements being drawn from several miles away. One specific example is how the AQMD measures air contaminants. Th numbers are drawn from Anaheim and Long Beach air-quality sensors.</p> <p>Here's why that matters: Rossmoor has 4 elementary schools, immediately adjacent to the I-605. That's approximately 900 students. They are exposed to these contaminants for a large part of their days, every day. Additionally, Rossmoor's Census data indicates an aging population, where 1/3 of its residents are over 65. Combine this population with the residents of Leisure World (although in Seal Beach) , and it is possible to make the case that this particular area has been put unduly at risk for negative environmental health impacts.</p> <p>If the Cal Enviro 4.0 could be considered, it would be worth exploring whether air-quality sensors can be placed on any or all of the 4 schools. This would measure the air, as it actually impact the people - rather than after it has been diluted, before reaching the sensors.</p> <p>A similar case can be made for water quality. It is routinely tested in both Los Alamitos and in Seal Beach. Having 4 storm drain channels within the bounds or Rossmoor, wouldn't it be helpful to connect those datapoints and more accurately reflect the contaminants that traverse Rossmoor, on their way to the San Gabriel water flows into the ocean? Neither of these specific examples will ever come into discussions about disparity and disadvantaged communities, if the HPI is used. Evidencing environmental need by things such as tree canopy rankings certainly does a disservice when making a case using environmental inequity, when competing with other areas that are not impacted on 3 sides with Capital improvements and Federal operations on 3 sides.</p> <p>I'm not saying this to champion change, but merely mentioning that this document, in the absence of this information weakens your grant opportunities, whereby considering use of the Cal Enviro 4.0, you do not lose the ethnic and economic measurements - those remain the same. But you do have a more reflective way to illustrate disadvantage. The impacts to Rossmoor can largely be attributed to State and Federal decisions, which not coincidentally is a major source of funding. While no amount of money c</p>
38 Interested Party	01/19/23	Helpline	<p>I have 2 suggestions. One: incentivize gas stations to install charging stations that can take care of the few of those problems that were mentioned in the conversation. Secondly, a centralized system where you can purchase the ticket and plan your trip all in one place and basically buy one ticket and you get pay, you know, the bus, the train, whatever. Just make it very simple and straight forward for people to be able to plan and execute their trips.</p> <p>And finally, this is more of a question: Is there anything you can do about people leaving at 2am from a bar then driving their cars because of a lack of public transportation? Allot of time the Uber and what not is very expensive or not available and just a dangerous situation for everyone. Anyway , appreciate you guys hearing us out and talk to you soon.</p>
39 Interested Party	01/19/23	Helpline	<p>My question is that there was a discussion about electric stations and stuff like that. How do electric car owners pay their rode use tags like I do at the gas pump. If they charge their cars at home they pay no tags at all, no road use tags at all. So, why is this something I never heard of addressed by any member of public member of organization such as Orange County Transit? It just doesn't seem right that electric vehicles don't pay any road use tags and they don't pay tax. If they pay electric at home. Thank you very much.</p>
40 Interested Party	01/19/23	Comment Form (online)	<p>I would love to have a Zoom or in person presentation for the Rossmoor Homeowners Association and the community of Rossmoor (the little 10,500 person unincorporated area that generally gets forgotten in county planning) :)</p>

Stakeholder Type	Date Received	Source	Issue / Comment
41 Interested Party	01/19/23	Comment Form (online)	Thank you for providing the call tonight. I didn't get the opportunity to leave a voicemail. Personally, I think an online form is useful and efficient to give feedback but not sure if one can be added. I think the best possible thing that can be done to alleviate traffic is to make biking more a more efficient method of transportation. Adding bike lanes that parallel the freeway make quick access for people from one city to another without having to stop at every light. This can also be done utilizing our riverbeds if they weren't overrun with the homeless population and unsafe. Basically, create a network of quick access pathways, where people will want to choose to be physically active instead of being in a car because they may get to work even faster.
42 Interested Party	02/01/23	Email	I've just forwarded this email to some of my friends.

APPENDIX G

Fact Sheets

- Overview Fact Sheet
(EN, SP & VT)
- Infographic Fact Sheet
(EN, SP & VT)



2022 LONG RANGE TRANSPORTATION PLAN



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Sustainable, equitable, and innovative transportation solutions.

AT A GLANCE

PROJECT MANAGER

Greg Nord
(714) 560-5885
gnord@octa.net

COMMUNITY RELATIONS

Marissa Espino
(714) 560-5607
mespino@octa.net

WEBSITE

www.octa.net/lrtp

STORY MAP

www.LRTP-storymap.com

HELPLINE

(800) 501-9266

Fact Sheet Updated 1/10/23

DESCRIPTION

By 2045 the Orange County population is expected to increase by 9%. Without continuous analysis and planning, congestion delay and other transportation challenges will likely worsen.

Therefore, the Long-Range Transportation Plan (LRTP) is developed every four years to define a vision for Orange County that aims to address future mobility needs. This vision considers a forecast of available revenues, changing demographics, and any other significant trends.

The LRTP acts as local input for the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) developed by the Southern California Association of Governments (SCAG).

To address future transportation needs the LRTP reflects current OCTA policies and commitments, transportation study findings, and input from local jurisdictions, business leaders, community leaders, county residents, and transportation planning professionals.

GOALS

The goals of the LRTP are:

- Develop a vision for Orange County's transportation system
- Address key transportation challenges identified through 2045
- Use public input to identify new initiatives and priorities
- Define projects to include in the SCAG RTP/SCS

SCHEDULE

The final LRTP is scheduled to be completed in early 2023.

Milestone	Approximate Timeline
Public Engagement	Ongoing
Draft LRTP	Late 2022
Final LRTP	Early 2023



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

PLAN DE TRANSPORTE A LARGO PLAZO 2022



DIRECCIONES RUMBO AL 2045

PLAN DE TRANSPORTE A LARGO PLAZO

Soluciones de transporte sostenibles, equitativas e innovadoras.

INFORMACIÓN GENERAL

GERENTE DEL PROYECTO:

Greg Nord
(714) 560-5885
gnord@octa.net

ALCANCE A LA COMUNIDAD:

Marissa Espino
Encargada de Relaciones Comunitarias
(714) 560-5607
mespino@octa.net

SITIO WEB:

www.octa.net/lrtp

STORY MAP:

www.LRTP-StoryMap.com

LINEA DE ASISTENCIA:

(800) 501-9266

Hoja informativa actualizada el: 1/10/23

DESCRIPCIÓN

Para el año 2045, se espera que la población del Condado de Orange aumente por 9%. Es probable que sin análisis y planificación continua, los retrasos por congestión y otros problemas de transporte empeorarán.

Por lo tanto, cada cuatro años se elabora el Plan de Transporte a Largo Plazo (LRTP, por sus siglas en inglés) para definir la visión del Condado de Orange y cuyo objetivo es abordar las necesidades futuras de movilidad dentro del mismo. Esta visión considera la proyección de ingresos disponibles, cambios demográficos y cualquier otra tendencia significativa.

El LRTP actúa como insumo local para el Plan Regional de Transporte y la Estrategia de Comunidades Sostenibles (RTP/SCS) desarrollados por la Asociación de Gobiernos del Sur de California (SCAG).

Para satisfacer las necesidades futuras de transporte, el LRTP refleja las políticas y compromisos actuales de OCTA, los resultados del estudio de transporte y las opiniones de las jurisdicciones locales, líderes empresariales, líderes comunitarios, residentes del Condado y de los profesionales que participan en la planificación del transporte.

OBJETIVOS

Los objetivos del LRTP son:

- Desarrollar una visión para el sistema de transporte del Condado de Orange
- Abordar los desafíos clave del transporte identificados hasta 2045
- Utilizar la opinión del público para identificar nuevas iniciativas y prioridades
- Definir proyectos para incluirlos en el SCAG RTP/SCS

CALENDARIO

La finalización del LRTP está prevista para principios de 2023.

Elementos Importantes Del Proceso	Cronograma Aproximado
Participación del público	Continuo
Borrador de LRTP	Finales de 2022
LRTP final	Principios de 2023



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KẾ HOẠCH VẬN CHUYỂN DÀI HẠN 2022



PHƯƠNG HƯỚNG NĂM 2045

KẾ HOẠCH VẬN CHUYỂN DÀI HẠN

Các giải pháp giao thông bền vững, công bằng và sáng tạo.

TÓM LƯỢC

QUẢN LÝ DỰ ÁN:

Greg Nord
(714) 560-5885
gnord@octa.net

TIẾP CẬN CỘNG ĐỒNG:

Marissa Espino
Nhân Viên Quan Hệ Cộng Đồng
(714) 560-5607
mespino@octa.net

TRANG MẠNG:

www.octa.net/lrtp

BIỂU ĐỒ MINH HỌA:

www.LRTP-StoryMap.com

ĐƯỜNG DÂY TRỢ GIÚP:

(800) 501-9266

Bản Tin Cập Nhật: Ngày 10 tháng 1 năm 2023

MÔ TẢ

Đến năm 2045, dân số Quận Cam dự kiến sẽ tăng 9%. Nếu không có phân tích và lập kế hoạch liên tục, tình trạng kẹt xe do tắc nghẽn giao thông và các thử thách giao thông vận tải khác có thể sẽ trở nên tồi tệ hơn.

Do đó, Kế Hoạch Vận Chuyển Dài Hạn (LRTP) được đặt ra bốn năm một lần để xác định phương hướng cho Quận Cam nhằm giải quyết các nhu cầu đi lại trong tương lai. Phương hướng này - dựa theo dự báo về doanh thu khách dụng, thay đổi trong dân số và bất kỳ xu hướng quan trọng nào khác.

LRTP đóng vai trò là đóng góp ý kiến của địa phương cho Kế Hoạch Vận Tải Trong Khu Vực và Chiến Lược Cộng Đồng Bền Vững (RTP/SCS) do Hiệp Hội Các Chính Phủ Nam California (SCAG) đề ra.

Để giải quyết các nhu cầu vận chuyển trong tương lai, LRTP phản ánh các chính sách và cam kết hiện tại của OCTA, các kết quả nghiên cứu về giao thông vận tải và ý kiến đóng góp từ các cơ quan địa phương, lãnh đạo doanh nghiệp, lãnh đạo cộng đồng, cư dân quận và các chuyên gia lập kế hoạch vận tải.

MỤC TIÊU

Các mục tiêu của LRTP là:

- Đưa ra phương hướng cho hệ thống giao thông của Quận Cam
- Giải quyết các thách thức giao thông vận tải chính được xác định đến năm 2045
- Áp dụng ý kiến đóng góp của cộng đồng để xác định các sáng kiến và ưu tiên mới
- Xác định các dự án để đưa vào RTP/SCS của SCAG

LỊCH TRÌNH

LRTP cuối cùng dự kiến sẽ được hoàn thành vào đầu năm 2023.

CỘT MỐC

ĐỒNG THỜI GIAN ƯỚC TÍNH

Sự tham gia của cộng đồng

Đang diễn ra

Bản dự thảo LRTP

Cuối năm 2022

Bản cuối LRTP

Mùa thu 2022



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



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Sustainable, equitable, and innovative transportation solutions.

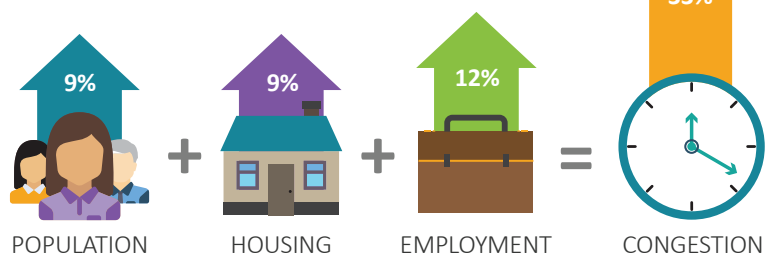
TRANSPORTATION CHALLENGES & OPPORTUNITIES

The Long Range Transportation Plan (LRTP) is a blueprint for transportation improvements in Orange County over the next 20+ years.

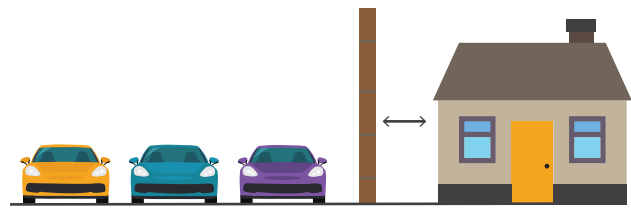
Below are some of the transportation challenges and opportunities forecasted going into the year 2045.

GROWING TRAVEL DEMAND & LIMITED LAND

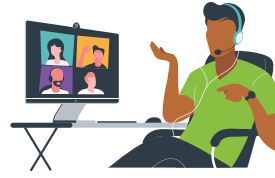
As population, housing and employment grow, so do daily trips and congestion



Road and freeway widening opportunities are limited by land availability and potential community impacts

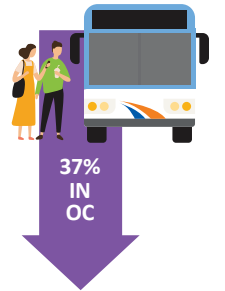


EVOLVING TRAVEL TRENDS



Long-term implications of COVID-19 on travel patterns will take time to understand

Transit ridership has declined nationwide since the Great Recession



Emerging technologies and services are changing travel behaviors



With years of jobs outpacing housing availability, more people are commuting into Orange County

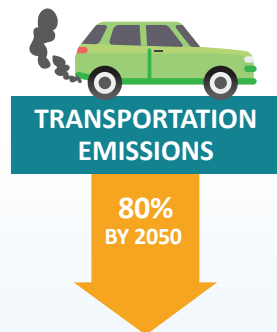


INCREASING CLIMATE RELATED RISKS



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

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

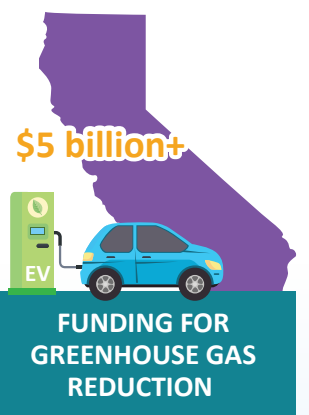


CHANGING FUNDING OUTLOOK



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

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



DIVERSITY, EQUITY & INCLUSION



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

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





DIRECCIONES 2045

PLAN DE TRANSPORTE A LARGO PLAZO

Soluciones de transporte sostenibles, equitativas e innovadoras.

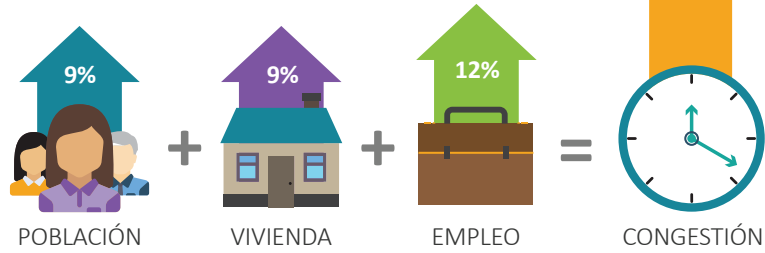
DESAFÍOS Y OPORTUNIDADES RELACIONADOS CON EL TRANSPORTE

El Plan de Transporte a Largo Plazo (LRTP, por sus siglas en inglés) es un plan para las mejoras del transporte en el Condado de Orange durante los próximos 20+ años.

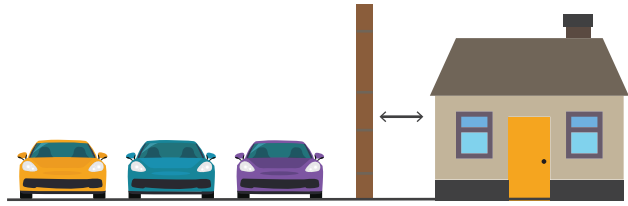
A continuación, se muestran algunos de los desafíos y oportunidades relacionados con el transporte que se pronostican para el año 2045.

CRECIENTE DEMANDA DE VIAJES Y UNA LIMITADA DISPONIBILIDAD DE TIERRA

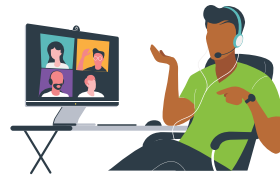
A medida que la población, la vivienda y el empleo crecen, también lo hacen los viajes diarios y la congestión



Las oportunidades de ampliación de carreteras y autopistas están limitadas por la disponibilidad de tierras y los posibles impactos en la comunidad

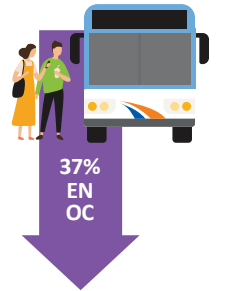


EVOLUCIÓN DE LAS TENDENCIAS DE VIAJE



Las implicaciones a largo plazo que el COVID-19 ha provocado en los patrones de viaje tomarán bastante tiempo para ser comprendidas

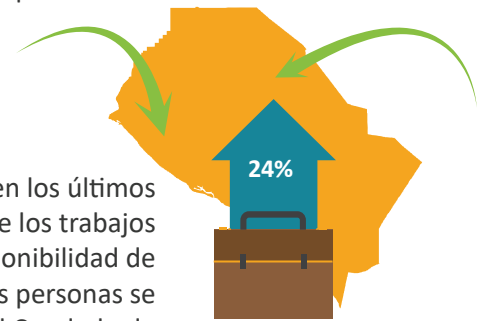
El número de pasajeros en el transporte público ha disminuido en todo el país desde la Gran Recesión



Las tecnologías y los servicios emergentes están cambiando los comportamientos relacionados con el transporte



Debido a que en los últimos años la oferta de los trabajos supera la disponibilidad de viviendas, más personas se desplazan al Condado de Orange para trabajar

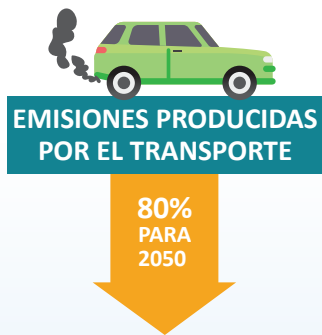


AUMENTO DE LOS RIESGOS RELACIONADOS CON EL CLIMA



Los residentes y la infraestructura del Condado de Orange se ven afectados por las altas temperaturas, los incendios forestales, la sequía, las inundaciones costeras y las inundaciones en tierra adentro

Los planes y políticas tanto estatales como regionales incluyen estrategias para alcanzar los ambiciosos objetivos de reducción de emisiones de gases de efecto invernadero



CAMBIOS EN LAS PERSPECTIVAS DE FINANCIACIÓN



El impuesto a las ventas destinado al transporte local del Condado de Orange finalizará en 2041

El Estado está aprovechando su presupuesto de transporte de más de \$5 mil millones para reducir las emisiones de gases de efecto invernadero y abordar las desigualdades en el transporte

Más de \$5 mil millones



DIVERSIDAD, EQUIDAD E INCLUSIÓN



Históricamente, las poblaciones desfavorecidas en todo el país se han visto desproporcionadamente agobiadas por las desigualdades en el transporte que han provocado un acceso limitado a oportunidades

Es necesario considerar nuevas políticas y prácticas para que las opciones de transporte sean más equitativas para todos





PHƯƠNG HƯỚNG 2045

KẾ HOẠCH GIAO THÔNG VẬN TẢI DÀI HẠN

Các giải pháp giao thông bền vững, công bằng và cải tiến.

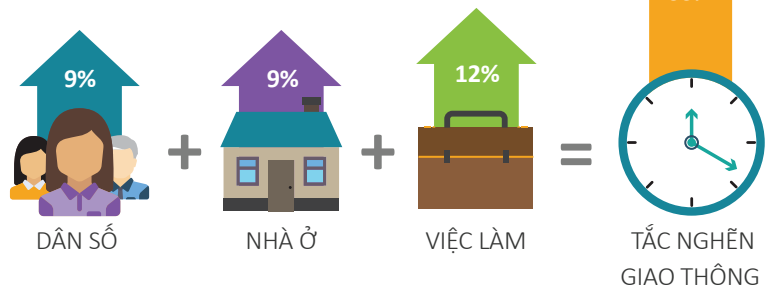
THỬ THÁCH & CƠ HỘI GIAO THÔNG VẬN TẢI

Kế Hoạch Giao Thông Vận Tải Dài Hạn (LRTP, viết tắt trong tiếng Anh) là một kế hoạch cải thiện giao thông chi tiết ở Quận Cam trong vòng 20+ năm tới.

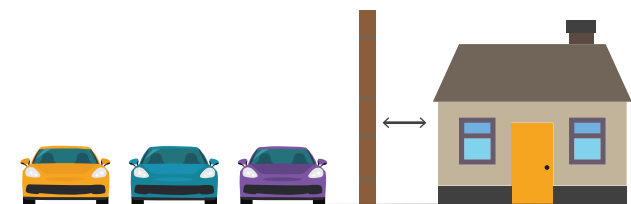
Dưới đây là một số thách thức và cơ hội giao thông vận tải được dự báo đến năm 2045.

NHU CẦU ĐI LẠI NGÀY CÀNG TĂNG VÀ ĐẮT ĐAI CÓ HẠN

Khi dân số, nhà ở và việc làm tăng lên, các chuyến đi hàng ngày và sự tắc nghẽn giao thông cũng tăng theo



Cơ hội mở rộng đường bộ và đường cao tốc bị hạn chế bởi quỹ đất và các tác động tiềm ẩn của cộng đồng

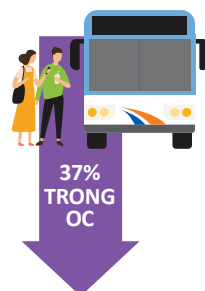


CÁC XU HƯỚNG ĐI LẠI ĐANG PHÁT TRIỂN



Sẽ mất thời gian để nhận thức được các tác động lâu dài của COVID-19 đối với các mô hình đi lại

Số lượng hành khách quá cảnh đã giảm trên toàn quốc kể từ cuộc Đại Suy Thoái



Các công nghệ và dịch vụ mới nổi đang thay đổi hành vi du đi lại



Khi mà vấn đề việc làm vượt quá khả năng cung cấp nhà ở xảy ra trong một thời gian dài, ngày càng có nhiều người đi làm ở Quận Cam



RỦI RO LIÊN QUAN ĐẾN KHÍ HẬU GIA TĂNG



Cư dân và cơ sở hạ tầng của Quận Cam bị ảnh hưởng bởi nhiệt độ cao, cháy rừng, hạn hán, lũ lụt ven biển và lũ lụt đất liền

Các kế hoạch và chính sách của tiểu bang và khu vực bao gồm các chiến lược để đáp ứng các mục tiêu giảm khí thải nhà kính đầy tham vọng



TRIỂN VỌNG TÀI TRỢ THAY ĐỔI



Thuế thương vụ giao thông vận tải địa phương của Quận Cam sẽ kết thúc vào năm 2041

Tiểu bang đang tận dụng ngân sách giao thông vận tải trị giá hơn 5 tỷ đô la để giảm khí thải nhà kính và giải quyết sự bất bình đẳng trong giao thông vận tải



ĐA DẠNG, CÔNG BẰNG & BAO GỒM



Trên toàn quốc, các nhóm dân cư có hoàn cảnh khó khăn trước đây đã phải chịu gánh nặng một cách không cân xứng bởi sự bất bình đẳng về giao thông làm hạn chế khả năng tiếp cận các cơ hội

Các chính sách và thông lệ cần được xem xét để làm cho các lựa chọn giao thông trở nên công bằng hơn cho tất cả mọi người



APPENDIX H

Webpage



PROJECTS AND PROGRAMS

- PLANS AND STUDIES
- LONG RANGE TRANSPORTATION PLAN**
- Other

2022 Long-Range Transportation Plan

PROJECT CONTACT
MARISSA ESPINO
Community Relations Officer
(714) 560-5607
mespino@octa.net

Overview Resources Stay Connected



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

- Online Survey: Take the survey by February 26 for a chance to win one of our \$50 gift cards!
 - NO PURCHASE OR PAYMENT NECESSARY TO WIN. View rules.
- Follow & Comment by Feb. 26: Sign up for meeting reminders and comment on the draft plan. Let your voice be heard. Any letters can be submitted via email to LTRP Project Manager [only.lean@octa.net](#)

Visit our interactive story map to better understand the purpose and goals of the LTRP's next steps. [VIEW MAP](#)

Overview
By 2045, the Orange County population is expected to increase by 9%. Without continuous analysis and planning, congestion along and other transportation challenges will likely worsen. Therefore, the Long-Range Transportation Plan (LTRP) is developed every four years to define a vision for Orange County that aims to address future mobility needs. This vision considers a forecast of ascertainable increases, changing demographics, and any other significant trends.

The LTRP acts as a tool for the Regional Transportation Plan and Sustainable Community Strategy (SCS) developed by the Southern California Association of Governments (SACAG). To address future transportation needs, the LTRP reflects current OCTA policies and commitments, transportation study findings, and your feedback, jurisdictional, business leaders, community leaders, county residents, and transportation planning professionals.

- Study Objectives**
- Develop a vision for Orange County's transportation system.
 - Address key transportation challenges identified through 2015.
 - Use public input to identify new initiatives and priorities.
 - Define projects to include in the SCAG RTP/SCS.



Project Status
The 2022 LTRP kicked off in Winter 2021 and the final LTRP is scheduled to be completed in Early 2023.

Milestone	Approximate Timeline
Public Engagement	Ongoing
Draft LTRP	June 2022
Final LTRP	Early 2023

PROJECTS AND PROGRAMS

- PLANS AND STUDIES
- LONG RANGE TRANSPORTATION PLAN**
- Other

2022 Long-Range Transportation Plan

PROJECT CONTACT
MARISSA ESPINO
Community Relations Officer
(714) 560-5607
mespino@octa.net

Overview Resources Stay Connected

Helpline
Have a question or comment? Call our project helpline: (800) 501-9266

Draft LTRP

- Draft LTRP - January 2023

- Fact Sheets**
- English Fact Sheet
 - English Infographics
 - Spanish Fact Sheet
 - Spanish Infographics
 - Vietnamese Fact Sheet
 - Vietnamese Infographics

- Telephone Town Hall**
- TTH 11/23 English
 - TTH 11/23 Spanish

- Community Survey Results**
- Phase 1 Survey Analysis Report
 - Phase 1 Survey Results (English)
 - Phase 1 Survey Results (Spanish)
 - Phase 1 Survey Results (Vietnamese)

- Presentation Materials**
- Jan. 24, 2023 LTRP - Draft Release Public Webinar (English)
 - Jan. 24, 2023 LTRP - Draft Release Public Webinar (Spanish)
 - Oct. 19, 2021 - Community Webinar PPT
 - Oct. 19, 2021 - Community Webinar

2018 LTRP	+
2014 LTRP	+
2010 LTRP	+

PROJECTS AND PROGRAMS

- PLANS AND STUDIES
- LONG RANGE TRANSPORTATION PLAN**
- Other

2022 Long-Range Transportation Plan

PROJECT CONTACT
MARISSA ESPINO
Community Relations Officer
(714) 560-5607
mespino@octa.net

Overview Resources Stay Connected

Long-Range Transportation Plan - Stay Informed

Name E-Mail

Zip Phone (Text Alerts)

- I would like to:
- Receive updates and surveys about the Long Range Transportation Plan
 - Have a representative from the study speak to my organization.

Comment:

Note: Notifications are sent by email. For questions, please call Marissa Espino at 714-560-5607.

APPENDIX I

Interactive Story Map





DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Sustainable, equitable, and innovative transportation solutions.

2021-2022 | Fall 2022 | Early 2023

Planning for 2045

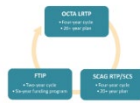
OCTA L RTP Story

Please scroll down for project details.

Overview | Planning for 2045 | L RTP Goals | Draft Plan | Get Involved

Overview

The Long Range Transportation Plan (L RTP) is a vital way for us to provide a vision for Orange County that addresses future mobility needs. The L RTP serves as a key source of Orange County input for use in the biennially required Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) developed by the Southern California Association of Governments (SACAG).



Timeline

The 2022 L RTP passed in November 2021 and the final L RTP is scheduled to be completed in early 2023.



OCTA L RTP Story

Overview | Planning for 2045 | L RTP Goals | Draft Plan | Get Involved

L RTP Goals

The L RTP Goals listed below were developed in response to the challenges above. The goals are used to guide the development of the L RTP.

- Deliver on Commitments**
- Improve System Performance**
- Expand System Choices**
- Support Sustainability**

- Deliver on Commitments**
 - Prioritize M2 commitments consistent with the Next 10 Delivery Plan
 - Provide safe and reliable transit services
- Improve System Performance**
 - Improve efficiency of existing highways and roadways
 - Leverage emerging technologies and services
- Expand System Choices**
 - Support options to single-occupant vehicle trips
 - Improve equitable access to key destinations
 - Enhance connectivity between travel modes
- Support Sustainability**
 - Identify strategies to address climate-related risks
 - Explore opportunities to improve financial sustainability
 - Deliver a financially constrained L RTP

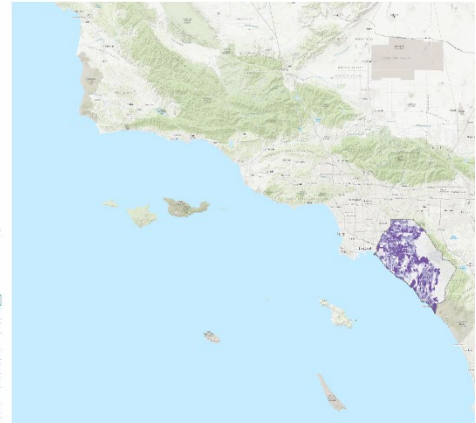
Draft Plan

To achieve the L RTP Goals, a Draft Plan is being developed that will build onto the improvements included in the M2 Summit Scenario by also including strategies that follow the L RTP Paths to Success. The Paths to Success shown here include examples of strategies being considered for inclusion. Assumptions are currently being developed to reflect how implementation of these types of strategies by 2045 could benefit the future of mobility in Orange County. Note that some of the strategies being presented in concept only and that future implementation would be subject to additional study and direction from the OCTA Board of Directors.

Take some time to review the Draft Plan, today! View in full screen and select table of contents from toolbar to click through the report.

Paths to Success

The future will be led by a number of priority projects and policies.



Review Travel Demand and Build-Out Metrics

Population/Employee/Visitors

Population/Employee/Visitors

Population/Employee/Visitors

Population/Employee/Visitors

Population/Employee/Visitors

Population/Employee/Visitors

Population/Employee/Visitors

Population/Employee/Visitors

Population/Employee/Visitors

Population/Employee/Visitors

Population/Employee/Visitors

Population/Employee/Visitors

Population/Employee/Visitors

Population/Employee/Visitors

Population/Employee/Visitors

OCTA L RTP Story

Overview | Planning for 2045 | L RTP Goals | Draft Plan | Get Involved

Draft Plan

To achieve the L RTP Goals, a Draft Plan is being developed that will build onto the improvements included in the M2 Summit Scenario by also including strategies that follow the L RTP Paths to Success. The Paths to Success shown here include examples of strategies being considered for inclusion. Assumptions are currently being developed to reflect how implementation of these types of strategies by 2045 could benefit the future of mobility in Orange County. Note that some of the strategies are being presented in concept only and that future implementation would be subject to additional study and direction from the OCTA Board of Directors.

Take some time to review the Draft Plan, today! View in full screen and select table of contents from toolbar to click through the report.

Paths to Success

The future will be led by a number of priority projects and policies.

- Collect Transit Demand**
 - Conduct Transit Demand Surveys
 - Conduct Transit Demand Surveys
 - Conduct Transit Demand Surveys
- Improve System Performance**
 - Improve System Performance
 - Improve System Performance
 - Improve System Performance
- Expand System Choices**
 - Expand System Choices
 - Expand System Choices
 - Expand System Choices
- Support Sustainability**
 - Support Sustainability
 - Support Sustainability
 - Support Sustainability

Short-Term Action Plan

To advance the projects, programs, and conceptual strategies identified in the Plan, a Short-Term Action Plan will also be developed as part of this L RTP. This will propose planning activities for OCTA to undertake over the coming years.

Get Involved

Sign up to follow the project. Visit the project website for a list of resources, including the Draft Plan, fact sheets, presentations, recordings and survey results.

Contact Us

Project Manager
Greg Nard
(714) 560-5885
gnard@octa.net

Community Relations

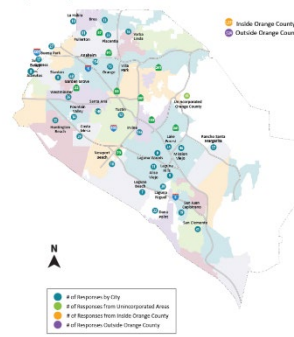
Marissa Espino
(714) 560-5607
mespino@octa.net

Public Engagement | Planning for 2045 | L RTP Goals | Draft Plan | Get Involved

Public Engagement

- Collected 1,825 completed surveys from September 28 to October 20, 2021
- 6 million 22 printed notices for use by 67,000 bus and rail riders, mobile travelers and project stakeholders
- Advertised in Spanish and Vietnamese newspapers
- Worked with 20 Vietnamese radio advertisements
- Hosted 5 OCTA committee briefings, 2 Community leader Roundtable webinars and 1 public webinar attracting 46 participants, as well as updated the public presentation and website for those that could not attend
- Conducted 900+ public comments from survey respondents and engaged stakeholders during meetings and events
- Provided a multilingual helpline for interested parties to take the survey and comment on the study
- Conducted a text campaign sending 5 notices to nearly 300 interested parties
- Visited an 8 communication booth with 34 local sites, 124 community leader Roundtable Members, and 12 OCTA committee/ stakeholder organizations
- Announced the project through OCTA's On-the-Move blog, newsletter and the press
- Presented the project and survey with 4 Twitter posts, 1 Instagram story, 6 OCTA Facebook posts, and 6 Facebook ads with a combined reach of 233,000+ users
- Shared materials in English, Spanish and Vietnamese

Participant home zip code



APPENDIX J

Community Surveys

- Survey Analysis Report 1
- Survey Analysis Report 2





DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Sustainable, equitable, and innovative transportation solutions.

Survey Analysis Report

April 2022

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



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



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I. EXECUTIVE SUMMARY

The Orange County Transportation Authority (OCTA) is updating the Long Range Transportation Plan (LRTP) to define a vision for Orange County that aims to address future mobility needs. The LRTP is developed every four years to reflect current OCTA policies and commitments, transportation study findings and input from local jurisdictions, business leaders, community leaders, county residents and transportation planning professionals. To assist with the understanding of existing conditions and community needs, an online survey was created and implemented to gather public input and identify new transportation initiatives and priorities which will shape the LRTP.

The survey research was qualitative, which means that results cannot be considered representative of the total population of interest. Informal research methods are useful to explore a group's opinions and views, allowing for the collection of verifiable data. This data can reveal information that may warrant further study and is often a cornerstone for generating new ideas.

i. Community Engagement Approach

A robust outreach strategy was developed to invite key stakeholders and those that live, work and travel through Orange County to learn more about the LRTP and provide feedback by completing the online survey. The strategy's goal was to actively engage the community through an online survey, public webinar, community leaders roundtables, telephone helpline, and print and online resources and media.

Due to the ongoing COVID-19 pandemic, the LRTP team primarily utilized digital tools, such as eblasts, texts, geofencing, and social media messaging, to promote the survey, virtual community meetings and other outreach opportunities in order to abide by current COVID-19 health and safety protocols and guidance.

ii. Diversity Outreach

To align with OCTA's diversity, equity and inclusion goals, outreach methods were created and implemented with a diverse audience in mind to engage hard to reach segments of the community and ensure all voices had the opportunity to be heard, regardless of ethnicity, language preference or socioeconomic background. The survey and project collateral and notification materials for the survey, such as fact sheets, eblasts and text messaging were made available in English, Spanish and Vietnamese, and a number of advertisements were placed to connect with the Spanish and Vietnamese language communities, namely print newspaper ads, Facebook ads, as well as Vietnamese radio ads. A bilingual project telephone helpline was also established, which provided an essential alternative for those interested in requesting print versions of the survey,

wishing to comment by phone, or engaging by means other than the internet. Closed captioning and interpretation were also made available during the community meeting. A video recording of the webinar was posted online, so it was available for the public to view at any time.

In addition, the LRTP team regularly presented and received input from OCTA's Citizens Advisory Committee and Diverse Community Leaders Group. The team also formed a new group and held two Community Leader Roundtables to extend the reach of project engagement. These meetings invited more than 100 leaders from diverse groups with focus on environmental justice, sustainability, local empowerment, cultural resources, healthcare and other areas of interest. Of those invited, 19 community leaders attended and included representatives from: OC United Way, OC Human Relations Council, OC Hispanic Chamber of Commerce, Asian Pacific Islander Community Council, Friends of Harbors, Beaches and Parks, and representatives from Santa Ana College and CSU, Fullerton.

Finally, community and pop-up events were primarily identified and held to promote the survey in cities with the greatest need for additional engagement, defined by those with the highest populations of English as a second language.

iii. Survey Highlights

Following is a summary of survey highlights.

- The survey was offered in three languages (English, Spanish, and Vietnamese);
- The survey was promoted using a variety of methods including digital, print, SMS/MMS texting, geofencing, and radio advertisements as well as in-person pop-up events;
- 1,825 surveys were collected and analyzed (1,781 English, 43 Spanish and 1 Vietnamese);
- A vanity URL (*LRTP-survey.com*) was created for easy online access;
- The survey was made available in print version with pre-paid postage for those who may not be connected to the internet and was also accessible online;
- The online survey was available to the public from September 27 to October 31, 2021;
- Survey respondents were entered into a drawing for a chance to win one of four \$50 gift cards; and
- 900+ public comments were collected from survey respondents and engaged stakeholders during meetings and events.

iv. Key Findings

The summary of findings below are key highlights identified from survey responses and were prepared for use by the technical team.

Table 1. Key Strategy and Improvement Findings

Survey Question	#1 Choice	#2 Choice
Select your top two strategies to help decrease traffic congestion and reduce how much people need to drive in the future. (Select Top Two)	Encourage policies to allow for employees to work from home at least one day per week, whenever possible 32%	Improve and expand commuter rail services including Metrolink and Amtrak 32%
How important are the following land use strategies in relieving traffic congestion? (5 is very important)	Encourage walkability and complete streets (streets designed for all users like drivers, cyclists, pedestrians) 4.1 rank	Concentrate business development around transit (bus/rail) centers 4.0 rank
Considering public transit in Orange County, what do you think are the main challenges to increasing usage? (Select Top Two)	Lack of service close to my destination 49%	Long travel times 43%
Please rank the following transportation improvements in order of importance (1 is most important)	Bus, streetcar, light rail, shuttle, trolley, vanpool, and other transit services 2.4 rank	Freeway maintenance, on- and off-ramp enhancements, and projects to improve overall traffic flow 2.4 rank

Table 2. Key Mobility Hub Findings

Survey Question	#1 Choice	#2 Choice
Which two services would you like offered at Mobility Hubs? (Select Top Two)	On-demand shuttle services (OCFlex) 65%	Rideshare (Uber/ Lyft) 40%
Where should Mobility Hubs be placed in Orange County? (Select Top Two)	At major visitor destinations (amusement parks, shopping malls, beaches, etc.) 48%	At rail stations/ stops 37%
How important are the following amenities/services for you at Mobility Hubs? (5 is very important)	Security features (cameras, lighting, etc.) 4.7 rank	Bathrooms 4.5 rank

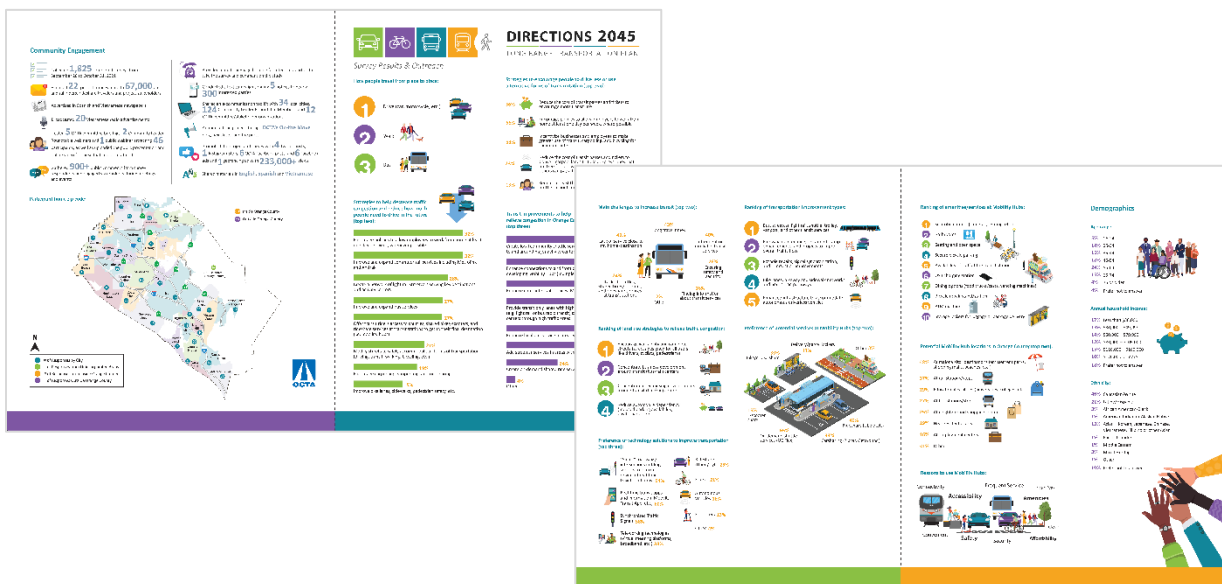
Survey Question	#1 Choice	#2 Choice
What would encourage you to use Mobility Hubs? Is there anything else you would like to share about Mobility Hubs?	Common Themes (order of frequency)	#1. Accessibility #2. Safety #3. Bus #4. Location within the community #5. Amenities

Table 3. Key Demographic Findings

Survey Question	Findings
What is your age range?	Those who were in the 45 to 54 and 55 to 64 age ranges had the highest percentage of survey participation (18% and 24% respectively).
What ethnic group do you consider yourself a part of or feel closest to?	Nearly half of survey respondents (46%) identified as Caucasian/White. Latino/Hispanic survey respondents followed with 21%.

A multi-page infographic was prepared to visually highlight the LRTP survey results and to spotlight the outreach efforts used to engage the public. The infographic was distributed to all contacts in the LRTP stakeholder database, including survey participants in a thank you e-blast following the close of the survey. These graphic results have been posted to the LRTP webpage for interested parties to view, share or download.

Figure 1: Survey Findings & Outreach Infographic



II. SURVEY OVERVIEW

The survey was made available from September 28 to October 31, 2021. The purpose of the survey was to develop community awareness on the LRTP, inform and engage the public on the study, and solicit input to shape the draft plan.

The survey questions were designed to:

- Determine participant's habits, use and conditional strategies for change,
- Rank opportunities for improvement,
- Assess potential mobility hub opportunities, services and locations
- Gather respondent demographics, and
- Collect new contact information.

There was a total of 20 questions, including four (4) optional demographic questions and two (2) optional sign-up questions at the conclusion of the survey.

i. Survey Format & Participation

Broad community participation was essential to the success and value of the survey. For this reason, two (2) survey formats were prepared, an online and a print option. Typeform, an online survey platform, was used and provided a convenient option, allowing stakeholders to take the survey anywhere, anytime via their desktop or mobile devices.

Recognizing that internet access may be limited for some in the community and that some community members prefer providing input in written form, the team prepared the survey as a print version in three languages. The print version was available upon request using the multi-lingual project helpline, which was shared on the website and through various notifications and was offered along with the online version at community events. To encourage return, print surveys included pre-paid postage.

Respondents completed the survey via desktop, mobile phone, tablet and in print. The table below captures a breakdown of the surveys collected by language and submission method*.

Survey Language	Survey Respondent Input Medium				
	Desktop	Mobile	Tablet	Print	All Mediums
English	953	811	50	30	1,844
Spanish	4	38	4	7	53
Vietnamese	0	0	0	1	1
Total	957	849	54	38	1,898

The completion rate for each survey language is shown in the table below*.

Survey Language	Views	Starts	Submissions	Completion Rate
English	5,127	2,990	1,844	61.7%
Spanish	237	105	53	50.5%
Vietnamese	124	21	1	9.5%
Total	6,337	3,116	1,899	

* Response rates include survey development and debug efforts and thus totals do not correspond to final survey figures. However, they do provide a general understanding of the level of response through given mediums and provide insight into language participation.

Figure 2: Online Survey Entry Portal



Welcome to the OCTA Long Range Transportation Plan (LRTP) Community Survey!

[Haga clic aquí para español](#)
[Bấm vào đây để xem tiếng Việt](#)

The LRTP is a blueprint for transportation improvements in Orange County over the next 20+ years. Your input will help to develop a vision for OC's transportation system as well as identify goals and priorities.

Start press Enter

ii. Survey Outreach

Multiple outreach methods were utilized to ensure that the greater Orange County community was notified of the survey. These methods consisted of emails, text messaging, social media posts, electronic communication toolkits, and print advertisements. Additionally, several online advertisements, including geofencing, Facebook and radio announcements were used. Notifications were distributed in multiple language formats to maximize the reach of project messaging and support diverse and disadvantaged community engagement. The survey was also promoted during public meetings, key stakeholder engagements and at local community events to further encourage community participation. A quick summary detail of this notification effort is as follows:

- E-mailed 22 project notices to up to 67,000 bus and rail riders, rideshare travelers and project stakeholders
- Advertised in Spanish and Vietnamese print newspapers
- Promoted the project and survey with four (4) Twitter posts, one (1) Instagram Story, six (6) OCTA Facebook posts, and six (6) Facebook ads, and one (1) geofencing ad with 233,000+ views
- Purchased 20 Vietnamese radio spots/advertisements
- Hosted five (5) OCTA committee briefings, two (2) Community Leader Roundtable webinars and one (1) public webinar attracting 46 participants, as well as uploaded the public presentation and online video for those that could not attend
- Developed a SMS/MMS texting campaign that transmitted five (5) messages to nearly 300 interested parties
- An e-communications toolkit was sent to 34 local cities, 124 Community Leader Roundtable Members and 12 OCTA committee/stakeholder organizations
- Announcements through OCTA's On-the Move blog, newsletter and press release
- Materials were shared in English, Spanish and Vietnamese

III. SURVEY RESULTS ANALYSIS

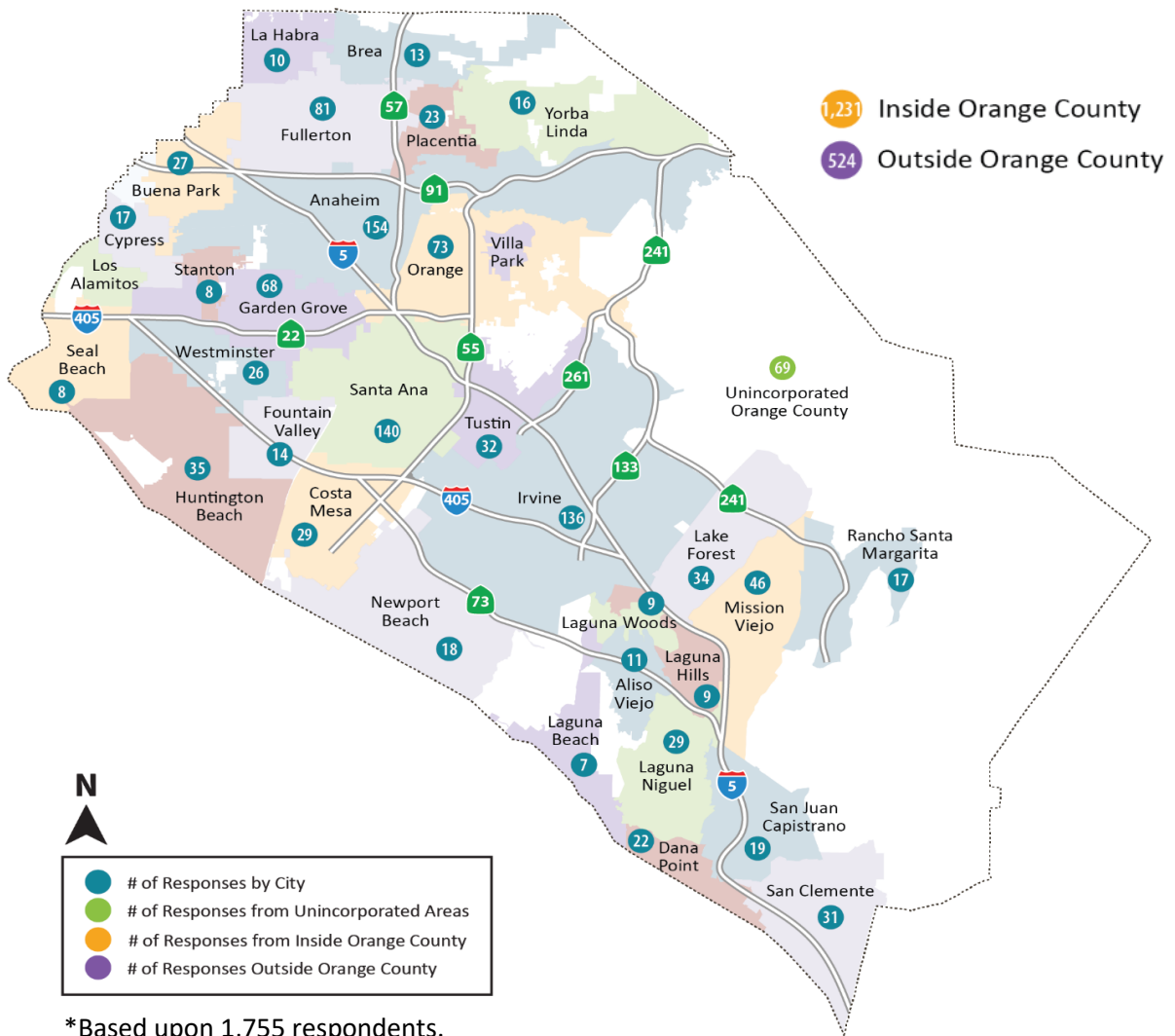
The following section highlights the findings for each survey question.

i. Geographic Distribution

Nearly all survey respondents shared their home zip code (95%; 1,755), with most having stated that they reside within Orange County (70%; 1,231). A respondent distribution map is shown below and identifies the number of responses received by city, for both, incorporated and unincorporated, areas in Orange County, as well as notes the total respondents from outside Orange County (30%; 524).

What is your home zip code?

Figure 3: Survey Infographic Map

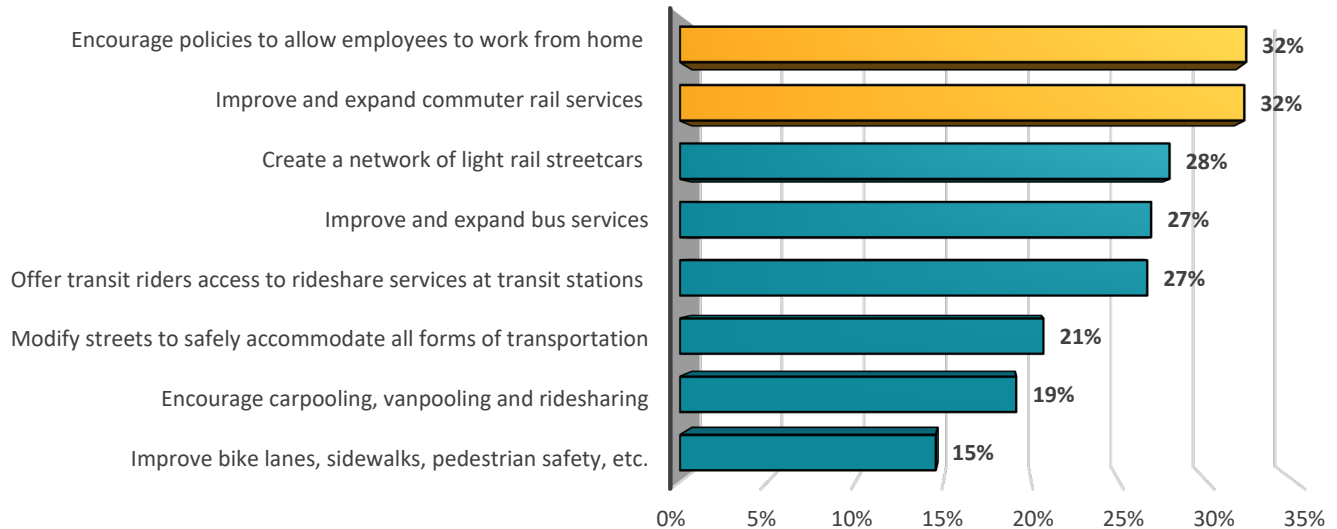


*Based upon 1,755 respondents.

ii. Congestion Challenges & Improvement Strategies

Survey participants were presented five (5) questions to assess what they thought would help decrease traffic congestion as well as identify potential improvement strategies.

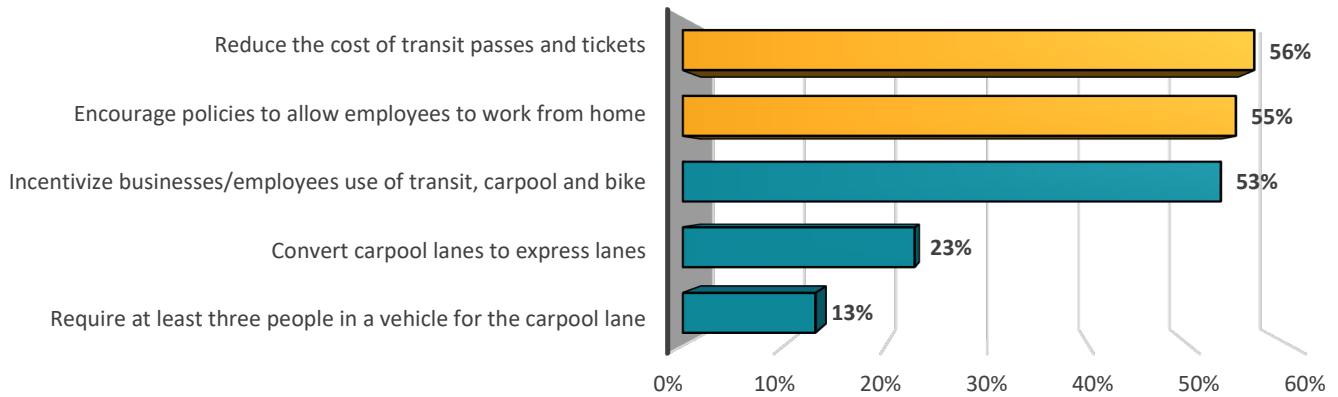
Select your top two strategies to help decrease traffic congestion and reduce how much people need to drive in the future. (Select top two)



Responses	Count*
Encourage policies to allow employees to work from home at least one day per week, whenever possible	584
Improve and expand commuter rail services including Metrolink and Amtrak	582
Create a network of light rail streetcars serving key destinations and activity centers	505
Improve and expand bus services	486
Offer transit riders access to shuttles, shared bikes/scooters, and rideshare services at transit stations to get to their final destination (i.e. mobility hubs)	482
Modify streets to safely accommodate all forms of transportation (driving, transit, walking, bicycling, etc.)	375
Encourage carpooling, vanpooling, and ridesharing	347
Improve bike lanes, sidewalks, pedestrian safety, etc.	264

*Based upon 1,813 respondents.

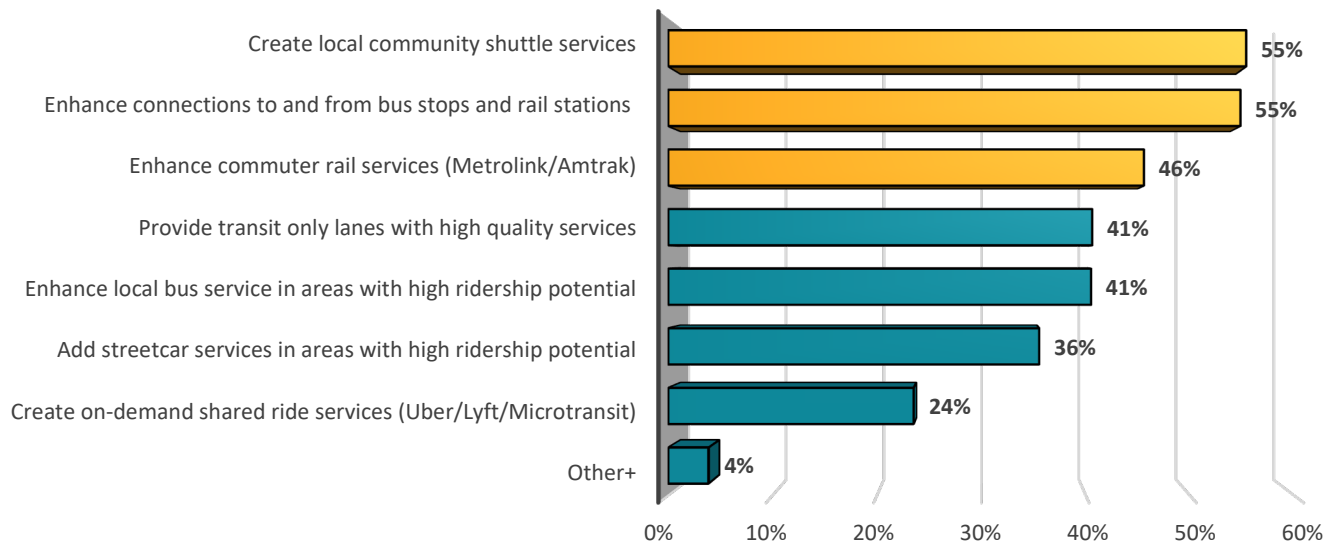
Other ways to encourage people to drive less or use alternative forms of transportation are through pricing or policies. Please indicate which of the following strategies are your top two preferences. (Select top two)



Responses	Count*
Reduce the cost of transit passes and tickets to encourage more transit use	1022
Encourage policies to allow employees to work from home at least one day per week, where possible	989
Incentivize businesses and employees to make greater use of transit, carpooling, and bicycling for their commutes	962
Convert carpool lanes to tolled express lanes that are free for cars with three or more people, and others can pay a toll to access the lanes	414
Require at least three people in a vehicle to qualify for the carpool lane	237

*Based upon 1,812 respondents.

Which transit improvements do you think could help relieve congestion the most in Orange County? (Select top three)

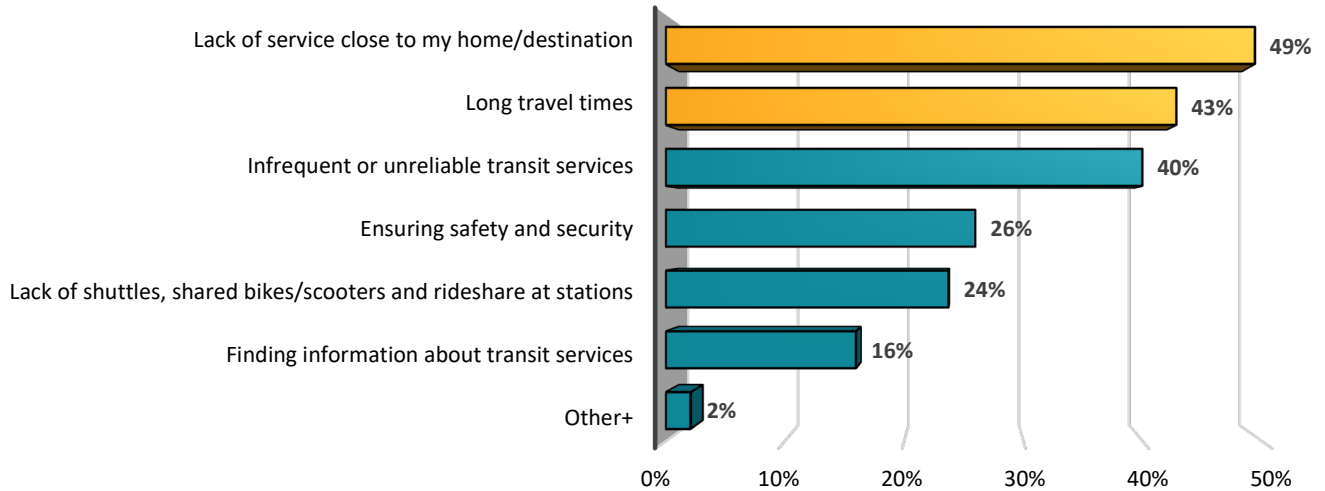


Other provided: A total of 70 survey respondents provided additional responses in the “Other” category. Reducing transit fare, enhancing bus service and adding light rail were mentioned the most suggested transit improvements.

Responses	Count*
Create local community shuttle services that get people to and around major activity centers	1,004
Enhance connections to and from bus stops and rail stations by developing Mobility Hubs (multiple services in one location)	994
Enhance commuter rail services (Metrolink/Amtrak)	826
Provide transit only lanes with high quality services (e.g. light rail or bus rapid transit) to connect activity centers through high traffic areas	736
Enhance local bus service in areas with high ridership potential	734
Add streetcar services in areas with high ridership potential	644
Create on-demand shared ride services (Uber/Lyft/Microtransit)	426
Other	70

*Based upon 1,812 respondents

Considering public transit in Orange County, what do you think are the main challenges to increasing usage? (Select top two)



Other provided: A total of 38 survey respondents identified additional challenges in the “Other option in which a majority mentioned a lack of connectivity and service as main challenges to increasing transit usage.

