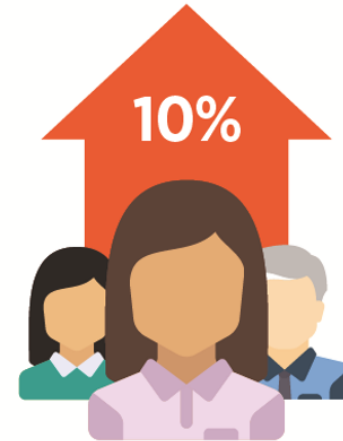


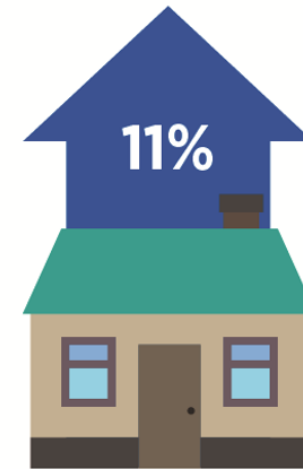
Options for Future Express Lane Corridors in Orange County

Intercounty Travel Demand

- In-bound workers
 - About 650,000 workers commute to OC
- Out-bound residents
 - Over 490,000 OC residents commute to jobs in other counties
- By 2040, in-bound commuters will increase by 25 percent



POPULATION



HOUSING



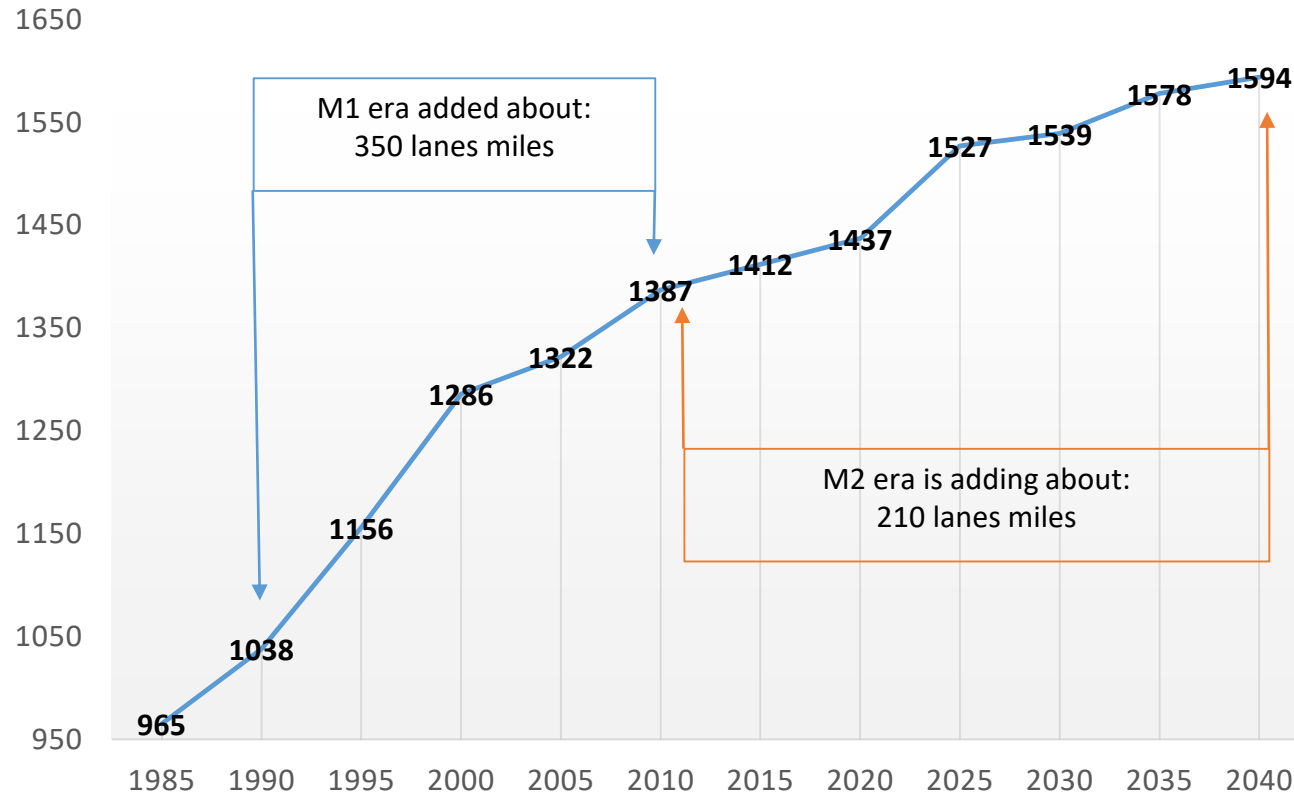
EMPLOYMENT

OC – Orange County

Source: U.S. Census Bureau, Center for Economic Studies and Center for Demographic Research, California State University, Fullerton

