

**Regional Planning Activities
May 2025**

California Department of Transportation (Caltrans)

	Summary	Key Dates	OCTA Interest	OCTA Role
Interstate 5 (I-5) Managed Lane Project (Red Hill Avenue to Orange/ Los Angeles County Line)	<p>Caltrans is advancing plans to implement express lanes or high-occupancy vehicle (HOV) 3+ lanes on I-5 between Red Hill Avenue and the Orange County/Los Angeles County Line (~15.5 miles). The project addresses HOV degradation and operational deficiencies, particularly in the peak southbound (AM) and northbound (PM) directions.</p> <p>Concerns remain regarding inconsistent access design, volume control, toll policy clarity, induced demand effects, and the vehicle miles traveled mitigation strategies.</p> <p>The Orange County Transportation Authority (OCTA) has highlighted the need for greater collaboration in shaping tolling policies, operations, and reinvestment strategies.</p>	<p><u>2020</u> – Supplemental project study report finalized</p> <p><u>2023</u> – OCTA comments submitted on the draft environmental document</p> <p><u>Summer/Fall 2025</u> – Caltrans to provide update to OCTA Board of Directors (Board)</p> <p><u>To Be Determined (TBD)</u> – Final environmental document</p> <p><u>TBD</u> – Submission of tolling application to the California Transportation Commission (CTC)</p> <p><u>TBD</u> – Begin design-build</p> <p><u>2029</u> – Open to traffic (Caltrans target)</p>	<p>Support the success of the express lanes as a regional strategy.</p> <p>Maintain public confidence in tolling strategies.</p> <p>Ensure revenues are reinvested in the corridor to improve transportation.</p> <p>Ensure seamless integration with OCTA's regional express lane operations for the 91 and 405 Express Lanes.</p>	<p>Advocate to partner with Caltrans in project planning and operations.</p> <p>Help shape user policies, access design, and enforcement to support corridor performance and user satisfaction.</p> <p>Provide insights from experience to enhance viability and public trust.</p>

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Caltrans (cont.)

	Summary	Key Dates	OCTA Interest	OCTA Role
Games Route Network (GRN) Caltrans District 7	<p>The GRN is a network of roads for traveling between official venues during the Los Angeles 2028 Olympics (LA28). These will be dedicated lanes for the use of Paralympic and Olympic Games for LA2028 (Games) vehicles. General traffic will be prohibited from using these dedicated travel lanes. The network is intended to promote “No Venue Parking” at the LA28 – part of a “Transit First” objective for LA28.</p> <p>Caltrans is the named lead agency for the “GRN/Traffic Management Games” Mobility Executive Subcommittee.</p> <p>On April 15, 2025, additional venues for the 2028 Olympics were announced that include two events with ties to Orange County: indoor volleyball at the Honda Center in the City of Anaheim and surfing at Trestles Beach in San Diego County, just south of San Clemente in Orange County. OCTA will continue to coordinate with regional partners and refine transit planning efforts to support access to these venues.</p> <p>The development of the GRN will be based on LA28’s finalization of the Games venue plan.</p>	<p><u>November 2024</u> - Caltrans presented draft Manual on Uniform Traffic Control Devices (MUTCD) supplement to the California Traffic Control Devices Committee</p> <p><u>2025–2026</u> - Caltrans to develop final LA28 MUTCD supplement to authorize the use of temporary traffic control devices for the 2028 Games; the supplement will be finalized and submitted to FHWA for approval following review by the California Traffic Control Devices Committee</p> <p><u>TBD</u> – Final venue plan</p> <p><u>June 1 – September 1, 2028</u> - All LA28 GRN traffic control devices will be placed temporarily</p>		<p>Continue monitoring as developments occur.</p> <p>Provide input and service recommendations to ensure alignment with Orange County plans.</p> <p>Provide input regarding potential OCTA-operated connections to the GRN.</p>

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California Transportation Commission

