

# CITY OF LAGUNA NIGUEL

## AGENDA ITEM CITY COUNCIL

**MAY 1, 2018**

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**TO:** Honorable Mayor and Council Members

**FROM:** Debbie Bell, Interim Assistant City Manager/Management Services Director

**SUBJECT:** Support for Actions Reducing Airplane Overflight Impacts on Residents

**SUMMARY:** The City has received a number of complaints about noise and frequency of airplanes overhead. The City Council and staff have been actively involved in working with the Federal Aviation Administration (FAA), Congressional and County elected officials, airport staff and neighboring cities to reduce the impacts of airplane overflights. Staff recommends adopting a Resolution (Attachment A) in support of actions which reduce airplane overflight impacts on Laguna Niguel residents.

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### BACKGROUND/ANALYSIS

In August 2017, the City Council received an update of the City's activities related to airplane noise and adopted Resolution No. 2017-1225 supporting the limitation of the negative impacts of air flights over Laguna Niguel (Attachments B and C). Since then, the City has taken the following actions on this topic:

- City Manager Ridge has attended several meetings with airport officials, neighboring cities and County representatives.
- City Manager Ridge is working closely with the City Managers of Laguna Beach and Newport Beach to gather information about their process and progress reports on their draft settlement agreements.
- The City is working closely with its Federal lobbyist to meet with important decision-makers including FAA staff, Senator Feinstein and Harris' staff, and other Federal staff to determine how the City can best reduce impacts of airplane noise.
- The City will begin noise monitoring in two locations to gather measurements of actual noise levels.

At this time, staff has been informed that before the implementation of the draft settlements' new

flight path, the FAA must complete a new Environmental Assessment of the new flight path, which they have just started. There is no timeline or deadline for completion. Following the Environmental Assessment, the FAA will need to also assess the Safety and Operational impacts of the proposed new flight path before it is implemented. The timing of these actions is “as soon as practicable” which is interpreted to mean that there is no hard deadline for completion of these assessments. The FAA is working closely with Newport Beach and Laguna Beach on the assessments. City staff is working to try to insert Laguna Niguel into this process by following up with the FAA locally.

In support of the City’s position and actions, Supervisor Lisa Bartlett issued a letter on April 18, 2018 to the FAA, requesting increased altitudes for flights at John Wayne Airport. Congressman Dana Rohrabacher held a news conference on April 23, 2018, highlighting four amendments he is proposing to the FAA’s annual reauthorization bill that would reduce jet noise by requiring planes to fly at higher altitudes when approaching an airport and fly farther over the ocean when departing, to prioritize community concerns when implementing flight path alterations.

Staff recommends adopting a Resolution to reaffirm its support of actions which reduce airplane overflight impacts on its residents.

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**FISCAL IMPACT**

There is no fiscal impact.

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**RECOMMENDATION**

That the City Council adopt Resolution No. 2018-XXXX, supporting all actions which reduce airplane overflight impacts on its residents.

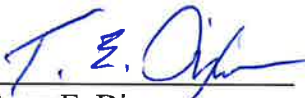
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**PREPARED  
BY:**

  
\_\_\_\_\_  
Debbie Bell  
Interim Assistant City Manager/  
Management Services Director

**REVIEWED  
BY:**

  
\_\_\_\_\_  
Terry E. Dixon  
City Attorney

**REVIEWED  
BY:**

  
\_\_\_\_\_  
Kristine Ridge  
City Manager

**Attachments:**

- A. Resolution No. 2018-XXXX
- B. City Council Agenda report dated August 1, 2017
- C. Resolution No. 2017-1225
- D. Letter from Supervisor Lisa Bartlett dated April 18, 2018

# ATTACHMENT A

**RESOLUTION NO. 2018-XXXX**

**RESOLUTION OF THE CITY COUNCIL  
OF THE CITY OF LAGUNA NIGUEL, CALIFORNIA,  
SUPPORTING ALL ACTIONS WHICH REDUCE AIRPLANE  
OVERFLIGHT IMPACTS ON ITS RESIDENTS**

**WHEREAS**, Laguna Niguel residents experience commercial and general aviation overflights from departures from John Wayne Airport; and

**WHEREAS**, as a result of the FAA's Metroplex/NextGEN Project of 2017, the jet noise and number of flights from John Wayne airport are such that they currently impact the community's right to a peaceful and quiet environment; and

**WHEREAS**, the City hosted a regional community forum with Orange County Supervisors Lisa Bartlett and Todd Spitzer along with John Wayne Airport staff on May 15, 2017, to answer questions regarding the Metroplex/NextGEN Project and impacts on the community; and

