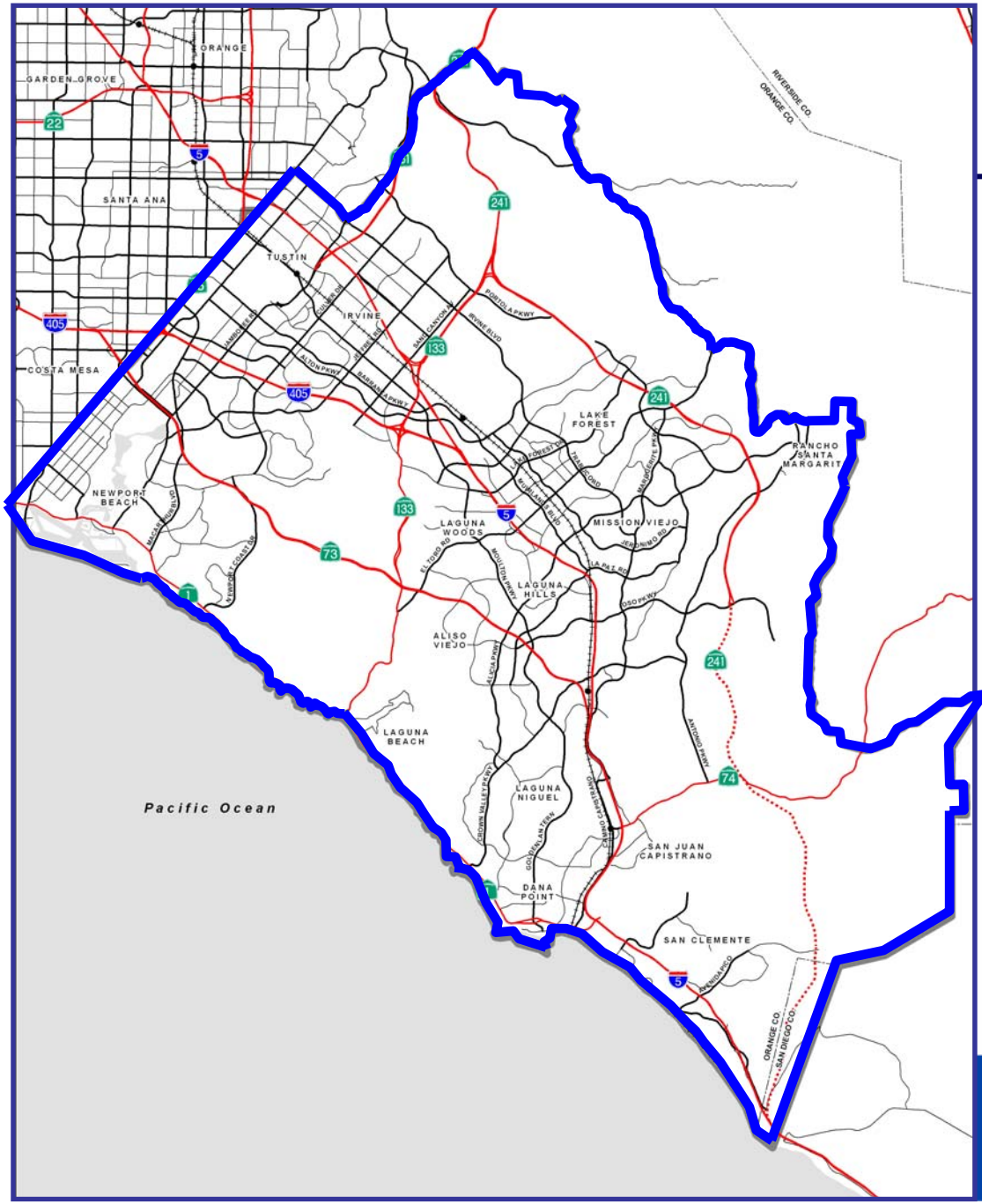
South Orange County Major Investment Study Recommended Locally Preferred Strategy

