



# AGENDA REPORT

SAN CLEMENTE CITY COUNCIL MEETING  
Meeting Date: September 4, 2018

Agenda Item 6-J

**Approvals:**

City Manager [Signature]

Dept. Head [Signature]

Attorney [Signature]

Finance [Signature]

**Department:** Public Works  
**Prepared By:** Tom Bonigut, Public Works Director/City Engineer

**Subject:** *LETTER OF SUPPORT FOR OCTA 2018 LONG RANGE TRANSPORTATION PLAN.*

**Fiscal Impact:** None.

**Summary:** This action seeks City Council approval to submit a letter of support for the Orange County Transportation Authority's (OCTA) Long Range Transportation Plan.

**Discussion:** OCTA recently released its 2018 Long Range Transportation Plan (LRTP) for public review and comment. The LRTP is a 20-year blueprint for transportation improvements in Orange County, and it also serves as Orange County's input to the greater Southern California regional planning efforts. The LRTP is updated every four years to reflect changing demographics, economic trends, and mobility needs. OCTA has prepared the latest 2018 LRTP update which looks ahead to 2040 to help identify and plan for projects that will be needed to improve countywide mobility based on increased population, housing, and employment. The Executive Summary of the Draft LRTP is provided in Attachment 1 and the entire draft document is available on OCTA's website at: [www.octa.net/Projects-and-Programs/Plans-and-Studies/Long-Range-Transportation-Plan/2018-LRTP/#GetInvolved](http://www.octa.net/Projects-and-Programs/Plans-and-Studies/Long-Range-Transportation-Plan/2018-LRTP/#GetInvolved).

Councilmembers Lori Donchak and Kathy Ward and City staff have been engaged in the process to develop the Draft 2018 LRTP. A key outcome of the Draft LRTP is the Trend 2040 project list, which identifies a number of transportation projects that have recently been completed, are in process, and are proposed to improve countywide mobility. Given challenges with meeting carpool lane performance requirements, the Trend 2040 analysis assumes that the carpool lane system will likely operate as carpool/tolled express lane system by 2040. The LRTP also notes that conversion of existing toll roads to freeways which include price-managed lanes would facilitate a seamless highway network within Orange County. Finally, the Draft LRTP notes the importance of a conducting a study of south Orange County mobility. This would reflect changes in travel conditions and assumptions since the South Orange County Major Investment Study was completed over 10 years ago, and OCTA's expertise in regional transportation planning will help to lead this effort and build consensus around a locally-preferred strategy for addressing mobility in south Orange County.

**Recommended**

**Action:** STAFF RECOMMENDS THAT the City Council submit a letter in support for the Orange County Transportation Authority 2018 Long Range Transportation Plan.

**Attachments:** 1. Executive Summary of Draft 2018 Long Range Transportation Plan.  
2. Proposed letter of support

**Notification:** None.

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# DESIGNING TOMORROW

2018 LONG RANGE TRANSPORTATION PLAN

## Draft Executive Summary

August 2018





# Executive Summary

2018 Long Range Transportation Plan



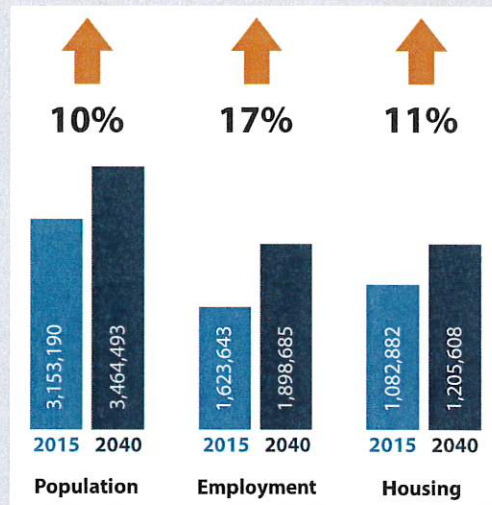
# Executive Summary

The Orange County Transportation Authority (OCTA) was created in 1991, through the consolidation of seven separate transportation planning agencies. Since that time, Orange County has transformed from a Los Angeles bedroom community to a vibrant, independent economy of its own. OCTA played a major role in this growth by keeping residents and commuters moving throughout Orange County's 34 cities and the unincorporated County areas. This is exemplified through successful implementation and operation of transportation projects and services over the years, including well over 1 billion bus passenger trips, approximately 62 million Metrolink passenger trips, in excess of 200 miles of freeway lanes constructed, and 2,000 synchronized traffic signals.

