ATTACHMENT A

DIRECTIONS 2050

LONG RANGE TRANSPORTATION PLAN

Sustainable, Equitable, and Innovative Transportation Solutions

EXECUTIVE SUMMARY

DRAFT

OCTA

JULY 2026

Introduction

LRTP Purpose

This Long-Range Transportation Plan (LRTP) looks out to the year 2050 to identify strategies that can address Orange County's future transportation challenges. These strategies intend to improve mobility, protect transportation assets, and enhance the quality of life for all Orange County travelers.

The Orange County Transportation Authority (OCTA) prepares an LRTP every four years to provide input into the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) prepared by the Southern California Association of Governments (SCAG). Similar to the LRTP, SCAG's RTP/SCS provides a system-level vision but at a regional scale, covering the counties of Orange, Los Angeles, Riverside, San Bernardino, Ventura, and Imperial. Projects must be included in an approved RTP/SCS to be programmed for state and federal funding through the Federal Transportation Improvement Program (FTIP) and to receive project-level approvals from state and federal agencies. This is a continuous planning process as shown in ***Figure 1-1***.

The LRTP process provides the opportunity to respond to changing conditions and aligning policies, investments, and local and regional partnerships to meet Orange County's evolving transportation needs.

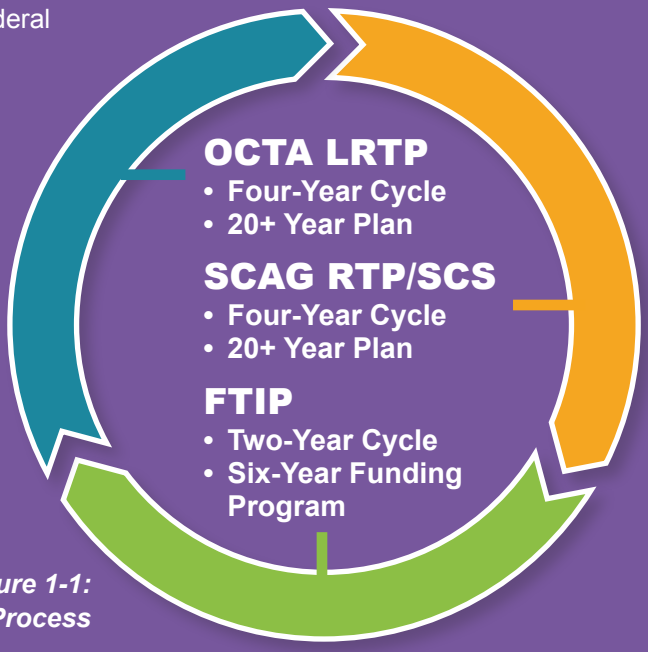


Figure 1-1: Continuous Planning Process

Public Engagement

The LRTP is a countywide effort that reflects the diverse communities and travel needs across Orange County. To support inclusive and meaningful participation, OCTA implemented a broad public engagement approach designed to reach residents, stakeholders, partner agencies, and community-based organizations representing a wide range of perspectives, geographies, and mobility needs.

An initial phase of public outreach was conducted between September 11 and November 9, 2025, to build awareness of the LRTP and gather early input on transportation challenges, priorities, and long-term strategies. Accessibility was emphasized through a combination of engagement methods, including multilingual surveys, community events, public webinar, digital outreach, and targeted notifications. More than 1,800 multilingual surveys were collected, and more than 72,000 community members were reached via community events, public presentations, a community leaders roundtable, targeted stakeholder briefings, fliers, e-mails, and text notices.

Overall, public input highlighted concerns related to traffic congestion and expressed interest in expanding multimodal travel options and maintaining local transportation funding sources.

Key Survey Results:

40% of respondents wanted more bus routes, **37%** wanted an expanded light rail network

59% wanted reduced traffic on freeways to improve travel time and safety

54% wanted mobility hubs that connect transit, shuttles, bike- and ride-shares

50% wanted Bus Rapid Transit (BRT) services with dedicated lanes and fewer stops

Nearly **50%** of respondents wanted easier access to destinations like grocery shopping, entertainment areas, and schools

70% wanted to continue the local transportation sales tax, and **60%** wanted to charge fees for new developments to support transportation

Public input from this outreach effort informed the development of the LRTP goals and Preferred Scenario.

Planning for The Future

Measure M Program

The Measure M program, Orange County's half-cent sales tax for transportation improvements, began collecting revenue in April 2011 following voter approval of the Measure M renewal in 2006 (M2). Building on the success of the original Measure M program, the renewal reflected voters' confidence in OCTA's ability to deliver promised transportation improvements. Now halfway through its 30-year lifespan, Measure M has generated nearly $7.5 billion in transportation investments and leveraged state and federal funding to maximize local dollars. The program continues a legacy of investing in Orange County's transportation network through improvements to freeways, streets, roads, and public transit, while supporting environmental programs that enhance and protect the region's quality of life.

Freeways

More than half of the planned freeway improvements are complete, with additional projects underway to ease congestion and improve travel times. The Freeway Service Patrol has provided more than 889,000 assists, helping stranded drivers get safely back on the road.

