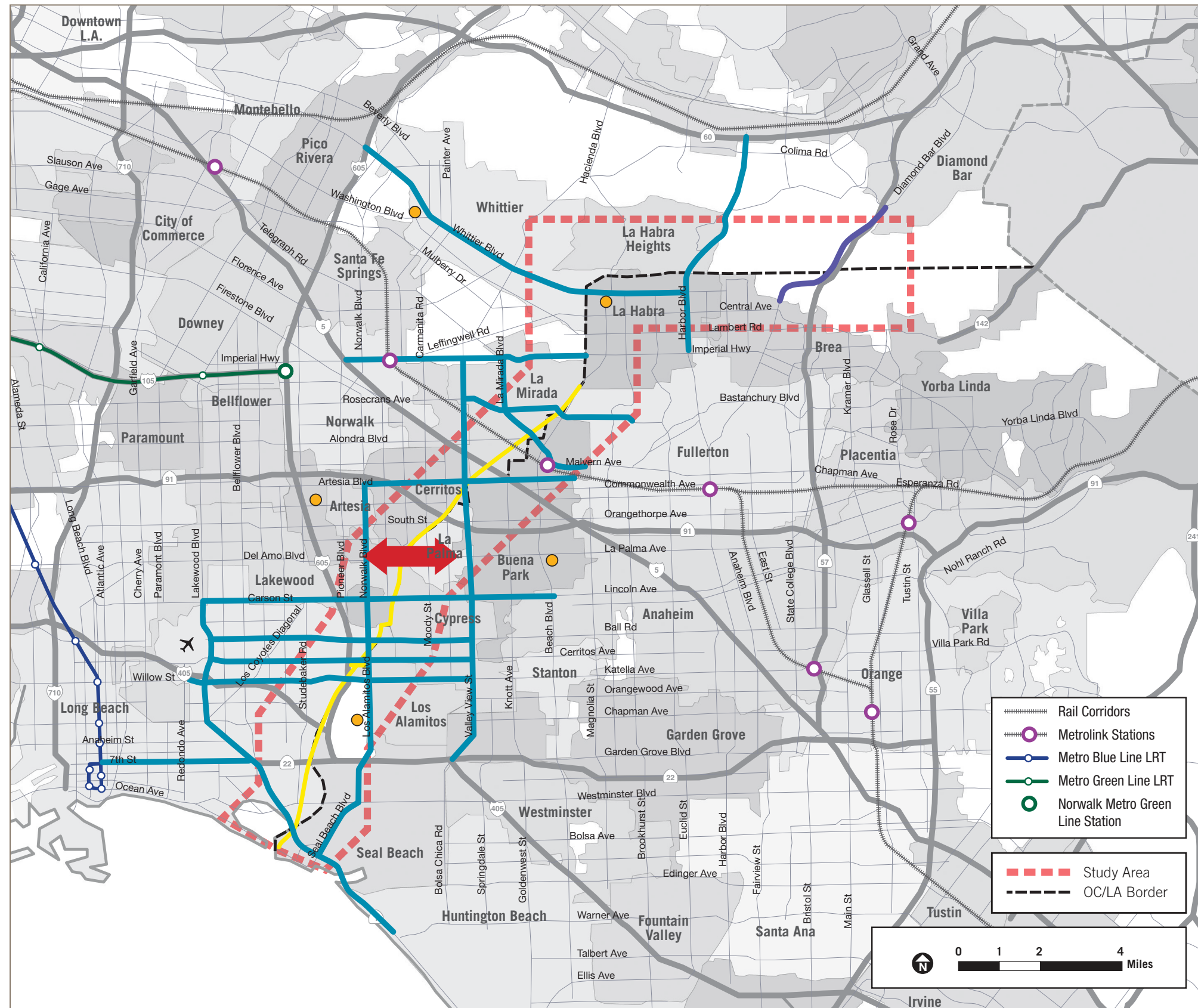


Transportation projects included in the Baseline Year 2030 concept have a committed funding source and are planned for completion prior to the Year 2030. The components of the Baseline Year 2030 concept include the following:

- Freeway enhancement projects as identified in the adopted OCTA and Metro Long Range Transportation Plans (LRTP) (Baseline and Constrained projects only);
- In Orange County, Renewed Measure M Early Action Plan freeway projects;
- Arterial Roadway improvements as identified in study area city Capital Improvement Programs (CIPs);
- Planned enhancements by OCTA and Metro to local bus transit routes in the study area;
- New OCTA bus rapid transit routes on Harbor Boulevard, Westminster Avenue, and State College Boulevard/Bristol Street in Orange County;
- New Metro Rapid routes on Atlantic Boulevard and Long Beach Boulevard in Los Angeles County;
- The implementation of 30-minute headways for Metrolink service between Fullerton and Laguna Niguel/Mission Viejo in Orange County.

I-5 Freeway	
	Add 1 general purpose lane & 1 HOV lane in each direction; improve interchanges from Rosemead Blvd – Orange county Line
	Add 1 general purpose lane & 1 HOV lane in each direction from SR-91 to County Line
	Improve from SR-57 to SR-91
I-405 Freeway	
	Add 1 general purpose lane in each direction from Brookhurst – I-605
	Auxiliary lanes between entrance ramps & downstream exit ramps at most locations
<b>1</b>	Add 1 HOV lane in each direction from SR-22 to I-605
I-605 Freeway	
	Improve freeway access & arterial connection in communities of Los Alamitos & Cypress
<b>3</b>	New freeway-to-freeway carpool ramps to I-405
	Add HOV lane from I-405 to Orange County Line (Part of West Orange County Connectors Project)
SR-22 Freeway	
<b>2</b>	Construct HOV connector to I-405
SR-57 Freeway	
	Add new NB truck climbing lane from Lambert Rd – Tonner Canyon
	Add new NB lane from Orangewood Ave-Lambert Rd
	Reconfigure existing interchange & add SB lane off-ramp at Lambert Rd
	Construct HOV drop ramps to Cerritos Ave
SR-91 Freeway	
	Add 1 WB lane from I-5 to SR-57
SR-60 Freeway	
	Add 1 HOV lane in each direction from I-605 to Brea Canyon Road



The Transportation System Management (TSM) and Transportation Demand Management (TDM) Concept includes strategies to increase the efficiency of the transportation system and improve mobility across the OC/LA county line. The TSM/TDM concept focuses on increasing local bus coordination, implementing traffic signal coordination on streets near and across the county line to reduce congestion, and increased freeway traffic monitoring. This alternative also includes the construction of additional park-and-ride and transit center facilities. The TSM/TDM Concept is included in all of the following alternatives.

Note: Includes Year 2030 Baseline Improvements

**Freeways/Roadways**

- Include Goods Movement Intelligent Transportation Systems (ITS) Integration
- Upgrade freeway traffic surveillance on all study area freeways
- Upgrade freeway ramp metering at various locations
- Enhance arterial roadways (Traffic Signal Coordination, bus turn-outs, and other improvements) on the following corridors:
  - Pacific Coast Hwy from Warner Ave to Lakewood Blvd
  - 7th St from SR-22 to Long Beach Blvd
  - Willow St/Katella Ave from Valley View St to Redondo Ave
  - Carson St/Lincoln Ave from Beach Blvd to Lakewood Blvd
  - Lakewood Blvd from Pacific Coast Hwy to Carson St
  - Artesia Blvd from Gilbert St to Norwalk Blvd
  - Rosecrans Ave from Gilbert St to Valley View St
  - La Mirada Blvd from Burlingame Ave to Imperial Hwy
  - Imperial Hwy from County line to Pioneer Blvd
  - Whittier Blvd from Harbor Blvd to I-605
  - Harbor Blvd from Imperial Hwy to SR-60
  - Cerritos Ave/Spring St from Valley View St to Lakewood Blvd
  - Ball Rd/Wardlow Rd from Valley View St to Lakewood Blvd
  - Seal Beach Blvd/Los Alamitos Blvd from Pacific Coast Hwy to Artesia Blvd
  - Valley View St. from SR-22 to Imperial Hwy.
- Offer Carpool/Vanpool incentives
- Interlink city Traffic Management Centers (TMC) and Caltrans District 7 and 12 TMCs
- Increase CCTV locations
- Implement real-time traffic information
- Add alternative work hours
- Add incident management
- Implement safety and operational improvements consistent with Caltrans State Highway Operation and Protection Plan on Brea Canyon Road.