**WHEREAS**, the 400 community workshop attendees were comprised of City of Laguna Niguel City Council members, Laguna Niguel residents, residents of surrounding communities, and other public officials including the Honorable Dana Rohrabacher; and

**WHEREAS**, the Supervisors listened to the public's concerns; and

**WHEREAS**, the residents living under the flight path believe that implemented changes have exacerbated the airplane noise experienced by the Laguna Niguel community; and

**WHEREAS**, the overflight issue is a regional issue; and

**WHEREAS**, the County of Orange as the operator and owner of John Wayne Airport is obligated to prevent the adverse impacts on surrounding neighbors caused by pollution and noise from airplanes departing from and arriving at the airport; and

**WHEREAS**, numerous residents have reached out to the City with complaints regarding airplane noise over their homes; and

**WHEREAS**, according the FAA regulations, airport proprietors must minimize their noise liability; therefore state and local governments, acting as airport proprietors, have authority to adopt reasonable nondiscriminatory restrictions on access that do not impose on undue burden on interstate commerce; and

**WHEREAS**, the County of Orange has adopted a General Aviation Ordinance Noise Ordinance 2-30-1 in order to restrict aircraft noise generated by planes using the

airport but this ordinance is limited to only the areas immediately adjacent to the John Wayne airport;

**WHEREAS**, the City has met with representatives from Citizens for No Plane Noise of South Orange County; and

**WHEREAS**, Citizens for No Plane Noise of South Orange County has been collecting signatures on a Petition to the Orange County Board of Supervisors (Exhibits A and B) and have so far received over 730 signatures requesting certain actions be taken by the Supervisors to address the community's concerns.

**NOW, THEREFORE BE IT RESOLVED**, by the City Council of the City of Laguna Niguel as follows:

1. The City Council finds the noise of overflights unacceptable.
2. The City Council objects to the practice of a "concentration" of flights along a tight flight track at a low altitude on departures from John Wayne Airport causing excessive noise that impacts Laguna Niguel, Aliso Viejo, Dana Point, San Juan Capistrano and South Laguna Beach.
3. The City Council objects to the implementation of the Metroplex/NextGEN Project without a meaningful dialogue with the FAA about the impacts on the community.
4. The City Council expresses concern regarding the noise impacts of overflights on the Laguna Niguel community.
5. The City Council finds it is in the best interest of the community to support all actions which will reduce airplane overflight impacts to its residents.
6. The City Council expressly supports the Orange County Board of Supervisors in the following actions:
  - Address the adverse effects upon South Orange County that are a result of the FAA Metroplex/NextGEN Project operational changes.
  - Expand noise limits under Ordinance 2-1-30 into South Orange County under the new flight path.
  - Request that the planes fly farther out over the ocean to gain altitude before turning back to cross-land.
  - Request that all planes fly much higher and cross-land at a minimum of 18,000 ft. to minimize the noise impact in South Orange County.

**PASSED, APPROVED AND ADOPTED** this 1<sup>st</sup> day of May, 2018.

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Elaine Gennawey, Mayor

ATTEST:

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Eileen Gomez  
City Clerk

# EXHIBIT A

## MARCH, 2018, PETITION FROM THE CITIZENS OF NO PLANE NOISE IN SOUTH ORANGE COUNTY

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### **STOP THE PLANE NOISE FROM JOHN WAYNE AIRPORT** **Petition to the** **Orange County California Board of Supervisors**

For over two years residents of Laguna Beach, Laguna Niguel, Dana Point, San Juan Capistrano and Aliso Viejo have been under siege from low flying aircraft from John Wayne Airport, **owned and operated by the County of Orange**. These planes are flying a targeted and narrow flight path that has created non-stop noise, a public nuisance and destroyed residents' quiet enjoyment of their homes. This has created stress, physical and emotional illness, significant pollution and a loss of property values. Since this new flight path was implemented in March 2017 it has worsened significantly.

South Orange County residents appealed to the Orange County Board of Supervisors for relief from the noise. The Board of Supervisors advised us they would address the issue. In November 2016, they joined with Newport Beach to sue the FAA to do an environmental impact study. When we asked for updates we were told the Supervisors couldn't discuss it until the lawsuit was over. The lawsuit was settled in January 2018. This settlement did NOTHING to address South County residents' concerns. In fact, this settlement formalized the flight path that has been causing all the noise, pollution and health/safety issues in our area. We, the residents of South Orange County were not represented and our best interests were entirely ignored by our Supervisors.

