

January 2017 Regional Planning Activities

Summary		Key Dates	Orange County Transportation Authority (OCTA) Interest	OCTA Role
United States Environmental Protection Agency (EPA)				
National Ambient Air Quality Standards Update for Eight-Hour Ozone Emissions	<p>The Clean Air Act requires review of air quality standards every five years to "protect the public health with an adequate margin of safety."</p> <p>In October 2015, EPA established a new ozone standard of 70 parts per billion (ppb), which is more stringent than the previous standard of 75 ppb. The new standard is based on research regarding ozone's effects on human health and the environment.</p> <p>Implementation guidelines are being prepared that consider technical feasibility, cost, and time needed to meet the standards. In this process, EPA is expected to work closely with states and local partners to identify flexible and cost-effective implementation measures and programs.</p>	<p><u>October 2015</u> - Final rule (70 ppb)</p> <p><u>2016-17</u> - Develop implementation guidelines</p> <p><u>October 2017</u> - Nonattainment area designations established</p> <p><u>2037</u> - Deadline to demonstrate attainment in the South Coast Air Basin</p>	<p>Ensure inclusion of flexible and cost-effective implementation measures and programs in the implementation guidelines.</p> <p>Support continued and increased funding for the development and integration of zero and near-zero emission technologies.</p>	Monitoring development of implementation guidelines
Office of Planning and Research (OPR)				
SB 743 (Chapter 386, Statutes of 2013) Updates to the California Environmental Quality Act (CEQA) Guidelines	<p>Automobile delay (level of service) is no longer a criteria for significant impacts within transit priority areas under CEQA.</p> <p>Draft recommends vehicle miles traveled to analyze transportation impacts, and to reduce greenhouse gas (GHG) emissions, develop multimodal networks, and diversify land uses.</p> <p>At OPR's discretion, this can be expanded beyond transit priority areas.</p>	<p><u>January 2016</u> - OPR released a revised draft for additional public review</p> <p><u>February 2016</u> - OCTA submitted comments</p> <p><u>October 2016</u> - OPR discussion of updates</p> <p><u>Early 2017</u> - OPR to submit recommendation to the Natural Resources Agency (NRA) for certification and adoption</p>	<p>Minimize potential for CEQA-related litigation concerns, negative mobility impacts, and increased time and cost for project development and implementation.</p>	Monitor OPR revisions and NRA actions
California Department of Transportation (Caltrans)				
California Transportation Plan (CTP) 2040	A long-range policy framework for addressing future mobility needs and reducing GHG emissions by setting goals, performance-based policies, and strategies.	<p><u>June 2016</u> - Final plan approval</p>	<p>Ensure that the goals, policies, and strategies do not conflict with OCTA plans or projects.</p> <p>Emphasize the need for any CTP strategies to be vetted at the local and regional levels, prior to including in local/regional plans.</p>	Complete

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Caltrans (continued)				
Regional Transportation Plan (RTP) Guidelines	Caltrans and the California Transportation Commission (CTC) are coordinating to prepare new guidelines for the development of RTPs. Metropolitan Planning Organizations (MPOs), such as the Southern California Association of Governments (SCAG), will reference these guidelines when preparing their RTPs.	<u>Spring 2016</u> - Initial draft prepared <u>August 2016</u> - OCTA submitted comments <u>Summer 2016</u> - Workgroup meetings <u>November 2016</u> - Revised draft <u>December 2016</u> - CTC approval	Ensure that the Guidelines are true to the purpose of the RTP, and that no unnecessary requirements are included	Provide comments Participate in workgroup meetings Coordinate with SCAG
District 12 Degradation Determination Report and Degradation Action Plan	Identification of high-occupancy vehicle (HOV) lane segments that do not meet the operational standard set by the Federal Highway Administration, and strategies for correcting degradation on those facilities.	<u>September 2016</u> - 2014 Determination Report prepared	Monitor annual updates for strategies that may conflict with OCTA plans and policies.	Monitoring
District 12 Managed Lanes Feasibility Study	An evaluation of four options for the existing HOV system. These include: the existing network and programmed improvements; a full dual HOV lane network; converting existing HOV lanes to high-occupancy toll (HOT) lanes and adding HOT lanes for a full dual HOT lane network; and converting HOV lanes to HOT lanes with 3+ occupancy.	<u>May 2013</u> - Study kick-off <u>September 2016</u> - Final draft completed <u>November 2016</u> - OCTA submitted comments	Ensure consistency with OCTA plans and programs.	Provide comments
District 12 Managed Lanes Network Study	Evaluating the existing HOV system and implementation options to identify where proposed managed lane(s) strategies are feasible in terms of corridor and system performance, safety, efficiency, and cost and benefit.	<u>July 2014</u> - Study kick-off <u>August 2016</u> - Draft final transmitted to OCTA for review <u>August 2016</u> - OCTA submitted comments	Ensure consistency with OCTA plans and programs.	Provide comments
California Air Resources Board (CARB)				
SB 375 (Chapter 728, Statutes of 2008) Targets Update	Process to update targets for GHG reduction from passenger vehicles, involving coordination between CARB, MPOs, and stakeholders. For the SCAG region, the updated targets will not apply to Sustainable Communities Strategies (SCS) until 2019.	<u>Fall 2016</u> - MPOs provide target input <u>Spring 2017</u> - Draft targets released for review and comment <u>Summer 2017</u> - Finalize targets	Support maintaining feasible GHG targets for the SCAG region.	Participate in stakeholder workshops Coordinate with SCAG Monitor Regional Targets Advisory Committee