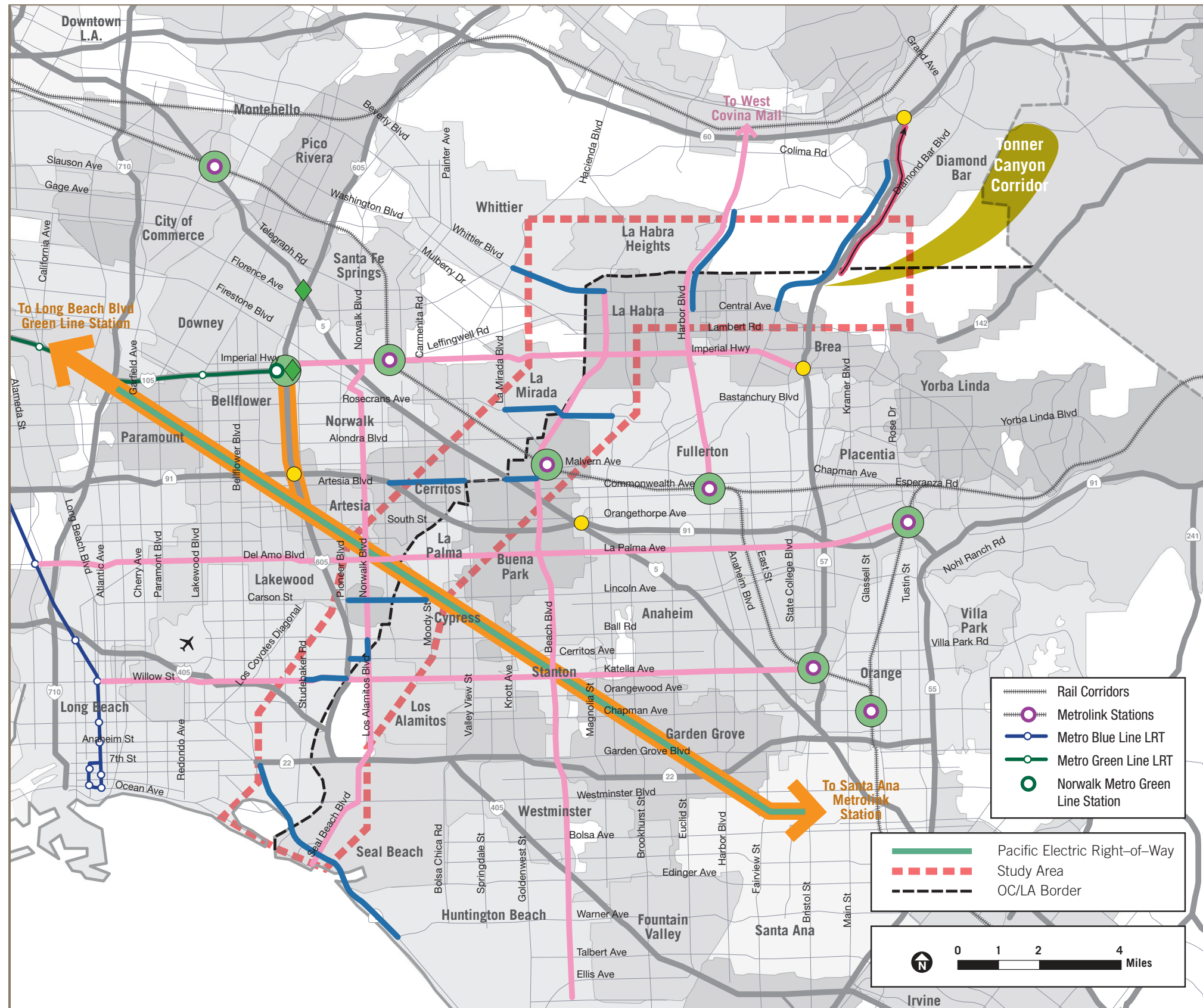
**Transit**

- Increase local bus coordination between counties
- Increase local bus service frequency and span of service
- Add Park and Ride Lots in cities of Artesia/Cerritos, Buena Park, La Habra, Seal Beach/Los Alamitos and Whittier
- Improve transit service information distribution (i.e. kiosks at malls and transit centers)

