

ID	Comment	Response
<p><i>Submitted by</i> City of Costa Mesa Submittal 0001527 Related Documents Link</p>		
0001527.01	<p>Dear Connect SoCal Team: The City of Costa Mesa appreciates the time and effort undertaken by the Southern California Association of Governments (SCAG) staff in its efforts to develop a RTP/SCS of our large and diverse metropolitan planning area. The City of Costa Mesa remains committed to doing its fair share in addressing regional issues and appreciate the comment and review period provided by SCAG for the Connect SoCal Plan and its associated PEIR.</p>	<p>Thank you for your comments on the Draft Connect SoCal and associated PEIR. Comment noted. For responses related to the Connect SoCal Program Environmental Impact Report (PEIR), please refer to Chapter 9.0, Responses to Comments, of the Final Connect SoCal PEIR.</p>
0001527.02	<p>The City would like to express its support of recommendations and comments submitted by the Orange County Council of Governments, Orange County Transportation Authority, and Center for Demographic Research. We strongly recommend that all comments and concerns from these bodies be implemented into the Connect SoCal Plan and the associated PEIR.</p>	<p>Comment noted. For responses related to the Draft Connect SoCal Program Environmental Impact Report (PEIR), please refer to Chapter 9.0, Responses to Comments, and Chapter 10, Corrections and Additions, of the Final Connect SoCal PEIR.</p>
<p><i>Submitted by</i> City of Huntington Beach Submittal 0001393 Related Documents Link</p>		
0001393.01	<p>Thank you for the opportunity to submit comments on the Draft Connect SoCal plan and Program EIR. The City of Huntington Beach appreciates SCAG's public outreach efforts for this process and offers the following comments and concerns for your consideration.</p>	<p>Thank you for your comments on the Draft Connect SoCal and associated PEIR.</p>
0001393.02	<p>High Quality Transit Areas (HQTAs). HQTAs are defined as "corridors that have at least a fifteen minute headway (time in between the next scheduled service) during peak hours bus service." According to RTP/SCS maps, all of Beach Boulevard within the City of Huntington Beach is defined as a HQTA. However, based on the October 13, 2019 Orange County Transportation Authority (OCTA) Bus Schedule 1, there are no bus stops on Beach Boulevard within the City of Huntington Beach with headway times of 15 minutes or less. Route 29 services Beach Boulevard from the City of La Habra to PCH in Huntington Beach. The shortest headway time during peak hours for bus service is on the Route 29 stop at PCH/1 51 Street (not a stop on Beach Boulevard) traveling southbound with an average headway time of 18.23 minutes during the PM peak hours. Most stops have an average peak hour headway time of approximately 19-25 minutes. Some stops, such as the Beach Boulevard/Talbert Avenue stop, have peak hour headway times of 40-49 minutes. One stop (Beach Boulevard/Atlanta Avenue) did not list any stop times as part of any route for this stop. It must also be noted that OCTA eliminated Route 211 in October 2019, which serviced Huntington Beach to Irvine (a major Orange County job center) due to low ridership. Further, OCTA's 2018 Long Range Transportation Plan (LRTP)2 includes Figure 4.1 - Local, Community, and Bravo! Final Route Recommendations. This figure recommends that Route 29 receive a reduction in frequency of service. This will add further delay to the 19-25 minute average peak hour headway service times on Beach Boulevard.</p>	<p>SCAG worked closely with the Orange County Transportation Authority (OCTA) to identify the high quality transit corridors (HQTAs) in Orange County which form the basis for high quality transit areas (HQTAs). SCAG and OCTA together identified the Beach Blvd corridor, including the entire alignment within the City of Huntington Beach, as both an existing and future HQTAs. See Figure 4.10 in OCTA's 2018 Long Range Transportation Plan. The nature of bus services is that routes and service frequency can change periodically, thus a County Transportation Commission's (CTC) estimate of future transit service frequency is the best estimate available at a given point in time. For the 6th cycle of RHNA, SCAG is assigning a portion of housing unit need on the basis of 2045 HQTAs. These HQTAs will be consistent with those developed for Connect SoCal. CTCs including OCTA have provided SCAG with the most likely future service scenario in order to assist with our long-range planning efforts.</p>