



**May 1, 2023**

**To:** Regional Transportation Planning Committee

**From:** Darrell E. Johnson, Chief Executive Officer

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is written over the "From:" line of the header.

**Subject:** Final Draft Long-Range Transportation Plan

### **Overview**

The Long-Range Transportation Plan provides a vision for Orange County's regional transportation system over the next 20+ years. The final draft plan has been prepared, incorporating feedback from public review of the draft document. With direction from the Board of Directors, the final draft plan will be finalized and submitted to the Southern California Association of Governments as input into the 2024 Regional Transportation Plan and Sustainable Communities Strategy that is currently in development.

### **Recommendation**

Direct staff to finalize the Long-Range Transportation Plan and submit it to the Southern California Association of Governments as input into the 2024 Regional Transportation Plan and Sustainable Communities Strategy.

### **Background**

The Long-Range Transportation Plan (LRTP) is a long-term visioning document that analyzes anticipated demographic and travel demand growth in consideration of established and potential transportation priorities. The LRTP is updated every four years to adjust for changing conditions, as well as to coincide with the Orange County Transportation Authority's (OCTA) input into the Southern California Association of Governments' (SCAG) Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). Regionally significant transportation projects cannot proceed through the project development process without being included in the RTP/SCS.

The comprehensive technical work to prepare the LRTP was complemented by a two-phase outreach effort conducted in fall 2021 and concluded in winter 2023. This included a pre-draft element (Phase One) and a post-draft element (Phase Two). Phase One efforts engaged the public-at-large, elected officials, local jurisdiction staff, advocacy groups, and industry professionals. Discussions were conducted in the context of OCTA's commitment to delivering Measure M2 (M2) projects and – for the first time in an LRTP – the sunset of the M2 sales tax in 2041.

The results of the Phase One outreach effort were considered in the development of the draft LRTP, and particularly in the development of the Paths to Success that identify strategies that look beyond the sunset of M2 and respond to 2045 socioeconomic and travel conditions.

The draft LRTP was released for public review in January 2023. The release initiated Phase Two of the outreach effort. The comments received resulted in updates and clarifications to the draft LRTP but did not change the performance results.

### ***Discussion***

The final draft LRTP, Directions 2045, and executive summary (Attachment A) have been prepared and are ready to be finalized and submitted to SCAG as input into the 2024 RTP/SCS, pending Board of Directors (Board) direction. Two 2045 scenarios are analyzed in Directions 2045, including the 2045 no-build scenario (reflecting how the 2019 transportation network performs based on 2045 travel demand) and the 2045 Preferred Plan (reflecting improvements envisioned for 2045). A 2019 base year was used, consistent with the 2024 RTP/SCS. The 2019 data also avoids the atypical pandemic-era traffic data from later years.

By 2045, an additional 1.35 million daily person-trips are projected in Orange County, amounting to an eight percent increase from 2019. This increase in travel demand is due to anticipated socioeconomic growth that is outside the control of OCTA. Orange County Projections (OCP)-2018, developed by the Center for Demographic Research at California State University, Fullerton, provided the basis for the 2019 and 2045 socioeconomic conditions. OCP-2018 was the latest approved forecast when the LRTP scenarios were being developed and analyzed. The recently approved OCP-2022 will be used in future analyses once the Orange County Transportation Analysis Model is updated.

The LRTP forecast estimates increases of more than 284,000 residents and approximately 220,000 jobs in Orange County between 2019 and 2045. The

2045 no-build scenario reflects how this socioeconomic growth would impact the 2019 transportation system. The no-build scenario analysis highlights the transportation challenges presented by travel demand increases over the next 20+ years. One challenge of note in the 2045 no-build scenario is the projected 33 percent increase in daily vehicle hours of delay due to congestion.

In addition to the projects outlined in M2, OCTA has undertaken critical planning efforts in recent years which identify priorities, projects, and programs that address many of Orange County’s transportation needs using a multimodal approach. These efforts include major investment studies, the South Orange County Multimodal Transportation Study, Making Better Connections Study, OC Transit Vision, OC Active, and the Next 10 Delivery Plan. These studies represent research, design work, coordination, cost and benefit analysis, and public input that have gone into planning for mobility in Orange County.

The M2 Investment Plan and the associated Next 10 Delivery Plan make up the cornerstone of the 2045 Preferred Plan scenario. The 2045 Preferred Plan also draws from the seven Paths to Success that identify strategies that support the LRTP goals of expanding transportation system choices, improving system performance, and supporting sustainability. The table below highlights how projected growth in travel demand between 2019 and 2045 impacts the transportation system and the benefits of the 2045 Preferred Plan. In short, the 2045 Preferred Plan does well to mitigate increases in travel demand due to projected socioeconomic changes, while keeping growth in vehicle miles traveled (VMT) to less than one percent compared with the 2045 no-build scenario.

