

Meeting of Oct. 9, 2017

Long-Range Transportation Plan Moves Forward with Proposed Scenarios

Three scenarios were presented for review by the OCTA board of directors as part of the 2018 Long-Range Transportation Plan (LRTP). The LRTP serves as a guideline for the first steps in project development and funding. The LRTP is completed every four years to explore trends in transit needs as the population changes and considers the county's multi-modal transportation system, including buses, trains, freeways, city streets, bikeways and more.

The plan looks at accommodating the increasing transportation demand, including a population increase of 10 percent and a housing increase of 17 percent by 2040.

The scenarios outlined in the draft include:

- The "Trend 2040" scenario accounts for the key issues in transportation including, growth in population, employment and travel demand all causing stress to Orange County roadways and freeways. The Trend 2040 scenario will serve as the basis for investments and is intended to serve as the primary input for the Southern California of Governments (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy.
- The "Innovation" scenario takes into account the impacts on travel from private sector innovations. The private sector innovations include impacts on average vehicle occupancy, capacity and throughput, and telecommuting in the workforce.
- The "Policy" scenario is based on the Innovation scenario assuming travel behavior impacts could result in potential regulations, requirements and/or fees that could be implemented through public sector actions, such as state and federal legislation and local policies. For example, managed lanes and pricing policy as well as telecommuting and active transportation programs could help lessen the issues transportation faces.

Results of an online survey, feedback from the board and coordination from local administration will help shape the 2018 LRTP. A public review period is planned for the spring of 2018 and the final LRTP will be submitted to SCAG by the fall of 2018.

SB 1 Competitive Programs

An update was given on SB 1, the Road Repair and Accountability Act of 2017, which will provide an estimated \$52.5 billion for transportation purposes over the next ten years. SB 1 funds will work on maintaining existing state and local transportation infrastructure, while doubling local street and road funding in each city and county. The investments are focused on fix-it-first purposes for local streets and roads, highways, transit operations and maintenance, capital investments, and active transportation.

There are six competitive SB 1 programs:

- Active Transportation Program
- Caltrans Planning Grants
- Local Partnership Program
- Solutions for Congested Corridors
- Trade Corridor Enhancement Program
- Transit and Intercity Rail Capital Program

An estimated \$18 million per year will be provided to Orange County for new transit funding. OCTA has prepared a list of projects that are considered competitive projects and are eligible for SB 1 funding. The projects will be submitted, and if granted OCTA will return to the board for approval to accept the grants.

OC Congestion Management Program Report Released for Public Review

The board reviewed the OC Congestion Management Program Report. Orange County Transportation Authority is responsible for developing, monitoring and reporting on the Orange County Management Program every two years. The draft report is being circulated for public review in accordance with state law.

The draft of the 2017 CMP update includes:

- Traffic Level of Service (LOS) standards, which are evaluated to determine whether roadways and highways are performing to standards. The data showed all local jurisdictions are in compliance with those standards.
- Seven-year Capital Improvement Programs, which are adopted by all local jurisdictions including projects to maintain or improve traffic on streets and highways.
- Land Use Coordination. All local jurisdictions have adopted traffic-impact analysis processes for analyzing the impacts of land use decisions on local roadways and highways.
- Deficiency Plans. No deficiency plans were required for the 2017 CMP because all intersections in the plan were found in compliance with requirements.

The draft of the 2017 Orange County CMP report will now be released for a three-week public review period. The final report will be brought to the board for adoption at a public hearing set for Nov. 27. After the board adopts of the report, it will be submitted to the Southern California Association of Governments to ensure consistency with regional transportation plans.