

March 2019 Regional Planning Activities

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (EPA)

	Summary	Key Dates	Orange County Transportation Authority (OCTA) Interest	OCTA Role
National Ambient Air Quality Standards (NAAQS) 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>In November 2018, EPA finalized implementation requirements for the 2015 ozone NAAQS. This final rule is largely an update to the implementing regulations previously promulgated for the 2008 ozone NAAQS.</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>August 2018</u> – EPA designated South Coast Air Basin as extreme nonattainment</p> <p><u>November 2018</u> – EPA finalized implementation requirements</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).

March 2019

Regional Planning Activities

CALIFORNIA NATURAL RESOURCES AGENCY (CNRA)

	Summary	Key Dates	OCTA Interest	OCTA Role
Updates to the California Environmental Quality Act (CEQA) Guidelines incorporating SB 743 (Chapter 386, Statutes of 2013)	<p>CEQA guidelines inform lead agencies of CEQA compliance requirements. Updates to incorporate the latest statutory requirements were prepared by CNRA and the Governor's Office of Planning and Research.</p> <p>A key element of the update is the focus on promoting the reduction of greenhouse gas (GHG) emissions, the development of multimodal transportation networks, and a diversity of land uses, as required by SB 743. This puts an emphasis on the use of vehicle miles traveled (VMT) for determining transportation impacts in CEQA documents.</p>	<p><u>January 2018</u> – Draft update to CEQA Guidelines released for public review</p> <p><u>March 2018</u> – Public hearing</p> <p><u>June 2018</u> – Revised draft released (“15-day language”)</p> <p><u>December 2018</u> – Office of Administrative Law approved CNRA's CEQA Guideline updates that included revised guidance for analyzing transportation impacts pursuant to SB 743</p>	Minimize potential for CEQA-related litigation concerns, negative mobility impacts, and increased time and cost for project development and implementation.	<p>Prepare internal procedures to address final rule.</p> <p>Coordinate with SCAG on opportunities to tier off programmatic-level environmental documents.</p>

March 2019 Regional Planning Activities

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH (OPR)

	Summary	Key Dates	OCTA Interest	OCTA Role
Technical Advisory on Evaluating Transportation Impacts in CEQA	<p>OPR released an update to the technical advisory on evaluating transportation impacts in CEQA, which contains recommendations for assessing VMT, thresholds of significance, and mitigation.</p> <p>This technical advisory is intended as a resource for lead agencies to use at their discretion. OPR may update or supplement this technical advisory in response to new information.</p> <p>The technical advisory states that transportation impacts from development projects are best measured by evaluating the project's VMT.</p> <p>For transportation projects, lead agencies have discretion over how to evaluate a project's transportation impact. However, the evaluation criteria must promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses.</p>	<p><u>December 2018</u> – Issued draft Technical Advisory</p> <p><u>March 15, 2019</u> – Comment deadline for draft Technical Advisory</p>	<p>Minimize potential for CEQA-related litigation concerns, negative mobility impacts, and increased time and cost for project development and implementation.</p>	<p>Continue to monitor evolving approaches to evaluating transportation impacts of transportation projects.</p> <p>Review and comment on draft documents.</p>

March 2019 Regional Planning Activities

CALIFORNIA AIR RESOURCES BOARD (CARB)

Summary		Key Dates	OCTA Interest	OCTA Role
Updated Sustainable Communities Strategy (SCS) Program and Evaluation Guidelines	Update to current guidelines adopted in 2011 that evaluate GHG target achievement based on modeling results. The draft SCS Guidelines propose to use a strategy-based evaluation framework to determine whether the strategies and commitments contained in the SCS would achieve the GHG reduction targets, if implemented, and assess risk of the SCS not achieving those reductions. The draft guidelines also include elements focusing on tracking implementation, reporting incremental progress, and equity considerations.	<u>December 2018</u> – Draft guidelines released for comments <u>January 15, 2019</u> – Close of comments <u>February 2019</u> – Final SCS Program and Evaluation Guidelines	May influence SCS planning by SCAG.	Monitor. Coordinate with SCAG.

