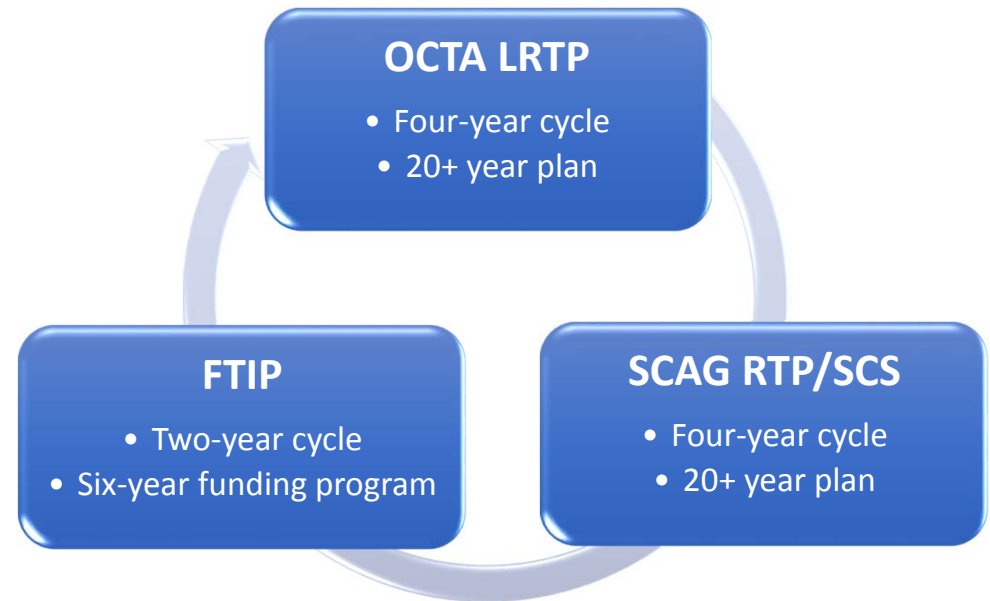




Developing the 2018 Long-Range Transportation Plan

Long-Range Transportation Plan (LRTP)

- OCTA's LRTP serves to:
 - Evaluate current plans and policies
 - Identify new initiatives and priorities
 - Define projects in the Regional Transportation Plan
- Must consider:
 - Stakeholder input
 - Revenue forecasts
 - Current commitments
 - Population/Employment forecasts
 - Key Issues