In order to accommodate future growth in population, employment, and housing, OCTA must continue to improve upon the existing transportation system. Within this setting, transportation leaders have developed *Designing Tomorrow*, Orange County's long-range transportation plan to keep its transportation systems operating efficiently, effectively, and in keeping with the needs and desires of its residents.

## 2040 Baseline Conditions

Analysis by the Center for Demographic Research shows Orange County's population, employment, and housing are expected to continue growing for the foreseeable future. To understand how much of an impact the projected growth will have on the transportation system, OCTA analyzed a scenario referred to as 2040 Baseline. This scenario considers how the transportation system would operate in 2040 if no investments or changes were made after 2015. The result showed that without additional transportation improvements, the percent of time spent in traffic will increase 41 percent as average speeds decline on Orange County's highways and roadways by approximately six percent. The performance of this 2040 Baseline scenario is shown below in comparison to 2015 conditions.



## TRANSPORTATION SYSTEM PERFORMANCE SUMMARY (2015 TO 2040)

| Performance Metric                      | 2015 Base Year      | 2040 Baseline       |
|---|---------------------|---------------------|
| Delay as a percent of travel time       | 15.2%               | 21.4%               |
| Freeways - AM peak average speed (mph)  | 38.3 miles per hour | 36.2 miles per hour |
| Arterials - AM peak average speed (mph) | 25.7 miles per hour | 24.3 miles per hour |



## What is a Long-Range Transportation Plan (LRTP)?

*Designing Tomorrow*, OCTA's vision for mobility over the next 20+ years, is known as a long-range transportation plan. Orange County's long-range transportation plan is updated every four years to reflect changing demographics, economic trends, and mobility needs. It also serves as Orange County's input into regional planning efforts for southern California.

The Southern California Association of Governments (SCAG) is required by the state of California and the federal government to develop a Regional Transportation Plan/Sustainable Communities Strategy, also every four years. Orange County's transportation projects must be included in the Southern California Regional Transportation Plan/Sustainable Communities Strategy in order to be eligible for federal and state funding, and to progress through design and construction.

### Establishing the Framework for the Long-Range Transportation Plan

Creating transportation solutions for the future requires developing and analyzing a range of scenarios, and ultimately defining a preferred transportation plan. The plan must take into account the many challenges facing a county that is continuing to grow. *Designing Tomorrow* does just that – it contains a set of goals that considers financial constraints, shifting interest in modes of transportation, and environmental regulations. They also support exploring opportunities that come with the emergence of new technology and innovation that could substantially change the face of transportation in the next 20+ years.

### Challenges

- High Cost of Housing
- Limited Land for System Expansion
- Transportation Funding Uncertainties
- Evolving Transit Market
- Disruptive Technologies
- Challenging Emission Standards

### Goals

- Deliver on Commitments
- Improve System Performance
- Expand System Choices
- Support Sustainability



## The 2040 Improvement Plan

The growing travel demand highlighted in the 2040 Baseline scenario is addressed through a financially-constrained multi-modal strategy in the Trend 2040 scenario. This scenario delivers on OCTA's commitments, improves system performance, expands transportation choices, supports sustainability, and aligns with stakeholder input. A listing of the Trend 2040 projects is shown in the tables on the following pages.