Board of Directors' Meeting
October 10, 2008



Study Area

- Covers 40% of Orange County
- Several new and developing communities

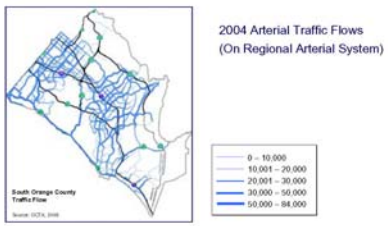
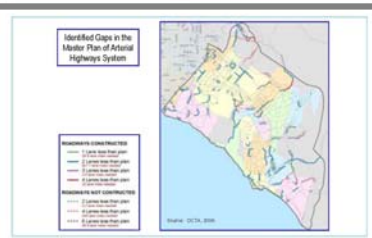
OCTA

Public Involvement Program

Study process guided by three committees:

- Policy Advisory Committee (11 meetings)
- Technical Advisory Committee (17 meetings)
- Stakeholder working group (8 meetings)

The "Transportation Problem"

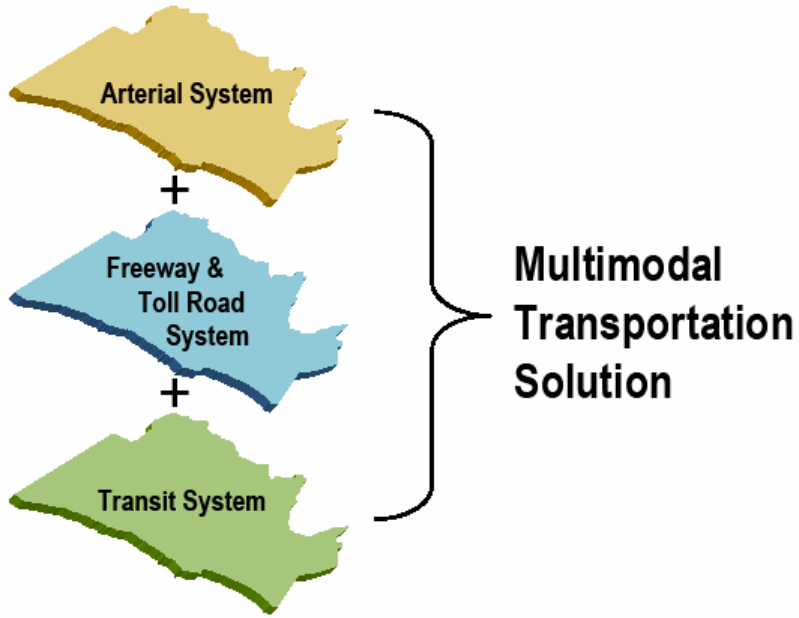
Freeway Congestion		Rail Corridor Constraints	
Arterial Roadway Congestion		Economic Growth and Quality of Life	
Weekend Congestion		Need to Maximize Use of Existing Infrastructure	
Limited Transit Choices		System Gaps	

OCTA

Forming a Preferred Strategy

Select the best combination of transportation investment choices that includes the:

- Arterial system
- Freeway/toll road system
- Transit system



Future Transportation Baseline

- Committed and funded projects by 2030
- Examples:
  - Foothill South (State Route 241 completion)
  - Adding one lane per direction to the toll roads
  - 30-minute Metrolink service
  - Arterial projects