Streets and Roads

More than $1.3 billion has been invested in local streets in every city and the County, supporting road maintenance, pothole repairs, traffic signal synchronization and capacity improvements. These efforts have helped Orange County maintain the best pavement condition index in California, with a score of 79 compared to the statewide average of 65.

Transit

Measure M funds reduced bus fares and supported transit programs for seniors and people with disabilities, as well as community and special event shuttles. Funding also supports Metrolink rail service in Orange County, upgrades to stations, expanded transit connections, and it is helping bring the OC Streetcar into service.

Environment

Measure M is delivering significant environmental benefits:

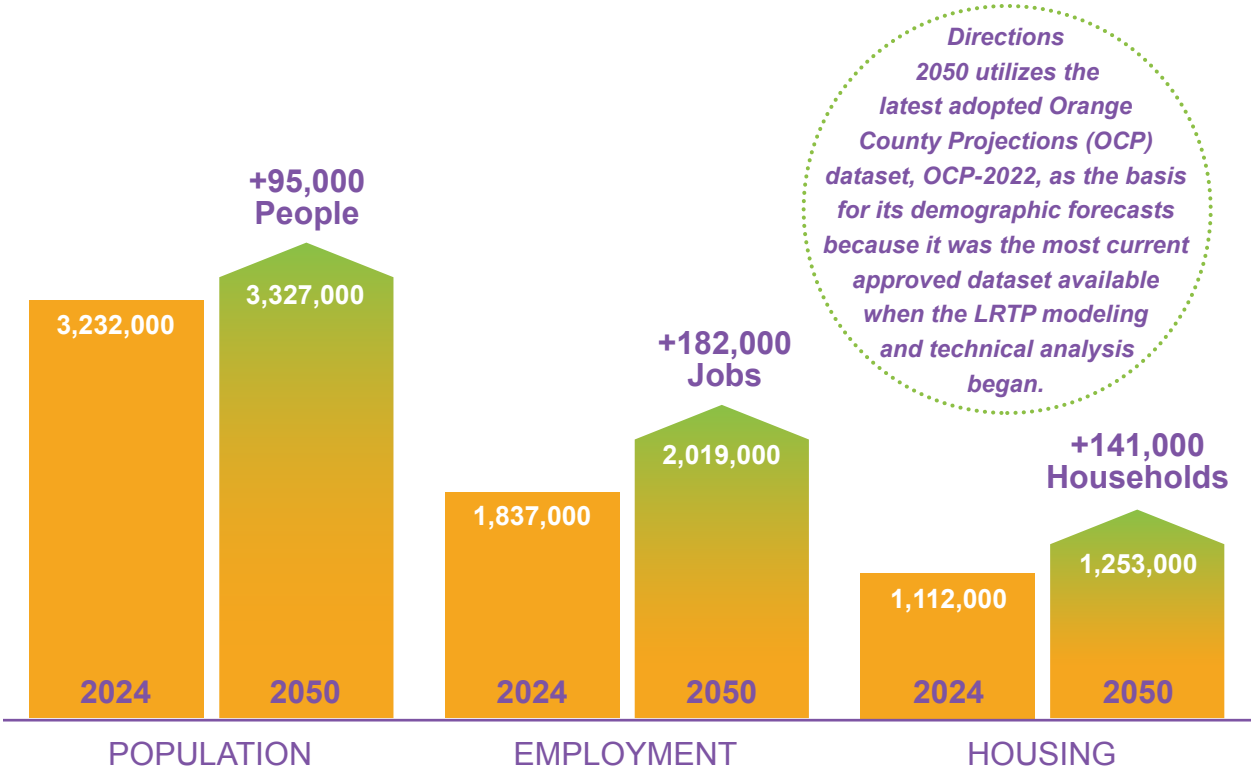
- 1,300 acres of land preserved to protect sensitive habitats
- 350 acres restored to enhance ecosystems and support native plant and animal species
- More than 91.7 million gallons of trash removed from local waterways through environmental cleanup programs.

Measure M2 Sunset

With approximately 15 years remaining before the scheduled sunset of M2 in 2041, OCTA continues to deliver investments across all transportation modes while maintaining strong accountability and transparency. Many of the transportation programs currently supported by M2 have become integral parts of Orange County's transportation system that travelers and local agencies have come to rely upon. Unless additional funding sources are identified, the expiration of M2 will result in the loss or reduction of programs such as community shuttles/circulators, signal synchronization, and roadway capacity improvements. Because the 2026 LRTP planning horizon is 2050, the anticipated loss of funding for these programs is a key consideration of the LRTP.

Population, Employment, and Housing Growth

Based on the socioeconomic forecasts developed by the Center for Demographic Research at California State University, Fullerton, Orange County's population is projected to increase by approximately three percent between 2024 and 2050, growing from 3.2 million to more than 3.3 million residents. There are slightly larger projected increases in housing and job growth in this period, with a 13% increase in households, and a 10% increase in jobs.



Source: Orange County Projections 2022 by Center for Demographic Research California State University, Fullerton.