### TREND 2040 PROJECT LIST - HIGHWAY PROJECTS

| Corridor                  | Description  | Regular Lanes | HOV Lanes | Express Lanes | Toll Roads | Interchange |
|---------------------------|--|---------------|-----------|---------------|------------|-------------|
| <b>Measure M Projects</b> |  |               |           |               |            |             |
| I-5                       | <b>Project A</b> – Add one HOV in each direction from SR-55 to SR-57, plus auxiliary lanes as needed   |               | X         |               |            |             |
| I-5                       | <b>Project B</b> – Add one regular lane NB from truck bypass on-ramp to SR-55; Add one regular lane SB from SR-55 to Alton Parkway; improve merging  | X             |           |               |            |             |
| I-5                       | <b>Project C</b> – Add one regular lane in each direction from SR-73 to Alicia Parkway, and one HOV lane each direction from Alicia to El Toro, and improve La Paz Road and Avery Parkway interchanges | X             | X         |               |            | X           |
| I-5**                     | <b>Project C</b> – Add one HOV in each direction from Pacific Coast Highway to Avenida Pico, and reconfigure interchange at Avenida Pico   |               | X         |               |            | X           |
| I-5                       | <b>Project D</b> – Improve access and merging in the vicinity of El Toro Road  |               |           |               |            | X           |
| SR-55                     | <b>Project F</b> – Add one regular lane and one HOV lane each direction from I-405 to I-5, and fix chokepoints   | X             | X         |               |            |             |
| SR-55                     | <b>Project F</b> – Add one regular lane each direction and fix chokepoints from I-5 to SR-22; and other operational improvements from I-5 to SR-91   | X             |           |               |            |             |
| SR-57                     | <b>Project G</b> – Add one regular lane NB between Orangewood Avenue and Katella Avenue  | X             |           |               |            |             |
| SR-57                     | <b>Project G</b> – Add one NB truck climbing lane from Lambert Road to Los Angeles County line   | X             |           |               |            |             |
| SR-91**                   | <b>Project H</b> – Add one regular lane WB from I-5 to SR-57   | X             |           |               |            |             |
| SR-91**                   | <b>Project I</b> – Add one regular lane WB from SR-55 to Tustin Avenue   | X             |           |               |            |             |

\*Under construction

\*\*Completed since 2015



TREND 2040 PROJECT LIST - HIGHWAY PROJECTS CONTINUED

| Corridor                   | Description   | Regular Lanes | HOV Lanes | Express Lanes | Toll Roads | Inter-change |
|----------------------------|---|---------------|-----------|---------------|------------|--------------|
| <b>Measure M Projects</b>  |   |               |           |               |            |              |
| SR-91                      | <b>Project I</b> – Add one regular lane EB from SR-57 to SR-55; add one regular lane WB from SR-57 NB connector to State College Boulevard; improve interchanges and merging from Lakeview Avenue to Raymond Avenue | X             |           |               |            |              |
| SR-91                      | <b>Project J</b> – Add one regular lane each direction from SR-241 to County line   | X             |           |               |            |              |
| I-405*                     | <b>Project K</b> – Add one regular and one express lane from I-605 to SR-73, convert existing HOV to express, and provide additional capital improvements   | X             |           | X             |            |              |
| I-405                      | <b>Project L</b> – Add one regular lane each direction from I-5 to SR-55, and add SB auxiliary lane from SR-133 to Irvine Center Drive  | X             |           |               |            |              |
| I-605                      | <b>Project M</b> – Improve interchange at Katella Avenue  |               |           |               |            | X            |
|                            | <b>Project N</b> – Freeway Service Patrol   |               |           |               |            |              |
| <b>Additional Projects</b> |   |               |           |               |            |              |
| I-5                        | Add one HOV lane in each direction from SR-57 to SR- 91   |               | X         |               |            |              |
| I-5                        | Add one HOV lane each direction from Avenida Pico to San Diego County line  |               | X         |               |            |              |
| I-5                        | Barranca Parkway HOV interchange improvement - Add SB HOV on-ramp and northbound HOV off-ramp   |               |           |               |            | X            |
| SR-55                      | Improve access and merging in the vicinity of Meats Avenue  |               |           |               |            | X            |
| SR-57                      | Interchange Improvement at Lambert Road   |               |           |               |            | X            |
| SR-73                      | Add one HOV lane each direction from MacArthur Boulevard to I-405   |               | X         |               |            |              |
| SR-91                      | Construct overcrossing and interchange at Fairmont Boulevard  |               |           |               |            | X            |
| SR-91                      | Express Lanes - Operations and maintenance  |               |           |               |            |              |
| I-405*                     | Add one express lane each direction from I-605 to SR-73, convert existing HOV to HOT, and provide additional capital improvements   |               |           | X             |            |              |
| I-405                      | Add auxiliary lanes from University Dr to Sand Canyon Ave, and from Sand Canyon Ave to SR-133   | X             |           |               |            |              |

