

2018 Long-Range Transportation Plan Key Issues for Transportation

Growing traffic and limited land

By 2040 in Orange County (County)

- Population increases 10%
- Housing increases 11%
- Employment increases 17%

This growth results in more travel demand, and congestion will worsen without improvements. However, there are limited opportunities to expand roadways and freeways beyond Measure M2 (M2).

New vision for transit

Transit ridership is declining nationwide for many reasons.

There is a need to rethink transit to provide more cost-efficient and more attractive services.

Disruptive technologies and services

New transportation services like Uber and Waze Carpool, along with new technologies like connected vehicles and cloud-based networking, are changing how, when, and why people choose to travel.

High cost of housing

Employment is growing in the County, but housing is not keeping pace.

- Average asking rent is about \$1,800/month.
- Household income needed to afford a median-priced home is about \$158,000/year.

As a result, inbound commutes from other counties are projected to increase 25% by 2040.

Transportation funding uncertainties

Although SB 1 (Chapter 5, Statutes of 2017) provides an increase in transportation funding, the majority of the new funds are set aside for maintenance of highways and roadways, and for transit service.

A smaller portion of the funds will be made available for capital improvements through competitive programs.

- Competitive-based programs are not conducive to long-range planning, as the funds can fluctuate greatly year-to-year.

Additionally, sales taxes from online purchases are currently collected at warehousing locations.

- This is having a significant impact on M2 revenues, as most warehousing is located outside of the County.

Challenging emission standards

The South Coast Air Basin, in which the County is located, has some of the worst air pollution in the United States, and vehicles are a major contributor.

In order to comply with federal air quality standards and meet state greenhouse gas reduction goals by 2030, the California Air Resources Board is implementing strategies to reduce vehicle emissions as follows

- Reduce smog-forming emissions from vehicles 80%
- Reduce greenhouse gas emissions from vehicles 45%
- Reduce petroleum usage 50%
- Reduce diesel vehicle particulate matter emissions 45%