	Summary	Key Dates	OCTA Interest	OCTA Role
SB 1121 (Chapter 508, Statutes of 2022) Report	<p>SB 1121 requires the CTC, in consultation with the California State Transportation Agency and Caltrans, to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next ten years. The assessment is focused on potential funding gaps resulting from a drop in gasoline tax revenue due to increased electric vehicle adoption.</p> <p>CTC is considering alternative funding mechanisms to ensure funding for transportation projects, including:</p> <ol style="list-style-type: none"> 1. Scenario 1: Do nothing/continue as is 2. Scenario 2: Increase existing mechanisms 3. Scenario 3: Phased-in road charge 4. Scenario 4: Fully implemented road charge <p>The CTC has identified that there is a funding need of \$757.5 billion over the next ten years. The most funding is needed for transit (\$351 billion), local road improvements (\$240 billion), and highways (\$101 billion). Thus far, the CTC has captured \$572 billion, leaving a \$216 billion shortfall.</p>	<p><u>January 2024</u> – Interim needs assessment report submitted to State Legislature</p> <p><u>Spring & Summer 2024</u> – Ongoing stakeholder workgroup meetings</p> <p><u>Fall 2024</u> – Release draft SB 1121 complete needs assessment and hold public workshop</p> <p><u>December 2024</u> – Adopt Final SB 1121 complete transportation needs assessment</p> <p><u>January 2025</u> – Transmit final assessment to State Legislature</p>	May inform future discussions on gasoline tax alternatives and other long-term funding mechanisms.	Monitor influence of the report on discussions related to funding and state planning priorities.

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Southern California Association of Governments (SCAG)

	Summary	Key Dates	OCTA Interest	OCTA Role
2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)	<p>The 2024 RTP/SCS is a federally required transportation planning document. The 2024 RTP/SCS addresses needs over a 20-plus year planning horizon and is constrained by a reasonably foreseeable revenue forecast. It must also demonstrate air quality conformity and greenhouse gas emission reductions with budgeted levels set by the United States Environmental Protection Agency and California Air Resources Board (CARB).</p> <p>CARB is currently conducting a technical review of SCAG's SCS. A key issue is SCAG's auto operating cost methodology. SCAG remains confident in its approach and continues to engage in discussions with CARB to resolve the matter.</p>	<p><u>2021-2022</u> – Initiate plan development process and establish foundation and frameworks</p> <p><u>Spring 2022 – Fall 2022</u> – Data collection and policy development; OCTA submitted projects consistent with 2022 Long-Range Transportation Plan</p> <p><u>Winter 2023</u> – Outreach and analysis</p> <p><u>Spring 2023</u> – Draft plan policy discussions</p> <p><u>Fall 2023</u> – Draft plan, transportation conformity determination, and environmental document release</p> <p><u>January 2023</u> – OCTA submitted comment letter on the draft 2024 RTP/SCS</p> <p><u>April 2024</u> – Adoption of the final 2024 RTP/SCS by SCAG</p> <p><u>Underway</u> – CARB conducting analysis of SCS</p>	SCS approval impacts funding eligibility and prioritization for several state-controlled sources.	Monitor status of CARB's review of the 2024 SCS.

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Los Angeles County Metropolitan Transportation Authority (LA Metro)

	Summary	Key Dates	OCTA Interest	OCTA Role
LA28	<p>The Greater Los Angeles Area is preparing for LA28. This will include coordination between OCTA, LA Metro, and other planning agencies in the area.</p> <p>Projects are anticipated to also prepare the region for the FIFA World Cup in 2026 and Super Bowl in 2027.</p> <p>LA Metro is the lead agency named for six Games Mobility Executive Subcommittees:</p> <ul style="list-style-type: none"> • Games Enhanced Transit Service (GETS)/Zero-Emission Bus Program • Mobility Hubs • Countywide Bus-Only Lanes • Key Stations/LRT Improvements • Wayfinding • Heat Resilience <p>Orange County has been selected to host volleyball at the Anaheim Honda Center and surfing at Trestles Beach in the City of San Clemente.</p> <p>LA Metro has stated that they are focusing on high value, low-cost projects in the Mobility Concept Plan like bus lanes, key station improvements, systemwide wayfinding, and signage.</p>	<p><u>December 2020</u> – LA Metro Board of Directors approved Mobility Concept Plan</p> <p><u>April 2022</u> – Mobility Concept Plan presented to stakeholders</p> <p><u>December 2023</u> – Mobility Concept Plan and projects list approved by LA Metro Board of Directors</p> <p><u>October 2024</u> – Meeting of Ad Hoc 2028 Olympic & Paralympic Games Committee</p> <p><u>February 2025</u> - Meeting of Ad Hoc 2028 Olympic & Paralympic Games Committee</p> <p><u>May 2025</u> – Next meeting of Ad Hoc 2028 Olympic & Paralympic Games Committee</p>	<p>To ensure Orange County is included in LA28 regional mobility planning efforts and to support a safe, efficient, and coordinated transportation network throughout the County.</p>	<p>Coordinate with LA Metro and the City of Los Angeles as preparations begin for LA28.</p> <p>Monitor development of financing/ funding strategy and potential implementation of program of projects.</p>

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LA Metro (cont.)