Responses	Count*
Lack of service close to my home/destination	899
Long travel times	779
Infrequent or unreliable transit services	727
Ensuring safety and security	472
Lack of shuttles, shared bikes/scooters, and rideshare services at transit stations	431
Finding information about transit services	290
Other+	38

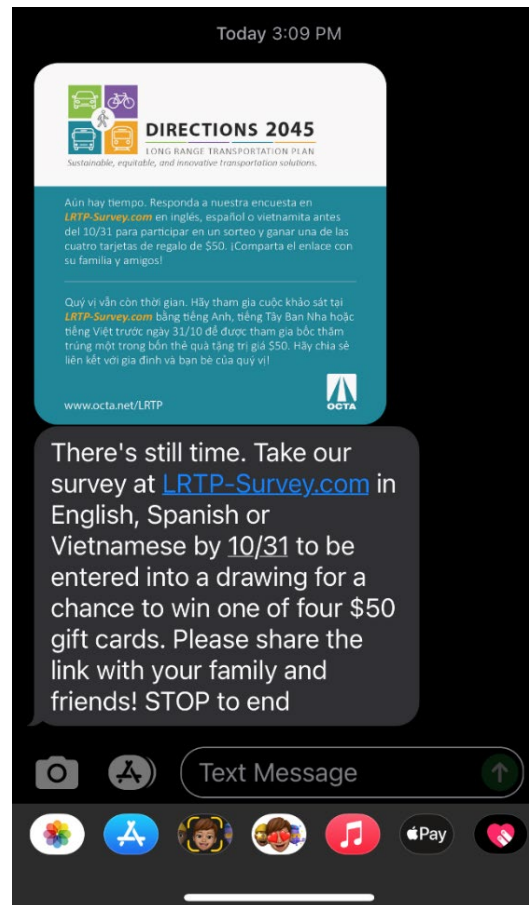
*Based upon 1,818 respondents

How important are the following land use strategies in relieving traffic congestion? (1 = Not important; 5 = Very important)

Results are listed in order of importance.

Land Use Strategies	Count by Rank					Average Rank	Overall Rank	Based Upon
	1	2	3	4	5			
Encourage walkability and complete streets (streets designed for all users like drivers, cyclists, pedestrians)	60	83	276	522	864	4.1	#1	1,805 respondents
Concentrate business development around transit (bus/rail) centers	74	50	395	540	753	4.0	#2	1,812 respondents
Concentrate new housing developments around transit (bus/rail) centers	89	101	448	543	622	3.8	#3	1,803 respondents
Reduce automobile dependency (reduced parking availability, pay-to-park lots)	373	238	469	297	429	3.1	#4	1,806 respondents

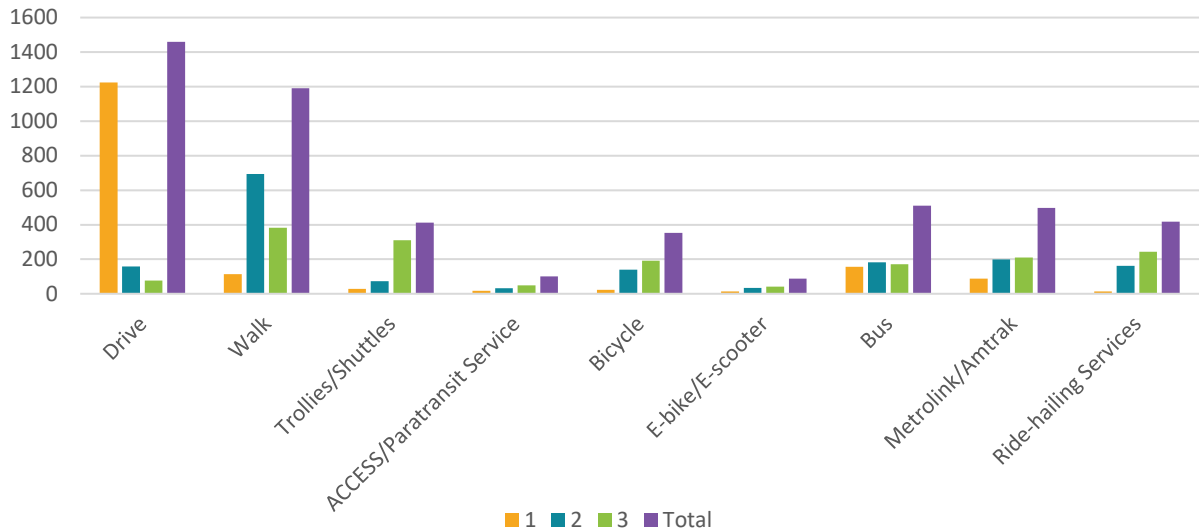
Figure 4: SMS/MMS Notice
(English SMS; Spanish and Vietnamese MMS)



iii. Travel Habits & General Transportation Improvements

Three (3) questions were asked to establish a baseline understanding of respondent modes of travel and determine their interests in transportation improvements including the application of technological solutions.

When you travel in, around or through Orange County, how do you usually get from place to place? (Select and rank your top three. 1 = most used; 3 = less used)

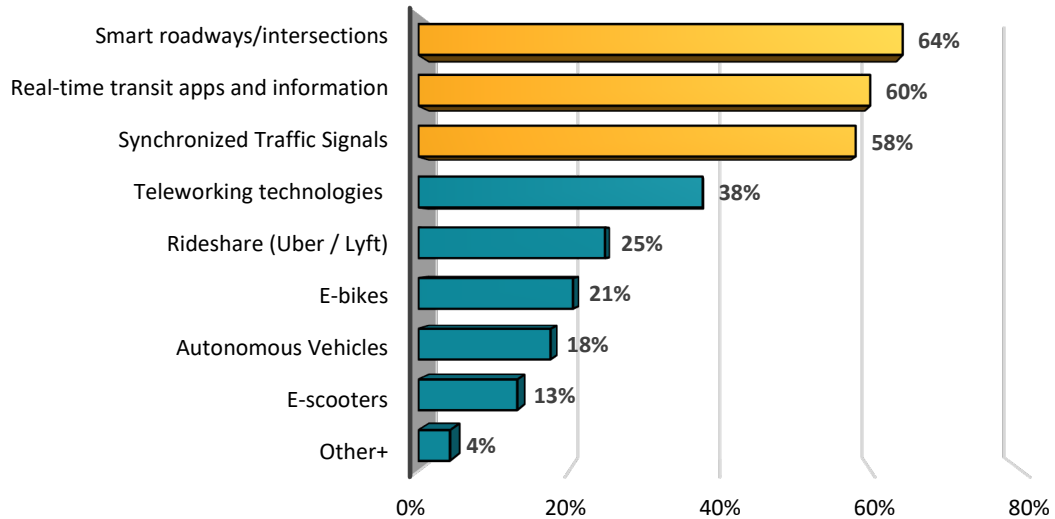


Results are listed in order of use.

Mode of Travel	Count by Rank			Overall Rank	Based Upon
	1	2	3		
Drive (car, motorcycle, etc.)	1,224	159	76	#1	1,459 respondents
Walk	113	694	383	#2	1,190 respondents
Bus	156	182	172	#3	510 respondents
Metrolink/Amtrak	88	199	210	#4	497 respondents
Ride-hailing services (Uber/Lyft)	13	162	243	#5	418 respondents
Trolleys/shuttles (OC Flex, Irvine iShuttle, etc.)	29	73	311	#6	413 respondents
Bicycle	22	140	191	#7	353 respondents
Access/paratransit service	18	33	49	#8	100 respondents
E-bike/e-scooter	13	34	41	#9	88 respondents

*Based upon 1,676 respondents

OCTA is looking to improve and introduce more technology into transportation.
 What do you think OCTA should be focused on? (Select top three)



Other provided: A total of 76 survey respondents selected “Other” as part of their top three responses.

Responses	Count*
Smart roadways/intersections (adding sensors to inform drivers of real-time travel conditions)	1,165
Real-time transit apps and information (Moovit, Transit App, etc.)	1,087
Synchronized Traffic Signals	1,052
Teleworking technologies (virtual meeting platforms, broadband, etc.)	684
Rideshare (Uber / Lyft)	449
E-bikes	372
Autonomous Vehicles	318
E-scooters	238
Other	76

*Based upon 1,814 respondents

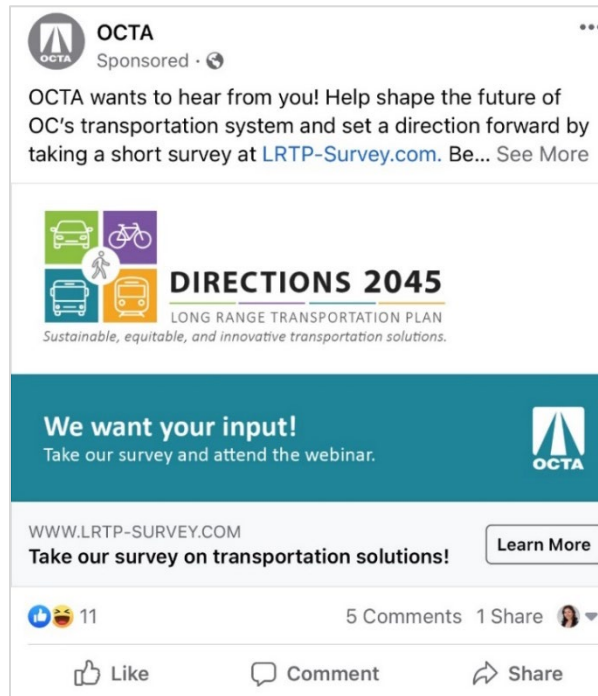
Please rank the following transportation improvements in order of importance.
(1 = most important; 5 = less important)

Results are listed in order of importance.

Transportation Improvements	Count by Rank					Average Rank	Overall Rank
	1	2	3	4	5		
Bus, streetcar, light rail, shuttle, trolley, vanpool, and other transit services	561	373	446	247	84	2.4	#1
Freeway maintenance, on- and off-ramp enhancements, and projects to improve overall traffic flow	546	473	306	280	106	2.4	#2
Pothole repairs, signal synchronization, and intersection improvements	337	449	494	309	122	2.7	#3
Bike lanes, bikeway and sidewalk networks, and pedestrian pathways	177	305	287	678	264	3.3	#4
Enhanced infrastructure to accommodate autonomous, driverless vehicles	90	111	178	197	1135	4.3	#5

*Based upon 1,711 respondents

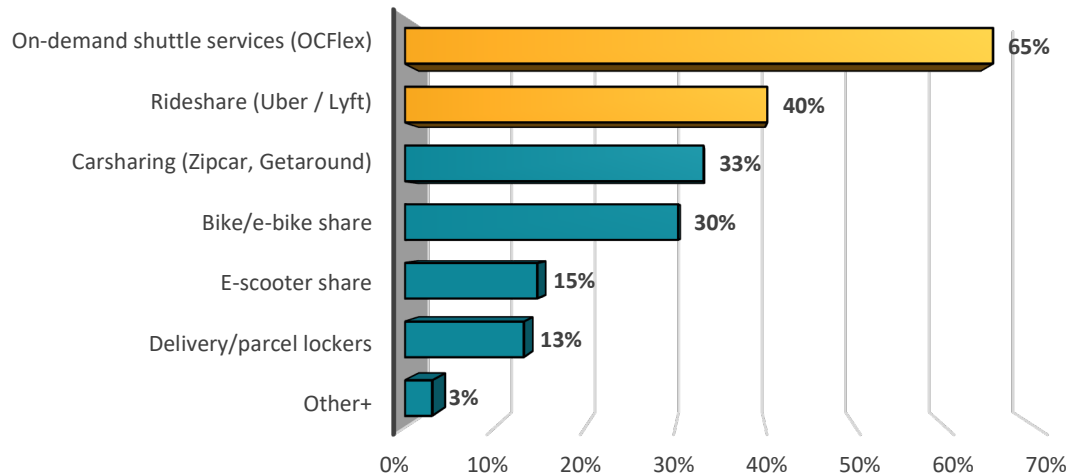
Figure 5: Facebook Advertisement



iv. Mobility Hub Opportunities

There were four questions included within the survey to help gauge participants’ interest and needs relative to the development of future mobility hubs.

Which two services would you like offered at Mobility Hubs? (Select top two)



Other provided: A total of 54 survey respondents provided additional responses with frequent mentions of electric vehicle charging as a service that they would like to see at future mobility hubs.

Responses	Count*
On-demand shuttle services (OCFlex)	1,181
Rideshare (Uber/Lyft)	728
Carsharing (Zipcar, Getaround)	600
Bike/e-bike share	549
E-scooter share	266
Delivery/parcel lockers	239
Other	54

*Based upon 1,811 respondents

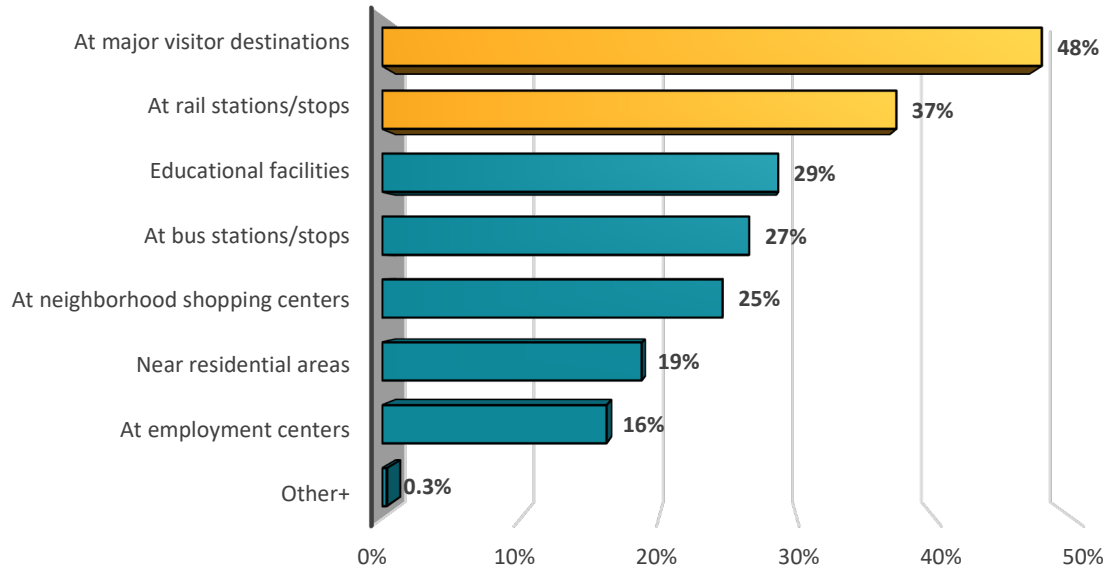
How important are the following amenities/services for you at Mobility Hubs?

(1 = Not important; 5 = Very important)

Results are listed in order of importance.

Mobility Hub Amenities/Services	Count by Rank					Average Rank	Overall Rank	Based Upon
	1	2	3	4	5			
Security features (cameras, lighting, etc.)	25	16	92	285	1,389	4.7	#1	1,807 respondents
Bathrooms	43	34	128	336	1,264	4.5	#2	1,805 respondents
Seating and open space	25	45	261	596	874	4.2	#3	1,801 respondents
Secure bicycle parking	99	67	270	484	873	4.1	#4	1,793 respondents
Availability of staff at the transit station	42	63	334	573	786	4.1	#5	1,798 respondents
USB charging stations	75	91	396	517	723	4.0	#6	1,802 respondents
Dining options (food trucks/carts, vending machines)	94	117	518	609	474	3.7	#7	1,812 respondents
Bicycle repair stand/station	149	150	601	509	396	3.5	#8	1,805 respondents
ATM machines	156	168	651	459	368	3.4	#9	1,802 respondents
Storage lockers for luggage or package delivery	262	158	611	397	379	3.3	#10	1,807 respondents

Where should Mobility Hubs be placed in Orange County? (Select top two)



Other provided: A total of six (6) survey respondents provided additional responses, which half cited they would like to see mobility hubs placed at all of the locations listed.

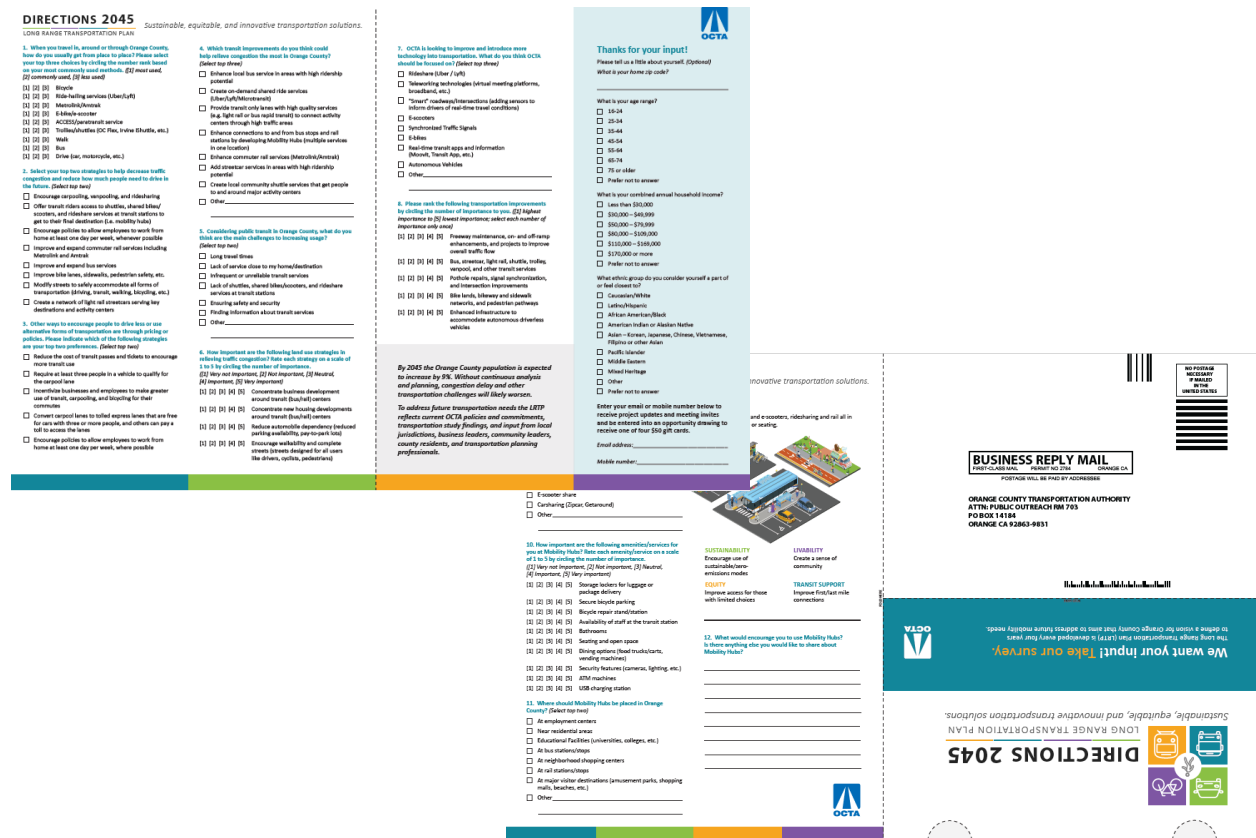
Responses	Count*
At major visitor destinations (amusement parks, shopping malls, beaches, etc.)	865
At rail stations/stops	674
Educational facilities (universities, colleges, etc.)	519
At bus stations/stops	481
At neighborhood shopping centers	446
Near residential areas	340
At employment centers	294
Other+	6

*Based upon 1,812 respondents

What would encourage you to use Mobility Hubs? Is there anything else you would like to share about Mobility Hubs?

This open-ended question provided respondents an opportunity to share their unique challenges or solutions for further consideration in the development of Orange County mobility hubs. More than 45% (837) of survey respondents were related to accessibility, safety, bus service, and proposed locations of potential mobility hubs.

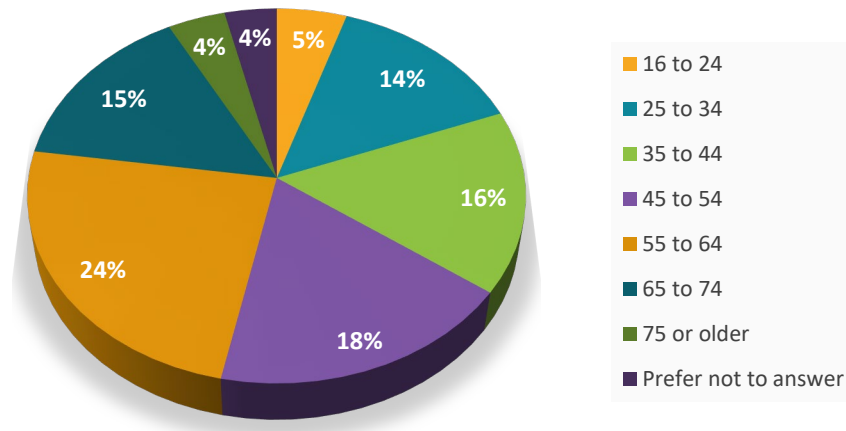
Figure 6: English Print Survey



v. Demographics

Three (3) demographic questions were included at the conclusion and were optional. This data was only used in the assessment of this survey’s findings.

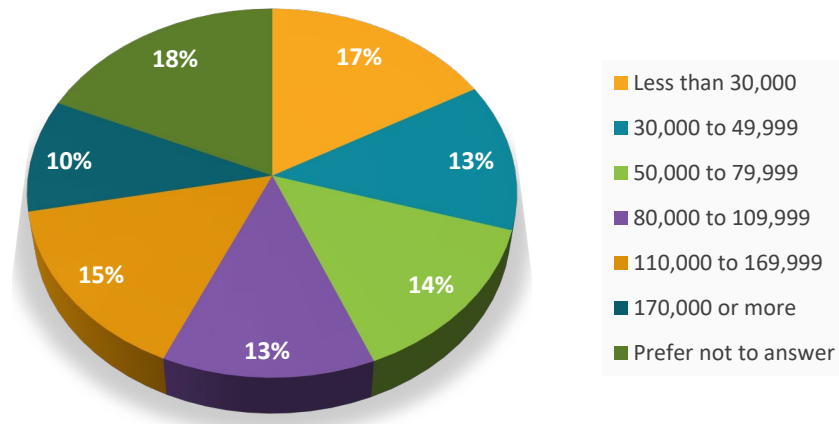
What is your age range?



Response	Count*
16 to 24	82
25 to 34	260
35 to 44	289
45 to 54	337
55 to 64	441
65 to 74	273
75 or older	75
Prefer not to answer	68

*Based upon 1,825 respondents

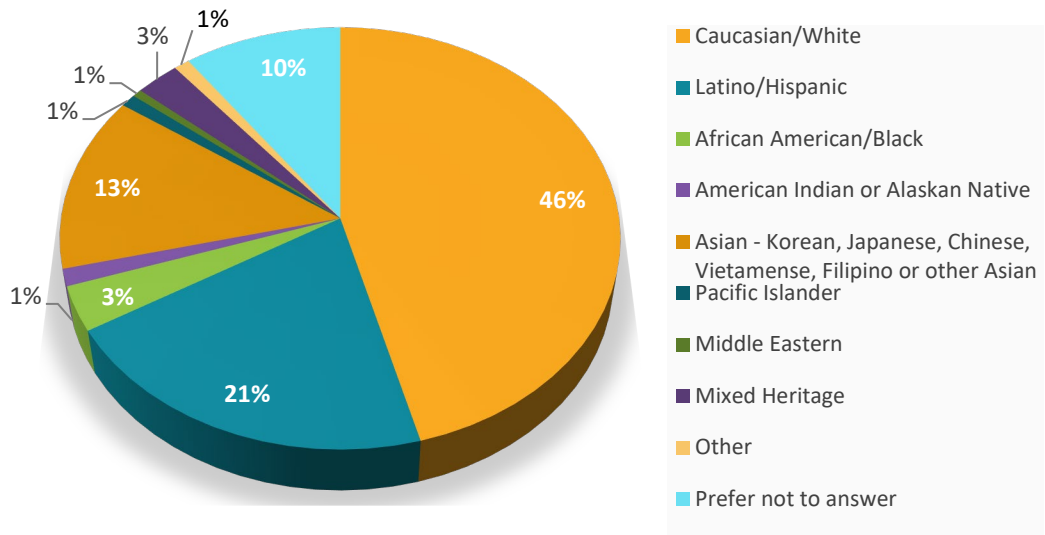
What is your combined annual household income?



Response	Count*
Less than 30,000	304
30,000 to 49,999	235
50,000 to 79,999	266
80,000 to 109,999	234
110,000 to 169,999	276
170,000 or more	179
Prefer not to answer	331

*Based upon 1,825 respondents

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



Other provided: Indian
 Mexican/American
 Mexican Korean
 Taiwan

Response	Count*
Caucasian/White	838
Latino/Hispanic	378
African American/Black	63
American Indian or Alaskan Native	24
Asian: Korean, Japanese, Chinese, Vietnamese, Filipino or other Asian	246
Pacific Islander	18
Middle Eastern	11
Mixed Heritage	51
Other+	4
Prefer not to answer	192

*Based upon 1,825 respondents

vi. New Contacts

Broadening OCTA's outreach by growing the study contact list of stakeholders and the general public is essential throughout the development of the LRTP. A total of 1,513 new email addresses and 1,147 new mobile phone numbers were collected from survey respondents.

IV. CONCLUSION

This survey input offers insights into the respondents' attitudes and needs when planning for future transportation improvements in Orange County. Survey findings revealed that respondents would like to see strategies to address traffic congestion, public transit needs and general transportation improvements in rail service, reduction in the cost to ride public transit, and improved connectivity to encourage more transit use. Feedback collected during this phase of the study will be essential in shaping the development of the draft LRTP as it evolves to meet Orange County's 2045 transportation needs.

APPENDIX



Appendix A

- Typeform Survey English
- Typeform Survey Spanish
- Typeform Survey Vietnamese

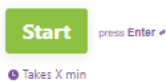




Welcome to the OCTA Long Range Transportation Plan (LRTP) Community Survey!

[Haga clic aquí para español](#)
[Bấm vào đây để xem tiếng Việt](#)

The LRTP is a blueprint for transportation improvements in Orange County over the next 20+ years. Your input will help to develop a vision for OC's transportation system as well as identify goals and priorities.



1 → Let's make sure you're human! Please select "OCTA", "LRTP" and "Directions 2045" from the list below. Thanks! *

Choose 3

- A LRTP
- B Bus
- C Directions 2045
- D Orange County
- E Walk
- F OCTA
- G Rail
- H Bike
- I Rideshare
- J Car

2 → Let's try again! Please select "OCTA", "LRTP" and "Directions 2045" from the list below. Thanks!*

Description (optional)

Choose 3

- A LRTP
- B Bus
- C Directions 2045
- D Orange County
- E Walk
- F OCTA
- G Rail
- H Bike
- I Rideshare
- J Car

[Add choice](#)

3 → When you travel in, around or through Orange County, how do you usually get from place to place? (Select and rank your top three. 1= most used; 3 = less used)

Description (optional)

Drag and drop to rank options

- Drive (car, motorcycle, etc.)
- Walk
- Trolleys/shuttles (OC Flex, Irvine iShuttle, etc.)
- ACCESS/paratransit service
- Bicycle
- E-bike/e-scooter
- Bus
- Metrolink/Amtrak
- Ride-hailing services (Uber/Lyft)

[Add choice](#)

4 → Select your top two strategies to help decrease traffic congestion and reduce how much people need to drive in the future. (Select Top Two)

Description (optional)

Choose 2

- A Encourage carpooling, vanpooling and ridesharing
- B Improve bike lanes, sidewalks, pedestrian safety, etc.
- C Modify streets to safely accommodate all forms of transportation (driving, transit, walking, bicycling, etc.)
- D Create a network of light rail streetcars serving key destinations and activity centers
- E Encourage policies to allow employees to work from home at least one day per week, whenever possible
- F Improve and expand commuter rail services including Metrolink and Amtrak
- G Improve and expand bus services
- H Offer transit riders access to shuttles, shared bikes/scooters, and rideshare services at transit stations to get to their final destination (i.e. mobility hubs)

[Add choice](#)

6 → Which transit improvements do you think could help relieve congestion the most in Orange County? (Select Top Three)

Description (optional)

Choose 3

- A Enhance local bus service in areas with high ridership potential
- B Create local community shuttle services that get people to and around major activity centers
- C Create on-demand shared ride services (Uber/Lyft/Microtransit)
- D Add streetcar services in areas with high ridership potential
- E Enhance commuter rail services (Metrolink/Amtrak)
- F Provide transit only lanes with high quality services (e.g. light rail or bus rapid transit) to connect activity centers through high traffic areas
- G Enhance connections to and from bus stops and rail stations by developing Mobility Hubs (multiple services in one location)
- H Other

[Add choice](#)

8 → How important are the following land use strategies in relieving traffic congestion? (Rate questions 6a through 6d in a scale of 1 to 5)

Description (optional)

Continue press Enter ↵

8a → Concentrate business development around transit (bus/rail) centers

Description (optional)

1	2	3	4	5
Not important		Neutral		Very important

5 → Other ways to encourage people to drive less or use alternative forms of transportation are through pricing or policies. Please indicate which of the following strategies are your top two preferences. (Select Top Two)

Description (optional)

Choose 2

- A Require at least three people in a vehicle to qualify for the carpool lane
- B Incentivize businesses and employees to make greater use of transit, carpooling, and bicycling for their commutes
- C Encourage policies to allow employees to work from home at least one day per week, where possible
- D Convert carpool lanes to tolled express lanes that are free for cars with three or more people, and others can pay a toll to access the lanes
- E Reduce the cost of transit passes and tickets to encourage more transit use

[Add choice](#)

7 → Considering public transit in Orange County, what do you think are the main challenges to increasing usage? (Select Top Two)

Description (optional)

Choose 2

- A Infrequent or unreliable transit services
- B Long travel times
- C Lack of service close to my home/destination
- D Ensuring safety and security
- E Lack of shuttles, shared bikes/scooters, and rideshare services at transit stations
- F Finding information about transit services
- G Other

[Add choice](#)

GROWING TRAVEL DEMAND

As population, housing and employment grow, so do daily trips and congestion



8b → Concentrate new housing developments around transit (bus/rail) centers

Description (optional)

1	2	3	4	5
Not important		Neutral		Very important

8c → Reduce automobile dependency (reduced parking availability, pay-to-park lots)

Description (optional)

1	2	3	4	5
Not important		Neutral		Very important

8d → Encourage walkability and complete streets (streets designed for all users like drivers, cyclists, pedestrians)

Description (optional)

1	2	3	4	5
Not important		Neutral		Very important

10 → Please rank the following transportation improvements in order of importance. (1 = most important; 5 = less important)

Description (optional)

Drag and drop to rank options

- Freeway maintenance, on- and off-ramp enhancements, and projects to improve overall traffic flow
- Bus, streetcar, light rail, shuttle, trolley, vanpool, and other transit services
- Pothole repairs, signal synchronization, and intersection improvements
- Bike lanes, bikeway and sidewalk networks, and pedestrian pathways
- Enhanced infrastructure to accommodate autonomous, driverless vehicles

[Add choice](#)

9 → OCTA is looking to improve and introduce more technology into transportation. What do you think OCTA should be focused on? (Select Top Three)

Description (optional)

Choose 3

- A E-bikes
- B E-scooters
- C Rideshare (Uber / Lyft)
- D Teleworking technologies (virtual meeting platforms, broadband, etc.)
- E Real-time transit apps and information (Moovit, Transit App, etc.)
- F "Smart" roadways/intersections (adding sensors to inform drivers of real-time travel conditions)
- G Autonomous Vehicles
- H Synchronized Traffic Signals
- I Other

[Add choice](#)



11 → Which two services would you like offered at Mobility Hubs? (Select Top Two)

Description (optional)

Choose 2

- A Carsharing (Zipcar, Getaround)
- B On-demand shuttle services (OCFlex)
- C Bike/e-bike share
- D E-scooter share
- E Rideshare (Uber / Lyft)
- F Delivery/parcel lockers
- G Other

[Add choice](#)

12 → How important are the following amenities/services for you at Mobility Hubs?

Description (optional)

Continue press Enter ↵

12d → Availability of staff at the transit station

Description (optional)

1	2	3	4	5
Not Important		Neutral		Very important

12e → Bathrooms

Description (optional)

1	2	3	4	5
Not Important		Neutral		Very important

12a → Storage lockers for luggage or package delivery

Description (optional)

1	2	3	4	5
Not Important		Neutral		Very important

12f → Seating and open space

Description (optional)

1	2	3	4	5
Not Important		Neutral		Very important

12b → Secure bicycle parking

Description (optional)

1	2	3	4	5
Not Important		Neutral		Very important

12g → Dining options (food trucks/carts, vending machines)

Description (optional)

1	2	3	4	5
Not Important		Neutral		Very important

12c → Bicycle repair stand/station

Description (optional)

1	2	3	4	5
Not Important		Neutral		Very important

12h → Security features (cameras, lighting, etc.)

Description (optional)

1	2	3	4	5
Not Important		Neutral		Very important

12i → ATM machines

Description (optional)

1	2	3	4	5
Not Important		Neutral		Very important

12j → USB charging stations

Description (optional)

1	2	3	4	5
Not Important		Neutral		Very important

13 → Where should Mobility Hubs be placed in Orange County? (Select Top Two)

Description (optional)

Choose 2

- A At neighborhood shopping centers
- B At bus stations/stops
- C At rail stations/stops
- D Near residential areas
- E At employment centers
- F At major visitor destinations (amusement parks, shopping malls, beaches, etc.)
- G Educational facilities (universities, colleges, etc.)
- H Other

[Add choice](#)

14 → What would encourage you to use Mobility Hubs? Is there anything else you would like to share about Mobility Hubs?

Description (optional)

Type your answer here...

Shift ⌘ + Enter ↵ to make a line break

 press Enter ↵

Thanks for your input! Now, please tell us a little about yourself.

(Optional)

Description (optional)

 press Enter ↵


15 → What is your home zip code?

Description (optional)

Type your answer here...

 press Enter ↵

16 → What is your age range?

Description (optional)

- A 16-24
- B 25-34
- C 35-44
- D 45-54
- E 55-64
- F 65-74
- G 75 or older
- H Prefer not to answer

[Add choice](#)

17 → What is your combined annual household income?

Description (optional)

- A Less than 30,000
- B 30,000 - 49,999
- C 50,000 - 79,999
- D 80,000 - 109,999
- E 110,000 - 169,999
- F 170,000 or more
- G Prefer not to answer

[Add choice](#)

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

Description (optional)

- A Caucasian/White
- B Latino/Hispanic
- C African American/Black
- D American Indian or Alaskan Native
- E Asian - Korean, Japanese, Chinese, Vietnamese, Filipino or other Asian
- F Pacific Islander
- G Middle Eastern
- H Mixed Heritage
- I Prefer not to answer
- J Other

[Add choice](#)

Enter your email or mobile number below to receive project updates and meeting invites and be entered into an opportunity drawing for a chance to receive one of four \$50 gift cards. (Rules)

Description (optional)

Continue press Enter ↵



19 → **Please enter your email address.**

Description (optional)

name@example.com

OK ✓ press Enter ↵

20 → **Please enter your mobile phone number to receive text updates on the project.**

Description (optional)



OK ✓ press Enter ↵



DIRECCIONES RUMBO AL 2045

PLAN DE TRANSPORTE A LARGO PLAZO

Soluciones de transporte sostenibles, equitativas e innovadoras.

¡Bienvenido a la Encuesta Comunitaria sobre el Plan de Transporte de Largo Plazo (LRTP, por sus siglas en inglés) de OCTA!

El LRTP es un plan para mejorar el transporte en Orange County durante los próximos 20 años o más. Su opinión ayudará a desarrollar una visión para el sistema de transporte de OC, así como a identificar objetivos y prioridades.

Comienzo pulsa Enter ↵

Toma X min.

1 → ¡Asegurémonos de que es usted humano! Seleccione "OCTA", "LRTP" y "Direcciones 2045" de la lista a continuación. ¡Gracias! Esta pregunta es obligatoria. *

Description (optional)

Escoja 3

- A LRTP
- B Autobus
- C Direcciones 2045
- D Orange County
- E Caminar
- F OCTA
- G Carril ferroviario
- H Bicicleta
- I Vieje Compartido
- J Carro

[Add choice](#)

2 → ¡Intentémoslo de nuevo! Seleccione "OCTA", "LRTP" y "Direcciones 2045" de la lista a continuación. ¡Gracias!

Description (optional)

Escoja 3

- A LRTP
- B Autobus
- C Direcciones 2045
- D Orange County
- E Caminar
- F OCTA
- G Carril ferroviario
- H Bicicleta
- I Vieje Compartido
- J Carro

[Add choice](#)

3 → Cuando viaja alrededor, a través o dentro de Orange County, ¿cómo suele ir de un lugar a otro? (Seleccione y clasifique sus tres opciones preferidas. 1 = más utilizado; 3 = menos utilizado)

Arrastre las opciones y suéltelas para clasificar

Arrastra y suelta para clasificar las opciones

- Conduciendo (automóvil, motocicleta, etc.)
- Caminando
- Trolebuses/ autobuses de enlace (OC Flex, Irvine iShuttle, etc.)
- ACCESS/ servicio de transporte para discapacitados
- Bicicleta
- Bicicleta eléctrica/scooter eléctrico
- Autobús
- Metrolink/Amtrak
- Servicios de transporte a pedido (Uber/Lyft)

[Add choice](#)

4 → Seleccione sus dos estrategias preferidas para ayudar a disminuir la congestión del tráfico y reducir la cantidad de personas que deben conducir en el futuro. (Seleccione las dos preferidas)

Description (optional)

Escoja 2

- A Fomentar el viaje compartido en automóvil, el viaje compartido en camioneta y en cualquier otro medio de transporte
- B Mejorar los carriles para bicicletas, las aceras, la seguridad de los peatones, etc.
- C Modificar las calles para acomodar de manera segura todas las formas de transporte (conduciendo, transporte público, caminar, andar en bicicleta, etc.)
- D Crear una red de tranvías que lleguen a destinos y centros de actividad importantes
- E Fomentar políticas que permitan a los empleados trabajar desde casa al menos un día a la semana, siempre que sea posible
- F Mejorar y ampliar los servicios de trenes de pasajeros habituales, incluidos Metrolink y Amtrak
- G Mejorar y ampliar los servicios de autobús
- H Ofrecer a los pasajeros del transporte público acceso a servicios de autobuses de enlace, bicicletas/scooters compartidos y servicios de viaje compartido en las estaciones de transporte público para llegar a su destino final (Ejemplo: centros de movilidad)

[Add choice](#)

5 → Los precios o las políticas públicas son otras formas de alentar a las personas a que conduzcan menos o utilicen formas alternativas de transporte. Indique cuáles de las siguientes estrategias son sus dos opciones preferidas. (Seleccione las dos más preferidas)

Description (optional)

Escoja 2

- A Exigir al menos tres personas en un vehículo para poder utilizar el carril de viaje compartido
- B Incentivar a los negocios y a los empleados para que hagan un mayor uso del transporte público, los viajes compartidos en automóvil y el ciclismo en sus traslados entre la casa y el trabajo
- C Fomentar políticas que permitan a los empleados trabajar desde casa al menos un día a la semana, cuando sea posible
- D Convertir los carriles para viajes compartidos en carriles expresos con pago de peaje, pero gratuitos para automóviles con tres o más personas, en tanto que el resto de los vehículos pueden pagar un peaje para acceder a los carriles
- E Reducir el costo de los pases y boletos del transporte público para fomentar un mayor uso del tránsito

[Add choice](#)

6 → **¿Qué mejoras en el transporte público cree que podrían ayudar más a aliviar la congestión en Orange County?** (Seleccione sus tres opciones preferidas)

Description (optional)

Escoja 3

- A Mejorar el servicio de autobús local en áreas con alto potencial de pasajeros
- B Crear servicios de transporte de enlace dentro de la comunidad local que lleven a las personas hacia y alrededor de los principales centros de actividades
- C Crear servicios de transporte compartido a pedido (Uber/Lyft/Microtransit)
- D Agregar servicios de tranvía en áreas con alto potencial de pasajeros
- E Mejorar los servicios de trenes de pasajeros habituales (Metrolink/Amtrak)
- F Proporcionar carriles solo para transporte público con servicios de alta calidad (por ejemplo: tranvía o transporte público rápido a través de autobús) para conectar los centros de actividad en áreas de alto tráfico
- G Mejorar las conexiones desde y hacia las paradas de autobús y las estaciones de tren mediante el desarrollo de Centros de Movilidad denominados Mobility Hubs (múltiples servicios en un solo lugar)
- H Otro

[Add choice](#)

7 → **Teniendo en cuenta el transporte público en Orange County, ¿cuáles cree que son las principales dificultades para aumentar su utilización?** (Seleccione sus dos opciones preferidas)

Description (optional)

Escoja 2

- A Servicios de transporte público poco frecuentes o poco confiables
- B Largos tiempos de viaje
- C Falta de servicio cerca de mi casa/destino
- D Garantizar la seguridad y la protección
- E Falta de transporte, bicicletas/scooters compartidos y servicios de viaje compartido en las estaciones de transporte público
- F Encontrar información sobre los servicios de transporte público
- G Otro

[Add choice](#)

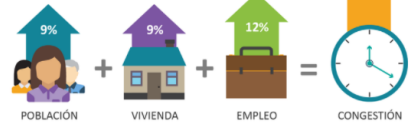
8 → **¿Qué importancia tienen las siguientes estrategias de uso de la tierra para aliviar la congestión del tráfico?** (Califique las preguntas desde la 6a hasta la 6d en una escala del 1 al 5)

Description (optional)

[Continuar](#) pulsa Enter ↵

CRECIENTE DEMANDA DE VIAJES Y UNA LIMITADA DISPONIBILIDAD DE TIERRA

A medida que la población, la vivienda y el empleo crecen, también lo hacen los viajes diarios y la congestión



8b → **Concentrar las nuevas construcciones de vivienda alrededor de los centros de transporte público (autobús/ferrocarril)**

Description (optional)

1	2	3	4	5
No importante		Neutral		Muy importante

8c → **Reducir la dependencia del automóvil (disponibilidad reducida de estacionamiento, lotes de estacionamiento pagados)**

Description (optional)

1	2	3	4	5
No importante		Neutral		Muy importante

8d → **Fomentar las comodidades para caminar y la construcción de calles completas (calles diseñadas para todos los usuarios como conductores, ciclistas o peatones)**

Description (optional)

1	2	3	4	5
No importante		Neutral		Muy importante

8a → **Concentrar el desarrollo comercial en torno a los centros de transporte público (autobús/ferrocarril)**

Description (optional)

1	2	3	4	5
No importante		Neutral		Muy importante

9 → **OCTA busca mejorar e introducir más tecnología en el transporte. ¿En qué cree que debería centrarse la OCTA?** (Seleccione sus tres opciones preferidas)

Description (optional)

Escoge 3

- A Bicicletas eléctricas
- B Scooters eléctricos
- C Viajes compartidos (Uber / Lyft)
- D Tecnologías de teletrabajo (plataformas de reuniones virtuales, banda ancha, etc.)
- E Aplicaciones e información sobre transporte público en tiempo real (Moovit, aplicación Transit, etc.)
- F Calles/intersecciones "inteligentes" (colocación de sensores para informar a los conductores de las condiciones de viaje en tiempo real)
- G Vehículos autónomos
- H Señales de tráfico sincronizadas
- I Otro

[Add choice](#)

10 → **Clasifique las siguientes mejoras de transporte en orden de importancia.** (1 = más importante; 5 = menos importante)

Description (optional)

Arrastra y suelta para clasificar las opciones

- Mantenimiento de autopistas, mejoras en las rampas de entrada y salida y proyectos para mejorar el flujo de tráfico en general
- Autobús, tranvía, tren ligero, servicio de enlace, trolebús, camioneta para viaje compartido y otros servicios de transporte público
- Reparación de baches, sincronización de la señalización y vías peatonales.
- Terrenos para bicicletas, redes de ciclovías y aceras, además de vías peatonales
- Mejora de la infraestructura para acomodar vehículos autónomos sin conductor

[Add choice](#)

Los centros de movilidad (Mobility Hubs en inglés) permiten a las personas los transbordos entre los diferentes servicios de transporte, incluidos autobús, bicicleta y scooters eléctricos, viajes compartidos y tren; todo en un solo lugar. Pueden ofrecer comodidades como estaciones de carga eléctrica, almacenamiento seguro para bicicletas o lugares donde sentarse.

Description (optional)

[Continuar](#) pulsa Enter ↵



11 → **Elija dos servicios que le gustaría que se ofrecieran en los centros de movilidad (Mobility Hubs)** (Seleccione sus dos opciones preferidas)

Description (optional)

Escoge 2

- A Alquiler de vehículos por horas (Zipcar, Getaround)
- B Servicios de transporte a pedido (OCFlex)
- C Compartir bicicletas/bicicletas eléctricas
- D Compartir scooter eléctrico
- E Transporte compartido (Uber / Lyft)
- F Casilleros de entrega /paquetería
- G Otro

[Add choice](#)

12 → **¿Qué importancia tienen para usted las siguientes comodidades/servicios en los centros de movilidad (Mobility Hubs)?**

Description (optional)

[Continuar](#) pulsa Enter ↵

12a → **Casilleros de almacenamiento para equipaje o entrega de paquetes**

Description (optional)

1	2	3	4	5
---	---	---	---	---

No importante Neutral Muy importante

12b → **Estacionamiento seguro para bicicletas**

Description (optional)

1	2	3	4	5
---	---	---	---	---

No importante Neutral Muy importante

12c → **Puesto/estación de reparación de bicicletas**

Description (optional)

1	2	3	4	5
---	---	---	---	---

No importante Neutral Muy importante

12d → **Disponibilidad de personal en la estación de transporte público**

Description (optional)

1	2	3	4	5
---	---	---	---	---

No importante Neutral Muy importante

12e → **Baños**

Description (optional)

1	2	3	4	5
---	---	---	---	---

No importante Neutral Muy importante

12f → **Lugares para sentarse y espacios abiertos**

Description (optional)

1	2	3	4	5
---	---	---	---	---

No importante Neutral Muy importante

12g → **Opciones para comer (camiones/carritos de comida, máquinas expendedoras)**

Description (optional)

1	2	3	4	5
---	---	---	---	---

No importante Neutral Muy importante

12h → **Elementos de seguridad (cámaras, iluminación, etc.)**

Description (optional)

1	2	3	4	5
---	---	---	---	---

No importante Neutral Muy importante

12j → **Cajeros automáticos**

Description (optional)

1	2	3	4	5
No importante		Neutral		Muy importante

12j → **Estaciones de carga USB**

Description (optional)

1	2	3	4	5
No importante		Neutral		Muy importante

13 → **¿Dónde deberían ubicarse los centros de movilidad (Mobility Hubs) en Orange County?**

(Seleccione sus dos opciones preferidas)

Description (optional)

Escoge 2

<input type="checkbox"/> A	En los centros comerciales del vecindario
<input type="checkbox"/> B	En estaciones/paradas de autobuses
<input type="checkbox"/> C	En estaciones/paradas de tren
<input type="checkbox"/> D	Cerca de áreas residenciales
<input type="checkbox"/> E	En los centros de empleo
<input type="checkbox"/> F	En los principales destinos de los visitantes (parques de atracciones, centros comerciales, playas, etc.)
<input type="checkbox"/> G	Instalaciones educativas (universidades, colegios, etc.)
<input type="checkbox"/> H	Otro

[Add choice](#)

14 → **¿Qué le animaría a utilizar los centros de movilidad (Mobility Hubs)? ¿Hay algo más que le gustaría compartir sobre estos centros?**

Description (optional)

Escribe aquí su respuesta...

Pulsa Shift Q + Enter para añadir un párrafo

Aceptar ✓

pulsa Enter

¡Gracias por su contribución! Ahora, cuéntenos un poco sobre usted.

(Opcional)

Description (optional)

Continuar pulsa Enter



15 → **¿Cuál es el código postal de su casa?**

Description (optional)

Escribe aquí su respuesta...

Aceptar ✓

pulsa Enter

16 → **Cuál es el rango de su edad?**

Description (optional)

<input type="checkbox"/> A	16-24
<input type="checkbox"/> B	25-34
<input type="checkbox"/> C	35-44
<input type="checkbox"/> D	45-54
<input type="checkbox"/> E	55-64
<input type="checkbox"/> F	65-74
<input type="checkbox"/> G	75 o mayor
<input type="checkbox"/> H	Prefiero no responder

[Add choice](#)

17 → **¿Cuánto es su ingreso familiar anual combinado?**

Description (optional)

<input type="checkbox"/> A	Menos de 30,000
<input type="checkbox"/> B	30,000 - 49,999
<input type="checkbox"/> C	50,000 - 79,999
<input type="checkbox"/> D	80,000 - 109,999
<input type="checkbox"/> E	110,000 - 169,999
<input type="checkbox"/> F	170,000 o más
<input type="checkbox"/> G	Prefiero no responder

[Add choice](#)

18 → **¿A qué grupo étnico considera usted que pertenece o se siente más cercano?**

Description (optional)

<input type="checkbox"/> A	Caucásico/Blanco
<input type="checkbox"/> B	Latino/Hispano
<input type="checkbox"/> C	Afroamericano/Negro
<input type="checkbox"/> D	Indígena Americano o Nativo de Alaska
<input type="checkbox"/> E	Asiático: Coreano, Japonés, Chino, Vietnamita, Filipino o de otro país asiático
<input type="checkbox"/> F	Isleño del Pacífico
<input type="checkbox"/> G	Oriente Medio
<input type="checkbox"/> H	Origen mixto
<input type="checkbox"/> I	Prefiero no contestar
<input type="checkbox"/> J	Otro

[Add choice](#)

Ingrese su correo electrónico o número de teléfono celular a continuación para recibir actualizaciones del proyecto e invitaciones a reuniones, además de participar en un sorteo para recibir una de las cuatro tarjetas de regalo de \$50.

Description (optional)



Continuar pulsa Enter ↵

19 → **Escriba su dirección de correo electrónico.**

Description (optional)

nombre@ejemplo.com

Aceptar ✓ pulsa Enter ↵

20 → **Ponga su número de teléfono celular para recibir actualizaciones de texto sobre el proyecto.**

Description (optional)



Aceptar ✓ pulsa Enter ↵



PHƯƠNG HƯỚNG NĂM 2045

KẾ HOẠCH VẬN CHUYỂN DÀI HẠN

Các giải pháp giao thông bền vững, công bằng và sáng tạo.

Chào mừng quý vị đến với Khảo Sát Cộng Đồng về Kế Hoạch Vận Tải Dài Hạn (LRTP, từ viết tắt tiếng Anh) của OCTA!

LRTP là một kế hoạch chi tiết cho các cải tiến giao thông ở Orange County trong 20+ năm tới. Ý kiến đóng góp của quý vị sẽ giúp phát triển tầm nhìn cho hệ thống giao thông của OC cũng như xác định các mục tiêu và ưu tiên.



1 → Khi đi trong, xung quanh hoặc qua Orange County, quý vị thường đi từ nơi này đến nơi khác bằng cách nào? (Chọn và xếp hạng ba lựa chọn hàng đầu của quý vị. 1 = sử dụng nhiều nhất; 3 = ít sử dụng)

Kéo và thả để xếp hạng các tùy chọn

Drag and drop to rank options

- v Lái xe (xe hơi, xe máy, v.v.)
- v Đi bộ
- v Xe chạy bằng dây cáp/xe đưa đón (OC Flex, Irvine iShuttle, v.v.)
- v ACCESS/phương tiện giao thông công cộng dành cho người khuyết tật
- v Xe đạp
- v Xe đạp điện/Xe tay ga điện tử
- v Xe buýt
- v Metrolink/Amtrak
- v Dịch vụ gọi xe (Uber/Lyft)

[Add choice](#)

2 → Chọn hai chiến lược hàng đầu của quý vị để giúp giảm tắc nghẽn giao thông và giảm lượng người cần lái xe trong tương lai. (Chọn Hai Lựa Chọn Hàng Đầu)

Chọn 2 lựa chọn

Choose 2

- A Khuyến khích đi chung xe hơi, xe vận tải nhỏ, trả tiền đi chung xe
- B Cải thiện làn đường dành cho xe đạp, vỉa hè, tính an toàn cho người đi bộ, v.v.
- C Sửa đổi đường phố để phù hợp với tất cả các hình thức giao thông (lái xe, chuyển tuyến, đi bộ, đi xe đạp, v.v.) một cách an toàn
- D Tạo một mạng lưới xe điện đường sắt nhẹ phục vụ các điểm đến và trung tâm hoạt động chính
- E Khuyến khích các chính sách cho phép nhân viên làm việc tại nhà ít nhất một ngày mỗi tuần, bất cứ khi nào có thể
- F Cải thiện và mở rộng các dịch vụ đường sắt đi lại bao gồm Metrolink và Amtrak
- G Cải thiện và mở rộng dịch vụ xe buýt
- H Cung cấp cho những người đi phương tiện công cộng quyền sử dụng xe đưa đón, xe đạp/xe tay ga dùng chung và dịch vụ trả đi chung xe tại các trạm giao thông công cộng để đến điểm dừng cuối cùng của họ (tức là các trung tâm di chuyển)

[Add choice](#)

3 → Các cách khác để khuyến khích mọi người ít lái xe hơn hoặc sử dụng các hình thức vận chuyển thay thế là thông qua chính sách hoặc giá cả. Vui lòng cho biết chiến lược nào sau đây là hai tùy chọn hàng đầu của quý vị. (Chọn Hai Lựa Chọn Hàng Đầu)

Chọn 2 lựa chọn

Choose 2

- A Yêu cầu ít nhất ba người trên xe đủ điều kiện đi làn đường dành cho xe chung
- B Khuyến khích các doanh nghiệp và nhân viên sử dụng nhiều hơn phương tiện công cộng, đi chung xe và đi xe đạp trên lộ trình đi lại
- C Khuyến khích các chính sách cho phép nhân viên làm việc tại nhà ít nhất một ngày mỗi tuần, nếu có thể
- D Chuyển làn đường đi chung xe sang làn đường cao tốc có thu phí miễn phí cho xe hơi có từ ba người trở lên và những người khác có thể trả phí để đi vào các làn đường này
- E Giảm chi phí vé chuyển tuyến và vé để khuyến khích sử dụng phương tiện công cộng nhiều hơn

[Add choice](#)

4 → Phương thức cải thiện phương tiện nào có thể giúp giảm tắc nghẽn nhiều nhất ở Orange County? (Chọn Ba Lựa Chọn Hàng Đầu)

Chọn 3 lựa chọn

Choose 3

- A Tăng cường dịch vụ xe buýt địa phương ở các khu vực có tiềm năng hành khách cao
- B Tạo dịch vụ đưa đón cộng đồng địa phương đưa mọi người đến và xung quanh các trung tâm hoạt động chính
- C Tạo dịch vụ đi xe chung theo yêu cầu (Uber/Lyft/Microtransit)
- D Thêm dịch vụ xe điện tại các khu vực có tiềm năng lượng hành khách cao
- E Tăng cường dịch vụ đường sắt đi lại (Metrolink/Amtrak)
- F Cung cấp các làn đường chỉ chuyển tuyến với các dịch vụ chất lượng cao (ví dụ: đường sắt nhẹ hoặc xe buýt nhanh) để kết nối các trung tâm hoạt động qua các khu vực giao thông mật độ cao
- G Tăng cường kết nối đến và đi từ các điểm dừng xe buýt và ga đường sắt bằng cách phát triển Trung Tâm Di Chuyển (nhiều dịch vụ tại một địa điểm)
- H Khác

[Add choice](#)

5 → Quý vị nghĩ đâu là thách thức chính đối với việc tăng cường sử dụng khi cần nhắc về phương tiện công cộng ở Orange County? (Chọn Hai Lựa chọn Hàng đầu)

Chọn 2 lựa chọn

Choose 2

- A Dịch vụ vận chuyển không thường xuyên hoặc không đáng tin cậy
- B Thời gian di chuyển dài
- C Thiếu dịch vụ gần nhà/điểm đến của tôi
- D Đảm bảo an toàn và bảo mật
- E Thiếu xe đưa đón, xe đạp/xe tay ga dùng chung và dịch vụ đi chung xe tại các trạm trung chuyển
- F Tìm kiếm thông tin về các dịch vụ vận chuyển
- G Khác

[Add choice](#)

NHU CẦU ĐI LẠI NGÀY CANG TĂNG VÀ ĐẮT ĐAI CÓ HẠN

Khi dân số, nhà ở và việc làm tăng lên, các chuyến đi hàng ngày và sự tắc nghẽn giao thông cũng tăng theo



6 → Các chiến lược sử dụng đất sau đây đóng vai trò quan trọng như thế nào trong việc giảm ùn tắc giao thông? (Xếp hạng các câu hỏi từ 6a đến 6d trong thang điểm từ 1 đến 5)

Description (optional)

Continue Nhấn Enter ↵

6a → Tập trung phát triển kinh doanh xung quanh các trung tâm vận chuyển (xe buýt/đường sắt)

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		Rất quan trọng

6b → Tập trung các dự án phát triển nhà ở mới xung quanh các trung tâm chuyển tuyến (xe buýt/đường sắt)

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		Rất quan trọng

6c → Giảm sự phụ thuộc vào xe hơi (giảm số lượng chỗ đậu xe, bãi đậu xe trả tiền để đậu xe)

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		Rất quan trọng

6d → Khuyến khích khả năng đi bộ và đường phố hoàn chỉnh (đường phố được thiết kế cho tất cả người dùng như người lái xe, người đi xe đạp, người đi bộ)

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		Rất quan trọng

7 → OCTA đang tìm cách cải tiến và đưa nhiều công nghệ hơn vào giao thông vận tải. Quý vị cho rằng OCTA nên tập trung vào điều gì? (Chọn Ba Lựa Chọn Hàng Đầu)

Chọn 3 lựa chọn

Choose 3

- A Xe đạp điện
- B Xe tay ga điện
- C Đi chung xe (Uber / Lyft)
- D Công nghệ làm việc từ xa (nền tảng họp trực tuyến, bảng thông rộng, v.v.)
- E Thông tin và ứng dụng chuyển tuyến theo thời gian thực (Moovit, Ứng dụng chuyển tuyến, v.v.)
- F Giao lộ/đường "thông minh" (thêm cảm biến để thông báo cho người lái xe về điều kiện di chuyển theo thời gian thực)
- G Xe Tự Lái
- H Tín Hiệu Giao Thông Đồng Bộ
- I Khác

Add choice

8 → Vui lòng xếp hạng các cải tiến giao thông sau theo thứ tự quan trọng. (1 = quan trọng nhất; 5 = ít quan trọng)

Kéo và thả để xếp hạng các tùy chọn

Drag and drop to rank options

- Bảo trì đường cao tốc, cải tiến trên và ngoài đoạn đường nối và các dự án cải thiện lưu lượng giao thông tổng thể
- Các dịch vụ xe buýt, xe điện, tàu điện nhẹ, xe đưa đón, xe buýt nhanh, xe van và các dịch vụ vận chuyển khác
- Sửa chữa ổ gà, đồng bộ hóa tín hiệu và đường dành cho người đi bộ
- Khu dành cho xe đạp, mạng lưới đường dành cho xe đạp và vỉa hè cũng như đường dành cho người đi bộ
- Cơ sở hạ tầng nâng cao để đáp ứng các phương tiện tự lái

Add choice

Các trung tâm di chuyển cho phép mọi người chuyển đổi giữa các dịch vụ vận chuyển bao gồm xe buýt, xe đạp và xe tay ga điện tử, đi chung xe và đường sắt tất cả ở một địa điểm. Họ cũng cung cấp các tiện nghi như trạm sạc điện, chỗ để xe đạp an toàn hoặc chỗ ngồi.

Description (optional)

Continue Nhấn Enter ↵



9 → Quý vị muốn được cung cấp hai dịch vụ nào tại Trung Tâm Di Chuyển?

(Chọn Hai Lựa Chọn Hàng Đầu)

Chọn 2 lựa chọn

Choose 2

- A Đi chung xe hơi (Zipcar, Getaround)
- B Dịch vụ xe buýt theo yêu cầu (OCFlex)
- C Đi chung xe đạp/xe đạp điện
- D Đi chung xe tay ga
- E Đi chung xe (Uber / Lyft)
- F Tủ khóa giao hàng/bưu kiện
- G Khác

Add choice



10 → Các tiện nghi/dịch vụ sau đây quan trọng như thế nào đối với quý vị tại Trung Tâm Di Chuyển?

Description (optional)

Continue Nhấn Enter ↵

10a → **Tủ khóa để gửi hành lý hoặc gói hàng**

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		rất quan trọng

10b → **Bãi đậu xe đạp an toàn**

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		rất quan trọng

10c → **Trạm sửa chữa xe đạp**

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		rất quan trọng

10d → **Nhân viên tại trạm trung chuyển sẵn sàng giúp đỡ**

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		rất quan trọng

10e → **Phòng tắm**

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		rất quan trọng

10f → **Chỗ ngồi và không gian mở**

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		rất quan trọng

10g → **Tùy chọn ăn uống (xe tải/xe đẩy thức ăn, máy bán hàng tự động)**

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		rất quan trọng

10h → **Các tính năng bảo mật (camera, ánh sáng, v.v.)**

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		rất quan trọng

10i → **Máy rút tiền ATM**

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		rất quan trọng

10j → **Trạm sạc USB**

Description (optional)

1	2	3	4	5
Không quan trọng		Trung lập		rất quan trọng

11 → **Trung Tâm Di Chuyển nên được đặt ở đâu ở Orange County? (Chọn Hai Lựa chọn Hàng đầu)**

Chọn 2 lựa chọn

Choose 2

- A Tại các trung tâm mua sắm lân cận
- B Tại các trạm xe buýt/trạm dừng
- C Tại các ga/các trạm đường sắt
- D Gần khu dân cư
- E Tại các trung tâm việc làm
- F Tại các điểm đến chính của khách viếng thăm (công viên giải trí, trung tâm mua sắm, bãi biển, v.v.)
- G Cơ Sở Giáo Dục (trường đại học, cao đẳng, v.v.)
- H Khác

[Add choice](#)

12 → **Điều gì sẽ khuyến khích quý vị sử dụng Trung Tâm Di Chuyển? Có điều gì khác quý vị muốn chia sẻ về Trung Tâm Di Chuyển không?**

Description (optional)

Câu trả lời ghi ở đây...

Shift ⌘ + Enter ↵ to make a line break

VÂNG ✓ Nhấn Enter ↵

Cảm ơn thông tin của quý vị! Bây giờ, hãy cho chúng tôi biết một chút về bản thân quý vị. (Không bắt buộc)

Description (optional)

Continue Nhấn Enter ↵



13 → **Mã zip của nhà quý vị là gì?**

Description (optional)

Câu trả lời ghi ở đây...

VÂNG ✓ Nhấn Enter ↵

14 → Độ tuổi của quý vị là bao nhiêu?