#### **We are requesting that the Supervisors:**

1. Address the adverse effects upon South OC that their non-action has created by whatever means necessary.
2. Expand noise limits under Ordinance 2-1-30 into South OC under the new flight path.
3. Request that the planes fly farther out over the ocean to gain altitude before turning back to cross-land.
4. Request that all planes fly much higher and cross-land at a minimum of 18,000 ft. to minimize the noise impact in South OC.

Flying farther out over the ocean and crossing land at a higher altitude is what we were told was the solution at a May 2017 meeting by one of the Supervisors and that they would work for that solution. This did not occur.

**If you have been adversely impacted by the Supervisor's inaction on our behalf in South Orange County, please sign the petition and let your voice be heard. Our interests have been ignored and we bear the brunt of this egregious flight path change.**



# EXHIBIT B

## NOISE AND ENVIRONMENTAL IMPACT AREA OF CONCERN IN SOUTH ORANGE COUNTY FROM JOHN WAYNE AIRPORT OVER FLIGHTS



# ATTACHMENT B

# CITY OF LAGUNA NIGUEL

## AGENDA ITEM CITY COUNCIL

AUGUST 1, 2017

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**TO:** Honorable Mayor and Council Members

**FROM:** Leslie Roseberry, Community Development Director

**SUBJECT:** Resolution Supporting the Limitation of the Negative Impacts of Air Flights Over Laguna Niguel

**SUMMARY:** The City has received numerous complaints regarding the airplane noise resulting from flights to and from John Wayne Airport, Los Angeles International Airport, and other airports. The complaints range from the number of flights, the low altitude of the flights, and the late night or after midnight flights which interrupt sleep. It is recommended that the City Council adopt a Resolution Supporting the Limitation of the Negative Impacts of Air Flights Over Laguna Niguel.

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### BACKGROUND

On June 10, 2015, in accordance with the National Environmental Policy Act (NEPA), the Federal Aviation Administration (FAA) released a Draft Environmental Assessment (EA) on the "Next Generation Air Transportation System (NextGen) project for a 30 day public review (comment period was to expire July 10, 2015, but was subsequently extended to October 8, 2015). The Draft EA document considered the potential environmental impacts of the implementation of the Southern California Metroplex NextGen Project.

The FAA Southern California Metroplex project extends from San Diego to Santa Barbara (21 airports including six major airports) with the stated intention of improving the efficiency of airspace in the Southern California Metroplex by optimizing aircraft arrival and departure procedures (replacing ground-based air traffic procedures with a GPS-based system). The cornerstone of NextGen is the transition of the US air traffic control system from a land-based system to a satellite-based system. The goals of NextGen are to: improve safety by having repeatable and predictable flight paths; shorten flight routes; save time and fuel; and reduce delays.

In 2015, City staff spent several hours over several weeks researching the FAA's Metroplex project and participated in multiple Q & A webinars hosted by the FAA. The staff conclusion based on the information in the Environmental Assessment (EA) was that the potential noise change would be less than one decibel, generally ranging from - 0.3 to +0.4 for anywhere in the City for the "Proposed Action" compared to the "No Action Alternative." Staff did not find any information that would lead us to believe the project would include any significant flight path changes over Laguna Niguel.

Calls and emails to project representatives with the FAA and John Wayne Airport to confirm this was the case, specifically over Laguna Niguel, were never returned.

General information provided by the FAA indicated that the resulting flight paths would generally overlay existing flight paths. Nevertheless, during the public review period, City staff submitted the following questions via email on the Draft EA to the FAA regarding the Proposed Action (PA):

- 1) Will the PA Increase the total number and/or frequency of flights over Laguna Niguel?
- 2) Will the PA notably alter the current flight path (e.g., route and altitude over Laguna Niguel)?

According to the FAA, they evaluated and responded to more than 4,000 public comments received during the public comment period. In responding, similar comments were grouped together and responded to all. The FAA did not respond to the City's questions. Subsequent to the FAA action, staff began receiving emails from residents complaining of excessive number of flights, low-flying aircraft, excessive noise, and flights disturbing their sleep.