	Summary	Key Dates	OCTA Interest	OCTA Role
LA28 Mobility Hubs	<p>LA Metro is planning on implementing several types of mobility hubs in preparation for the 2028 Olympics:</p> <ul style="list-style-type: none"> • Venue stations (i.e., expo/University of Southern California) • LA Metro stations with parking infrastructure (i.e., Chatsworth) • Games temporary hub (i.e., park-and-rides) <p>Mobility hub goals will shift across time frames, as listed below:</p> <ul style="list-style-type: none"> • Short term - modal change • Medium - support Games • Long - build upon ongoing efforts that Los Angeles Department of Transportation have undertaken <p>Five transit mobility hubs have been funded:</p> <ul style="list-style-type: none"> • Chatsworth • North Hollywood • El Monte • Expo/Crenshaw • Willow <p>LA Metro will also consider other venue cities to implement mobility hubs.</p>	N/A	<p>Opportunity to support connectivity between Orange County and Olympic venue cities through planned mobility hubs, and to monitor mobility hubs as active case studies for future application.</p>	<p>Continue monitoring for coordination needs.</p>

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LA Metro (cont.)

	Summary	Key Dates	OCTA Interest	OCTA Role
LA Metro E Line Eastside Transit Corridor Phase 2	Environmental process and advanced conceptual engineering for extending the E Line further east from its current terminus at Pomona Boulevard and Atlantic Boulevard in East Los Angeles potentially through the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and the unincorporated communities of East Los Angeles and West Whittier-Los Nietos.	<p><u>February 2020</u> – LA Metro Board of Directors approved proceeding with the project’s environmental process and withdrawing the State Route 60 and combined alternatives from further consideration in the environmental study</p> <p><u>May 2024</u> – Final Environmental Impact Report (EIR) certified by LA Metro Board of Directors</p> <p><u>2023- 2028</u> – Final design phase</p> <p><u>Early 2026</u> – Federal Transit Administration (FTA) National Environmental Policy Act decision document</p> <p><u>2027</u> - Advanced utility adjustments and construction notices</p> <p><u>2029</u> – Start of construction</p> <p><u>2035 – 2037</u> – Phase 2 in service (pending funding availability)</p>	May provide opportunities for future connections into Orange County, or connections with OCTA bus service.	Monitoring.

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LA Metro (cont.)

	Summary	Key Dates	OCTA Interest	OCTA Role
Southeast Gateway Line	In January 2022, the LA Metro Board of Directors approved Los Angeles Union Station as the northern terminus and the 14.5-mile route from Slauson/A (Blue) Line to Pioneer Boulevard in the City of Artesia as the locally preferred alternative for the initial segment between the City of Artesia and downtown Los Angeles. The new light rail transit line will connect downtown Los Angeles to southeastern Los Angeles County, which could provide potential for a future extension into Orange County along the Pacific Electric Right-of-Way.	<p><u>January 2022</u> – Selection of a locally preferred alternative and project terminus</p> <p><u>January 2024</u> – Project renamed from West Santa Ana Branch Transit Corridor to Southeast Gateway Line</p> <p><u>April 2024</u> – LA Metro Board of Directors certified Final EIR</p> <p><u>Summer 2024</u> – FTA issued EIR determination</p> <p><u>2035</u> – Forecasted opening</p>	May provide opportunities for future connections into Orange County, or connections with OCTA bus service.	Monitoring.
GETS	<p>GETS is LA Metro's enhanced bus service plan that seeks to provide additional public transit capacity during the Games, focusing on areas with limited rail coverage.</p> <p>LA Metro requires around 3,000 buses, as well as additional coach operators and mechanics, to support spectators and the workforce during peak Games operations. OCTA has committed to providing approximately 20 buses.</p>	<u>Underway</u> – Route planning	Opportunity to support connectivity between Orange County and Olympic venue cities through additional bus service.	Coordinate with LA Metro to ensure transit demand during the Games.