Description (optional)

- A 16-24
- B 25-34
- C 35-44
- D 45-54
- E 55-64
- F 65-74
- G 75 hoặc hơn
- H Không muốn đề cập

[Add choice](#)

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

Description (optional)

- A Ít hơn 30,000
- B 30,000 - 49,999
- C 50,000 - 79,999
- D 80,000 - 109,999
- E 110,000 - 169,999
- F 170,000 hoặc hơn
- G Không muốn đề cập

[Add choice](#)

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

Description (optional)

- A Người Da trắng
- B Người La-tinh/Người Gốc Tây Ban Nha
- C Người Mỹ gốc Phi / Da đen
- D Người Mỹ Da Đỏ hoặc Thổ Dân Alaska
- E Người Châu Á - Hàn Quốc, Nhật Bản, Trung Quốc, Việt Nam, Philippines hoặc Châu Á khác
- F Cư Dân Đảo Thái Bình Dương
- G Người Trung Đông
- H Người Đa chủng Tộc
- I Không muốn đề cập
- J Khác

[Add choice](#)

Nhập email hoặc số điện thoại di động của quý vị vào bên dưới để nhận thông tin cập nhật về dự án và lời mời tham gia cuộc họp. Đồng thời tham gia rút thăm cơ hội để nhận một trong bốn thẻ quà tặng trị giá \$50.

Description (optional)

Nhấn Enter ↵



17 → Vui lòng nhập địa chỉ email của quý vị.

Description (optional)

name@example.com

Nhấn Enter ↵

18 → Vui lòng nhập số điện thoại di động của quý vị để nhận thông tin cập nhật qua tin nhắn về dự án.

Description (optional)



Nhấn Enter ↵

Appendix B

- [Print Survey English](#)
- [Print Survey Spanish](#)
- [Print Survey Vietnamese](#)

DIRECTIONS 2045

Sustainable, equitable, and innovative transportation solutions.

LONG RANGE TRANSPORTATION PLAN

Mobility Hubs

Mobility hubs allow people to switch between transportation services including bus, bike and e-scooters, ridesharing and rail all in one location. They can offer amenities like electric charging stations, secured bike storage or seating.

9. Which two services would you like offered at Mobility Hubs? (Select top two)

- On-demand shuttle services (OC Flex)
- Delivery/parcel lockers
- Rideshare (Uber/Lyft)
- Bike/e-bike share
- E-scooter share
- Carsharing (Zipcar, Getaround)
- Other _____



10. How important are the following amenities/services for you at Mobility Hubs? Rate each amenity/service on a scale of 1 to 5 by circling the number of importance.

([1] Very not Important, [2] Not important, [3] Neutral, [4] Important, [5] Very important)

- [1] [2] [3] [4] [5] Storage lockers for luggage or package delivery
- [1] [2] [3] [4] [5] Secure bicycle parking
- [1] [2] [3] [4] [5] Bicycle repair stand/station
- [1] [2] [3] [4] [5] Availability of staff at the transit station
- [1] [2] [3] [4] [5] Bathrooms
- [1] [2] [3] [4] [5] Seating and open space
- [1] [2] [3] [4] [5] Dining options (food trucks/carts, vending machines)
- [1] [2] [3] [4] [5] Security features (cameras, lighting, etc.)
- [1] [2] [3] [4] [5] ATM machines
- [1] [2] [3] [4] [5] USB charging station

11. Where should Mobility Hubs be placed in Orange County? (Select top two)

- At employment centers
- Near residential areas
- Educational Facilities (universities, colleges, etc.)
- At bus stations/stops
- At neighborhood shopping centers
- At rail stations/stops
- At major visitor destinations (amusement parks, shopping malls, beaches, etc.)
- Other _____

SUSTAINABILITY

Encourage use of sustainable/zero-emissions modes

EQUITY

Improve access for those with limited choices

LIVABILITY

Create a sense of community

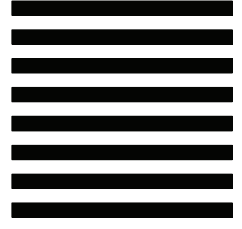
TRANSIT SUPPORT

Improve first/last mile connections

12. What would encourage you to use Mobility Hubs? Is there anything else you would like to share about Mobility Hubs?



NO POSTAGE
NECESSARY
IF MAILED
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UNITED STATES



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POSTAGE WILL BE PAID BY ADDRESSEE

ORANGE COUNTY TRANSPORTATION AUTHORITY
ATTN: PUBLIC OUTREACH RM 703
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ORANGE CA 92863-9831



FOLD HERE



We want your input! Take our survey.
The Long Range Transportation Plan (L RTP) is developed every four years to define a vision for Orange County that aims to address future mobility needs.

Sustainable, equitable, and innovative transportation solutions.

LONG RANGE TRANSPORTATION PLAN
DIRECTIONS 2045



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Sustainable, equitable, and innovative transportation solutions.

1. When you travel in, around or through Orange County, how do you usually get from place to place? Please select your top three choices by circling the number rank based on your most commonly used methods. ([1] most used, [2] commonly used, [3] less used)

- [1] [2] [3] Bicycle
- [1] [2] [3] Ride-hailing services (Uber/Lyft)
- [1] [2] [3] Metrolink/Amtrak
- [1] [2] [3] E-bike/e-scooter
- [1] [2] [3] ACCESS/paratransit service
- [1] [2] [3] Trolleys/shuttles (OC Flex, Irvine iShuttle, etc.)
- [1] [2] [3] Walk
- [1] [2] [3] Bus
- [1] [2] [3] Drive (car, motorcycle, etc.)

2. Select your top two strategies to help decrease traffic congestion and reduce how much people need to drive in the future. (Select top two)

- Encourage carpooling, vanpooling, and ridesharing
- Offer transit riders access to shuttles, shared bikes/scooters, and rideshare services at transit stations to get to their final destination (i.e. mobility hubs)
- Encourage policies to allow employees to work from home at least one day per week, whenever possible
- Improve and expand commuter rail services including Metrolink and Amtrak
- Improve and expand bus services
- Improve bike lanes, sidewalks, pedestrian safety, etc.
- Modify streets to safely accommodate all forms of transportation (driving, transit, walking, bicycling, etc.)
- Create a network of light rail streetcars serving key destinations and activity centers

3. Other ways to encourage people to drive less or use alternative forms of transportation are through pricing or policies. Please indicate which of the following strategies are your top two preferences. (Select top two)

- Reduce the cost of transit passes and tickets to encourage more transit use
- Require at least three people in a vehicle to qualify for the carpool lane
- Incentivize businesses and employees to make greater use of transit, carpooling, and bicycling for their commutes
- Convert carpool lanes to tolled express lanes that are free for cars with three or more people, and others can pay a toll to access the lanes
- Encourage policies to allow employees to work from home at least one day per week, where possible

4. Which transit improvements do you think could help relieve congestion the most in Orange County? (Select top three)

- Enhance local bus service in areas with high ridership potential
- Create on-demand shared ride services (Uber/Lyft/Microtransit)
- Provide transit only lanes with high quality services (e.g. light rail or bus rapid transit) to connect activity centers through high traffic areas
- Enhance connections to and from bus stops and rail stations by developing Mobility Hubs (multiple services in one location)
- Enhance commuter rail services (Metrolink/Amtrak)
- Add streetcar services in areas with high ridership potential
- Create local community shuttle services that get people to and around major activity centers
- Other _____

5. Considering public transit in Orange County, what do you think are the main challenges to increasing usage? (Select top two)

- Long travel times
- Lack of service close to my home/destination
- Infrequent or unreliable transit services
- Lack of shuttles, shared bikes/scooters, and rideshare services at transit stations
- Ensuring safety and security
- Finding information about transit services
- Other _____

6. How important are the following land use strategies in relieving traffic congestion? Rate each strategy on a scale of 1 to 5 by circling the number of importance. ([1] Very not Important, [2] Not important, [3] Neutral, [4] Important, [5] Very important)

- [1] [2] [3] [4] [5] Concentrate business development around transit (bus/rail) centers
- [1] [2] [3] [4] [5] Concentrate new housing developments around transit (bus/rail) centers
- [1] [2] [3] [4] [5] Reduce automobile dependency (reduced parking availability, pay-to-park lots)
- [1] [2] [3] [4] [5] Encourage walkability and complete streets (streets designed for all users like drivers, cyclists, pedestrians)

7. OCTA is looking to improve and introduce more technology into transportation. What do you think OCTA should be focused on? (Select top three)

- Rideshare (Uber / Lyft)
- Teleworking technologies (virtual meeting platforms, broadband, etc.)
- "Smart" roadways/intersections (adding sensors to inform drivers of real-time travel conditions)
- E-scooters
- Synchronized Traffic Signals
- E-bikes
- Real-time transit apps and information (Moovit, Transit App, etc.)
- Autonomous Vehicles
- Other _____

8. Please rank the following transportation improvements by circling the number of importance to you. ([1] highest importance to [5] lowest importance; select each number of importance only once)

- [1] [2] [3] [4] [5] Freeway maintenance, on- and off-ramp enhancements, and projects to improve overall traffic flow
- [1] [2] [3] [4] [5] Bus, streetcar, light rail, shuttle, trolley, vanpool, and other transit services
- [1] [2] [3] [4] [5] Pothole repairs, signal synchronization, and intersection improvements
- [1] [2] [3] [4] [5] Bike lands, bikeway and sidewalk networks, and pedestrian pathways
- [1] [2] [3] [4] [5] Enhanced infrastructure to accommodate autonomous driverless vehicles

By 2045 the Orange County population is expected to increase by 9%. Without continuous analysis and planning, congestion delay and other transportation challenges will likely worsen.

To address future transportation needs the LRTP reflects current OCTA policies and commitments, transportation study findings, and input from local jurisdictions, business leaders, community leaders, county residents, and transportation planning professionals.



Thanks for your input!

Please tell us a little about yourself. (Optional)
What is your home zip code?

What is your age range?

- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75 or older
- Prefer not to answer

What is your combined annual household income?

- Less than \$30,000
- \$30,000 – \$49,999
- \$50,000 – \$79,999
- \$80,000 – \$109,000
- \$110,000 – \$169,000
- \$170,000 or more
- Prefer not to answer

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

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

Enter your email or mobile number below to receive project updates and meeting invites and be entered into an opportunity drawing to receive one of four \$50 gift cards.

Email address: _____

Mobile number: _____

DIRECCIONES RUMBO AL 2045

PLAN DE TRANSPORTE A LARGO PLAZO

Soluciones de transporte sostenibles, equitativas e innovadoras.

Los centros de movilidad (Mobility Hubs)

Los centros de movilidad (Mobility Hubs) permiten a las personas los transbordos entre los diferentes servicios de transporte, incluidos autobús, bicicleta y scooters eléctricos, viajes compartidos y tren; todo en un solo lugar. Pueden ofrecer comodidades como estaciones de carga eléctrica, almacenamiento seguro para bicicletas o lugares donde sentarse.

9. Elija dos servicios que le gustaría que se ofrecieran en los centros de movilidad (Mobility Hubs) (Seleccione sus dos opciones preferidas)

- Servicios de transporte a pedido (OC Flex)
- Casilleros de entrega /paquetería
- Transporte compartido (Uber/Lyft)
- Compartir bicicletas/bicicletas eléctricas
- Compartir scooter eléctrico
- Alquiler de vehículos por horas (Zipcar, Getaround)
- Otro _____



10. ¿Qué importancia tienen para usted las siguientes comodidades/servicios en los centros de movilidad (Mobility Hubs)? Califique cada amenidad/servicio en una escala del 1 al 5 marcando con un círculo el número de importancia. ([1] Muy poco importante, [2] No es importante, [3] Neutral, [4] Es Importante, [5] Muy importante)

- [1] [2] [3] [4] [5] Casilleros de almacenamiento para equipaje o entrega de paquetes
- [1] [2] [3] [4] [5] Estacionamiento seguro para bicicletas
- [1] [2] [3] [4] [5] Puesto/estación de reparación de bicicletas
- [1] [2] [3] [4] [5] Disponibilidad de personal en la estación de transporte público
- [1] [2] [3] [4] [5] Baños
- [1] [2] [3] [4] [5] Lugares para sentarse y espacios abiertos
- [1] [2] [3] [4] [5] Opciones para comer (camiones/carritos de comida, máquinas expendedoras)
- [1] [2] [3] [4] [5] Elementos de seguridad (cámaras, iluminación, etc.)
- [1] [2] [3] [4] [5] Cajeros automáticos
- [1] [2] [3] [4] [5] Estaciones de carga USB

11. ¿Dónde deberían ubicarse los centros de movilidad (Mobility Hubs) en Orange County? (Seleccione sus dos opciones preferidas)

- En los centros de empleo
- Cerca de las áreas residenciales
- Instalaciones educativas (universidades, colegios, etc.)
- En estaciones/paradas de autobuses
- En los centros comerciales del vecindario
- En estaciones/paradas de tren
- En los principales destinos de los visitantes (parques de atracciones, centros comerciales, playas, etc.)
- Otro _____

SOSTENIBILIDAD

Fomentar el uso de modalidades de transporte sostenibles/ de emisiones cero

EQUIDAD

Mejorar el acceso para aquellos con opciones limitadas

HABITABILIDAD

Crear un sentido de comunidad

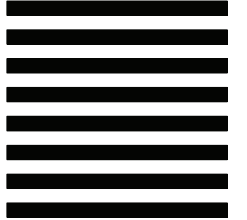
APOYO AL TRANSPORTE PÚBLICO

Mejorar las conexiones de la primera/última milla

12. ¿Qué le animaría a utilizar los centros de movilidad (Mobility Hubs)? ¿Hay algo más que le gustaría compartir sobre estos centros?



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ORANGE CA 92863-9831



¡Necesitamos su opinión! Complete nuestra encuesta!
 Cada cuatro años se elabora el Plan de Transporte a Largo Plazo (LRTP, por sus siglas en inglés) para definir la visión del Condado de Orange y cuyo objetivo es abordar las necesidades futuras de movilidad dentro del mismo.

Soluciones de transporte sostenibles, equitativas e innovadoras.

DIRECCIONES RUMBO AL 2045
 PLAN DE TRANSPORTE A LARGO PLAZO



DIRECCIONES RUMBO AL 2045

PLAN DE TRANSPORTE A LARGO PLAZO

Soluciones de transporte sostenibles, equitativas e innovadoras.

1. Cuando viaja alrededor, a través o dentro de Orange County, ¿cómo suele ir de un lugar a otro? Seleccione sus tres opciones principales encerrando en un círculo la clasificación numérica según sus métodos más utilizados. ([1] más utilizado, [2] De uso común, [3] menos utilizado)

- [1] [2] [3] Bicicleta
[1] [2] [3] Servicios de transporte a pedido (Uber/Lyft)
[1] [2] [3] Metrolink/Amtrak
[1] [2] [3] Bicicleta eléctrica/scooter eléctrico
[1] [2] [3] ACCESS/servicio de transporte para discapacitados
[1] [2] [3] Trolebuses/ autobuses de enlace (OC Flex, Irvine iShuttle, etc.)
[1] [2] [3] Caminando
[1] [2] [3] Autobús
[1] [2] [3] Conduciendo (automóvil, motocicleta, etc.)

2. Seleccione sus dos estrategias preferidas para ayudar a disminuir la congestión del tráfico y reducir la cantidad de personas que deben conducir en el futuro. (Seleccione las dos preferidas)

- Fomentar el viaje compartido en automóvil, el viaje compartido en camioneta y en cualquier otro medio de transporte
 Ofrecer a los pasajeros del transporte público acceso a servicios de autobuses de enlace, bicicletas/scooters compartidos y servicios de viaje compartido en las estaciones de transporte público para llegar a su destino final (Ejemplo: centros de movilidad [mobility hubs])
 Fomentar políticas que permitan a los empleados trabajar desde casa al menos un día a la semana, siempre que sea posible
 Mejorar y ampliar los servicios de trenes de pasajeros habituales, incluidos Metrolink y Amtrak
 Mejorar y ampliar los servicios de autobús
 Mejorar los carriles para bicicletas, las aceras, la seguridad de los peatones, etc.
 Modificar las calles para acomodar de manera segura todas las formas de transporte (conduciendo, transporte público, caminar, andar en bicicleta, etc.)
 Crear una red de tranvías que lleguen a destinos y centros de actividad importantes

3. Los precios o las políticas públicas son otras formas de alentar a las personas a que conduzcan menos o utilicen formas alternativas de transporte. Indique cuáles de las siguientes estrategias son sus dos opciones preferidas. (Seleccione las dos más preferidas)

- Reducir el costo de los pases y boletos del transporte público para fomentar un mayor uso del tránsito
 Exigir al menos tres personas en un vehículo para poder utilizar el carril de viaje compartido
 Incentivar a los negocios y a los empleados para que hagan un mayor uso del transporte público, los viajes compartidos en automóvil y el ciclismo en sus traslados entre la casa y el trabajo
 Convertir los carriles para viajes compartidos en carriles expresos con pago de peaje, pero gratuitos para automóviles con tres o más personas, en tanto que el resto de los vehículos pueden pagar un peaje para acceder a los carriles
 Fomentar políticas que permitan a los empleados trabajar desde casa al menos un día a la semana, cuando sea posible

4. ¿Qué mejoras en el transporte público cree que podrían ayudar más a aliviar la congestión en Orange County? (Seleccione sus tres opciones preferidas)

- Mejorar el servicio de autobús local en áreas con alto potencial de pasajeros
 Crear servicios de transporte compartido a pedido (Uber/Lyft/Microtransit)
 Proporcionar carriles solo para transporte público con servicios de alta calidad (por ejemplo: tranvía o transporte público rápido a través de autobús) para conectar los centros de actividad en áreas de alto tráfico
 Mejorar las conexiones desde y hacia las paradas de autobús y las estaciones de tren mediante el desarrollo de Centros de Movilidad denominados Mobility Hubs (múltiples servicios en un solo lugar)
 Mejorar los servicios de trenes de pasajeros habituales (Metrolink/Amtrak)
 Agregar servicios de tranvía en áreas con alto potencial de pasajeros
 Crear servicios de transporte de enlace dentro de la comunidad local que lleven a las personas hacia y alrededor de los principales centros de actividades
 Otro _____

5. Teniendo en cuenta el transporte público en Orange County, ¿cuáles cree que son las principales dificultades para aumentar su utilización? (Seleccione sus dos opciones preferidas)

- Largos tiempos de viaje
 Falta de servicio cerca de mi casa/destino
 Servicios de transporte público poco frecuentes o poco confiables
 Falta de transporte, bicicletas/scooters compartidos y servicios de viaje compartido en las estaciones de transporte público
 Garantizar la seguridad y la protección
 Encontrar información sobre los servicios de transporte público
 Otro _____

6. ¿Qué importancia tienen las siguientes estrategias de uso de la tierra para aliviar la congestión del tráfico? Califique cada amenidad/servicio en una escala del 1 al 5 marcando con un círculo el número de importancia. ([1] Muy poco importante, [2] No es importante, [3] Neutral, [4] Es importante, [5] Muy importante)

- [1] [2] [3] [4] [5] Concentrar el desarrollo comercial en torno a los centros de transporte público (autobús/ferrocarril)
[1] [2] [3] [4] [5] Concentrar las nuevas construcciones de vivienda alrededor de los centros de transporte público (autobús/ferrocarril)
[1] [2] [3] [4] [5] Reducir la dependencia del automóvil (disponibilidad reducida de estacionamiento, lotes de estacionamiento pagados)
[1] [2] [3] [4] [5] Fomentar las comodidades para caminar y la construcción de calles completas (calles diseñadas para todos los usuarios como conductores, ciclistas o peatones)

7. OCTA busca mejorar e introducir más tecnología en el transporte. ¿En qué cree que debería centrarse la OCTA? (Seleccione sus tres opciones preferidas)

- Viajes compartidos (Uber / Lyft)
 Tecnologías de teletrabajo (plataformas de reuniones virtuales, banda ancha, etc.)
 Calles/intersecciones "inteligentes" (colocación de sensores para informar a los conductores de las condiciones de viaje en tiempo real)
 Scooters eléctricos
 Señales de tráfico sincronizadas
 Bicicletas eléctricas
 Aplicaciones e información sobre transporte público en tiempo real (Moovit, aplicación Transit, etc.)
 Vehículos autónomos
 Otro _____

8. Clasifique las siguientes mejoras de transporte en orden de importancia. ([1] más importante a [5] menos importante; seleccione cada número de importancia solo una vez)

- [1] [2] [3] [4] [5] Mantenimiento de autopistas, mejoras en las rampas de entrada y salida y proyectos para mejorar el flujo de tráfico en general
[1] [2] [3] [4] [5] Autobús, tranvía, tren ligero, servicio de enlace, trolebús, camioneta para viaje compartido y otros servicios de transporte público
[1] [2] [3] [4] [5] Reparación de baches, sincronización de la señalización y vías peatonales
[1] [2] [3] [4] [5] Terrenos para bicicletas, redes de ciclovías y aceras, además de vías peatonales
[1] [2] [3] [4] [5] Mejora de la infraestructura para acomodar vehículos autónomos sin conductor

Para el año 2045, se espera que la población del Condado de Orange aumente por 9%. Es probable que sin análisis y planificación continua, los retrasos por congestión y otros problemas de transporte empeorarán.

Para satisfacer las necesidades futuras de transporte, el LRTP refleja las políticas y compromisos actuales de OCTA, los resultados del estudio de transporte y las opiniones de las jurisdicciones locales, líderes empresariales, líderes comunitarios, residentes del Condado y de los profesionales que participan en la planificación del transporte.



¡Gracias por su contribución!

Ahora, cuéntenos un poco sobre usted. (Opcional)

¿Cuál es el código postal de su casa?

Cuál es el rango de su edad?

- 16-24
 25-34
 35-44
 45-54
 55-64
 65-74
 75 o mayor
 Prefiero no responder

¿Cuánto es su ingreso familiar anual combinado?

- Menos de \$30,000
 \$30,000 – \$49,999
 \$50,000 – \$79,999
 \$80,000 – \$109,000
 \$110,000 – \$169,000
 \$170,000 o más
 Prefiero no responder

¿A qué grupo étnico considera usted que pertenece o se siente más cercano?

- Caucásico/Blanco
 Latino/Hispano
 Afroamericano/Negro
 Indígena Americano o Nativo de Alaska
 Asiático: Coreano, Japonés, Chino, Vietnamita, Filipino o de otro país asiático
 Isleño del Pacífico
 Oriente Medio
 Origen mixto
 Otro
 Prefiero no contestar

Ingrese su correo electrónico o número de teléfono celular a continuación para recibir actualizaciones del proyecto e invitaciones a reuniones, además de participar en un sorteo para recibir una de las cuatro tarjetas de regalo de \$50.

Correo electrónico: _____

número de teléfono celular: _____

PHƯƠNG HƯỚNG NĂM 2045

Những giải pháp giao thông bền vững, công bằng và sáng tạo.

KẾ HOẠCH VẬN CHUYỂN DÀI HẠN

Nghiên Cứu về Các Trung Tâm Vận Chuyển Ở

Các trung tâm di chuyển cho phép mọi người chuyển đổi giữa các dịch vụ vận chuyển bao gồm xe buýt, xe đạp và xe tay ga điện tử, đi chung xe và đường sắt tất cả ở một địa điểm. Họ cũng cung cấp các tiện nghi như trạm sạc điện, chỗ để xe đạp an toàn hoặc chỗ ngồi.

9. Quý vị muốn được cung cấp hai dịch vụ nào tại Trung Tâm Di Chuyển? (Chọn Hai Lựa chọn Hàng đầu)

- Dịch vụ xe buýt theo yêu cầu (OCFlex)
- Tủ khóa giao hàng/bưu kiện
- Đi chung xe (Uber/Lyft)
- Đi chung xe đạp/xe đạp điện
- Đi chung xe tay ga
- Đi chung xe hơi (Zipcar, Getaround)
- Khác _____



10. Các tiện nghi/dịch vụ sau đây quan trọng như thế nào đối với quý vị tại Trung Tâm Di Chuyển? Đánh giá từng tiện nghi/dịch vụ theo thang điểm từ 1 đến 5 bằng cách khoanh tròn số cho thấy tầm quan trọng. ([1] Rất không quan trọng, [2] Không quan trọng, [3] Trung lập, [4] Quan trọng, [5] Rất quan trọng)

- [1] [2] [3] [4] [5] Tủ khóa để gửi hành lý hoặc gói hàng
- [1] [2] [3] [4] [5] Bãi đậu xe đạp an toàn
- [1] [2] [3] [4] [5] Trạm sửa chữa xe đạp
- [1] [2] [3] [4] [5] Nhân viên tại trạm trung chuyển sẵn sàng giúp đỡ
- [1] [2] [3] [4] [5] Phòng tắm
- [1] [2] [3] [4] [5] Chỗ ngồi và không gian mở
- [1] [2] [3] [4] [5] Tủ chọn ăn uống (xe tải/xe đẩy thức ăn, máy bán hàng tự động)
- [1] [2] [3] [4] [5] Các tính năng bảo mật (camera, ánh sáng, v.v.)
- [1] [2] [3] [4] [5] Máy rút tiền ATM
- [1] [2] [3] [4] [5] Trạm sạc USB

11. Trung Tâm Di Chuyển nên được đặt ở đâu ở Orange County? (Chọn Hai Lựa chọn Hàng đầu)

- Tại các trung tâm việc làm
- Gần khu dân cư
- Cơ Sở Giáo Dục (trường đại học, cao đẳng, v.v.)
- Tại các trạm xe buýt/trạm dừng
- Tại các trung tâm mua sắm lân cận
- Tại các ga/các trạm đường sắt
- Tại các điểm đến chính của khách viếng thăm (công viên giải trí, trung tâm mua sắm, bãi biển, v.v.)
- Khác _____

SỰ BỀN VỮNG

Khuyến khích sử dụng phương thức bền vững/không phát thải

CÔNG BẰNG

Cải thiện việc tiếp cận cho những người có lựa chọn hạn chế

KHẢ NĂNG SINH HOẠT

Tạo cảm giác cộng đồng

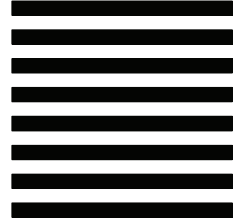
HỖ TRỢ GIAO THÔNG CÔNG CỘNG

Cải thiện kết nối dặm đầu tiên/dặm cuối cùng

12. Điều gì sẽ khuyến khích quý vị sử dụng Trung Tâm Di Chuyển? Có điều gì khác quý vị muốn chia sẻ về Trung Tâm Di Chuyển không?



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Chúng tôi mong muốn nhận được ý kiến từ quý vị! Tham Gia Cuộc Khảo Sát. Kế hoạch Vận Chuyển Dài Hạn (LRTP) được đặt ra bốn năm một lần để xác định phương hướng cho Quận Cam nhằm giải quyết các nhu cầu di lại trong tương lai.

Những giải pháp giao thông bền vững, công bằng và sáng tạo.

KẾ HOẠCH VẬN CHUYỂN DÀI HẠN

PHƯƠNG HƯỚNG NĂM 2045



PHƯƠNG HƯỚNG NĂM 2045

KẾ HOẠCH VẬN CHUYỂN DÀI HẠN

Những giải pháp giao thông bền vững, công bằng và sáng tạo.

1. Khi đi trong, xung quanh hoặc qua Orange County, quý vị thường đi từ nơi này đến nơi khác bằng cách nào? Vui lòng chọn ba lựa chọn hàng đầu của quý vị bằng cách khoanh tròn số xếp hạng dựa trên các phương tiện quý vị thường dùng nhất. ([1] Được dùng nhiều nhất, [2] Thường được sử dụng, [3] Ít được sử dụng)

- [1] [2] [3] Xe đạp
[1] [2] [3] Dịch vụ gọi xe (Uber/Lyft)
[1] [2] [3] Metrolink/Amtrak
[1] [2] [3] Xe đạp điện/Xe tay ga điện tử
[1] [2] [3] ACCESS/phương tiện giao thông công cộng dành cho người khuyết tật
[1] [2] [3] Xe chạy bằng dây cáp/xe đưa đón (OC Flex, Irvine iShuttle, v.v.)
[1] [2] [3] Đi bộ
[1] [2] [3] Xe buýt
[1] [2] [3] Lái xe (xe hơi, xe máy, v.v.)

2. Chọn hai chiến lược hàng đầu của quý vị để giúp giảm tắc nghẽn giao thông và giảm lượng người cần lái xe trong tương lai.

(Chọn Hai Lựa Chọn Hàng Đầu)

- Khuyến khích đi chung xe hơi, xe vận tải nhỏ, trả tiền đi chung xe
 Cung cấp cho những người đi phương tiện công cộng quyền sử dụng xe đưa đón, xe đạp/xe tay ga dùng chung và dịch vụ trả đi chung xe tại các trạm giao thông công cộng để đến điểm dừng cuối cùng của họ (tức là các trung tâm di chuyển)
 Khuyến khích các chính sách cho phép nhân viên làm việc tại nhà ít nhất một ngày mỗi tuần, bất cứ khi nào có thể
 Cải thiện và mở rộng các dịch vụ đường sắt đi lại bao gồm Metrolink và Amtrak
 Cải thiện và mở rộng dịch vụ xe buýt
 Cải thiện làn đường dành cho xe đạp, vỉa hè, tính an toàn cho người đi bộ, v.v.
 Sửa đổi đường phố để phù hợp với tất cả các hình thức giao thông (lái xe, chuyển tuyến, đi bộ, đi xe đạp, v.v.) một cách an toàn
 Tạo một mạng lưới xe điện đường sắt nhẹ phục vụ các điểm đến và trung tâm hoạt động chính

3. Các cách khác để khuyến khích mọi người ít lái xe hơn hoặc sử dụng các hình thức vận chuyển thay thế là thông qua chính sách hoặc giá cả. Vui lòng cho biết chiến lược nào sau đây là hai tùy chọn hàng đầu của quý vị. (Chọn Hai Lựa Chọn Hàng Đầu)

- Giảm chi phí vé chuyển tuyến và vé để khuyến khích sử dụng phương tiện công cộng nhiều hơn
 Yêu cầu ít nhất ba người trên xe đủ điều kiện đi làn đường dành cho xe chung
 Khuyến khích các doanh nghiệp và nhân viên sử dụng nhiều hơn phương tiện công cộng, đi chung xe và đi xe đạp trên lộ trình đi lại
 Chuyển làn đường đi chung xe sang làn đường cao tốc có thu phí miễn phí cho xe hơi có từ ba người trở lên và những người khác có thể trả phí để đi vào các làn đường này
 Khuyến khích các chính sách cho phép nhân viên làm việc tại nhà ít nhất một ngày mỗi tuần, nếu có thể

4. Phương thức cải thiện phương tiện nào có thể giúp giảm tắc nghẽn nhiều nhất ở Orange County? (Chọn Ba Lựa Chọn Hàng Đầu)

- Tăng cường dịch vụ xe buýt địa phương ở các khu vực có tiềm năng hành khách cao
 Tạo dịch vụ đi xe chung theo yêu cầu (Uber/Lyft/Microtransit)
 Cung cấp các làn đường chỉ chuyển tuyến với các dịch vụ chất lượng cao (ví dụ: đường sắt nhẹ hoặc xe buýt nhanh) để kết nối các trung tâm hoạt động qua các khu vực giao thông mật độ cao
 Tăng cường kết nối đến và đi từ các điểm dừng xe buýt và ga đường sắt bằng cách phát triển Trung Tâm Di Chuyển (nhiều dịch vụ tại một địa điểm)
 Tăng cường dịch vụ đường sắt đi lại (Metrolink/Amtrak)
 Thêm dịch vụ xe điện tại các khu vực có tiềm năng hành khách cao
 Tạo dịch vụ đưa đón cộng đồng địa phương đưa mọi người đến và xung quanh các trung tâm hoạt động chính
 Khác _____

5. Quý vị nghĩ đâu là thách thức chính đối với việc tăng cường sử dụng khi cần nhắc về phương tiện công cộng ở Orange County?

(Chọn Hai Lựa Chọn Hàng Đầu)

- Thời gian di chuyển dài
 Thiếu dịch vụ gần nhà/điểm đến của tôi
 Dịch vụ vận chuyển không thường xuyên hoặc không đáng tin cậy
 Thiếu xe đưa đón, xe đạp/xe tay ga dùng chung và dịch vụ đi chung xe tại các trạm trung chuyển
 Đảm bảo an toàn và bảo mật
 Tìm kiếm thông tin về các dịch vụ vận chuyển
 Khác _____

6. Các chiến lược sử dụng đất sau đây đóng vai trò quan trọng như thế nào trong việc giảm ùn tắc giao thông? Đánh giá từng tiện nghi/dịch vụ theo thang điểm từ 1 đến 5 bằng cách khoanh tròn số cho thấy tầm quan trọng. ([1] Rất không quan trọng, [2] Không quan trọng, [3] Trung lập, [4] Quan trọng, [5] Rất quan trọng)

- [1] [2] [3] [4] [5] Tập trung phát triển kinh doanh xung quanh các trung tâm vận chuyển (xe buýt/đường sắt)
[1] [2] [3] [4] [5] Tập trung các dự án phát triển nhà ở mới xung quanh các trung tâm chuyển tuyến (xe buýt/đường sắt)
[1] [2] [3] [4] [5] Giảm sự phụ thuộc vào xe hơi (giảm số lượng chỗ đậu xe, bãi đậu xe trả tiền để đậu xe)
[1] [2] [3] [4] [5] Khuyến khích khả năng đi bộ và đường phố hoàn chỉnh (đường phố được thiết kế cho tất cả người dùng như người lái xe, người đi xe đạp, người đi bộ)

7. OCTA đang tìm cách cải tiến và đưa nhiều công nghệ hơn vào giao thông vận tải. Quý vị cho rằng OCTA nên tập trung vào điều gì? (Chọn Ba Lựa Chọn Hàng Đầu)

- Đi chung xe (Uber/Lyft)
 Công nghệ làm việc từ xa (nền tảng họp trực tuyến, bảng thông rộng, v.v.)
 Giao lộ/đường "thông minh" (thêm cảm biến để thông báo cho người lái xe về điều kiện di chuyển theo thời gian thực)
 E-scooters
 Synchronized Traffic Signals
 Xe đạp điện
 Thông tin và ứng dụng chuyển tuyến theo thời gian thực (Moovit, Ứng dụng chuyển tuyến, v.v.)
 Xe Tự Lái
 Khác _____

8. Vui lòng xếp hạng các cải tiến giao thông sau theo thứ tự quan trọng. ([1] Quan trọng nhiều nhất [5] Quan trọng ít nhất; Chỉ chọn một lần mỗi số cho thấy tầm quan trọng)

- [1] [2] [3] [4] [5] Bảo trì đường cao tốc, cải tiến trên và ngoài đoạn đường nối và các dự án cải thiện lưu lượng giao thông tổng thể
[1] [2] [3] [4] [5] Các dịch vụ xe buýt, xe điện, tàu điện nhẹ, xe đưa đón, xe buýt nhanh, xe van và các dịch vụ vận chuyển khác
[1] [2] [3] [4] [5] Sửa chữa ổ gà, đồng bộ hóa tín hiệu và đường dành cho người đi bộ
[1] [2] [3] [4] [5] Khu dành cho xe đạp, mạng lưới đường dành cho xe đạp và vỉa hè cũng như đường dành cho người đi bộ
[1] [2] [3] [4] [5] Cơ sở hạ tầng nâng cao để đáp ứng các phương tiện tự lái

Đến năm 2045, dân số Quận Cam dự kiến sẽ tăng 9%. Nếu không có phân tích và lập kế hoạch liên tục, tình trạng kẹt xe do tắc nghẽn giao thông và các thử thách giao thông vận tải khác có thể sẽ trở nên tồi tệ hơn.

Để giải quyết các nhu cầu vận chuyển trong tương lai, LRTP phản ánh các chính sách và cam kết hiện tại của OCTA, các kết quả nghiên cứu về giao thông vận tải và ý kiến đóng góp từ các cơ quan địa phương, lãnh đạo doanh nghiệp, lãnh đạo cộng đồng, cư dân quận và các chuyên gia lập kế hoạch vận tải.



Cảm ơn thông tin của quý vị!

Bây giờ, hãy cho chúng tôi biết một chút về bản thân quý vị. (Không bắt buộc)

Mã zip của nhà quý vị là gì?

Độ tuổi của quý vị là bao nhiêu?

- 16-24
 25-34
 35-44
 45-54
 55-64
 65-74
 75 hoặc hơn
 Không muốn đề cập

Tổng thu nhập hộ gia đình hàng năm của quý vị là bao nhiêu?

- Ít hơn \$30,000
 \$30,000 – \$49,999
 \$50,000 – \$79,999
 \$80,000 – \$109,000
 \$110,000 – \$169,000
 \$170,000 hoặc hơn
 Không muốn đề cập

Quý vị coi mình thuộc nhóm dân tộc nào?

- Người Thuộc Chủng Tộc Da Trắng/Người Da Trắng
 Người La-tinh/Người Gốc Tây Ban Nha
 Người Mỹ Đen/Người Da Đen
 Người Mỹ Da Đỏ hoặc Thổ Dân Alaska
 Người Châu Á - Hàn Quốc, Nhật Bản, Trung Quốc, Việt Nam, Philippines hoặc Châu Á khác
 Cư Dân Đảo Thái Bình Dương
 Người Trung Đông
 Người Đa Chủng Tộc
 Khác
 Không muốn đề cập

Nhập email hoặc số điện thoại di động của quý vị vào bên dưới để nhận thông tin cập nhật về dự án và lời mời tham gia cuộc họp, đồng thời tham gia rút thăm cơ hội để nhận một trong bốn thẻ quà tặng trị giá \$50.

Địa Chỉ

Email: _____

Số Điện

Thoại: _____

Appendix C

- Survey Infographic English
- Survey Infographic Spanish
- Survey Infographic Vietnamese

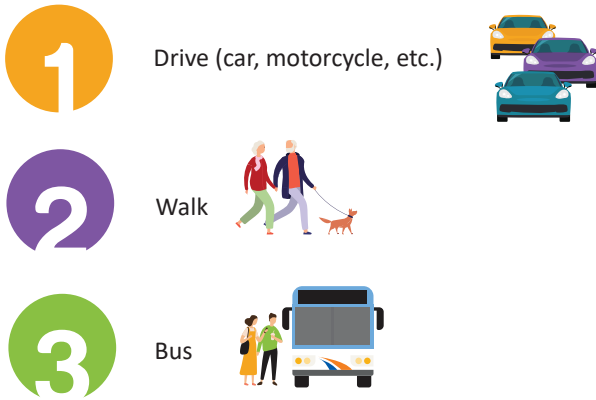


DIRECTIONS 2045

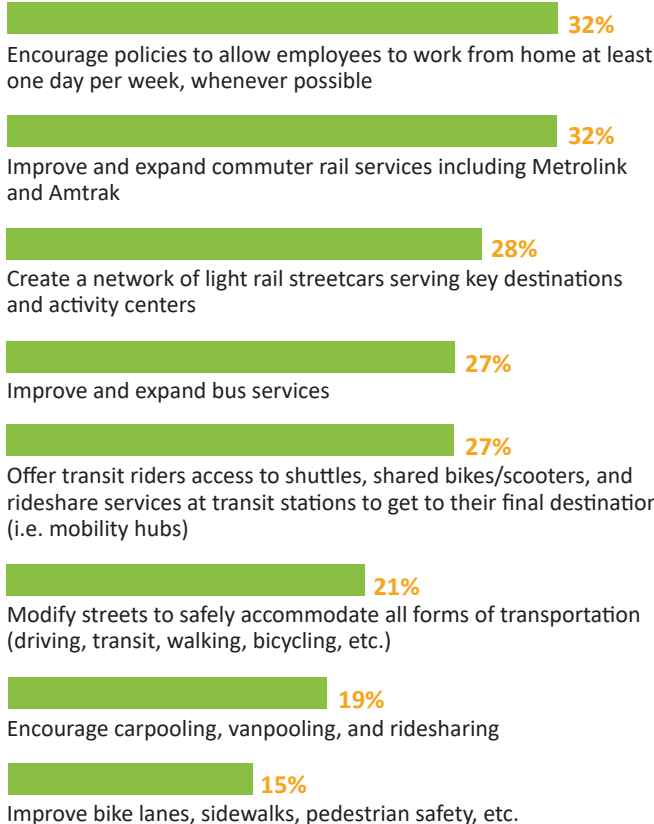
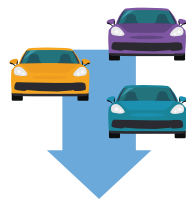
LONG RANGE TRANSPORTATION PLAN

Survey Results & Outreach

How people travel from place to place:



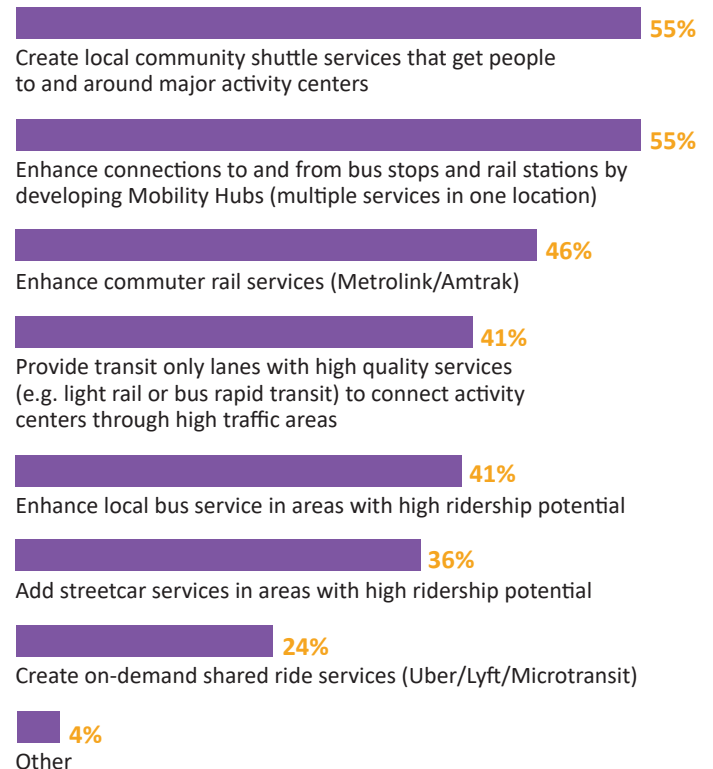
Strategies to help decrease traffic congestion and reduce how much people need to drive in the future (top two):



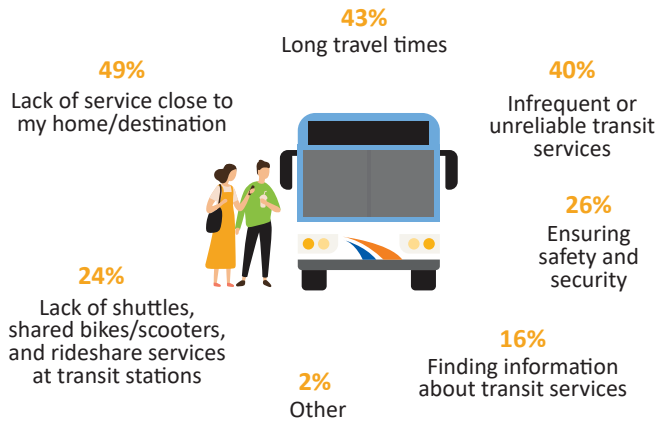
Strategies to encourage people to drive less or use alternative forms of transportation (top two):



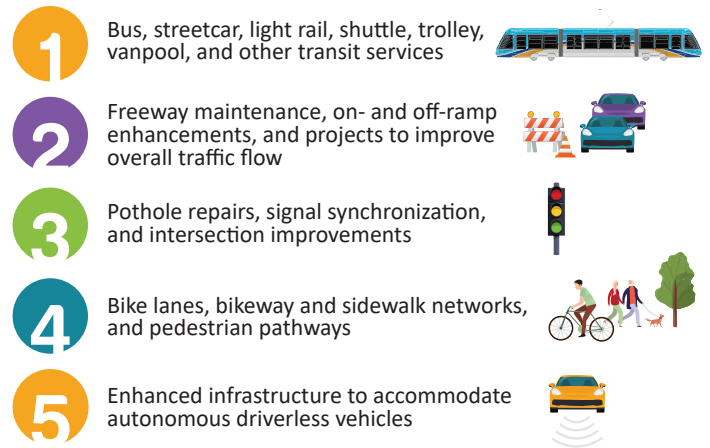
Transit improvements to help relieve congestion in Orange County (top three):



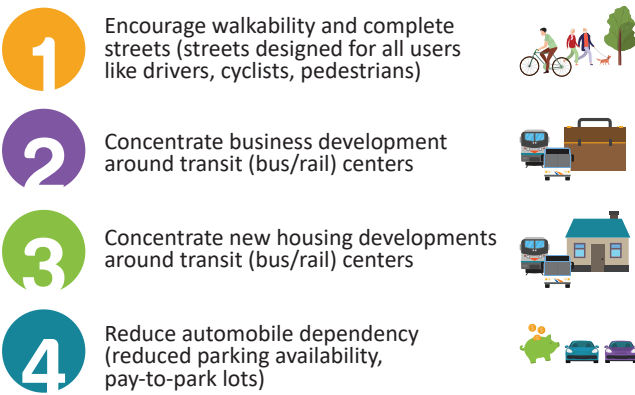
Main challenges to increase transit (top two):



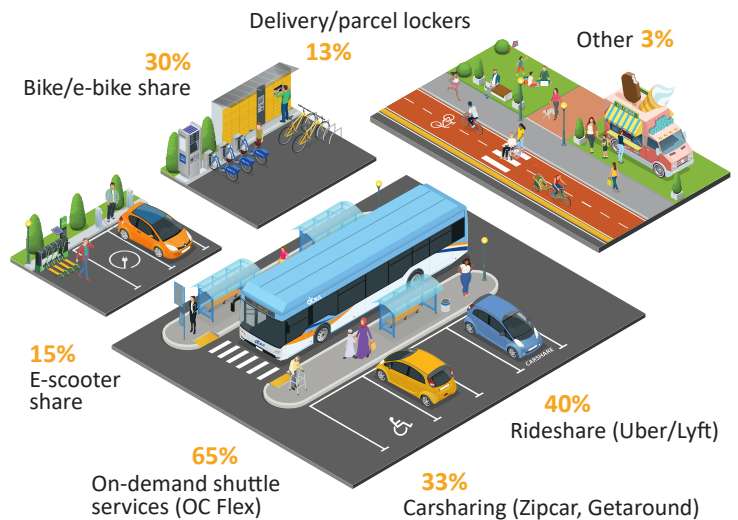
Ranking of transportation improvement types:



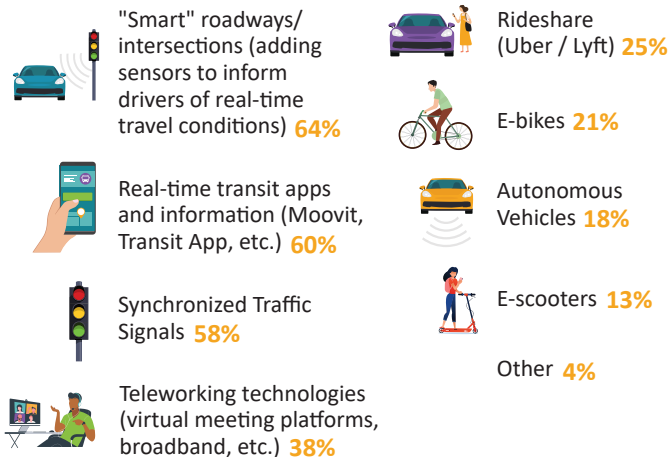
Ranking of land use strategies to relieve traffic congestion:












Preference of potential services at Mobility Hubs (top two):



Preference of technology solutions to improve transportation (top three):



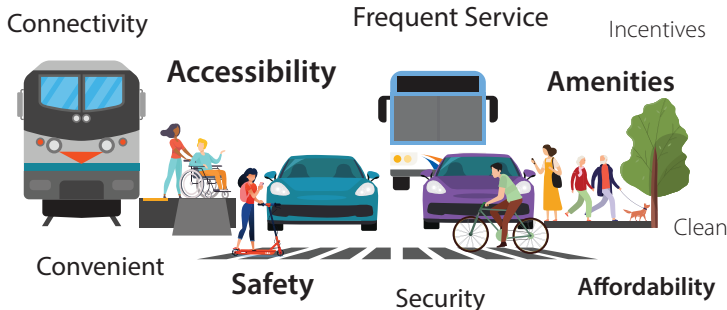
Ranking of amenities/services at Mobility Hubs:

- 1 Security features (cameras, lighting, etc.)
- 2 Bathrooms 
- 3 Seating and open space 
- 4 Secure bicycle parking 
- 5 Availability of staff at the transit station 
- 6 USB charging station 
- 7 Dining options (food trucks/carts, vending machines) 
- 8 Bicycle repair stand/station 
- 9 ATM machines 
- 10 Storage lockers for luggage or package delivery 

Potential Mobility Hub locations in Orange County (top two):

- 48% At major visitor destinations (amusement parks, shopping malls, beaches, etc.) 
- 37% At rail stations/stops 
- 29% Educational Facilities (universities, colleges, etc.) 
- 27% At bus stations/stops 
- 25% At neighborhood shopping centers 
- 19% Near residential areas 
- 16% At employment centers 
- <1% Other

Reasons to use Mobility Hubs:



Demographics

Age range:

- 5% 16-24
- 14% 25-34
- 16% 35-44
- 18% 45-54
- 24% 55-64
- 15% 65-74
- 4% 75 or older
- 4% Prefer not to answer



Annual household income:

- 17% Less than \$30,000
- 13% \$30,000 – \$49,999
- 14% \$50,000 – \$79,999
- 13% \$80,000 – \$109,000
- 15% \$110,000 – \$169,000
- 10% \$170,000 or more
- 18% Prefer not to answer



Ethnicity:

- 46% Caucasian/White
- 21% Latino/Hispanic
- 3% African American/Black
- 1% American Indian or Alaskan Native
- 13% Asian – Korean, Japanese, Chinese, Vietnamese, Filipino or other Asian
- 1% Pacific Islander
- 1% Middle Eastern
- 3% Mixed Heritage
- 1% Other
- 10% Prefer not to answer

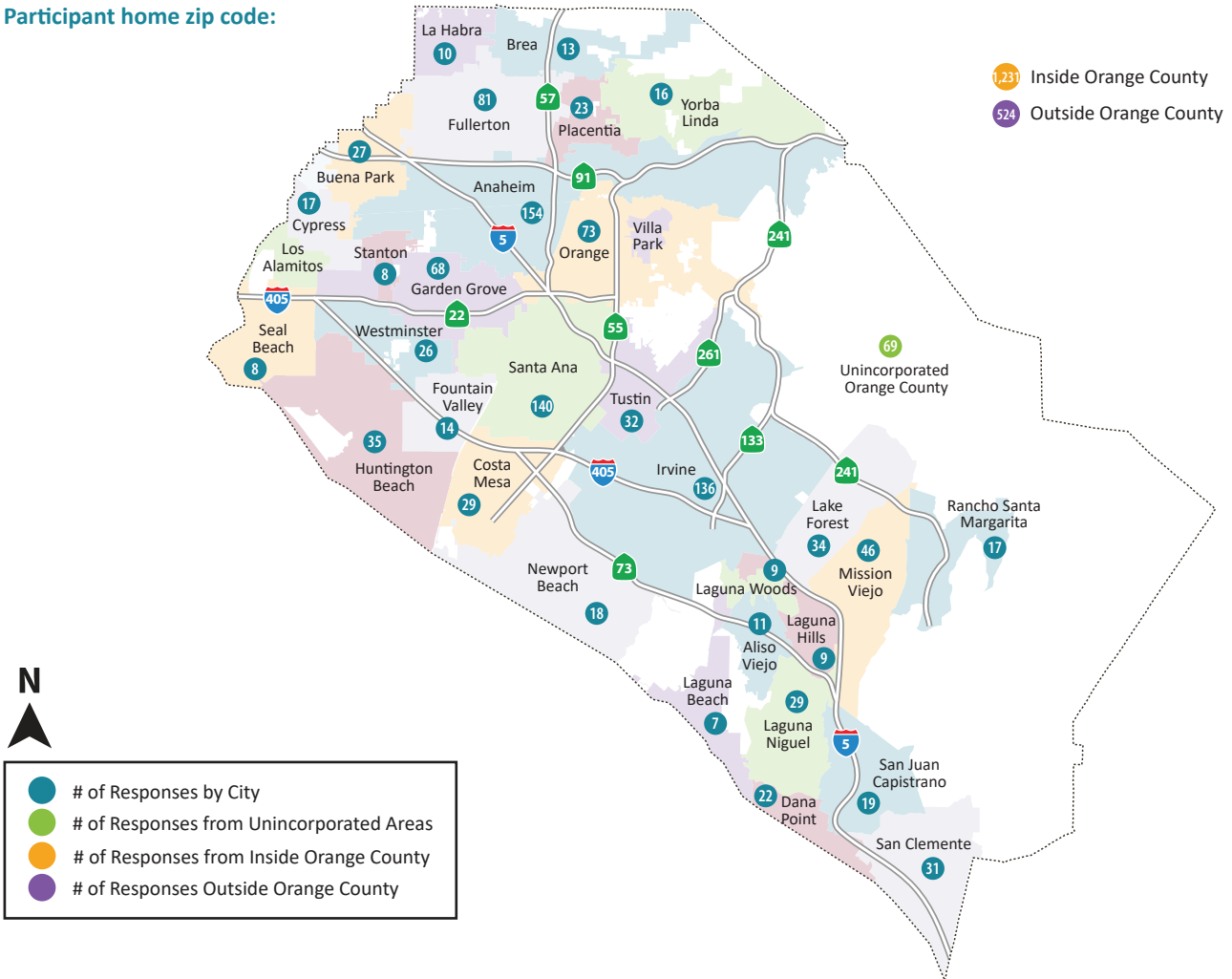


Community Engagement

- 
 Collected **1,825** completed surveys from September 28 to October 31, 2021
- 
 E-mailed **22** project notices to up to **67,000** bus and rail riders, rideshare travelers and project stakeholders
- 
 Advertised in Spanish and Vietnamese newspapers
- 
 Broadcasted **20** Vietnamese radio advertisements
- 
 Hosted **5** OCTA committee briefings, **2** Community Leader Roundtable webinars and **1** public webinar attracting **46** participants, as well as uploaded the public presentation and online video for those that could not attend
- 
 Gathered **900+** public comments from survey respondents and engaged stakeholders during meetings and events

- 
 Provided a multi-language helpline for interested parties to take the survey and comment on the study
- 
 Conducted a text campaign sending **5** notices to nearly **300** interested parties
- 
 Shared an e-communication toolkit with **34** local cities, **124** Community Leader Roundtable Members, and **12** OCTA committee/stakeholder organizations
- 
 Announced the project through **OCTA's On-the Move** blog, newsletter and the press
- 
 Promoted the project and survey with **4** Twitter posts, **1** Instagram Story, **6** OCTA Facebook posts, and **6** Facebook ads and **1** geofencing ad with **233,000+** views
- 
 Shared materials in **English, Spanish** and **Vietnamese**

Participant home zip code:



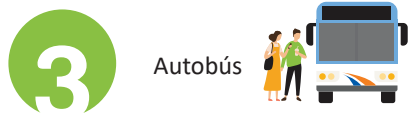
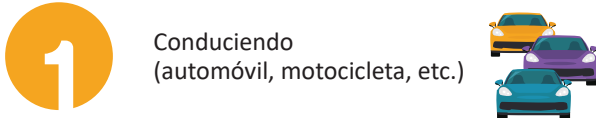


DIRECCIONES RUMBO AL 2045

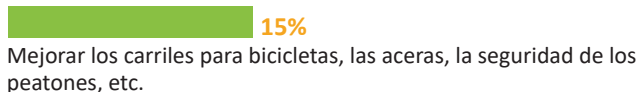
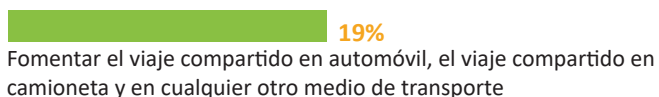
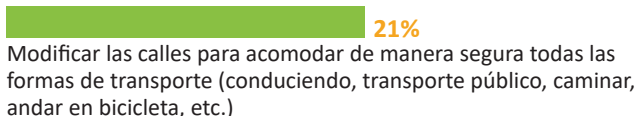
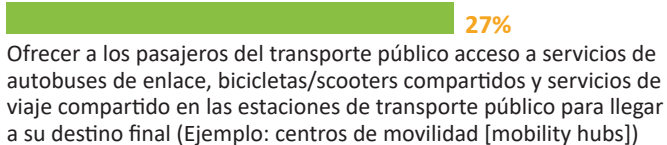
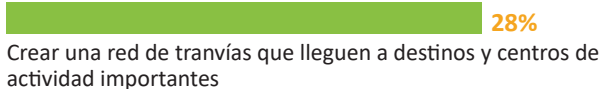
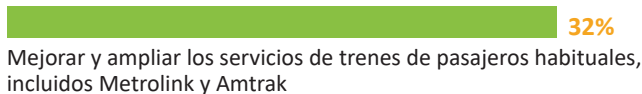
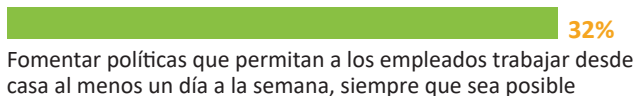
PLAN DE TRANSPORTE A LARGO PLAZO

Resultados de la Encuesta y Alcance Público

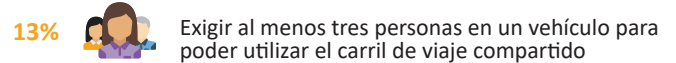
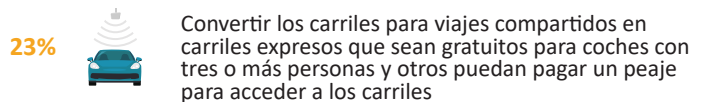
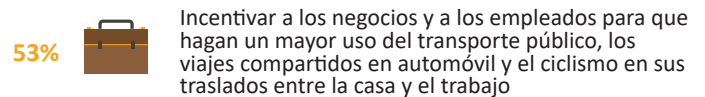
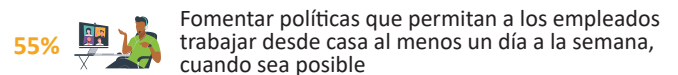
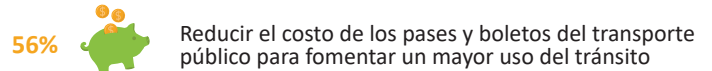
Cómo viajan las personas de un lugar a otro:



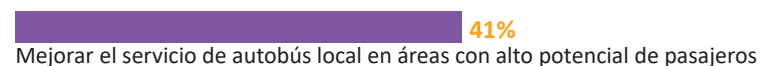
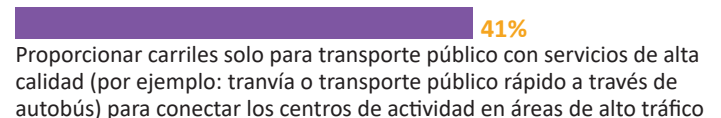
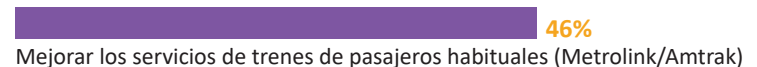
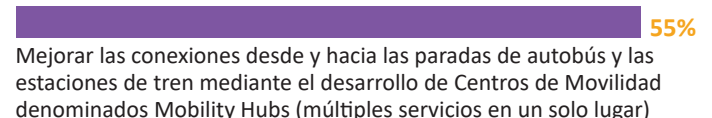
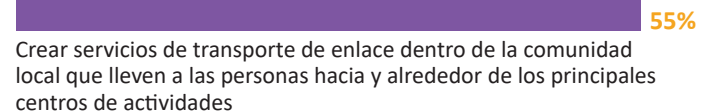
Estrategias para ayudar a disminuir la congestión del tráfico y reducir la cantidad de personas que deben conducir en el futuro (las dos preferidas):



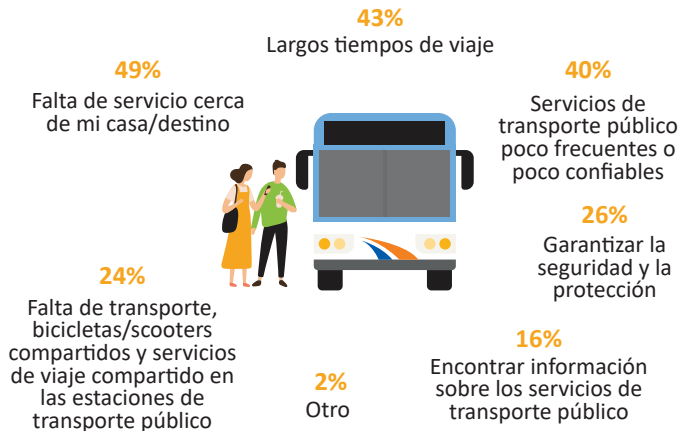
Estrategias para animar a las personas a conducir menos o a utilizar formas alternativas de transporte (las dos preferidas):



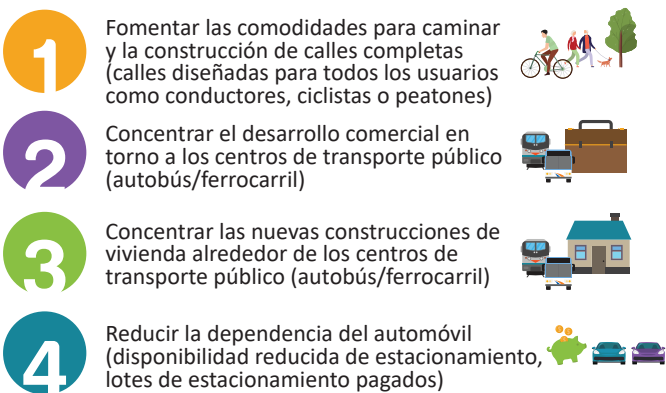
Mejoras en el transporte público para aliviar la congestión en Orange County (las tres preferidas):



Principales retos para aumentar el transporte (los dos preferidos):



