

February 2018 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>December 2017</u> - Preliminary designation of South Coast Air Basin as nonattainment</p> <p><u>Winter 2018</u> - EPA to announce 30-day public comment period for the preliminary designation</p> <p><u>Spring 2018</u> - EPA to finalize designation</p> <p><u>2037</u> - Deadline to demonstrate attainment in the South Coast Air Basin</p>	Monitor emission reduction planning efforts for the South Coast Air Basin to ensure no loss of funding.	Coordinate with the Southern California Association of Governments (SCAG) and South Coast Air Quality Management District (AQMD).
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>November 2017</u> - Submitted recommendation to the Natural Resources Agency (NRA) for formal rulemaking.</p>	Minimize potential for CEQA-related litigation concerns, negative mobility impacts, and increased time and cost for project development and implementation.	Monitor NRA for notice of proposed rule making.
California Department of Transportation (Caltrans)				
Interstate 5 (I-5) priced-managed lanes	Caltrans is moving forward with efforts to implement priced-managed lanes on I-5 between the Los Angeles County line and State Route 55. They have stated that this effort is District 12's highest planning priority at this time.	<p><u>December 2017</u> - Kick-off meeting to begin a study of conceptual operations (ConOps)</p> <p><u>June 2018</u> - Draft ConOps study to be provided for review and comment</p> <p><u>December 2018</u> - Finalize ConOps study</p>	Ensure that corridor-wide (general purpose and carpool lanes) operational benefits and reliability are prioritized.	Coordinate with Caltrans and other partner agencies through development of the conceptual operations report and any subsequent studies.

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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 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>January 2017</u> - Finalized	Ensure that the Guidelines are true to the purpose of the RTP, and that no unnecessary requirements are included.	Complete
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>October 2017</u> - 2016 Determination Report and Action Plan released	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 <u>January 2017</u> - Final report transmitted to OCTA	Ensure consistency with OCTA plans and programs.	Complete
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 <u>January 2017</u> - Final report transmitted to OCTA	Ensure consistency with OCTA plans and programs.	Complete

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California Air Resources Board (CARB)				
SB 375 (Chapter 728, Statutes of 2008) Targets Update	<p>Process to update targets for GHG reduction from passenger vehicles, involving coordination between CARB, MPOs, and stakeholders.</p> <p>The updated targets will not apply to Sustainable Communities Strategies (SCS) until 2019.</p>	<p><u>May 2017</u> - MPOs provide target input</p> <p><u>June 2017</u> - Draft target recommendation staff report released for public review</p> <p><u>July 2017</u> - OCTA submitted comments</p> <p><u>October 2017</u> - Revised draft target recommendation staff report released</p> <p><u>December 2017</u> - Informational hearing postponing target recommendations to Spring 2018</p>	Support maintaining feasible GHG targets for the SCAG region.	<p>Participate in stakeholder workshops</p> <p>Coordinate with SCAG</p>
Climate Change Scoping Plan - 2nd Update	Describes the approach California will take to achieve the goal of reducing GHG 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>January 2017</u> - Draft Scoping Plan released for public review</p> <p><u>April 2017</u> - OCTA submitted comments</p> <p><u>December 2017</u> - Scoping Plan finalized</p>	<p>Ensure assumptions and considerations are reasonable.</p> <p>Will influence revisions to regional GHG reduction targets associated with SB 375.</p>	Complete
SB 150 (Chapter 646, Statutes of 2017) - Regional GHG Emission Reduction Progress Report	Requires CARB to prepare a report by September 1, 2018 (and every four years thereafter) documenting progress made in achieving regional GHG emission reduction targets. This must also document best practices and challenges from each MPO, including the effect of state policies and funding.	<p><u>October 2017</u> - Signed into law</p> <p><u>September 1, 2018</u> - First progress report</p>	<p>Will drive future updates of regional GHG emission reduction targets.</p> <p>May influence SCS planning by SCAG.</p>	<p>Participate in public meetings</p> <p>Review and comment on draft documents</p>

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CARB (continued)				
Innovative Clean Transit Regulation	State regulation in development that is intended to require transit operators to purchase zero-emission fleet vehicles.	<u>December 2017</u> - Discussion document released for review and comment <u>January 2018</u> - OCTA submitted comments <u>Spring 2018</u> - CARB workshops anticipated <u>June 2018</u> - ARB hearing to consider the regulation	Minimize potential impacts to transit service.	Participate in workshops Review and comment on draft documents
South Coast Air Quality Management District (SCAQMD)				
Air Quality Management Plan (AQMP)	Identifies strategies for achieving attainment with the National Ambient Air Quality Standards in the South Coast Air Basin. Provides input into the California State Implementation Plan (federally required air quality plan).	<u>June 2016</u> - Draft AQMP released for review and comment <u>August 2016</u> - OCTA submitted comments <u>October 2016</u> - Revised Draft AQMP released for review and comment <u>November 2016</u> - Public Hearing <u>December 2016</u> - Released Draft Final AQMP <u>March 2017</u> - AQMP adopted	Support development of attainment strategies that are within SCAQMDs regulatory authority. Ensure economic impacts are considered. Minimize impacts to mobility. Ensure 2016 RTP input is accurately incorporated.	Complete
AQMP Funding Working Group	Stakeholder working group to help identify potential funding for implementing strategies identified in the AQMP. The AQMP estimates that it would require roughly \$1 billion each year to implement the strategies needed to meet federal air quality standards.	<u>August 2017</u> - working group meeting <u>November 2017</u> - working group meeting	Ensure funding sources currently utilized by OCTA are not diverted. Identify opportunities for funding that could benefit OCTA plans and projects.	Participate in working group meetings