\*Under construction

\*\*Completed since 2015



TREND 2040 PROJECT LIST - HIGHWAY PROJECTS CONTINUED

| Corridor                               | Description  | Regular Lanes | HOV Lanes | Express Lanes | Toll Roads | Inter-change |
|--|--|---------------|-----------|---------------|------------|--------------|
| <b>Additional Projects</b>             |  |               |           |               |            |              |
| I-405                                  | Express Lanes – Operations and Maintenance   |               |           |               |            |              |
|  | Motorist services (511 service and call box network)   |               |           |               |            |              |
| <b>Projects from External Agencies</b> |  |               |           |               |            |              |
| SR-241<br>SR-261<br>SR-133             | Build out to 3 to 4 toll lanes each direction from SR-91 to I-5 (via SR-261 and SR-133), plus climbing and auxiliary lanes |               |           |               | X          |              |
| SR-241                                 | Build out to 4 to 5 toll lanes in each direction, plus climbing and auxiliary lanes, south of SR-133                       |               |           |               | X          |              |
| SR-73                                  | Build out to 4 toll lanes each direction, plus climbing and auxiliary lanes  |               |           |               | X          |              |
| SR-133                                 | Add new interchange at Trabuco Road/Great Park Boulevard (North Irvine Transportation Mitigation Program)                  |               |           |               | X          | X            |
| SR-241                                 | Add Express Lane Connector to SR-91 Express Lanes  |               |           |               | X          |              |
| SR-91                                  | RCTC to add one regular from County line to SR-71  | X             |           |               |            |              |

TREND 2040 PROJECT LIST - STREETS AND ROADS

| Corridor                   | Description   |
|----------------------------|---|
| <b>Measure M Projects</b>  |   |
| Countywide                 | Project O – Master Plan of Arterial Highways build out                                  |
| Grade Separations**        | Project O – Grade separations along BNSF corridor at Raymond Ave and State College Blvd |
| Countywide                 | Project P – Signal synchronization program  |
| <b>Additional Projects</b> |   |
| Countywide                 | Arterial Pavement Rehab   |
| Grade Separations          | Along LOSSAN corridor at 17th Street, State College, and Santa Ana Blvd                 |
| Countywide                 | OC Bikeways   |

\*Under construction

\*\*Completed since 2015



TREND 2040 PROJECT LIST - TRANSIT

| Description  |
|--|
| <b>Measure M Projects</b>  |
| <b>Project R</b> – Metrolink Capital – Supports service increase from 54 to 86 weekday trains  |
| <b>Project R</b> – Metrolink Service Expansion Program station improvements  |
| <b>Project S</b> – OC Streetcar  |
| <b>Project U</b> – Senior Mobility Program   |
| <b>Project U</b> – Senior Non-Emergency Medical Transportation Program   |
| <b>Project W</b> – Safe Transit Stops  |
| <b>Additional Projects</b>   |
| OC Bus 360° – Bus Efficiency Strategy  |
| North Harbor Corridor – high-quality transit between Cal State Fullerton and the Santa Ana Regional Transportation Center                        |
| 17th/Westminster & Bristol Corridor – high-quality transit between the Goldenwest Transportation Center and the University of California, Irvine |
| South Harbor Corridor – high-quality transit between 17th/Westminster and Hoag Hospital Newport Beach  |
| Bristol & State College Corridor – high-quality transit between Brea Mall and Downtown Santa Ana   |
| Beach Corridor – high-quality transit between Fullerton Park-and-Ride and Downtown Huntington Beach  |
| La Palma Corridor – high-quality transit between Hawaiian Gardens and Anaheim Canyon Station   |
| McFadden & Bolsa Corridor – high-quality transit between Goldenwest Transportation Center and Larwin Square                                      |
| Main Corridor – high-quality transit between Anaheim Regional Transportation Intermodal Center and the South Coast Plaza Park-and-Ride           |
| Chapman Corridor – high-quality transit between Hewes and Beach  |
| Interstate 5 Corridor – freeway BRT between Fullerton Park-and-Ride and Mission Viejo/Laguna Niguel Metrolink Station                            |
| State Route 55 Corridor – freeway BRT between Santa Ana Regional Transportation Center and Hoag Hospital Newport Beach                           |
| Metrolink Operations (increase from 54 to 86 weekday trains)   |
| OC Flex – On-demand shared-ride microtransit service   |
| LOSSAN – Laguna Niguel to San Juan Capistrano rail passing siding  |
| Transit Security and Operations Center   |
| Vanpool  |