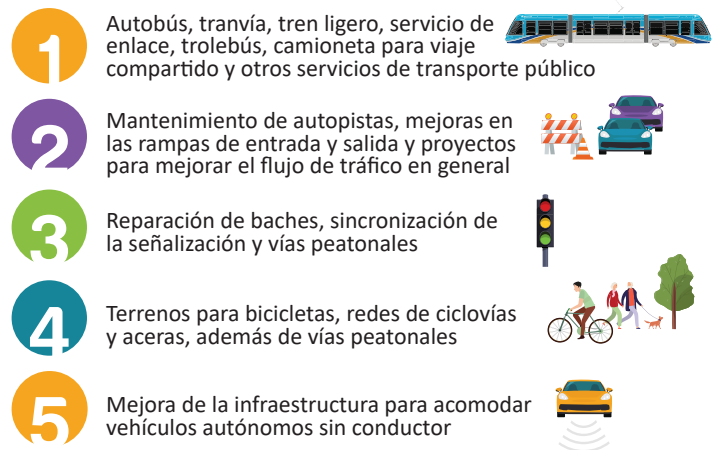
Clasificación de las estrategias de uso de la tierra para aliviar la congestión del tráfico:



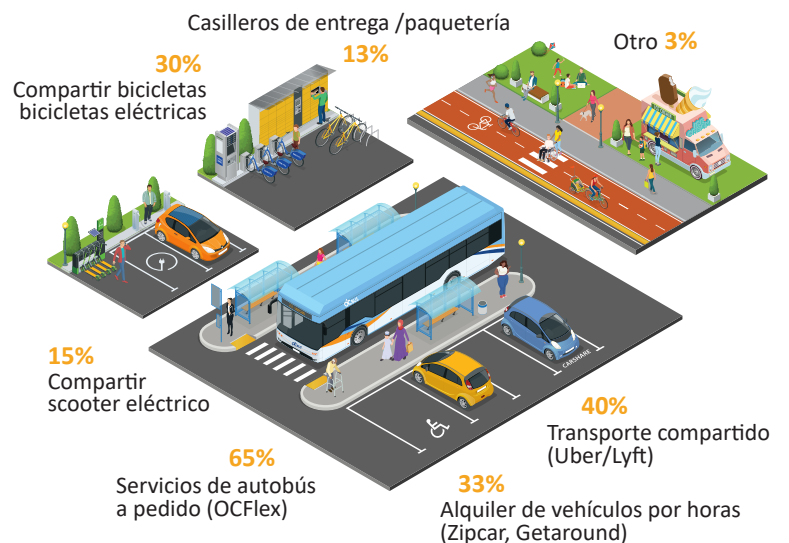
Preferencia de las soluciones tecnológicas para mejorar el transporte (las tres preferidas):



Clasificación de los tipos de mejoras en el transporte:










Preferencia de los posibles servicios en los Centros de Movilidad o Mobility Hubs (los dos preferidos):



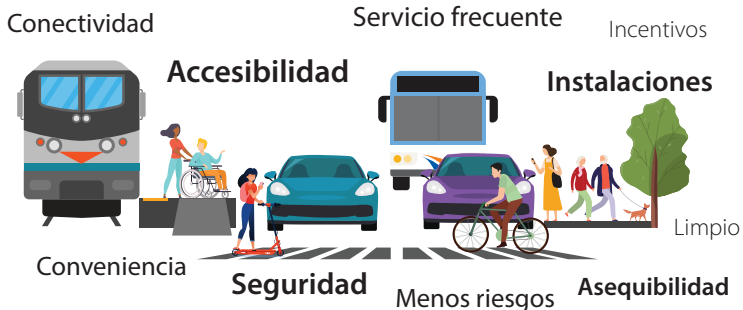
Clasificación de instalaciones/servicios en los Centros de Movilidad o Mobility Hubs:

- 1 Elementos de seguridad (cámaras, iluminación, etc.)
- 2 Baños 
- 3 Lugares para sentarse y espacios abiertos
- 4 Estacionamiento seguro para bicicletas
- 5 Disponibilidad de personal en la estación de transporte público
- 6 Estaciones de carga USB 
- 7 Opciones para comer (camiones/carritos de comida, máquinas expendedoras)
- 8 Puesto/estación de reparación de bicicletas 
- 9 Cajeros automáticos 
- 10 Casilleros de almacenamiento para equipaje o entrega de paquetes 

Posibles ubicaciones de los Centros de Movilidad o Mobility Hubs en Orange County (las dos preferidas):

- 48% En los principales destinos de los visitantes (parques de atracciones, centros comerciales, playas, etc.) 
- 37% En estaciones/paradas de tren 
- 29% Instalaciones educativas (universidades, colegios, etc.) 
- 27% En estaciones/paradas de autobuses 
- 25% En los centros comerciales del vecindario 
- 19% Cerca de los vecindarios residenciales 
- 16% En los centros de empleo 
- <1% Otro

Razones para usar los Centros de Movilidad o Mobility Hubs:



Factores demográficos

El rango de edad:

- 5% 16-24
- 14% 25-34
- 16% 35-44
- 18% 45-54
- 24% 55-64
- 15% 65-74
- 4% 75 o mayor
- 4% Prefiero no responder



Ingresos anuales del grupo familiar:

- 17% Menos de \$30,000
- 13% \$30,000 – \$49,999
- 14% \$50,000 – \$79,999
- 13% \$80,000 – \$109,000
- 15% \$110,000 – \$169,000
- 10% \$170,000 o más
- 18% Prefiero no responder



Origen étnico:

- 46% Caucásico/Blanco
- 21% Latino/Hispano
- 3% Afroamericano/Negro
- 1% Indígena Americano o Nativo de Alaska
- 13% Asiático: Coreano, Japonés, Chino, Vietnamita, Filipino o de otro país asiático
- 1% Isleño del Pacífico
- 1% Oriente Medio
- 3% Origen mixto
- 1% Otro
- 10% Prefiero no contestar

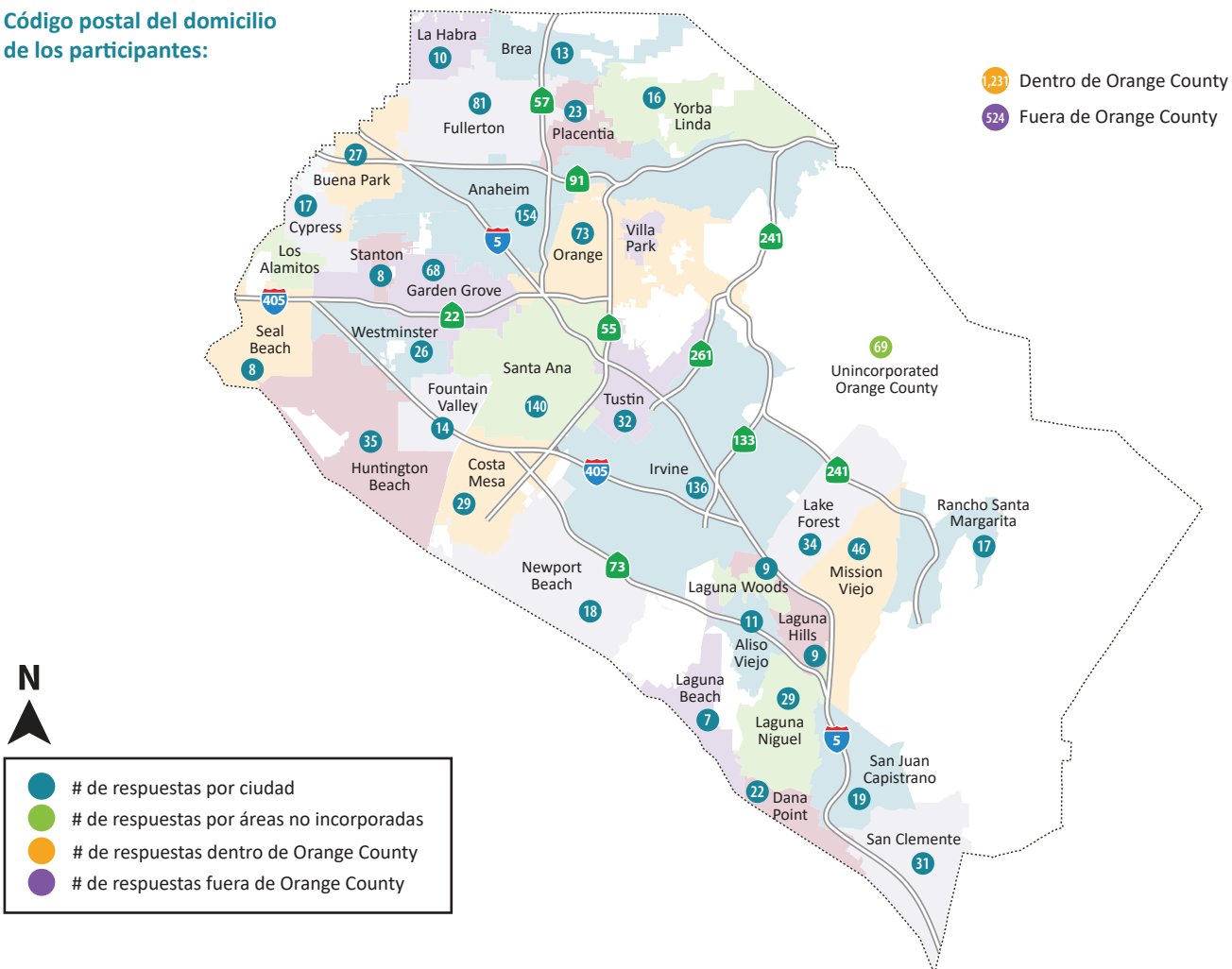


Participación de la comunidad

-  Se han recopilado **1,825** encuestas completas desde septiembre 28 hasta octubre 31, 2021
-  Se enviaron **22** avisos del proyecto por correo electrónico a hasta **67,000** pasajeros de autobús y trenes, usuarios de viajes compartidos y partes interesadas en el proyecto
-  Publicidad en periódicos en español y vietnamita
-  Difusión de **20** anuncios de radio en vietnamita
-  Se realizaron **5** reuniones de comités de OCTA, **2** seminarios web con líderes comunitarios y **1** seminario web público que atrajo a **46** participantes, y también se subieron la presentación pública y el video en línea para aquellos que no pudieron asistir
-  Se reunieron más de **900+** comentarios públicos de los encuestados y de las partes interesadas durante las reuniones y los eventos

-  Se puso a disposición de los interesados una línea de ayuda multilingüe para realizar la encuesta y comentar el estudio
-  Se realizó una campaña de mensajes de texto y se enviaron **5** avisos a las casi **300** partes interesadas
-  Se compartió un conjunto de herramientas de comunicación electrónica con **34** ciudades locales, **124** líderes comunitarios y **12** organizaciones de comités/partes interesadas de OCTA
-  Se anunció el proyecto a través del blog de **OCTA On-the Move**, el boletín informativo y la prensa
-  Se promocionó el proyecto y la encuesta con **4** publicaciones en Twitter, **1** historia de Instagram, **6** publicaciones de OCTA en Facebook y **6** anuncios en Facebook y **1** anuncio de geoperimetrage con **233,000+** vistas
-  Se compartieron materiales en **inglés, español y vietnamita**

Código postal del domicilio de los participantes:





PHƯƠNG HƯỚNG NĂM 2045

KẾ HOẠCH VẬN CHUYỂN DÀI HẠN

Kết quả khảo sát và tiếp cận

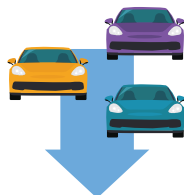
Cách thức mọi người di chuyển đi lại:

1 Lái xe (xe hơi, xe máy, v.v.)

2 Đi bộ

3 Xe buýt

Các chiến lược giúp giảm tình trạng tắc nghẽn giao thông và giảm nhu cầu mọi người cần lái xe trong tương lai (hai chiến lược hàng đầu):



32%
Khuyến khích các chính sách cho phép nhân viên làm việc tại nhà ít nhất một ngày mỗi tuần, bất cứ khi nào có thể

32%
Cải thiện và mở rộng các dịch vụ đường sắt đi lại bao gồm Metrolink và Amtrak

28%
Tạo một mạng lưới xe điện đường sắt nhẹ phục vụ các điểm đến và trung tâm hoạt động chính

27%
Cải thiện và mở rộng dịch vụ xe buýt

27%
Cung cấp cho những người đi phương tiện công cộng quyền sử dụng xe đưa đón, xe đạp/xe tay ga dùng chung và dịch vụ trả đi chung xe tại các trạm giao thông công cộng để đến điểm dừng cuối cùng của họ (tức là các trung tâm di chuyển)

21%
Sửa đổi đường phố để phù hợp với tất cả các hình thức giao thông (lái xe, chuyển tuyến, đi bộ, đi xe đạp, v.v.) một cách an toàn

19%
Khuyến khích đi chung xe hơi, xe vận tải nhỏ, trả tiền đi chung xe

15%
Cải thiện làn đường dành cho xe đạp, vỉa hè, tính an toàn cho người đi bộ, v.v.

Các chiến lược khuyến khích mọi người ít lái xe hoặc sử dụng hình thức giao thông khác (hai chiến lược hàng đầu):

56% Giảm chi phí vé chuyển tuyến và vé để khuyến khích sử dụng phương tiện công cộng nhiều hơn

55% Khuyến khích các chính sách cho phép nhân viên làm việc tại nhà ít nhất một ngày mỗi tuần, nếu có thể

53% Khuyến khích các doanh nghiệp và nhân viên sử dụng nhiều hơn phương tiện công cộng, đi chung xe và đi xe đạp trên lộ trình đi lại

23% Chuyển làn đường đi chung xe sang làn đường cao tốc có thu phí miễn phí cho xe hơi có từ ba người trở lên và những người khác có thể trả phí để đi vào các làn đường này

13% Yêu cầu ít nhất ba người trên xe đủ điều kiện đi làn đường dành cho xe chung

Cải thiện chuyển tiếp phương tiện để giúp giảm tình trạng tắc nghẽn giao thông ở Orange County (ba cải thiện hàng đầu):



55%
Tạo dịch vụ đưa đón cộng đồng địa phương đưa mọi người đến và xung quanh các trung tâm hoạt động chính

55%
Tăng cường kết nối đến và đi từ các điểm dừng xe buýt và ga đường sắt bằng cách phát triển Trung Tâm Di Chuyển (nhiều dịch vụ tại một địa điểm)

46%
Tăng cường dịch vụ đường sắt đi lại (Metrolink/Amtrak)

41%
Cung cấp các làn đường chỉ chuyển tuyến với các dịch vụ chất lượng cao (ví dụ: đường sắt nhẹ hoặc xe buýt nhanh) để kết nối các trung tâm hoạt động qua các khu vực giao thông mật độ cao

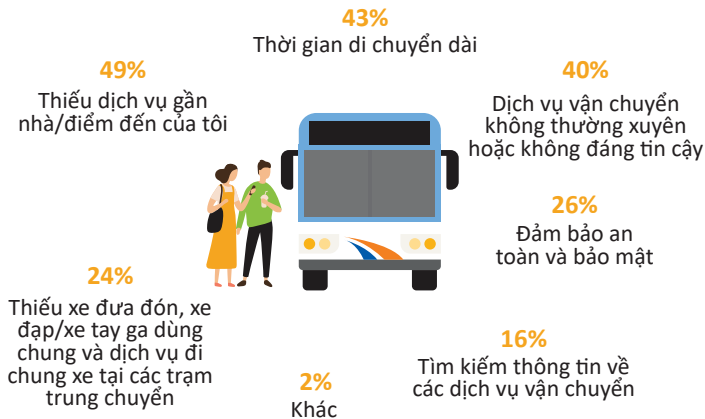
41%
Tăng cường dịch vụ xe buýt địa phương ở các khu vực có tiềm năng hành khách cao

36%
Thêm dịch vụ xe điện tại các khu vực có tiềm năng lượng hành khách cao

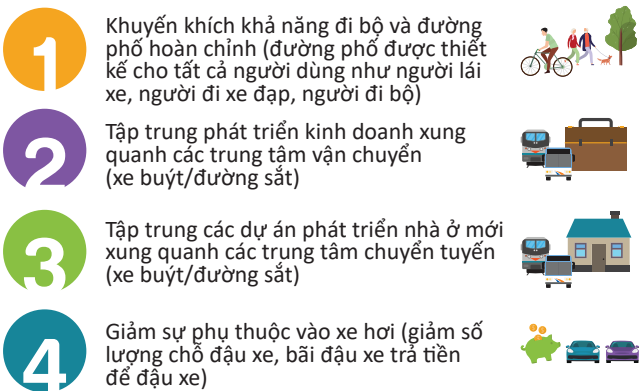
24%
Tạo dịch vụ đi xe chung theo yêu cầu (Uber/Lyft/Microtransit)

4%
Khác

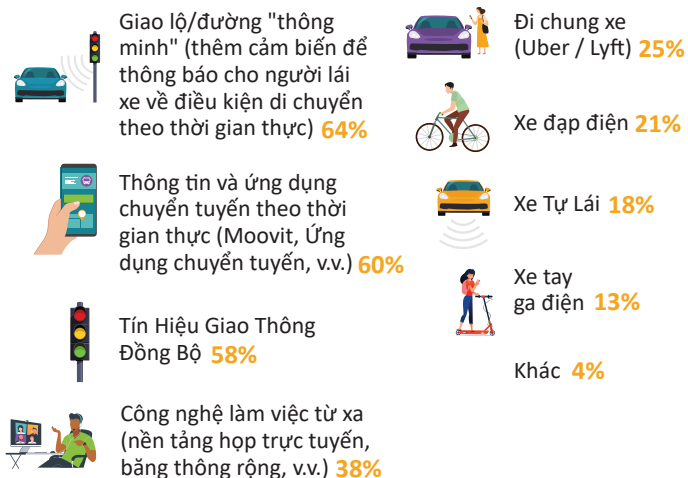
Những thách thức chính để cải thiện việc chuyển tiếp phương tiện (hai thách thức hàng đầu):



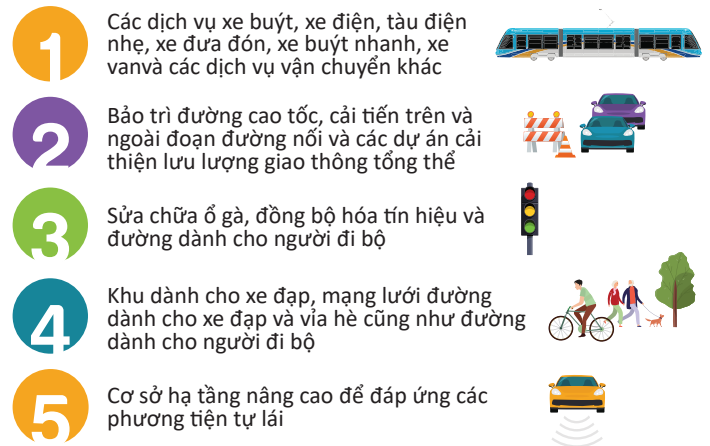
Xếp hạng chiến lược sử dụng đất để giảm tình trạng tắc nghẽn giao thông:



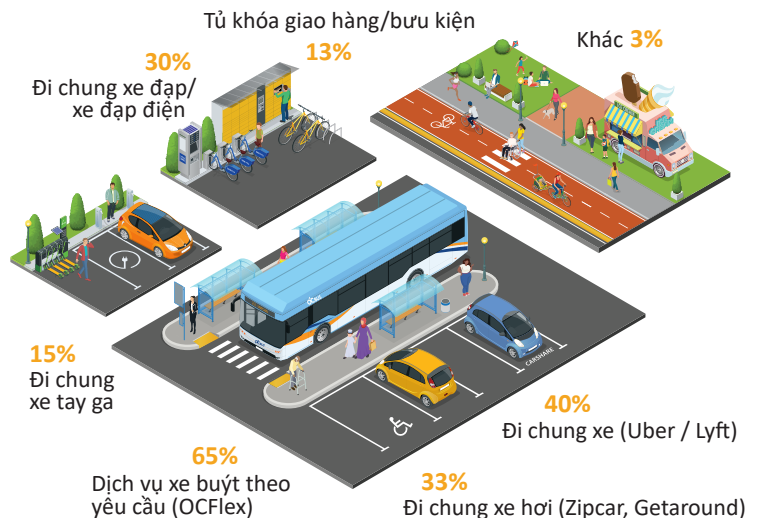
Tham khảo giải pháp kỹ thuật để cải thiện phương tiện giao thông (ba tham khảo hàng đầu):



Xếp hạng các loại cải thiện phương tiện giao thông:










Tham khảo dịch vụ tiềm năng tại Mobility Hubs (hai tham khảo hàng đầu):



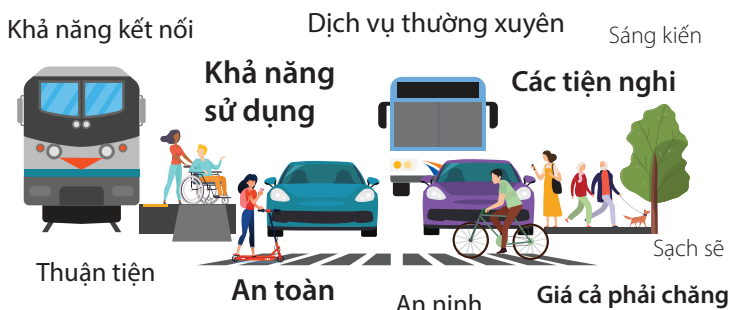
Xếp hạng các tiện nghi / dịch vụ tại Mobility Hubs:

- 1 Các tính năng bảo mật (camera, ánh sáng, v.v.)
- 2 Phòng tắm 
- 3 Ghế ngồi và không gian mở 
- 4 Bãi đậu xe đạp an toàn 
- 5 Nhân viên tại trạm trung chuyển sẵn sàng giúp đỡ 
- 6 Trạm sạc USB 
- 7 Tùy chọn ăn uống (xe tải/xe đẩy thức ăn, máy bán hàng tự động) 
- 8 Trạm sửa chữa xe đạp 
- 9 Máy rút tiền ATM 
- 10 Tủ khóa để gửi hành lý hoặc gói hàng 

Những địa điểm Mobility Hub tiềm năng tại Orange County (hai địa điểm hàng đầu):

- 48% Tại các điểm đến chính của khách viếng thăm (công viên giải trí, trung tâm mua sắm, bãi biển, v.v.) 
- 37% Tại các ga/các trạm đường sắt 
- 29% Cơ Sở Giáo Dục (trường đại học, cao đẳng, v.v.) 
- 27% Tại các trạm xe buýt/trạm dừng 
- 25% Tại các trung tâm mua sắm lân cận 
- 19% Gần khu dân cư 
- 16% Tại các trung tâm việc làm 
- <1% Khác

Lý do sử dụng Mobility Hubs:



Nhân khẩu học

Độ tuổi:

- 5% 16-24
- 14% 25-34
- 16% 35-44
- 18% 45-54
- 24% 55-64
- 15% 65-74
- 4% 75 hoặc hơn
- 4% Không muốn đề cập



Thu nhập hộ gia đình hàng năm:

- 17% Less than \$30,000
- 13% \$30,000 – \$49,999
- 14% \$50,000 – \$79,999
- 13% \$80,000 – \$109,000
- 15% \$110,000 – \$169,000
- 10% \$170,000 hoặc hơn
- 18% Không muốn đề cập



Sắc tộc:

- 46% Người Da trắng
- 21% Người La-tinh/Người gốc Tây Ban Nha
- 3% Người Mỹ Bản Địa
- 1% Người Mỹ Da Đỏ hoặc Thổ Dân Alaska
- 13% Người Châu Á - Hàn Quốc, Nhật Bản, Trung Quốc, Việt Nam, Philippines hoặc Châu Á khác
- 1% Cư dân đảo Thái Bình Dương
- 1% Người Trung Đông
- 3% Người Đa chủng Tộc
- 1% Khác
- 10% Không muốn đề cập



Gắn kết cộng đồng



Đã thu thập **1,825** khảo sát hoàn tất từ ngày 28 tháng 9 đến ngày 31, 2021 tháng 10



Đã gửi email **22** thông báo dự án đến **67,000** hành khách đi xe buýt và xe điện, đi chung xe và những người có liên quan đến dự án



Quảng cáo trên báo tiếng Tây Ban Nha và tiếng Việt



Phát **20** quảng cáo trên radio tiếng Việt



Tổ chức **5** OCTA chỉ dẫn ủy ban, **2** hội thảo trực tuyến Bàn Tròn Nhà Lãnh Đạo Cộng Đồng và **1** hội thảo trực tuyến công cộng thu hút **46** người tham gia, cũng như tải lên nội dung thuyết trình công cộng và video trực tuyến cho những người không thể tham dự



Tập hợp **900+** ý kiến cộng đồng từ những người tham gia khảo sát và những người có liên quan tham gia trong các cuộc họp và sự kiện



Cung cấp đường dây hỗ trợ đa ngôn ngữ để các bên quan tâm tham gia khảo sát và có ý kiến về nghiên cứu



Thực hiện chiến dịch văn bản, gửi đi **5** thông báo cho gần **300** bên quan tâm



Chia sẻ bộ dụng cụ giao tiếp điện tử với **34** thành phố địa phương, **124** Thành Viên Bàn Tròn Nhà Lãnh Đạo Cộng Đồng, và **12** OCTA tổ chức ủy ban/người có liên quan



Thông báo dự án qua blog **OCTA's On-the Move**, bản tin và báo chí

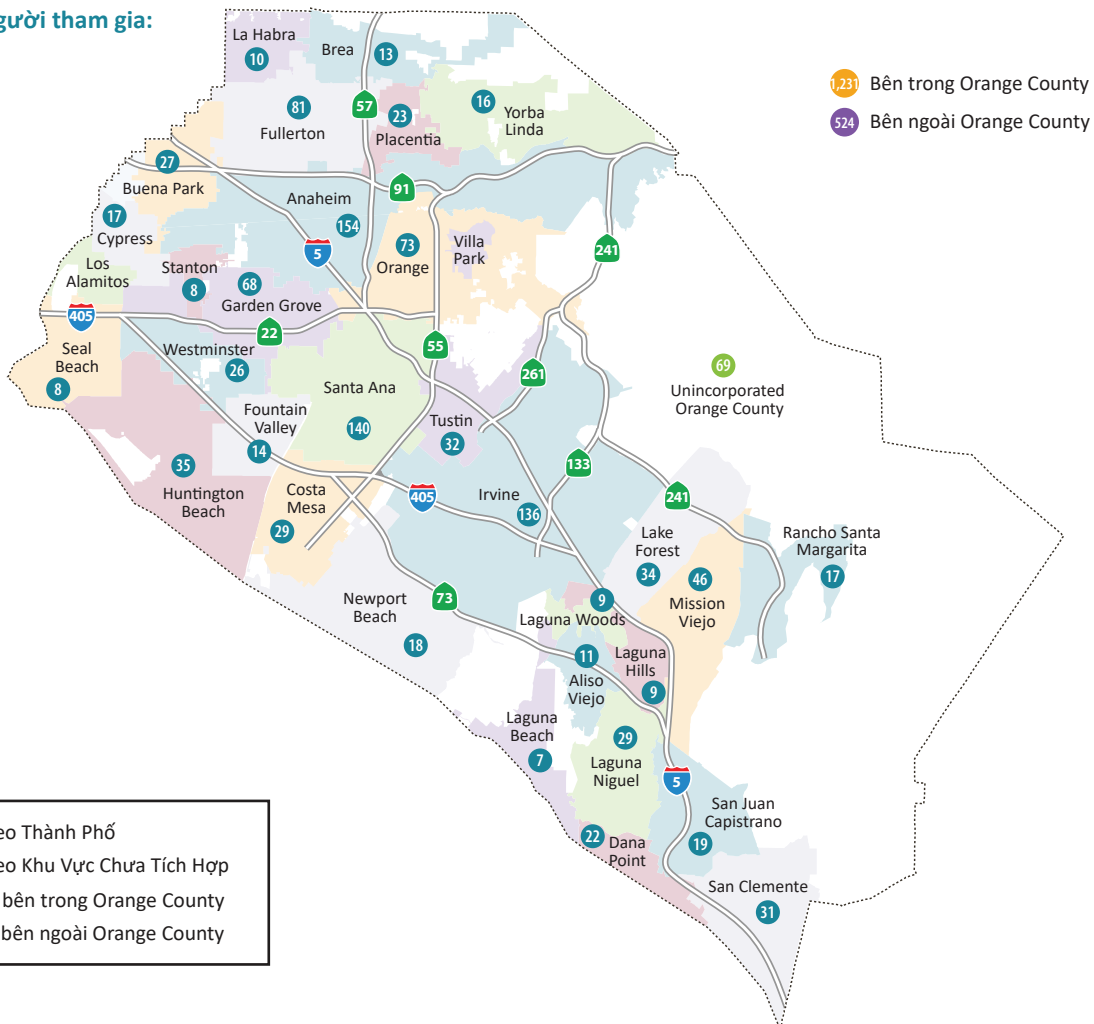


Quảng bá dự án và khảo sát với **4** Twitterbài đăng, **1** Instagram câu chuyện, **6** OCTA Facebook bài đăng, và **6** Facebook quảng cáo, **1** quảng cáo phân định ranh giới địa lý với **233,000+** lượt xem



Chia sẻ tài liệu bằng tiếng Anh, tiếng Tây Ban Nha và tiếng Việt

Mã zip nơi ở của người tham gia:



1,231 Bên trong Orange County

524 Bên ngoài Orange County



- # câu trả lời theo Thành Phố
- # câu trả lời theo Khu Vực Chưa Tích Hợp
- # câu trả lời từ bên trong Orange County
- # câu trả lời từ bên ngoài Orange County



Appendix D

- Survey Table of Destination Zip Code Response



Long Range Transportation Plan (LRTP)

Surveys Collected by Respondent Destination Zip Code

City	Zip Code	Total Surveys	
		By Zip	By City
Aliso Viejo	92656	11	11
Anaheim	92801	21	154
	92802	18	
	92804	34	
	92805	33	
	92806	32	
	92807	16	
Brea	92821	11	13
	92822	2	
Buena Park	90620	10	27
	90621	14	
	90622	1	
	90623	2	
Costa Mesa	92626	14	29
	92627	15	
Coto de Caza*	92679	47	47
Cypress	90630	17	17
Dana Point	92624	6	22
	92629	16	
Fountain Valley	92708	14	14
Fullerton	92831	18	81
	92832	28	
	92833	24	
	92834	1	
	92835	9	
	92837	1	
Garden Grove	92840	30	68
	92841	5	
	92842	1	
	92843	19	
	92844	8	
	92845	5	

City	Zip Code	Total Surveys	
		By Zip	By City
Huntington Beach	92646	12	35
	92647	13	
	92648	7	
	92649	3	
Irvine	92602	9	136
	92603	6	
	92604	17	
	92606	14	
	92612	10	
	92614	12	
	92617	34	
	92618	15	
92620	17		
92697	2	2	
La Habra	90631	10	10
Ladera Ranch*	92694	14	14
Laguna Beach	92651	6	7
	92652	1	
Laguna Hills	92653	9	9
Laguna Niguel	92677	29	29
Laguna Woods	92637	9	9
Lake Forest	92610	6	34
	92630	28	
Midway City*	92655	2	2
Mission Viejo	92691	22	46
	92692	24	
Newport Beach	92625	1	18
	92657	2	
	92660	8	
	92662	1	
	92663	6	

City	Zip Code	Total Surveys	
		By Zip	By City
Orange	92861	1	73
	92863	3	
	92865	6	
	92866	13	
	92867	18	
	92868	16	
92869	16	16	
Placentia	92870	23	23
Rancho Santa Margarita	92688	17	17
Rossmoor*	90720	5	5
San Clemente	92672	10	31
	92673	21	
San Juan Capistrano	92675	19	19
Santa Ana	92701	39	140
	92702	1	
	92703	18	
	92704	28	
	92705	21	
	92706	17	
92707	16	16	
Seal Beach	90740	7	8
	90743	1	
Stanton	90680	8	8
Trabuco Canyon*	92678	1	1
Tustin	92780	25	32
	92782	7	
Westminster	92683	26	26
Yorba Linda	92886	12	16
	92887	4	
Orange County		1,231	
SoCal Outside Orange County		467	
Outside SoCal		57	
Total Survey Resposent Zip Codes		1,755	

* Unincorporated Orange County (69)



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Sustainable, equitable, and innovative transportation solutions.

Paths to Success Outreach Survey Analysis Report

February 2023

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



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



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I. EXECUTIVE SUMMARY

The Orange County Transportation Authority (OCTA) is updating the Long Range Transportation Plan (LRTP) to define a vision for Orange County that aims to address future mobility needs. The LRTP is updated every four years to reflect current OCTA policies and commitments, transportation study findings and input from local jurisdictions, business leaders, community leaders, county residents and transportation planning professionals. A comprehensive, multi-phased outreach plan has been implemented during each stage in the development of the LRTP. Earlier outreach efforts took place in September and October 2021 to inform the development of the “Paths to Success” LRTP strategies. In early 2023, outreach efforts took place to gain feedback on the Draft LRTP and included an online survey to gather public input on the Draft LRTP’s Paths to Success transportation initiatives and priorities.

This survey research was qualitative, which means that results cannot be considered representative of the total population of interest. Informal research methods are useful to explore a group’s opinions and views, allowing for the collection of verifiable data. This data can reveal information that may warrant further study and is often a cornerstone for generating new ideas.

i. Community Engagement Approach

As with the first LRTP survey which was conducted in 2021, a comprehensive outreach plan was developed to invite key stakeholders and those that live, work and travel through Orange County to learn more about the LRTP and provide feedback by completing the online survey. The goal was to actively engage the community through an online survey, telephone town hall, community webinar and community leaders stakeholder roundtable meeting, local events, and other engagements from January 6 to February 6, 2023. A combination of traditional and modern methods were utilized to reach and promote the survey to the public, including print surveys, mail, text messaging, print and digital ads, and social media.

ii. Diversity Outreach

To align with OCTA’s diversity, equity and inclusion goals, outreach methods were created and implemented to engage hard to reach segments of the community and ensure all voices had the opportunity to be heard, regardless of ethnicity, language preference or socioeconomic background. The survey and project collateral and notification materials for the survey, such as fact sheets, eblasts and text messaging were made available in English, Spanish and Vietnamese, and a number of advertisements were placed to connect with the Spanish and Vietnamese language communities, namely print

newspaper ads, Facebook ads, as well as radio ads. A bilingual project telephone helpline was also established, which provided an alternative for those interested in requesting print versions of the survey, wishing to comment by phone, or engaging by means other than the internet. Finally, the outreach team participated in various community and pop-up events to create awareness of the LRTP and promote the survey throughout the County and in cities with the greatest need for additional engagement, defined by those with the highest populations of English as a second language.

iii. Survey Features

Following is a summary of the Paths to Success outreach survey features:

- A total of 6,508 surveys were collected from January 6 to February 6, 2023 and analyzed (5,456 English, 199 Spanish and 853 Vietnamese).
- The survey was offered in three languages (English, Spanish and Vietnamese).
- The qualitative survey was available in print and online formats.
- A variety of methods were used to promote the survey, including mailers, email, texting, digital, newspaper and radio advertisements, as well as in-person events.
- A vanity URL (*LRTP-survey.com*) was created for easy online access.
- Survey respondents were entered into a drawing for a chance to win one of four \$50 gift cards.

iv. Key Findings

The findings below provide a quick reference summary of responses collected. Table 1 reflects the surveyed community’s general agreement with and support for OCTA’s defined LRTP Paths to Success. Each of the seven paths received near or above 75% approval from respondents.

Table 1. Key Strategy and Improvement Findings

Survey Question	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
1. The LRTP should include transportation options that support equitable mobility solutions for all.	52%	26%	15%	4%	3%
2. Orange County would benefit from transportation solutions that provide alternatives to driving alone.	49%	27%	16%	4%	4%

Survey Question	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
3. Improving the efficiency and safety of roads and freeways is becoming more important as an alternative to major widening projects as state regulations and limited land availability are making it more difficult to add new lanes.	50%	26%	15%	5%	4%
4. Orange County’s many diverse communities require a wide variety of transportation options to address local mobility needs.	49%	29%	15%	4%	3%
5. A variety of solutions should be studied to reduce threats like wildfires, flooding, coastal erosion, and extreme heat on transportation infrastructure (e.g. rail, highways, streets).	51%	27%	13%	6%	3%
6. OC Go, Orange County’s local transportation sales tax, is set to expire in 2041. It is important to continue programs that maintain infrastructure, signal synchronization, transit accessibility, senior mobility, Metrolink service, and other programs.	51%	27%	14%	5%	3%
7. Monitoring developing technologies and services to identify opportunities that demonstrate a benefit to the transportation system should be a priority.	47%	31%	15%	4%	3%

Table 2. Key Demographic Findings

Survey Question	Response Rate	Findings
What is your age range?	36%	The 25 to 34 and 35 to 44 age ranges reported the highest percentage of participation (12% and 8% respectively).
What is your combined annual household income?	32%	More than half (14%) of those that shared their income have household incomes of more than \$50,000 per annum.
What ethnic group do you consider yourself a part of or feel closest to?	90%	Over half (52%) identified as Asian/Korean. Caucasian/White (17%) and Latino/Hispanic (12%) were the second and third largest respondent populations.

An infographic was prepared to visually highlight the LRTP survey results and to spotlight the outreach efforts used to engage the public. The infographic was distributed to all contacts in the LRTP stakeholder database, including survey participants in a thank you e-blast following the close of the survey. These graphic results have been posted to the LRTP webpage for interested parties to view, share or download. See Appendix A to view.

II. SURVEY OVERVIEW

The purpose of the outreach efforts and the survey was to develop community awareness on the LRTP, inform and engage the public on the study, and solicit input to shape the draft plan.

The survey questions were designed to:

- Rank scale statements for future planning,
- Gather respondent demographics, and
- Collect new contact information.

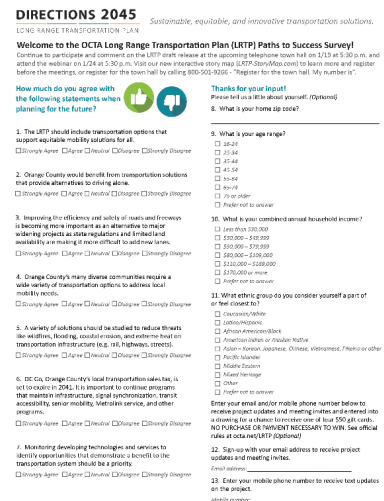
There was a total of 13 questions, including four (4) optional demographic questions and two (2) optional sign-up questions at the conclusion of the survey.

i. Survey Format & Participation

Broad community participation was essential to the success and value of the survey. For this reason, two (2) survey formats were prepared, an online and a print option. Typeform, an online survey platform, was used and provided a convenient option, allowing stakeholders to take the survey anywhere, anytime via their desktop or mobile devices.

Recognizing that internet access may be limited for some in the community and that some community members prefer providing input in written form, a print version of the survey was prepared in three languages (Appendix B). The print version was available upon request using the multi-lingual project helpline, website and was offered along with the online version at community events. Print surveys were offered at events in double-sided, English-Spanish or English-Vietnamese versions. In addition, each survey was designed in a single language format which included pre-paid postage to encourage participation and return.

Figure 1: English Print Survey



ii. Survey Outreach

Multiple outreach methods were utilized to create awareness in the greater Orange County community regarding the LRTP and the survey. These methods consisted of emails, text messaging, social media posts, electronic communication toolkits, and print advertisements. Additionally, several online advertisements, including geofencing, Facebook and radio announcements were used. Notifications were distributed in multiple languages to maximize the reach of project messaging and support diverse and disadvantaged community engagement. The survey was also promoted during public meetings, key stakeholder engagements and at local community events to further encourage community participation. A quick summary detail of this notification effort is as follows:

Figure 2: Tet Festival Events



- Collected 6,508 respondent surveys from January 6 to February 6, 2023
- Hosted 2 key stakeholder briefings, 1 community leaders roundtable, 1 telephone town hall and 1 public webinar attracting 1,900+ participants, as well as uploaded the public presentation and video on the website for those that could not attend the meeting
- Engaged nearly 15,300 community members at 13 Orange County events throughout the 5 county supervisorial districts
- Reached 78,230 readers through local Spanish and Vietnamese newspapers
- Distributed more than 4,000 multi-lingual flyers to 13 organizations that serve diverse and disadvantaged communities in Orange County
- Sent mailers to 460 key stakeholders and interested parties
- E-mailed 10 notices to more than 4,800 interested community stakeholders
- Conducted a text campaign sending notices to nearly 2,000 project followers
- Broadcasted 4 Spanish and 10 Vietnamese radio ads to listeners in Orange and Los Angeles Counties

- Promoted the survey and engagements with 9 Twitter posts, 1 Instagram story and 1 reel post, 9 OCTA Facebook posts, in addition to 6 Facebook ads and 12 geofencing ads with 331,000+ impressions
- Developed and distributed toolkits, providing an easy-to-share communication resource to local cities, 108 community leaders, as well as OCTA committee and stakeholder organizations
- Announced the project through OCTA's On the Move blog and via press release
- Featured a webpage and an interactive story map viewed by more than 5,130 and 3,644 unique visitors, respectively
- Provided a multi-language helpline for interested parties
- Shared materials in English, Spanish, and Vietnamese

Figure 3: Online Survey Exit Portal



Thank you for your feedback!

Continue to participate... share more opinions and ask questions about the LRTP draft release at the upcoming telephone town hall on Thursday, January 19th at 5:30 p.m. and attend the webinar on Tuesday, January 24th at 5:30p.m. Visit our new interactive story map ([LRTP-StoryMap.com](#)) to learn more and register before the meetings, and join the conversation.



III. SURVEY RESULTS ANALYSIS

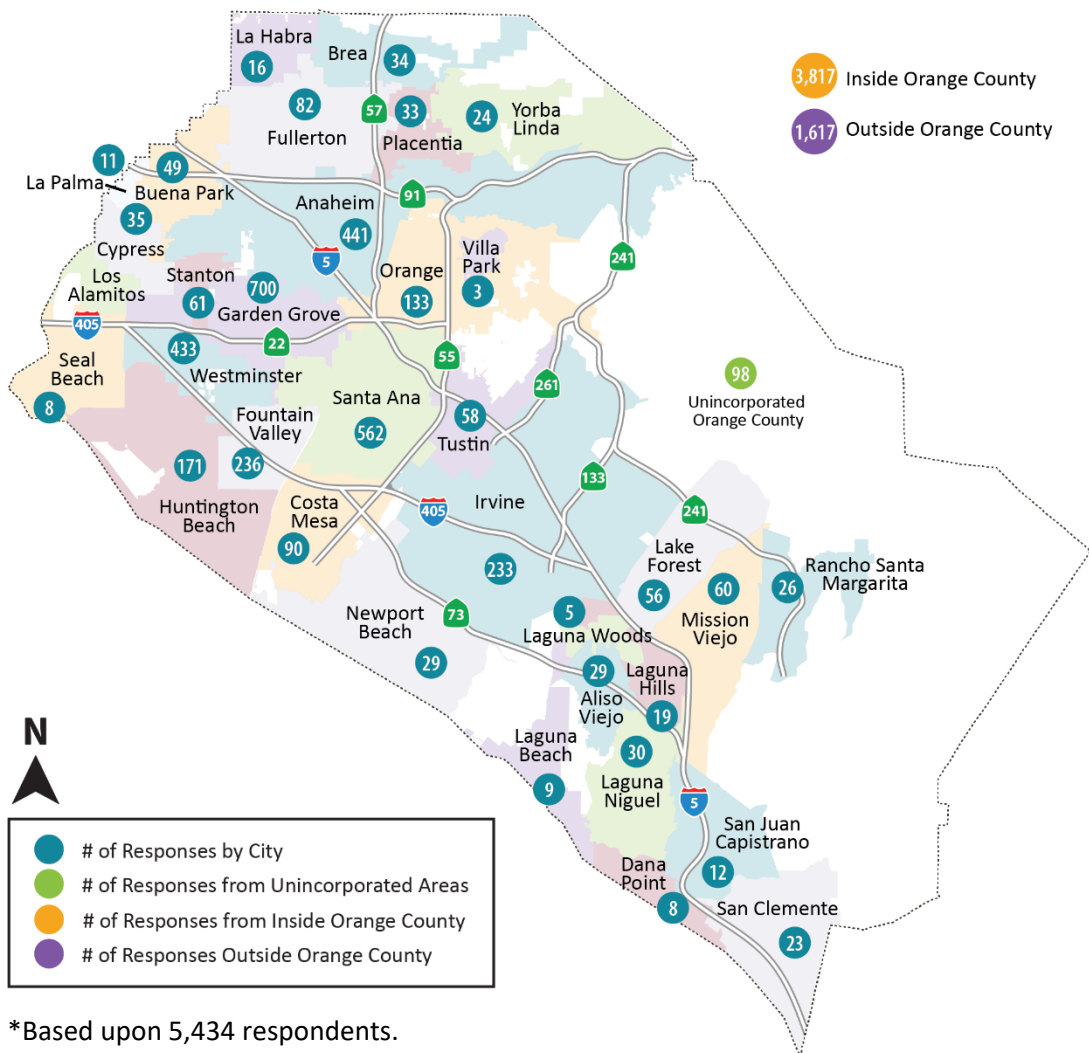
The following section illustrates the findings for each survey question.

i. Geographic Distribution

More than 80% of survey respondents shared their home zip code (83%; 5,434), with more than two-thirds of respondents stating they reside within Orange County (70%; 3,817). The respondent distribution map shown below identifies the number of surveys collected by city and in total for unincorporated areas in Orange County. It also provides a total respondent count for input received from those residing outside Orange County (30%; 1,617). Appendix C includes a tabled version of zip codes by geography.

What is your home zip code?

Figure 4: Home Zip Code Map



*Based upon 5,434 respondents.

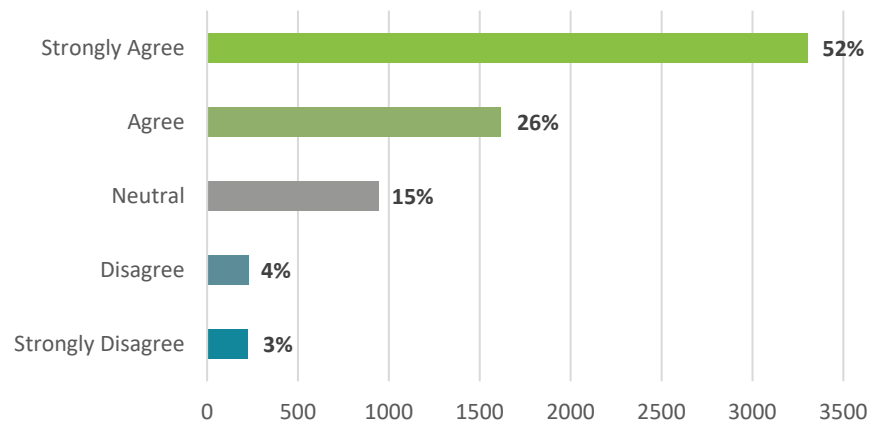
ii. Congestion Challenges & Improvement Strategies

Survey participants had to rate each of the seven (7) statements on a scale when it comes to planning for the future.

Do you agree with the following?

(Rate each of the following questions on the scale provided)

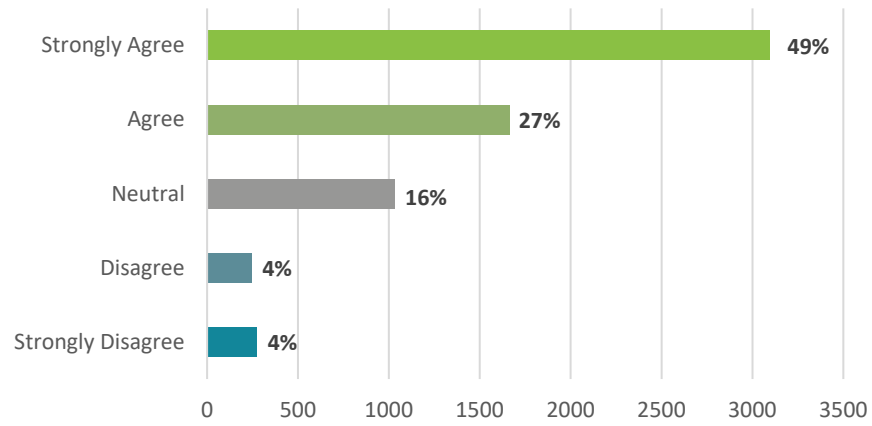
The L RTP should include transportation options that support equitable mobility solutions for all.



Responses	Based Upon
Strongly Agree	3,305
Agree	1,615
Neutral	943
Disagree	231
Strongly Disagree	224

*Based upon 6,318 Respondents

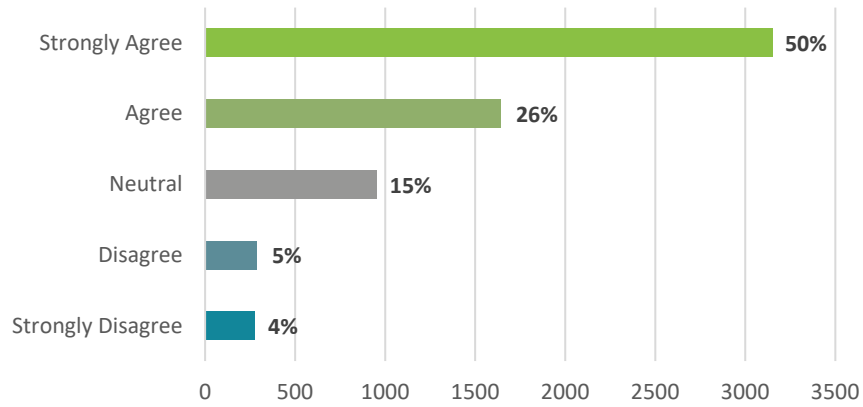
Orange County would benefit from transportation solutions that provide alternatives to driving alone.



Responses	Based Upon
Strongly Agree	3,095
Agree	1,663
Neutral	1,030
Disagree	244
Strongly Disagree	273

*Based upon 6,305 Respondents

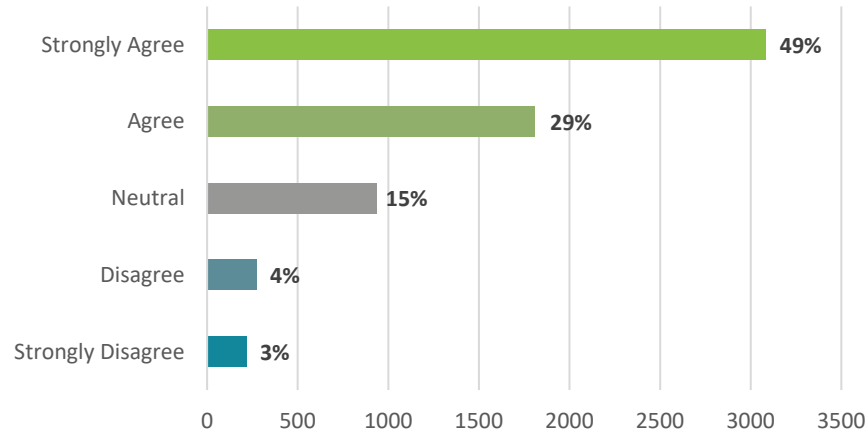
Improving the efficiency and safety of roads and freeways is becoming more important as an alternative to major widening projects as State regulations and limited land availability are making it more difficult to add new lanes.



Responses	Based Upon
Strongly Agree	3,150
Agree	1,643
Neutral	952
Disagree	287
Strongly Disagree	274

*Based upon 6,306 Respondents

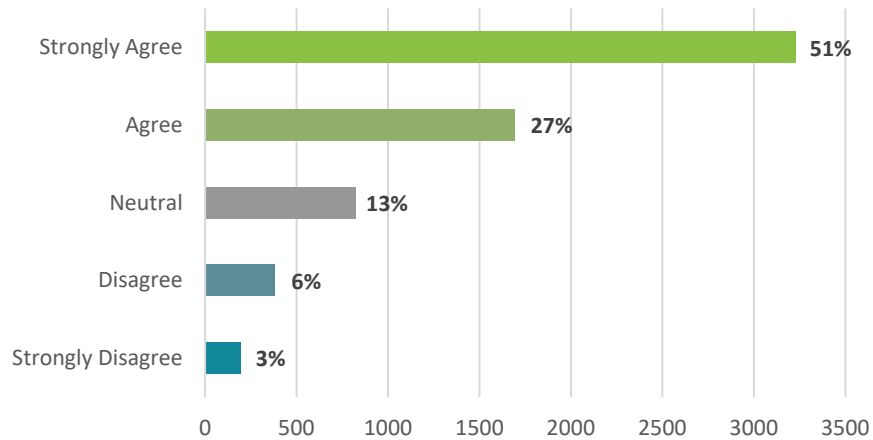
Orange County’s many diverse communities require a wide variety of transportation options to address local mobility needs.



Responses	Based Upon
Strongly Agree	3,080
Agree	1,810
Neutral	938
Disagree	271
Strongly Disagree	217

*Based upon 6,316 Respondents

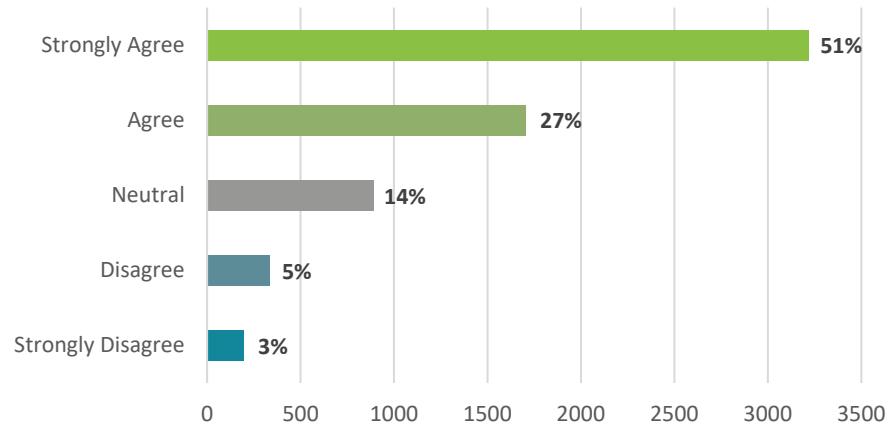
A variety of solutions should be studied to reduce threats like wildfires, flooding, coastal erosion, and extreme heat on transportation infrastructure (e.g. rail, highways, streets).



Responses	Based Upon
Strongly Agree	3,227
Agree	1,690
Neutral	825
Disagree	380
Strongly Disagree	194

*Based upon 6,316 Respondents

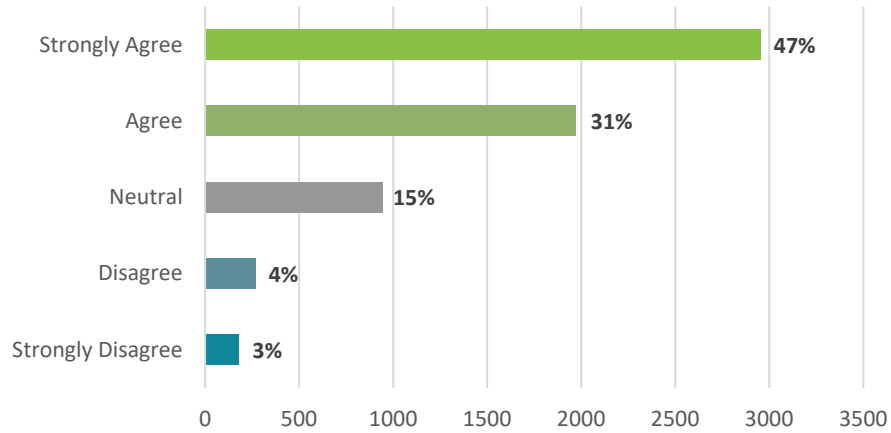
OC Go, Orange County’s local transportation sales tax, is set to expire in 2041. It is important to continue programs that maintain infrastructure, signal synchronization, transit accessibility, senior mobility, Metrolink service, and other programs.



Responses	Based Upon
Strongly Agree	3,220
Agree	1,705
Neutral	893
Disagree	334
Strongly Disagree	193

*Based upon 6,345 Respondents

Monitoring developing technologies and services to identify opportunities that demonstrate a benefit to the transportation system should be a priority.



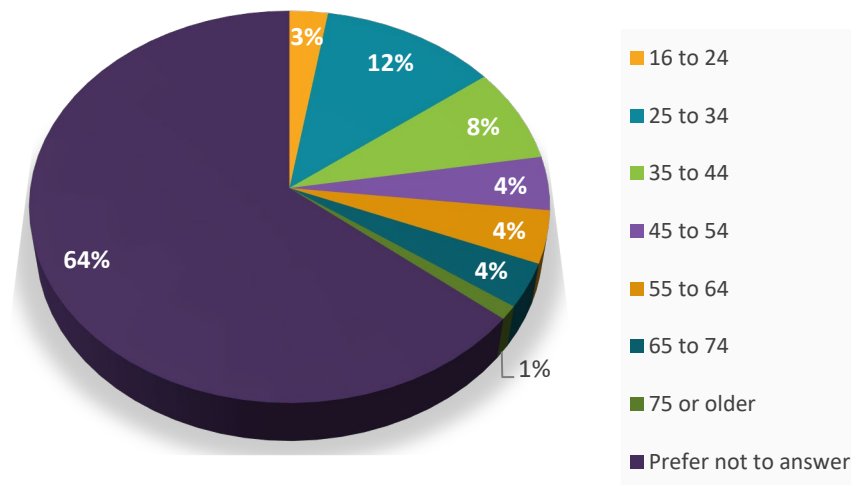
Responses	Based Upon
Strongly Agree	2,953
Agree	1,971
Neutral	944
Disagree	266
Strongly Disagree	179

*Based upon 6,313 Respondents

iii. Demographics

Three (3) demographic questions were included at the conclusion and were optional. This data was only used in the assessment of this survey’s findings.

What is your age range?

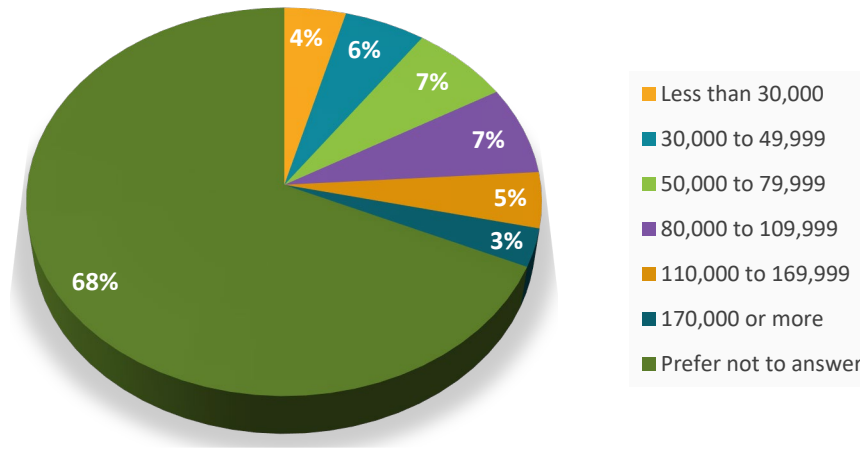


Response	Count*
16 to 24	170
25 to 34	782
35 to 44	505
45 to 54	288
55 to 64	281
65 to 74	237
75 or older	73
Prefer not to answer	4,172**

*Based upon 6,508 respondents

**“Preferred not to answer” percentages are high, because the hard copy surveys did not include this question.

What is your combined annual household income?

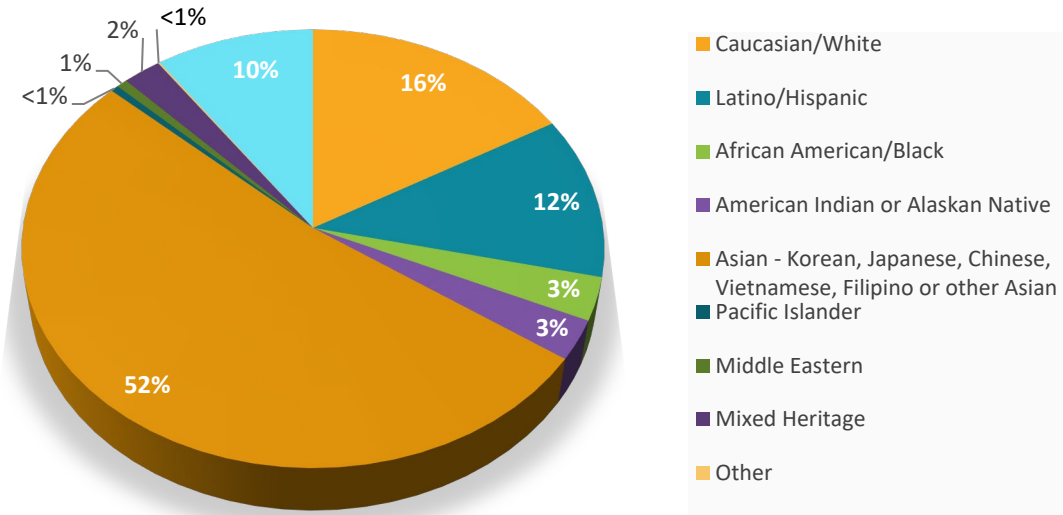


Response	Count*
Less than 30,000	274
30,000 to 49,999	362
50,000 to 79,999	445
80,000 to 109,999	477
110,000 to 169,999	301
170,000 or more	206
Prefer not to answer	4,442**

*Based upon 6,508 respondents

**“Preferred not to answer” percentages are high, because the hard copy surveys did not include this question.

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



Response	Count*
Caucasian/White	1,081
Latino/Hispanic	778
African American/Black	206
American Indian or Alaskan Native	191
Asian: Korean, Japanese, Chinese, Vietnamese, Filipino or other Asian	3,389
Pacific Islander	32
Middle Eastern	43
Mixed Heritage	152
Other+	7
Prefer not to answer	629

*Based upon 6,508 respondents

iv. New Contacts

Broadening OCTA's outreach by growing the study contact list of stakeholders and the general public is essential to public involvement. A total of 2,874 new email addresses and 3,408 new mobile phone numbers were collected from survey respondents and will be used to keep interested stakeholders engaged in this LRTP and for future LRTP communications.

IV. CONCLUSION

This final online survey was implemented to gather public input on the Draft LRTP's Paths to Success transportation initiatives and priorities. The survey input offers valuable insights on what respondents would like OCTA to focus on when planning for the future. These survey results, as well as a comprehensive analysis of all public feedback gathered throughout the study, will be incorporated in the Directions 2045 LRTP.