**Bike/Pedestrian**

- Enhance Coyote Creek Bikeway
- Add new bicycle corridors over Coyote Creek and along rail lines

- Increase Local Bus Coordination
- Arterial Corridor Improvements
- Safety and Operational Improvements
- Bikeway Enhancement
- New Park-and-Ride Lot



The Street/Rapid Bus Concept is a multimodal concept that concentrates on increasing arterial roadway capacity, especially in the congested areas of the Coastal and Northern Sub Areas, and improving freeway interchanges. New Rapid Bus services near and across the OC/LA county line are proposed, along with a grade-separated Bus Rapid Transit service in the Pacific Electric Right of Way (PE ROW) and improved bus shuttle services to Metrolink Stations. The Street/ Rapid Bus Concept is included in all of the following alternatives.

This concept includes Year 2030 Baseline and TSM/TDM improvements

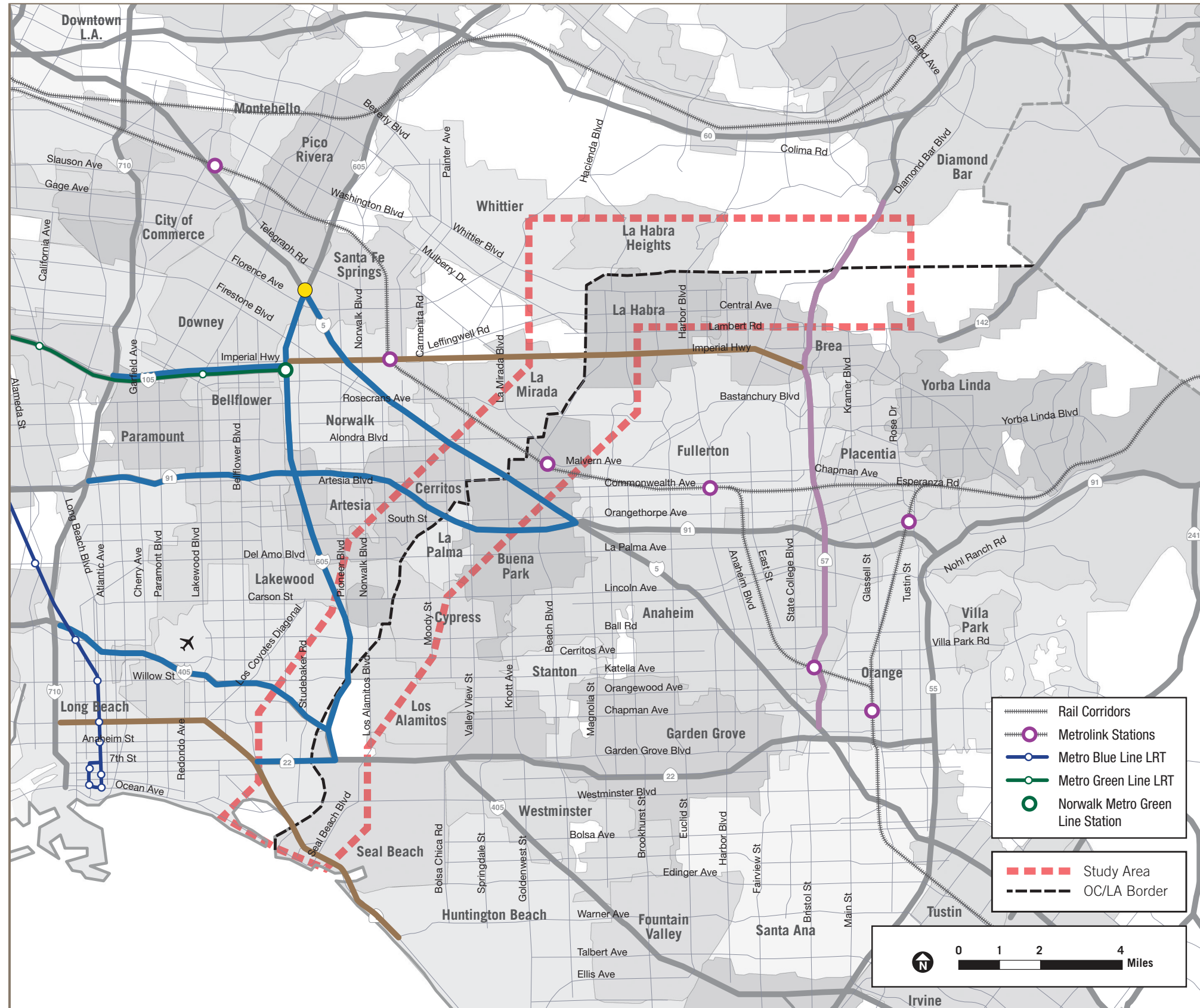
**Freeway/Roadway**

- Improve interchanges at the following locations: SR-57/SR-60, SR-57/Imperial Hwy, I-5/SR-91 and I-605/SR-91
- Add new HOV connector at I-5/I-605 and I-105/I-605 interchanges
- Extend truck climbing lane on northbound SR-57
- Add one general purpose lane in each direction on various streets, including:
  - Pacific Coast Hwy from Warner Ave to 7th St
  - Willow St from the I-605 to Studebaker Rd
  - Carson St/Lincoln Ave from Moody St to Pioneer Blvd
  - Artesia Blvd from Beach Blvd to Knott Ave and Valley View St to SR-91
  - Rosecrans Ave from Gilbert St to La Mirada Blvd
  - Whittier Blvd from Beach Blvd to Colima Rd