Freeway Development

Orange County Freeway Lane Miles
1985-2040



Note: Does not include Toll Roads network

HOV – High-Occupancy Vehicle
M1 – Measure M1
M2 – Measure M2

Managed Lanes History

1980s – First carpool lanes



1990s – Buffered carpool lanes and 91 Express Lanes



2000s – Direct connectors



2010s – Dual HOV/priced managed lanes



Federal Performance Standards

- Federal regulations require HOV lanes to operate at 45+ mph during weekday peak periods at least 90 percent of the time over a consecutive 180 day period
- Today, approximately 77 percent of Orange County's HOV lanes do not meet this standard



Caltrans District 12 Plans

- Draft presented to OCTA Board in December 2016
- District 12 developed a Managed Lanes Feasibility Study (2017) to identify a strategy for compliance with federal standards
- Caltrans is currently developing project-level studies on I-5
- Plans and projects require OCTA approval
 - CA PUC §130252, §130300 and §130303(d)

OCTA – Orange County Transportation Authority
Board – Board of Directors
Caltrans – California Department of Transportation
HOT – High-Occupancy Toll
I-5 – Interstate 5
CA PUC – California Public Utilities Code



Regional Perspective

- 2003 - OCTA purchased SR-91 Express Lanes
- 2012-2013 - LA Metro I-110 and I-10 Express Lanes projects opened
- 2017 – RCTC Express lanes opened
- 2017 – OCTA began Design-Build on I-405 Improvement Project
- 2017 - LA Metro Countywide Express Lanes Strategic Plan
- 2018 – RCTC I-15 Express Lanes Project begins construction
- 2018 - SCAG Region Value Pricing Project – Regional Concept of Operations Technical Report
- 2019 - RCTC Next Generation Toll Feasibility Study