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TREND 2040 PROJECT LIST - OTHER

| Description  |
|--|
| Measure M Projects                                       |
| Project X – Transportation-related water quality program |
| Additional Projects                                      |
| Bond Interest  |

The Trend 2040 scenario can be delivered within OCTA's projected revenues of \$42.3 billion dollars over the life the plan (2019-2040). The majority of these funds are locally-controlled (68 percent), along with state funds comprising 22 percent and federal funds making up 10 percent. The allocation of these funds were prioritized first to deliver on OCTA's commitments, which are comprised of three main components: completion of OC Go (also known as Measure M - Orange County's one-half cent sales tax administered by OCTA), non-OC Go projects that have secured funding, as well as maintaining transit service levels and motorist services programs. Together these three components require about 84 percent of the available revenues.

PROPOSED TREND 2040 EXPENDITURE BY MODE

| Mode  | Expenditure  |
|---|--------------|
| Highway Projects  | \$8,546,999  |
| Roadway Projects  | \$14,361,388 |
| Transit Projects  | \$17,988,262 |
| Other (OC Go Environmental Programs, Bond Interest, etc.) | \$1,352,960  |

Trend 2040 also outlines additional improvement projects beyond these commitments using the remaining 16 percent, or approximately \$7 billion, of projected funding. These discretionary funds were used to fund projects and services that further address the 2018 long-range transportation plan goals and challenges. These projects are typically selected from plans that have been publicly vetted, such as the OC Transit Vision, Regional Bikeways plans, Metrolink Strategic Plan, and locally preferred alternatives from OCTA's major investment studies.



## Changing Carpool Lane Standards

The performance of the carpool lane system in Orange County is a challenge, in that it must comply with federal performance standards that are not being met today. To meet these standards, initiatives are being pursued by the California Department of Transportation (Caltrans) to increase the number of passengers required to three or more. Additionally, Caltrans and neighboring counties are planning to have many of these carpool lanes allow vehicles with fewer than three passengers to also use the carpool lanes for a fee. Since a significant amount of funding is at stake if the federal standards are not met, *Designing Tomorrow* evaluated the options, as shown in the chart below. It was determined that, based on what OCTA knows today, the most reasonable option is to assume that the carpool lane system will likely operate as carpool/tolled express lanes by 2040. Therefore, this was assumed in the analysis of the Trend 2040 scenario.

### CARPOOL LANE PERFORMANCE SUMMARY

| Metrics  | Carpool 2+                                     | Carpool 3+                            | Express Toll  |
|--|--|---------------------------------------|---|
| Meets federal performance standards                  | No   | Yes                                   | Yes   |
| Managed lane capacity used during morning drive time | 70%  | 30%                                   | 60%   |
| Findings summary                                     | Does not meet federal standards due to overuse | Meets federal standard, but underused | Meets federal standard and doubles use compared to carpool 3+ |

## Achieving the Goals and Performance

Trend 2040 keeps promises made to voters through OC Go and meets the long-range transportation plan goal of **delivering on commitments**. The performance metrics below indicate that the efficiency of the Orange County transportation system improves significantly under the Trend 2040 scenario, nearly matching the 2015 Base Year despite a 10 percent increase in population and a 17 percent increase in employment. Therefore, Trend 2040 is meeting the goal of **improved system performance**. Additionally, Trend 2040 supports the goal of **expanding system choices** by investing in development of transit, active transportation, and rideshare options. Finally, Trend 2040 can be accomplished within the funds projected to be available between now and 2040, making the plan **financially sustainable** for OC taxpayers. It also includes system maintenance programs and programs to improve the quality of life for Orange County residents such as land acquisition and environmental mitigation projects that not only provide open space but also offset greenhouse gas emissions. Thus, Trend 2040 achieves both financial, infrastructural, and environmental sustainability.