APPENDIX

Appendix A

- **Survey Infographic**
 - English
 - Spanish
 - Vietnamese



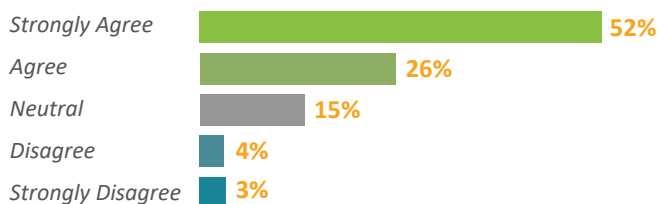
DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

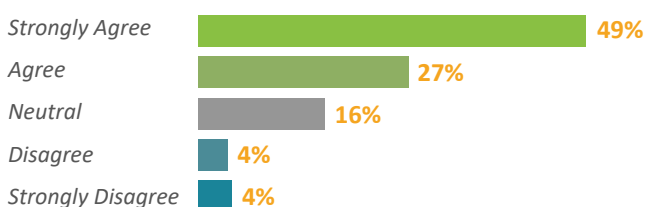
Paths to Success Survey Results and Outreach

Level of agreement with the following statements when planning for the future.

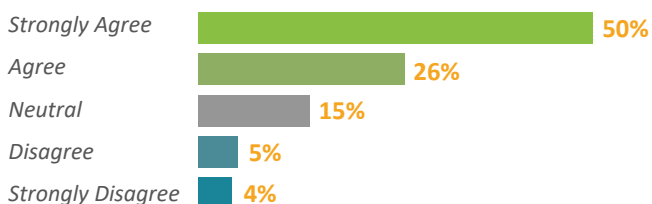
The LRTP should include transportation options that support equitable mobility solutions for all.



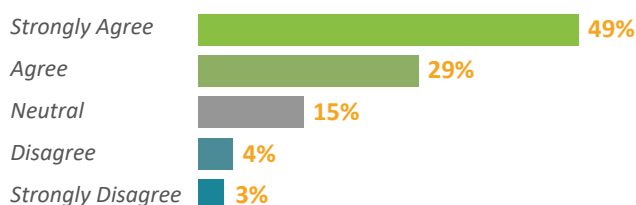
Orange County would benefit from transportation solutions that provide alternatives to driving alone.



Improving the efficiency and safety of roads and freeways is becoming more important as an alternative to major widening projects as state regulations and limited land availability are making it more difficult to add new lanes.



Orange County's many diverse communities require a wide variety of transportation options to address local mobility needs.

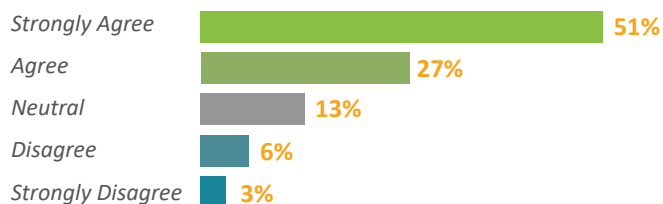


Ethnicity:

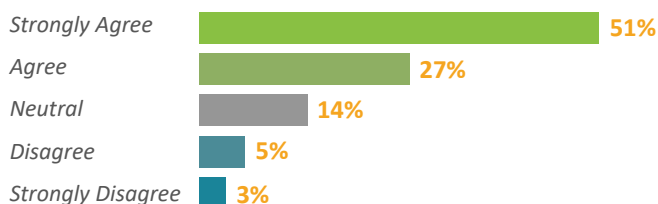
- 16% Caucasian/White
- 12% Latino/Hispanic
- 3% African American/Black
- 3% American Indian or Alaskan Native
- 52% Asian – Korean, Japanese, Chinese, Vietnamese, Filipino or other Asian
- <1% Pacific Islander
- 1% Middle Eastern
- 2% Mixed Heritage
- <1% Other
- 10% Prefer not to answer



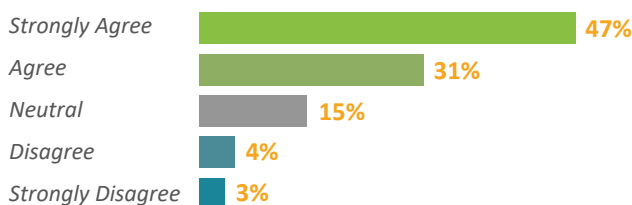
A variety of solutions should be studied to reduce threats like wildfires, flooding, coastal erosion, and extreme heat on transportation infrastructure (e.g. rail, highways, streets).



OC Go, Orange County's local transportation sales tax, is set to expire in 2041. It is important to continue programs that maintain infrastructure, signal synchronization, transit accessibility, senior mobility, Metrolink service, and other programs.



Monitoring developing technologies and services to identify opportunities that demonstrate a benefit to the transportation system should be a priority.



Age range:

- 3% 16-24
- 12% 25-34
- 8% 35-44
- 4% 45-54
- 4% 55-64
- 4% 65-74
- 1% 75 or older
- 64% Prefer not to answer

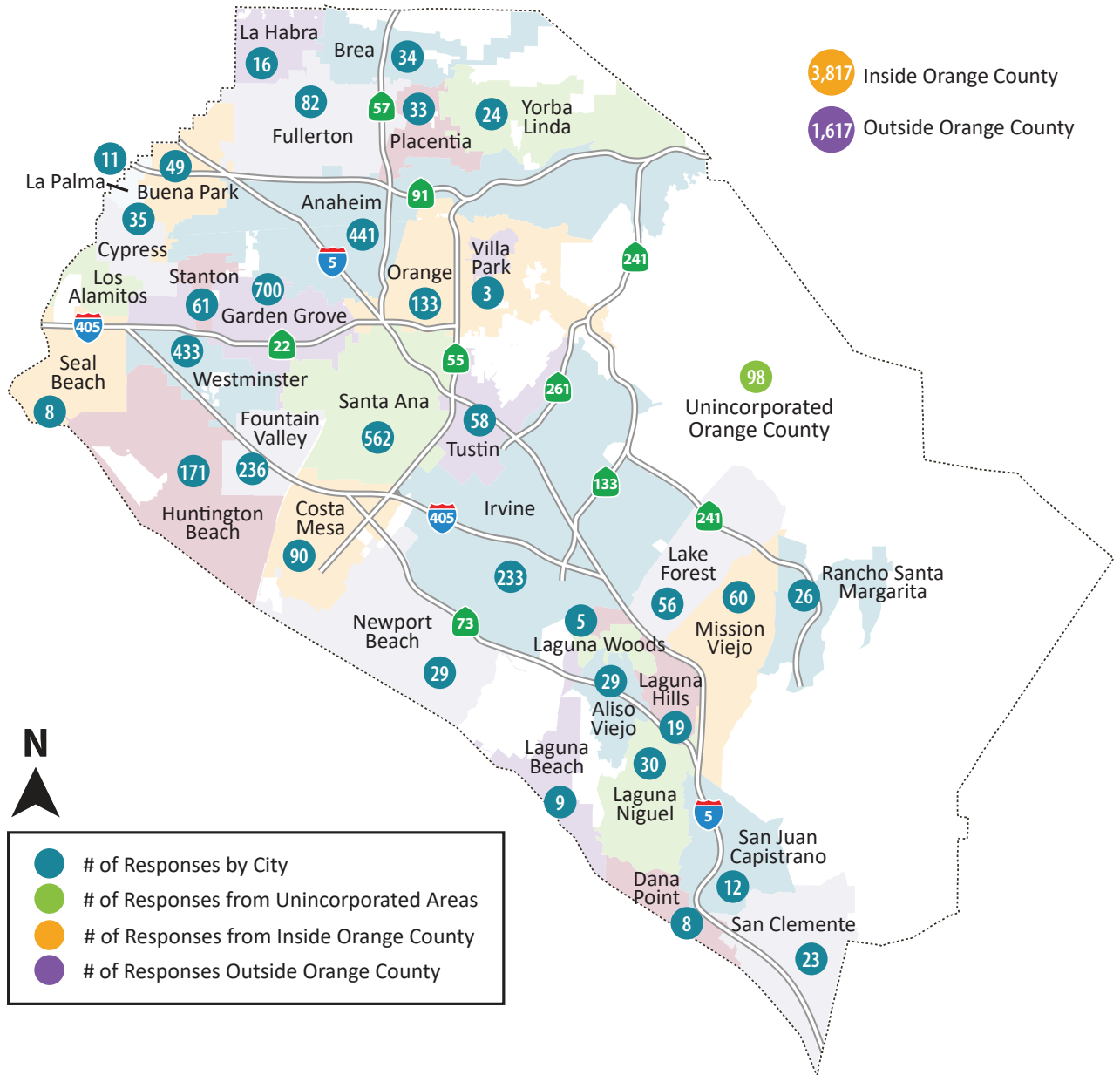


Annual household income:

- 4% Less than \$30,000
- 6% \$30,000 – \$49,999
- 7% \$50,000 – \$79,999
- 7% \$80,000 – \$109,000
- 5% \$110,000 – \$169,000
- 3% \$170,000 or more
- 68% Prefer not to answer



Participant home zip code:



Community Engagement

- Collected **6,508** respondent surveys from January 6 to February 6, 2023
- Hosted **2** key stakeholder briefings, **1** community leaders roundtable, **1** telephone town hall and **1** public webinar attracting **1,900+** participants, as well as uploaded the public presentation and video for those that could not attend the meeting
- Engaged nearly **15,300** community members at **13** Orange County events throughout the **5** County Supervisor Districts
- Reached **78,230** readers through Spanish and Vietnamese newspapers
- Distributed over **4,000** multi-lingual flyers to **13** organizations that serve diverse and disadvantaged communities in Orange County
- Sent **460** mailers to key stakeholders and interested parties
- E-mailed **10** notices to more than **4,800** interested community stakeholders
- Conducted a text campaign sending notices to nearly **2,000** project followers

- Promoted the survey and community meetings with **9** Twitter posts, **1** Instagram story and **1** reel post, **9** Facebook posts, in addition to **6** Facebook ads and **12** geofencing ads with **331,000+** impressions
- Developed and distributed toolkits, providing an easy-to-share communication resource to local cities, **108** community leaders, as well as OCTA committee and stakeholder organizations
- Announced the project through **OCTA's On the Move** blog and via press release
- Featured a webpage and an interactive story map viewed by more than **5,130** and **3,644** unique visitors, respectively
- Broadcasted **4** Spanish and **10** Vietnamese radio ads to listeners in Orange and Los Angeles Counties
- Provided a **multi-language helpline** for interested parties to take the survey and comment on the plan
- Shared materials in **English, Spanish, and Vietnamese**

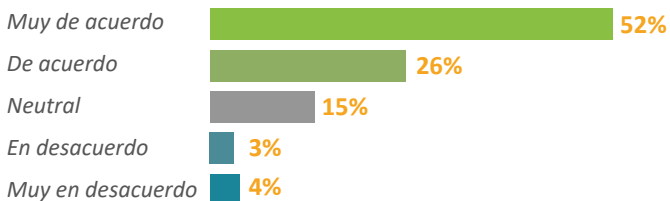




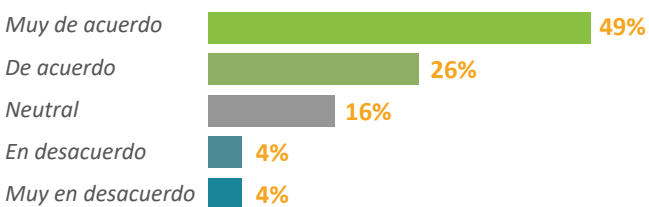
Resultados de la Encuesta Caminos Hacia el Éxito y Alcance

Nivel de acuerdo con las siguientes afirmaciones al planificar para el futuro.

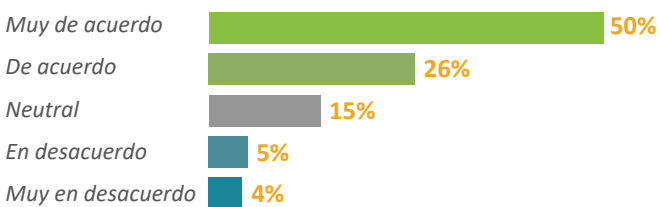
El LRTP debería incluir opciones de transporte que apoyen soluciones de movilidad equitativas para todos.



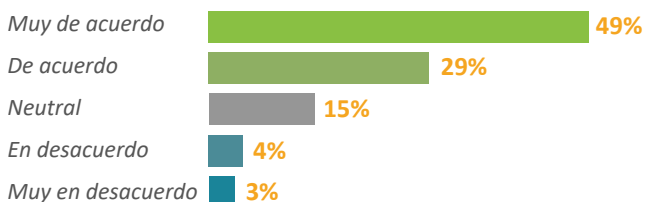
El Condado de Orange se beneficiaría de soluciones de transporte que ofrezcan alternativas para conducir solo.



La mejora de la eficiencia y la seguridad de las carreteras y autopistas es cada vez más importante como alternativa en vez de los grandes proyectos de ampliación, ya que la regulación estatal y la escasa disponibilidad de terreno hacen más difícil añadir nuevos carriles.



Muchas de las diversas comunidades del Condado de Orange requieren una amplia variedad de opciones de transporte para satisfacer las necesidades locales de movilidad.



Etnia:

- 16% Caucásico/Blanco
- 12% Latino/Hispano
- 3% Afroamericano/Negro
- 3% Indígena Americano o Nativo de Alaska
- 52% Asiático: Coreano, Japonés, Chino, Vietnamita, Filipino o de otro país asiático
- <1% Isleño del Pacífico
- 1% Oriente Medio
- 2% Origen mixto
- <1% Otro
- 10% Prefiero no responder

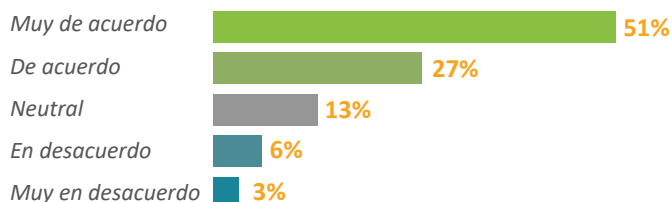


DIRECCIONES RUMBO AL 2045

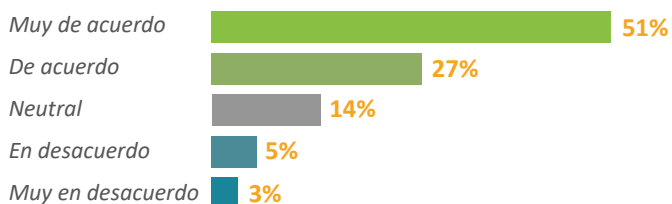
PLAN DE TRANSPORTE A LARGO PLAZO



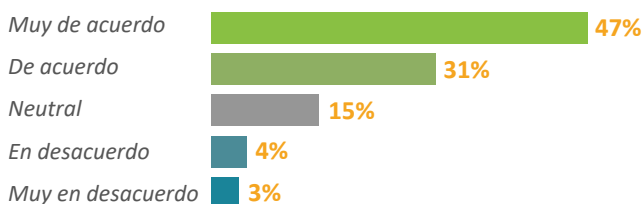
Deben estudiarse diversas soluciones para reducir riesgos como los incendios forestales, las inundaciones, la erosión costera y el calor extremo en las infraestructuras de transporte (por ejemplo, ferrocarril, carreteras, calles).



OC Go, el impuesto de ventas para el transporte local del Condado de Orange, está programado para expirar en 2041. Es importante continuar con los programas que mantienen la infraestructura, la sincronización de señales, la accesibilidad del tránsito, la movilidad de las personas mayores, el servicio Metrolink y otros programas.



El monitoreo de las tecnologías y servicios en desarrollo para identificar oportunidades que demuestren un beneficio para el sistema de transporte debería ser una prioridad.



El rango de edad:

- 3% 16-24
- 12% 25-34
- 8% 35-44
- 4% 45-54
- 4% 55-64
- 4% 65-74
- 1% 75 o mayor
- 64% Prefiero no responder

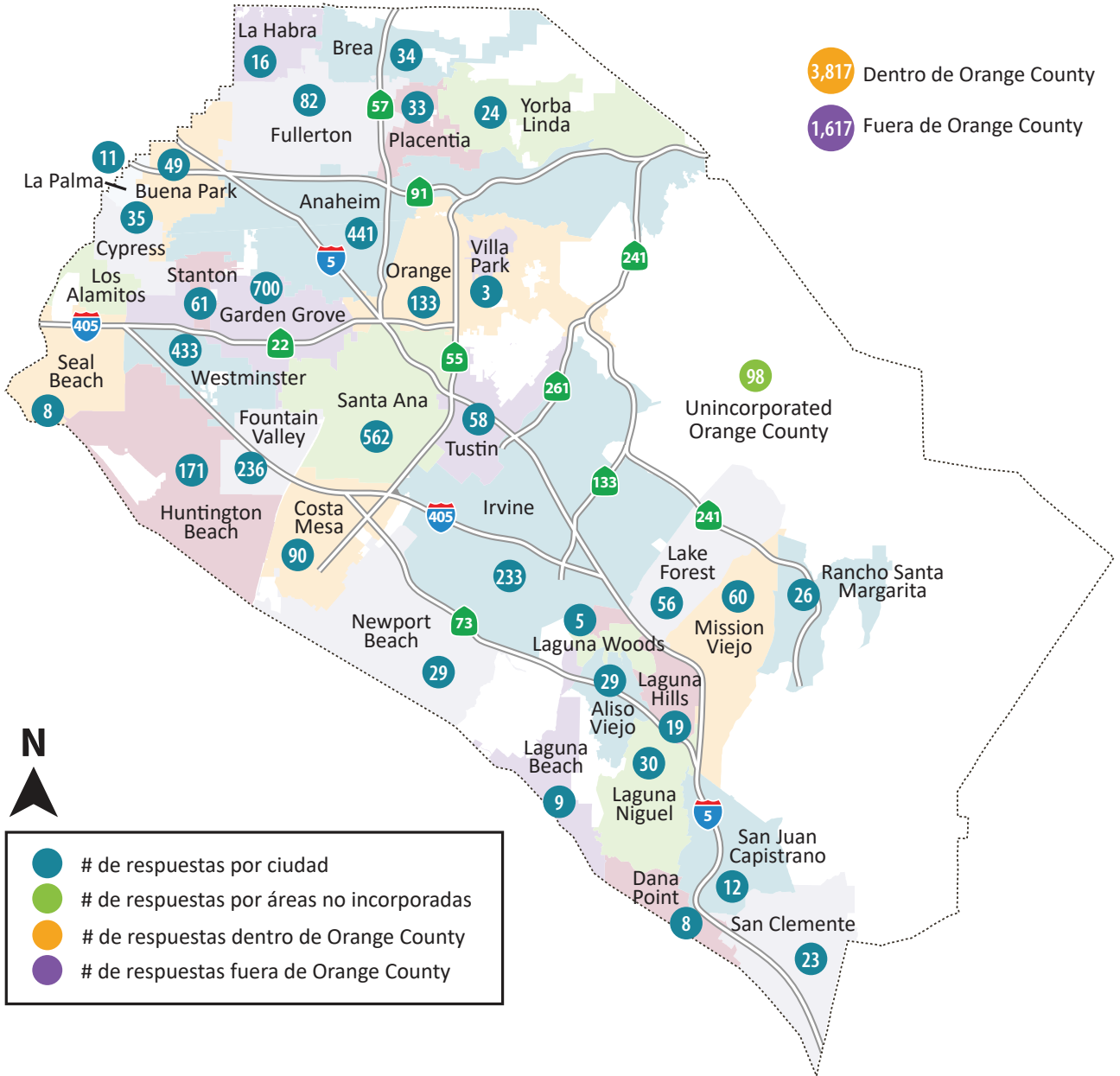


Ingreso familiar anual:

- 4% Less than \$30,000
- 6% \$30,000 – \$49,999
- 7% \$50,000 – \$79,999
- 7% \$80,000 – \$109,000
- 5% \$110,000 – \$169,000
- 3% \$170,000 o más
- 68% Prefiero no responder



Código postal del domicilio de los participantes:



Participación de la comunidad

- 

Se recolectaron **6,508** encuestas desde del 6 de enero hasta el 6 de febrero de 2023
- 

Se realizaron **2** reuniones informativas con las principales partes interesadas, **1** seminarios web con los líderes comunitarios, **1** reunión pública por teléfono y **1** seminario web público que reunió a más de **1,900+** participantes, y se publicaron la presentación pública y el vídeo en el sitio web para aquellos que no pudieron asistir a la reunión
- 

Participación de cerca de **15,300** miembros de la comunidad en **13** eventos organizados en los **5** Distritos de Supervisión del Condado de Orange
- 

Alcance de **78,230** lectores a través de periódicos en español y vietnamita
- 

Se distribuyeron más de **4,000** folletos multilingües a **13** organizaciones que sirven a comunidades diversas y marginadas del Condado de Orange
- 

Se envió por correo una invitación a **460** organizaciones y partes interesadas
- 

Se enviaron por correo electrónico **10** avisos a más de **4,800** personas interesadas de la comunidad
- 

Se realizó una campaña de mensajes de texto enviando avisos a cerca de **2,000** seguidores del proyecto

- 

Se promocionaron la encuesta y las reuniones comunitarias con **9** publicaciones en Twitter, **1** historia de Instagram y **1** publicación en un reel, **9** publicaciones en Facebook, además de **6** anuncios en Facebook y **12** anuncios de geolocalización con más de **331,000+** vistas
- 

Elaboración y distribución de herramientas de comunicación fáciles para compartir con las ciudades locales, **108** líderes comunitarios, así como con los comités de la OCTA y las organizaciones interesadas
- 

Se anunció el proyecto a través del blog **OCTA's On-the Move** y mediante un comunicado de prensa
- 

El proyecto contó con una página web y un mapa interactivo que recibieron más de **5,130** y **3,644** visitas únicas, respectivamente
- 

Emisión de **4** anuncios de radio en español y **10** en vietnamita a oyentes de los condados de Orange y Los Angeles
- 

Se puso a disposición de **los interesados una línea de ayuda multilingüe** para realizar la encuesta y comentar sobre el estudio
- 

Se compartieron materiales en **inglés, español y vietnamita**

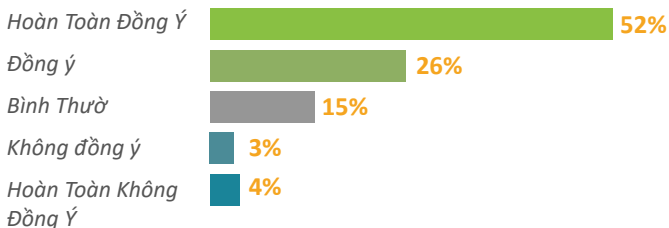




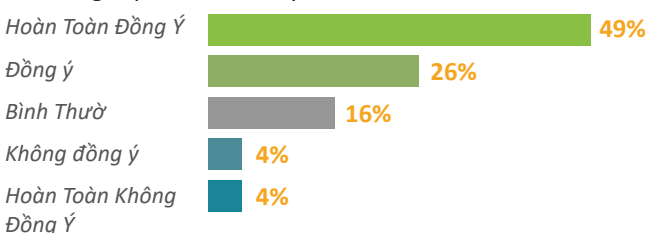
Con đường dẫn đến thành công các kết quả khảo sát và tiếp cận

Mức độ đồng ý với các phát biểu khi lập kế hoạch cho tương lai.

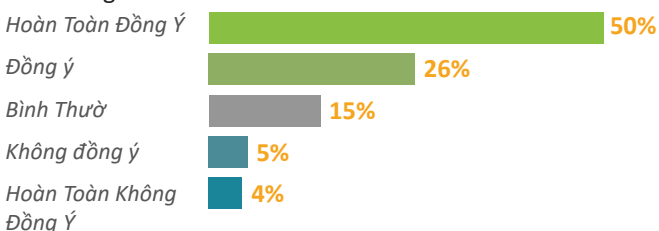
L RTP nên bao gồm các lựa chọn phương tiện chuyên chở như giải pháp hỗ trợ công bằng cho tất cả mọi người.



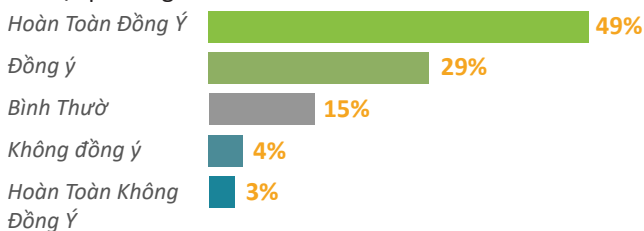
Quận Cam sẽ hưởng lợi ích từ những giải pháp phương tiện cung cấp lựa chọn thay thế cho hình thức lái xe một mình.



Hoạt động nâng cao tính hiệu quả và an toàn của đường bộ cũng như đường cao tốc đang trở nên quan trọng vì đó là giải pháp thay thế cho các dự án mở rộng lớn khi quy định của Tiểu Bang và quỹ đất hạn chế đang khiến việc bổ sung thêm làn đường mới trở nên khó khăn hơn.



Nhiều cộng đồng đa dạng của Quận Cam đòi hỏi các lựa chọn phương tiện khác nhau để đáp ứng nhu cầu giao thông của địa phương.



Sắc tộc:

- 16% Người Da trắng
- 12% Người La-tinh/Người gốc Tây Ban Nha
- 3% Người Mỹ Bản Địa
- 3% Người Mỹ Da Đỏ hoặc Thổ Dân Alaska
- 52% Người Châu Á - Hàn Quốc, Nhật Bản, Trung Quốc, Việt Nam, Philippines hoặc Châu Á khác
- <1% Cư dân đảo Thái Bình Dương
- 1% Người Trung Đông
- 2% Người Đa chủng Tộc
- <1% Khác
- 10% Không muốn đề cập

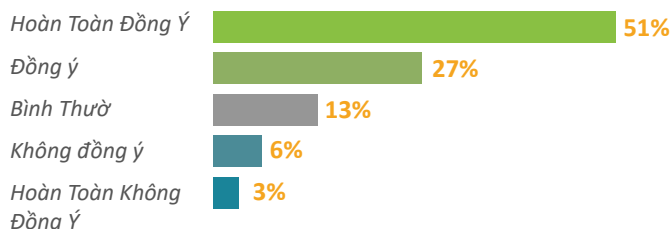


PHƯƠNG HƯỚNG NĂM 2045

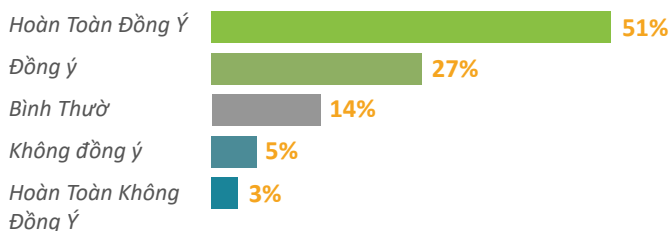
KẾ HOẠCH VẬN CHUYỂN DÀI HẠN



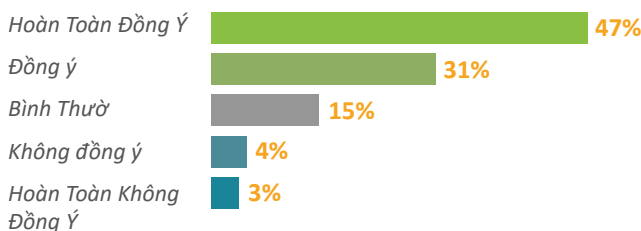
Cần nghiên cứu nhiều giải pháp khác nhau để giảm thiểu các nguy cơ như cháy rừng, lũ lụt, xói lở bờ biển và nắng nóng khắc nghiệt đối với cơ sở hạ tầng giao thông (ví dụ: đường sắt, đường cao tốc, đường phố).



OC Go - thuế thương vụ đối với phương tiện chuyên chở địa phương của Quận Cam - sẽ hết hạn vào năm 2041. Cần tiếp tục các chương trình duy trì cơ sở hạ tầng, đồng bộ hóa tín hiệu, khả năng tiếp cận phương tiện công cộng, khả năng di chuyển của người cao tuổi, dịch vụ Metrolink và các chương trình khác.



Nên ưu tiên giám sát công nghệ và dịch vụ đang phát triển để xác định các cơ hội chứng minh lợi ích đối với hệ thống giao thông vận tải.



Độ tuổi:

- 3% 16-24
- 12% 25-34
- 8% 35-44
- 4% 45-54
- 4% 55-64
- 4% 65-74
- 1% 75 hoặc hơn
- 64% Không muốn đề cập

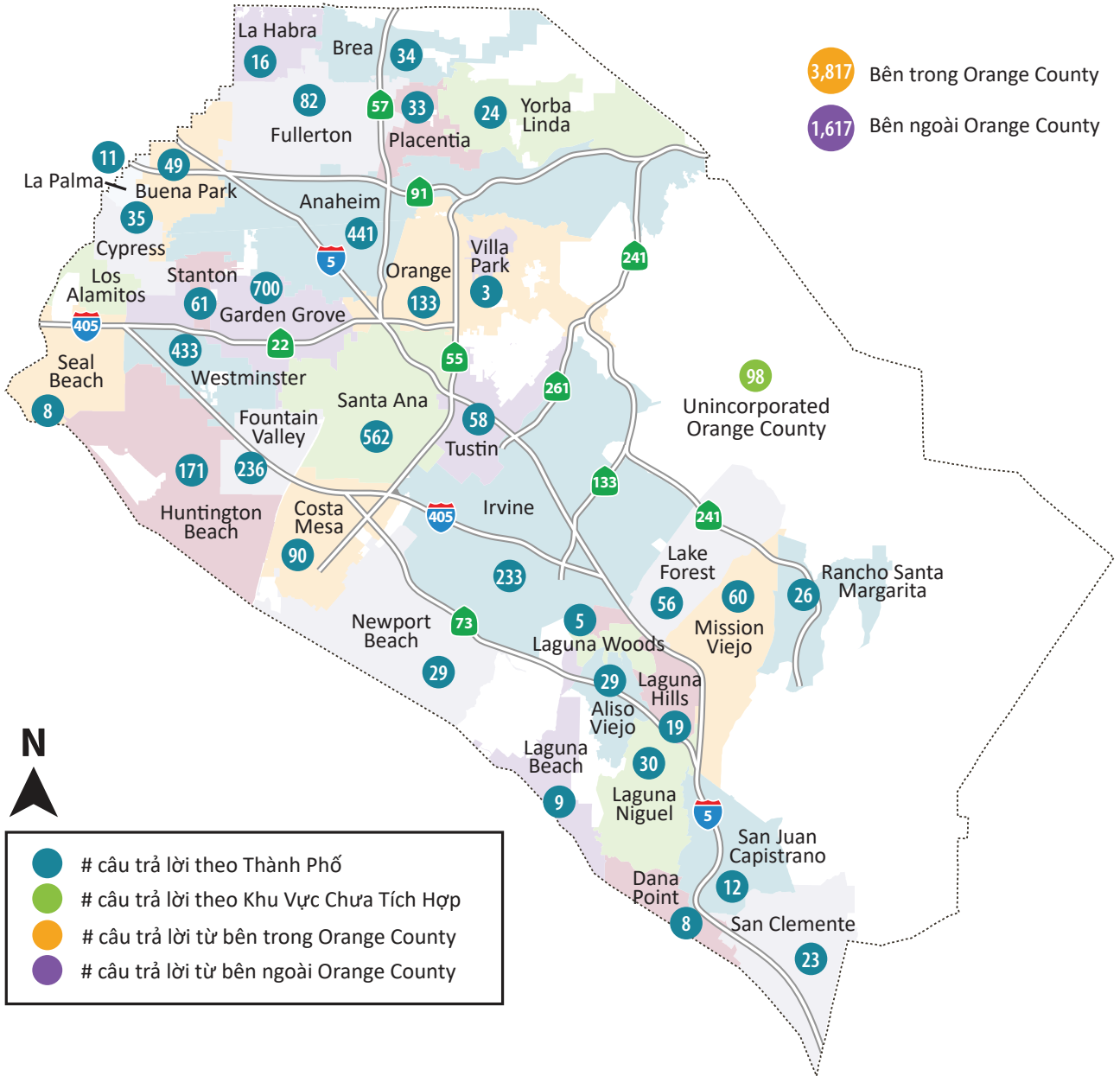


Thu nhập hộ gia đình hàng năm:

- 4% Less than \$30,000
- 6% \$30,000 – \$49,999
- 7% \$50,000 – \$79,999
- 7% \$80,000 – \$109,000
- 5% \$110,000 – \$169,000
- 3% \$170,000 hoặc hơn
- 68% Không muốn đề cập



Mã zip nơi ở của người tham gia:



Gắn kết cộng đồng

- Đã thu thập **6,508** khảo sát phản hồi từ ngày 6 tháng 1 đến ngày 6 tháng 2 năm 2023
- Tổ chức **2** cuộc họp quan trọng với các bên liên quan, **1** buổi họp cùng các nhà lãnh đạo cộng đồng, **1** cuộc hội thảo qua điện thoại và **1** hội thảo trực tuyến thu hút hơn **1,900+** người tham gia, cũng như tải lên bản trình bày và video cho những người không thể tham dự cuộc họp
- Thu hút gần **15,300** thành viên cộng đồng tại **13** buổi sự kiện của Quận Cam trên khắp **5** Quận hạt
- Tiếp cận **78,230** độc giả qua báo chí tiếng Tây Ban Nha và tiếng Việt
- Phân phát hơn **4,000** tờ flyers đa ngôn ngữ cho **13** tổ chức cộng đồng đa dạng và có khó khăn ở Quận Cam
- Đã gửi ra **460** bưu phẩm đến các bên liên quan chính và các bên quan tâm
- Đã gửi **10** thông báo qua email cho hơn **4,800** bên liên quan có quan tâm trong cộng đồng
- Thực hiện chiến dịch nhắn tin gửi thông báo tới gần **2,000** người theo dõi dự án

- Quảng bá cuộc khảo sát và các cuộc họp cộng đồng với **9** bài đăng trên Twitter, **1** bài đăng trên Instagram và **1** bài đăng cuộn, **9** bài đăng trên Facebook. Ngoài ra còn có **6** quảng cáo trên Facebook và **12** quảng cáo định vị địa lý với hơn **331,000+** lần hiển thị
- Bộ công cụ được phát triển và phân phối, cung cấp nguồn thông tin liên lạc để chia sẻ cho các thành phố địa phương, **108** nhà lãnh đạo cộng đồng, cũng như ủy ban OCTA và các tổ chức liên quan
- Đã công bố dự án thông qua blog **On-the Move của OCTA** và thông qua thông cáo báo chí
- Làm nổi bật một trang web và một biểu đồ minh họa tương tác lần lượt được xem bởi hơn **5,130** và **3,644** khách truy cập
- Phát thanh **4** quảng cáo tiếng Tây Ban Nha và **10** quảng cáo tiếng Việt cho thánh giả Quận Cam và Los Angeles
- Cung cấp đường dây trợ giúp đa ngôn ngữ cho các bên quan tâm tham gia khảo sát và nhận xét về kế hoạch
- Chia sẻ tài liệu bằng **tiếng Anh, tiếng Tây Ban Nha và tiếng Việt**



www.octa.net/lrtp

Appendix B

- **Print Surveys**

- English-Spanish
- English-Vietnamese
- English-Spanish Limited Version
- English-Vietnamese Limited Version
- English Return Mailer
- Spanish Return Mailer
- Vietnamese Return Mailer

Welcome to the OCTA Long Range Transportation Plan (LRTP) Paths to Success Survey!

Continue to participate and comment on the LRTP draft release at the upcoming telephone town hall on 1/19 at 5:30 p.m. and attend the webinar on 1/24 at 5:30 p.m. Visit our new interactive story map (LRTP-StoryMap.com) to learn more and register before the meetings, or register for the town hall by calling 800-501-9266 - "Register for the town hall. My number is".

How much do you agree with the following statements when planning for the future?



1. The LRTP should include transportation options that support equitable mobility solutions for all.

Strongly Agree Agree Neutral Disagree Strongly Disagree

2. Orange County would benefit from transportation solutions that provide alternatives to driving alone.

Strongly Agree Agree Neutral Disagree Strongly Disagree

3. Improving the efficiency and safety of roads and freeways is becoming more important as an alternative to major widening projects as state regulations and limited land availability are making it more difficult to add new lanes.

Strongly Agree Agree Neutral Disagree Strongly Disagree

4. Orange County's many diverse communities require a wide variety of transportation options to address local mobility needs.

Strongly Agree Agree Neutral Disagree Strongly Disagree

5. A variety of solutions should be studied to reduce threats like wildfires, flooding, coastal erosion, and extreme heat on transportation infrastructure (e.g. rail, highways, streets).

Strongly Agree Agree Neutral Disagree Strongly Disagree

6. OC Go, Orange County's local transportation sales tax, is set to expire in 2041. It is important to continue programs that maintain infrastructure, signal synchronization, transit accessibility, senior mobility, Metrolink service, and other programs.

Strongly Agree Agree Neutral Disagree Strongly Disagree

7. Monitoring developing technologies and services to identify opportunities that demonstrate a benefit to the transportation system should be a priority.

Strongly Agree Agree Neutral Disagree Strongly Disagree

Thanks for your input!

Please tell us a little about yourself. (Optional)

8. What is your home zip code?

9. What is your age range?

- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75 or older
- Prefer not to answer

10. What is your combined annual household income?

- Less than \$30,000
- \$30,000 – \$49,999
- \$50,000 – \$79,999
- \$80,000 – \$109,000
- \$110,000 – \$169,000
- \$170,000 or more
- Prefer not to answer

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

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

Enter your email and/or mobile phone number below to receive project updates and meeting invites and entered into a drawing for a chance to receive one of four \$50 gift cards. NO PURCHASE OR PAYMENT NECESSARY TO WIN. See official rules at octa.net/LRTP (Optional)

12. Sign-up with your email address to receive project updates and meeting invites.

Email address: _____

13. Enter your mobile phone number to receive text updates on the project.

Mobile number: _____

¡Bienvenido a la encuesta sobre el Plan de Transporte de Largo Alcance (LRTP, por sus siglas en inglés) de OCTA (por sus siglas en inglés)!

Siga participando y comentando sobre el borrador del LRTP (por sus siglas en inglés) en la próxima reunión telefónica del ayuntamiento el 19 de enero a las 5:30 p.m. y asista al seminario web el 24 de enero a las 5:30 p.m. Visite nuestro nuevo mapa interactivo (LRTP-StoryMap.com) para obtener más información e inscribirse a las reuniones, o inscribese para la reunión telefónica del ayuntamiento al 800-501-9266.

¿Qué tan de acuerdo está con las siguientes afirmaciones a la hora de planear el futuro?



1. El LRTP debería incluir opciones de transporte que apoyen soluciones de movilidad equitativas para todos.

Muy de acuerdo De acuerdo Neutral En desacuerdo Muy en desacuerdo

2. El Condado de Orange se beneficiaría de soluciones de transporte que ofrezcan alternativas para conducir solo.

Muy de acuerdo De acuerdo Neutral En desacuerdo Muy en desacuerdo

3. La mejora de la eficiencia y la seguridad de las carreteras y autopistas es cada vez más importante como alternativa en vez de los grandes proyectos de ampliación, ya que la regulación estatal y la escasa disponibilidad de terreno hacen más difícil añadir nuevos carriles.

Muy de acuerdo De acuerdo Neutral En desacuerdo Muy en desacuerdo

4. Muchas de las diversas comunidades del Condado de Orange requieren una amplia variedad de opciones de transporte para satisfacer las necesidades locales de movilidad.

Muy de acuerdo De acuerdo Neutral En desacuerdo Muy en desacuerdo

5. Deben estudiarse diversas soluciones para reducir riesgos como los incendios forestales, las inundaciones, la erosión costera y el calor extremo en las infraestructuras de transporte (por ejemplo, ferrocarril, carreteras, calles).

Muy de acuerdo De acuerdo Neutral En desacuerdo Muy en desacuerdo

6. OC Go, el impuesto de ventas para el transporte local del Condado de Orange, está programado para expirar en 2041. Es importante continuar con los programas que mantienen la infraestructura, la sincronización de señales, la accesibilidad del tránsito, la movilidad de las personas mayores, el servicio Metrolink y otros programas.

Muy de acuerdo De acuerdo Neutral En desacuerdo Muy en desacuerdo

7. El monitoreo de las tecnologías y servicios en desarrollo para identificar oportunidades que demuestren un beneficio para el sistema de transporte debería ser una prioridad.

Muy de acuerdo De acuerdo Neutral En desacuerdo Muy en desacuerdo

¡Gracias por sus sugerencias!

Ahora, cuéntenos un poco sobre usted. (Opcional)

8. ¿Cuál es el código postal de su casa? _____

9. ¿Cuál es el rango de su edad?

- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75 o mayor
- Prefiero no responder

10. ¿Cuánto es su ingreso familiar anual combinado?

- Menos de \$30,000
- \$30,000 – \$49,999
- \$50,000 – \$79,999
- \$80,000 – \$109,000
- \$110,000 – \$169,000
- \$170,000 o más
- Prefiero no responder

11. ¿A qué grupo étnico considera usted que pertenece o se siente más cercano?

- Caucásico/Blanco
- Latino/Hispano
- Afroamericano/Negro
- Indígena Americano o Nativo de Alaska
- Asiático: Coreano, Japonés, Chino, Vietnamita, Filipino o de otro país asiático
- Isleño del Pacífico
- Oriente Medio
- Origen mixto
- Otro
- Prefiero no contestar

Ingrese su correo electrónico o número de teléfono celular a continuación para recibir actualizaciones del proyecto e invitaciones a reuniones, además de participar en un sorteo para recibir una de las cuatro tarjetas de regalo de \$50. NO NECESITA COMPRAR NI PAGAR PARA GANAR. Consulte el reglamento oficial en octa.net/LRTP (Opcional)

12. Regístrese con su correo electrónico para recibir actualizaciones del proyecto e invitaciones a reuniones.

Correo electrónico: _____

13. Escriba su número de teléfono celular para recibir actualizaciones de texto sobre el proyecto

Número de teléfono celular: _____

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2. Orange County would benefit from transportation solutions that provide alternatives to driving alone.

Strongly Agree Agree Neutral Disagree Strongly Disagree

3. Improving the efficiency and safety of roads and freeways is becoming more important as an alternative to major widening projects as state regulations and limited land availability are making it more difficult to add new lanes.

Strongly Agree Agree Neutral Disagree Strongly Disagree

4. Orange County's many diverse communities require a wide variety of transportation options to address local mobility needs.

Strongly Agree Agree Neutral Disagree Strongly Disagree

5. A variety of solutions should be studied to reduce threats like wildfires, flooding, coastal erosion, and extreme heat on transportation infrastructure (e.g. rail, highways, streets).

Strongly Agree Agree Neutral Disagree Strongly Disagree

6. OC Go, Orange County's local transportation sales tax, is set to expire in 2041. It is important to continue programs that maintain infrastructure, signal synchronization, transit accessibility, senior mobility, Metrolink service, and other programs.

Strongly Agree Agree Neutral Disagree Strongly Disagree

7. Monitoring developing technologies and services to identify opportunities that demonstrate a benefit to the transportation system should be a priority.

Strongly Agree Agree Neutral Disagree Strongly Disagree

Thanks for your input!

Please tell us a little about yourself. (Optional)

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9. What is your age range?

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- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75 or older
- Prefer not to answer

10. What is your combined annual household income?

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- \$80,000 – \$109,000
- \$110,000 – \$169,000
- \$170,000 or more
- Prefer not to answer

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

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- Latino/Hispanic
- African American/Black
- American Indian or Alaskan Native
- Asian – Korean, Japanese, Chinese, Vietnamese, Filipino or other
- Pacific Islander
- Middle Eastern
- Mixed Heritage
- Other
- Prefer not to answer

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13. Enter your mobile phone number to receive text updates on the project.

Mobile number: _____

DIRECTIONS 2045

Những giải pháp giao thông bền vững, công bằng và sáng tạo.

KẾ HOẠCH VẬN CHUYỂN DÀI HẠN

Chào mừng quý vị đến với cuộc Khảo Sát Con Đường Dẫn Đến Thành Công của Sở Giao Thông Vận Tải (OCTA, từ viết tắt bằng tiếng Anh) cho Kế Hoạch Dài Hạn về Giao Thông (LRTP, từ viết tắt bằng tiếng Anh)!

Tiếp tục tham gia và góp ý về bản phát hành dự thảo LRTP (từ viết tắt trong tiếng Anh) tại buổi hội thảo qua điện thoại sắp tới vào ngày 19/1 lúc 5:30 chiều. và tham dự hội thảo trên web vào ngày 24/1 lúc 5:30 chiều. Truy cập biểu đồ minh họa tương tác mới của chúng tôi (LRTP-StoryMap.com) để tìm hiểu thêm và ghi danh trước các cuộc họp hoặc tham gia cuộc hội thảo bằng cách gọi 800-501-9266.

Bao nhiêu người đồng ý với các tuyên bố sau đây khi lập kế hoạch cho tương lai?



1. LRTP nên bao gồm các lựa chọn phương tiện chuyên chở như giải pháp hỗ trợ công bằng cho tất cả mọi người.

Hoàn Toàn Đồng Ý Đồng ý Bình Thường Không đồng ý Hoàn Toàn Không Đồng Ý

2. Quận Cam sẽ hưởng lợi ích từ những giải pháp phương tiện cung cấp lựa chọn thay thế cho hình thức lái xe một mình.

Hoàn Toàn Đồng Ý Đồng ý Bình Thường Không đồng ý Hoàn Toàn Không Đồng Ý

3. Hoạt động nâng cao tính hiệu quả và an toàn của đường bộ cũng như đường cao tốc đang trở nên quan trọng vì đó là giải pháp thay thế cho các dự án mở rộng lớn khi quy định của Tiểu Bang và quỹ đất hạn chế đang khiến việc bổ sung thêm làn đường mới trở nên khó khăn hơn.

Hoàn Toàn Đồng Ý Đồng ý Bình Thường Không đồng ý Hoàn Toàn Không Đồng Ý

4. Nhiều cộng đồng đa dạng của Quận Cam đòi hỏi các lựa chọn phương tiện khác nhau để đáp ứng nhu cầu giao thông của địa phương.

Hoàn Toàn Đồng Ý Đồng ý Bình Thường Không đồng ý Hoàn Toàn Không Đồng Ý

5. Cần nghiên cứu nhiều giải pháp khác nhau để giảm thiểu các nguy cơ như cháy rừng, lũ lụt, xói lở bờ biển và nắng nóng khắc nghiệt đối với cơ sở hạ tầng giao thông (ví dụ: đường sắt, đường cao tốc, đường phố).

Hoàn Toàn Đồng Ý Đồng ý Bình Thường Không đồng ý Hoàn Toàn Không Đồng Ý

6. OC Go - thuế thương vụ đối với phương tiện chuyên chở địa phương của Quận Cam - sẽ hết hạn vào năm 2041. Cần tiếp tục các chương trình duy trì cơ sở hạ tầng, đồng bộ hóa tín hiệu, khả năng tiếp cận phương tiện công cộng, khả năng di chuyển của người cao tuổi, dịch vụ Metrolink và các chương trình khác.

Hoàn Toàn Đồng Ý Đồng ý Bình Thường Không đồng ý Hoàn Toàn Không Đồng Ý

7. Nên ưu tiên giám sát công nghệ và dịch vụ đang phát triển để xác định các cơ hội chứng minh lợi ích đối với hệ thống giao thông vận tải.

Hoàn Toàn Đồng Ý Đồng ý Bình Thường Không đồng ý Hoàn Toàn Không Đồng Ý

Cảm ơn ý kiến đóng góp của quý vị!

Bây giờ, hãy cho chúng tôi biết một chút về bản thân quý vị. (Không bắt buộc)

8. Mã zip của nhà quý vị là gì?

9. Độ tuổi của quý vị là bao nhiêu?

- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75 hoặc hơn
- Không muốn đề cập

10. Tổng thu nhập hộ gia đình hàng năm của quý vị là bao nhiêu?

- Ít hơn \$30,000
- \$30,000 – \$49,999
- \$50,000 – \$79,999
- \$80,000 – \$109,000
- \$110,000 – \$169,000
- \$170,000 hoặc hơn
- Không muốn đề cập

11. Quý vị coi mình thuộc nhóm dân tộc nào?

- Người Thuộc Chủng Tộc Da Trắng/Người Da Trắng
- Người La-tinh/Người Gốc Tây Ban Nha
- Người Mỹ Đen/Người Da Đen
- Người Mỹ Da Đỏ hoặc Thổ Dân Alaska
- Người Châu Á - Hàn Quốc, Nhật Bản, Trung Quốc, Việt Nam, Philippines hoặc Châu Á khác
- Cư Dân Đảo Thái Bình Dương
- Người Trung Đông
- Người Đa Chủng Tộc
- Khác
- Không muốn đề cập

Nhập email hoặc số điện thoại di động của quý vị vào bên dưới để nhận thông tin cập nhật về dự án và lời mời tham gia cuộc họp, đồng thời tham gia rút thăm cơ hội để nhận một trong bốn thẻ quà tặng trị giá \$50. Không cần mua hoặc trả tiền để thắng giải thưởng. Xem quy tắc (octa.net/LRTP). (Không bắt buộc)

12. Ghi danh bằng địa chỉ email của quý vị để nhận thông tin mới về dự án và thư mời họp.

Địa Chỉ Email: _____

13. Vui lòng nhập số điện thoại di động của quý vị để nhận thông tin cập nhật qua tin nhắn về dự án.

Số Điện Thoại: _____

DIRECTIONS 2045

Sustainable, equitable, and innovative transportation solutions.

LONG RANGE TRANSPORTATION PLAN

Welcome to the OCTA Long Range Transportation Plan (LRTP) Paths to Success Survey!

Continue to participate and comment on the LRTP draft release at the upcoming telephone town hall on 1/19 at 5:30 p.m. and attend the webinar on 1/24 at 5:30 p.m. Visit our new interactive story map (LRTP-StoryMap.com) to learn more and register before the meetings, or register for the town hall by calling 800-501-9266.

How much do you agree with the following statements when planning for the future?



1. The LRTP should include transportation options that support equitable mobility solutions for all.

- Strongly Agree Neutral Disagree
 Agree Strongly Disagree

2. Orange County would benefit from transportation solutions that provide alternatives to driving alone.

- Strongly Agree Neutral Disagree
 Agree Strongly Disagree

3. Improving the efficiency and safety of current roads and freeways is becoming more important as an alternative to adding new lanes.

- Strongly Agree Neutral Disagree
 Agree Strongly Disagree

4. Orange County's many diverse communities require a wide variety of transportation options to address local mobility needs.

- Strongly Agree Neutral Disagree
 Agree Strongly Disagree

5. A variety of solutions should be studied to reduce threats like wildfires, flooding, coastal erosion, and extreme heat on transportation infrastructure (e.g. rail, highways, streets).

- Strongly Agree Neutral Disagree
 Agree Strongly Disagree

6. It is important to continue programs that maintain infrastructure, signal synchronization, transit accessibility, senior mobility, Metrolink service, and other programs.

- Strongly Agree Neutral Disagree
 Agree Strongly Disagree

7. Monitoring developing technologies and services to identify opportunities that demonstrate a benefit to the transportation system should be a priority.

- Strongly Agree Neutral Disagree
 Agree Strongly Disagree

Thanks for your input!

Please tell us a little about yourself. (Optional)

8. What is your home zip code? (City where you live)

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

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

Enter your email and/or mobile phone number below to receive project updates and meeting invites and entered into a drawing for a chance to receive one of four \$50 gift cards. NO PURCHASE OR PAYMENT NECESSARY TO WIN. See official rules at octa.net/LRTP

Email address:

Mobile number:

¡Bienvenido a la encuesta sobre el Plan de Transporte de Largo Alcance (LRTP, por sus siglas en inglés) de OCTA (por sus siglas en inglés)!

Siga participando y comentando sobre el borrador del LRTP (por sus siglas en inglés) en la próxima reunión telefónica del ayuntamiento el 19 de enero a las 5:30 p.m. y asista al seminario web el 24 de enero a las 5:30 p.m. Visite nuestro nuevo mapa interactivo (LRTP-StoryMap.com) para obtener más información e inscribirse a las reuniones, o inscribese para la reunión telefónica del ayuntamiento al 800-501-9266.

¿Qué tan de acuerdo está con las siguientes afirmaciones a la hora de planear el futuro?



1. El LRTP debería incluir opciones de transporte que apoyen soluciones de movilidad equitativas para todos.

- Muy de acuerdo* *Neutral* *En desacuerdo*
 De acuerdo *Muy en desacuerdo*

2. El Condado de Orange se beneficiaría de soluciones de transporte que ofrezcan alternativas para conducir solo.

- Muy de acuerdo* *Neutral* *En desacuerdo*
 De acuerdo *Muy en desacuerdo*

3. La mejora de la eficiencia y la seguridad de las carreteras y autopistas es cada vez más importante como alternativa a la adición de nuevos carriles.

- Muy de acuerdo* *Neutral* *En desacuerdo*
 De acuerdo *Muy en desacuerdo*

4. Muchas de las diversas comunidades del Condado de Orange requieren una amplia variedad de opciones de transporte para satisfacer las necesidades locales de movilidad.

- Muy de acuerdo* *Neutral* *En desacuerdo*
 De acuerdo *Muy en desacuerdo*

5. Deben estudiarse diversas soluciones para reducir riesgos como los incendios forestales, las inundaciones, la erosión costera y el calor extremo en las infraestructuras de transporte (por ejemplo, ferrocarril, carreteras, calles).

- Muy de acuerdo* *Neutral* *En desacuerdo*
 De acuerdo *Muy en desacuerdo*

6. Es importante continuar con los programas que mantienen la infraestructura, la sincronización de señales, la accesibilidad del tránsito, la movilidad de las personas mayores, el servicio Metrolink y otros programas.

- Muy de acuerdo* *Neutral* *En desacuerdo*
 De acuerdo *Muy en desacuerdo*

7. El monitoreo de las tecnologías y servicios en desarrollo para identificar oportunidades que demuestren un beneficio para el sistema de transporte debería ser una prioridad.

- Muy de acuerdo* *Neutral* *En desacuerdo*
 De acuerdo *Muy en desacuerdo*

¡Gracias por sus sugerencias!

Ahora, cuéntenos un poco sobre usted. (Opcional)

8. ¿Cuál es el código postal de su casa? (*Ciudad donde vives*)

9. ¿A qué grupo étnico considera usted que pertenece o se siente más cercano?

- Caucásico/Blanco*
 Latino/Hispano
 Afroamericano/Negro
 Indígena Americano o Nativo de Alaska
 Asiático: Coreano, Japonés, Chino, Vietnamita, Filipino o de otro país asiático
 Isleño del Pacífico
 Oriente Medio
 Origen mixto
 Otro
 Prefiero no contestar

Ingrese su correo electrónico o número de teléfono celular a continuación para recibir actualizaciones del proyecto e invitaciones a reuniones, además de participar en un sorteo para recibir una de las cuatro tarjetas de regalo de \$50. NO NECESITA COMPRAR NI PAGAR PARA GANAR. Consulte el reglamento oficial en octa.net/LRTP

Correo electrónico:

Número de teléfono celular:

DIRECTIONS 2045

Sustainable, equitable, and innovative transportation solutions.

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How much do you agree with the following statements when planning for the future?



1. The LRTP should include transportation options that support equitable mobility solutions for all.

- Strongly Agree Neutral Disagree
 Agree Strongly Disagree

2. Orange County would benefit from transportation solutions that provide alternatives to driving alone.

- Strongly Agree Neutral Disagree
 Agree Strongly Disagree

3. Improving the efficiency and safety of current roads and freeways is becoming more important as an alternative to adding new lanes.

- Strongly Agree Neutral Disagree
 Agree Strongly Disagree

4. Orange County's many diverse communities require a wide variety of transportation options to address local mobility needs.

- Strongly Agree Neutral Disagree
 Agree Strongly Disagree

5. A variety of solutions should be studied to reduce threats like wildfires, flooding, coastal erosion, and extreme heat on transportation infrastructure (e.g. rail, highways, streets).

- Strongly Agree Neutral Disagree
 Agree Strongly Disagree

6. It is important to continue programs that maintain infrastructure, signal synchronization, transit accessibility, senior mobility, Metrolink service, and other programs.

- Strongly Agree Neutral Disagree
 Agree Strongly Disagree

7. Monitoring developing technologies and services to identify opportunities that demonstrate a benefit to the transportation system should be a priority.

- Strongly Agree Neutral Disagree
 Agree Strongly Disagree

Thanks for your input!

Please tell us a little about yourself. (Optional)

8. What is your home zip code? (City where you live)

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

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

Enter your email and/or mobile phone number below to receive project updates and meeting invites and entered into a drawing for a chance to receive one of four \$50 gift cards. NO PURCHASE OR PAYMENT NECESSARY TO WIN. See official rules at octa.net/LRTP

Email address:

Mobile number:

Chào mừng quý vị đến với cuộc Khảo Sát Con Đường Dẫn Đến Thành Công của Sở Giao Thông Vận Tải (OCTA, từ viết tắt bằng tiếng Anh) cho Kế Hoạch Dài Hạn về Giao Thông (LRTP, từ viết tắt bằng tiếng Anh)!

Tiếp tục tham gia và góp ý về bản phát hành dự thảo LRTP (từ viết tắt trong tiếng Anh) tại buổi hội thảo qua điện thoại sắp tới vào ngày 19/1 lúc 5:30 chiều. và tham dự hội thảo trên web vào ngày 24/1 lúc 5:30 chiều. Truy cập biểu đồ minh họa tương tác mới của chúng tôi (LRTP-StoryMap.com) để tìm hiểu thêm và ghi danh trước các cuộc họp hoặc tham gia cuộc hội thảo bằng cách gọi 800-501-9266.

Bao nhiêu người đồng ý với các tuyên bố sau đây khi lập kế hoạch cho tương lai?



1. LRTP nên bao gồm các lựa chọn phương tiện chuyên chở như giải pháp hỗ trợ công bằng cho tất cả mọi người.

- Hoàn Toàn Đồng Ý Bình Thường Không đồng ý
- Đồng ý

2. Quận Cam sẽ hưởng lợi ích từ những giải pháp phương tiện cung cấp lựa chọn thay thế cho hình thức lái xe một mình.

- Hoàn Toàn Đồng Ý Bình Thường Không đồng ý
- Đồng ý

3. Hoạt động nâng cao tính hiệu quả và an toàn của đường bộ cũng như đường cao tốc đang trở nên quan trọng vì đó là giải pháp thay thế cho các dự án mở rộng lớn khi quy định của Tiểu Bang và quỹ đất hạn chế đang khiến việc bổ sung thêm làn đường mới trở nên khó khăn hơn.

- Hoàn Toàn Đồng Ý Bình Thường Không đồng ý
- Đồng ý

4. Nhiều cộng đồng đa dạng của Quận Cam đòi hỏi các lựa chọn phương tiện khác nhau để đáp ứng nhu cầu giao thông của địa phương.

- Hoàn Toàn Đồng Ý Bình Thường Không đồng ý
- Đồng ý

5. Cần nghiên cứu nhiều giải pháp khác nhau để giảm thiểu các nguy cơ như cháy rừng, lũ lụt, xói lở bờ biển và nắng nóng khắc nghiệt đối với cơ sở hạ tầng giao thông (ví dụ: đường sắt, đường cao tốc, đường phố).

- Hoàn Toàn Đồng Ý Bình Thường Không đồng ý
- Đồng ý

6. Cần tiếp tục các chương trình duy trì cơ sở hạ tầng, đồng bộ hóa tín hiệu, khả năng tiếp cận phương tiện công cộng, khả năng di chuyển của người cao tuổi, dịch vụ Metrolink và các chương trình khác.

- Hoàn Toàn Đồng Ý Bình Thường Không đồng ý
- Đồng ý

7. Nên ưu tiên giám sát công nghệ và dịch vụ đang phát triển để xác định các cơ hội chứng minh lợi ích đối với hệ thống giao thông vận tải.

- Hoàn Toàn Đồng Ý Bình Thường Không đồng ý
- Đồng ý

Cảm ơn ý kiến đóng góp của quý vị!

Bây giờ, hãy cho chúng tôi biết một chút về bản thân quý vị. *(Không bắt buộc)*

8. Mã zip của nhà quý vị là gì?
(Thành phố mà quý vị đang cư ngụ)

9. Quý vị coi mình thuộc nhóm dân tộc nào?

- Người Thuộc Chủng Tộc Da Trắng/Người Da Trắng
- Người La-tinh/Người Gốc Tây Ban Nha
- Người Mỹ Đen/Người Da Đen
- Người Mỹ Da Đỏ hoặc Thổ Dân Alaska
- Người Châu Á - Hàn Quốc, Nhật Bản, Trung Quốc, Việt Nam, Philippines hoặc Châu Á khác
- Cư Dân Đảo Thái Bình Dương
- Người Trung Đông
- Người Đa Chủng Tộc
- Khác
- Không muốn đề cập

Nhập email hoặc số điện thoại di động của quý vị vào bên dưới để nhận thông tin cập nhật về dự án và lời mời tham gia cuộc họp, đồng thời tham gia rút thăm cơ hội để nhận một trong bốn thẻ quà tặng trị giá \$50. Không cần mua hoặc trả tiền để thắng giải thưởng. Xem quy tắc (octa.net/LRTP).

Địa Chỉ Email:

Số Điện Thoại:

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How much do you agree with the following statements when planning for the future?



1. The LRTP should include transportation options that support equitable mobility solutions for all.

Strongly Agree Agree Neutral Disagree Strongly Disagree

2. Orange County would benefit from transportation solutions that provide alternatives to driving alone.

Strongly Agree Agree Neutral Disagree Strongly Disagree

3. Improving the efficiency and safety of roads and freeways is becoming more important as an alternative to major widening projects as state regulations and limited land availability are making it more difficult to add new lanes.

Strongly Agree Agree Neutral Disagree Strongly Disagree

4. Orange County's many diverse communities require a wide variety of transportation options to address local mobility needs.

Strongly Agree Agree Neutral Disagree Strongly Disagree

5. A variety of solutions should be studied to reduce threats like wildfires, flooding, coastal erosion, and extreme heat on transportation infrastructure (e.g. rail, highways, streets).

Strongly Agree Agree Neutral Disagree Strongly Disagree

6. OC Go, Orange County's local transportation sales tax, is set to expire in 2041. It is important to continue programs that maintain infrastructure, signal synchronization, transit accessibility, senior mobility, Metrolink service, and other programs.

Strongly Agree Agree Neutral Disagree Strongly Disagree

7. Monitoring developing technologies and services to identify opportunities that demonstrate a benefit to the transportation system should be a priority.