Demographic Shifts

Unlike previous LRTP cycles that focused on accommodating consistently positive demographic growth trends, this LRTP reflects a shift toward maintaining and optimizing the existing transportation system in response to slowing demographic growth and changing travel behaviors. The slowdown in demographic growth shown in OCP-2022 is largely driven by factors such as declining birth rates, increasing mortality in an aging population, and continued domestic out-migration.

An updated Orange County Projections dataset, OCP-2026, is currently under development and anticipated for adoption in late 2026, aligning with SCAG's 2028 RTP/SCS. Preliminary datasets indicate even slower growth than OCP-2022, but the OCP-2026 data will not be finalized in time to include in this LRTP.

2050 No Build Scenario

To assess future transportation needs, the 2050 No Build Scenario applies projected 2050 population, housing, and employment growth to today's transportation system. The scenario assumes the existing 2024 transportation network remains largely unchanged through 2050 and reflects the anticipated expiration of M2 in 2041, specifically the loss of recurring programs supported by M2, such as regional signal synchronization, Metrolink service support, arterial pavement maintenance, and other local mobility programs. This scenario provides a reference point for understanding how travel conditions may change if additional transportation investments are not made and key M2-supported programs are not continued beyond 2041.

Performance modeling indicates that, under this scenario, Orange County would experience increased congestion, slower travel speeds, and reduced transit ridership by 2050. Vehicle miles traveled (VMT) would also increase, suggesting greater environmental impacts. These results highlight the need for continued investment strategies that improve mobility, maintain system performance, and support long-term sustainability goals.

Performance Measures	2024 Existing	2050 No Build (% Δ to 2024 Existing)
Daily Person Trips (All Modes)	16,595,000	17,181,000 (↑ 3.5%)
Daily Vehicle Trips	10,970,000	11,406,000 (↑ 4%)
Daily Transit Person Trips	97,700	92,500 (↓ 5%)
Peak Period Freeway Speed (mph)	48.7	46.0 (↓ 2.7mph)
Peak Period Arterial Speed (mph)	28.4	23.2 (↓ 5.2mph)
Peak Period Managed Lane Speed (mph)	57.4	54.4 (↓ 3mph)
Daily Vehicle Hours of Delay (VHD)	245,100	337,100 (↑ 38%)
Delay as Percent of Travel Time	11%	13% (↑)
Daily Vehicle Miles Traveled (VMT) (in million VMT)	76.3	83.3 (↑ 9%)

Key Factors/Challenges

Through analysis of the 2050 No Build Scenario and public and stakeholder engagement, OCTA identified five key challenges expected to shape Orange County's transportation system through 2050. These challenges highlight the changing conditions facing the region and informed the development of the LRTP goals.

Shifting Mobility Trends

- Post-pandemic travel behavior
- Emerging technology
- Freight and e-commerce growth

Built-Out Roadways

- Slowing population growth
- Limited right-of-way

Climate Risks and System Resiliency

- Extreme weather events
- VMT and GHG targets
- High cost of zero-emission technology

Evolving Funding Landscape

- High costs and changing legislation
- M2 Sunset in 2041

Access to Economic Opportunities

- Transit-dependent populations
- First/last-mile connectivity gaps

While each challenge affects the transportation system in different ways, together they signal a shift in how Orange County must plan for the future.

Previous LRTP cycles focused heavily on accommodating rapid population growth and increasing travel demand. Although travel demand growth remains an important consideration, slowing population growth, changing travel behavior, and increasing fiscal and environmental constraints require a greater emphasis on maintaining and optimizing the existing transportation system. These challenges also highlight the growing importance of multimodal transportation options, operational improvements, system resiliency, and sustainable funding strategies. As a result, greater focus is placed on improving the performance of existing infrastructure, enhancing access to jobs and destinations, and ensuring that Orange County's transportation system remains reliable and adaptable through 2050.

Goals and Performance Measures

Goals

In response to the challenges identified in the LRTP, the following four goals were established to guide how the performance of the LRTP will be evaluated.

Goal 1: Expand Multimodal Capacity

Providing a balanced transportation network that supports travel by transit, walking, biking, and driving. This goal focuses on expanding transportation options and improving connectivity across the county.

Goal 2: Improve Operations

Enhance the safety, efficiency, and reliability of the transportation system for people and goods. This goal focuses on optimizing the performance of existing infrastructure through operational improvements, technology, and strategic investments.

Goal 3: Enhance Accessibility

Improve access to jobs, services, and key destinations through convenient and affordable transportation options. This goal focuses on reducing barriers to mobility, strengthening first- and last-mile connections, and improving access for all users, particularly transit-dependent populations.

Goal 4: Strengthen System Resiliency

Develop a sustainable transportation system that can withstand climate risks, economic uncertainties, and other disruptions. This goal focuses on protecting transportation assets, maintaining system performance, and preparing for future disruptions.

2050 Preferred Scenario

The 2050 Preferred Scenario represents the package of projects, programs, and transportation service assumptions being evaluated through the LRTP. It builds on completed and ongoing OCTA planning efforts and tests how additional investments could improve mobility, support system reliability, expand travel options, and advance the LRTP goals through 2050. The scenario is organized into five strategic categories.