Taking a closer look at the performance of the Trend 2040 scenario as compared with the 2040 Baseline, the percent of travel time in traffic is reduced 28 percent, while freeway and arterial speeds increase 9 percent and 6 percent, respectively. Additionally, transit trips are projected to increase approximately 6 percent.

### TRANSPORTATION SYSTEM PERFORMANCE SUMMARY

| Metrics (daily)                         | 2015 Base Year | 2040 Baseline | Trend 2040 |
|---|----------------|---------------|------------|
| Delay as a percent of travel time       | 15.2%          | 21.4%         | 15.5%      |
| Transit trips                           | 149,000        | 165,000       | 174,000    |
| Freeways - AM peak average speed (mph)  | 38.3           | 36.2          | 39.5       |
| Arterials - AM peak average speed (mph) | 25.7           | 24.3          | 25.8       |

Note: Trend 2040 assumes managed lanes are operated as carpool/tolled Express Lanes by 2040



## Designing in a Changing World

Advancing technologies and services, ranging from on-demand and remote transportation options to car-and bike-sharing to autonomous vehicles, are already operational or expected to be a part of the transportation landscape in the not-too-distant future. As groundbreaking technologies and services offer new transportation possibilities, they will significantly change travel behavior and patterns, and in turn, greatly impact the infrastructure and support systems needed to keep Orange County residents mobile.

Given this reality, a 20-year transportation plan must acknowledge that change related to new technologies is inevitable. Therefore, *Designing Tomorrow* includes two "discussion scenarios" to explore a sample of many possible futures that may take shape by 2040. The first is the Innovation scenario that considers potential impacts of certain technological innovations on travel behavior, in addition to the Trend 2040 investments and assumptions. The second is the Policy scenario, which builds on the Innovation scenario to also consider how policy changes being discussed at the state and regional levels could further influence travel behavior and leverage some of the technological innovations.

When comparing the performance of the Innovation discussion scenario to Trend 2040, it appears that autonomous vehicles, telecommuting technologies, and on-demand ridehailing services may not provide a focused benefit to the transportation system. Except for average freeway speeds, all other performance measures worsen under the Innovation scenario: arterial speeds decline, transit trips drop, and there is greater delay in travel times. This is primarily due to the assumption that autonomous vehicles will be accessible to many individuals who cannot operate vehicles today, as well as the introduction of zero-occupant trips, that together increase vehicle miles traveled and congestion. However, if policies are put in place to maximize the impact of technology on travel behavior, the performance measures show better outcomes.

Examples of policies that leverage innovations could include: allowing autonomous vehicles to access carpool lanes, like today's clean air vehicle policy; providing telecommuting incentives to businesses; and, policies that support ridesharing, including additional park-and-ride lots. Additionally, policies that are more independent from innovations can also substantially influence travel behavior. These could include mileage-based user fees, priced parking, and policies that enhance land use diversity and connectivity with active transportation facilities and transit services. The Policy scenario adds assumptions to the Innovation scenario that are intended to represent the types of policies described above. When comparing the Policy discussion scenario with Trend 2040, system performance improves significantly: there is a nearly 30 percent decrease in travel time delay, and freeway and arterial speeds increase by approximately 24 percent and 9 percent, respectively.

This highlights the important role policy will play to help guide how innovations should be implemented, as well as the level of direct impact policy can have on travel behavior. The development of these influential innovations and policies will continue to be monitored by OCTA for further discussion, as noted in the short-term Action Plan.

### TRANSPORTATION SYSTEM PERFORMANCE SUMMARY

| Metrics (daily)                         | Trend 2040 | Innovation | Policy  |
|---|------------|------------|---------|
| Delay as a percent of travel time       | 15.5%      | 17%        | 11%     |
| Transit trips                           | 174,000    | 171,000    | 170,000 |
| Freeways - AM peak average speed (mph)  | 34.4       | 34.4       | 42.7    |
| Arterials - AM peak average speed (mph) | 25.8       | 25.4       | 28      |



## Future Efforts

In closing, *Designing Tomorrow* outlines several conceptual projects that go beyond the Trend 2040 financially constrained scenario that may further achieve the goals of the plan. As these conceptual projects become defined and refined through stakeholder input and environmental analyses, OCTA may consider including them in the financially constrained scenario of future LRTPs, subject to funding availability.