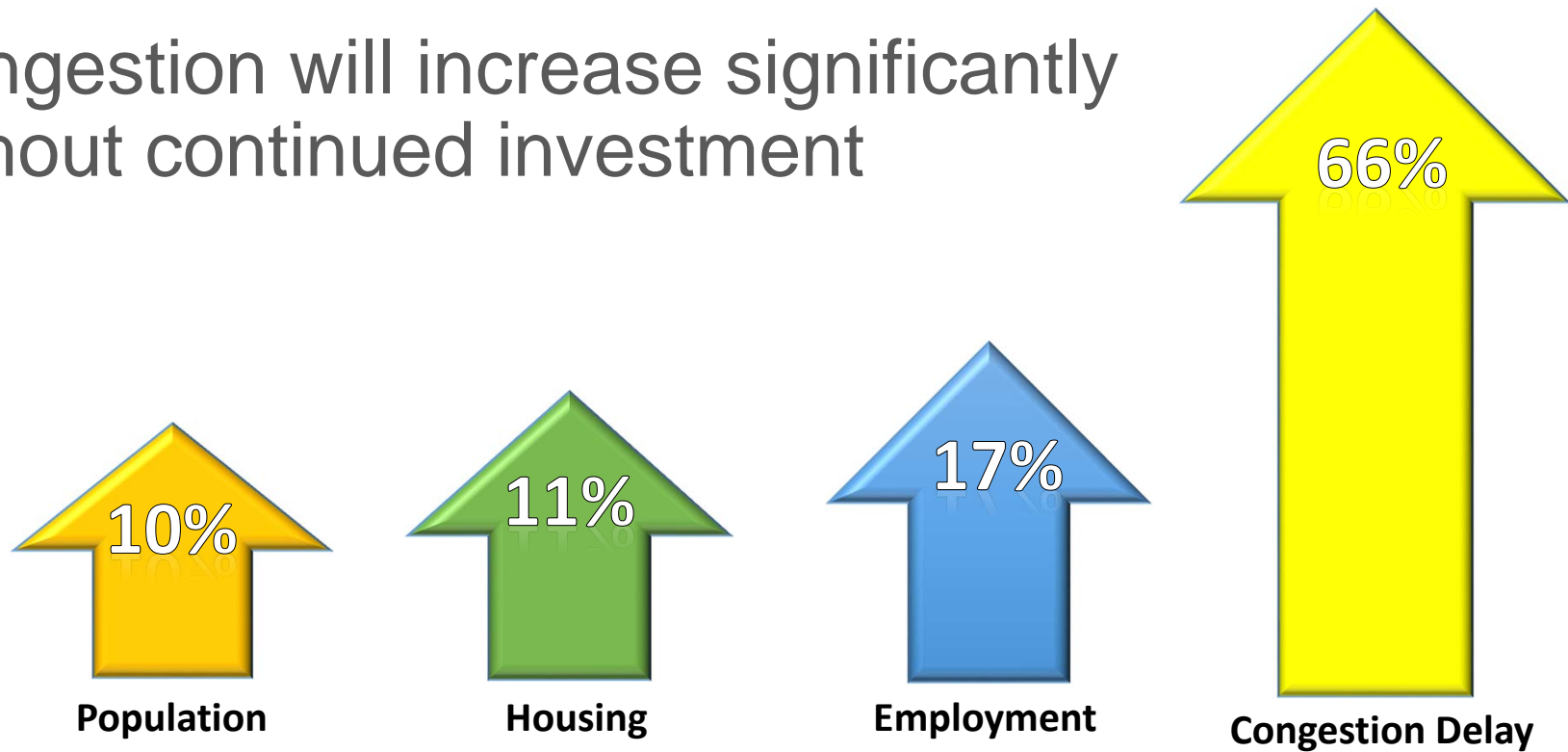
Key Considerations for 2018 LRTP

- Growing traffic & limited land
- Housing costs
- Emerging technologies & services
- New vision for transit
- Challenging emission standards
- Uncertain transportation funding
- Managed lanes



Impacts of Growth (2015-2040)

- Congestion will increase significantly without continued investment



Impact of Technologies

- Past
 - Cell phones led to reduction in callboxes and distributed congesting monitoring
- Present
 - Smart phones linked to way-finding apps and new services like Uber/Lyft changing public transportation
- Future
 - Connected/automated vehicles linked to each other and signal systems may change public infrastructure