March 2019 Regional Planning Activities

CARB (continued)

Summary		Key Dates	OCTA Interest	OCTA Role
SB 150 (Chapter 646, Statutes of 2017) – Regional GHG Emission Reduction Progress Report	<p>Requires CARB to prepare a report to the State Legislature starting in 2018, and every four years thereafter, documenting progress made in achieving regional GHG emission reduction targets. The report also documents best practices and challenges from each Metropolitan Planning Organization, including the effect of state policies and funding.</p>	<p><u>October 2017</u> – Signed into law</p>	<p>Will likely impact subsequent updates to regional GHG emission reduction targets.</p>	<p>Monitor.</p>
	<p>The first progress report found that the state is not on track to meet GHG reductions expected under SB 375 (Chapter 728, Statutes of 2008) primarily because VMT per capita is rising. CARB staff recommends the creation of an interagency body involving the secretaries and chairs of key California agencies and commissions and representatives from regional and local governments that will produce and implement a new “State Mobility Action Plan for Healthy Communities” that responds to the report’s findings.</p>	<p><u>June 2018</u> – Public workshops on performance reporting and evaluation guidelines</p> <p><u>November 2018</u> – First progress report</p>	<p>May influence SCS planning by SCAG.</p> <p>Ensure that State Mobility Action Plan for Healthy Communities does not conflict with OCTA plans or projects.</p>	<p>Coordinate with SCAG.</p>

March 2019 Regional Planning Activities

CARB (continued)

	Summary	Key Dates	OCTA Interest	OCTA Role
Innovative Clean Transit Regulation	<p>State regulation to require transit operators to purchase zero-emission buses to meet statewide goal of transitioning to 100 percent zero-emission bus fleets by 2040.</p> <p>Transit agencies must submit a rollout plan under the regulation demonstrating how it plans to purchase clean buses, build out necessary infrastructure, and train the required workforce. The rollout plans are due in 2020 for large transit agencies and in 2023 for small agencies. Agencies will then follow a phased schedule from 2023 until 2029, by which date 100 percent of annual new bus purchases will be zero-emission, with certain exceptions. To encourage early action, the zero-emission purchase requirement would not start until 2025 if a minimum number of statewide zero-emission bus purchases are made by the end of 2021.</p>	<p><u>December 2017</u> – Discussion document released for review and comment</p> <p><u>January 2018</u> – OCTA submitted comments</p> <p><u>March 2018</u> – Revised discussion document released</p> <p><u>June 2018</u> – CARB workshop</p> <p><u>September 2018</u> – 1st hearing</p> <p><u>Winter 2018/19</u> – 2nd hearing</p> <p><u>December 2018</u> – CARB adopted the regulation</p> <p><u>July 2020</u> – Rollout plan submittal deadline</p>	Minimize potential impacts to transit service and agency operating costs.	<p>Regulation development complete.</p> <p>Rollout plan under development.</p>

March 2019 Regional Planning Activities

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

Summary		Key Dates	OCTA Interest	OCTA Role
Interstate 5 (I-5) High-Occupancy Toll (HOT) Lanes	Caltrans District 12 is moving forward with efforts to implement HOT lanes on I-5 between the Los Angeles County line and State Route 55. Caltrans District 12 staff has stated that this effort is District 12's highest planning priority at this time. District 12 is simultaneously preparing a project study report (PSR) and a concept of operations (ConOps).	<p><u>December 2017</u> – Kick-off meeting to begin ConOps</p> <p><u>February 2018</u> – Kick-off for PSR</p> <p><u>January 2019</u> – Comments submitted on 65 percent draft ConOps and PSR</p> <p><u>April 2019</u> – Anticipate final ConOps</p> <p><u>June 2019</u> – Anticipate final PSR</p>	Prioritize corridor-wide (general purpose and carpool lanes) operational benefits and reliability.	Coordinate with Caltrans and other partner agencies throughout development of the ConOps, PSR, and any subsequent studies.
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 (FHWA), and strategies for correcting degradation on those facilities.	<p><u>October 2017</u> – 2016 Determination Report and Action Plan released</p> <p><u>Spring 2018</u> – Caltrans noted at meetings with OCTA that FHWA is not satisfied with the current Statewide Degradation Action Plan</p> <p><u>November 2018</u> - 2017 Determination Report and Action Plan released</p>	Monitor annual updates for strategies that may conflict with OCTA plans and policies.	Monitoring and coordinate with Caltrans as needed.
Corridor Plan Guidebook	The guidebook is intended to be used by Caltrans Districts statewide, in collaboration with partners, on the development of comprehensive multimodal corridor plans (as required through the Congested Corridors Program) that involve the State Highway System.	<p><u>January 2019</u> – Draft guidebook released for review and comment</p> <p><u>February 2019</u> – Comments submitted</p>	Ensure that the guidelines provide adequate flexibility for use by partner agencies and provide Caltrans Districts with direction to coordinate with partner agencies.	Participate in review of the draft guidelines.