1. **Transit System Improvements**
2. **Roadway System Optimization**
3. **Enhanced Active Transportation**
4. **Mobility Integration**
5. **Resilience and System Readiness**

1 Transit System Improvements

The Preferred Scenario builds on the near-term improvements identified in the Making Better Connections Plan by including additional transit service enhancements that improve bus travel times and advance corridor-based strategies identified in the 2024 OC Transit Vision and Transit Optimization Study. These efforts reflect this LRTP cycle's focus on optimizing the existing bus transit network and improving the performance and competitiveness of transit service.

Consistent with the OC Transit Vision, the Preferred Scenario prioritizes Transit Opportunity Corridors, which are corridors with high ridership potential and opportunities for enhanced transit service and capital investment. Improvements may include increased service levels, dedicated lanes, queue-jump treatments, transit signal priority, and other investments that improve speed, reliability, and customer experience. The Preferred Scenario also includes projects that strengthen intermodal connectivity and enhance transit stops and stations.

The Preferred Scenario assumes continuation of several transit services and programs currently supported by M2, including Safe Transit Stops, OC Streetcar operations, and Metrolink service, recognizing their importance to long-term mobility in Orange County.

OC Bus and OC ACCESS

Transit Opportunity Corridors

Safe Transit Stops

OC Streetcar

Transit Signal Priority

2 Roadway System Optimization

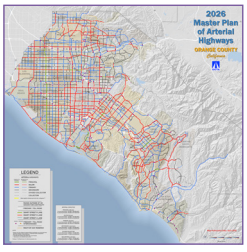
Roadway projects included in the Preferred Scenario focus on improving safety, reducing congestion, and optimizing the performance of the existing roadway network, with an emphasis on strategies that can be implemented within existing right-of-way. These investments support all roadway users, including personal vehicles, transit operations, goods movement, emergency response, and active transportation.

The Preferred Scenario assumes full implementation of the M2 freeway program and includes additional operational improvements informed by recent planning efforts, including the Freeway Chokepoint Study. These improvements focus on enhancing safety and traffic flow through strategies such as improved merge and weave areas, auxiliary lanes, and ramp modifications, rather than large-scale expansion of general-purpose roadway capacity.

The Preferred Scenario also retains key roadway programs currently supported by M2, including improvements to the Master Plan of Arterial Highways (MPAH) and regional traffic signal synchronization. These investments play an important role in improving connectivity, reducing delay, and maximizing the efficiency of the existing transportation system.

In addition, the Preferred Scenario advances transportation systems management and operations (TSMO) strategies, including intelligent transportation systems, connected vehicle technologies, and real-time traffic management. Consistent with Caltrans' long-range planning efforts, the scenario also assumes continued expansion and connectivity of the regional managed lane network to improve travel-time reliability and system efficiency.

Address Freeway Hotspots



Regional Capacity Program

Signal Synchronization

Transportation Systems Management and Operation

Managed Lane System

3 Enhanced Active Transportation

Active transportation projects included in the Preferred Scenario focus on improving safety, connectivity, and accessibility for people walking and biking. These investments support everyday trips, supplement first- and last-mile access to transit, and provide additional travel options throughout Orange County. Projects in this category emphasize coordination and partnership with local jurisdictions to reflect community context and local priorities.

The Preferred Scenario builds upon initiatives carried forward from previous LRTP cycles, including gap closure in the countywide bikeway network, such as the OC Loop and OC Connect, and continued support for safety-focused programs including Safe Routes to School, Next Step, and bicycle safety education. These investments are intended to create a safer and more connected active transportation network while encouraging greater use of walking and bicycling.

The Preferred Scenario also incorporates findings from the ongoing Bikeways Connectivity Study, which identifies opportunities to implement complete streets improvements on segments of the Master Plan of Arterial Highways. Together, these projects support a more connected multimodal transportation system and expand access to destinations throughout the county.

Bicycle and Pedestrian Network

Gap Closure

Safety Programs

Complete Streets

4 Mobility Integration

The Mobility Integration strategy includes projects and programs that improve connections between travel modes and reduce barriers to multimodal travel. These strategies are intended to complement transit, improve mobility for transit-dependent populations, and provide more convenient transportation options throughout the county.

The Preferred Scenario retains several effective programs currently supported by M2, including community circulators and senior and disability mobility programs. Other travel demand management strategies, such as OC Vanpool and rideshare support continue to play an important role.

The Preferred Scenario also continues to advance a mobility hub network to make multimodal travel more convenient. Mobility hubs bring together transit, micromobility, rideshare, and traveler information services in a single location to support seamless transfers and improve access to key destinations. A Mobility Hub Concept of Operations is currently under development to guide future planning and implementation, with an initial focus on locations near regional transit corridors, major activity centers, and employment centers.

Community Circulators

Senior Mobility Programs

Travel Demand Management

Reduced or Fare-Free Programs

Mobility Hubs Network

5 Resilience and System Readiness

The Resilience and System Readiness strategy focuses on maintaining and protecting transportation assets, preparing the system for climate-related risks, and ensuring Orange County's transportation network can adapt to changing conditions. Projects in this category support long-term system reliability, sustainability, and continuity of service.