#### **Meeting with John Wayne Airport Staff**

On January 26, 2017, staff met with John Wayne Airport staff. The John Wayne Airport staff:

- Presented data showing departing and arriving flights for both Santa Ana wind conditions, non-wind event days, and expected paths with Metroplex.
- Indicated that Metroplex should ensure that departing flights would travel over a narrow path over the ocean before turning inland. The graphics show the majority of departures on non-wind event days to depart over the ocean and turn inland roughly where Crown Valley intersects Pacific Coast Highway. Some flights do travel over Laguna Niguel depending on air traffic, weather patterns, and pilot request to "cut the corner" usually to make up time for a late departure.
- Emphasized that with the Metroplex project, there should not be drastic changes to the flight paths or the "waypoints" (coordinates). Moving to the GPS-based system, more concentrated flight tracks can be expected, but there may be times when flights continue to fly over Laguna Niguel.
- Indicated that under major Santa Ana wind conditions, when the take off and approach change directions, additional flights over Laguna Niguel do occur as the flights get into position to approach the airport from the west instead of the east. It is not uncommon for JWA to receive noise complaints/questions on those days. The JWA staff indicated Santa Ana wind events happened approximately 5% of the year.

Discussion focused on flights over Laguna Niguel, in particular potential changes resulting from the implementation of the FAA's Metroplex project. Notable takeaways included the following:

- The purpose and intent of the Metroplex project is to modernize air traffic procedures, not to drastically alter existing flight path or waypoint (coordinates) changes. Nevertheless, by moving to a GPS-based system a reduction in flight dispersion and narrowing or more concentrated flight tracks can be expected. JWA staff indicated that Metroplex should ensure that departing flights would travel over a narrow path over the ocean before turning inland roughly where Crown Valley intersects Pacific Coast Highway.
- Airspace and flight tracks are regulated by the FAA.
- JWA staff did not seem to dispute the conclusions in the noise analysis in the Environmental Assessment (EA) adopted by the FAA regarding Metroplex. Specific to Laguna Niguel, the EA indicates that the potential noise change is projected to be less than one decibel, generally ranging from - 0.3 to +0.4 for anywhere in the City. Generally, anything less than a three decibel change cannot be discerned.
- JWA has full-time staff in the Access & Noise Office utilizing a state-of-the-art noise and operations monitoring system.
- The Access & Noise Office can provide expected noise levels for any given area.
- Based on the material presented, it did not appear as if any of the major JWA waypoints extend directly over Laguna Niguel.
- Under major Santa Ana wind conditions, when the take off and approach change directions, additional flights over Laguna Niguel do occur and it is not uncommon for JWA to receive noise complaints/questions.

JWA staff was very helpful and informative and encouraged staff and residents to contact them should there be additional questions or concerns.

### **Meeting with FAA Staff**

On May 9, 2017, City staff and Mayor Slusiewicz met with FAA staff, including Dennis Roberts, the Regional Administrator. The FAA staff prepared a presentation depicting flights over specific Laguna Niguel residents from which they have received complaints. The FAA staff discussed the existing north/south “legacy” flight path which runs from the south to Los Angeles International (LAX) and Long Beach airports over the City. The overnight commercial flights likely are going to those two airports. There has also been an increase in a commercial shuttle service between LAX and San Diego airport which fly at lower altitudes. In addition, the LAX prop plane arrivals utilize the legacy flight path at a lower altitude than the jets. The FAA also emphasized that the determination to have a flight “cut the corner” instead of going over the ocean first was a traffic controller decision, not a pilot decision.

### **FAA Workshop**

On May 15, 2017, the City hosted a community forum with Orange County Supervisors Lisa Bartlett and Todd Spitzer along with John Wayne Airport staff on May 15, 2017, to answer questions regarding the Metroplex Project and impacts on the community. Staff estimated the attendance at

least 400 individuals including the Honorable Dana Rohrabacher, City Council Members, and officials from nearby cities. The John Wayne Airport staff explained specifics of the NextGen project and responded to questions regarding JWA noise monitors, flight paths, and non-commercial flights. Supervisor Bartlett stressed the County's committed to emphasize to the FAA the need for relief of flight noise both from JWA and other flights and that early turns should not be allowed except for safety purposes.

### **Citizens for No Plane Noise**

Mayor Slusiewicz and staff met twice with representatives of Citizens for No Plane Noise to discuss their concerns and findings. Staff notified the representatives of this agenda item.

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### **DISCUSSION AND ANALYSIS**

Other cities, specifically Laguna Beach and Newport Beach have filed lawsuits against the FAA and its Finding of No Significant Impact/Record of Decision. The City of Laguna Niguel did not file a similar lawsuit based on the information provided in the Environmental Analysis. However, the community has shown the number of flights and associated noise does impact their quality of life.