March 2019 Regional Planning Activities

CALTRANS (continued)

	Summary	Key Dates	OCTA Interest	OCTA Role
California Transportation Plan (CTP) 2050	Update to the state's long-range transportation plan (LRTP), which establishes strategic goals, policies, and recommendations to improve multimodal mobility and accessibility while reducing GHG emissions.	<p><u>2018</u> – Public and stakeholder engagement, tribal listening sessions, future of mobility white paper</p> <p><u>2019</u> – Transportation scenario development, economic and transportation modeling, and technical reviews</p> <p><u>2020</u> – Public workshop report, implementation plan, and final plan</p> <p><u>2021</u> – Implement CTP strategies and recommendations</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>	<p>Participate in stakeholder workshops.</p> <p>Provide comments.</p> <p>Coordinate with Caltrans.</p>

March 2019 Regional Planning Activities

SCAG

	Summary	Key Dates	OCTA Interest	OCTA Role
2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)	Federally required transportation planning document. Addresses needs over a 20-plus year planning horizon and constrained by a reasonably foreseeable revenue forecast. Must also demonstrate air quality conformity and GHG emissions reductions with budgeted levels set by EPA and CARB.	<u>Spring 2018</u> – Initiated working groups <u>November 2018</u> – OCTA submitted projects consistent with 2018 LRTP <u>Spring/Summer 2019</u> – SCS Workshops <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 final 2018 LRTP. 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.
Sustainable Communities Program	Grant program that funds sustainability planning efforts and development of local plans that supports the implementation of the 2016 RTP/SCS. The grant program is comprised of three main categories: active transportation, integrated land use, and green region initiatives. 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.	<u>October 2018</u> – Application workshop <u>November 2018</u> – Application deadline <u>March 7, 2019</u> – SCAG Regional Council approval of application rankings	Funding opportunity for Orange County planning efforts.	Coordinate with SCAG and partner agencies, as necessary, to initiate the projects in a timely manner.

March 2019 Regional Planning Activities

SCAG (continued)

	Summary	Key Dates	OCTA Interest	OCTA Role
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>Study is currently on hold per the request of the City of Norwalk to allow for a separate Firestone Boulevard Visioning Study to be initiated and completed, prior to recommencing this study.</p>	<p><u>Fall 2016</u> – Initiated study</p> <p><u>January 2017</u> – Open house meeting</p> <p><u>Spring 2018</u> – Study put on hold while City of Norwalk conducts a separate visioning effort for Firestone Boulevard</p>	Support alternatives that provide improved access for Orange County Metrolink riders to Metro rail services and the Los Angeles International Airport.	Monitoring.
2016 RTP/SCS 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.	<p><u>January 8</u> – Submitted modifications</p> <p><u>July 2018</u> – Release draft amendment for public review</p> <p><u>September 2018</u> – SCAG Regional Council adopted amendment</p> <p><u>December 2018</u> – FHWA and the Federal Transit Administration issued conformity determination</p>	Ensure project data is updated as needed.	Complete.

March 2019 Regional Planning Activities

SCAG (continued)