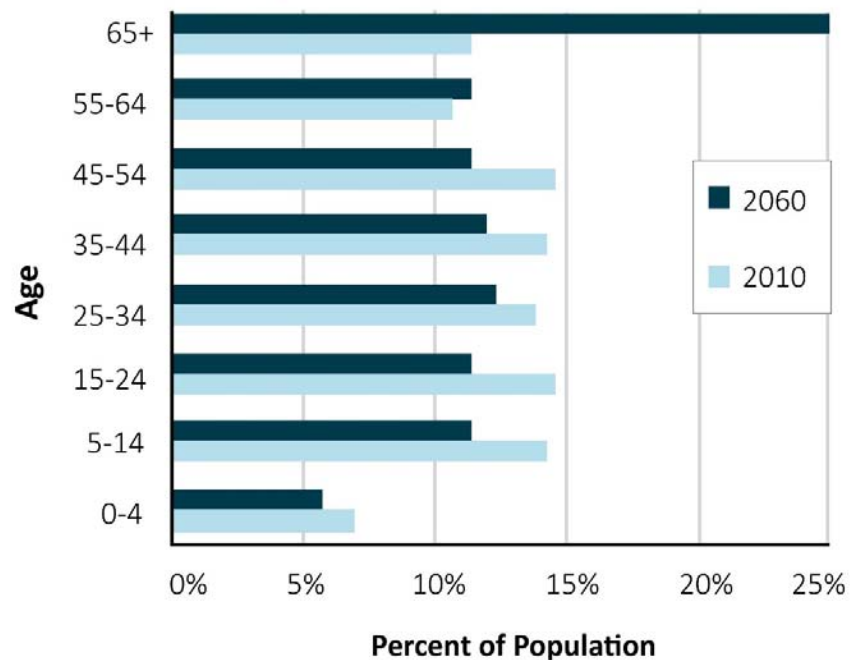


Monitor, shape, or implement?

Aging Workforce

- Aging population = aging workforce
- Population over 65 expected to double in Orange County

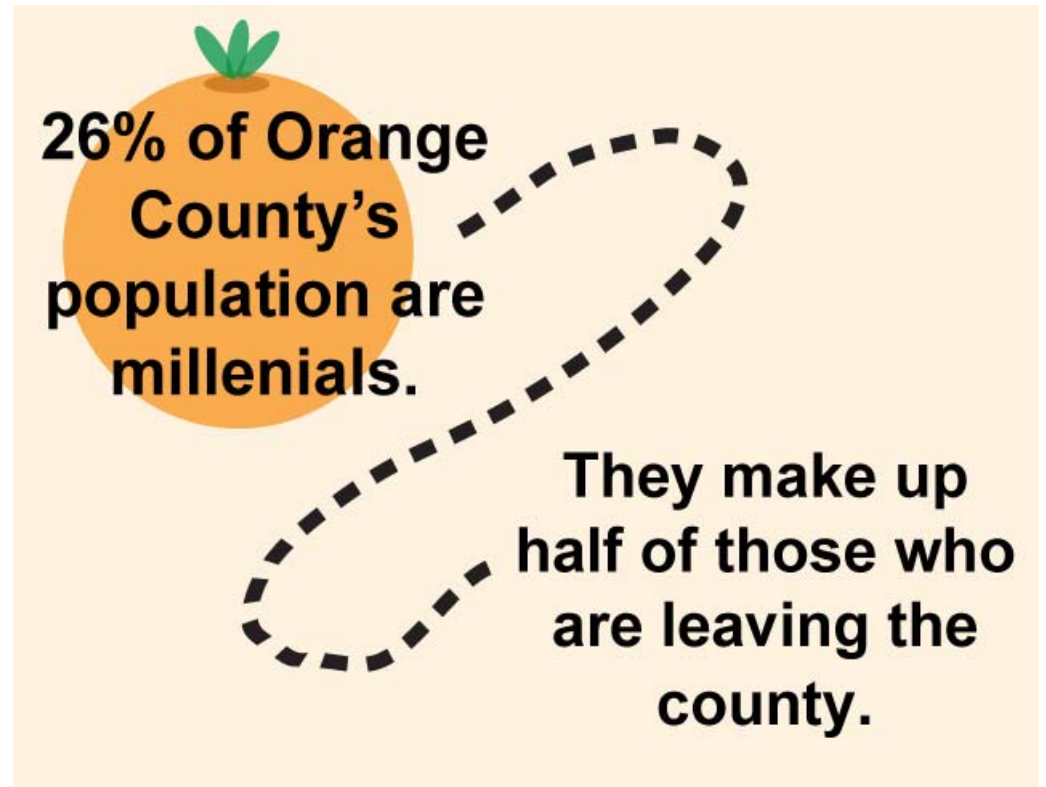
Projected Components of Population by Age in Orange County, 2010-2060