The Preferred Scenario builds on several ongoing initiatives, including OCTA's transition to a zero-emission bus fleet and M2-supported programs that help maintain and preserve transportation infrastructure. These include local pavement maintenance support through the local fair share program, freeway environmental mitigation, and environmental cleanup programs that contribute to the long-term health and performance of the transportation system.

The Preferred Scenario also incorporates strategies identified in the 2024 Climate Adaptation and Sustainability Plan to address risks associated with extreme heat, flooding, wildfire, and other climate-related impacts. Additional investments include short- and mid-term improvements identified through the ongoing Coastal Rail Resiliency Study to help protect critical rail infrastructure and maintain reliable rail service.

Recommendations from the recently updated Goods Movement Vision are included to support the efficient movement of freight across highways, rail corridors, and local roadways while improving supply-chain reliability, reducing emissions, and strengthening Orange County's long-term economic resiliency.

Environmental Programs

Local Pavement Maintenance

Zero-Emission Fleet

Climate Adaptation and Sustainability

Coastal Rail Stabilization

Goods Movement

Project List

Route/Mode	From	To	Description
Local Highway			
Various			Project O: Regional Capacity Program
Various			Project P: Regional Traffic Signal Synchronization Program
Various			OC Bikeways buildout
Various			Enhanced active transportation network
State Highway			
I-5	Alicia Parkway	El Toro Road	Project C: Add one (1) high-occupancy vehicle (HOV) lane in each direction; add auxiliary lanes as needed
I-5	El Toro Road		Project D: Improve access and merging in the vicinity of El Toro Road
I-5	SR-73	Oso Parkway	Project C/D: Add one (1) general purpose lane in each direction; add auxiliary lanes as needed and improve interchange at Avery Parkway
I-5	I-405	Yale	Project B (Segment 1): Add one (1) general purpose lane each direction; improve merging
I-5	Yale Avenue	SR-55	Project B (Segment 2): Add one (1) general purpose lane each direction; improve merging
I-5	Red Hill Avenue	Los Angeles County Line	Convert the existing HOV lane to an express lane, in each direction, between Red Hill Avenue and SR-55; convert two existing HOV lanes to express lanes, in each direction, between SR-55 and SR-57; convert the existing HOV lane to an express lane, in each direction, from SR-57 to the Orange/Los Angeles County Line; and construct an additional express lane, in each direction, between SR- 57 and SR-91.
I-5	Avenida Pico	San Diego County Line	Add 1 managed lane each direction
I-5	Barranca Parkway		Add southbound HOV on-ramp and northbound HOV off-ramp
SR-55	I-405	I-5	Project F: Add one (1) general purpose Lane and one (1) managed lane each direction and address chokepoints; add auxiliary lanes each direction between select on/off ramps and operations improvements
SR-55	I-5	SR-91	Project F: Add one (1) general purpose lane each direction and address chokepoints from I-5 to SR-22; and other operational improvements
SR-57	Orangewood Avenue	Katella Avenue	Project G: Add one (1) northbound general purpose lane
SR-57	Lambert Road	Los Angeles County Line	Project G: Add one (1) northbound truck climbing lane
SR-73	SR-133	Newport Coast Drive	Add one (1) toll lane in each direction (Catalina View)

Route/Mode	From	To	Description
State Highway (continued)			
SR-73	MacArthur Boulevard	I-405	Add one (1) managed lane each direction
SR-91	SR-55	Lakeview Avenue	Project I: Improve interchanges and merging; add and re-establish auxiliary lanes to several segments; install overhead signs at Post Mile (PM) R11.13 to PM R11.38 (Segment 1)
SR-91	La Palma Avenue	SR-55	Project I: Add one (1) eastbound general purpose lane from SR-55 to SR-57; Improve interchanges and merging from SR-55 to La Palma; add auxiliary lanes in some segments (Segment 2).
SR-91	Acacia Avenue	La Palma Avenue	Project I: Add one (1) westbound general purpose lane from the SR-91/SR-57 Connector to State College Blvd; improve interchanges and merging from La Palma Ave to Raymond Avenue; add auxiliary lanes in some segments (Segment 3).
SR-91	SR-241	SR-71	Project J: Add 6th eastbound general purpose lane
SR-91	Fairmont Boulevard		Construct overcrossing and SR-91 Interchange at Fairmont Boulevard
SR-91			Express Lanes operations
SR-241	SR-261	SR-91	Add Express direct connectors
SR-241	SR-133	North of SR-261	Add one (1) lane each direction (Loma Ridge)
I-405	I-5	SR-55	Project L: Add one (1) general purpose lane each direction and add southbound auxiliary lanes from SR-133 to Irvine Center Drive
I-405	I-605	SR-55	Express Lanes operations
I-605	Katella Avenue		Improve interchange
Various			Freeway chokepoint improvement projects (assumed locations): • I-5 northbound at SR-22/SR-57 off-ramps • SR-57 northbound at Ball Road • SR-57 northbound at SR-91 • SR-57 southbound at SR-90 • SR-57 southbound from Nutwood Avenue to Orangethorpe Avenue • SR-91 eastbound from Brookhurst Street to Raymond Avenue
Various			California Department of Transportation (Caltrans') conversion to Express/HOT 3+ network

