2018 Long-Range Transportation Plan Update





LRTP

OCTA's LRTP serves to:

- Analyze 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 issues

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

OCTA - Orange County Transportation Authority

LRTP – Long-Range Transportation Plan

RTP – Regional Transportation Plan

FTIP – Federal Transportation Improvement Program

SCAG - Southern California Association of Governments

SCS - Sustainable Communities Strategy

Trend 2040 – Proposed Projects

Committed Projects

- Measure M2 Projects and Programs
- FTIP
- Maintain transit service levels
- Maintain motorist services program

Discretionary Projects

- Implement OC Transit Vision
- Enhanced Metrolink service
- Implement planned bikeways network
- Freeway/roadway projects within available right-of-way

84% of funding projected through 2040

16% of funding

Trend 2040 – Results

Metrics (daily)	2015 Base Year	2040 No Build	Trend 2040
Vehicle passenger delay per capita (minutes)	8.3	12.5	8.5
Vehicle passenger travel time per capita (minutes)	54.5	58.5	55.7
Delay as a percent of travel time	15.2%	21.4%	15.3%
Transit trips	149,000	165,000	177,000
Mainline freeway - AM peak average speed (mph)	36	32	35
Managed lanes - AM peak average speed (mph)	48	41	49
Arterials - AM peak average speed (mph)	26	24	26

These scenarios assume managed-lane occupancy requirement of 2+

mph - miles per hour

Trend 2040 – Managed Lanes Analysis

Metrics (daily)	Trend 2040 HOV 2+	Trend 2040 HOV 3+
Vehicle passenger delay per capita (minutes)	8.5	8.9
Vehicle passenger travel time per capita (minutes)	55.7	55.9
Delay as a percent of travel time	15.3%	15.9%
Transit trips	177,000	178,000
Mainline freeway - AM peak average speed (mph)	35	34
Managed lanes - AM peak average speed (mph)	49	63
Estimated managed lane capacity utilization	70%	30%
Arterials – AM peak average speed (mph)	26	26 HOV – high-occupancy vehicle

2018 LRTP Scenarios Approach

Trend 2040

- Locally approved socioeconomic growth
- Financially constrained transportation projects
- Managed-lane assumptions under analysis

Innovation

- Autonomous/electric vehicles
- Enhanced ridesharing
- Enhanced telecommuting

Policy

- Transportation investment strategies
- Increased price of travel
- State/federal goals and incentives

Next Steps

Near-term objectives

Complete priced managed lane analysis

Model innovation and policy scenarios

Return with model results and outreach update

Major milestones

Draft 2018 LRTP public review Spring 2018

Finalize 2018 LRTP Fall 2018

