



April 7, 2014

To: Regional Planning and Highways Committee
From: Darrell Johnson, Chief Executive Officer
Subject: Draft 2014 Long-Range Transportation Plan

Overview

The Long-Range Transportation Plan provides the vision for Orange County's transportation network over the next 20 years. A draft plan has been prepared that responds to Orange County's growing travel demand and stakeholder input within the projected available transportation revenues. The plan also includes a four-year action plan that outlines recommended planning efforts. The draft plan is presented for discussion, prior to releasing for public review. The final plan will be presented to the Board of Directors in September 2014.

Recommendation

Direct staff to return with the final Long-Range Transportation Plan - Outlook 2035 in September 2014.

Background

The Long-Range Transportation Plan (LRTP) is updated every four years to coincide with the Orange County Transportation Authority's (OCTA) input into the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP). Regionally significant transportation projects cannot proceed without being included in the RTP.

Several LRTP discussion items have been brought to the OCTA Board of Directors (Board) and policy committees over the last year. These included discussions of the goals and objectives for the 2014 LRTP, the 2035 baseline scenario, and consideration of issues such as: growing interest in active transportation, increasing state and federal regulations, changing characteristics of segments of the population, and increased focus on coordination with partner agencies.

Most recently, in January 2014, staff provided an update on the LRTP outreach effort, recommended preferred scenario investments, and initial performance results, as well as issues that required further Board discussion. These issues included:

- High-occupancy vehicle occupancy requirements
- Managed lane systems
- Intercounty connections
- New streetcar connections
- Technology influences

The outreach effort, which took place from June 2013 to March 2014, was qualitative in nature and allowed stakeholders to express ideas for future transportation improvements and comment on issues, such as those listed above. OCTA's commitments to deliver Measure M2 (M2), along with information related to 2035 socioeconomic, financial, and travel conditions provided context for the discussion. The feedback received was considered in the development of the draft 2014 LRTP. The common themes provided by the public are summarized below.

- **Optimize** - Make better use of what we have by synchronizing traffic signals, widening major street intersections with left/right turn or through lanes, addressing bottleneck areas, improving transit connections, and developing solutions to improve conditions in carpool lanes.
- **Maintain** - Preserve existing transportation investments, maintain streets and roads, and fix potholes.
- **Educate** - Inform the public about public transportation and non-motorized transportation options, and develop bicycle and pedestrian safety programs.
- **Innovate** - Develop faster mass transit solutions and include innovative solutions, such as real-time passenger information and electronic ticketing to encourage commuters to use transit.
- **Collaborate** - Communicate within and across county borders to develop regional solutions and connections, continue to lead bikeway planning to identify priority regional corridors.

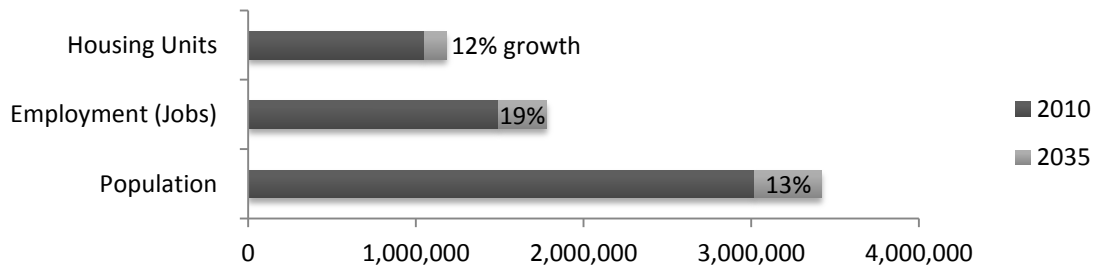
- Explore - Analyze ways to make transit travel times similar to automobile travel times, such as street cars that operate in the same lanes as automobiles, rail transit operating in a dedicated lane on freeway (i.e. Green Line in Los Angeles), and rapid buses.

Staff has since prepared the draft 2014 LRTP, known as Outlook 2035 (Attachment A), that incorporates the feedback received to date. The draft 2014 LRTP also considers other OCTA efforts including the M2 Expenditure Plan, M2020 Plan, Transit System Study, regional bikeway plans, major investment studies (MIS), as well as state and regional planning documents. Once finalized, Outlook 2035 will serve as the basis of OCTA’s input into SCAG’s 2016 RTP and Sustainable Communities Strategy.

Discussion

The 2014 draft LRTP analyzes OCTA’s committed and planned improvements in light of recent revenue forecasts and projected growth. OCTA coordinates with the Center for Demographic Research at California State University, Fullerton, to obtain demographic projections for Orange County. These projections, as shown in Figure 1, are incorporated into the Orange County Transportation Analysis Model to forecast travel conditions for the year 2035 (horizon year).