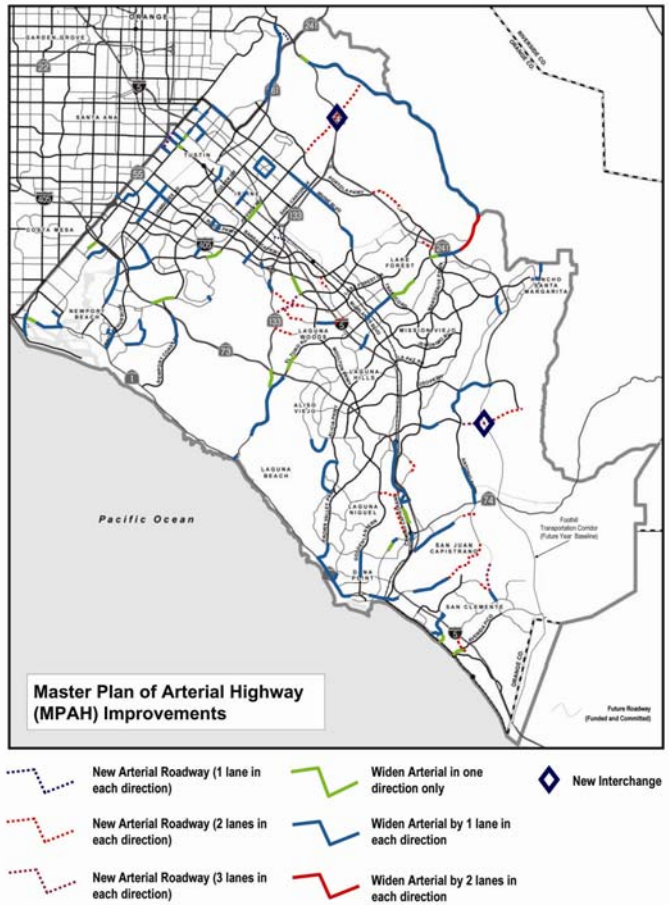
Arterial System Projects

Objective:

Complete buildout of the Master Plan of Arterial Highway (MPAH) system. Close major gaps and relieve congestion on regional arterial system.

Proposed Transportation Features:

- Construct un-built MPAH arterial roadways.
- Widen or extend existing arterial roadways that are currently below their MPAH classification.
- Provide new interchanges to connect new MPAH arterials.



Arterial System Studies

Objective:

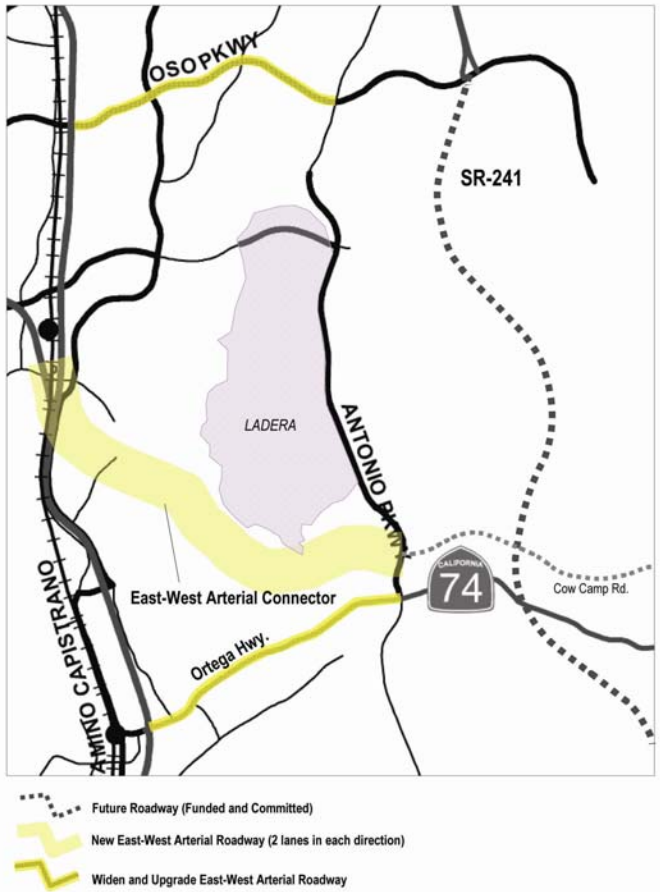
Affirm local government efforts for a comprehensive study of potential solutions to east-west roadway capacity needs.

Undertake Further Study* and Public Review of East-West Arterial Concepts, including Consideration of:

- East-West Arterial Connector: New four-lane arterial roadway between I-5 and Antonio Parkway. Provide direct ramp connections to SR-73 and I-5.
- Oso Parkway: Widen by one lane in each direction. Total width of Oso Parkway becomes 8 lanes between I-5 and Antonio Parkway.
- Ortega Highway: Widen Ortega Highway by one lane in each direction. Total width of Ortega Highway becomes 6 lanes between I-5 and Antonio Parkway.