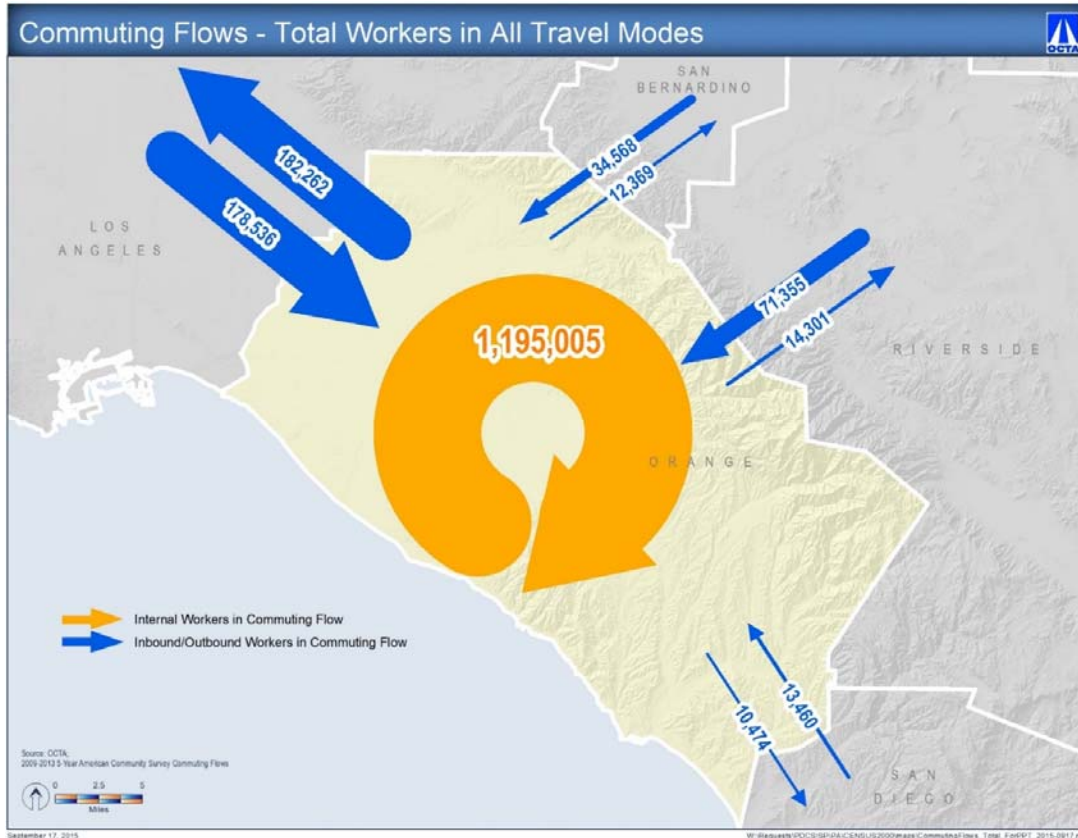
Source: State of California, Department of Finance

Changing Demographics

- Higher-wage jobs/affordable housing needed for younger generations



Workforce Commuting (Now)



Commutes from Inland Empire are likely to continue given housing costs and job growth in Orange County.

Commute trips are generally balanced between LA and Orange counties.