### CONCEPTUAL PROJECT LIST

| Description   |
|---|
| <b>Local Arterial Projects</b>  |
| Crown Valley Parkway – I-5 to Greenfield Drive lane additions beyond MPAH     |
| Cabot Road – Paseo de Colinas to Camino Capistrano lane additions beyond MPAH |
| Harbor Boulevard/Ball Road grade separated intersection                       |
| Harbor Boulevard – Warner Avenue to 17th Street lane additions beyond MPAH    |
| Laguna Canyon Road – El Toro Road to Canyon Acres Drive                       |
| OC Intersections Assessment recommendations                                   |
| MPAH Complete Streets Assessment recommendations                              |
| OC Active recommendations   |
| Countywide Communications Study (ITS) recommendations                         |
| <b>Highway Projects</b>   |
| Ortega Highway – Operational Improvements                                     |
| I-5 – Avenida Pico to Avenida Vaquero truck lane                              |
| Freeway Chokepoints (TBD)   |
| Direct access ramps (TBD) – Managed lane and high capacity transit support    |
| <b>Transit Projects</b>   |
| Metrolink expansion (increase from 86 to 98 weekday trains)                   |
| <b>Other Projects</b>   |
| OC Goods Movement Study recommendations                                       |
| <b>Projects from External Agencies</b>  |
| SR-73/Glenwood intersection improvement (Phase III) - TCA                     |
| FTC South – SR-241/Oso Parkway to I-5 (San Diego) – TCA                       |



*Designing Tomorrow* also identifies several short-term activities to keep OCTA moving forward by continuing to plan and evolve by working with partner agencies, engaging Orange County communities, and integrating emerging innovations and policies.

**2018 LRTP ACTION PLAN**

| Activity                                    | Description   |
|---|---|
| <b>Orange County Planning Activities</b>    |   |
| Coordination with Local Partner Agencies    | Continue dialogue with local jurisdictions, Caltrans District 12, TCA, local transit operators, and other local agencies as needed to further intra-county connectivity.              |
| South Orange County Mobility                | Identify multi-modal transportation needs and opportunities in South Orange County.   |
| Corridor Studies & Improvements             | Conduct studies evaluating the feasibility of multi-modal corridor enhancements.  |
| OC Transit Vision Feasibility Studies       | Study options to improve transit service and connectivity along corridors identified through the OC Transit Vision.   |
| Transit Support Services                    | Establish a long-term plan for Orange County transit supportive services, such as OC Flex, Vanpools, and Park & Rides.  |
| Managed Lane Studies                        | Identify operational enhancements to the HOV network, and criteria for potential expansion of priced managed lanes.   |
| Freeway Chokepoints                         | Develop long-term freeway chokepoint improvement strategies, assuming OC Go is fully implemented.   |
| Signal Synchronization                      | Support local initiatives to maintain and modernize signal synchronization corridors countywide.  |
| Transportation Demand Management (TDM)      | Study opportunities for new or expanded TDM projects.   |
| Active Transportation Investments           | Continue evaluating Orange County's Active Transportation needs, develop long-term plans, and implement programs that address data collection, data management, and safety education. |
| Sustainable Transportation Strategies       | Coordination with partner agencies on implementation of sustainability strategies.  |
| Joint Development Studies                   | Evaluate opportunities for joint developments at OCTA transit terminals to improve transit facilities and connectivity with employment/housing.                                       |
| Asset Management                            | Monitor maintenance needs for existing and new facilities and equipment.  |
| <b>Regional Planning Activities</b>         |   |
| Coordination with Regional Partner Agencies | Continue dialogue with SCAG, SANDAG, County Transportation Commissions, SCAQMD, Caltrans, and other regional agencies as needed to further inter-county connectivity.                 |
| Trade Corridors/Goods Movement              | Coordinate primarily through SCAG and Metro to plan for projected growth in regional goods movement.  |