Federal Advocates Inc, the City's federal lobbyists, reviewed this issue and developed three possible options for tackling the issue of flight noise in Laguna Niguel from a legislative standpoint. Currently, the FAA needs to be reauthorized by Congress by September 30, 2017. The lobbyists believe that the Senate FAA reauthorization bill could be amended to include one of the following three options. The options are listed in the order of likely support, from easiest to more difficult.

1. Require an objective study (by the US Department of Transportation/Government Accountability Office) on the effectiveness of the Southern California Metroplex flight paths, addressing noise pollution and any negative impacts on residents, property values, etc.
2. Insert language to prevent the FAA from taking action where there is a possibility of increased noise due to flight changes, including any NextGen changes and any reevaluation of the Southern California Metroplex flight paths.
3. Direct the FAA to roll back the implementation of the Southern California Metroplex flight paths and restudy the environmental noise impact.

Upon adoption, the attached resolution will be sent to the FAA as well as John Wayne Airport staff and made available to the Citizens for No Plane Noise as well for use in their efforts. Staff will continue to be available to the residents and monitor the issue.

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**FISCAL IMPACT**

There is no anticipated fiscal impact to the City with the adoption of the Resolution.

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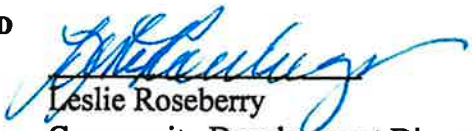
**RECOMMENDATION**

That the City Council:

- a. Provide direction to staff on whether to pursue an option developed by Federal Advocates; and
  - b. Adopt Resolution No. 2017-XXXX, Supporting the Limitation of the Negative Impacts of Air Flights Over Laguna Niguel.
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**SUBMITTED**

**BY:**

  
Leslie Roseberry  
Community Development Director

**REVIEWED**

**BY:**

  
Terry Dixon  
City Attorney

**REVIEWED**

**BY:**

  
Stephen Erlandson  
Interim City Manager

**Attachment:**

- A. Resolution No. 2017-XXXX, Supporting the Limitation of the Negative Impacts of Air Flights Over Laguna Niguel

# ATTACHMENT C



**RESOLUTION NO. 2017 – 1225**

**RESOLUTION OF THE CITY COUNCIL  
OF THE CITY OF LAGUNA NIGUEL, CALIFORNIA,  
SUPPORTING THE LIMITATION OF THE NEGATIVE IMPACTS  
OF AIR FLIGHTS OVER LAGUNA NIGUEL**

**WHEREAS**, Laguna Niguel residents experience commercial and general aviation overflights from departures from John Wayne Airport, arrivals to John Wayne Airport during reverse flow conditions, and departure/arrivals from Los Angeles International, Long Beach Airport, San Diego Airport as well as other airports; and

**WHEREAS**, the City residents experience noisy low flying flights after midnight; and

**WHEREAS**, the noise and number of flights impact the community's peaceful and quiet nature; and

**WHEREAS**, the City of Laguna Niguel submitted questions on the effect of the Metroplex project of the City to the Federal Aviation Administration on September 8, 2015 and did not receive a response; and

**WHEREAS**, the Federal Aviation Administration (FAA) has implemented the Metroplex/NextGen Project operational changes despite community concerns; and

**WHEREAS**, the implemented changes have exacerbated the airplane noise experienced by the Laguna Niguel community; and

**WHEREAS**, City staff has met with staff from John Wayne Airport; and

**WHEREAS**, City staff has met with staff from the Federal Aviation Administration, including the Regional Administrator, subsequent to the FAA adoption of its Record of Decision; and

**WHEREAS**, numerous residents have reached out to the City with complaints regarding airplane noise over their homes; and

**WHEREAS**, the City has met with representatives from Citizens for No Plane Noise; and

**WHEREAS**, the overflight issue is a regional issue; and

**WHEREAS**, the City hosted a community forum with Orange County Supervisors Lisa Bartlett and Todd Spitzer along with John Wayne Airport staff on May 15, 2017, to answer questions regarding the Metroplex Project and impacts on the community; and

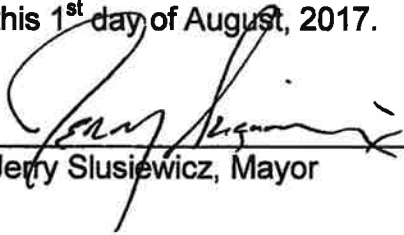
**WHEREAS**, the 400 community workshop attendees were comprised of City of Laguna Niguel City Council members, Laguna Niguel residents, residents of surrounding communities, and other public officials including Orange County Supervisor Todd Spitzer and Congressional Representative, the Honorable Dana Rohrabacher; and

**WHEREAS**, the City understands other agencies including the City of Newport Beach and the City of Laguna Beach are in litigation with the FAA over the environmental document prepared for the Metroplex Project.