Strongly Agree Agree Neutral Disagree Strongly Disagree

Thanks for your input!

Please tell us a little about yourself. (Optional)

8. What is your home zip code?

9. What is your age range?

- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75 or older
- Prefer not to answer

10. What is your combined annual household income?

- Less than \$30,000
- \$30,000 – \$49,999
- \$50,000 – \$79,999
- \$80,000 – \$109,000
- \$110,000 – \$169,000
- \$170,000 or more
- Prefer not to answer

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

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

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12. Sign-up with your email address to receive project updates and meeting invites.

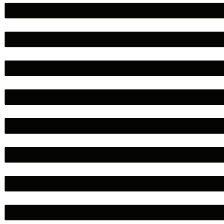
Email address: _____

13. Enter your mobile phone number to receive text updates on the project.

Mobile number: _____



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NECESSARY
IF MAILED
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UNITED STATES



BUSINESS REPLY MAIL
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**ORANGE COUNTY TRANSPORTATION AUTHORITY
ATTN: PUBLIC OUTREACH RM 703
PO BOX 14184
ORANGE CA 92863-9831**



FOLD HERE



The L RTP is a framework of strategies to improve transportation and mobility in Orange County over the next 20+ years. Complete the survey for a chance to win one of four \$50 gift cards!

We want your input! Take our survey.

Sustainable, equitable, and innovative transportation solutions.

LONG RANGE TRANSPORTATION PLAN

DIRECTIONS 2045



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¡Bienvenido a la encuesta sobre el Plan de Transporte de Largo Alcance (LRTP, por sus siglas en inglés) de OCTA (por sus siglas en inglés)!

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¿Qué tan de acuerdo está con las siguientes afirmaciones a la hora de planear el futuro?



1. El LRTP debería incluir opciones de transporte que apoyen soluciones de movilidad equitativas para todos.

Muy de acuerdo De acuerdo Neutral En desacuerdo Muy en desacuerdo

2. El Condado de Orange se beneficiaría de soluciones de transporte que ofrezcan alternativas para conducir solo.

Muy de acuerdo De acuerdo Neutral En desacuerdo Muy en desacuerdo

3. La mejora de la eficiencia y la seguridad de las carreteras y autopistas es cada vez más importante como alternativa en vez de los grandes proyectos de ampliación, ya que la regulación estatal y la escasa disponibilidad de terreno hacen más difícil añadir nuevos carriles.

Muy de acuerdo De acuerdo Neutral En desacuerdo Muy en desacuerdo

4. Muchas de las diversas comunidades del Condado de Orange requieren una amplia variedad de opciones de transporte para satisfacer las necesidades locales de movilidad.

Muy de acuerdo De acuerdo Neutral En desacuerdo Muy en desacuerdo

5. Deben estudiarse diversas soluciones para reducir riesgos como los incendios forestales, las inundaciones, la erosión costera y el calor extremo en las infraestructuras de transporte (por ejemplo, ferrocarril, carreteras, calles).

Muy de acuerdo De acuerdo Neutral En desacuerdo Muy en desacuerdo

6. OC Go, el impuesto de ventas para el transporte local del Condado de Orange, está programado para expirar en 2041. Es importante continuar con los programas que mantienen la infraestructura, la sincronización de señales, la accesibilidad del tránsito, la movilidad de las personas mayores, el servicio Metrolink y otros programas.

Muy de acuerdo De acuerdo Neutral En desacuerdo Muy en desacuerdo

7. El monitoreo de las tecnologías y servicios en desarrollo para identificar oportunidades que demuestren un beneficio para el sistema de transporte debería ser una prioridad.

Muy de acuerdo De acuerdo Neutral En desacuerdo Muy en desacuerdo

¡Gracias por sus sugerencias!

Ahora, cuéntenos un poco sobre usted. (Opcional)

8. ¿Cuál es el código postal de su casa? _____

9. ¿Cuál es el rango de su edad?

- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75 o mayor
- Prefiero no responder

10. ¿Cuánto es su ingreso familiar anual combinado?

- Menos de \$30,000
- \$30,000 – \$49,999
- \$50,000 – \$79,999
- \$80,000 – \$109,000
- \$110,000 – \$169,000
- \$170,000 o más
- Prefiero no responder

11. ¿A qué grupo étnico considera usted que pertenece o se siente más cercano?

- Caucásico/Blanco
- Latino/Hispano
- Afroamericano/Negro
- Indígena Americano o Nativo de Alaska
- Asiático: Coreano, Japonés, Chino, Vietnamita, Filipino o de otro país asiático
- Isleño del Pacífico
- Oriente Medio
- Origen mixto
- Otro
- Prefiero no contestar

Ingrese su correo electrónico o número de teléfono celular a continuación para recibir actualizaciones del proyecto e invitaciones a reuniones, además de participar en un sorteo para recibir una de las cuatro tarjetas de regalo de \$50. NO NECESITA COMPRAR NI PAGAR PARA GANAR. Consulte el reglamento oficial en octa.net/LRTP (Opcional)

12. Regístrese con su correo electrónico para recibir actualizaciones del proyecto e invitaciones a reuniones.

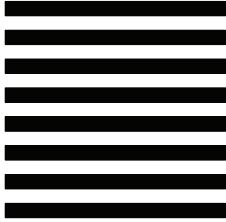
Correo electrónico: _____

13. Escriba su número de teléfono celular para recibir actualizaciones de texto sobre el proyecto

Número de teléfono celular: _____



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IF MAILED
IN THE
UNITED STATES



BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO 2784 ORANGE CA

POSTAGE WILL BE PAID BY ADDRESSEE

**ORANGE COUNTY TRANSPORTATION AUTHORITY
ATTN: PUBLIC OUTREACH RM 703
PO BOX 14184
ORANGE CA 92863-9831**



FOLD HERE



Queremos escuchar su opinión. Responde a la Encuesta.
El L RTP es un plan de estrategias para mejorar el transporte y la movilidad en el Condado de Orange para los próximos 20+ años. Complete la encuesta para tener la oportunidad de ganar una de las cuatro tarjetas de regalo de \$50.

Soluciones de transporte sostenibles, equitativas e innovadoras.

DIRECCIONES RUMBO AL 2045
PLAN DE TRANSPORTE A LARGO PLAZO



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DIRECTIONS 2045

Những giải pháp giao thông bền vững, công bằng và sáng tạo.

KẾ HOẠCH VẬN CHUYỂN DÀI HẠN

Chào mừng quý vị đến với cuộc Khảo Sát Con Đường Dẫn Đến Thành Công của Sở Giao Thông Vận Tải (OCTA, từ viết tắt bằng tiếng Anh) cho Kế Hoạch Dài Hạn về Giao Thông (LRTP, từ viết tắt bằng tiếng Anh)!

Tiếp tục tham gia và góp ý về bản phát hành dự thảo LRTP (từ viết tắt trong tiếng Anh) tại buổi hội thảo qua điện thoại sắp tới vào ngày 19/1 lúc 5:30 chiều. và tham dự hội thảo trên web vào ngày 24/1 lúc 5:30 chiều. Truy cập biểu đồ minh họa tương tác mới của chúng tôi (LRTP-StoryMap.com) để tìm hiểu thêm và ghi danh trước các cuộc họp hoặc tham gia cuộc hội thảo bằng cách gọi 800-501-9266.

Bao nhiêu người đồng ý với các tuyên bố sau đây khi lập kế hoạch cho tương lai?



1. LRTP nên bao gồm các lựa chọn phương tiện chuyên chở như giải pháp hỗ trợ công bằng cho tất cả mọi người.

Hoàn Toàn Đồng Ý Đồng ý Bình Thường Không đồng ý Hoàn Toàn Không Đồng Ý

2. Quận Cam sẽ hưởng lợi ích từ những giải pháp phương tiện cung cấp lựa chọn thay thế cho hình thức lái xe một mình.

Hoàn Toàn Đồng Ý Đồng ý Bình Thường Không đồng ý Hoàn Toàn Không Đồng Ý

3. Hoạt động nâng cao tính hiệu quả và an toàn của đường bộ cũng như đường cao tốc đang trở nên quan trọng vì đó là giải pháp thay thế cho các dự án mở rộng lớn khi quy định của Tiểu Bang và quỹ đất hạn chế đang khiến việc bổ sung thêm làn đường mới trở nên khó khăn hơn.

Hoàn Toàn Đồng Ý Đồng ý Bình Thường Không đồng ý Hoàn Toàn Không Đồng Ý

4. Nhiều cộng đồng đa dạng của Quận Cam đòi hỏi các lựa chọn phương tiện khác nhau để đáp ứng nhu cầu giao thông của địa phương.

Hoàn Toàn Đồng Ý Đồng ý Bình Thường Không đồng ý Hoàn Toàn Không Đồng Ý

5. Cần nghiên cứu nhiều giải pháp khác nhau để giảm thiểu các nguy cơ như cháy rừng, lũ lụt, xói lở bờ biển và nắng nóng khắc nghiệt đối với cơ sở hạ tầng giao thông (ví dụ: đường sắt, đường cao tốc, đường phố).

Hoàn Toàn Đồng Ý Đồng ý Bình Thường Không đồng ý Hoàn Toàn Không Đồng Ý

6. OC Go - thuế thương vụ đối với phương tiện chuyên chở địa phương của Quận Cam - sẽ hết hạn vào năm 2041. Cần tiếp tục các chương trình duy trì cơ sở hạ tầng, đồng bộ hóa tín hiệu, khả năng tiếp cận phương tiện công cộng, khả năng di chuyển của người cao tuổi, dịch vụ Metrolink và các chương trình khác.

Hoàn Toàn Đồng Ý Đồng ý Bình Thường Không đồng ý Hoàn Toàn Không Đồng Ý

7. Nên ưu tiên giám sát công nghệ và dịch vụ đang phát triển để xác định các cơ hội chứng minh lợi ích đối với hệ thống giao thông vận tải.

Hoàn Toàn Đồng Ý Đồng ý Bình Thường Không đồng ý Hoàn Toàn Không Đồng Ý

Cảm ơn ý kiến đóng góp của quý vị!

Bây giờ, hãy cho chúng tôi biết một chút về bản thân quý vị. (Không bắt buộc)

8. Mã zip của nhà quý vị là gì?

9. Độ tuổi của quý vị là bao nhiêu?

- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75 hoặc hơn
- Không muốn đề cập

10. Tổng thu nhập hộ gia đình hàng năm của quý vị là bao nhiêu?

- Ít hơn \$30,000
- \$30,000 – \$49,999
- \$50,000 – \$79,999
- \$80,000 – \$109,000
- \$110,000 – \$169,000
- \$170,000 hoặc hơn
- Không muốn đề cập

11. Quý vị coi mình thuộc nhóm dân tộc nào?

- Người Thuộc Chủng Tộc Da Trắng/Người Da Trắng
- Người La-tinh/Người Gốc Tây Ban Nha
- Người Mỹ Đen/Người Da Đen
- Người Mỹ Da Đỏ hoặc Thổ Dân Alaska
- Người Châu Á - Hàn Quốc, Nhật Bản, Trung Quốc, Việt Nam, Philippines hoặc Châu Á khác
- Cư Dân Đảo Thái Bình Dương
- Người Trung Đông
- Người Đa Chủng Tộc
- Khác
- Không muốn đề cập

Nhập email hoặc số điện thoại di động của quý vị vào bên dưới để nhận thông tin cập nhật về dự án và lời mời tham gia cuộc họp, đồng thời tham gia rút thăm cơ hội để nhận một trong bốn thẻ quà tặng trị giá \$50. Không cần mua hoặc trả tiền để thắng giải thưởng. Xem quy tắc (octa.net/LRTP). (Không bắt buộc)

12. Ghi danh bằng địa chỉ email của quý vị để nhận thông tin mới về dự án và thư mời họp.

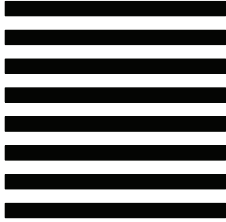
Địa Chỉ Email: _____

13. Vui lòng nhập số điện thoại di động của quý vị để nhận thông tin cập nhật qua tin nhắn về dự án.

Số Điện Thoại: _____



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BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO 2784 ORANGE CA

POSTAGE WILL BE PAID BY ADDRESSEE

**ORANGE COUNTY TRANSPORTATION AUTHORITY
ATTN: PUBLIC OUTREACH RM 703
PO BOX 14184
ORANGE CA 92863-9831**



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Chúng tôi mong muốn được nghe từ quý vị! Thực hiện bản khảo sát.
L RTP là khuôn khổ chiến lược cải thiện hệ thống giao thông và phương tiện chuyên chở ở Quận Cam trong hơn 20 năm tới. Hãy hoàn thành cuộc khảo sát này để có cơ hội giành được 1 trong 4 thẻ quà tặng trị giá \$50!

Các giải pháp giao thông bền vững, công bằng và sáng tạo.

PHƯƠNG HƯỚNG NĂM 2045
KẾ HOẠCH VẬN CHUYỂN DÀI HẠN



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Appendix C

- **Survey Table of Respondent Zip Codes**

Long Range Transportation Plan (LRTP)

Paths to Success Surveys Respondent Home Zip Codes

City	Zip Code	Total Surveys	
		By Zip	By City
Aliso Viejo*	92656	29	29
Anaheim	92801	71	441
	92802	48	
	92804	128	
	92805	114	
	92806	58	
	92807	17	
	92808	5	
Brea	92821	32	34
	92822	2	
Buena Park	90620	34	49
	90621	13	
	90622	2	
Costa Mesa	92626	55	90
	92627	35	
Coto de Caza*	92679	22	22
Cypress	90630	35	35
Dana Point	92624	2	8
	92629	6	
Fountain Valley	92708	236	236
Fullerton	92831	20	82
	92832	24	
	92833	22	
	92834	3	
	92835	12	
	92836	1	
	92837	0	
	92838	0	
	Garden Grove	92840	
92841		136	
92842		11	
92843		206	
92844		146	
92845		23	

City	Zip Code	Total Surveys	
		By Zip	By City
Huntington Beach	92646	56	171
	92647	57	
	92648	29	
	92649	29	
Irvine	92602	29	233
	92603	8	
	92604	23	
	92606	15	
	92612	27	
	92614	40	
	92617	23	
	92618	25	
92620	39		
92697	4		
La Habra	90631	16	16
La Palma	90623	11	11
Ladera Ranch*	92694	12	12
Laguna Beach	92651	9	9
	92652	0	
Laguna Hills	92653	19	19
Laguna Niguel	92677	30	30
Laguna Woods	92637	5	5
Lake Forest	92610	7	56
	92630	49	
Midway City*	92655	35	35
Mission Viejo	92691	32	60
	92692	28	
Newport Beach	92625	4	29
	92657	4	
	92660	11	
	92661	0	
	92662	5	
	92663	5	

City	Zip Code	Total Surveys	
		By Zip	By City
Orange	92863	15	133
	92865	10	
	92866	17	
	92867	29	
	92868	38	
92869	24		
Placentia	92870	33	33
Rancho Santa Margarita	92688	26	26
Rossmoor*	90720	26	26
San Clemente	92672	8	23
	92673	15	
San Juan Capistrano	92675	12	12
Santa Ana	92701	64	562
	92702	1	
	92703	140	
	92704	216	
	92705	30	
	92706	48	
	92707	63	
Seal Beach	90740	8	8
	90743	0	
Silverado*	92676	1	1
Stanton	90680	61	61
Sunset Beach*	90742	2	2
Trabuco Canyon*	92678	0	0
Tustin	92780	42	58
	92782	16	
Villa Park	92861	3	3
Westminster	92683	433	433
Yorba Linda	92886	15	24
	92887	9	
Orange County		3,817	
Outside Orange County		1,617	
Total Survey Respondent Zip Codes		5,434	

* Unincorporated Orange County (127)

APPENDIX K

Mailers & Handouts

- Mailer (EN, SP & VT)
- Handout (EN, SP & VT)



HELP IMPROVE
TRANSPORTATION
for a chance to win
a \$50 gift card!

¡AYUDA A MEJORAR
EL TRANSPORTE
para tener la oportunidad de ganar
una tarjeta de regalo de \$50!



TAKE THE SURVEY AND ATTEND THE UPCOMING MEETINGS

RESPONDA A LA ENCUESTA Y ASISTA A LAS PRÓXIMAS REUNIONES

The Orange County Transportation Authority (OCTA) would like to get your input about future improvements to the County's transportation system. The Long Range Transportation Plan (LRTP)

Spanish interpretation/translation will be provided for each meeting. Special accommodations and additional interpretations are available by calling 714-560-5766. Requests must be made at least 72 hours in advance of a scheduled meeting.

La Autoridad de Transporte del Condado de Orange (OCTA, por sus siglas en inglés) quiere escuchar su opinión sobre las futuras mejoras del sistema de transporte del Condado. El Plan de Transporte a Largo Plazo (LRTP, por sus siglas en inglés) considera las

Habrá interpretación/traducción al español para cada reunión. Se pueden solicitar interpretaciones adicionales llamando al 714-560-5766. Las solicitudes deben hacerse al menos 72 horas antes de la reunión programada.

For more details, visit www.octa.net/LRTP.

Para más información, visite www.octa.net/LRTP.

considers trends, demographics, and changing revenues. Go to www.LRTP-StoryMap.com to learn more.


tendencias, la demografía, y los cambios en los ingresos. Visite www.LRTP-StoryMap.com para obtener más información.

There are multiple ways to get involved and share your opinion.



Hay múltiples formas de participar y compartir su opinión.




Online Survey
Fill out the online survey at www.LRTP-Survey.com for a chance to win one of four \$50 gift cards. Print surveys are available upon request.


Zoom Webinar
Join the Zoom webinar: **Tuesday, January 24, 2023 5:30 p.m.**
www.LRTP-Meeting.com
Meeting ID: 814 4288 1360
Call-in Number: 213-338-8477



Encuesta en Línea
Complete la encuesta en línea en www.LRTP-Survey.com para tener la oportunidad de ganar una de las cuatro tarjetas de regalo de \$50. Encuestas impresas están disponibles sobre pedido.




Seminario Web de Zoom
Asista al seminario web de Zoom: **Martes 24 de enero de 2023 5:30 p.m.**
www.LRTP-Meeting.com
Identificación de la reunión: 814 4288 1360
Número de llamada: 213-338-8477
Llamada en español: 872-240-3412
Código de acceso: 804-325-493

Telephone Town Hall
Participate in the telephone town hall: **Thursday, January 19, 2023 5:30 p.m.**
Visit LRTP-TownHall.com or call 800-501-9266 to register. Must register at least 3 hours before the meeting.





Follow & Comment
Call the helpline 800-501-9266 to:

- Sign-up to follow the project
- Ask questions or leave a comment
- Request a print survey be mailed to you
- Register by phone for the telephone town hall



Reunión Telefónica del Ayuntamiento
Participe en la reunión telefónica del ayuntamiento: **Jueves, 19 de enero de 2023 5:30 p.m.**
Visite LRTP-TownHall.com o llame al 800-501-9266 para registrarse. Debe registrarse al menos 3 horas antes de la reunión.

Sigue y Comente
Llame al teléfono de ayuda 800-501-9266 para:

- Inscribirse para seguir el proyecto
- Hacer preguntas o dejar un comentario
- Solicitar que le envíen una encuesta impresa por correo
- Inscribirse para la reunión telefónica del ayuntamiento por teléfono

GIÚP CẢI THIỆN GIAO THÔNG để có cơ hội dành được thẻ quà tặng \$50!

THAM GIA KHẢO SÁT VÀ THAM DỰ CÁC CUỘC HỌP SẮP TỚI

Sở Giao thông Vận tải Quận Cam (OCTA, từ viết tắt bằng tiếng Anh) muốn nhận được ý kiến đóng góp của quý vị về những cải tiến trong tương lai đối với hệ thống giao thông vận tải của Quận. Kế hoạch Giao Thông Dài Hạn (LRTP, từ viết tắt bằng tiếng Anh) xem xét các xu



hướng, nhân khẩu học và doanh thu thay đổi. Truy cập www.LRTP-StoryMap.com để tìm hiểu thêm.

Phiên dịch/biên dịch tiếng Tây Ban Nha sẽ được cung cấp cho mỗi cuộc họp. Các điều chỉnh đặc biệt và thông dịch bổ sung có sẵn bằng cách gọi 714-560-5766. Yêu cầu phải được thực hiện ít nhất 72 giờ trước cuộc họp theo lịch trình.

Để biết thêm chi tiết, xin truy cập www.octa.net/LRTP.

Có nhiều cách để tham gia và chia sẻ ý kiến của quý vị.



Khảo sát Trực Tuyến

Điền vào bản khảo sát trực tuyến tại www.LRTP-Survey.com để được cơ hội giành được một trong bốn thẻ quà tặng \$50. Bản in khảo sát có sẵn theo yêu cầu.



Hội Thảo qua Zoom

Tham gia hội thảo trên web Zoom:
Thứ ba, ngày 24 tháng 1 năm 2023
5:30 chiều



www.LRTP-Meeting.com
Meeting ID: 814 4288 1360
Gọi vào số điện thoại: 213-338-8477



Hội Thảo qua điện thoại

Tham gia vào tòa thị chính điện thoại:
Thứ năm, ngày 19 tháng 1 năm 2023
5:30 chiều



Truy cập LRTP-TownHall.com hoặc gọi 800-501-9266 để ghi danh tham dự. Chỉ có tiếng Anh và tiếng Tây Ban Nha. Phải ghi danh ít nhất 3 giờ trước cuộc họp.



Theo dõi & góp ý kiến

Gọi đường dây trợ giúp
800-501-9266 để:

- Ghi danh theo dõi dự án
- Đặt câu hỏi hoặc để lại nhận xét
- Yêu cầu gửi bản khảo sát bản in cho bạn
- Ghi danh qua điện thoại cho cuộc hội thảo bằng điện thoại



Help us plan for OC's transportation needs.
Ayúdanos a planear las necesidades de transporte de Condado de Orange.
Giúp chúng tôi lập kế hoạch cho nhu cầu giao thông của OC.

Sustainable, equitable, and innovative transportation solutions.

LONG RANGE TRANSPORTATION PLAN

DIRECTIONS 2045





DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Sustainable, equitable, and innovative transportation solutions.

HELP IMPROVE TRANSPORTATION for a chance to win a \$50 gift card!



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Join the Zoom webinar:
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LRTP-Meeting.com
Meeting ID: 814 4288 1360
Call-in Number: 213-338-8477



Call 800-501-9266 to:

- Sign-up to follow the project
- Ask questions or leave a comment
- Request a print survey be mailed to you
- Register by phone for the telephone town hall





DIRECCIONES RUMBO AL 2045

PLAN DE TRANSPORTE A LARGO PLAZO

Soluciones de transporte sostenibles, equitativas e innovadoras.

¡AYUDA A MEJORAR EL TRANSPORTE para tener la oportunidad de ganar una tarjeta de regalo de \$50!



RESPONDA A LA ENCUESTA Y ASISTA A LAS PRÓXIMAS REUNIONES

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Habrà interpretación/traducción al español para cada reunión. Se pueden solicitar interpretaciones adicionales llamando al 714-560-5766. Las solicitudes deben hacerse al menos 72 horas antes de la reunión programada.

Para más información, visite octa.net/LRTP.



Hay múltiples formas de participar y compartir su opinión.



Complete la encuesta en línea en LRTP-Survey.com. Encuestas impresas están disponibles sobre pedido.



Participe en la reunión telefónica del ayuntamiento **Jueves, 19 de enero de 2023 5:30 p.m.**



Visite LRTP-TownHall.com o llame al 800-501-9266 para registrarse.



Asista al seminario web de Zoom: **Martes, 24 de enero de 2023 5:30 p.m.**



LRTP-Meeting.com

Identificación de la reunión: 814 4288 1360
Número de llamada: 213-338-8477
Llamada en español: 872-240-3412
Código de acceso: 804-325-493



Llame al teléfono de ayuda 800-501-9266 para:

- Inscribirse para seguir el proyecto
- Hacer preguntas o dejar un comentario
- Solicitar que le envíen una encuesta impresa por correo
- Inscribirse para la reunión telefónica del ayuntamiento por teléfono



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Sustainable, equitable, and innovative transportation solutions.

HELP IMPROVE TRANSPORTATION for a chance to win a \$50 gift card!



TAKE THE SURVEY AND ATTEND THE UPCOMING MEETINGS

The Orange County Transportation Authority (OCTA) would like to get your input about future improvements to the County’s transportation system. The Long Range Transportation Plan (LRTP) considers trends, demographics, and changing revenues. Go to LRTP-StoryMap.com to learn more.



Spanish interpretation/translation will be provided for each meeting. Special accommodations and additional interpretations are available by calling 714-560-5766. Requests must be made at least 72 hours in advance of a scheduled meeting.

For more details, visit octa.net/LRTP.

There are multiple ways to get involved and share your opinion.



Fill out the online survey at LRTP-Survey.com.
Print surveys are available upon request.



Participate in the Telephone Town Hall:
Thursday, January 19, 2023
5:30 p.m.



Visit LRTP-TownHall.com or call 800-501-9266 to register.



Join the Zoom webinar:
Tuesday, January 24, 2023
5:30 p.m.



LRTP-Meeting.com
Meeting ID: 814 4288 1360
Call-in Number: 213-338-8477



Call 800-501-9266 to:

- Sign-up to follow the project
- Ask questions or leave a comment
- Request a print survey be mailed to you
- Register by phone for the telephone town hall





PHƯƠNG HƯỚNG NĂM 2045

KẾ HOẠCH VẬN CHUYỂN DÀI HẠN

Các giải pháp giao thông bền vững, công bằng và sáng tạo.

GIÚP CẢI THIỆN GIAO THÔNG để có cơ hội dành được thẻ quà tặng \$50!



THAM GIA KHẢO SÁT VÀ THAM DỰ CÁC CUỘC HỌP SẮP TỚI

Sở Giao thông Vận tải Quận Cam (OCTA, từ viết tắt bằng tiếng Anh) muốn nhận được ý kiến đóng góp của quý vị về những cải tiến trong tương lai đối với hệ thống giao thông vận tải của Quận. Kế hoạch Giao Thông Dài Hạn (LRTP, từ viết tắt bằng tiếng Anh) xem xét các xu hướng, nhân khẩu học và doanh thu thay đổi. Truy cập LRTP-StoryMap.com để tìm hiểu thêm.



Phiên dịch/biên dịch tiếng Tây Ban Nha sẽ được cung cấp cho mỗi cuộc họp. Các điều chỉnh đặc biệt và thông dịch bổ sung có sẵn bằng cách gọi 714-560-5766. Yêu cầu phải được thực hiện ít nhất 72 giờ trước cuộc họp theo lịch trình.

Để biết thêm chi tiết, xin truy cập octa.net/LRTP.

Có nhiều cách để tham gia và chia sẻ ý kiến của quý vị.



Điền vào bản khảo sát trực tuyến tại LRTP-Survey.com.
Bản in khảo sát có sẵn theo yêu cầu.



Tham gia vào tòa thị chính điện thoại:
Thứ năm, ngày 19 tháng 1 năm 2023
5:30 chiều



Truy cập LRTP-TownHall.com hoặc gọi 800-501-9266 để ghi danh tham dự.
Chỉ có tiếng Anh và tiếng Tây Ban Nha.



Tham gia hội thảo trên web Zoom:
Thứ ba, ngày 24 tháng 1 năm 2023
5:30 chiều



LRTP-Meeting.com
Meeting ID: 814 4288 1360
Gọi vào số điện thoại: 213-338-8477



Gọi đường dây trợ giúp 800-501-9266 để:

- Ghi danh theo dõi dự án
- Đặt câu hỏi hoặc để lại nhận xét
- Yêu cầu gửi bản khảo sát bản in cho bạn
- Ghi danh qua điện thoại cho cuộc hội thảo bằng điện thoại



APPENDIX L

Print Advertisements

- Excelsior Tear Sheets (SP)
- Viet Bao Daily News Tear Sheet (VT)
- Nguoi Viet Daily Tear Sheet (VT)

SANTA ANA

Roxana Kopetman
SCNG / Excelsior

El control de alquileres y las protecciones contra desalojos en Santa Ana recibieron luz verde del Concejo Municipal el pasado miércoles, una decisión que podría convertir a la ciudad en la primera en el condado de Orange en limitar los alquileres de edificios de apartamentos más antiguos.

El consejo votó 4-3 para aprobar las ordenanzas y otras medidas que, tras la aprobación final:

- Limitará los alquileres al 3% anual o al 80% de la inflación, lo que sea menor, para los edificios construidos en 1995 o antes y para los parques de casas móviles establecidos en 1990 o antes

- Limitará cuándo los propietarios pueden expulsar a los inquilinos mediante la promulgación de “desalojos por causa justa”, que cubre a los inquilinos que han vivido en la casa durante al menos 30 días. La ley hará que el propietario proporcione el aviso de desalojo en el idioma que el propietario y el inquilino utilizaron para negociar el contrato de arrendamiento.

- Apartará \$300,000 del dinero de ayuda para la pandemia para crear un “fondo de defensa contra el desalojo” y contratar a un consultor que actuará como puente hasta que la ciudad cree una nueva junta de control de alquileres y un registro de alquileres para apartamentos.

- Indicará al personal de la ciudad que estudie más a fondo cómo se llevarán a cabo estas protecciones

“Comunidad de inquilinos”

“La simple verdad es que tenemos una comunidad muy sensible aquí, una comunidad de inquilinos”, dijo el alcalde Vicente Sarmiento. “Más del 50% de nuestros residentes son inquilinos... Muchas de esas familias viven en condiciones de hacinamiento. Las

Aprueban control de alquileres y protección para inquilinos

La ciudad será la primera en el condado de Orange en limitar los alquileres de apartamentos más antiguos



El control de alquileres y las protecciones contra desalojos en Santa Ana recibieron luz verde del Concejo Municipal el pasado miércoles.

JEFF COLLINS,
ORANGE COUNTY
REGISTER/SCNG

“Las luchas de los inquilinos de Santa Ana son demasiado grandes para seguir ignoradas. Los bajos salarios y los altos alquileres son las abrazaderas que exprimen a la clase trabajadora de sus ingresos”.

— Jessie Lopez, concejal

vez llamaste hogar, tener que traducir un aviso del sheriff para desocupar a tus padres”, dijo al consejero Cecilia Rivas, residente de Santa Ana.

Kayleigh Levitt, voluntaria del grupo de defensa Tenants United Santa Ana, dijo que la propuesta de la ciudad ayudará a los inquilinos, ya que la moratoria de desalojo del estado está programada para expirar el 30 de septiembre. (En años recientes, Tenants United lanzó esfuerzos infructuosos para hacer llegar el control de los alquileres a una boleta de la ciudad).

El residente Manny Escamilla, un urbanista que posee una propiedad de alquiler, calificó las medidas como “una propuesta realmente razonable”.

Los opositores

Otros propietarios y administradores de apartamentos consideraron que

tarifas de alquiler tienen mucho que ver con eso”.

Santa Ana sería la primera ciudad en el condado de Orange en promulgar su propio control de alquileres y leyes de desalojo por causa justa, según la Asociación de Apartamentos de California. San Juan Capistrano ha tenido control de alquiler para parques de casas móviles en la ciudad durante unos 40 años, según Vickie Talley, directora ejecutiva de Manufactured Housing Educational Trust, una asociación dedicada a promover la industria de casas móviles.

En Santa Ana, los concejales consideraron aprobar los artículos como medidas de urgencia, lo que los habría hecho efectivos de inmediato, pero esa idea careció de apoyo. En cambio, es probable que las medidas se ultimen en una reunión del consejo el 5 de octubre.

La votación se produjo alrededor de las 2 a.m., después de que el consejo hubiera escuchado durante horas el testimonio público, a menudo emotivo, de más de 100 personas.

Por un lado estaban decenas de inquilinos y defensores que decían que la vivienda es un dere-

cho humano. Dijeron que quieren vivir con dignidad y pagar un alquiler justo, sin la amenaza de desalojo. Los inquilinos hablaron de dificultades, incluida la pérdida de vidas durante la pandemia, mientras se enfrentaban a la falta de viviendas asequibles. Los jóvenes recordaron haber sido desalojados cuando eran niños y describieron el impacto emocional que esos desalojos tuvieron en sus familias.

“Es devastador tener que decirles a tus hermanos menores que ya no tienes un lugar al que alguna

la propuesta era cualquier cosa menos razonable.

Una gran cantidad de propietarios o sus gerentes, dijeron que las propuestas perjudicarían a los propietarios, la economía de la ciudad, e incluso a los inquilinos que eventualmente tendrían que asumir costos adicionales si los propietarios se ven obligados a apelar por aumentos de alquiler. En repetidas ocasiones, dijeron que la propuesta de Santa Ana es innecesaria porque la ley estatal ya protege a los inquilinos.

El año pasado, el estado implementó la ley AB-1482, la cual limita los aumentos anuales de alquiler al 5% más la inflación para las casas de al menos 15 años. La ley también requiere que los propietarios tengan una “causa justa” para desalojar a los inquilinos.

Un administrador de un parque de casas móviles calificó la propuesta de Santa Ana como “una política pública socialista”. Otros dijeron que no podrán desalojar a los inquilinos criminales, incluso a aquellos que creen que representan una amenaza potencial para otros inquilinos.

Victor Cao, portavoz de la Asociación de Apartamentos de California, dijo: “La ley estatal proporciona protecciones sólidas para los inquilinos y creemos que las propuestas que tienen ante ustedes hoy son excesivas y extremas”.

En apoyo al control de alquileres y otras protecciones a los inquilinos, estuvieron el alcalde Sarmiento y los concejales Thai Viet Phan, Jessie Lopez y Johnathan Hernandez.

“Las luchas de los inquilinos de Santa Ana son demasiado grandes para seguir ignoradas”, dijo López. “Los bajos salarios y los altos alquileres son las abrazaderas que exprimen a la clase trabajadora de sus ingresos”.

El redactor Jeff Collins contribuyó a este informe.

CAL STATE FULLERTON

Busca inspirar a otros a lograr sus doctorados

Nicole Gregory
Especial para SCNG

Inmerso en las primeras semanas de un programa de doctorado en ciencias biomédicas en la Universidad de Michigan, lejos de su familia en Anaheim, Stephen González acredita la ayuda y orientación que recibió en Cal State Fullerton para llegar a este punto crítico de su vida académica.

“Mi mayor apoyo en el camino fue el Programa de Becas McNair”, dijo, refiriéndose al programa nacional diseñado para ayudar a los estudiantes universitarios de primera generación a prepararse para los estudios de doctorado. Lleva el nombre del astronauta afroamericano, Ronald E. McNair, que murió en la explosión del Challenger de 1989.

Ayuda constante

A través del Programa de Becas McNair, González recibió ayuda constante durante el largo proceso de postulación a las escuelas de posgrado.

“Tenían una línea de tiempo en cada paso del camino”, dijo. “Algunos pasos necesarios incluso para considerar escuelas de posgrado toman algunos años de anticipación. Las cartas de recomendación son una gran forma para que los programas de posgrado determinen si eres un candidato digno para ser aceptado”.

Recibió ayuda para identificar los programas adecuados para sus intereses y objetivos. “Nos ayudaron a analizar los programas de posgrado y nos guiaron para tomar la decisión correcta al presentar la solicitud”. Sin esta ayuda, dijo, “no habría podido obtener siete doctorados, programas”.

Sí, González fue aceptado en siete escuelas de posgrado. Pero, cuando comenzó el proceso de soli-



FOTO CORTESIA CSUF

Stephen Gonzalez es un graduado universitario de primera generación y alumno de CSUF que está cursando un doctorado en ciencias biomédicas en la Universidad de Michigan.

cidad, sus logros académicos ya eran impresionantes. Formó parte de la Experiencia de Investigación de Verano del Instituto Médico Howard Hughes y del Programa Preparatorio de Carreras de Investigación. Presentó investigaciones en la Conferencia Nacional de Investigación Emergente y ganó un premio por un póster destacado. Y para el programa McNair, desarrolló y presentó una tesis titulada “Comprensión del papel de la ATPasa Doman en el virus del bacteriófago Lambda”.

González le pidió a Marcos Ortega, profesor asistente de bioquímica, que fuera su mentor en 2017. Ortega se vio en el alumno.

Conexión cultural

“Hablamos sobre la conexión cultural”, dijo el profesor, que ahora enseña en Texas Tech. “Le dije cómo crecí. El término es “desatendido”, pero eso realmente significa una vida llena de delincuencia y pobreza. Así es como abrimos nuestra conversación, siendo yo honesto sobre dónde vengo. Hablamos de nuestras luchas comunes”.

Tener un mentor que entendiera su trasfondo cultural fue esencial para que González pudiera seguir atravesando desafíos y reveses.

“Stephen es muy brillante”, dijo Ortega. “Le gusta la ciencia, pero el aspecto académico no surgió de forma natural al principio. Tuvo que volver a tomar algunas clases y tuvo que aprender de sus errores”.

‘No rendirme nunca’

González creció en la pobreza, pero sus padres eran muy trabajadores. “Lo más importante que aprendí de mis padres fue no rendirme nunca”, dijo González. “El hecho de que estés luchando ahora no significa que la vida siempre será difícil. Aunque trabajé desde que tenía siete años y quería tener una vida “normal” cuando era niño, aprendí que los mejores recuerdos que tenía eran los de estar con mi familia. Otra cosa que aprendí de mis padres fue a ser un gran trabajador, a hacer (las cosas) siempre lo mejor que puedas sin importar si no salen como quieres”.

González asistió a Santiago Canyon College y se transfirió a CSUF en 2015. Tenía mucho que hacer. “Stephen trabajaba en turnos de noche, limpiando oficinas para mantener a su familia”, dijo Ortega. Además, González tenía un trabajo en el campus como asistente del Departamento de Química y Bioquímica.



DIRECCIONES 2045

PLAN DE TRANSPORTE A LARGO PLAZO

Soluciones de transporte sostenibles, equitativas e innovadoras.

A la Autoridad de Transporte de Orange County (OCTA) le gustaría conocer su opinión en este momento en el que está planificando las futuras mejoras al sistema de transporte del condado. Comparta su opinión a través de nuestra encuesta en línea y el próximo seminario web público.

¡Responda a nuestra encuesta en línea hoy mismo!

www.LRTP-Survey.com



Reserve la fecha para acompañarnos en un seminario web de la comunidad.

Martes, 19 de octubre de 2021 a las 5:30 p.m.

Enlace de Zoom: www.LRTP-Meeting.com

Número de llamada: 213-338-8477

ID de reunión: 847 5366 4364

Por teléfono en español: 1-646-749-3335

Código: 373-074-269

www.octa.net/LRTP



ORANGE COUNTY Mobility Hubs Study

Customizing Mobility for Local Communities

El Estudio de los Centros de Movilidad (Mobility Hubs, en inglés) de OCTA examina las formas de conectar convenientemente a los viajeros con sus destinos al reunir diferentes instalaciones y servicios de transporte en un solo lugar. Reserve la fecha para acompañarnos en un seminario web de la comunidad.

Jueves, 7 de octubre de 2021 a las 5:30 p.m.

Enlace de Zoom: www.MobilityHubs-Meeting.com

Numero de llamada: 213-338-8477

ID de reunión: 834 3194 7204

Por teléfono en español: 1-646-749-3335

Código: 373-074-269

octa.net/OCMobilityHubs



Tiếp **THỜI SỰ** trang A3

trưởng Bộ Công an Lê Quốc Hùng cho biết theo thống kê, hiện có khoảng 3,5 triệu công dân của cả nước đang đi làm việc, lao động, sinh sống ở TP HCM, Bình Dương, Đồng Nai và Long An (riêng TP HCM có khoảng 2,1 triệu người). Người dân có nguyện vọng về quê, nhất là các tỉnh phía Nam, các tỉnh Tây Nguyên. Nếu không kiểm soát việc người dân đi lại sẽ có nguy cơ lây lan dịch bệnh rất phức tạp, nguy hiểm. Việc di chuyển tự phát của người dân có nguy cơ làm lây lan dịch bệnh rất cao. Bộ Công an cũng thông nhất phương án tổ chức đưa đón công dân có kế hoạch. Riêng 4 tỉnh, thành phố nói trên cần vận động người dân ở lại, tạo điều kiện tiêm vắc-xin, tiếp cận gói an sinh, tạo việc làm, giảm tiền nhà trọ, khuyến khích doanh nghiệp đón lao động trở lại TP HCM làm việc...

Hải Phòng mở lại nhiều hoạt động: TP Hải Phòng cho phép mở lại các khu, điểm du lịch, danh lam thắng cảnh trên địa bàn nhưng chỉ đón khách nội tỉnh, từ 0h ngày 1/10. Theo văn bản điều chỉnh một số hoạt động phòng, chống dịch ban hành ngày 29/9, TP Hải Phòng yêu cầu khách và người hướng dẫn tham quan phải đảm bảo một trong các điều kiện như: Xét nghiệm âm tính trong 72 giờ; đã tiêm đủ 2 mũi vaccine; F0 khỏi bệnh... Cơ sở lưu trú được tổ chức ăn uống tại chỗ, nhưng chỉ phục vụ khách đang lưu trú. Các cơ sở tôn giáo, tín ngưỡng, thờ tự được hoạt động, tuy nhiên, phải bảo đảm không tập trung quá 20 người cùng một thời điểm hoặc không vượt quá 50% công suất.

Từ 30/9, công dân vào Đà Nẵng chỉ cần đăng ký trực tuyến và âm tính. Đà Nẵng vừa ban hành Hướng dẫn công dân vào thành phố, thời gian thực hiện từ 8 giờ ngày mai (30/9) cho đến khi có thông báo mới. Theo đó, các đối tượng được phép vào thành phố Đà Nẵng khi đảm bảo các điều kiện sau: Công dân đến, về từ các khu vực, tổ, xóm, thôn, ấp... không có ca mắc Covid-19 trong vòng 14 ngày, khu vực không phải là cách ly, phong tỏa, xã phường không đang áp dụng Chi thị 15, Chi thị 16 của Thủ tướng Chính phủ, khu vực không phải nguy cơ cao, nguy cơ rất cao theo quy định của Ban chỉ đạo quốc gia phòng chống dịch Covid-19.

Khoảng 740.000 liều vắc xin Sputnik V đầu tiên do Nga cung cấp về đến VN. Sau khi về đến sân bay Nội Bài (Hà Nội), chiều 29-9, lô vắc xin Sputnik V với khoảng 740.000 liều đã được Công ty TNHH một thành viên Vắc xin và Sinh phẩm số 1 (Vabiotech) tiếp nhận.

1 triệu liều vắc xin Hayat-Vax (của TQ) đầu tiên sản xuất tại UAE đã về đến Hà Nội. Sáng 29-9, tại sân bay quốc tế Nội Bài (Hà Nội) đã diễn ra lễ bàn giao 1 triệu liều vắc xin Hayat-Vax đầu tiên sản xuất tại UAE giữa G42 Medications Trading LLC (G42) và Công ty cổ phần Y được phẩm Vimedimex.

Bổ sung kinh phí mua 20 triệu liều vắc xin Vero Cell (của TQ). Phó thủ tướng Lê Minh Khái vừa ký quyết định 1639/QĐ-TTg ngày 29-9-2021 về bổ sung kinh phí mua và tiếp nhận 20 triệu liều vắc xin ngừa COVID-19 Vero Cell của Tập đoàn Sinopharm, Trung

Quốc. Hà Nội: Xin cho xe buýt hoạt động trở lại từ 1/10. Ngày 29/9, Hiệp hội Vận tải hành khách công cộng Hà Nội có văn bản kiến nghị UBND thành phố cho xe buýt hoạt động trở lại từ ngày 1/10. Văn bản do Chủ tịch Hiệp hội Vận tải hành khách công cộng Hà Nội Nguyễn Trọng Thông ký cho biết, khi dịch COVID-19 bùng phát trở lại lần thứ 4, xe buýt tại Hà Nội đã dừng hoạt động từ 18/7 đến nay (2 tháng rưỡi).

Thuốc Chích Ngừa Pfizer Cho Trẻ Em Từ 5 Đến 11 Tuổi Phải Đợi Đến Tháng 11 Mới Có Thể Có

WASHINGTON – Pfizer đã nộp bản nghiên cứu cho Cơ Quan FDA Hoa Kỳ về hiệu quả của thuốc chích ngừa Covid-19 của họ trong trẻ em nhưng việc chích ngừa thì có thể sẽ đến tháng 11, theo bản tin của AP tường thuật hôm Thứ Ba, 28 tháng 9 năm 2021.

Công ty này hôm Thứ Ba nói rằng họ đã cung cấp cho các nhà giám sát sức khỏe các tài liệu từ một nghiên cứu gần đây về thuốc chích ngừa của họ trong trẻ em từ 5 tới 11 tuổi. Các viên chức đã cho biết trước đây là họ sẽ nộp hồ sơ xin Cơ Quan FDA trao thẩm quyền sử dụng trong những tuần lễ tới.

Một khi công ty nộp đơn xin, các nhà giám sát Hoa Kỳ và các viên chức sức khỏe công cộng sẽ xem xét chứng cứ và kết quả với các ủy viên cố vấn của họ trong những cuộc họp công khai để quyết định xem việc chích người có an toàn và đủ hiệu quả để đề nghị sử dụng chưa.

Tiến trình này có thể có nghĩa là việc chích ngừa sẽ



Lãnh Đạo Cộng Hòa tại Thượng Viện Mitch McConnell, Cộng Hòa-Kentucky, đi bộ tới phòng bỏ phiếu dự luật chi tiêu của chính phủ, tại Tòa Nhà Quốc Hội Hoa Kỳ tại Washington, hôm Thứ Hai, 27 tháng 9 năm 2021. (https://apnews.com)

không thể thực hiện cho đến gần Lễ Tạ Ôn, theo một người thạo tin về tiến trình này nhưng không có thẩm quyền để nói công khai, cho biết. Nhưng có thể, tùy theo FDA hành động nhanh như thế nào, việc chích ngừa có thể sẵn sàng trong tháng 11, theo người này cho hay.

Thuốc chích ngừa chích 2 mũi của Pfizer hiện có sẵn cho người từ 12 tuổi trở lên. Có khoảng 100 triệu người tại Hoa Kỳ đã chích ngừa đầy đủ với thuốc này, theo Cơ Quan CDC cho biết.

Bị 2 Nghị Sĩ Cùng Đảng Chống, Dân Chủ Phải Cắt Giảm Thêm Kế Hoạch Tái Thiết Nước Mỹ 3.5 Ngàn Tỉ MK Để Có Thể Thông Qua

WASHINGTON – Áp lực đang gia tăng, Tổng Thống Joe Biden và các nhà lập pháp Dân Chủ tại Quốc Hội đã căng thẳng hôm Thứ Ba, 28 tháng 9 năm 2021, để cắt giảm kế hoạch đại tu bộ của chính phủ trị giá 3.5 ngàn tỉ đô la nhiều nhất trong lịch sử để giành sự ủng hộ từ 2 thượng nghị sĩ quan trọng trước thời hạn chót để bỏ phiếu, theo Hãng Thông Tấn Mỹ AP tường thuật hôm Thứ Ba.

Với Cộng Hòa mạnh mẽ chống đối và không có lá phiếu nào, Biden đã bãi bỏ chuyến đi Chicago vào Thứ Tư mà đã dự định tập trung vào việc chích ngừa Covid-19 để ông có thể tiếp tục làm việc với thương lượng này, theo một viên chức Bạch Ốc được đầu tên để nói về kế hoạch.

Dân Chủ đã sẵn sàng điều chỉnh các đề nghị thuế và các mục tiêu chi tiêu của đại dự luật để đáp ứng tâm cơ được yêu cầu bởi các nhà lập pháp cùng đảng DC Joe Manchin của West Virginia và Kyrsten Sinema của Arizona. Hai nhà lập pháp này nói rằng kế hoạch của Biden quá lớn nhưng lại im

lặng một cách công khai về con số mà họ có thể sống cùng.

Tổng thống đã gặp riêng họ hôm Thứ Ba tại Bạch Ốc, tạo tiền bộ rõ ràng trước cuộc bỏ phiếu thử vào Thứ Năm.

Khi lập pháp chú tâm đến, những điều chỉnh sẽ cho phép – các tài trợ chăm sóc trẻ em có thể được cung cấp cho nhiều năm, hay chỉ một vài. Việc tài trợ để mở rộng các chương trình chăm sóc sức khỏe có thể bắt đầu trễ hơn hay chấm dứt sớm hơn. Tăng thuế lên các công ty và giới giàu có thể bị điều chỉnh. Và các điều khoản chống biến đổi khí hậu hay cắt giảm giá thuốc theo toa có thể thay đổi.

Không khẳng định điều gì, Chủ Tịch Hạ Viện Nancy Pelosi nói với các phóng viên tại Tòa Nhà Quốc Hội, “Vào ngày kế tiếp hay cỡ đó chúng tôi hy vọng sẽ tới nơi mà tất cả chúng tôi đều có thể đi tới nữa.”

Các Thượng Nghị Sĩ Cộng Hòa Đã Bỏ Phiếu Ngăn Chặn Thông Qua Dự Luật Tài Trợ Cho Chính Phủ và Thúc Đẩy Kế Hoạch 3.5 Ngàn Tỉ MK Của Biden

WASHINGTON – Các thượng nghị sĩ Cộng Hòa đã ngăn chặn một dự luật vào tối Thứ Hai để giữ cho chính phủ hoạt động và cho phép liên bang vay tiền, nhưng Dân Chủ nhằm ngăn chặn sự đóng cửa đã cam kết sẽ thử lại – cùng lúc thúc đẩy các kế hoạch lớn của Tổng Thống Joe Biden để tái định hình lại chính phủ, theo AP tường thuật hôm Thứ Hai, 27 tháng 9 năm 2021.

Các nỗ lực không nhất thiết được liên đới, nhưng hạn chót cuối năm tài khóa đề tài trợ cho chính phủ hôm Thứ Năm tuần rồi đang đi ngược lại ước muốn của Dân Chủ để đạt được tiến

bộ cho cuộc đại tu bộ của liên bang trị giá 3.5 ngàn tỉ đô la.

Tất cả đang tạo ra một thời khắc hỗn loạn cho Biden và đảng của ông, với các hệ quả nhất định ảnh hưởng tới nhiệm kỳ tổng thống của ông và tương lai chính trị của các nhà lập pháp.

“Các bạn biết tôi, tôi là người vốn lạc quan,” theo Biden nói với các phóng viên hôm Thứ Hai, khi ông vén tay áo để chích liều thuốc Covid-19 bổ sung. “Chúng tôi sẽ làm cho nó xong.”

Tỉ số phiếu 50-48 hôm Thứ Hai chống lại việc thông qua dự luật đã thiếu 60 phiếu cần thiết để xúc tiến vượt qua sự chống đối của Cộng Hòa.

Hãng Xe Ford Sẽ Tuyển 10,800 Công Nhân Cho Các Hãng Xương Chè Tạo Xe Điện Mới Đầu Tư Tại Kentucky và Tennessee

GLENDALE, Ky. – Công Ty Xe Hơi Ford và một công ty đối tác nói rằng họ có kế hoạch xây dựng các hãng lớn sản xuất pin xe điện và nhà máy lắp ráp xe hơi tới năm 2025 – một đầu tư lớn trong tương lai của kỹ thuật xe EV mà sẽ tạo ra khoảng 10,800 việc làm và chuyên việc sản xuất trong tương lai của công ty chế tạo xe hơi này xuống Miền Nam, theo bản tin của Hãng Thông Tấn Mỹ AP tường thuật hôm Thứ Hai, 27 tháng 9 năm 2021.

Các hãng, sẽ được xây dựng tại các địa điểm ở Kentucky và Tennessee, sẽ chế tạo các bình điện cho thế hệ kế tiếp của xe điện Ford và Lincoln mà sẽ được sản xuất tại Bắc Mỹ. Tổng hợp, chúng đánh dấu sự đầu tư vào việc sản xuất lớn nhất mà công ty có tuổi thọ 118 năm đã từ trước hiện từ trước tới nay và nằm trong số

Xem tiếp **THỜI SỰ** trang A5

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LAGUNA BEACH

Agentes policiales, de los mejores pagados en O.C.

Erika I. Ritchie
SCNG / Excelsior

El Concejo Municipal decidió esta semana un acuerdo laboral alcanzado con la Asociación de Empleados de Policía de Laguna Beach que otorgaría a los oficiales un aumento salarial del 19% durante tres años.

"Los términos del acuerdo son los más altos jamás ofrecidos a la Asociación de Empleados de Policía de Laguna Beach" dijo el administrador de la ciudad, Shohreh Dupuis, en un comunicado, y agregó que el contrato de tres años incluye un paquete de compensación total que pondría al departamento como el segundo más alto en el condado para la compensación de oficiales. "Tendrá un impacto inmediato en la atracción y retención del personal del departamento".

El Departamento de Policía actualmente tiene 49 oficiales que sirven a la ciudad de 23,000 habitantes, pero la ciudad ha visto salir a varios en los últimos años. La popular ciudad costera tiene alrededor de 6 millones de visitantes al año.

"Este acuerdo es para apoyar la seguridad pública y nos complace ofrecer a los oficiales de policía y otros empleados de nuestro Departamento de Policía un generoso paquete de compensación que refleja su nivel de dedicación y compromiso con esta comunidad", dijo el alcalde Bob Whalen, y agregó que poner al departamento solo detrás de Irvine en términos de compensación. Ese departamento tiene 252 oficiales juramentados y supervisa una población de casi 320,000.

Whalen dijo que solicitó un informe completo sobre



FOTO ARCHIVO

Los agentes de la Policía de Laguna Beach serían los segundos mejor pagados en todo el condado de Orange.

el estado del Departamento de Policía, en medio de varias renuncias y debate durante las últimas semanas reñidas sobre la satisfacción de los oficiales, y espera ver esa discusión con sus colegas del consejo en la reunión del 24 de enero.

Desde junio de 2021, tres oficiales de policía se han jubilado y otros siete han dejado el departamento por salarios más altos, beneficios u oportunidades profesionales en otras agencias, incluido el Departamento de Policía de Irvine, la Patrulla del Puerto de San Diego, el Departamento del Sheriff del Condado de Orange, el Fiscal del Distrito del Condado de Orange Oficina y la Oficina del Fiscal del Distrito del Condado de Riverside, dijo el jefe de policía Jeff Calvert.

Si se aprueba el convenio laboral, el 10% del aumento entrará en vigencia de inmediato, y el resto se escalará en tres años: los funcionarios ya votaron para ratificar el contrato. También habría un aumento del 13% para el personal no juramentado del departamento, según información publicada por la ciudad.

El nuevo acuerdo también incluye aumentos en la contribución de la ciudad a los

ahorros de salud para la jubilación y para asignaciones especializadas como el fiscal recursos escolares, detectives, oficiales de capacitación del departamento y sargentos que supervisan el Equipo de Mejoramiento de Vecindarios: se creó para supervisar los problemas de calidad de vida en la comunidad, en las playas y en los parques de la ciudad.

La ronda inicial de aumentos agregaría \$400,000 al presupuesto de la ciudad este año fiscal, que finaliza en junio; \$1.1 millones para el año fiscal 2023-24; y \$1.7 millones en el presupuesto 2024-25.

El Departamento de Policía está presupuestado para 56 policías juramentados. El Concejo Municipal aprobó recientemente la contratación de un nuevo puesto de teniente de policía, lo que significa que habrá tres tenientes en el departamento. Hay cuatro nuevos oficiales aún entrenando, y uno permanece en la Academia de Policía. Se han entrevistado seis empleados potenciales más para el departamento, y ahora están pasando por verificaciones de antecedentes en previsión de futuros puestos que se abrirán a medida que el personal se jubile.



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5:30 p.m.

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Martes, 24 de enero de 2023

5:30 p.m.

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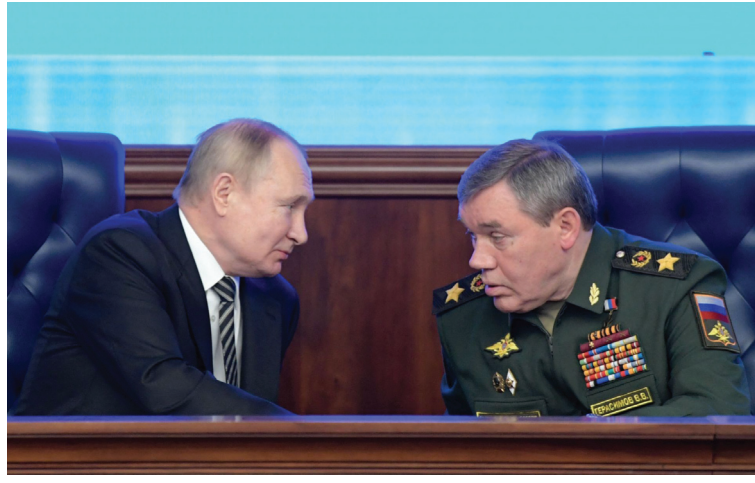
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T H Ò I S Ự

Mỹ: Tình hình Ukraine bế tắc khiến Nga phải thay tư lệnh chiến trường



Ông Vladimir Putin (trái), tổng thống Nga, và Tướng Valery Gerasimov, tổng tham mưu trưởng quân đội Nga. (Hình: Sergei Guneyev/Sputnik/AFP via Getty Images)

WASHINGTON, DC (NV) - Ngũ Giác Đài hôm Thứ Năm, 12 Tháng Giêng, nhận định những bế tắc dai dẳng của Nga ở chiến trường Ukraine có thể chính là nguyên nhân dẫn đến thay đổi tư lệnh chiến trường, theo Reuters.

Bộ Quốc Phòng Mỹ cũng đồng thời kêu gọi Moscow chấm dứt chiến tranh thay vì đưa thêm tướng lĩnh để tiếp tục cuộc xâm lược kéo dài gần một năm qua.

“Quyết định thay người này có thể phản ánh các thách thức mang tính hệ thống mà quân đội Nga vấp phải kể từ khi bắt đầu cuộc xâm lăng,” Thiếu Tướng Patrick Ryder, phát ngôn viên Ngũ Giác Đài, phân tích.

“Những vấn đề chúng tôi từng đề cập liên quan đến năng lực tiếp vận, hệ thống chỉ huy và kiểm soát, vấn đề duy trì, kỷ cương quân đội và có thể tất cả những vấn đề này

đưa đến việc không đạt được các mục tiêu chiến lược mà người Nga đã đặt ra,” ông Ryder nói.

Moscow vừa chỉ định Tướng Valery Gerasimov, tổng tham mưu trưởng quân đội Nga, kiêm nhiệm thêm trách nhiệm tư lệnh chiến trường Ukraine nơi mà mới ba tháng trước Điện Kremlin giao cho Tướng Sergey Surovikin, người được mệnh danh “tướng ngày tận thế” vì sẵn sàng áp dụng những biện pháp tàn bạo như dùng bom hóa học để tấn công thường dân ở mặt trận Syria.

Trong thời gian vừa qua, dưới quyền của Tướng Surovikin, quân lực Nga oanh kích các cơ sở hạ tầng như nhà máy điện và nước ở Ukraine nhằm gây một áp lực khủng hoảng trên dân chúng trước cảnh mùa Đông lạnh cóng đang bao phủ, tuy nhiên chiến thuật gây khủng bố trên các mục tiêu dân sự không

ngăn cản những bước tiến của quân đội chính phủ Kiev tại mặt trận miền Đông. Ông Surovikin sẽ làm tư lệnh phó cho ông Gerasimov.

Với quyết định đưa chính tổng tham mưu trưởng ra trực tiếp làm tư lệnh chiến trường của ông Vladimir Putin, tổng thống Nga, cho thấy tình hình của quân Nga tại mặt trận Ukraine càng lúc càng khó khăn cho Điện Kremlin. (MPL) [qd]

Ít nhất 6 người thiệt mạng vì lốc xoáy và dông tố ở Alabama

AUTOGA COUNTY, Alabama (NV) - Nhà chức trách địa phương cho biết ít nhất sáu người thiệt mạng ở miền Trung tiểu bang Alabama hôm Thứ Năm, 12 Tháng Giêng, vì một trận lốc xoáy và các cơn mưa dông hoành hành.

Phát ngôn viên Sở Cảnh Sát Autauga County xác nhận với phóng viên Reuters rằng có ít nhất sáu người đã chết trong cơn bão, nhưng chưa có thêm thông tin chi tiết về nguyên nhân.

“Tôi rất buồn để thông báo rằng sáu cư dân Alabama thiệt mạng vì thiên tai tàn phá khắp tiểu bang của chúng ta. Xin hãy cầu nguyện cho những thân nhân và cộng đồng của những người không may này. Chúng ta quá quen thuộc với thời tiết khắc nghiệt như thế này, nhưng cư dân Alabama rất kiên cường. Chắc

chắn, chúng ta sẽ vượt qua và mạnh mẽ hơn,” bà Kay Ivey, thống đốc Alabama, viết trên Twitter.

Ông Buster Barber, bác sĩ giáo nhiệm Autauga County, cho biết ít nhất bốn người đã thiệt mạng vì những mảnh vỡ bay từ cơn lốc xoáy.

Thống Đốc Ivey trong ngày Thứ Năm đã tuyên bố tình trạng khẩn cấp đối với sáu địa hạt bị ảnh

hưởng lốc xoáy và dông tố nặng nề nhất là Autauga County, Chambers County, Coosa County, Dallas County, Elmore County và Tallapoosa County.

Gió và mưa lớn gây thiệt hại nhà cửa và khiến hàng chục ngàn gia đình bị mất điện ở một số vùng của các tiểu bang Georgia, Mississippi và Alabama. (MPL) [qd]



Người dân Alabama an ủi lẫn nhau sau trận lốc xoáy hồi Tháng Ba, 2021. (Hình minh họa: Julie Bennett/Getty Images)

Tổng thống Brazil: Vụ bạo loạn dinh tổng thống có người bên trong tiếp tay

Tiếp trang A3

Quân đội Brazil phủ nhận tin tức cho hay một số giới chức quân đội ngăn không cho cảnh sát bắt người biểu tình, sau khi báo chí nước này đăng video những vụ đụng độ căng thẳng giữa người biểu tình với lực lượng an ninh.

Nhưng ông Lula khẳng định ông Jose Mucio sẽ vẫn làm bộ trưởng Quốc Phòng.

“Tôi tin ông ta,” ông Lula nói trong buổi họp báo.