	<b>2019 Base Year</b>	<b>2045 No-Build Scenario</b>	<b>2045 Preferred Plan</b>
Daily Transit Trips	131,000	138,000	185,000
Total Vehicle Hours of Delay	341,000	454,000	316,000
Delay as Percent of Travel Time	15%	18%	14%
Daily VMT	76,400,000	81,900,000	82,100,000
Average Freeway Speed (mph) – Peak Period	41	40	42
Average Arterial Speed (mph) – Peak Period	26	25	27

mph – miles per hour

The public input received through the comprehensive outreach effort was important when preparing the draft document and refining the final draft LRTP. The goal of Phase One outreach was to identify transportation options, priorities, and challenges that would help shape the LRTP, while Phase Two focused on gathering feedback on the draft plan. A summary of Phase Two is provided below. Further details about both phases of community engagement are included in the Community Engagement Summary Report (Attachment B).

Phase Two outreach included a variety of activities designed to solicit public input from a broad spectrum of people including an online survey (6,508 respondents), telephone town hall (up to 1,800 callers), public webinar (51 attendees), Community Leaders Roundtable (29 attendees), social media and geofencing campaigns (331,000 impressions), and 13 pop-up events. These events engaged the public, transportation professionals/organizations, business and community leaders, elected officials, city/county officials, diverse community leaders, OCTA's public committees, students, and environmental groups. The qualitative survey and notification materials were available in English, Spanish, and Vietnamese. Multilingual advertisements were placed to connect with the Spanish and Vietnamese communities, including newspaper, radio, Facebook and geofencing advertisements. Both the public webinar and telephone townhall were offered in Spanish and a multilingual telephone helpline also was available throughout the outreach phases.

Through this engagement, the following key themes were identified that showed public support for the projects and strategies included in the 2045 Preferred Plan:

- Focus on improving transportation efficiencies more than on new major widening projects,
- Enhance bus service,
- Increase mobility options for seniors, those with disabilities and underrepresented communities,
- Improve bicycle and pedestrian safety, and
- Develop electric vehicle infrastructure.

Eight comment letters were also received from state and local agencies and organizations, which are included in the Community Engagement Summary Report. The comment letters requested clarifications on data sources, project descriptions, and topics of specific interest to the individual agencies and organizations, and several letters also expressed support for strategies included in the LRTP. The final draft LRTP addresses many of the requests by incorporating clarifying language and updated figures as appropriate. The Community Engagement Summary Report also includes a record of responses to the comments received.

Three of the four commenting local jurisdictions questioned the inclusion of some transit improvement projects in the 2045 Preferred Plan. This is due to concerns with state and regional land-use processes that leverage high-quality transit corridors (including corridors with existing or planned bus routes with headways of 15 minutes or better) and major transit stops (including transfer points served by two or more existing or planned high-quality transit corridors). While the land-use implications raise valid concerns, OCTA has a responsibility as a transit provider and as the County Transportation Commission to plan for transit service improvements that benefit Orange County travelers. The planned improvements are consistent with the OC Transit Vision, which was developed before the state and regional processes were established and are not intended to influence land use, rather support development of existing local agency general plans.

By including the OC Transit Vision projects in the LRTP and SCAG's RTP/SCS, transit improvements become eligible to receive external funding and can be advanced through implementation. This process has allowed OCTA to successfully implement four Bravo! routes to date, along with the nearly completed OC Streetcar. To avoid delaying future transit improvements, staff has retained these projects as part of the 2045 Preferred Plan. However, OCTA is committed to engaging stakeholders, including local jurisdictions, in ongoing and upcoming planning efforts, particularly the update to the OC Transit Vision. This will ensure that stakeholder concerns are understood and appropriately addressed. Additionally, staff is coordinating with SCAG to limit the potential land-use implications from planned transit projects, particularly for those projects that have not been programmed for funding in the Federal Transportation Improvement Program.

Refinements made in response to the feedback received on the draft LRTP did not significantly change the project list; therefore, the revisions made did not require additional technical analysis for the final draft LRTP. Much of the feedback received will be further addressed through activities to be undertaken over the next few years, as outlined in the Short-Term Action Plan, included in Attachment A. The activities are grouped into the following four categories:

- Orange County Planning Activities,
- Regional Planning Activities,
- Emerging Issues, and
- Transportation Outreach and Education.

The results of these activities will be incorporated into the next LRTP to help steer the continued development of Orange County's transportation system. It should also be noted that the Short-Term Action Plan includes activities addressing the California Department of Transportation's plan for managed lanes, the 2028 Olympics, and emerging technologies and services – all of which

are anticipated to be major topics of discussion during the development of SCAG's 2024 RTP/SCS.

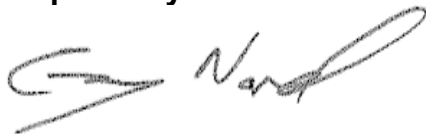
***Summary***

The final draft LRTP, Directions 2045, has been prepared. This LRTP incorporates input received during the public review period and proposes a Short-Term Action Plan that identifies efforts to be pursued by staff over the next four years. With direction from the Board, staff will finalize the LRTP and submit it to SCAG as input for the 2024 RTP/SCS.

***Attachments***

- A. Directions 2045, Long Range Transportation Plan, Executive Summary, Final Draft – May 2023
- B. Directions 2045, Long Range Transportation Plan, Community Engagement Summary Report, March 2023

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