  - Harbor Blvd from La Habra Blvd to Pathfinder Rd
  - Brea Canyon Road from Central Ave to Pathfinder Rd
- Extend Tonner Canyon Rd to Grand Ave
- Improve / widen bridges on Cerritos Ave and Los Alamitos Blvd over Coyote Creek

**Transit**

- Increase transit frequencies and coordination on local bus routes
- Add shuttles/feeders to Metrolink stations
- Implement grade-separated Bus Rapid Transit on the PE ROW with connection to Norwalk Green Line Station or Long Beach Blvd Green Line Station
- Implement Rapid Bus along:
  - Imperial Hwy from Brea Mall to the Norwalk Green Line Station
  - Del Amo Blvd/La Palma Ave from the Anaheim Canyon Metrolink Station to Metro Blue Line Del Amo Blvd stop
  - Willow St/Katella Ave from Anaheim Metrolink Station to Metro Blue Line Willow St stop
  - Seal Beach Blvd/Los Alamitos Blvd/Norwalk Blvd from Pacific Coast Hwy to the Norwalk/Santa Fe Springs Metrolink Station
  - Beach Blvd from downtown Huntington Beach to Whittier Blvd
  - Harbor Blvd from Fullerton Metrolink Station to West Covina Mall

Tonner Canyon Corridor Connection	HOV Connector
Add One Lane in Each Direction	Extend Truck Climbing Lane
Bus Rapid Transit & Pedestrian/Bike Path	Interchange Improvement
Rapid Bus	New Bus Shuttle Services to Metrolink Stations



The Freeway Concept proposes improvements to freeways that increase capacity with the objective of improving traffic conditions in the year 2030. The concept includes adding capacity to all study area freeways through new general purpose lanes, High Occupancy Vehicle (HOV) lanes, or High Occupancy Toll (HOT) lanes.