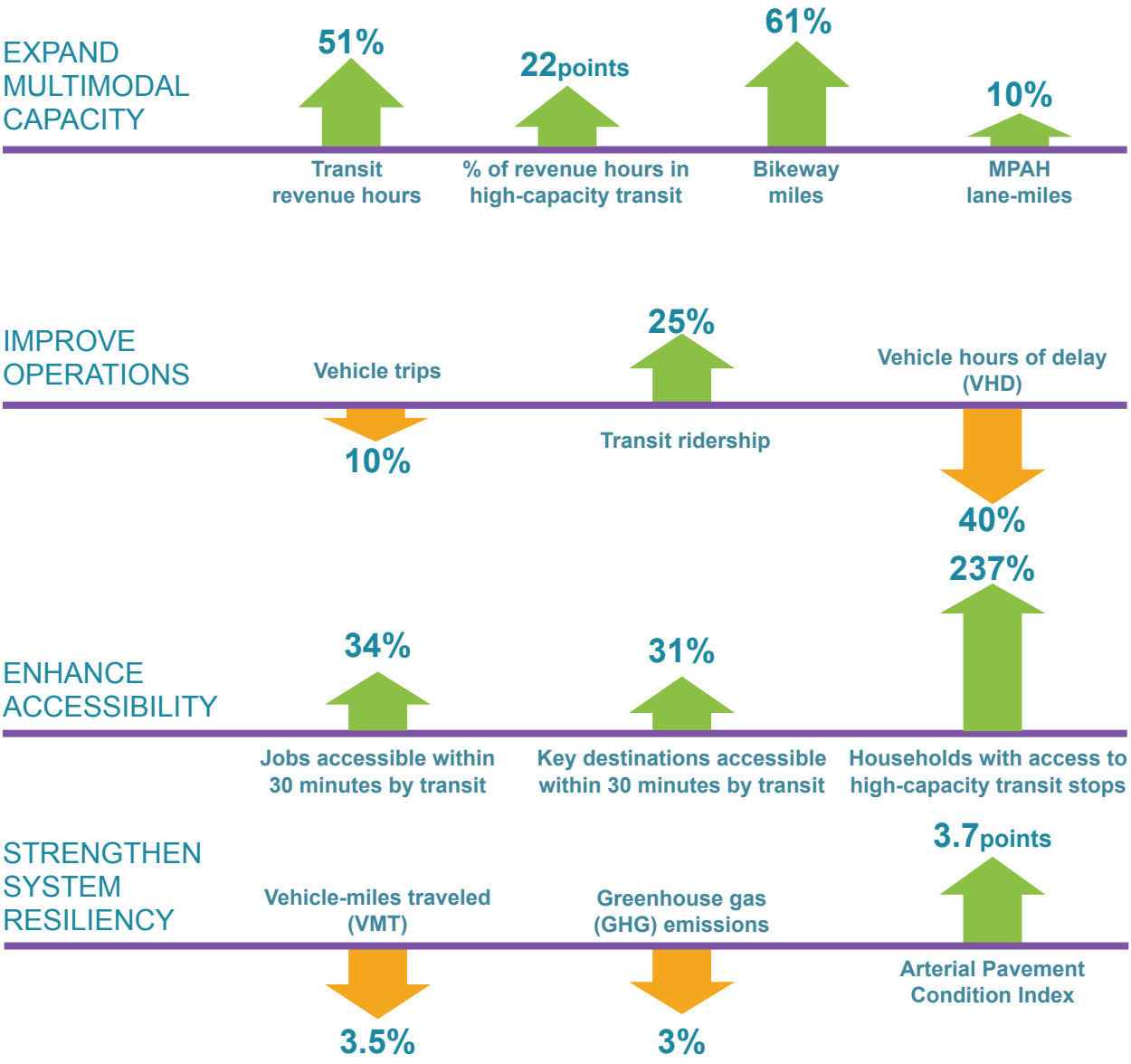
Route/Mode	From	To	Description
			Transit
OC Bus			Comprehensive Business Plan Restored Services
OC Bus			Making Better Connections Plan
OC Bus			OC Transit Vision Transit Opportunity Corridors • Beach Boulevard • Garden Grove Boulevard – Chapman Avenue • Edinger Avenue • Main Street • Katella Avenue • La Palma Avenue – Lincoln Avenue • Warner Avenue • Harbor Boulevard • State College Boulevard – Bristol Street • Westminster Avenue – 17th Street
OC Bus			Transit Signal Priority
OC Streetcar	Santa Ana Regional Transportation Center	Harbor Boulevard	OC Streetcar
Metrolink			October 2024 Service: 58 weekday trains
Metrolink			Project R: Placentia Metrolink Station
LOSSAN			Grade separation at Ball Road, Grand Avenue, Main Street, and Orangethorpe Avenue
LOSSAN	Grand Avenue	Santiago Street	17th Street grade separation
LOSSAN	Santiago Street	I-5	Santa Ana Boulevard grade separation
LOSSAN	Howell Avenue	Katella Avenue	State College Boulevard grade separation
			Others
Countywide			OC Mobility Hubs Network
Countywide			Transportation demand management strategies (remote work, reduced transit fares, etc.)
Countywide			Transportation system management and operations strategies (enhanced signal synchronization, connected vehicles integration, integrated corridor management, etc.)