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SCAG				
2020 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)	Federally required transportation planning document. Addresses needs over a 20+ year planning horizon, and constrained by a reasonably foreseeable revenue forecast. Must also demonstrate air quality conformity with budgeted levels set by CARB.	<u>November 2018</u> - County Transportation Commissions to submit projects for inclusion. <u>Fall 2019</u> - release draft RTP/SCS for public review <u>April 2020</u> - SCAG to adopt final 2020 RTP/SCS	Ensure inclusion of projects identified in the 2018 Long-Range Transportation Plan. Support policies that are consistent with OCTA positions.	Coordinate with SCAG and other partner agencies Participate in working groups Monitor SCAG policy committees Review and comment on related materials
Sustainability Program	Grant program that supports implementation of SCS measures by local jurisdictions throughout the SCAG region.	<u>August 31, 2017</u> - Active Transportation call for proposals deadline <u>December 2017</u> - California Transportation Commission approves funding <u>Spring 2018</u> - Project Initiation	Seven Orange County projects were selected for funding through the 2017 Active Transportation Call for Proposals. An additional seven Orange County projects were previously selected through the 2016 call for proposals, including the OCTA Partnerships with Police program.	Coordinate with SCAG and partner agencies, as necessary, to initiate the projects in a timely manner.
Greenline Extension Study	Planning study to identify and evaluate feasible alternatives for extending the Metro Green Line to the Norwalk/Santa Fe Springs Metrolink Station.	<u>Fall 2016</u> - Initiated study <u>January 2017</u> - Open house meetings <u>Spring 2017</u> - Alternatives development and land use planning <u>Summer 2017</u> - Open house meeting <u>Summer 2018</u> - Finalize study	Support alternatives that provide improved access for Orange County Metrolink riders to Metro rail services and the Los Angeles International Airport	Monitoring
2016-40 RTP Amendment #3	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.	<u>January 8</u> - Submitted modifications <u>July 2018</u> - Release draft amendment for public review <u>September 2018</u> - Finalize amendment <u>December 2018</u> - Anticipate federal approval	Ensure project data is updated as needed.	Coordinate with SCAG

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SCAG (continued)				
Transportation Control Measure (TCM) substitution	Substitution is needed for the TCM designation currently on the Express Lanes Connector project between State Route 241 and State Route 91 .	<p><u>December 2017</u> - Letter from TCA agreeing to OCTA's offer to initiate the TCM substitution process.</p> <p><u>February 2018</u> - Initial presentation to the SCAG Transportation Conformity Working Group</p> <p><u>December 2018</u> - Anticipate completing the substitution by end of 2018.</p>	Complete the substitution process to avoid potential impacts to regional transportation funding	Coordinating with SCAG and Transportation Corridor Agencies
Transportation Corridor Agencies (TCA)				
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>June 2017</u> - Public Forum #3</p> <p><u>December 2017</u> - South County Traffic Relief Initial Screening</p>	Monitor and ensure consistency with OCTA plans and projects	Coordinate with TCA and provide comments as necessary
Los Angeles County Metropolitan Transportation Authority (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>Spring 2016</u> - Metro hosted 5 public meetings to obtain input for the draft studies.</p> <p><u>May 2017</u> - Metro Board approved updates to alternatives</p> <p><u>Spring 2020</u> - Supplemental draft environmental document to be recirculated</p>	Support alternatives that create potential for future connections into Orange County.	Monitoring

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Metro (continued)				
West Santa Ana Branch Transit Corridor Project	A new 20-mile light rail transit line that would connect downtown Los Angeles to southern LA County, which could provide potential for a future extension into Orange County along the Pacific Electric Right-of-Way.	<u>Summer 2017</u> - Initiated environmental studies and conducted public scoping meetings <u>Fall 2018</u> - Release draft environmental document for public comment <u>December 2018</u> - Selection of a Locally Preferred Alternative <u>Fall 2019</u> - Finalize environmental document <u>2022</u> - Anticipate breaking ground	Support alternatives that create potential for future connections into Orange County.	Monitoring
Countywide ExpressLanes Strategic Plan	Establishes a vision for a system of Express Lanes for Los Angeles County that is intended to address federal performance standards and provide a more reliable and faster travel option, utilizing existing capacity in carpool lanes.	<u>Pending</u> - Initiation of planning studies and a financial plan for the Tier 1 projects that are intended to be delivered in the next five to ten years	Monitor development of plans and projects that approach the Orange County border.	Monitoring
2028 Olympics	The Greater Los Angeles Area must begin preparing for the 2028 Olympics. This will include greater coordination between OCTA, Metro, and other planning agencies in the area.	<u>November 2, 2017</u> - Memorandum of Understanding signed between OCTA and Metro <u>November 30, 2017</u> - Metro announced the Twenty-Eight by '28 initiative	Coordinate with Metro and the City of Los Angeles as preparations begin for the 2028 Olympics. Monitor implementation of the Twenty-Eight by '28 program of projects	Coordinate with Metro and other partner agencies