Giống như vụ bạo loạn Quốc Hội Mỹ ngày 6 Tháng Giêng, 2021, hôm Chủ Nhật, hàng ngàn ủng

hộ viên cựu Tổng Thống Bolsonaro phá hàng rào, tấn công cảnh sát rồi tràn vô trụ sở Quốc Hội, Tối Cao Pháp Viện, đồng thời tấn công cả dinh tổng thống ở thủ đô Brasilia, đòi lật ngược kết quả bầu cử.

Người biểu tình phản đối kết quả cuộc bầu cử

ngày 30 Tháng Mười, 2022, mà chiến thắng thuộc về ông Lula.

Giống như cựu Tổng Thống Trump ở Mỹ, ông Bolsonaro cũng tố cáo gian lận bầu cử, mà không hề có bằng chứng, để kích động người ủng hộ. (Th. Long) [qd]

CONTRACTING OPPORTUNITIES AVAILABLE FOR SMALL BUSINESS!

INCLUDING MINORITY, WOMEN, AND DISABLED VETERANS





Use cell phone camera to scan QR code above to access information about Caltrans upcoming opportunities

Visit us at <https://dot.ca.gov/> or email smallbusinessadvocate@dot.ca.gov for more information



PHƯƠNG HƯỚNG NĂM 2045
KẾ HOẠCH VẬN CHUYỂN DÀI HẠN
Các giải pháp giao thông bền vững, công bằng và sáng tạo.

THAM GIA KHẢO SÁT VÀ THAM DỰ CÁC CUỘC HỌP SẮP TỚI

Sở Giao thông Vận tải Quận Cam (OCTA, từ viết tắt bằng tiếng Anh) muốn nhận được ý kiến đóng góp của quý vị về những cải tiến trong tương lai đối với hệ thống giao thông vận tải của Quận. Có nhiều cách để tham gia và chia sẻ ý kiến của quý vị.

Điền vào bản khảo sát trực tuyến tại www.LRTP-Survey.com
Bản in khảo sát có sẵn theo yêu cầu.

Tham gia vào tòa thị chính điện thoại
Thứ năm, ngày 19 tháng 1 năm 2023
5:30 chiều
Truy cập LRTP-TownHall.com hoặc gọi 800-501-9266 để ghi danh tham dự. Chỉ có tiếng Anh và tiếng Tây Ban Nha.

Tham gia hội thảo trên web Zoom:
Thứ ba, ngày 24 tháng 1 năm 2023
5:30 chiều
www.LRTP-Meeting.com
Meeting ID: 814 4288 1360
Gọi vào số điện thoại: (213) 338-8477

Gọi đường dây trợ giúp 800-501-9266 để:

- Ghi danh theo dõi dự án
- Đặt câu hỏi hoặc để lại nhận xét
- Yêu cầu gửi bản khảo sát bản in cho bạn
- Ghi danh qua điện thoại cho cuộc hội thảo bằng điện thoại

Các điều chỉnh đặc biệt và thông dịch bổ sung có sẵn bằng cách gọi 714-560-5766. Yêu cầu phải được thực hiện ít nhất 72 giờ trước cuộc họp theo lịch trình.



APPENDIX M

Online Advertisements

- Geofencing Ads (EN, SP & VT)
- Facebook Ads (EN, SP & VT)



Creatives

DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN
Sustainable, equitable, and innovative transportation solutions.

Help improve travel in Orange County!
Take our survey at LRTP-Survey.com.

www.octa.net/LRTP

DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN
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Help improve travel in Orange County!
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www.octa.net/LRTP

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Reporting Period: 1/21/23 to 3pm 1/24/23

DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN

SURVEY & WEBINAR

Help establish future innovations in transportation.

DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN

SURVEY & WEBINAR

Share your input to enhance walking and biking.

DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN

SURVEY & WEBINAR

Help set a path to expand transit service.

DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN

SURVEY & WEBINAR

Help set a path to explore mobility integration.

300x250

23,207
Impressions
Delivered

21 Clicks

.09% CTR



DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN

SURVEY & WEBINAR

Help set a path to eliminate freeway chokepoints.



Reporting Period: 1/21/23 to 3pm 1/24/23

DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN
SURVEY & WEBINAR



Share your input to enhance walking and biking.



DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN
SURVEY & WEBINAR



Help set a path to expand transit service.



DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN
SURVEY & WEBINAR



Help establish future innovations in transportation.



DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN
SURVEY & WEBINAR



Help set a path to explore mobility integration.



DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN
SURVEY & WEBINAR



Help set a path to eliminate freeway chokepoints.



320x50

126,809 Impressions Delivered

75 Clicks

.06% CTR



C R E A T I V E



OCTA
Published by Gwen Lester · September 28 at 6:51 PM ·

OCTA wants to hear it! Help shape the future of OC transportation system and set a direction to the future by answering a short survey at LRTP-Survey.com. Make sure to SAVE THE DATE for our first meeting on October 19, 5:30 p.m. (LRTP-Meeting.com).

See original · Rate this translation



DIRECCIONES RUMBO AL 2045
PLAN DE TRANSPORTE A LARGO PLAZO
Soluciones de transporte sostenibles, equitativas e innovadoras.

¡Queremos su opinión!
Responda a nuestra encuesta y asista al seminario web.

WWW.LRTP-SURVEY.COM
¡Responda a nuestra encuesta sobre soluciones de transporte!
¿Cómo podemos mejorar sus necesidades de movilidad?

[Learn More](#)

17 2 Shares

OCTA
Sponsored ·

OCTA muốn nghe ý kiến của quý vị! Hãy giúp định hình tương lai của hệ thống giao thông vận tải OC và định hướng tương lai bằng cách tham gia một cuộc khảo sát ngắn tại LRTP-Survey.com. Hãy nhớ ĐÁNH DẤU NGÀY cho cuộc họp đầu tiên, sắp tới vào ngày 19 tháng 10 lúc 5:30 chiều (LRTP-Meeting.com).



PHƯƠNG HƯỚNG NĂM 2045
KẾ HOẠCH VẬN CHUYỂN DÀI HẠN
Các giải pháp giao thông bền vững, công bằng và sáng tạo.

Chúng tôi mong muốn nhận được ý kiến từ quý vị!
Hãy tham gia cuộc khảo sát của chúng tôi và tham dự cuộc họp trực tuyến.


www.lrtp-survey.com
tham gia cuộc khảo sát của chúng tôi.

[Learn more](#)

1 Like Comment Share

OCTA
Sponsored ·

¡OCTA quiere escucharlo! Ayude a diseñar el futuro del sistema de transporte en OC y establezca una dirección hacia el futuro al responder a una breve encuesta en LRTP-Survey.com. Asegúrese de RESERVAR LA FECHA para nuestra primera reunión el 19 de octubre, a las 5:30 p.m. (LRTP-Meeting.com).



DIRECCIONES RUMBO AL 2045
PLAN DE TRANSPORTE A LARGO PLAZO
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¡Queremos su opinión!
Responda a nuestra encuesta y asista al seminario web.


WWW.LRTP-SURVEY.COM
¡Responda a nuestra encuesta sobre...

[Learn more](#)

17 2 shares Like Comment Share

OCTA
September 28, 2021 ·

OCTA wants to hear from you! Help shape the future of OC's transportation system and set a direction forward by taking a short survey at LRTP-Survey.com. Be sure to SAVE THE DATE for the first, upcoming meeting on October 19th at 5:30pm (LRTP-Meeting.com).



DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN
Sustainable, equitable, and innovative transportation solutions.

We want your input!
Take our survey and attend the webinar.

WWW.LRTP-SURVEY.COM
Take our survey on transportation solutions!
How can we improve your mobility needs?

[Learn more](#)

28 23 Comments 6 Shares Like Comment Share

OCTA
Published by Gwen Lester · October 6 at 4:19 PM ·

OCTA muốn nghe ý kiến của quý vị! Hãy giúp định hình tương lai của hệ thống giao thông vận tải OC và định hướng tương lai bằng cách tham gia một cuộc khảo sát ngắn tại LRTP-Survey.com. Hãy nhớ ĐÁNH DẤU NGÀY cho cuộc họp đầu tiên, sắp tới vào ngày 19 tháng 10 lúc 5:30 chiều (LRTP-Meeting.com).

See Translation



PHƯƠNG HƯỚNG NĂM 2045
KẾ HOẠCH VẬN CHUYỂN DÀI HẠN
Các giải pháp giao thông bền vững, công bằng và sáng tạo.

Chúng tôi mong muốn nhận được ý kiến từ quý vị!
Hãy tham gia cuộc khảo sát của chúng tôi và tham dự cuộc họp trực tuyến.

WWW.LRTP-SURVEY.COM
tham gia cuộc khảo sát của chúng tôi.
Làm cách nào chúng tôi có thể cải thiện nhu cầu di chuyển của quý vị?

[Learn More](#)

3 2 Comments Most Relevant

Saul Guardado



OCTA
Published by Gwen Lester · September 28 at 6:45 PM ·

OCTA muốn nghe ý kiến của quý vị! Hãy giúp định hình tương lai của hệ thống giao thông vận tải OC và định hướng tương lai bằng cách tham gia một cuộc khảo sát ngắn tại LRTP-Survey.com. Hãy nhớ ĐÁNH DẤU NGÀY cho cuộc họp đầu tiên, sắp tới vào ngày 19 tháng 10 lúc 5:30 chiều (LRTP-Meeting.com).

See Translation



PHƯƠNG HƯỚNG NĂM 2045
KẾ HOẠCH VẬN CHUYỂN DÀI HẠN
Các giải pháp giao thông bền vững, công bằng và sáng tạo.

Chúng tôi mong muốn nhận được ý kiến từ quý vị!
Hãy tham gia cuộc khảo sát của chúng tôi và tham dự cuộc họp trực tuyến.


WWW.LRTP-SURVEY.COM
tham gia cuộc khảo sát của chúng tôi.
Làm cách nào chúng tôi có thể cải thiện nhu cầu di chuyển của quý vị?

[Learn More](#)

1 Like Comment Share

OCTA
Published by Gwen Lester · October 6 at 4:07 PM · 🌐

OCTA wants to hear from you! Help shape the future of OC's transportation system and set a direction forward by taking a short survey at LRTP-Survey.com. Be sure to SAVE THE DATE for the first, upcoming meeting on October 19th at 5:30pm (LRTP-Meeting.com).



DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN
Sustainable, equitable, and innovative transportation solutions.

We want your input!
Take our survey and attend the webinar.

WWW.LRTP-SURVEY.COM
Take our survey on transportation solutions! [Learn More](#)
How can we improve your mobility needs?


👍❤️ 25 14 Comments 4 Shares
Most Relevant ▾

Marcela Gracia
I would like to have a shutter in our city of Rancho Santa Margarita Ca. There's no buses here only on the main streets and I think they're only two that passes our city
Please 🙏
2w 1

Fox Arlene
Talk Cities to fix streets
A big reason people don't ride buses are because they are scared of homeless people and stressed out over bumpy ride from streets
1w 1

OCTA
Published by Gwen Lester · October 7 at 2:32 PM · 🌐

Join us on Oct. 19 for a community webinar (LRTP-Meeting.com). OCTA is working to make it easier to get around Orange County. Learn more by watching our project video at octa.net/LRTP and share your input on how to improve OC's transportation system. Take a short survey at LRTP-Survey.com.



DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN
Sustainable, equitable, and innovative transportation solutions.

We want your input!
Take our survey and attend the webinar.

WWW.LRTP-SURVEY.COM
Share your opinion...Take our survey and attend the meeting. [Learn More](#)
Set a direction forward to 2045!

👍❤️ 15 1 Comment 7 Shares
Most Relevant ▾

Tim Wrubel
RAIL.
Just like the pacific electric railway.
1w 1

OCTA
Published by Gwen Lester · October 6 at 4:15 PM · 🌐

OCTA wants to hear it! Help shape the future of OC transportation system and set a direction to the future by answering a short survey at LRTP-Survey.com. Make sure to SAVE THE DATE for our first meeting on October 19, 5:30 p.m. (LRTP-Meeting.com).
[See original](#) · [Rate this translation](#)



DIRECCIONES RUMBO AL 2045
PLAN DE TRANSPORTE A LARGO PLAZO
Soluciones de transporte sostenibles, equitativas e innovadoras.

¡Queremos su opinión!
Responda a nuestra encuesta y asista al seminario web.

WWW.LRTP-SURVEY.COM
¡Responda a nuestra encuesta sobre soluciones de transporte! [Learn More](#)
¿Cómo podemos mejorar sus necesidades de movilidad?

👍❤️ 18 5 Comments 2 Shares
Most Relevant ▾

Cast Castiel
El nuncio esta en español pero la encuesta está en Inglés.
See Translation · 1w

Cast Castiel
inclusion is important the survey is only in english could you do it other language please
1w

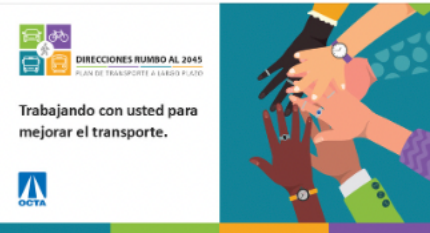
OCTA wants to hear from you! TAKE A SURVEY, REGISTER for upcoming meetings and COMMENT on the draft plan by visiting www.LRTP-StoryMap.com. SAVE THE DATE for the upcoming telephone town hall (1/19) and webinar (1/24).



storymaps.arcgis.com
We're shaping OC's transportation future! [Learn more](#)

👍 Like 💬 Comment ➦ Share

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



storymaps.arcgis.com
Estamos dando forma al futuro del transporte del... [Learn more](#)

👍 Like 💬 Comment ➦ Share

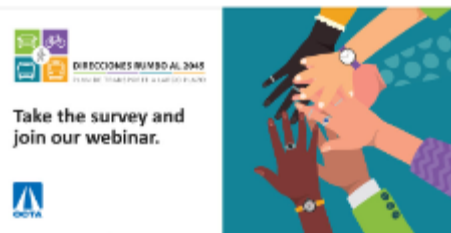
OCTA (viết tắt trong tiếng Anh) muốn nghe từ quý vị! HÃY KHẢO SÁT, GHI DANH cho các cuộc họp sắp tới và NHẬN XÉT về kế hoạch dự thảo bằng cách truy cập www.LRTP-StoryMap.com. LƯU LẠI NGÀY cho hội thảo qua điện thoại sắp tới (19/1) và hội thảo trực tuyến (24/1).



storymaps.arcgis.com
Chúng tôi đang định hình tương lai giao thông vận [Learn more](#)

👍 Like 💬 Comment ➦ Share

OCTA is working to make it easier to get around Orange County. Learn more about the plan and how you can be involved. Visit the interactive story map for details on the upcoming webinar (1/24) and take a survey for a chance to win a \$50 gift card.



storymaps.arcgis.com
Share your opinion, take the survey and attend a... [Learn more](#)

👍 Like 💬 Comment ➦ Share

OCTA (por sus siglas en inglés) está trabajando para que sea más fácil moverse por el Condado de Orange. Obtenga más información sobre el plan y cómo puede participar. Visite el mapa interactivo para obtener detalles sobre el próximo seminario web (1/24) y realice la encuesta para tener la oportunidad de ganar una tarjeta de regalo de \$50.



storymaps.arcgis.com
Comparta su opinión... responda la encuesta y [Learn more](#)

👍 Like 💬 Comment ➦ Share

OCTA (từ viết tắt trong tiếng Anh) đang nỗ lực để giúp việc đi lại quanh Quận Cam trở nên dễ dàng hơn. Tìm hiểu thêm về kế...see more



storymaps.arcgis.com
Chia sẻ ý kiến của quý vị...thực hiện khảo sát và [Learn more](#)

👍 Like 💬 Comment ➦ Share

APPENDIX N


Social Media Posts

- Facebook Posts
- Twitter Posts
- Instagram Posts




OC Bus September 28, 2021 · 🌐

Did you know that you can help shape OC's future transportation system? Go to [LRTP-Survey.com](https://www.ocbus.com/LRTP-Survey.com) and share input on how we can address your travel needs. **SAVE THE DATE** to attend the community webinar on Tuesday, October 19, at 5:30 p.m. [LRTP-Meeting.com](https://www.ocbus.com/LRTP-Meeting.com). Visit [octa.net/LRTP](https://www.ocbus.com/octa.net/LRTP) for more.



DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN
Sustainable, equitable, and innovative transportation solutions.

We want your input!
Take our survey and attend the webinar.



OCTA.NET
Long Range Transportation Plan - Overview
Spanish interpretation will be provided. Special accommodations and additional interpretation...


2

Like Comment Share

Write a comment...


OCTA September 28, 2021 · 🌐

We're looking to keep Orange County moving! Help us choose the direction forward by sharing your feedback with this short survey at [LRTP-Survey.com](https://www.ocbus.com/LRTP-Survey.com). Be sure to **SAVE THE DATE** for Tuesday, October 19, at 5:30 p.m. to attend our first meeting [LRTP-Meeting.com](https://www.ocbus.com/LRTP-Meeting.com). Go to [octa.net/LRTP](https://www.ocbus.com/octa.net/LRTP) to learn more.



DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN
Sustainable, equitable, and innovative transportation solutions.

We want your input!
Take our survey and attend the webinar.




OCTA.NET
Long Range Transportation Plan - Overview
Spanish interpretation will be provided. Special accommodations and additional interpretation...

1 1 Share

Like Comment Share


Write a comment...

OC Bus October 14, 2021 · 🌐



DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN
Sustainable, equitable, and innovative transportation solutions.

We want your input!
Take our survey and attend the webinar.



2 1 Share

Like Comment Share

Write a comment...

Facebook Watch interface showing a video player for the DIRECTIONS 2045 video.

OCTA October 28, 2021 · 🌐

It's your last chance to share your opinion on how to improve mobility in the County. Take the survey... See more

Be the first to leave a comment.

OCTA's Long Range Transportation Plan 2045.mp4


1 · 58 Views

Like Comment Share

Write a comment...

OCTA Published by Sprinklr Prod2 · 3d · 🌐

Join us tomorrow at 5:30 pm for a virtual meeting [LRTP-Meeting.com](https://www.ocbus.com/LRTP-Meeting.com). Let us know how to make it easier for you to travel around the County. Visit [octa.net/LRTP](https://www.ocbus.com/octa.net/LRTP) to take our survey and learn more.



DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN
Sustainable, equitable, and innovative transportation solutions.

144 People Reached 15 Engagements

Boost Post

4

OCTA
December 14, 2022 · 🌐

Our draft plan for future transportation improvements in Orange County is coming soon. Learn more about how we are addressing mobility needs and how to get involved [L RTP-StoryMap.com](https://l RTP-StoryMap.com).



Like Comment Share

OC Bus
December 28, 2022 · 🌐

Sustainable, equitable and innovative transportation solutions is what the future holds. Sign-up to follow the L RTP today. octa.net/l RTP



3

OC Bus
January 5 at 4:09 PM · 🌐

Did you know that you can help shape OC's transportation system? Go to L RTP-StoryMap.com to take a survey and enter a drawing for a chance to win a \$50 gift card. Learn more and comment on the draft plan. Be sure to register for the telephone town hall (1/19) and join the webinar on (1/24).



1 1 share

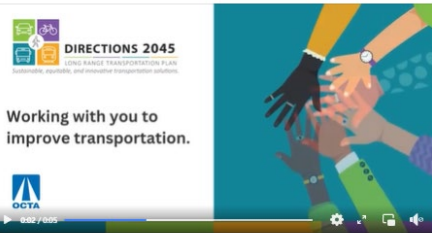
Like Comment Share

Write a comment...

Verónica Vital
Gracias a Dios y al personal buen servicio bendiciones

OCTA
January 6 at 10:00 AM · 🌐

We're working to keep Orange County moving! Help us plan future transportation improvements by visiting L RTP-StoryMap.com to take a brief survey for a chance to win a \$50 gift card and to register for the upcoming telephone town hall (1/19) and participate in the webinar (1/24).



1 Like Comment Share

OC Bus
January 13 at 10:00 AM · 🌐

Comment on the plan! Join us next Thursday for a telephone town hall. Register: 1/19 at 5:30 pm. Learn more during the 1/24 webinar by visiting L RTP-StoryMap.com, and take a survey for a chance to win a \$50 gift card.



4 4 comments

Like Comment Share

Write a comment...

DeeDee VanHouse
I wish I could, but I'll be working then. At the risk of repeating myself, please, please, PLEASE don't end the 38 eastbound route at Fairmont. My job is in Savi Ranch and it already takes me 20 minutes to walk from La Palma and Yorba Linda to my job.

Like Reply

Monica Mendez
DeeDee VanHouse that makes both of us

Like Reply

OCTA
January 24 at 10:24 AM · 🌐

Join tonight's conversation to shape the future of transportation in Orange County. The webinar starts at 5:30 pm. Go to L RTP-StoryMap.com to attend.



2 Like Comment Share

OC Bus
January 24 at 10:23 AM · 🌐

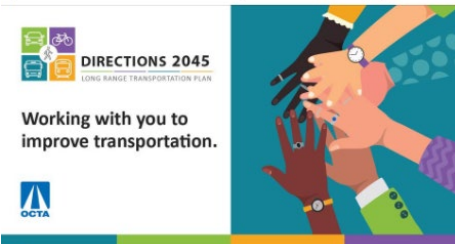
Join tonight's conversation to shape the future of transportation in Orange County. The webinar starts at 5:30 pm. Go to L RTP-StoryMap.com to attend.



2 Like Comment Share

OCTA
February 1 at 10:00 AM · 🌐

Your opinion matters. Last chance to take the L RTP survey to be entered for a chance to win a \$50 gift card. Want to learn more? Check-out the draft plan and more at L RTP-StoryMap.com.



3 Like Comment Share

Write a comment...

OCTA
🌐

On Saturday, Feb. 4, celebrate Black History Month at the Black History Parade and Unity Festival in Anaheim from 10 a.m. to 4 p.m. The event is easy to reach by OC Bus Routes 17, 42, 43 and 47; parking will be limited. Festivities include a parade, car and bike show, break dance contest and great food. Visit the OCTA booth to share your thoughts about the future of transportation in Orange County.



2

OC Bus @RideOCBus · Dec 15, 2022

Sustainable, equitable and innovative transportation solutions is what the future holds. Sign-up to follow the L RTP, today! octa.net/lrtp

211

OCTA @goOCTA · Dec 27, 2022

Our draft plan for future transportation improvements in Orange County is coming soon. Learn more about how we are addressing mobility needs and how to get involved at LRTP-StoryMap.com.

1 1 241

OCTA @goOCTA · Jan 5

Go to LRTP-StoryMap.com to take a survey for a chance to win a \$50 gift card! SAVE THE DATE: telephone town hall (1/19) and webinar (1/24).

1 2 4 902

OC Bus @RideOCBus · Jan 11

We're working to create sustainable, equitable and innovative transportation solutions. Visit LRTP-StoryMap.com to take a survey and participate in the (1/19) telephone town hall and (1/24) webinar.

1 166

OCTA @goOCTA · Jan 19

Register by 2:30 pm, today, to join the telephone town hall at 5:30 pm. Want to learn more? Join the webinar on January 24 and take a survey at LRTP-StoryMap.com.

2 211

OC Bus @RideOCBus · Jan 19

Register by 2:30 pm for today's telephone town hall at 5:30 pm! Go to LRTP-StoryMap.com to take a survey for a chance to win a \$50 gift card.

1 1 308

OC Bus @RideOCBus · Jan 24

Join tonight's conversation to shape the future of transportation in Orange County. The webinar starts at 5:30 pm. Go to LRTP-StoryMap.com to attend.

140

OCTA @goOCTA · Jan 27

Don't miss out on your chance to win a \$50 gift card. Take the L RTP survey before it closes on Friday, February 3. LRTP-Survey.com

1 264

OCTA @goOCTA · Feb 2

On Sat., Feb. 4, celebrate Black History Month at the Black History Parade and Unity Festival in Anaheim from 10 a.m. to 4 p.m. Get there on OC Bus Routes 17, 42, 43 & 47; parking will be limited. Visit the OCTA booth to share your thoughts about transportation in Orange County.



1 3 180

goccta

DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN

Working with you to improve transportation.

OCTA.NET



OCTA

Reply to goccta...


12:06

December 20, 2023 9:21 AM

DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN


Working with you to improve transportation.

OCTA.NET



OCTA

Create Boost Highlight More



goccta @goOCTA · Feb 2

On Sat., Feb. 4, celebrate Black History Month at the Black History Parade and Unity Festival in Anaheim from 10 a.m. to 4 p.m. Get there on OC Bus Routes 17, 42, 43 & 47; parking will be limited. Visit the OCTA booth to share your thoughts about transportation in Orange County.

13 likes

Add a comment...

APPENDIX O

Electronic Mail Notices

- Public Stakeholder Eblasts



Jason Jackson

From: Orange County Transit Authority <jackson@arellanoassociates.com>
Sent: Wednesday, September 8, 2021 4:51 PM
To: Jason Jackson
Subject: Sign-up to receive updates for a NEW OCTA countywide project



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

New OCTA Project

We're working to address future mobility needs in Orange County.

Orange County's population is expected to increase by 9% by 2045. To plan for the evolving public transportation needs, a Long-Range Transportation Plan (LRTP) is developed every four years. The LRTP is a vision for the County that aims to address future mobility needs and considers changing revenues, demographics and trends. The Orange County Transportation Authority (OCTA), with input from the public, will help to identify goals and priorities for OC's transportation system. This LRTP kicked-off in 2021 and is anticipated to be complete by the end of 2022.

Sign-up for Project Updates

You have received this email due to your interest in other OCTA projects and/or your interest in public transit. **If you wish to continue receiving updates and invitations to upcoming public input opportunities for this LRTP project, please sign-up to be included in the project contact [list](#).**

Sign me up!



Do you want to know more?

Please visit the project website at octa.net/LRTP.

Orange County Transit Authority

Arellano Associates | 5851 Pine Ave., Suite A, Chino Hills, CA 91709

[Unsubscribe {recipient's email}](#)

[Update Profile](#) | [Constant Contact Data Notice](#)

Sent by jjackson@arellanoassociates.com

THIS IS A TEST EMAIL ONLY.

This email was sent by the author for the sole purpose of testing a draft message. If you believe you have received the message in error, please contact the author by replying to this message. Constant Contact takes reports of abuse very seriously. If you wish to report abuse, please forward this message to abuse@constantcontact.com.

Jason Jackson

From: Orange County Transit Authority <mespino@octa.net>
Sent: Thursday, September 9, 2021 4:19 PM
To: Jason Jackson
Subject: Update your contact information for the NEW OCTA Long Range Transportation Plan

Follow Up Flag: Follow up
Flag Status: Flagged



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

It's that time!

Every four years, OCTA develops a new Long Range Transportation Plan. This year we began the process again to address the challenges facing OC's growing population, which is expected to increase by 9% by 2045. To plan for the evolving public transportation needs, the LRTP will define a vision for the County that aims to address future mobility needs that considers changing revenues, demographics and trends. With your input, OCTA will help to identify goals and priorities for OC's transportation system.

This LRTP is anticipated to be complete by the end of 2022.

Update your contact information.

You have received this email due to your prior interest and inclusion in the previous LRTP. **Please share your recent contact information, so we may update our contact list and continue to keep you up to date on the planning process.**

[Share your info!](#)

If nothing's changed, we look forward to your continued involvement and participation in the 2022 LRTP.

Do you want to know more?

Please visit the project website at octa.net/LRTP or contact Marissa Espino, OCTA Community Relations, at mespino@octa.net.



Orange County Transportation Authority

Arellano Associates | 5851 Pine Ave., Suite A, Chino Hills, CA 91709

[Unsubscribe jjackson@arellanoassociates.com](mailto:jjackson@arellanoassociates.com)

[Update Profile](#) | [Constant Contact Data Notice](#)

Sent by mespino@octa.net

Jason Jackson

From: Orange County Transportation Authority <mespino@octa.net>
Sent: Tuesday, October 5, 2021 5:17 PM
To: Jason Jackson
Subject: Reminder: Help shape the future of OC's transportation system



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

[Anuncio en Español](#)

[Thông báo tại Việt Nam](#)

Help develop transportation improvements to meet Orange County's evolving mobility needs.

The Orange County Transportation Authority (OCTA) would like to get your input when planning for future improvements to the county's transportation system. Share your input through our online survey and upcoming public webinar.

Orange County's population is expected to increase by 9% by 2045. To plan for the evolving public transportation needs, a Long Range Transportation Plan (LRTP) is developed every four years. The LRTP is a vision for the County that aims to address future mobility needs and considers changing revenues, demographics and trends.



Share your thoughts.

Take our online survey, today! Complete the survey and sign-up to receive project updates by October 31st to be entered into a drawing for a chance to win one of four, \$50 gift cards and help us plan the direction forward! Share the survey with family, friends and coworkers that may wish to participate.

[Take the Survey](#)

Save the Date!

Join our LRTP community webinar on Tuesday, October 19, 2021 at 5:30 p.m. Don't forget to add us to your calendar and participate in the webinar. Save the link below for quick access on meeting day!

Webinar Link: [LRTP-Meeting.com](https://www.l RTP-Meeting.com)

Webinar ID: 847 5366 4364

Call-in: 213-338-8477



Attend the Webinar

Stay Connected

For more information on the project, visit octa.net/LRTP.



If you would like to unsubscribe from receiving emails about this project, please [click here](#).

Orange County Transportation Authority

Arellano Associates | 5851 Pine Ave., Suite A, Chino Hills, CA 91709

[Unsubscribe jjackson@arellanoassociates.com](mailto:jjackson@arellanoassociates.com)

[Update Profile](#) | [Constant Contact Data Notice](#)

Sent by mespino@octa.net

SHARE:

[Join Our Email List](#)



Ayude a desarrollar las mejoras en el transporte para satisfacer las cambiantes necesidades de movilidad en Orange County.

A la Autoridad de Transporte de Orange County (OCTA) le gustaría conocer su opinión en este momento en el que está planificando las futuras mejoras al sistema de transporte del condado. Comparta su opinión a través de nuestra encuesta en línea y el próximo seminario web público.

Se espera que la población de Orange County aumente en un 9% para el año 2045. Para planificar las necesidades cambiantes del transporte público, se desarrolla un Plan de Transporte a Largo Plazo (LRTP) cada cuatro años. El LRTP es una visión que adquiere el condado y cuyo objetivo es abordar las necesidades de movilidad futuras y considerar los cambios en los ingresos, la demografía y las tendencias.



Comparta sus pensamientos.

¡Responda a nuestra encuesta en línea hoy mismo! Complete la encuesta e inscribese para recibir actualizaciones sobre el proyecto antes del 31 de octubre. ¡Así, podrá participar en un sorteo para ganar una de las cuatro tarjetas de regalo de \$50 y nos ayudará a planificar la dirección a seguir! Comparta la encuesta con familiares, amigos y compañeros de trabajo que deseen participar

[Responda a la encuesta](#)

¡Reserve la fecha!

Participe en nuestro seminario web de la comunidad para hablar sobre el LRTP. Este evento se llevará a cabo el martes 19 de octubre de 2021, a las 5:30 p.m. No olvide añadirnos a su calendario y asistir al seminario web. ¡Guarde el enlace que aparece abajo para acceder rápidamente el día de la reunión!



Asista al seminario web

Manténgase conectado

Para obtener más información sobre el proyecto, visite octa.net/LRTP.



Si desea cancelar la suscripción para recibir correos electrónicos sobre este proyecto, [haga clic aquí](#).

Orange County Transportation Authority

SHARE:

[Join Our Email List](#)

Hãy giúp phát triển các cải tiến về giao thông để đáp ứng nhu cầu di chuyển đang phát triển của Quận Cam.

Cơ Quan Giao Thông Vận Tải Quận Cam (OCTA) mong muốn nhận được ý kiến đóng góp của quý vị khi lập kế hoạch cho những cải tiến trong tương lai đối với hệ thống giao thông của quận. Chia sẻ ý kiến đóng góp của quý vị thông qua khảo sát trực tuyến của chúng tôi và cuộc họp trên web công khai sắp tới.

Dân số của Quận Cam dự kiến sẽ tăng 9% vào năm 2045. Để lập kế hoạch cho nhu cầu giao thông công cộng đang phát triển, Kế hoạch Vận tải Dài hạn (LRTP) được phát triển bốn năm một lần. LRTP là một tầm nhìn của Quận nhằm giải quyết các nhu cầu di chuyển trong tương lai và xem xét việc thay đổi doanh thu, nhân khẩu học và xu hướng.



Chia sẻ những suy nghĩ của quý vị.

Tham gia cuộc khảo sát trực tuyến của chúng tôi ngay hôm nay! Hoàn thành khảo sát và đăng ký để nhận thông tin cập nhật về dự án trước ngày 31 tháng 10. Quý vị sẽ có cơ hội tham gia bốc thăm để giành được một trong bốn thẻ quà tặng trị giá \$50 và giúp chúng tôi hoạch định hướng đi phía trước! Chia sẻ khảo sát với gia đình, bạn bè và đồng nghiệp. Họ có thể muốn tham gia.

Tham Gia Cuộc Khảo Sát

Hãy Đánh Dấu Ngày Diễn Ra Cuộc Họp!

Tham gia cuộc họp trực tuyến của cộng đồng LRTP vào Thứ Ba, ngày 19 tháng 10 năm 2021 lúc 5:30 chiều. Đừng quên thêm chúng tôi vào lịch của quý vị và tham gia cuộc họp trực tuyến. Lưu liên kết dưới đây để truy cập nhanh vào ngày họp!



Tham Dự Cuộc Họp Trực Tuyến

Giữ Liên Lạc

Để biết thêm thông tin về dự án, hãy truy cập octa.net/LRTP.



Nếu quý vị muốn hủy đăng ký nhận email về dự án này, vui lòng nhấp vào đây.

Orange County Transportation Authority

Jason Jackson

From: Orange County Transportation Authority <mespino@octa.net>
Sent: Wednesday, October 27, 2021 4:40 PM
To: Jason Jackson
Subject: Thanks for Your Participation!



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Thank you for joining us!

We greatly appreciate everyone that took part in last week's community webinar on Tuesday, October 19, 2021. It was a good to learn what interests you and the directions you want OCTA to lead going forward. Remember, this was our kick-off meeting – the LRTP has just begun, so we hope you'll continue to follow along and be sure to share your insights and opinions.

For those that could not attend our webinar, we hope you'll visit the study's website at octa.net/LRTP to watch the recorded presentation and stay connected. For your convenience, we've included links to the presentation as well as the LRTP fact sheets below:

- Webinar Presentation PDF ([English](#))
- LRTP Overview Fact Sheet ([English](#) | [Spanish](#) | [Vietnamese](#))
- LRTP Infographic Fact Sheet ([English](#) | [Spanish](#) | [Vietnamese](#))

There's still time to take the survey!

If you would still like to provide input and help us plan a direction forward for the next 20+ years of Orange County's transportation planning, please take the LRTP survey linked below. Each person who completes the survey will be entered into a drawing for a chance to win a \$50 gift card. We hope you'll take a few minutes to share your opinion.

[Take the Survey!](#)

The survey will remain open through Sunday, October 31, 2021. Please don't forget to share it with anyone else you feel would like to provide input on this important County planning process.

Stay Connected

It doesn't end with the survey. Orange County's population is expected to increase by 9% by 2045, and OCTA needs to plan for what's to come. **Please don't hesitate to tell us what you want to see in your County, your city, your neighborhood!** Help us formulate a plan that addresses your mobility needs well into the future. Comment below or anytime at octa.net/LRTP.

[Submit a Comment](#)



If you would like to unsubscribe from receiving emails about this project, please [click here](#).

Orange County Transportation Authority

Arellano Associates | 5851 Pine Ave., Suite A, Chino Hills, CA 91709

[Unsubscribe jjackson@arellanoassociates.com](mailto:jjackson@arellanoassociates.com)

[Update Profile](#) | [Constant Contact Data Notice](#)

Sent by mespino@octa.net

Gwen Lester

From: Orange County Transportation Authority <mespino@octa.net>
Sent: Friday, February 4, 2022 1:16 PM
To: Gwen Lester
Subject: Thanks for Your Participation!



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Thank you to all who took the LRTP survey and voiced their opinions!

We are pleased to announce the Orange County Transportation Authority (OCTA) received more than 1,800 survey responses for the Long Range Transportation Plan (LRTP) public survey. Your feedback will be used to help guide and shape the draft LRTP as well as inform the OC Mobility Hubs Study. Both of these efforts aim to develop transportation solutions that improve regional and local connectivity, foster sustainable solutions, and serve to enhance access in an equitable and inclusive manner. View the survey results ([English](#), [Spanish](#) and [Vietnamese](#)) or visit the LRTP website at octa.net/LRTP.

Congratulations to our four survey winners!

Survey respondents were entered into an opportunity drawing with a chance to win one of four, \$50 gift cards. Our lucky winners hailed from the cities of Orange, Westminster, Corona and Norco, each with diverse travel and improvement interests and needs.

Congratulations to our winners, and thank you to all survey respondents! We hope you will continue to stay connected and follow the development of the LRTP as it moves forward.

Next Steps

The draft plan will be completed by fall 2022 with the final LRTP released in winter 2022/23. The project team will continue to provide updates as new information and opportunities to participate become available.

We look forward to your ongoing involvement and support! The team will continue to receive comments and respond to questions throughout this planning process. Please submit your comments via the webpage [comment form](#).



If you would like to unsubscribe from receiving emails about this project, please [click here](#).

Orange County Transportation Authority

Arellano Associates | 5851 Pine Ave., Suite A, Chino Hills, CA 91709

[Unsubscribe glester@arellanoassociates.com](mailto:glester@arellanoassociates.com)

[Update Profile](#) | [Constant Contact Data Notice](#)

Sent by mespino@octa.net

Jason Jackson

From: Orange County Transportation Authority <mespino@octa.net>
Sent: Tuesday, January 10, 2023 1:29 PM
To: Jason Jackson
Subject: Help us plan for OC's transportation needs. Join a meeting and take a survey



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Sustainable, equitable, and innovative transportation solutions.

[Anuncio en Español](#)
[Thông báo tại Việt Nam](#)

Draft Plan Released

The Orange County Transportation Authority welcomes you to review and comment on the draft Long Range Transportation Plan which is a framework of strategies to improve transportation and mobility in Orange County over the next 20+ years. To learn more, visit the LRTP [interactive story map](#). This new web page offers greater context on the planning for the future of transportation in Orange County.

Learn more about:

- Growing Travel Demand
- Evolving Travel Trends
- Increased Climate-Related Risks
- Funding Outlooks
- Diversity, Equity and Inclusion
- Public Engagement Effort
- How to Stay Connected & Stay Involved



Visit the story map www.LRTP-StoryMap.com and comment, today!

We want to hear from you.

Short on time to review the plan? Take a few minutes to complete the LRTP Paths to Success online survey, available in English, Spanish and Vietnamese. Please share the survey with your family, friends, and coworkers (LRTP-Survey.com). The more opinions we have the better the process! Those that complete the survey will be entered into a drawing for a chance to win one of four \$50 gift cards.

Take the Survey

Survey closes February 6th.

Save the Date

Join the team for a telephone town hall on **Thursday, January 19, 2023 at 5:30 p.m.** to talk to about the draft L RTP and how OCTA aims to address Orange County's future transportation needs, challenges and opportunities. Your comments and questions are encouraged. Don't forget to add us to your calendar and share the invitation with others. Register for the town hall below.

Register Here

You are also welcomed to attend the Zoom webinar on **Tuesday, January 24th at 5:30 p.m.** Mark your calendars and join the conversation!

Webinar Link: [L RTP-Meeting.com](https://www.l RTP-Meeting.com)
Webinar ID: 814 4288 1360
Call-in: 213-338-6477

Attend Webinar

As you will remember...

The L RTP is updated every four years to redefine its vision for the County to address future mobility needs in the region and considers changing revenues, demographics, and trends. The plan aims to address the challenges facing Orange County's growth in population, which is expected to increase 9% by 2045. With public input, the Orange County Transportation Authority will identify goals and priorities for OC's transportation system.

Stay Connected

Learn more about the plan at [L RTP-StoryMap.com](https://www.l RTP-StoryMap.com) and visit the project website at octa.net/L RTP



If you would like to unsubscribe from receiving emails about this project, please [click here](#).

Orange County Transportation Authority

SHARE:

[Join Our Email List](#)

Publicación del Borrador del Plan

La Autoridad de Transporte del Condado de Orange (OCTA, por sus siglas en inglés) lo invita a revisar y comentar sobre el borrador del Plan de Transporte a Largo Plazo (LRTP, por sus siglas en inglés), que es un marco de estrategias para mejorar el transporte y la movilidad en el Condado de Orange durante los próximos 20+ años. Para obtener más información, visite el [mapa interactivo](#) del LRTP, (por sus siglas en inglés). Esta nueva página web ofrece un mayor contexto sobre la planificación del futuro del transporte en el Condado de Orange.

Conozca más sobre:

- Creciente demanda de viajes
- Evolución de las tendencias de viaje
- Aumento de los riesgos climáticos
- Perspectivas de financiación
- Diversidad, equidad e inclusión
- Participación pública
- Cómo mantenerse conectado y participar



Visite el mapa interactivo www.LRTP-StoryMap.com y comente, ¡hoy mismo!

Queremos escuchar su opinión.

¿Tiene poco tiempo para revisar el plan? Tómese unos minutos para completar la encuesta en línea, Caminos hacia el Éxito del LRTP (por sus siglas en inglés), disponible en inglés, español y vietnamita. Por favor, comparta la encuesta con su familia, amigos y compañeros de trabajo (LRTP-Survey.com). Entre más opiniones tengamos, ¡mejor será el proceso! Aquellos que completen la encuesta entrarán en un sorteo para tener la oportunidad de ganar una de las cuatro tarjetas de regalo de \$50.

Responde a la Encuesta

La encuesta cierra el 6 de febrero.

Reserve la Fecha

Acompañe al equipo del proyecto a una reunión telefónica del ayuntamiento el **jueves 19 de enero de 2023 a las 5:30 p.m.** para hablar sobre el borrador del LRTP (por sus siglas en inglés) y cómo OCTA (por sus siglas en inglés) se propone a abordar las futuras necesidades, desafíos y oportunidades de transporte del Condado de Orange. Sus comentarios y preguntas son bienvenidas. No olvide agregarnos a su calendario y compartir la invitación con otras personas. Regístrese a la reunión telefónica del ayuntamiento a continuación.

[Regístrese aquí](#)

También le invitamos a asistir al seminario web en Zoom el **martes 24 de enero a las 5:30 p.m.** ¡Marque sus calendarios y únase a la conversación!

Enlace al seminario web: [LRTP-Meeting.com](https://www.l RTP-Meeting.com)
Webinar ID: 814 4288 1360
Call-in Number: 213-338-6477

[Asista al Seminario Web](#)

Llamada en español: 872-240-3412
Código de acceso: 804-325-493

Como recordará...

El LRTP (por sus siglas en inglés) se actualiza cada cuatro años para redefinir su visión del Condado con el fin de abordar las futuras necesidades de movilidad de la región y tiene en cuenta los cambios en los ingresos, la demografía y las tendencias. El plan tiene como objetivo abordar los desafíos a los que se enfrenta en el crecimiento de la población del Condado de Orange, que se espera que aumente un 9% para 2045. Con el aporte del público, la Autoridad de Transporte del Condado de Orange (OCTA, por sus siglas en inglés) identificará objetivos y prioridades para el sistema de transporte del Condado de Orange.

Manténgase Conectado

Obtenga más información sobre el plan en [LRTP-StoryMap.com](https://www.l RTP-StoryMap.com) y visite la página web del proyecto en [octa.net/LRTP](https://www.octa.net/LRTP).



Si desea dejar de recibir correos electrónicos sobre este proyecto, haga clic aquí.

Orange County Transportation Authority

SHARE:

[Join Our Email List](#)**PHƯƠNG HƯỚNG NĂM 2045**

KẾ HOẠCH VẬN CHUYỂN DÀI HẠN

Các giải pháp giao thông bền vững, công bằng và sáng tạo.

Nội dung là gì?

Sở Giao thông Vận tải Quận Cam (OCTA, viết tắt bằng tiếng Anh) hoan nghênh quý vị xem xét và góp ý cho bản dự thảo Kế hoạch Giao Thông Dài Hạn (LRTP, viết tắt bằng tiếng Anh), đây là một khuôn khổ các chiến lược nhằm cải thiện giao thông vận tải và tính di động ở Quận Cam trong thời gian tới, hơn 20 năm. Để tìm hiểu thêm, hãy truy cập biểu đồ minh họa tương tác LRTP. Trang web mới này cung cấp bối cảnh lớn hơn về việc lập kế hoạch cho tương lai giao thông vận tải ở Quận Cam.

Tìm hiểu thêm về:

- Nhu cầu đi lại ngày càng tăng
- Xu hướng du lịch đang phát triển
- Gia tăng rủi ro liên quan đến khí hậu
- Triển vọng tài trợ
- Đa dạng, Công bằng và Hòa nhập
- Nỗ lực tham gia của công chúng
- Cách duy trì kết nối và tham gia



Truy cập biểu đồ minh họa www.LRTP-StoryMap.com và góp ý, ngay hôm nay!

Chúng tôi mong muốn được nghe từ quý vị.

Có ít thời gian để xem xét kế hoạch? Chỉ dành vài phút để hoàn thành bản khảo sát trực tuyến LRTP (viết tắt trong tiếng Anh) Con đường dẫn đến Thành công, có sẵn bằng tiếng Anh, tiếng Tây Ban Nha và tiếng Việt. Vui lòng chia sẻ bản khảo sát với gia đình, bạn bè và đồng nghiệp của quý vị ([LRTP-Survey.com](https://www.LRTP-Survey.com)). Chúng tôi càng có nhiều ý kiến thì quy trình càng tốt! Những người hoàn thành khảo sát sẽ được tham gia rút thăm để có cơ hội giành được một trong bốn thẻ quà tặng trị giá \$50.

Thực hiện bản khảo sát

Cuộc khảo sát sẽ kết thúc vào ngày 6 tháng 2.

Lưu nhớ Ngày!

Xin mời tham gia nhóm hội thảo qua điện thoại vào **Thứ Năm, ngày 19 tháng 1 năm 2023 lúc 5:30 chiều** để bàn luận về dự thảo LRTP (từ viết tắt trong tiếng Anh) và mục tiêu của OCTA (viết tắt trong tiếng Anh) nhằm giải quyết các nhu cầu, thách thức và cơ hội về giao thông vận tải trong tương lai của Quận Cam. Nhận xét và câu hỏi của quý vị được khuyến khích. Đừng quên thêm các hoạt động này của chúng tôi vào lịch của quý vị và chia sẻ lời mời với những người khác. Chỉ có tiếng Anh và tiếng Tây Ban Nha. Ghi danh cho buổi hội thảo dưới đây.

Ghi danh nơi đây

Quý vị cũng được hoan nghênh tham dự hội thảo trên web Zoom vào **Thứ Ba, ngày 24 tháng 1 lúc 5:30 chiều**. Đánh dấu lịch của quý vị và tham gia cuộc thảo luận!

Tham dự Hội thảo trên web

Webinar Link: [LRTP-Meeting.com](https://www.l RTP-Meeting.com)

Webinar ID: 814 4288 1360

Call-in: 213-338-6477

Các điều chỉnh đặc biệt và thông dịch bổ sung có sẵn bằng cách gọi 714-560-5766. Yêu cầu phải được thực hiện ít nhất 72 giờ trước cuộc họp theo lịch trình.

Như quý vị sẽ nhớ...

LRTP (từ viết tắt trong tiếng Anh) được cập nhật bốn năm một lần để xác định lại tầm nhìn của Quận nhằm giải quyết các nhu cầu di chuyển trong tương lai trong khu vực và xem xét thay đổi doanh thu, nhân khẩu học và xu hướng. Kế hoạch nhằm giải quyết những thách thức đối với sự gia tăng dân số của Quận Cam, dự kiến sẽ tăng 9% vào năm 2045. Với ý kiến đóng góp của công chúng, Cơ quan Giao thông Vận tải Quận Cam (OCTA, viết tắt bằng tiếng Anh) sẽ xác định các mục tiêu và ưu tiên cho hệ thống giao thông vận tải của OC.

Giữ liên lạc

Tìm hiểu thêm về kế hoạch này tại [LRTP-StoryMap.com](https://www.l RTP-StoryMap.com) và truy cập trang mạng của dự án tại [octa.net/LRTP](https://www.octa.net/LRTP)



Nếu quý vị muốn hủy ghi danh nhận email về dự án này, xin vui lòng bấm vào đây.

Orange County Transportation Authority

Jason Jackson

From: Orange County Transportation Authority <mespino@octa.net>
Sent: Monday, March 6, 2023 5:12 PM
To: Jason Jackson
Subject: Thank YOU!



Thank you for participating!

Orange County Transportation Authority (OCTA) would like to thank everyone who participated during the Draft Release of the Directions 2045 Long Range Transportation Plan (LRTP). We are grateful to those of you that could attend and participate in the telephone town hall and the webinar and happy we were able to speak to so many of you at local community and pop-up events throughout the County. Your insights and questions have helped the technical team to refine the Draft Plan to ensure it reflects community feedback.

We are also pleased to announce that we received more than **6,500 survey responses** in January and early February. Your feedback on the seven paths to success will provide guidance when planning future transportation projects in Orange County. View the survey results ([English](#), [Spanish](#) and [Vietnamese](#)), or visit the LRTP website at octa.net/LRTP.

Did you miss anything?

If you were unable to participate in the telephone town hall or the webinar, OCTA welcomes you to listen and/or view the recordings and presentation below:

- **Telephone Town Hall** (1/19) ([English](#) | [Spanish](#))
- **Community Meeting** (1/24) ([English](#) | [Spanish](#))
- **Community Meeting Presentation PDF** (1/24) ([English](#))

We also hope you will take time to visit the website (octa.net/LRTP) and interactive story map (LRTP-StoryMap.com) if you have not done so.

Looking forward

From the beginning, the LRTP has aimed to develop transportation solutions that improve regional and local connectivity, foster sustainable solutions, and serve to enhance access in an equitable and inclusive manner. We appreciate your support and input throughout the process in order to get us there. The final LRTP will be posted [online](#) in spring 2023. We look forward to your participation on all of the exciting future projects and programs this plan will set into motion. Thanks, again, for being part of Directions 2045!!



If you would like to unsubscribe from receiving emails about this project, please [click here](#).

Orange County Transportation Authority

Arellano Associates | 5851 Pine Ave., Suite A, Chino Hills, CA 91709

[Unsubscribe jjackson@arellanoassociates.com](mailto:jjackson@arellanoassociates.com)

[Update Profile](#) | [Constant Contact Data Notice](#)

Sent by mespino@octa.net

APPENDIX P

Text Messages

- SMS/MMS Messages
(EN, SP & VT)





Save the date to join us for a community webinar on **Tuesday, October 19 at 5:30 p.m.**

Reserve la fecha para acompañarnos en un seminario web de la comunidad **Mañana, 19 de octubre a las 5:30 p.m.**

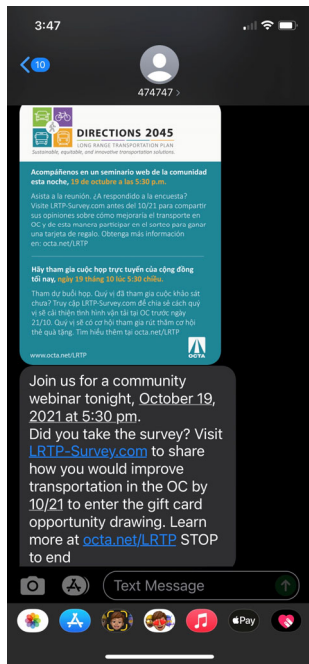
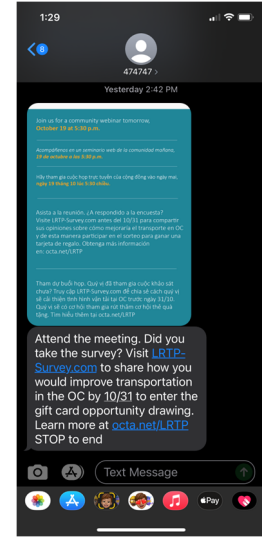
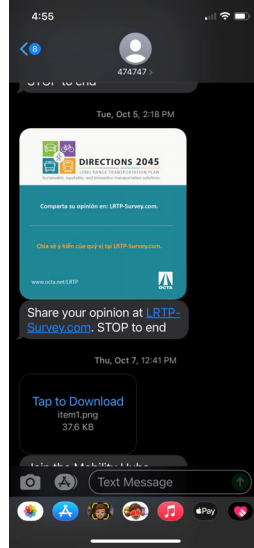
Đánh dấu ngày để tham gia cuộc họp trực tuyến cộng đồng với chúng tôi vào **Thứ Ba, ngày 19 tháng 10 lúc 5:30 chiều.**

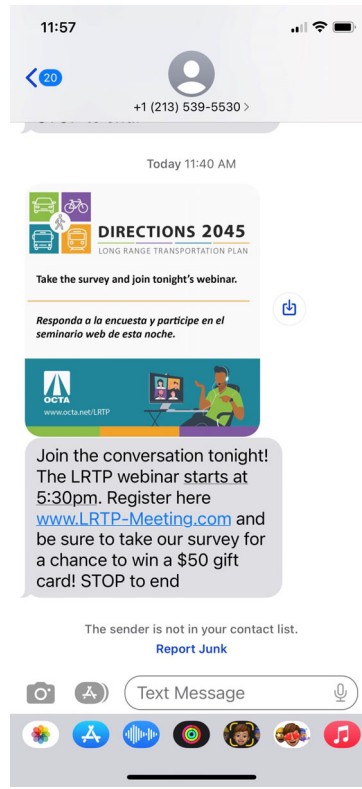
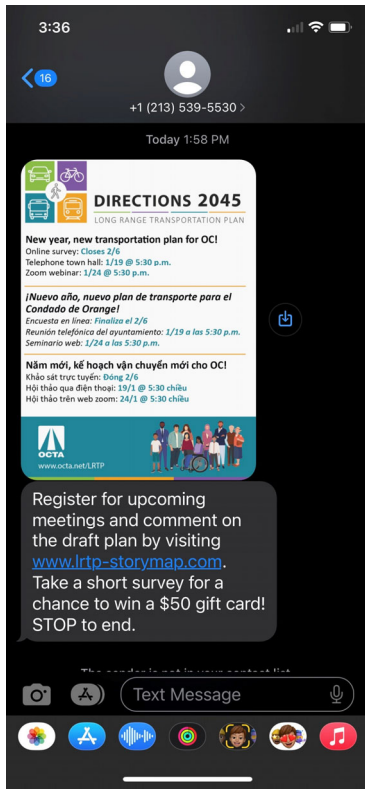
www.octa.net/LRTP



Ayude a OCTA a mejorar el transporte en Orange County. Responda a nuestra encuesta en LRTP-Survey.com en inglés, español o vietnamita antes del 10/31 para participar en un sorteo y ganar una de las cuatro tarjetas de regalo de \$50. ¡Comparta el enlace con su familia y amigos! Acompañenos el 10/19, a las 5:30 p.m.

Giúp OCTA cải thiện phương tiện giao thông ở Quận Cam. Hãy tham gia cuộc khảo sát tại LRTP-Survey.com bằng tiếng Anh, tiếng Tây Ban Nha hoặc tiếng Việt trước ngày 31/10 có cơ hội tham gia rút thăm để giành được một trong bốn thẻ quà tặng trị giá \$50. Hãy chia sẻ liên kết với gia đình và bạn bè của quý vị! Tham gia với chúng tôi vào 10/19 lúc 5:30 chiều.





APPENDIX Q

OCTA Blog Posts & Media

- [Blog Posts](#)
- [Newsletters](#)





DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Sustainable, equitable, and innovative transportation solutions.

We

Help Plan the Future of Transportation in Orange County

Wednesday, October 6, 2021



Orange County is facing a population increase of more than 284,000 people by 2045 – this is similar to adding another city the size of Irvine. To plan for the evolving public transportation needs, OCTA develops a Long Range Transportation Plan (LRTP) every four years. The LRTP is a vision for the County that aims to address future mobility needs and considers changing revenues, demographics and trends.

As it plans for the future, OCTA is requesting public input through an online survey and upcoming webinar.

OCTA's online survey is live through October 31st and includes a chance to win a \$50 gift card. Share your opinions at [LRTP-Survey.com](#).

A Zoom webinar will be conducted on Tuesday, October 19, 2021 at 5:30pm. Participate at [LRTP-Meeting.com](#). To learn more, visit [here](#).



OCTA On the Move <onthemove@email-octa.net>

To Jason Jackson



Orange County is facing a population increase of more than 284,000 people by 2045. This is similar to adding another city the size of Irvine. To plan for the evolving public transportation needs, OCTA develops a Long Range Transportation Plan (LRTP) every four years. The LRTP is a vision for the County that aims to address future mobility needs and considers changing revenues, demographics and trends. This is one of the many ways OCTA keeps Orange County moving now and in the future.



Darrell E. Johnson
Chief Executive Officer

[Find recent Board Actions here](#)

About OCTA



OC Go Expected to Generate \$13.2 Billion Through 2041

The updated forecast is 13.8% higher than last year's forecast because of Orange County's economic recovery from the impacts of the COVID-19 pandemic.



Help Plan the Future of Transportation in Orange County

Public input is needed on OCTA's Long Range Transportation Plan as Orange County prepares for a population increase of more than 284,000 people by 2045.

Sustainability



Share the Ride All Year to Reduce Pollution and Traffic

OCTA is committed to a healthy, sustainable environment and offers many ways to reduce emissions throughout the year in In Orange County.



OCTA Seeks Public Input to Help Shape Orange County's Transportation Future

[BACK](#)

October 18, 2021

Direction 2045 plan will consider a framework for O.C.'s future transportation needs and identify key challenges and opportunities

ORANGE – The Orange County Transportation Authority is preparing for the long-term transportation future of Orange County and wants to hear from local residents, workers, and business and community leaders.

Every four years, OCTA develops a long-term transportation plan to meet Orange County's evolving mobility needs for the next 20 years and beyond.

Work is beginning on the 2022 plan called Directions 2045, which aims to provide a framework for equitable, innovative and sustainable transportation for Orange County's future.

"The Long-Range Transportation Plan evaluates demographic and economic forecasts to address future transportation needs," said OCTA Chairman Andrew Do, also the Chairman of the Orange County Board of Supervisors. "That is why hearing from those who travel in Orange County – whether by car, train, bus, or bicycle – is essential for OCTA to be able to provide a balanced and sustainable transportation system for years to come."

Members of the public will have several opportunities to ask questions and give their thoughts and feedback as the process moves forward.

Upcoming opportunities to provide input include:

- A free public webinar, via Zoom, is scheduled for **5:30 p.m. on Tuesday Oct. 19**. The webinar link is at LRTP-Meeting.com(<https://us06web.zoom.us/j/84753664364?pwd=Yi91dDg0dmJnL0pkWVBZV0NfTmx3Zz09#success>) and the webinar ID is 847 5366 4364. Or participants can call in to (213) 339-8477. (Spanish translation will also be available.)
- Members of the public can also share their opinions by filling out a **brief online survey through Oct. 31**. More information and the survey can be found at octa.net/lrtp/lrtp.

The objectives of the study include developing a vision for Orange County's future transportation system, addressing key challenges through 2045 and using public input to identify new transportation initiatives and priorities.

The long-range plan will continue to be developed through summer 2022. The plan is scheduled to go to the OCTA Board of Directors for consideration in fall 2022.

Results will go to the Southern California Association of Governments (SCAG) for inclusion in a regional plan. For more information on the plan and to stay connected, visit octa.net/lrtp/lrtp.

[BACK](#)

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[Bus Schedules](#) ▶ (/Bus/Routes-and-Schedules/Overview/)

[Metrolink Schedules](#) ▶ (/Metrolink/Lines-Stations-and-Schedules/)



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Sustainable, equitable, and innovative transportation solutions.

We

Help Plan OC's Future for A Chance to Win

Thursday, October 21, 2021

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Twitter Tweet

< Share

To plan for Orange County's evolving public transportation needs, OCTA updates a Long Range Transportation Plan (LRTP) every four years. The LRTP is a vision for the County that aims to address future mobility needs and considers changing revenues, demographics and trends.

Orange County is facing a population increase of more than 284,000 people by 2045. This is similar to adding another city the size of Irvine.

As it plans for the future, OCTA is requesting public input through an online survey.

The survey is live through October 31st and includes a chance to win a \$50 gift card. Share your opinions at [LRTP-Survey.com](https://www.occta.com/LRTP-Survey.com).

[Learn more about the LRTP here.](#)



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

OCTA to Shape Its New Mobility Strategy

Wednesday, November 3, 2021



This article originally appeared in Railway/Pro

The Orange County Transportation Authority (OCTA) is preparing the Directions 2045 strategy which will shape the long-term transport system of Orange County.

Every four years, OCTA develops a long-term transport plan to meet county's evolving mobility needs for the next 20 years and beyond.

The institution is working on the 2022 plan called Directions 2045, which aims to provide a framework for equitable, innovative and sustainable transport for Orange County's future.

"The Long-Range Transportation Plan evaluates demographic and economic forecasts to address future transport needs," OCTA Chairman Andrew Do, also the Chairman of the Orange County Board of Supervisors said.

The long-term plan will continue to be developed through summer 2022 and is scheduled to go to the OCTA Board of Directors for consideration in fall 2022.

by 2045 the Orange County population is expected to increase by 9%. Without continuous analysis and planning, congestion delay and other transport challenges will worsen. Therefore, the Long-Range Transportation Plan (LRTP) is developed every four years to define a vision for Orange County that aims to address future mobility needs. This vision considers a forecast of available revenues, changing demographics, and any other significant trends.

OCTA is currently implementing projects to develop the public transport system, in particular the urban rail transport. The authority is constructing the new and modern tram system, the OC Streetcar, connecting Santa Ana and Garden Grove. The east-west corridor is constructed between the Santa Ana Regional Transportation Center (SARTC) and a new multi-modal transit hub at Harbor Boulevard/Westminster Boulevard in Garden Grove. The USD 423 million project covers the construction of a 6.7 km line served by 10 stations.

The authority is also involved in the construction of the Orange County maintenance facility (OCMF), which will be constructed off of Ridge Valley in Irvine, California. It will include train storage tracks, locomotive and car service platforms, and a service building with overhead cranes. Service platforms will include facilities for inspection, fueling and sanding, and interior and exterior car cleaning. Additional facility components will include office space for crews and facility staff, parts storage and management, water treatment, parking access roads, and security.