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CARB (continued)				
Scoping Plan - 2nd Update	Describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020, and 40 percent below 1990 levels by 2030.	<p><u>April 2015</u> - Governor Brown signs Executive Order B-30-15, identifying the goal to reduce GHG emissions 40 percent below 1990 levels by 2030</p> <p><u>September 2016</u> - SB 32 (Chapter 249, Statutes of 2016) signed into law, codifying the 2030 target identified by Executive Order B-30-15</p> <p><u>September 2016</u> - Whitepaper released on VMT reduction strategies for consideration in the Scoping Plan</p> <p><u>September 2016</u> - OCTA submitted comments on the whitepaper</p> <p><u>December 2016</u> - Released a Discussion Draft for public review</p> <p><u>January 2017</u> - Revised Draft to be released for public review</p> <p><u>Spring 2017</u> - Finalize Scoping Plan</p>	<p>Ensure assumptions and considerations are reasonable.</p> <p>May influence revisions to regional GHG reduction targets associated with SB 375.</p>	<p>Participate in workshops</p> <p>Provide comments</p>
South Coast Air Quality Management District (SCAQMD)				
Air Quality Management Plan (AQMP)	<p>Identifies strategies for achieving attainment with the National Ambient Air Quality Standards in the South Coast Air Basin.</p> <p>Provides input into the California State Implementation Plan (federally required air quality plan).</p>	<p><u>June 2016</u> - Draft AQMP released for review and comment</p> <p><u>August 2016</u> - OCTA submitted comments</p> <p><u>August 2016</u> - Preliminary draft Socioeconomic Report released for review and comment</p> <p><u>September 2016</u> - Draft CEQA document released for review and comment</p> <p><u>October 2016</u> - Revised Draft AQMP released for review and comment</p> <p><u>November 2016</u> - Public Hearing</p> <p><u>December 2016</u> - Release Draft Final AQMP</p> <p><u>February 2017</u> - Finalize AQMP</p>	<p>Support development of attainment strategies that are within SCAQMDs regulatory authority.</p> <p>Ensure economic impacts are considered.</p> <p>Minimize impacts to mobility.</p> <p>Ensure 2016 RTP input is accurately incorporated.</p>	<p>Participate in Advisory Committee meetings</p> <p>Review and comment on draft documents</p>

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SCAG				
Express Travel Choices Study - Phase 2	<p>Identification of a regional HOT network and conceptual operations strategy throughout the SCAG region.</p> <p>Builds off the Phase 1 HOT network that was reflected in the 2012 RTP.</p> <p>Data from this study was incorporated into SCAG's 2016 RTP</p>	<p><u>June 2013</u> - Study kick-off</p> <p><u>June 2016</u> - Finalized study</p>	<p>Ensure consistency with SCAG's 2012 RTP and OCTA's 2014 Long-Range Transportation Plan (LRTP).</p> <p>Support concepts that improve corridor performance over revenue generation.</p>	Complete
Sustainability Program	<p>Grant program that supports implementation of SCS measures by local jurisdictions throughout the SCAG region.</p>	<p><u>October 2016</u> - Call for projects announced</p> <p><u>November 18, 2016</u> - Deadline to submit projects</p> <p><u>February 2017</u> - SCAG Regional Council to approve projects for funding</p>	<p>Identify OCTA projects for submittal</p> <p>Ensure that Orange County jurisdictions receive a fair share of funding.</p> <p>Work with SCAG to understand the extent of benefits achieved from this program.</p>	<p>Preparing applications</p> <p>Providing letters of support</p> <p>Monitoring</p>
Greenline Extension Study	<p>Planning study to identify and evaluate feasible alternatives for extending the Metro Green Line to the Norwalk/Santa Fe Springs Metrolink Station.</p>	<p><u>Fall 2016</u> - Initiated study</p> <p><u>January 2017</u> - Open house meetings</p> <p><u>Spring 2017</u> - Alternatives development and land use planning</p> <p><u>Summer 2017</u> - Open house meeting</p> <p><u>Winter 2018</u> - Finalize study</p>	<p>Support alternatives that provide improved access for Orange County Metrolink riders to Metro rail services and the Los Angeles International Airport</p>	Monitoring
2016-40 RTP Amendment #1	<p>Modifications to near-term projects identified in the RTP to ensure successful and timely project development and programming of funds in the Federal Transportation Improvement Program.</p>	<p><u>September 2016</u> - Submitted modifications</p> <p><u>Winter 2017</u> - Draft amendment to be released for review and comment</p> <p><u>Spring 2017</u> - Finalize amendment</p>	<p>Ensure project data is updated as needed.</p>	Coordinate with SCAG