2018 LRTP ACTION PLAN CONTINUED

| Activity  | Description   |
|---|---|
| <b>Regional Planning Activities</b>                 |   |
| 2020 RTP/SCS  | Participate in the development of the 2020 RTP/SCS and initiate dialogue with SCAG and local jurisdictions.   |
| 2028 Olympics                                       | Coordinate with Metro on preparations for the 2028 Olympics   |
| Metro Countywide ExpressLanes Strategic Plan        | Continue dialogue with Metro and appropriate agencies to identify impacts to, and opportunities for, connectivity with Orange County's transportation network.  |
| San Diego's I-5 HOT Lane Project                    | Continue dialogue with SANDAG and appropriate agencies to identify impacts to, and opportunities for, connectivity with Orange County's transportation network.   |
| West Santa Ana Branch/Pacific Electric Right-of-Way | Continue dialogue with Metro and appropriate agencies to identify impacts to, and opportunities for, connectivity with Orange County's transportation network.  |
| Gold Line Eastern Extension – Phase 2               | Continue dialogue with Metro and appropriate agencies to identify impacts to, and opportunities for, connectivity with Orange County's transportation network.  |
| LOSSAN/Green Line Connection                        | Participate in SCAG's effort to identify impacts to and opportunities for connectivity. Metro is the lead agency for planning, constructing, and operating major transit capital investments in Los Angeles County such as this connection. |
| <b>Emerging Issues</b>                              |   |
| Monitor New Technology                              | Monitor developing technologies and their potential impacts on transportation (e.g., autonomous vehicles, alternative fuels, and smart phone applications).   |
| Connected Infrastructure Needs Assessment           | Study infrastructure needs and identify opportunities to implement and/or complement emerging transportation technologies.  |
| State and Federal Regulation                        | Monitor State and federal legislation/regulations.  |
| State and Federal Funding                           | Identify strategies and opportunities to access and leverage State and federal funding.   |
| <b>Transportation Outreach and Education</b>        |   |
| Active Transportation Safety                        | Seek opportunities to enhance public outreach and education related to active transportation safety.  |
| Transit Use and Trip Planning                       | Explore new approaches to increase use of modes other than single occupant vehicles, including enhanced transit and active transportation facilities, public education, and incentives.   |



# DESIGNING TOMORROW

2018 LONG RANGE TRANSPORTATION PLAN



ORANGE COUNTY TRANSPORTATION AUTHORITY





Office of Mayor and City Councilmembers

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Tim Brown, *Mayor*

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Steve Swartz, *Councilmember*

James Makshanoff, *City Manager*

August 30, 2018

Darrell Johnson  
Chief Executive Officer  
Orange County Transportation Authority  
P.O. Box 14184  
Orange, CA 92863-1584

Subject: Support for 2018 Long Range Transportation Plan

Dear Mr. Johnson:

This letter is to express the San Clemente City Council's support for the 2018 Long Range Transportation Plan. We appreciate OCTA's leadership and coordination to develop a forward-looking plan that will keep transportation systems within Orange County operating efficiently and effectively, with consideration for local needs and desires. In particular, the City of San Clemente supports the Trend 2040 Improvement Plan which reflects stakeholder input to improve system performance and expand transportation choices. The City also supports implementation of price-managed lanes when these are thoughtfully evaluated and coordinated by OCTA to determine where within the existing transportation network these would be most effective. Similarly, the City supports conversion of toll roads to freeways which include price-managed lanes to facilitate a seamless highway network within Orange County. Finally, we strongly support the recommended short-term action plan to study south Orange County mobility by identifying multi-modal transportation needs and opportunities. Given the evolution of the transportation climate with the emergence of disruptive services and technologies, travel conditions and assumptions contained in the South Orange County Major Investment Study completed over 10 years ago need to be addressed. OCTA's expertise in regional transportation planning is needed to lead this important effort to build consensus around a locally-preferred strategy for addressing mobility in south Orange County.

We support the 2018 Long Range Transportation Plan and look forward to continued collaboration with OCTA to keep our existing transportation systems operating as efficiently and effectively as possible for the benefit of all who rely on these important systems.

Sincerely,

Tim Brown  
Mayor