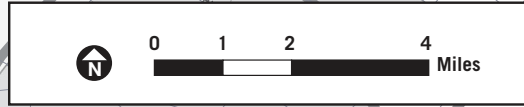
This concept includes Year 2030 Baseline, TSM/TDM and Street/Rapid Bus improvements

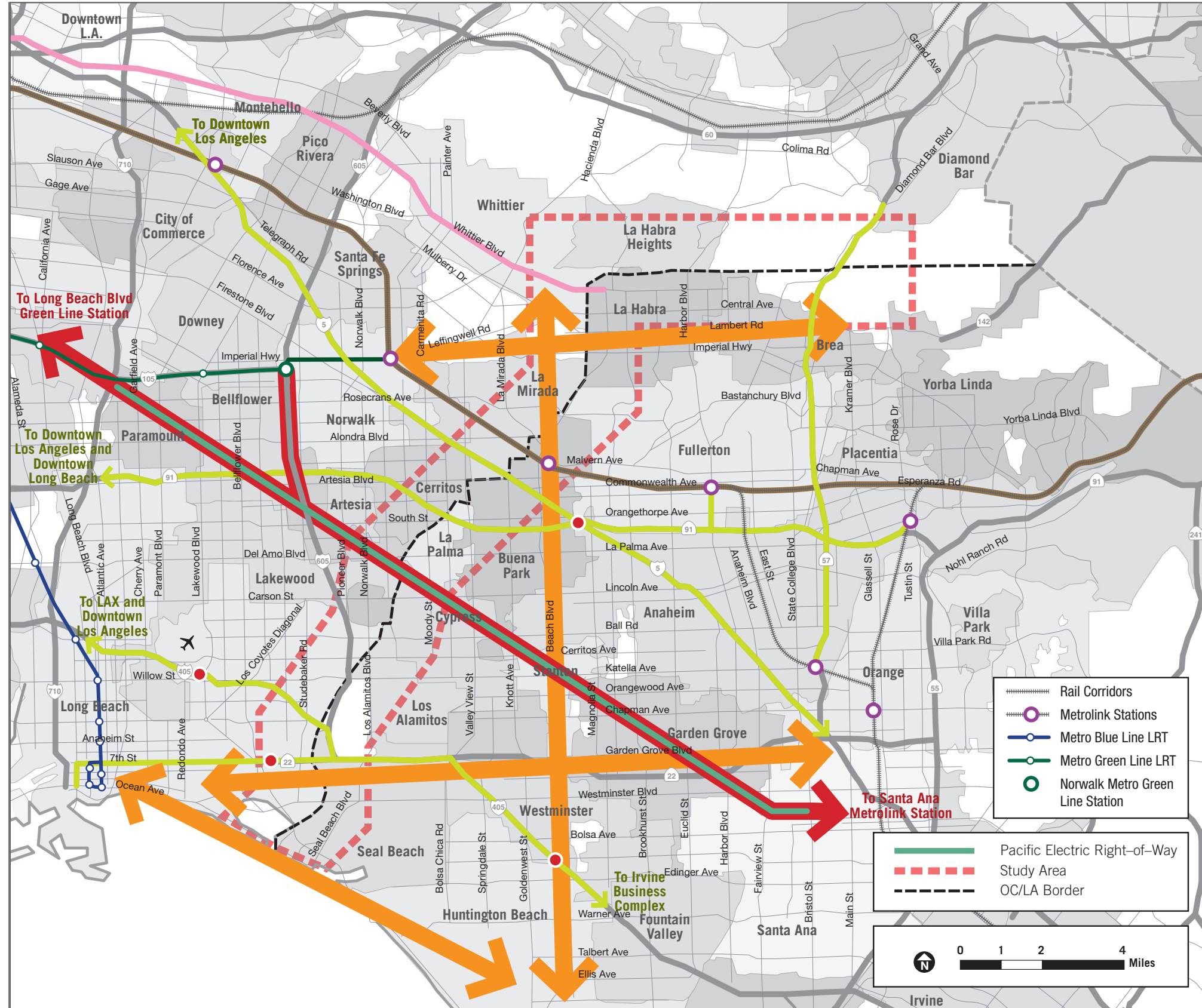
**Freeway/Roadway**

- Add one general purpose lane in each direction on:
  - I-5 from SR-91 to I-605
  - I-405 from I-605 to I-710
  - I-605 from I-405 to I-5
  - SR-22 from I-405 to Pacific Coast Hwy
  - SR-91 from I-5 to I-710
  - I-105 from I-605 to I-710
- Add one southbound lane on SR-57 from Diamond Bar Boulevard to I-5
- Convert arterial roadways to Parkways (grade separated intersections, exclusive lanes, and other improvements) on the following corridors:
  - Pacific Coast Hwy from Warner Ave to I-710
  - Imperial Hwy from SR-57 to I-605