Together with Metrolink, OCTA is responsible for rail system expansion funded by OC Go to provide rail infrastructure improvements for increased Metrolink service between the Fullerton Transport Center and Laguna Niguel/Mission Viejo Station.

Together with Metrolink, OCTA is coordinating the construction of a 2-km rail extension in Dana Point, a siding track constructed adjacent to the existing main track from Victoria Boulevard running south and connecting to the main track near the rail crossing at Beach Road. The proposed project would reduce delays, increase safety and provide more reliable service.

The authority is also implementing its rail safety enhancement program which includes upgrading and improving safety features at 52 rail crossings throughout the county.

This post has been updated with the correct names of the Orange County Transportation Authority and the Long Range Transportation Plan.



OCTA On the Move <onthemove@email-octa.net>

To Jason Jackson



Reply

Flag for follow up.



In a win-win for all parties, OCTA, County of Orange and City of San Clemente recently approved a Cooperative Agreement to support a trio of south Orange County transportation projects that will meet near-term congestion relief needs while minimizing impacts on local communities.



Darrell E. Johnson
Chief Executive Officer

[Find recent Board Actions here](#)

About OCTA



Joint Agreement Solidifies South Orange County's Transportation Future

A recent agreement supports three important projects.



OCTA to Shape its New Mobility Strategy

The publication *RailwayPro* looks at *Directions 2045*, OCTA's Long-Range Transportation Plan.

Sustainability



Corps Partners with OCTA Mitigation Program to Preserve Orange County Natural Habitats

This is the story of how OCTA's environmental leadership and program brought multiple local, state and federal agencies together.

*stainab*

DIRECTIONS 2045

Planning for the Future of Transportation in Orange County

Wednesday, July 20, 2022



OCTA is continuing to develop its 2022 Long-Range Transportation Plan (LRTP), which creates a vision for Orange County's transportation system through 2045 while taking into account expected growth in population, housing and employment.

OCTA updates its LRTP every four years to help meet the county's evolving transportation needs for the next 20 years and beyond. Once completed, OCTA's LRTP will serve as input to the regional transportation plan developed by the Southern California Association of Governments.

In developing the LRTP, several scenarios were analyzed. This included looking at what would happen if no transportation investments were made in the next 20 years and the potential impacts once OC Go is allowed to expire. OC Go, also known as Measure M, is the county's half cent sales tax for transportation improvements. If OC Go expires in 2041 and no additional funding sources are identified, various transportation programs would be affected, including Metrolink rail service, local street funding, freeway service patrol and community shuttle services.

Through analysis and input from the public, a set of goals was developed to guide the types of transportation strategies that will be considered as part of the long-range plan. These include expanding transit services, enhancing active transportation, eliminating select freeway chokepoints and embracing new technologies.

Strategies to support these goals will be developed and included in the draft LRTP, which is expected to be available for public review in the fall.

For more information, visit [here](#).

OCTA on the Move - July 22, 2022



OCTA On the Move <onthemove@email-octa.net>

To Jason Jackson



This is the most recent version, but you made changes to another copy. [Click here to see the other versions.](#)
Follow up. Start by Friday, July 22, 2022. Due by Friday, July 22, 2022.



OCTA regularly hosts hiking and equestrian riding tours of our permanently protected wilderness preserves to give the public an opportunity to have special access to these open spaces. Funded by OC Go, which is also known as Measure M, these areas are for conservation rather than recreation. Hikes and rides are scheduled for September and November to give the public opportunities to participate and see these wilderness preserves.



Darrell E. Johnson
Chief Executive Officer

[Find recent Board Actions here](#)

About OCTA



Making Progress on OCTA 2022 Initiatives

Highlights include free bus rides for youth and college students, progress on I-405 improvements, and more.



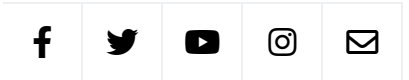
Planning for the Future of Transportation in Orange County

OCTA is continuing to develop its 2022 Long-Range Transportation Plan, a vision through 2045.



Taxpayer Oversight Committee Welcomes New Members

Four new members were selected as part of the independent committee.



OCTA Seeks Public Input on Transportation Plans for Next 20 Years and Beyond

BACK

January 16, 2023

Members of the public are invited to review and participate in the county's draft Long Range Transportation Plan for a balanced, sustainable transportation future

ORANGE –The Orange County Transportation Authority is looking for public input to help continue planning for an efficient, balanced and sustainable transportation network through the next 20 years and beyond.

Those who live or work in Orange County will have several chances in coming weeks to have a say in "Directions 2045," OCTA's Long Range Transportation Plan (LRTP). The plan is a framework of strategies for improving transportation and mobility in Orange County through 2045 and beyond.

The draft plan can be reviewed by visiting the interactive story map at www.lrtpl-storymap.com(<https://storymaps.arcgis.com/stories/e5a77c6886ac4649ab3bd5e4b4091599>).

Among the categories the draft study considers is:

- Growing travel demand
- Evolving travel trends
- Risks related to climate change
- Transportation funding outlook
- Diversity, equity and inclusion in the transportation system

- Efforts to engage the public and how to stay connected and involved.

Additional ways to participate include:

- **A telephone townhall at 5:30 p.m. on Thursday, Jan. 19.** The long-range plan will be discussed and comments and questions are encouraged by telephone. Those interested in participating can sign up at LRTP-TownHall.com(<http://www.lrtptownhall.com/>)
- **A Zoom webinar at 5:30 p.m. on Tuesday, Jan. 24.** The online session will discuss the plan and seek comments. To register and participate, visit: LRTP-Meeting.com(https://us06web.zoom.us/webinar/register/WN_XMHqGP2ST6GBvEeL-aVBpw).
- **An online survey** is also available for giving public input. Responses to the survey will be taken through Feb. 6. It's available in English, Spanish and Vietnamese. To participate in the survey, visit: LRTP-Survey.com(<https://survey.typeform.com/LRTP-survey>).

Planning for growth and changes in travel patterns is essential because Orange County's population is expected to grow nearly 10% by 2045.

OCTA updates the plan every four years and refines the vision for Orange County's transportation future, taking into account a range of transportation modes, including streets, freeways, public transit such as buses and streetcars, and active transportation like cycling and walking. The finished plan will help advance the regional vision for enhanced transportation options.

For more information, visit: www.octa.net/LRTP/

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(HTTP://TWITTER.COM/GOOCTA)





OCTA On the Move <onthemove@email-octa.net>

To Jason Jackson



As the year began, OCTA welcomed new members and a new chair and vice chair to the OCTA Board of Directors and accepted a prestigious award from the AQMD for our efforts to clean the air in Orange County. During 2023 and beyond, OCTA will continue moving Orange County forward.




Darrell E. Johnson
Chief Executive Officer

[Find recent Board Actions here](#)

About OCTA



Yorba Linda Mayor Gene Hernandez Is OCTA's New Chairman

Last year, he served as the OCTA board's Vice Chairman and replaces outgoing Chairman Mark A. Murphy.



Looking Back at 2022

Led by the OCTA board, OCTA made progress on important freeway and transit projects while embracing diversity and sustainability.



Help Plan the Future of Orange County Transportation

Those who live or work in Orange County will have several chances to have a say in OCTA's Long Range Transportation Plan.



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Sustainable, equitable, and innovative transportation solutions.

Help Plan the Future of Orange County Transportation

Wednesday, January 28, 2023



Public input is needed to help plan an efficient, balanced and sustainable transportation network through the next 20 years and beyond.

Those who live or work in Orange County will have several chances to have a say in "Directions 2045," OCTA's Long Range Transportation Plan (LRTP). The plan is a framework of strategies for improving transportation and mobility in Orange County through 2045 and beyond.

The draft study considers topics such as:

- Growing travel demand
- Evolving travel trends
- Risks related to climate change
- Transportation funding outlook
- Diversity, equity and inclusion in the transportation system
- Efforts to engage the public and how to stay connected and involved

Ways to participate include:

- **A Zoom webinar at 5:30 p.m. on Tuesday, Jan. 24.** The online session will discuss the plan and seek comments. To register and participate, visit [here](#).
- **An online survey** is available [here](#) in English, Spanish and Vietnamese. Responses will be accepted through Feb. 6.

Planning for growth and changes in travel patterns is essential because Orange County's population is expected to grow nearly 10% by 2045.

OCTA updates the plan every four years and refines the vision for Orange County's transportation future, taking into account a range of transportation modes, including streets, freeways, public transit such as buses and streetcars, and active transportation like cycling and walking. The finished plan will provide a regional vision for enhanced transportation options.

For more information, visit [here](#).

APPENDIX R

E-Communication Toolkits

- Stakeholder Toolkits
(EN, SP & VT)
- Government Relations
Toolkits
(EN, SP & VT)

Orange County Transportation Authority Long Range Transportation Plan E-communications Outreach Tool Kit

By 2045, the Orange County population is expected to increase by 9%. Without continuous analysis and planning, congestion delay and other transportation challenges will likely worsen. Therefore, the Long Range Transportation Plan (LRTP) is developed every four years to define a vision for Orange County that aims to address future mobility needs. This vision considers a forecast of available revenues, changing demographics and any other significant trends.

OCTA is asking for your help to share our online survey and community webinar invitation with your community using this tool kit to help promote the survey. The tool kit is easy to use and provides copy-ready text and links with details regarding the study's survey and Zoom webinar. Please visit octa.net/LRTP for more information.

We appreciate your consideration in sharing the study survey and webinar with your community by way of:

1. **Social media (Facebook, Instagram & Twitter):** Copy and paste the image content of choice to your to Facebook or Twitter pages.
2. **Eblast/Newsletter Article:** Distribute the provided image and content to your e-mail contacts or via your organization's newsletter or bulletin.
3. **Website:** Connect the study with your community by updating your webpage calendar for the webinar and/or program news to include the graphic and an informative blurb.
4. **Nextdoor/Neighborhood Blog:** Post the content and graphic as an announcement on your community's page.
5. **Phone Recording:** Record the provided script as part of your call-waiting or share it as an informational announcement.

The online survey will be live through October 31, 2021 and is offered in English, Spanish and Vietnamese. The first community webinar is scheduled for October 19, 2021, at 5:30 p.m. We hope you will be able to attend the webinar and share your voice by taking the survey. Thank you for helping to promote the OCTA Long Range Transportation Plan.

FACEBOOK:

Image: [Link to English Graphics](#)



We want your input!
Take our survey and attend the webinar.



Text Option 1:

Want to learn how [@goOCTA](#) is working to improve Orange County's transportation system? Start by taking a brief survey at [LRTP-Survey.com](#) then join us for a community webinar on 10/19 at 5:30pm ([LRTP-Meeting.com](#)).

Text Option 2:

Learn how [@goOCTA](#) is planning for a better tomorrow. Join the community webinar on October 19 at 5:30 p.m. at [LRTP-Meeting.com](#). Visit [octa.net/LRTP](#) to watch the video to learn more! Don't forget to take the [LRTP-Survey.com](#) to be entered into an opportunity drawing!

Alternative Language Options:

[Spanish Text](#) | [Vietnamese Text](#)

TWITTER:

Image: [Link to English Graphics](#)



We want your input!
Take our survey and attend the webinar.



Text Option 1:

Want to learn how [@goOCTA](#) is working to improve Orange County's transportation system? Start by taking a brief survey at [LRTP-Survey.com](#) then join us for a community webinar on 10/19 at 5:30pm ([LRTP-Meeting.com](#)).

Text Option 2:

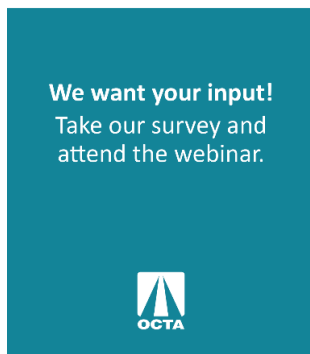
Join [@goOCTA](#) tonight at 5:30pm at [LRTP-Meeting.com](#)! They're developing a plan to improve transportation in Orange County. Before the webinar, share your opinion at [LRTP-Survey.com](#). Learn more at [octa.net/LRTP](#).

Alternative Language Options:

[Spanish Text](#) | [Vietnamese Text](#)

INSTAGRAM

Image: [Link to English Graphics](#)



Text:

Help [@goOCTA](#) improve transportation and move toward a sustainable future. Take a short survey at [LRTP-Survey.com](#)! Visit [octa.net/LRTP](#) for meetings, videos and more.

Alternative Language Options:

[Spanish Text](#) | [Vietnamese Text](#)

NEXT DOOR:

Image: [Link to English Graphics](#)



Title: There's still time to share your opinions!

Body:

Join [OCTA](#) for the [Long Range Transportation Plan \(LRTP\)](#) community webinar to offer your thoughts on how to improve transportation in Orange County. The Zoom webinar starts at 5:30 p.m. Share the meeting with your family, friends and coworkers. Add the link to your calendar or click [LRTP-Meeting.com](#) to attend on the day.

If you haven't already, help identify goals and priorities for OC's transportation system by taking the [LRTP-Survey.com](#). Complete the survey by October 31st to be entered into an opportunity drawing for a chance to win one of four \$50 gift cards and help [OCTA](#) plan the direction forward!

Check-out their website and sign-up for meeting invitations and project updates at [octa.net/LRTP](#).

Alternative Language Options:

[Spanish Text](#) | [Vietnamese Text](#)

EMAIL BLAST OR NEWSLETTER:

Image: [Link to English Graphics](#)



Subject: Help improve transportation in Orange County

Body:

Help improve transportation in Orange County!

The Orange County Transportation Authority (OCTA) would like to get your input when planning for future improvements to the county's transportation system. Share your input through our online survey and upcoming public webinar.

Orange County's population is expected to increase by 9% by 2045. To plan for the evolving public transportation needs, the Orange County Transportation Authority (OCTA) develops a Long Range Transportation Plan (LRTP) every four years. The LRTP is a vision for the County that aims to address future mobility needs and considers changing revenues, demographics and trends.

Provide your input! Take the OCTA survey and attend the first public meeting.

OCTA's online survey is live through October 31st and includes a chance to win a \$50 gift card! Share your opinions at [LRTP-Survey.com](https://www.lrtp-survey.com).

You can also attend a Zoom webinar on Tuesday, October 19, 2021 at 5:30pm. Participate at [LRTP-Meeting.com](https://www.lrtp-meeting.com). To learn more, visit [octa.net/LRTP](https://www.octa.net/LRTP).

Alternative Language Options:

[Spanish Text](#) | [Vietnamese Text](#)

WEBSITE POST:

Image: [Link to English Graphics](#)



Join [OCTA](#) for their first Long Range Transportation Plan (LRTP) community webinar on October 19th at 5:30 p.m. Be sure to invite your family, friends and coworkers, so they can share their thoughts on how to improve transportation in Orange County. Click [LRTP-Meeting.com](#) to attend.

They want our input to help identify goals and priorities for OC's transportation system. Take the [LRTP-Survey.com](#). Complete the survey by October 31st to be entered into an opportunity drawing for a chance to win one of four \$50 gift cards and help to plan the direction forward!

Visit their website at [octa.net/LRTP](#) to learn more about the plan to meet Orange County's transportation demands. If you haven't already, be sure to sign-up for project updates and invitations.

Alternative Language Options:

[Spanish Text](#) | [Vietnamese Text](#)

PHONE SCRIPT:

Help OCTA improve transportation in Orange County. Take their Long Range Transportation Plan online survey at L R T P dash S U R V E Y dot com in English, Spanish or Vietnamese by October 31st to be entered into an opportunity drawing for a chance to win one of four gift cards. You're also welcome to attend the community webinar on October 19th. Visit O C T A dot com forward slash L R T P to learn more.

Alternative Language Options:

[Spanish Text](#) | [Vietnamese Text](#)

Orange County Transportation Authority Long Range Transportation Plan E-communications Outreach Tool Kit

By 2045, the Orange County population is expected to increase by 9%. Without continuous analysis and planning, congestion delay and other transportation challenges will likely worsen. Therefore, the Long Range Transportation Plan (LRTP) is developed every four years to define a vision for Orange County that aims to address future mobility needs. This vision considers a forecast of available revenues, changing demographics and any other significant trends.

OCTA is preparing to release the Draft LRTP in December and is asking for your help to share our new interactive story map and engagement opportunities with your valuable community stakeholders. The story map provides greater context on the planning for the future of transportation in Orange County and helps the public understand the purpose and goals of the plan's paths to success. In addition, those who participate in a short online survey will have the opportunity to win one of four \$50 gift cards. The public will also be encouraged to attend the upcoming telephone town hall (1/19) as well as a Zoom webinar (1/24). Below, we have provided an **easy-to-use toolkit with copy/paste-ready text, links and downloadable graphics to make sharing simple**. Learn more about the plan at LRTP-StoryMap.com or visit the project website at octa.net/LRTP.

We appreciate your consideration in sharing the interactive story map, survey and meeting invitations with your community by way of:

1. [Social Media \(Facebook, Instagram & Twitter\)](#): Copy and paste the image content of choice to your Facebook or Twitter pages.
2. [Nextdoor/Neighborhood Blog](#): Post the content and graphic as an announcement on your community's page.
3. [Eblast/Newsletter Article](#): Distribute the provided image and content to your e-mail contacts or via your organization's e-newsletter or bulletin.
4. [Website Post & Calendar](#): Share the project information with your community by updating your webpage's news and calendar sections.
5. [Phone Recording](#): Record the provided script as part of your call-waiting or share it as an informational announcement.

The online survey will be live through February 3, 2023 and is offered in English, Spanish and Vietnamese. Visit LRTP-StoryMap.com to register for the telephone town hall scheduled for January 19, 2023 at 5:30 p.m., and the webinar held on January 24, 2023 at 5:30 p.m. We hope you will be able to listen in, attend the webinar and share your voice by taking the survey. Thank you in advance for helping to promote the OCTA Long Range Transportation Plan and keep the public informed and engaged.

FACEBOOK

Image Sample:

[Graphic files](#)



Text Option 1 – For use any time before 1/20/23:

[OCTA](#) is working to make it easier to get around Orange County. Learn more about the plan and how you can be involved... visit www.LRTP-StoryMap.com for meeting details and to [take a survey](#) for a chance to win a \$50 gift card.

Text Option 2 – For use any time before 1/25/23:

Do you want to see improvements to Orange County transportation? [OCTA](#) wants to hear from you! **SAVE THE DATE** for the upcoming telephone town hall (1/19), webinar (1/24) and take a survey for a chance to win a \$50 gift card. Visit www.LRTP-StoryMap.com.

Text Option 3 – For use any time before 2/4/23:

You have until February 3rd to take the [OCTA](#) Long Range Transportation Plan (LRTP) online survey and be entered into an opportunity drawing to win a \$50 gift card. Learn more at LRTP-StoryMap.com.

Alternative Language Options:

Spanish Text ([Copia en español](#)) | Vietnamese Text ([Bản tiếng Việt](#))

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INSTAGRAM

Image Sample: [Graphic files](#)



**Working with you to
improve transportation.**



Text Option 1 – For use any time before 1/20/23:

Take an [@goOCTA](#) survey for a chance to win a \$50 gift card, register for the telephone town hall (1/19), and/or attend a webinar (1/24). Visit LRTP-StoryMap.com to learn more and get involved!

Text Option 2 – For use any time before 1/25/23:

Help forge the path to future transportation improvements. Visit LRTP-StoryMap.com to take an [@goOCTA](#) survey for a chance to win a \$50 gift card and/or attend a webinar (1/24). Get involved!

Text Option 3 – For use any time before 2/4/23:

Want to learn how [@goOCTA](#) is working to improve Orange County's transportation system? Start by taking a brief survey at LRTP-Survey.com for a chance to win one of four \$50 gift cards.

Alternative Language Options:

Spanish Text ([Copia en español](#)) | Vietnamese Text ([Bản tiếng Việt](#))

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TWITTER

Image Sample: [Graphic files](#)



Text Option 1 – For use any time before 1/20/23:

Do you want to learn how [@goOCTA](#) is working to improve Orange County’s transportation system? Visit [LRTP-StoryMap.com](#) to take a brief survey for a chance to win a \$50 gift card! **SAVE THE DATE** and join them for a telephone town hall (1/19) and webinar (1/24) to learn more and participate!

Text Option 2 – For use any time before 1/25/23:

Join [@goOCTA](#) by telephone on 1/24 at 5:30pm. Register to participate and learn more at [LRTP-StoryMap.com](#). Be sure to take their survey to be entered into a \$50 gift card drawing!

Text Option 3 – For use any time before 2/4/23:

Join [@goOCTA](#) as they set a path for future transportation improvements. Find meeting opportunities and participate in the survey for a chance to win a \$50 gift card. Go to [LRTP-StoryMap.com](#).

Alternative Language Options:

Spanish Text ([Copia en español](#)) | Vietnamese Text ([Bản tiếng Việt](#))

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NEXTDOOR

Image Sample:

[Graphic files](#)



Text Option 1 – For use any time before 1/20/23:

Title: Help plan the future of transportation in Orange County.

Body:

Join [OCTA](#) for the Long Range Transportation Plan (LRTP) paths to success telephone town hall (1/19 @ 5:30 p.m.) to offer your thoughts on how to improve the future of transportation in Orange County. [Visit *LRTP-StoryMap.com* to register and learn more.](#) Share the meetings with your family, friends and coworkers.

If you haven't already, complete the [LRTP-Survey.com](#) to be entered into a drawing for a chance to win one of four \$50 gift cards, and help plan the direction forward!

Text Option 2 – For use any time before 1/25/23:

Title: Help plan the future of transportation in Orange County.

Body:

Join [OCTA](#) for the Long Range Transportation Plan (LRTP) paths to success Zoom webinar (1/24 @ 5:30 p.m.) to offer your thoughts on how to improve the future of transportation in Orange County. [Visit *LRTP-StoryMap.com* to register and learn more.](#) Share the meeting with your family, friends and coworkers.

If you haven't already, complete the [LRTP-Survey.com](#) to be entered into a drawing for a chance to win one of four \$50 gift cards, and help plan the direction forward!

Alternative Language Options:

Spanish Text ([Copia en español](#)) | Vietnamese Text ([Bản tiếng Việt](#))

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EMAIL BLAST OR NEWSLETTER

Image Sample: [Graphic files](#)



Subject: Get involved and let OCTA know your mobility needs.

Body:

Provide your input! Take the OCTA survey and attend these upcoming meetings.

The Orange County Transportation Authority ([OCTA](#)) would like to get your input to guide planning for future improvements to the County's transportation system. There are multiple ways to get involved and share your opinion:

- **Online Survey**
[Take the survey](#) by February 3rd for a chance to win one of four \$50 gift cards!
- **Telephone Town Hall**
Participate on Thursday, January 19th at 5:30 p.m. Must [register](#) at least 3 hours before the meeting.
- **Zoom Webinar**
Join the conversation on Tuesday, January 24th at 5:30pm. [Register](#) today!
- **Follow & Comment**
[Sign-up](#) for meeting reminders and comment on the draft plan.
- **Helpline**
Call (800) 501-9266 to ask questions, leave a comment, and register by phone for the telephone town hall.

Learn more about the draft plan and the paths to success at [LRTP-StoryMap.com](#).

Alternative Language Options:

Spanish Text ([Copia en español](#)) | Vietnamese Text ([Bản tiếng Việt](#))

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WEBSITE POST & CALENDAR

Image Sample: [Graphic files](#)



Visit the new OCTA Long Range Transportation Plan (LRTP) interactive story map at LRTP-StoryMap.com to learn more about how the plan aims to meet Orange County's future transportation demands. If you want to help determine the paths to success, register for the [telephone town hall](#) (1/19 at 5:30 p.m.) or [webinar](#) (1/24 at 5:30 p.m.), and complete their survey by February 3rd to be entered into an opportunity drawing for a chance to win one of four \$50 gift cards. [Sign-up](#) today to receive project updates and meeting invitations.

CALENDAR DATES:

- OCTA [LRTP](#) Telephone Town Hall | 5:30 p.m. ([Register](#))
- OCTA [LRTP](#) Zoom Webinar | 5:30 p.m. ([Register](#))

Alternative Language Options:

Spanish Text ([Copia en español](#)) | Vietnamese Text ([Bản tiếng Việt](#))

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PHONE SCRIPT:

Help OCTA improve transportation in Orange County. Visit L R T P dash Story Map dot com to take their Long Range Transportation Plan online survey in English, Spanish or Vietnamese by February 3rd to be entered into a drawing for a chance to win one of four \$50 gift cards. You're also welcome to attend the telephone town hall on January 19th and community webinar on January 24th.

Alternative Language Options:

Spanish Text ([Copia en español](#)) | Vietnamese Text ([Bản tiếng Việt](#))

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Orange County Transportation Authority Long Range Transportation Plan

Government Relations Outreach Tool Kit

ENGLISH COPY

OCTA is preparing to release the Draft Long Range Transportation Plan ([LRTP](#)) to the public on January 3rd. We are asking for your city's help to share our new interactive story map and engagement opportunities with your valuable community stakeholders. The online story map provides greater context on the planning for the future of transportation in Orange County and will help the public understand the purpose and goals of the plan's paths to success. In addition, those who participate in a short online survey will have the opportunity to win one of four \$50 gift cards. The public will also be encouraged to attend the upcoming telephone town hall as well as a Zoom webinar. Below, we have provided an **easy-to-use toolkit with copy-/paste-ready text, links and downloadable graphics to make sharing simple** using your existing methods of communication. Learn more about the plan at [LRTP-StoryMap.com](#).

We appreciate your consideration in sharing the interactive story map, survey and meeting invitations with your community by way of:

1. [NIXEL Eblast](#): Include the prepared content in the City's reoccurring NIXEL distribution.
2. [E-Newsletter](#): Announce the project messaging in your monthly e-newsletter or bulletin.
3. [Website & Calendar Posts](#): Share announcements on the City's news webpage and calendar.
4. [Social Media](#) ([Facebook](#), [Instagram](#) & [Twitter](#)): Copy and paste the image content of choice to your Facebook, Instagram or Twitter pages.
5. [Nextdoor/Neighborhood Blog](#): Post the copy and graphic to the City's page.
6. [Local Cable TV Spot](#): Place multi-lingual ad spots within your cable television programming.
7. [Digital Marquee](#): Program multi-lingual project announcements into your digital banner content calendar. Multiple sizes pre-made; request additional sizes to suit your City's digital banner(s).
8. [Poster](#): Add to your public facility's posting boards. Custom size posters (less than 3ft x 4ft) available upon request.
9. [Flyer](#): Place multi-lingual project flyers on your public counters/racks for public reference.
10. [Recorded Phone Announcement](#): Record the provided script to share it as an informational announcement.

The online survey will be live through February 6, 2023 and is offered in English, Spanish and Vietnamese. Visit [LRTP-StoryMap.com](#) to register for the telephone town hall scheduled for January 19, 2023 at 5:30 p.m. and the webinar to be held on January 24, 2023 at 5:30 p.m. **Thank you in advance** for helping to promote the OCTA Long Range Transportation Plan and to keep the public informed and engaged.

NIXEL EMAIL BLAST

Image Sample: [Graphic files](#)



Provide your input! Take the OCTA survey and attend these upcoming meetings.

The Orange County Transportation Authority ([OCTA](#)) would like to get your input to guide planning for future improvements to the County's transportation system. There are multiple ways to get involved and share your opinion:

- **Online Survey:** [Take the survey](#) by February 6th for a chance to win one of four \$50 gift cards!
- **Telephone Town Hall:** Participate on Thursday, January 19th at 5:30 p.m. Must [register](#) at least 3 hours before the meeting.
- **Zoom Webinar:** Join the conversation on Tuesday, January 24th at 5:30pm. [Register](#) today!
- **Follow & Comment:** [Sign-up](#) for meeting reminders and comment on the draft plan.
- **Helpline:** Call (800) 501-9266 to ask questions, leave a comment, and register by phone for the telephone town hall.

Learn more about the draft plan and the paths to success at [LRTP-StoryMap.com](#).

Alternative Language Options:

[Spanish Text](#) | [Vietnamese Text](#)

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E-NEWSLETTER

Image Sample: [Graphic files](#)



Help to improve transportation in the County!

The Orange County Transportation Authority (OCTA) would like to get your input to guide planning for future improvements to Orange County's transportation system. Join us in attending their telephone town hall on Thursday, January 19th and/or participate in a webinar on Tuesday, January 24th. Both meetings will begin at 5:30 p.m. Register for meetings and learn more about the plan at [LRTP-StoryMap.com](#). Share your input further by taking their [online survey](#), live through February 6th, and be included in a chance to win one of four \$50 gift cards!

Alternative Language Options:

[Spanish Text](#) | [Vietnamese Text](#)

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WEBSITE NEWS & CALENDAR POSTS

Image Sample: [Graphic files](#)



Visit the new OCTA Long Range Transportation Plan (LRTP) interactive story map at [LRTP-StoryMap.com](https://www.occta.com/LRTP-StoryMap.com) to learn more about how the plan aims to meet Orange County's future transportation demands. If you want to help determine the paths to success, register for the [telephone town hall](#) (1/19 at 5:30 p.m.) or [webinar](#) (1/24 at 5:30 p.m.) and complete their survey by February 6th to be entered into an opportunity drawing for a chance to win one of four \$50 gift cards. [Sign-up](#) today to receive project updates and meeting invitations.

CALENDAR DATES:

- 01/19/23 OCTA [LRTP](#) Telephone Town Hall | 5:30 p.m. ([Register](#))
- 01/24/23 OCTA [LRTP](#) Zoom Webinar | 5:30 p.m. ([Register](#))

Alternative Language Options:

[Spanish Text](#) | [Vietnamese Text](#)

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FACEBOOK

Image Sample: [Graphic files](#)



Text Option 1 – For use any time before 1/20/23:

[OCTA](#) is working to make it easier to get around Orange County. Learn more about the plan and how you can be involved. Visit www.LRTP-StoryMap.com for meeting details and [take a survey](#) for a chance to win a \$50 gift card.

Text Option 2 – For use any time before 1/25/23:

[OCTA](#) wants to hear from you about future improvements to Orange County transportation! **SAVE THE DATE** for the upcoming telephone town hall (1/19), webinar (1/24), and take a survey for a chance to win \$50 gift card. Visit www.LRTP-StoryMap.com.

Text Option 3 – For use any time before 2/4/23:

You have until February 6th to take the [OCTA](#) Long Range Transportation Plan (LRTP) online survey and be entered into an opportunity drawing to win a \$50 gift card. Learn more at LRTP-StoryMap.com.

Alternative Language Options:

[Spanish Text](#) | [Vietnamese Text](#)

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INSTAGRAM

Image Sample: [Graphic files](#)



**Working with you to
improve transportation.**



Text Option 1 – For use any time before 1/20/23:

Take an [@goOCTA](#) survey for a chance to win a \$50 gift card, register for the telephone town hall (1/19), and/or attend a webinar (1/24). Visit LRTP-StoryMap.com to learn more and get involved!

Text Option 2 – For use any time before 1/25/23:

Help forge the path to future transportation improvements. Visit LRTP-StoryMap.com to take an [@goOCTA](#) survey for a chance to win a \$50 gift card and/or attend a webinar (1/24). Get involved!

Text Option 3 – For use any time before 2/4/23:

Want to learn how [@goOCTA](#) is working to improve Orange County's transportation system? Start by taking a brief survey at LRTP-Survey.com for a chance to win one of four \$50 gift cards.

Alternative Language Options:

[Spanish Text](#) | [Vietnamese Text](#)

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TWITTER

Image Sample: [Graphic files](#)



Text Option 1 – For use any time before 1/20/23:

Do you want to learn how [@goOCTA](#) is working to improve Orange County’s transportation system? Visit [LRTP-StoryMap.com](#) to take a brief survey for a chance to win a \$50 gift card! **SAVE THE DATE** and join them for a telephone town hall (1/19) and webinar (1/24) to learn more and participate!

Text Option 2 – For use any time before 1/25/23:

Join [@goOCTA](#) by webinar on 1/24 at 5:30pm. Register to participate and learn more at [LRTP-StoryMap.com](#). Be sure to take their survey to be entered into a \$50 gift card drawing!

Text Option 3 – For use any time before 2/4/23:

Join [@goOCTA](#) as they set a path for future transportation improvements. Find meeting opportunities and participate in the survey for a chance to win a \$50 gift card. Go to [LRTP-StoryMap.com](#).

Alternative Language Options:

[Spanish Text](#) | [Vietnamese Text](#)

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NEXTDOOR & NEIGHBORHOOD BLOG

Image Sample: [Graphic files](#)



Text Option 1 – For use any time before 1/20/23:

Title: Help plan the future of transportation in Orange County.

Body:

Join [OCTA](#) for the Long Range Transportation Plan (LRTP) paths to success telephone town hall (1/19 @ 5:30 p.m.) to offer your thoughts on how to improve the future of transportation in Orange County. [Visit *LRTP-StoryMap.com* to register and learn more.](#) Share the meetings with your family, friends and coworkers.

If you haven't already, complete the [LRTP-Survey.com](#) to be entered into a drawing for a chance to win one of four \$50 gift cards, and help plan the direction forward!

Text Option 2 – For use any time before 1/25/23:

Title: Help plan the future of transportation in Orange County.

Body:

Join [OCTA](#) for the Long Range Transportation Plan (LRTP) paths to success Zoom webinar (1/24 @ 5:30 p.m.) to offer your thoughts on how to improve the future of transportation in Orange County. [Visit *LRTP-StoryMap.com* to register and learn more.](#) Share the meeting with your family, friends and coworkers.

If you haven't already, complete the [LRTP-Survey.com](#) to be entered into a drawing for a chance to win one of four \$50 gift cards, and help plan the direction forward!

Alternative Language Options:

[Spanish Text](#) | [Vietnamese Text](#)

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DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Sustainable, equitable, and innovative transportation solutions.



LOCAL CABLE TV SPOT

Image Sample: [Graphic files](#)



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Sustainable, equitable, and innovative transportation solutions.

OCTA wants to hear from you!

OCTA quiere saber de ti!

OCTA muốn nghe từ bạn!



www.LRTP-StoryMap.com



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Sustainable, equitable, and innovative transportation solutions.



www.LRTP-StoryMap.com

OCTA wants to hear from you!

¡OCTA quiere escucharte!

OCTA muốn lắng nghe phản hồi từ bạn!

OCTA希望聽取您的意見!

OCTA는 여러분의 의견을 듣고 싶습니다!

OCTA می خواهد از شما بشنود!

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DIGITAL MARQUEE (Multi-lingual)

Image Sample: [Graphic files](#)



Digital banners available in 416" x 184", 932" x 450", 704" x 200" and 176" x 64" size graphics.

If these do not meet your digital marquee specifications, please contact Marissa Espino, Principal Community Relations Specialist, at MEspino@octa.net with the required marquee banner size.

For multi-lingual presentation, we recommend displaying the marquee designs for English, Spanish and/or Vietnamese in sequence to extend messaging more inclusively to your community.

Alternative Language Options:

[Spanish Text](#) | [Vietnamese Text](#)

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POSTER (Multi-lingual)

Image Sample: [Graphic files](#)

Poster available in 36" x 48".

If it does not meet your poster placement specifications, please contact Marissa Espino, Principal Community Relations Specialist, at MEspino@octa.net with your required poster size.

Alternative Language Options:

[Spanish Text](#) | [Vietnamese Text](#)



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FLYER (Multi-lingual)

Image Sample: [Graphic files](#)

The 8.5" x 11" flyers available in English-Spanish and English-Vietnamese.

Project staff will coordinate to provide batches of flyers for placement at city public counters.

Alternative Language Options:

[Spanish Text](#) | [Vietnamese Text](#)



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RECORDED PHONE ANNOUNCEMENT

Let's get involved! Help OCTA improve transportation in Orange County. Visit LRTPDashStoryMap.com to take their Long Range Transportation Plan online survey in English, Spanish or Vietnamese by February 6th to be entered into a drawing for a chance to win one of four \$50 gift cards. You are also welcome to attend the telephone town hall on January 19th and community webinar on January 24th.

Alternative Language Options:

[Spanish Text](#) | [Vietnamese Text](#)

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APPENDIX S

Earned Media



OC Transportation seeking public input on future needs

By For Event-News Enterprise - October 29, 2021



Orange County

The Orange County Transportation Authority is preparing for the long-term transportation future of Orange County and wants to hear from local residents, workers, and business and community leaders.

Every four years, OCTA develops a long-term transportation plan to meet Orange County's evolving mobility needs for the next 20 years and beyond.

Work is beginning on the 2022 plan called Directions 2045, which aims to provide a framework for equitable, innovative and sustainable transportation for Orange County's future.

"The Long-Range Transportation Plan evaluates demographic and economic forecasts to address future transportation needs," said OCTA Chairman Andrew Do, also the Chairman of the Orange County Board of Supervisors. "That is why hearing from those who travel in Orange County – whether by car, train, bus, or



bicycle – is essential for OCTA to be able to provide a balanced and sustainable transportation system for years to come.”

Members of the public will have several opportunities to ask questions and give their thoughts and feedback as the process moves forward.

Upcoming opportunities to provide input include:

- A free public webinar, via Zoom, is scheduled for 5:30 p.m. on Tuesday Oct. 19. The webinar link is at LRTP-Meeting.com and the webinar ID is 847 5366 4364. Or participants can call in to (213) 339-8477. (Spanish translation will also be available.)
- Members of the public can also share their opinions by filling out a brief online survey through Oct. 31. More information and the survey can be found at octa.net/lrtp.

The objectives of the study include developing a vision for Orange County’s future transportation system, addressing key challenges through 2045 and using public input to identify new transportation initiatives and priorities.

The long-range plan will continue to be developed through summer 2022. The plan is scheduled to go to the OCTA Board of Directors for consideration in fall 2022.

Results will go to the Southern California Association of Governments (SCAG) for inclusion in a regional plan. For more information on the plan and to stay connected, visit octa.net/lrtp.



Download QR

For Event-News Enterprise



Cypress, CA Chamber of Commerce @CypressCham... · Oct 12, 2021 · ...


To plan for the evolving transportation needs, OCTA develops a Long Range Transportation Plan. The L RTP is a vision for the county that aims to address future mobility needs. Provide your input in this survey by Oct. 31 & you may win a \$50 gift card!



sur-vey.typeform.com
OCTA L RTP 2021
Turn data collection into an experience with Typeform. Create beautiful online forms, surveys, quizzes, and so much more. Try it for FREE.

Friends of Harbors, Beaches & Parks (FHBP)
October 11, 2021 · ...

The Orange County Transportation Authority (OCTA) would like to get feedback on future improvements to the county's transportation system. Complete this survey by October 31st!
<https://sur-vey.typeform.com/L RTP-Survey>



SUR-VEY.TYPEFORM.COM
OCTA L RTP 2021
Turn data collection into an experience with Typeform. Create beautiful online forms, surveys, ...

Like Comment Share

City of Laguna Niguel - Government
October 10, 2021 · ...

Keep Orange County moving! OCTA wants your input and ask that you complete a short survey at LRTP-Survey.com. Be sure to SAVE THE DATE for Tuesday, October 19, at 5:30 p.m. to attend their first meeting LRTP-Meeting.com. To learn more, visit octa.net/L RTP.



DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN
Sustainable, equitable, and innovative transportation solutions.

3

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🔄 FHBP Retweeted



OCTA @goOCTA · Jan 5

Go to LRTP-StoryMap.com to take a survey for a chance to win a \$50 gift card! SAVE THE DATE: telephone town hall (1/19) and webinar (1/24).



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Working with you to
improve transportation.



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902





Friends of Harbors, Beaches & Parks (FHBP)

12 January at 18:25 · 🌐



OCTA is working to make it easier to get around Orange County. Learn more about the plan and how you can be involved... visit www.LRTP-StoryMap.com for meeting details and to take a survey for a chance to win a \$50 gift card.



DIRECTIONS 2045

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1

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FHBP @FHBP_OC · Jan 12



Do you want to learn how @goOCTA is working to improve OC's transportation system? Visit LRTP-StoryMap.com to take a brief survey for a chance to win a \$50 gift card! SAVE THE DATE & join them for a telephone town hall (1/19) & webinar (1/24) to learn more and participate!

DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN

**Working with you to
improve transportation.**

OCTA
ALT

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396





Rossmoor Community Engagement

Rossmoor · January 16 · 🌐

...

Here are more opportunities to get familiar with OC's long range transportation plans, if this sort of thing piques your interest. This document, like other planning documents is required by the state to be regularly updated, and it reflects the directions available or accommodating OC's future transportation needs.

Keep reading this long explanation, or cut-to-the chase and click on the storymap link below to take the county's survey about future needs.

Those who live or ... See more



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Sustainable, equitable, and innovative transportation solutions



0:05 / 0:05



OCTA

January 6 · 🌐

We're working to keep Orange County moving! Help us plan future transportation improvements by visiting [LRTP-StoryMap.com](https://www.ocgov.com/lrtp-storymap) to take a brief survey for a chance to... See more



See how the average temperature in your area is changing.

[Explore Climate Science Info](#)



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PRESS RELEASES

OCTA Seeks Public Input on Transportation Plans for Next 20 Years and Beyond

 BY **PRESS RELEASE**
Jan 16, 2023

 [Why you can trust Voice of OC](#)

The following is a press release from an organization unaffiliated with Voice of OC. The views expressed here are not those of Voice of OC.



FOR IMMEDIATE RELEASE:

Jan. 16, 2023

FOR MORE INFORMATION:

Eric Carpenter (714) 560-5697

Megan Abba (714) 560-5671

OCTA Seeks Public Input on Transportation Plans for Next 20 Years and Beyond

Members of the public are invited to review and participate in the county’s draft Long Range Transportation Plan for a balanced, sustainable transportation future

ORANGE –The Orange County Transportation Authority is looking for public input to help continue planning for an efficient, balanced and sustainable transportation network through the next 20 years and beyond.

Those who live or work in Orange County will have several chances in coming weeks to have a say in “Directions 2045,” OCTA’s Long Range Transportation Plan (LRTP). The plan is a framework of

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[A432 | Page](#)

The draft plan can be reviewed by visiting the interactive story map at www.lrtp-storymap.com.

Among the categories the draft study considers is:

- Growing travel demand
- Evolving travel trends
- Risks related to climate change
- Transportation funding outlook
- Diversity, equity and inclusion in the transportation system
- Efforts to engage the public and how to stay connected and involved.

Additional ways to participate include:

- **A telephone townhall at 5:30 p.m. on Thursday, Jan. 19.** The long-range plan will be discussed and comments and questions are encouraged by telephone. Those interested in participating can sign up at LRTP-TownHall.com
- **A Zoom webinar at 5:30 p.m. on Tuesday, Jan. 24.** The online session will discuss the plan and seek comments. To register and participate, visit: LRTP-Meeting.com.
- **An online survey** is also available for giving public input. Responses to the survey will be taken through Feb. 6. It's available in English, Spanish and Vietnamese. To participate in the survey, visit: LRTP-Survey.com.

Planning for growth and changes in travel patterns is essential because Orange County's population is expected to grow nearly 10% by 2045.

OCTA updates the plan every four years and refines the vision for Orange County's transportation future, taking into account a range of transportation modes, including streets, freeways, public transit such as buses and streetcars, and active transportation like cycling and walking. The finished plan will help advance the regional vision for enhanced transportation options.

For more information, visit: www.octa.net/LRTP.

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#

About OCTA: The Orange County Transportation Authority is the county transportation planning commission, responsible for funding and implementing transit and capital projects for a balanced and sustainable transportation system that reflects the diverse travel needs of the county's 34 cities and 3.2 million residents. With the mission of keeping Orange County moving, this includes freeways and express lanes, bus and rail transit, rideshare, commuter rail and active transportation. To sign up for more OCTA news, visit octa.net/GetConnected

Voice of OC posts press releases to provide readers with information directly from organizations. We do not edit or rewrite press releases, and encourage readers to contact the originator of a given release for more information.

To submit a press release email pressreleases@voiceofoc.org.

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City of Laguna Niguel - Government

18 January at 08:03 · 🌐



OCTA is working to make it easier to get around Orange County. Learn more about the plan and how you can be involved... visit www.LRTP-StoryMap.com for meeting details and to take a survey for a chance to win a \$50 gift card.



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The original item was published from 1/18/2023 2:14:00 PM to 2/7/2023 12:00:00 AM.

News Flash

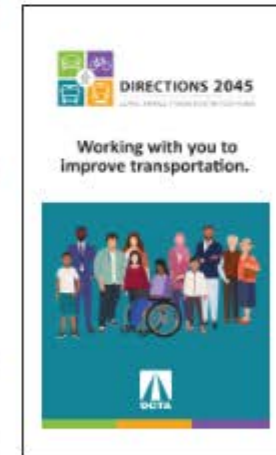
Posted on: January 18, 2023

[ARCHIVED] Help OCTA plan the future of transportation in Orange County

The Orange County Transportation Authority (OCTA) would like your input to guide planning for future improvements to Orange County's transportation system.

The Orange County Transportation Authority ([OCTA](#)) would like your input to guide planning for future improvements to the County's transportation system. There are multiple ways to get involved and share your opinion:

- **Online Survey:** [Take the survey](#) by February 6th for a chance to win one of four \$50 gift cards!
- **Telephone Town Hall:** Participate on Thursday, January 19th at 5:30 p.m. Must [register](#) at least 3 hours before the meeting.
- **Zoom Webinar:** Join the conversation on Tuesday, January 24th, at 5:30 p.m. [Register](#) today!
- **Follow & Comment:** [Sign-up](#) for meeting reminders and comment on the draft plan.
- **Helpline:** Call (800) 501-9266 to ask questions, leave a comment, and register by phone for the telephone town hall.



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Learn more about the draft plan and the paths to success at [LRTP-StoryMap.com](#).

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- [in\(https://www.linkedin.com/company/78452353\)](https://www.linkedin.com/company/78452353)

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OCTA Seeks Public Input On Transportation Plans The The Next 20-Plus Years

January 18, 2023(https://ocindependent.com/2023/01/18/)

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News (https://ocindependent.com/category/news/), Quality of Life (https://ocindependent.com/category/quality-of-life/)



(https://ocindependent.com/wp-content/uploads/2023/01/oc-freeways-2-1.jpg)

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By: OCI Staff

The Orange County Transportation Authority is looking for public input to help continue planning for an efficient, balanced and sustainable transportation network through the next 20 years and beyond.

Those who live or work in Orange County will have several chances in coming weeks to have a say in “Directions 2045,” OCTA’s Long Range Transportation Plan (LRTP). The plan is a framework of strategies for improving transportation and mobility in Orange County through 2045 and beyond.

The draft plan can be reviewed by visiting the interactive story map at **www.lrtp-storymap.com** (**<http://www.lrtp-storymap.com>**).

Among the categories the draft study considers is:

- Growing travel demand
- Evolving travel trends
- Risks related to climate change
- Transportation funding outlook
- Diversity, equity and inclusion in the transportation system
- Efforts to engage the public and how to stay connected and involved.

Additional ways to participate include:

- A telephone townhall at 5:30 p.m. on Thursday, Jan. 19. The long-range plan will be discussed and comments and questions are encouraged by telephone. Those interested in participating can sign up at LRTP-TownHall.com
- A Zoom webinar at 5:30 p.m. on Tuesday, Jan. 24. The online session will discuss the plan and seek comments. To register and participate, visit: LRTP-Meeting.com.
- An online survey is also available for giving public input. Responses to the survey will be taken through Feb. 6. It’s available in English, Spanish and Vietnamese. To participate in the survey, visit: LRTP-Survey.com.

Planning for growth and changes in travel patterns is essential because Orange County’s population is expected to grow nearly 10% by 2045.

OCTA updates the plan every four years and refines the vision for Orange County’s transportation future, taking into account a range of transportation modes, including streets, freeways, public transit such as buses and streetcars, and active transportation like cycling and walking. The finished plan will help advance the regional vision for enhanced transportation options.



Senator Josh Newman

January 18 · 🌐



Every four years, the Orange County Transit Authority is tasked with revising its Long-Range Transportation Plan and is looking for your input on future improvements to Orange County's transportation system 🇺🇸

You can give your feedback by attending their telephone town hall on Thursday, January 19th and/or participating in a webinar on Tuesday, January 24th. Register for meetings and learn more about the plan at LRTP-StoryMap.com. Share further input by taking their online su... See more



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

OCTA wants to hear from you!

Help plan the future of transportation.



www.LRTP-StoryMap.com



👍 11

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Senator Josh Newman  @JoshNewmanCA · Jan 18

ATTN OC: You can provide your input on the future of transportation 🚗 in Orange County by attending OCTA's telephone town hall tomorrow or their webinar on 1/24.

You can also provide your feedback online by taking a survey. Visit LRTP-StoryMap.com for more info.



The advertisement features a white background on the left and a colorful illustration of five hands of different skin tones (black, light skin, medium skin, dark skin, and purple) stacked on top of each other on the right. The hands are wearing various accessories like watches and rings. The text on the left includes the OCTA logo, icons for a car, bicycle, train, and bus, and the title 'DIRECTIONS 2045' with the subtitle 'LONG RANGE TRANSPORTATION PLAN'. Below this, it says 'OCTA wants to hear from you!' and 'Help plan the future of transportation.' At the bottom left is the OCTA logo and the website 'www.LRTP-StoryMap.com'.

 
 
DIRECTIONS 2045
LONG RANGE TRANSPORTATION PLAN

OCTA wants to hear from you!
Help plan the future of transportation.

 www.LRTP-StoryMap.com

OCTA Media Team

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OCTA is working to make it easier to get around Orange County. Learn more about the plan and how you can be involved. Visit www.LRTP-StoryMap.com for meeting details and take a survey for a chance to win a \$50 gift card.



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City of Tustin @CityofTustin · Jan 19



OCTA is working to make it easier to get around Orange County. Learn more about the plan and how you can be involved. Visit LRTP-StoryMap.com for meeting details and take a survey for a chance to win a \$50 gift card.



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Share Bulletin



The Week in Review - January 20, 2023

City of Newport Beach, California sent this bulletin at 01/20/2023 01:35 PM PST

[View as a webpage](#) / [Share](#)



Community Members:

The City of Newport Beach provides a comprehensive response to address homelessness through a coordinated effort by City staff, contractors, partner agencies, and nonprofit groups. Our efforts include periodic educational workshops and seminars for residents to learn more about how we are addressing homelessness through these strategic partnerships.



In 2022 we introduced the Homeless Services Community Forum Series with presentations from City Net, our contract social service provider, Share our Selves, a local nonprofit that provides outreach, medical, and social services, and Be Well OC, which provides mobile mental health crisis service for all Newport Beach residents, housed and unhoused. You can view the [City Net](#) and [Be Well](#) forums on our YouTube channel.

The first forum in our 2023 series will be on Thursday, February 16 at 6 p.m. in the Civic Center Community Room, 100 Civic Center Dr., featuring PATH (People Assisting The Homeless). The City of Newport Beach collaborates with PATH, a Placentia-based nonprofit, to locate housing for homeless individuals and help newly sheltered people remain in their homes. PATH Orange County Regional Director Melanie McQueen will discuss how the organization provides a wide range of services such as shelter and housing assistance, health care, job resources and ongoing case management.

The next forum in the series will be on Thursday, April 20 at 6 p.m., also in the Civic Center Community Room, featuring the Orange County Office of Care Coordination. Representatives will discuss how the County works with cities and community-based organizations to expand shelter capacity, integrate services, and coordinate public and private resources to meet the needs of the homeless population in Orange County.

Please join us to learn more about the City's ongoing efforts to address homelessness. You can also view our latest [homeless data dashboard](#), which includes key monthly and yearly data on the Newport Beach's homeless response.

City Manager, Grace K. Leung

Post-Storm Beach Cleanups Seeking Volunteers

The Orange County Coastkeeper and Surfrider are seeking volunteers for beach cleanup events this Saturday, January 21, to help remove trash and debris that was deposited on our beaches during and after the recent storms.

Orange County Coastkeeper is organizing volunteers at the Newport Pier on Saturday, January 21 from 9 to 11 a.m. Register online at: <https://www.coastkeeper.org/cleanup-oc/>

The Surfrider North Orange County Chapter will be hosting a volunteer cleanup in West Newport at Prospect Street on Saturday, January 21 from 9 to 11 a.m. Surfrider has not requested reservations.

Thank you to Coastkeeper, Surfrider and volunteers for helping to keep our beaches clean!



OCTA Seeking Feedback on Draft Long Range Transportation Plan



The Orange County Transportation Authority is seeking public feedback on its Draft Long Range Transportation Plan. The plan is developed every four years and aims to address future mobility needs in Orange County.

Information: Learn more at [LRTP-StoryMap.com](https://www.octa.net/LRTP-StoryMap.com)

How to comment:

- Take an [online survey](#) by Monday, February 6.
- Attend a [public webinar](#) on Tuesday, January 24 from 5:30 to 6:30 p.m.

Be Well Mobile Crisis Response Update



The Be Well mobile crisis response team operates in Newport Beach 12 hours a day, 7 days a week to respond to mental and behavioral health crises. The mobile unit is staffed with mental health specialists and EMTs, and works closely with the City's police and fire departments.

This week the Be Well team:

- Responded to a domestic disturbance with an older adult. The team safely calmed the person and provided mental health referrals to the family.
- Transported a person to the Yale Navigation Center for shelter and housing navigation services.
- Transported a person to the Costa Mesa Bridge Shelter for an intake appointment.
- Transported five people to services, shelter intakes, and appointments.



The City is addressing community concerns related to areas of increased homeless activity, including the Newport Transportation Center.

The City is working closely with property owner, The Irvine Company, and the tenant, the Orange County Transportation Authority. Depending on the location of people and tents, law enforcement jurisdiction varies from the Newport Beach Police Department, the Orange County Sheriff's Department and the private Irvine Company security team.

However, regardless of where individuals are on or near the property, the City has been continually offering assistance such as outreach services, mental health services, and shelter, when beds are available, to those experiencing homelessness at the transportation center. Our contracted service providers, City Net and Be Well, along with the NBPd, monitor the area on a daily basis.

In addition, the City's homeless outreach and response teams:

- Housed an older adult who experienced homelessness for seven years. The Costa Mesa Bridge Shelter staff provided housing services to locate him a new apartment.
- Continued to shelter people. Seventeen people who had been experiencing homelessness in Newport Beach are now sheltered in the Costa Mesa Bridge Shelter.
- Helped a person shelter at the Yale Navigation Center.
- Enrolled a new client into services.



On the Agenda: City Council Meeting for Jan. 24

Our next City Council meeting is Tuesday, January 24. Items of interest are highlighted below. The entire agenda and reports can be viewed [here](#).

A study session will begin at 4 p.m.:

- City staff will present an overview of an inclusionary housing ordinance, which would set minimum requirements for affordable housing units within multi-unit residential development projects. The presentation will include potential requirements and items to consider when drafting an inclusionary housing ordinance.

The regular meeting will begin at 6:30 p.m. Agenda items include:

- A \$158,000 construction contract to La Habra-based Diamond Construction and Design for improvements to the Goldenrod Pedestrian Bridge. The project will replace the bridge's planters, irrigation and drainage system, wooden arches, improve lighting, and repair concrete.
- Amendments to the Newport Beach Municipal Code that would update regulations on the construction of Accessory Dwelling Units (ADUs) and Junior Accessory Dwelling Units (JADUs). The amendments will bring the City into compliance with changes to California law that went into effect on January 1. The amendments also include recommendations by a Planning Commission Ad Hoc Committee to incentivize ADU production as directed by Council policy.

[SEE THE FULL AGENDA >](#)

This Week's Events

TUESDAY, JANUARY 24

[CITY COUNCIL MEETING](#)

4 p.m.
City Council Chambers
[100 Civic Center Drive](#)
[Newport Beach, California 92660](#)

THURSDAY, JANUARY 26

[ZONING ADMINSTRATOR MEETING](#)

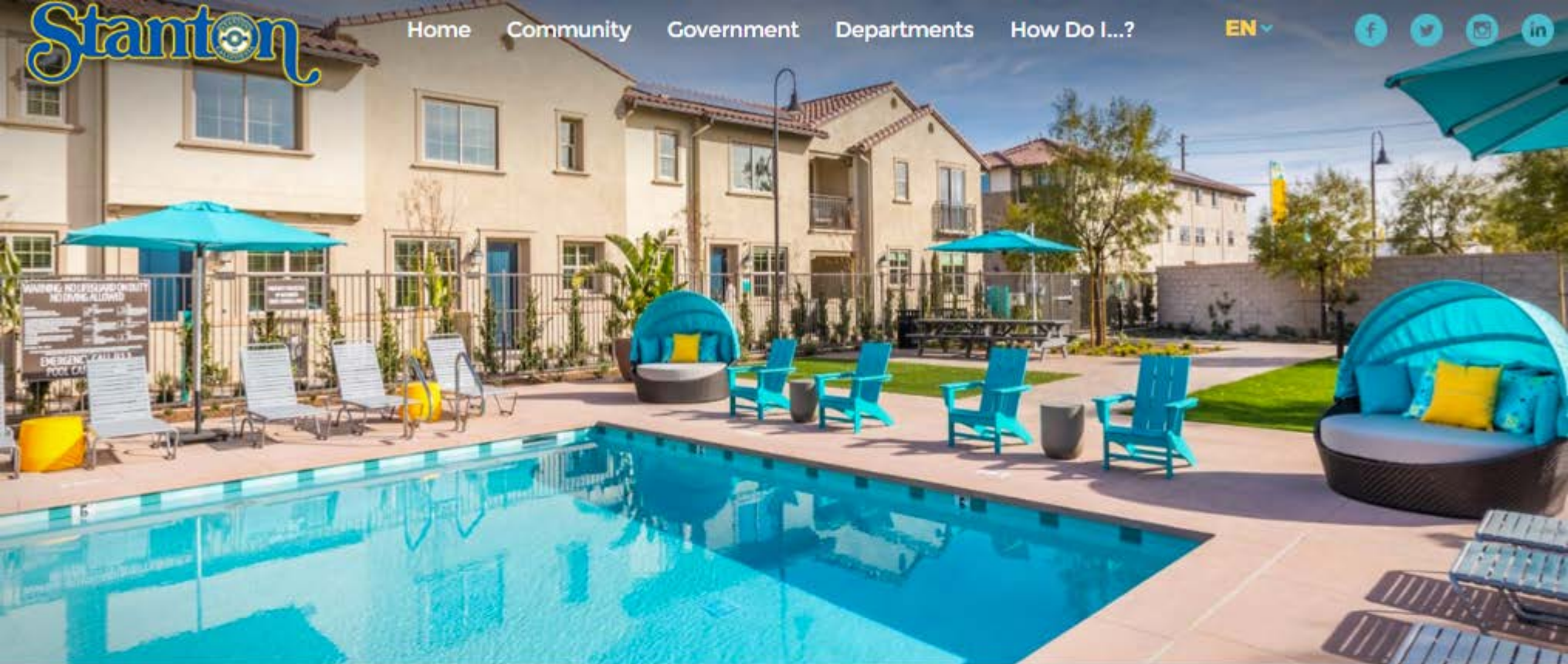
10 a.m.
[City Hall \(Via ZOOM Platform\)](#)
[Newport Beach, California 92660](#)

THURSDAY, JANUARY 26

[HEARING OFFICER](#)

2:30 p.m.
Corona del Mar Conference Room, Bay 1E
[100 Civic Center Drive](#)
[Newport Beach, California 92660](#)

[SEE THE FULL SCHEDULE>](#)



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OCTA Long Range Transportation Plan

Visit the new OCTA Long Range Transportation Plan (LRTP) interactive story map at [LRTP-StoryMap.com](#) to learn more about how the plan aims to meet Orange County's future transportation demands. If you want to help determine the paths to success, register for the [telephone town hall](#) (1/19 at 5:30 p.m.) or [webinar](#) (1/24 at 5:30 p.m.) and complete their survey by February 6 to be entered into an opportunity drawing for a chance to win one of four \$50 gift cards. [Sign-up](#) today to receive project updates and meeting invitations.

CALENDAR DATES:

- 01/19/23 OCTA [LRTP](#) Telephone Town Hall | 5:30 p.m. ([Register](#))
- 01/24/23 OCTA [LRTP](#) Zoom Webinar | 5:30 p.m. ([Register](#))



Rossmoor Community Engagement

Rossmoor · January 23 at 1:56 PM · 🌐



We received some feedback that the link to the county's survey was too hard to find through our website and e-blast notifications - .

If you want the full info, here's more - as discussed in this morning's RHA OurRossmoor e-blast.

<https://www.octa.net/.../Long-Range.../Overview/.....> See more

Typeform

SUR-VEY.TYPEFORM.COM

OCTA LRTP Paths to Success Survey

2022 survey

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1





City of Laguna Niguel - Government

January 27 at 8:04 AM · 🌐



👥 Do you want to see improvements to Orange County transportation? OCTA wants to hear from you!

📅 SAVE THE DATE for the upcoming telephone town hall (1/19), webinar (1/24) and take a survey for a chance to win a \$50 gift card. Visit www.LRTP-StoryMap.com.



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

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Laguna Niguel @LagunaNiguelCty · Jan 27



•• Do you want to see improvements to Orange County transportation? OCTA wants to hear from you!

17 SAVE THE DATE for the upcoming telephone town hall (1/19), webinar (1/24) and take a survey for a chance to win a \$50 gift card. Visit LRTP-StoryMap.com.



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

**Working with you to
improve transportation.**



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For the next two decades, OCTA (Orange County Transportation Authority) will be planning our future of transportation. They would like to know your thoughts about the future of transportation in Orange County.

OCTA's Long Range Transportation Plan (LRTP), developed a short three-minute online survey: bit.ly/3WHwHm3 Those who participate in the survey by February 6, 2023, will have the chance to win one of four \$50 gift cards.

If you prefer to communicate via phone, you ca... See more



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

Working with you to improve transportation.





City of Laguna Niguel - Government

3d · 🌐



📅 This Friday, February 3rd, is the last day to take the OCTA Long Range Transportation Plan (LRTP) online survey and be entered into an opportunity drawing to win a \$50 gift card!

👉 Learn more at LRTP-StoryMap.com.



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Laguna Niguel @LagunaNiguelCty · Jan 31



17 This Friday, February 3rd, is the last day to take the OCTA Long Range Transportation Plan (LRTP) online survey and be entered into an opportunity drawing to win a \$50 gift card!

➔ Learn more at LRTP-StoryMap.com.



DIRECTIONS 2045

LONG RANGE TRANSPORTATION PLAN

**Working with you to
improve transportation.**



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