* Any future study of local east-west arterial concepts will be at the discretion of the affected local governments and would need to include extensive public outreach.

Focus Area for Further Study: Added East-West Arterial Capacity



OCTA

Freeway and Toll Road Projects

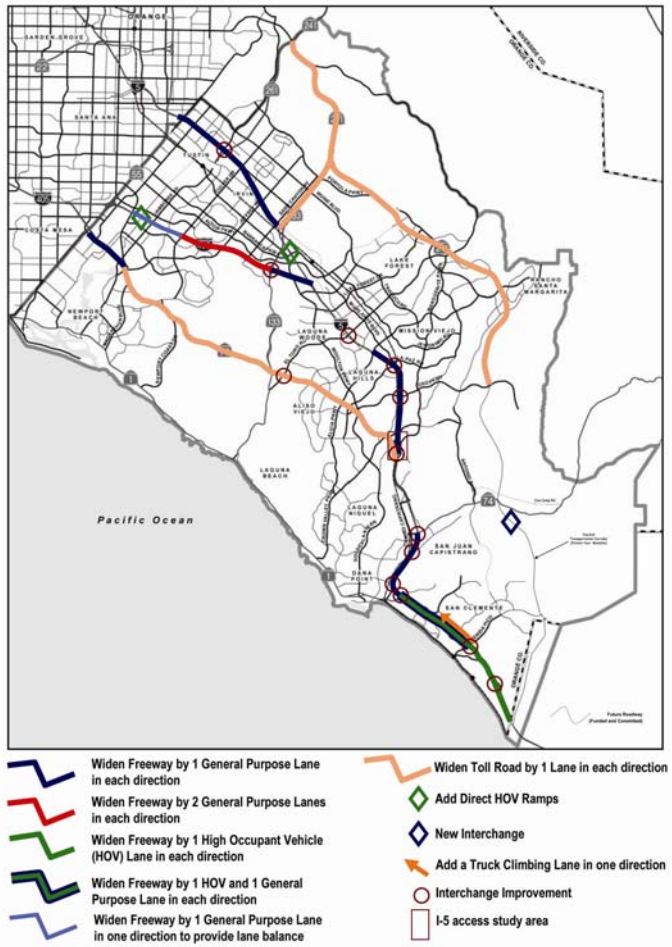
Objective:

Add lanes to the freeway system in locations that experience the most severe levels of freeway congestion. Achieve a better balance between the freeway system and the toll road system.

Proposed Transportation Features:

- Add general purpose lanes to sections of I-5 and I-405.
- Extend the existing HOV lanes on I-5 to the County Line.
- Provide truck climbing lane, direct HOV ramps, and selected interchange improvements.
- Conduct further study of toll pricing by employing a "shadow toll" or equivalent strategies.
- Conduct further study of new access to I-5 in the vicinity of Saddleback College.

Note: A "shadow toll" is a per vehicle subsidy that is paid to a toll road operator by a third party and not by toll road users. Shadow toll amounts are based on the type of vehicle and distance traveled.