	Rail Corridors
	Metrolink Stations
	Metro Blue Line LRT
	Metro Green Line LRT
	Norwalk Metro Green Line Station
	Study Area
	OC/LA Border

	Add General Purpose Lane in Each Direction
	Parkway
	Add Southbound General Purpose Lane
	Interchange Improvement



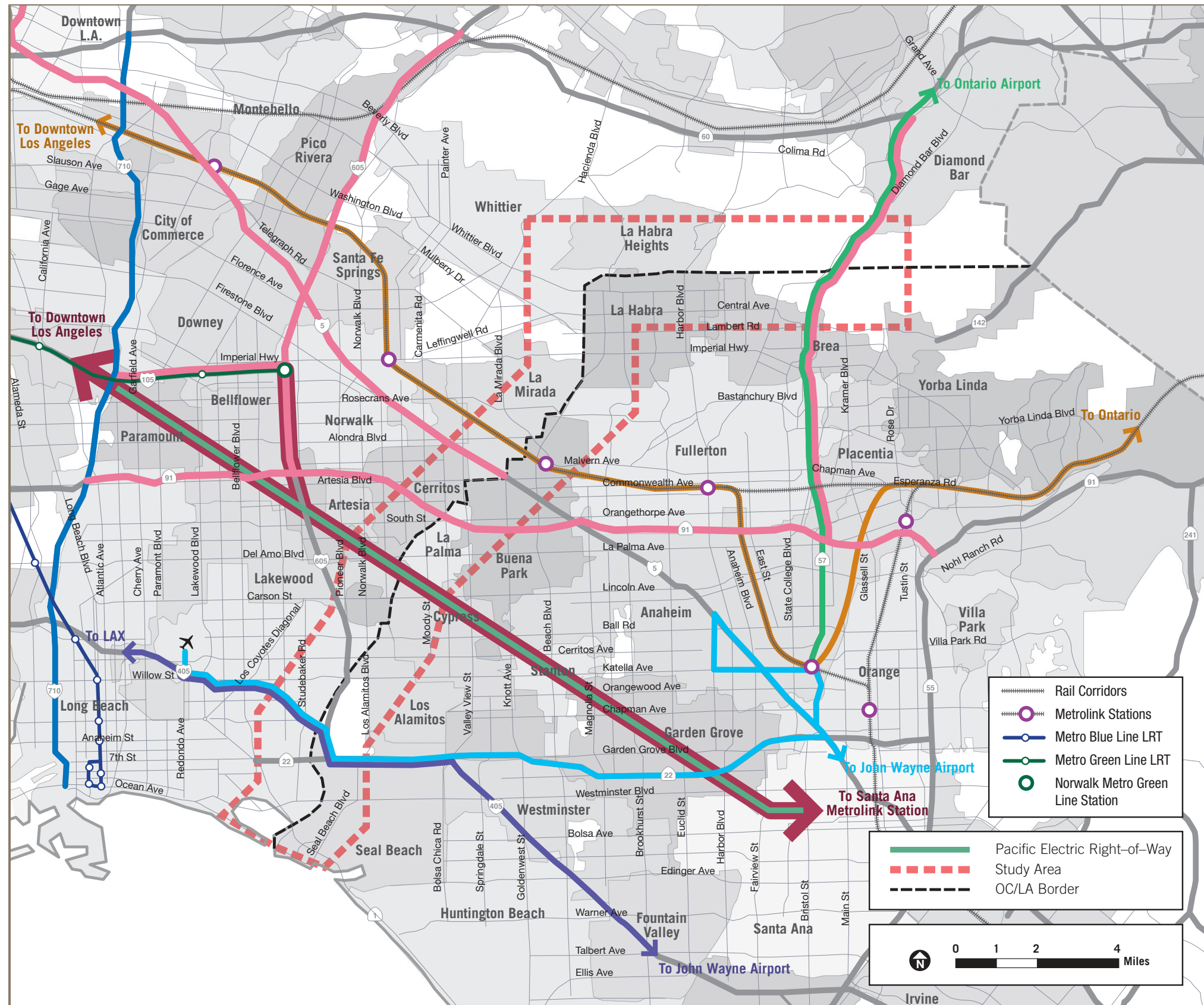


The Transit Concept looks exclusively at transit oriented alternatives to accommodate future travel demand. The objectives of this concept are to improve transit services for both short and long distance trips, improve the efficiency of local transit services, increase Metrolink service, enhance planned Rapid Bus routes, and provide connections between different modes of transportation.

This concept includes Year 2030 Baseline, TSM/TDM and Street/Rapid Bus improvements

**Transit**

- Increase Metrolink weekday frequency on the Orange County Line from Fullerton to Downtown Los Angeles and 91 Line from Corona to Downtown Los Angeles (Assumes 3rd main track and grade separations)
- Implement Rapid Bus on Whittier Blvd from Beach Blvd to Downtown Los Angeles
- Extend Metro Green Line Light Rail Transit (LRT) to Norwalk/Santa Fe Springs Metrolink Station
- Add Express bus services along the following corridors:
  - Irvine Business Complex to Long Beach Transit Mall via I-405 and SR-22
  - Irvine Business Complex to Downtown Los Angeles via I-405 and I-110
  - Santa Ana Metrolink Station to Downtown Los Angeles via I-5
  - Anaheim Canyon Metrolink Station to Downtown Long Beach via SR-91 and I-710
  - Anaheim Metrolink Station to Diamond Bar via SR-57
- Replace the grade separated Bus Rapid Transit (BRT) service in the Pacific Electric Right of Way (PE ROW) with a fully elevated transit service (bus or rail). Maintain the proposed connection to the Metro Green Line and an at-grade pedestrian / bike path within the corridor.