SR-91 – State Route 91

LA Metro – Los Angeles County Metropolitan Transportation Authority

I-110 – Interstate 110

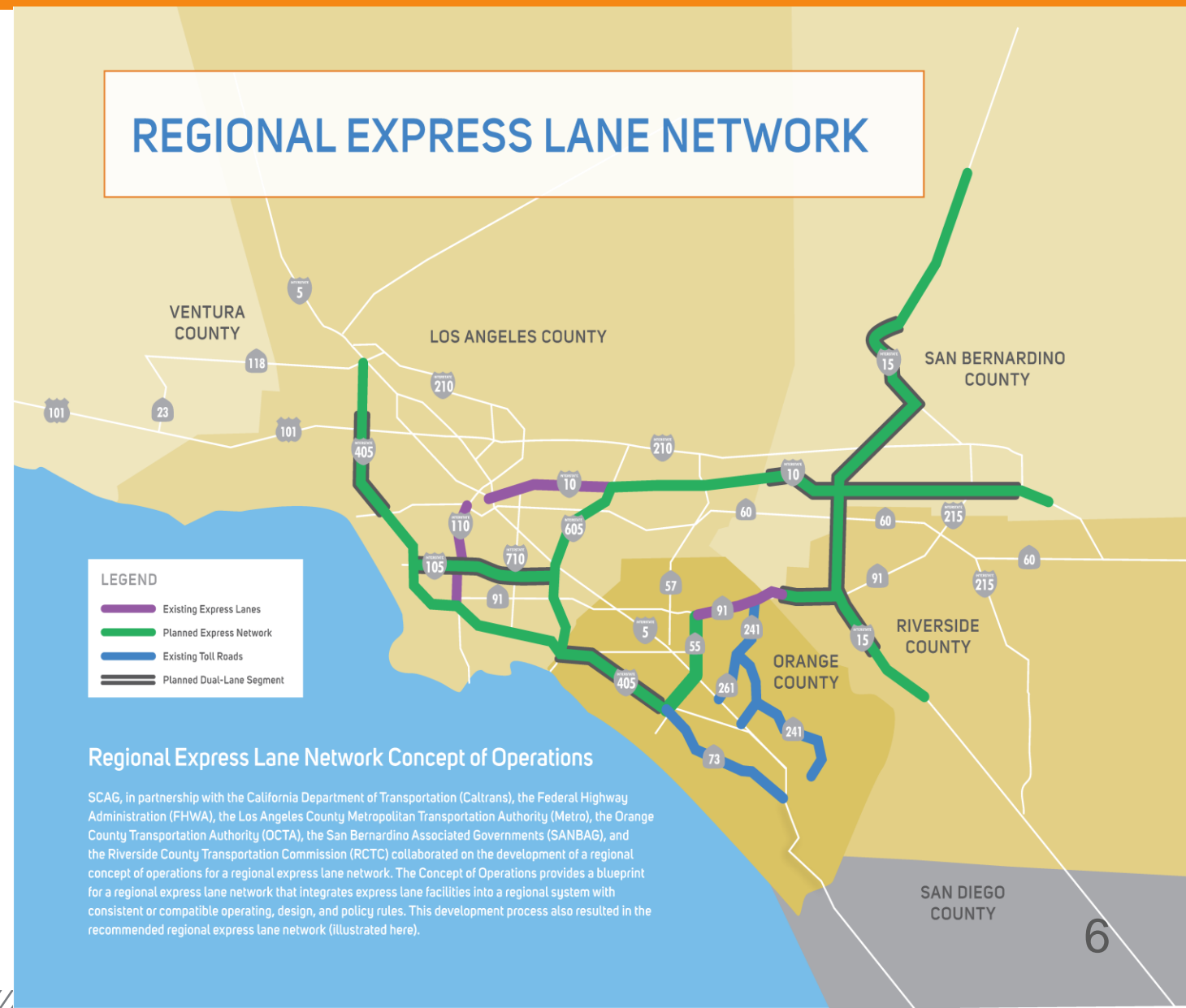
I-10 – Interstate 10

I-405 – Interstate 405




RCTC – Riverside County Transportation Commission

I-15 – Interstate 15

SCAG – Southern California Association of Governments



Long-Range Transportation Plan

Trend 2040 Managed Lane Scenarios			
Metrics	HOV 2+	HOV 3+	Tolled Express
Meets federal performance standard			
Managed lane capacity used during morning drive time	70%	30%	60%
Findings Summary	Does not meet federal standard due to overuse	Meets federal standard, but underused	Meets federal standard and doubles use compared to HOV 3+

Express Lanes Network Study Goals

Goal	Objective
Identify opportunity corridors	<ul style="list-style-type: none">a. Identify high-demand commute shedsb. Identify available capacityc. Leverage existing and planned express lanesd. Consider useful life of local tax measure projects
Improve corridor operations and reliability	<ul style="list-style-type: none">a. Reduce corridor daily delay from congestionb. Improve mainline peak period speedsc. Maintain free-flow speeds in express lanesd. Identify benefits to adjacent facilities
Ensure financial feasibility and corridor maintenance	<ul style="list-style-type: none">a. Demonstrate that revenues cover annual debt payments, financing requirements, and operations and maintenance costsb. Identify potential for excess revenues (subsequent studies to determine strategies for reinvestment in the transportation system)
Support local and regional goals	<ul style="list-style-type: none">a. Support community and economic development goalsb. Address social equity/environmental justicec. Improve air quality and reduce greenhouse gas emissions

Concept A: Caltrans District 12's 15-Year Plan

- Represents the Caltrans District 12 15-Year Plan for tolled express lanes implementation
- Tier I Priorities
 - I-5 from SR-55 to LA County line
 - SR-91 from SR-55 to I-5
 - SR-55 from I-405 to SR-91
 - SR-73 from I-405 to tolled portion of SR-73

SR-55 – State Route 55
SR-73 – State Route 73
TCA – Transportation Corridor Agencies



Concept B: Express Lanes Extensions

- Extends existing/planned express lanes
- Tier I Priorities
 - SR-91 from SR-55 to LA County line
 - SR-55 from I-405 to SR-91
 - I-405 from SR-73 to I-5



Concept C: Direct Connectors

- Leverages existing direct connector ramps, providing users with a seamless tolled express lanes experience
- Tier I Priorities
 - I-5 from SR-55 to LA County line
 - SR-55 from I-405 to SR-91
 - I-405 from SR-73 to I-5
 - SR-73 from I-405 to tolled portion of SR-73



Concept D: Intercounty Connections

- Prioritizes a network that serves intercounty commuters
- Tier I Priorities
 - SR-57 from I-5 to LA County line
 - SR-91 from SR-55 to LA County line
 - I-5 from SR-55 to LA County line



Next Steps

- Stakeholder engagement
 - One-on-one meetings with thought leaders
 - Roundtable workshops with elected officials, city staff, and key stakeholders
- Staff will return to Board in 2020 with an update of the results and recommendations for next steps