Acronyms:
I – Interstate
LOSSAN – The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency
SR – State Route

System Performance

The Preferred Scenario represents a balanced set of transportation strategies designed to meet Orange County's future mobility needs. A series of performance measures were analyzed to evaluate how well the Preferred Scenario projects and programs advance the LRTP goals. **The following graphics compare selected performance measures for the 2050 Preferred Scenario against the 2050 No Build Scenario.**

Overall, the modeling results indicate that the Preferred Scenario improves system performance across all LRTP goals by reducing congestion, increasing transit ridership and accessibility, expanding access to jobs and destinations, and strengthening the system's ability to accommodate future growth. Together, these results demonstrate that a balanced combination of capital investments, operational improvements, and multimodal strategies is necessary to maintain long-term mobility and system performance.

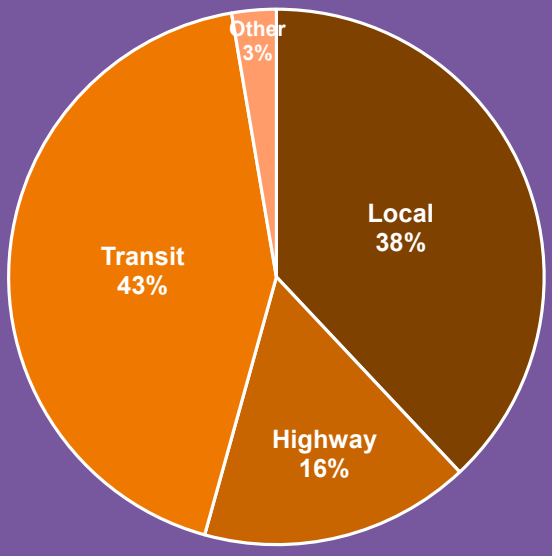


Financial Forecast

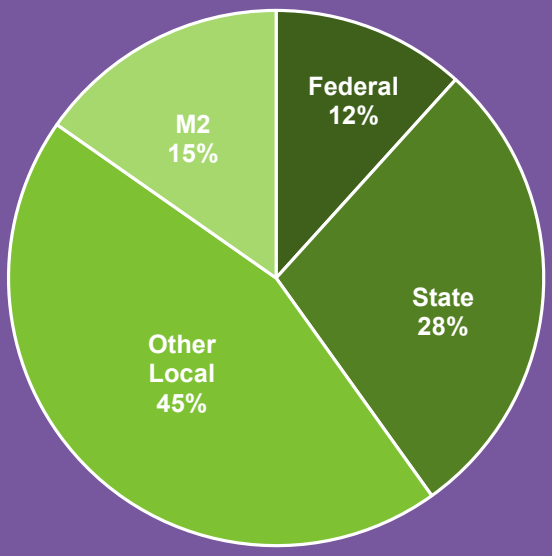
Implementation of the full 2050 Preferred Scenario is projected to require approximately **$63.9 billion** in transportation investments between 2025 and 2050. As shown in the charts on the right, transit investments account for the largest share of expenditures, followed by local roadway, highway, and other transportation programs. Based on current forecasts, total transportation revenues over the same period are estimated at approximately **$58 billion**, with funding expected from a combination of federal, state, M2, and other local sources.

The resulting funding shortfall of approximately $5.9 billion is driven largely by the continuation of recurring programs currently supported by M2 beyond its scheduled sunset in 2041, as well as new investments needed to achieve the LRTP goals.

While the LRTP does not assume a specific funding solution to address this gap, the financial analysis helps quantify the magnitude of the long-term funding need and provides a basis for future discussions regarding funding strategies and revenue opportunities needed to sustain Orange County's transportation system through 2050.



Total Expenditures by Project Type: $63.9 Billion



LRTP Funding by Source: $58.0 Billion

Funding Shortfall:
$5.9 Billion

Moving Forward

The LRTP is updated every four years to adapt to changing conditions and includes a Short-Term Action Plan that identifies planning efforts intended to advance the Preferred Scenario strategies over the next several years. These efforts are designed to further refine the Preferred Plan, respond to evolving transportation trends and policy requirements, and inform future LRTP updates.

Short-Term Action Plan

OCTA has identified several short-term planning activities that are outlined in the table below. These are intended to support the Preferred Scenario and development of future LRTPs.

Activity	Description
Orange County Planning Activities	
Active Transportation Plan	Establish framework to guide the development of infrastructure, programs, and policies for a countywide active transportation system and position the county to compete for future funding opportunities.
Complete Streets	Coordinate with local jurisdictions and establish a streamlined process to integrate active transportation projects on the Master Plan of Arterial Highways (MPAH).
Managed Lanes Network Study	Update the Express Lanes Network Study to reflect current operating conditions and future implementation strategies.
Street and Highway Strategic Plan	Evaluate countywide streets and highway needs and identify improvement strategies on regionally significant facilities.
Toll Roads Beyond 2050	Coordinate with Caltrans District 12 and TCA to plan for toll road improvements and operational approaches on the toll road corridors beyond 2050; including identifying traffic modeling approach for future transportation planning analyses.
Signal Synchronization	Support local initiatives to maintain signal synchronization corridors countywide and study opportunities for integrating advanced technologies.
Multimodal Corridor Study	Develop programming -level project initiation document to evaluate improvements along the non-tolled portion of the SR-73 and managed lane connectivity.
Freeway Chokepoints	Develop programming-level project initiation document to evaluate potential freeway chokepoint improvements.
Pacific Electric Right-of-Way (PE ROW) Planning	Explore opportunities to use former PE ROW to improve system efficiency and connectivity.