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Transportation Corridor Agencies (TCA)				
Transportation Control Measure (TCM) substitution	<p>Substitution is required for the State Route 241 (SR-241) South TCM designation, due to exceedence of deadlines identified in an agreement letter between TCA and SCAG.</p> <p>The proposed substitute TCM is the SR-241/State Route 91 Express Lane Connector</p>	<p><u>December 2015</u> - OCTA submitted a TCM substitution request on behalf of TCA</p> <p><u>September 2016</u> - Proposed substitution presented to the SCAG Transportation Conformity Working Group</p> <p><u>Winter 2017</u> - Finalize substitution through action at SCAG Committee and Regional Council</p>	Complete the substitution process to avoid impacts to regional transportation funding	Coordinating with TCA and SCAG
South County Mobility Study	TCA lead study to identify and analyze potential alternatives for addressing mobility issues in southern Orange County	<p><u>January 2016</u> - Community Ascertainment Study completed</p> <p><u>June 2016</u> - Public Forum #1</p> <p><u>October 2016</u> - Public Forum #2</p> <p><u>November 2016</u> - Settlement achieved for SR-241 lawsuits</p> <p><u>2017</u> - Develop Project Study Report/ Project Development Support</p> <p><u>2018</u> - Develop project approval and environmental documents</p>	Monitor and ensure consistency with OCTA plans and projects	Coordinating with TCA
OCTA Technical Advisory Committee (TAC)				
Master Plan of Arterial Highways (MPAH) Ad Hoc Committee	Ad hoc committee formed to evaluate current MPAH traffic calming policy and recommend potential revisions to support continued complete streets implementation throughout Orange County.	<p><u>July 2016</u> - Request to form an ad hoc committee</p> <p><u>Fall 2016</u> - Three ad hoc meetings</p> <p><u>February 2017</u> - Present ad hoc recommendations to full TAC</p> <p><u>Spring 2017</u> - Present TAC recommendations to OCTA Board</p>	Ensure continued integrity of regional mobility on the MPAH, while accomodating local jurisdiction requests related to complete street requirements	<p>Facilitate ad hoc meetings</p> <p>Coordinate with TAC members to recommend modifications to MPAH policies</p>

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Los Angeles County Metropolitan Transportation Authority (Metro)				
Metro Gold Line Eastside Extension Phase II	Study of two alternatives for extending the Gold Line to more eastern Los Angeles County communities. One alternative traverses the northern side of State Route 60, and the other travels along Washington Boulevard, terminating near Orange County.	<p><u>November 2014</u> - Metro Board direction to study implementation of one or both alternatives, as well as potential connections with the West Santa Ana Branch Corridor project on the Pacific Electric Right-of-Way</p> <p><u>July 2015</u> - Contract amendment approved by the Metro Board to incorporate the additional work requested in November 2014</p> <p><u>Spring 2016</u> - Metro hosted 5 public meetings to obtain input for the draft studies.</p> <p><u>Winter 2017</u> - Metro Board to hear findings from Technical Study</p>	Support alternatives that create potential for future connections into Orange County.	Monitoring
Interstae 605 (I-605)/Interstate 405 (I-405) Feasibility Study	Study to improve access and operations in the vicinity of the I-605/I-405 interchange.	<p><u>June 2013</u> - Study kick-off</p> <p><u>Fall 2015</u> - Finalized study - Recommends lane additions on I-405 and interchange improvements/realignments</p> <p><u>Next Steps</u> - Begin Project Study Report-Project Development Support (To be determined)</p>	Ensure consistency with OCTA plans and programs.	Complete