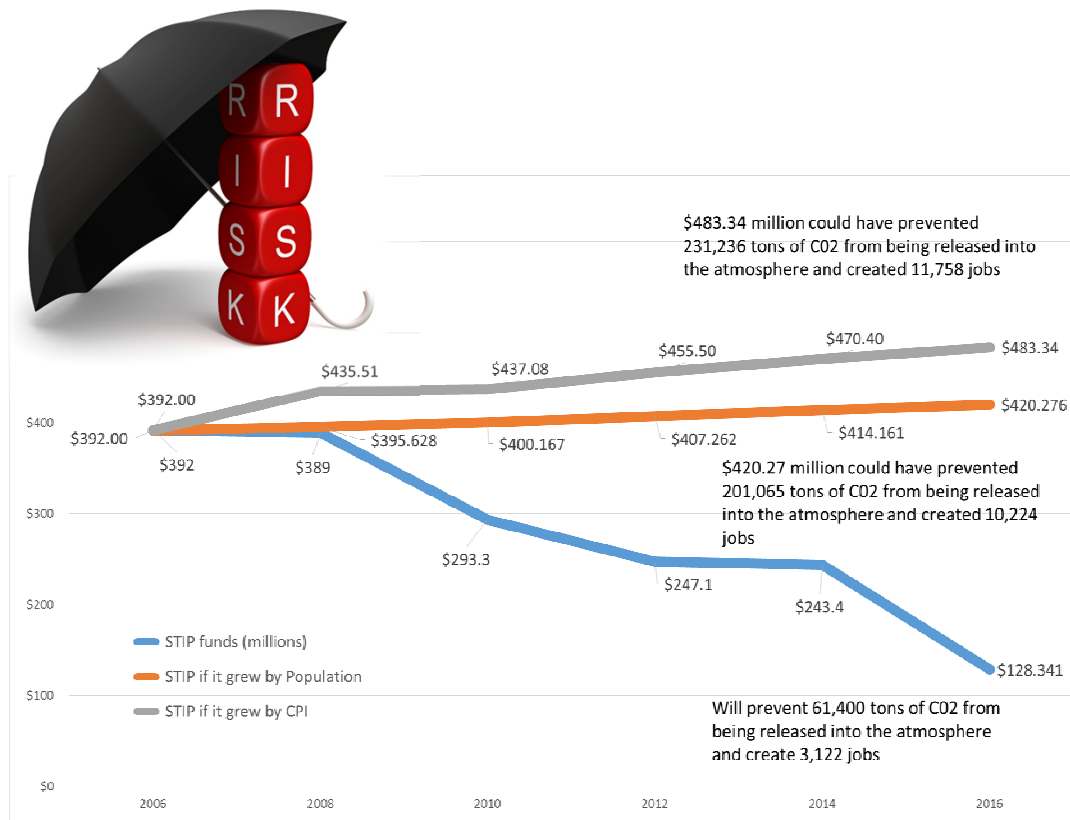
State & Federal Actions

- Reduce NOx/Ozone
(United States Environmental Protection Agency)
- Reduce greenhouse gases by 40 percent below 1990 levels by 2030
(Executive Order B-30-15; SB-32)
- Cut petroleum use by 50 percent by 2030
(SB-350 and Air Resources Board goals)
- Reduce vehicle miles traveled
(SB-743)
- Emphasis on managed lanes
(California Department of Transportation's directive)



Funding

- Revenues not as predictable as past
 - Purchasing power declining
 - State funding for maintenance/operations
 - State commitments uncertain
 - Legislative fix possible



The Road Repair and Accountability Act of 2017

- Invests \$52.4 billion over the next decade, focused on fixing aging roads, highways and bridges, and invests more in transit
- Investment package will be funded by a combination of increased taxes and fees on gasoline and diesel, a new transportation improvement fee, a new fee on zero-emission vehicles, repayment of transportation loans, and increased Caltrans efficiency measures
- Revenues will phase in starting November 2017, with adjustments for inflation

Impacts to O.C.

- Doubles transit and local streets and roads funding
- Helps stabilize STIP funding source
- Provides new revenue source for intercity and commuter rail (about \$40 million annually)
- New grant programs to target congested corridors, goods movement, local planning and to incentivize self-help counties
- Additional funding for active transportation, transit capital grants and freeway service patrol
- New reporting and maintenance of effort requirements for cities, counties and Caltrans to receiving funding

LRTP Look Ahead

Activity	Schedule
Outreach	Ongoing
Scenario Development and Analysis	Summer/Fall 2017
Draft 2018 LRTP Public Review	Spring 2018
Final 2018 LRTP	Summer/Fall 2018