Figure 1: Orange County Projected Growth 2010-35



Source: OCP-2010

Three scenarios were analyzed using this demographic data in the draft 2014 LRTP: baseline, preferred, and conceptual scenarios – all focused on 2035 projections, and each represents increasing investment levels in transportation services and projects (Attachment B). Under the baseline scenario, only projects and services with programmed funding were included. The purpose of this is to forecast how increases in travel demand from the projected growth will impact the transportation system.

The preferred scenario adds future investments that can be funded by M2 and a reasonable level of future state and federal funds. Based on the revenue forecast, the preferred scenario will invest roughly \$36 billion, focusing on delivery of M2, as well as the programmed projects identified in the baseline scenario. There are limited discretionary funds that are proposed to be invested in arterial maintenance, bus transit expansion, bikeways, vanpools, and operational freeway improvements. Some highlights of the preferred scenario investments include:

- Over 50 percent of the investments are for operations and maintenance of the transportation system.
- Over \$7 billion of the estimated \$9 billion in discretionary funds are identified for arterial maintenance, active transportation, and transit.
- Capital investments of public funds are generally consistent with the M2 mode allocation of 43 percent freeways, 32 percent roadways, 25 percent transit.

In total, the preferred scenario investments result in the following performance improvements over the baseline conditions:

- 30.6 percent decrease in total vehicle hours of delay.
- 14.7 percent increase in daily transit trips.
- 13.2 percent increase in average speed on freeway general purpose lanes.
- 3.6 percent increase in average speed on high-occupancy vehicle lanes.
- 20.0 percent increase in average speed on arterials.

The conceptual scenario adds projects and services that go beyond the preferred scenario, but require more research, development, funding, and/or public input. These projects have typically been vetted through high-level planning efforts, such as MIS, and support the goals and objectives of the LRTP. If additional funds become available, these projects could be considered for inclusion in the preferred scenario.

While the improvements identified under each of the three scenarios above are primarily founded on completed planning efforts, the draft LRTP recognizes that OCTA must be mindful of opportunities for improvement and changes that can influence travel behavior (i.e. technology, legislation, etc.). The stakeholder input captured in the Public Outreach Program was essential for identifying these factors. Several of these issues were brought before the OCTA Board and policy committees for discussion, as noted above.

Early identification of these factors gives OCTA the opportunity to proactively monitor and plan response strategies. Therefore, a four-year action plan has been included in the draft 2014 LRTP that recommends efforts that will be undertaken by OCTA staff. These efforts may result in proposed projects and strategies for consideration in future LRTP updates. Due to the flexible nature of the action plan, it is anticipated to be a focal point of comments received during the public review period.

Summary

A draft 2014 Long-Range Transportation Plan has been prepared that includes three scenarios analyzed under projected 2035 socioeconomic conditions. The three scenarios reflect prioritized projects under different funding assumptions: minimum investment, or baseline scenario; financially constrained, or preferred scenario; and financially unconstrained, or conceptual scenario.

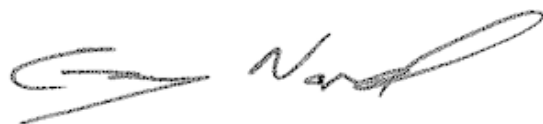
Essential to the draft 2014 Long-Range Transportation Plan is the four-year action plan. The action plan serves as a proactive strategy for addressing issues highlighted by stakeholders, emerging technologies, and other factors that may influence future transportation conditions. The efforts identified in this action plan will result in projects and strategies for consideration in future Long-Range Transportation Plan updates.

The draft 2014 Long-Range Transportation Plan will be made available for a 45-day public review period. Once the review period comes to a close, necessary revisions will be made and staff will return to the Board of Directors to approve submittal of the final 2014 Long-Range Transportation Plan to the Southern California Association of Governments for incorporation into the 2016 Regional Transportation Plan/Sustainable Communities Strategy.

Attachments

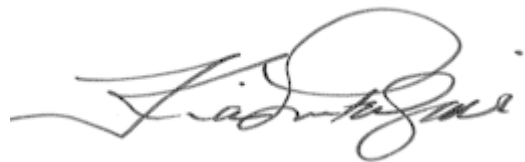
- A. Orange County Transportation Authority – 2014 Long-Range Transportation Plan – Outlook 2035 – Because Mobility Matters – Draft Executive Summary
- B. Draft Projects Lists

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