**NOW, THEREFORE BE IT RESOLVED**, by the City Council of the City of Laguna Niguel as follows:

1. The City Council finds the noise of overflights unacceptable.
2. The City Council objects to the practice of flights "cutting the corner" on departures from John Wayne Airport causing the flight to go over the City, particularly the Laguna Sur area.
3. The City Council objects to the implementation of the NextGen project without a meaningful dialogue with the FAA about the impacts on the community.
4. The City Council expresses concern regarding the noise impacts of overflights have on the Laguna Niguel community.
5. The City Council finds it is in the best interest of the community to support all actions which will reduce airplane overflight impacts to its residents.

**PASSED, APPROVED, AND ADOPTED** this 1<sup>st</sup> day of August, 2017.



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Jerry Slusiewicz, Mayor

ATTEST:



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Eileen C. Gomez  
City Clerk

CERTIFICATION

STATE OF CALIFORNIA        )  
COUNTY OF ORANGE        )SS  
CITY OF LAGUNA NIGUEL     )

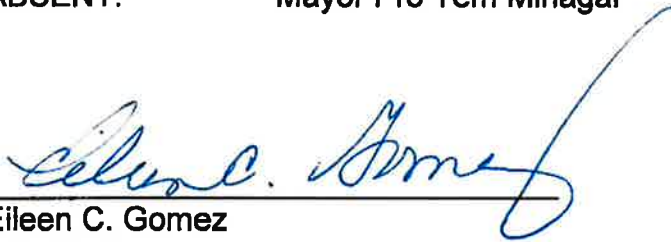
I, Eileen C. Gomez, City Clerk of the City of Laguna Niguel, California, do hereby certify that the foregoing is Resolution No. 2017-1225, which was adopted at a regular meeting of the City Council of the City of Laguna Niguel, California, held on August 1, 2017, by the following vote:

**AYES:**                    Council Members Davies, Gennawey, Jennings, and Mayor Slusiewicz

**NOES:**                    None

**ABSTENTIONS:**       None

**ABSENT:**                Mayor Pro Tem Minagar



Eileen C. Gomez  
City Clerk

# ATTACHMENT D



## LISA A. BARTLETT

ORANGE COUNTY BOARD OF SUPERVISORS  
SUPERVISOR, FIFTH DISTRICT

ORANGE COUNTY HALL OF ADMINISTRATION  
333 W. SANTA ANA BLVD.  
10 CIVIC CENTER, SANTA ANA, CALIFORNIA 92701  
PHONE (714) 834-3550 FAX (714) 834-2670  
<http://bos.ocgov.com/flfth/>

April 18, 2018

Dennis E. Roberts  
Regional Administrator  
Federal Aviation Administration  
15000 Aviation Blvd.  
Lawndale, CA 90261

Dear Mr. Roberts,

As the Supervisor for South Orange County, I appreciate the efforts of the FAA in mitigating 'early turns' for easterly flights out of John Wayne Airport. Adherence to prescribed flight patterns and the reduction of 'early turns' has significantly depreciated impacts to large portions of my constituency.

While many individuals have benefited from the reduction of 'early turns', those who live directly under the prescribed flight path continue to receive continuous impacts from aircraft in flight. Routinely, we hear from these residents who voice discontent with the amount of noise which they attribute to the low altitude of the aircraft. Based upon our analysis, it appears commercial air traffic for planes departing John Wayne Airport to easterly destinations are crossing the coast at approximately 10,000 feet Mean Sea Level.

Moving forward, with mediation concluded, I would like to formally request your consideration for increasing the altitude of commercial flights for planes departing John Wayne Airport and traveling to easterly destinations in an effort to minimize impacts to the residents of South Orange County. Additionally, if increased altitude for these aircraft is not feasible or appropriate, I would like to know the details so I can share the response with residents of the community.

As their Supervisor, I make the previously mentioned request and look forward to hearing whether elevating altitudes of aircraft is feasible and can be implemented.

Thank you,

A handwritten signature in blue ink that reads "Lisa Bartlett".

Lisa Bartlett  
Supervisor, 5<sup>th</sup> District  
Orange County Board of Supervisors