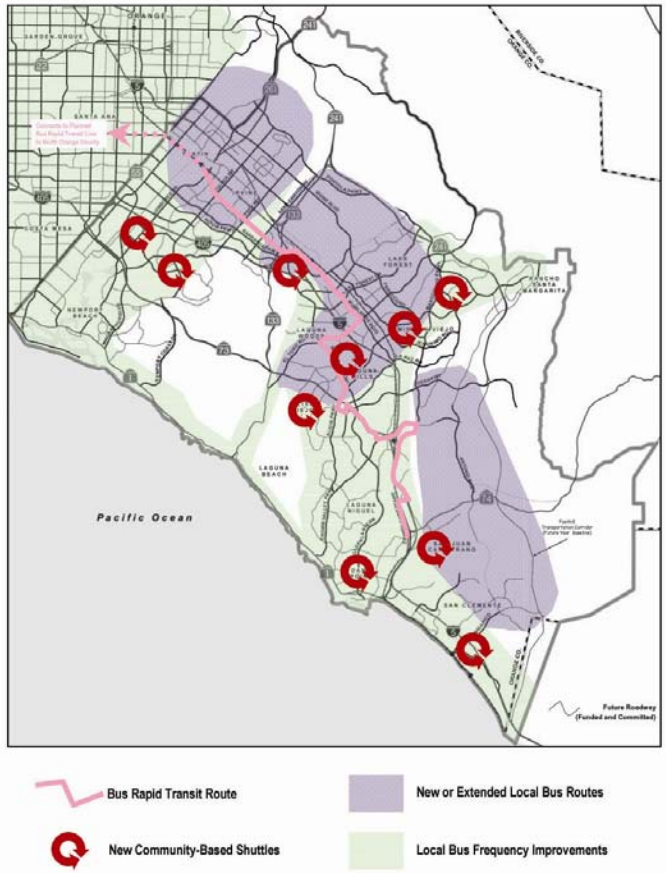
Bus Transit System

Objective:

Enhance existing bus service and introduce new types of bus transit services to address a variety of travel markets within the study area.

Proposed Transportation Features:

- Increase local and express bus services by improving frequency and geographic coverage
- Invest in community-based shuttles including beach buses and special event shuttles
- Provide Bus Rapid Transit (BRT) route serving transit centers and major activity centers along the route.



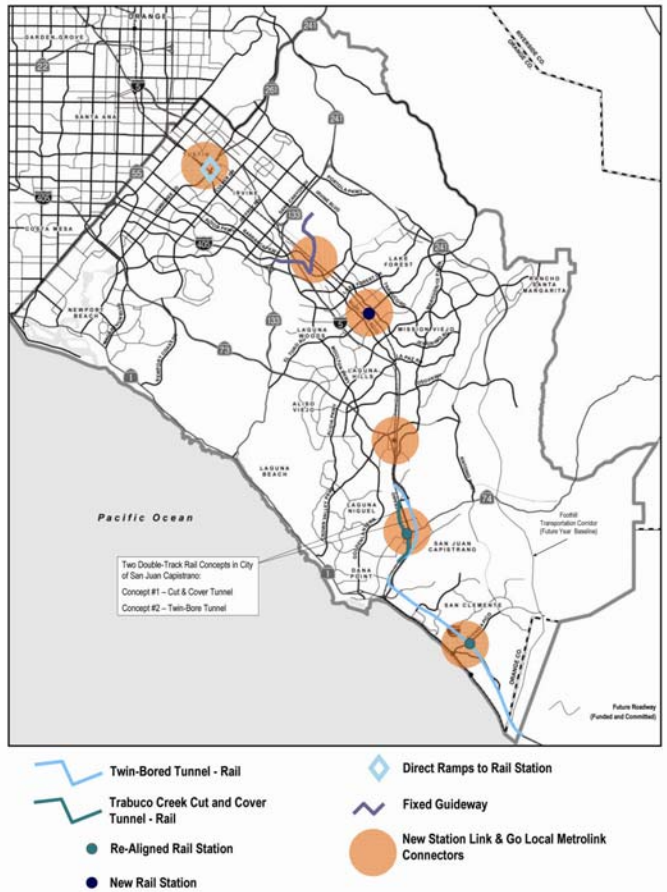
Rail Transit System

Objective:

Improve transit travel times and trip reliability in order to attract the discretionary rider. Address capacity constraints and access to rail stations for the Los Angeles – San Diego (LOSSAN) Rail Corridor.

Proposed Transportation Features:

- Double-track LOSSAN Rail Corridor in tunnel, addressing areas that are currently single-track
- Increase passenger rail service by adding more round-trip trains as well as more weekend trains between San Diego and Orange Counties
- Add a new rail station in Lake Forest
- Increase the amount and quality of transit services connecting to and from rail stations
- Increase station parking capacity and station access



Locally Preferred Strategy (LPS) Mobility Benefits

- Over 50% reduction in system wide congestion
- 55-80% improvements in average speeds for major arterials for the morning peak
- 30% improvement in average speeds on the freeway system during the morning peak
- 35% increase in daily transit ridership

Next Steps

- Continue public outreach activities and briefings
- If approved, further define LPS recommendations in the upcoming Long-Range Transportation Plan