- Enhance selected rapid bus lines proposed in the Street / Rapid Bus Concept to full Bus Rapid Transit service operating in exclusive rights of way (specific alignment to be determined) connecting:
  - Huntington Beach to Whittier
  - Brea to Norwalk
  - Long Beach to Anaheim/Santa Ana
  - Long Beach to Irvine



The Public-Private Partnership Concept focuses on identifying privately financed improvements to freeways, streets, and transit that could supplement the improvements that are possible with public funds. Concepts include toll lanes and truck toll lanes on freeway corridors and high-speed transit service in the Pacific Electric Right of Way (PE ROW).

This concept includes Year 2030 Baseline, TSM/TDM and Street/Rapid Bus improvements

- Add truck toll lanes on I-710 from Ocean Ave to SR-60
- Add High Occupancy Toll (HOT) or Toll Lanes on:
  - I-5 from OC/LA County Line to downtown Los Angeles
  - I-105 from I-605 to I-710
  - I-605 from SR-91 to SR-60
  - SR-91 from SR-55 to I-710
  - SR-57 from SR-91 to SR-60
- Add Bus Shuttle Service connection from John Wayne Airport to Anaheim and Long Beach Airport via I-405 and SR-22
- Add Bus Shuttle Service connection from John Wayne Airport to Long Beach Airport and Los Angeles International Airport via I-405
- Add Bus Shuttle Service connection from Anaheim to Ontario Airport via SR-57
- Implement elevated High Speed Transit system on the PE ROW to Downtown Los Angeles with possible connection to Norwalk Green Line Station

- High Speed Transit
- High Speed Rail (Proposed by others. Alignment to be determined.)
- HOT or Toll Lanes
- Truck Toll Lanes
- John Wayne Airport - Anaheim - Long Beach Airport Bus Shuttle
- John Wayne Airport - Long Beach Airport - LAX Bus Shuttle
- Anaheim - Ontario Airport Bus Shuttle