Activity	Description
Long-Term Transportation Funding Strategy	Develop and recommend strategies for securing funds for addressing transportation needs beyond the 2041 sunset of the M2 sales tax.
Equity Planning	Explore opportunities to improve equity-related analyses in OCTA planning processes.
Traffic Model Update	Update the Orange County Traffic Analysis Model (OCTAM) to incorporate the latest socioeconomic data.
Transportation Demand Management (TDM)	Advance TDM strategies to expand sustainable travel options and reduce reliance on single-occupancy vehicle trips.
Coordination with Local Partner Agencies	Continue dialogue with local jurisdictions – the California Department of Transportation (Caltrans) District 12, TCA, local transit operators, and other local agencies as needed to further intra-county connectivity.
Intelligent Transportation System (ITS) Planning	Advance prioritized ITS strategies and projects to align with state and federal guidance and improve system efficiency, safety, and coordination across the county.
Sustainable Transportation Strategies	Study potential for a mitigation program designed to offset vehicle miles traveled (VMT) induced by transportation and land-use projects within Orange County.
Adaptation and Sustainability Planning	Advance implementation of priority Climate Adaptation and Sustainability Plan measures and update action strategies.
Transit Vision Update	Update the long-term transit vision for Orange County.
Rail Strategic Plan	Develop a long-term rail vision for Orange County.
Asset Management	Monitor maintenance needs for existing and new facilities and equipment. Update fleet plans to address zero-emission bus requirements.
Short-Range Transit Plan	Develop a five-year transit plan including service update, performance, and policy analysis.
Transit Opportunity Corridor Study	Evaluate improvement opportunities on transit opportunity corridors identified in the 2024 Transit Vision.
Express Bus / Freeway BRT Study	Evaluate express bus and freeway BRT concepts on regionally significant corridors.
Transit Signal Priority Master Plan	Develop plan for short-term event-driven and long-term TSP improvements.
Coastal Rail Resiliency Study	Evaluate resiliency solutions for rail infrastructure along the county's southern coast.
Transit Access and System Integration	Evaluate opportunities to improve transit access, strengthen connections between travel modes, and better integrate facilities and services to support increased ridership and system efficiency.
Regional Planning Activities	
2028 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)	Participate in the development of the 2028 RTP/SCS and initiate dialogue with SCAG and local jurisdictions.
Coordination with Regional Partner Agencies	Continue the dialogue with the Southern California Association of Governments (SCAG), San Diego Association of Governments (SANDAG), LA Metro, County Transportation Commissions, South Coast Air Quality Management District, Caltrans, and other regional agencies as needed to further inter-county connectivity.
Trade Corridors/Goods Movement	Advance a coordinated set of freight improvements, including truck routes, multimodal access, operational strategies, and funding priorities, through coordination with local and regional partners.

Activity	Description
SR-91 Express Lanes	Continue dialogue with RCTC and appropriate agencies to identify impacts to, and opportunities for, connectivity between the Los Angeles and Orange County transportation network.
2028 Olympics Service Plan	Develop a service plan for the transportation needs of the 2028 LA Olympics in coordination with regional and local partner agencies.
Southeast Gateway Line	Continue dialogue with LA Metro and appropriate agencies to identify impacts to, and opportunities for, connectivity between the Los Angeles and Orange County transportation network.
East Side Transit Corridor Phase 2	Continue dialogue with LA Metro and appropriate agencies to identify impacts and opportunities for connectivity with Orange County's transportation network.
San Diego's I-5 High Occupancy Toll Lane Project	Continue the dialogue with SANDAG and appropriate agencies to identify impacts and opportunities for connectivity with Orange County's transportation network.
Emerging Issues	
State and Federal Policy	Monitor State and federal legislation, regulations, and policies.
State and Federal Funding	Identify strategies and opportunities to access and leverage State and federal funding.
Connected Infrastructure Needs Assessment	Study infrastructure needs and identify opportunities to implement and/or complement emerging transportation technologies.
Monitor Technology	Monitor developing technologies and their potential impacts on transportation (e.g., autonomous mobility, connected vehicles, artificial intelligence, and air taxis).
Transportation Outreach and Education	
Active Transportation Safety	Implement safety and education campaign initiatives focused on multimodal safety awareness and behavior change.
Inclusive Public Engagement	Provide all members of the public with equal opportunities to provide input into OCTA planning efforts.
Transit Use and Trip Planning	Explore new approaches to increase the use of modes other than single-occupant vehicles, including enhanced transit and active transportation facilities, public education, and incentives.