Summary		Key Dates	OCTA Interest	OCTA Role
Transportation Control Measure (TCM) substitution	<p>Express Lanes Connector (ELC) Project between State Route 241 (SR-241) and State Route 91 (SR-91) is being substituted for signal synchronization projects: El Toro Road signal synchronization, Magnolia Street signal synchronization, and Brookhurst Street signal synchronization. This TCM requires implementation by 2021. The ELC Project has been postponed beyond 2021 at the request of OCTA and Riverside County Transportation Commission, requiring the need for a substitution.</p> <p>Awaiting concurrence from CARB and the Environmental Protection Agency (EPA).</p>	<p><u>February 2018</u> – Initiated substitution process with SCAG</p> <p><u>May 2018</u> – Presentation to the SCAG Transportation Conformity Working Group</p> <p><u>September 2018</u> – Present to the SCAG Energy and Environment Committee and Regional Council for approval</p> <p><u>Spring 2019</u> – Anticipate CARB and EPA concurrence</p>	Complete the substitution process to avoid potential impacts to regional transportation funding.	Coordinating with SCAG and Transportation Corridor Agencies (TCA).
Transportation Demand Management Strategies Study	<p>SCAG is preparing a study to determine what strategies will be effective in reducing the amount of single occupancy vehicles on the road during the work week. The study will explore the effects of telecommuting on VMT reduction, residential mobility, and long-term, structural changes in the nature of work.</p>	<p><u>May/June 2018</u> – Contract Execution</p> <p><u>February/March 2019</u> – Update Transportation Demand Management Toolbox</p> <p><u>May 2019</u> – Draft report release</p> <p><u>June 2019</u> – Present to Community, Economic, and Human Development Committee</p>	Monitor the progress of the study and possible strategies for Orange County.	<p>Coordinate with SCAG and provide comments as necessary.</p> <p>Participate in technical meetings.</p>

March 2019 Regional Planning Activities

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO)

	Summary	Key Dates	OCTA Interest	OCTA Role
Gold Line Eastside Extension Phase II	<p>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> <p>With Measure M funding, Metro will build both alternatives, but it remains to be determined which will be first. One would start construction in 2029 and open in 2035; the second would start construction in 2053 and open in 2057.</p> <p>Included in Twenty-Eight by '28 program of projects for potential acceleration of one of the alignments.</p>	<p><u>November 2014</u> – Metro Board of Directors (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 five 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.

March 2019

Regional Planning Activities

METRO (continued)

Summary		Key Dates	OCTA Interest	OCTA Role
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.	<p><u>November 2, 2017</u> – Memorandum of understanding signed between OCTA and Metro</p> <p><u>November 30, 2017</u> – Metro announced the Twenty-Eight by '28 initiative</p> <p><u>January 2018</u> – Metro Board approved list of projects, 20 of which are already slated for completion by 2028 and 8 require additional funding (estimated at \$26.2 billion) to deliver by 2028</p> <p><u>September 2018</u> – Metro Board directed development of Twenty-Eight by '28 funding plan</p> <p><u>December 2018</u> – Twenty-Eight by '28 Program Financing / Funding White Paper, which included recommendations for congestion pricing as new source of revenue</p> <p><u>Spring 2019</u> – Initiation of Los Angeles County-Orange County (LA-OC) Transit Connections Study</p> <p><u>Pending</u> – Initiation of feasibility study for Congestion Pricing Pilot strategy, including equity strategy</p>	<p>Coordinate with Metro and the City of Los Angeles as preparations begin for the 2028 Olympics.</p> <p>Monitor development of financing / funding strategy and potential implementation of the Twenty-Eight by '28 program of projects.</p> <p>Coordinate with Metro on LA-OC Transit Connections Study.</p>	Coordinate with Metro and other partner agencies.

March 2019 Regional Planning Activities

METRO (continued)

	Summary	Key Dates	OCTA Interest	OCTA Role
West Santa Ana Branch Transit Corridor Project	<p>A new 20-mile light rail transit line that would connect downtown Los Angeles to southern Los Angeles County, which could provide potential for a future extension into Orange County along the Pacific Electric Right-of-Way.</p> <p>Included in Twenty-Eight by '28 program of projects for potential acceleration.</p>	<p><u>Summer 2017</u> – Initiated environmental studies and conducted public scoping meetings</p> <p><u>March 2018</u> – Four additional northern alignment options evaluated</p> <p><u>May 2018</u> – Two of the four northern alignment options added to environmental studies</p> <p><u>July 2018</u> – Additional scoping meetings</p> <p><u>2020</u> – Anticipate release of draft environmental document for public comment</p> <p><u>2020</u> – Anticipate selection of a locally preferred alternative</p> <p><u>2021</u> – Anticipate final environmental document</p> <p><u>2028</u> – Anticipate opening service</p>	Support alternatives that create potential for future connections into Orange County.	Monitoring.

March 2019 Regional Planning Activities

METRO (continued)

	Summary	Key Dates	OCTA Interest	OCTA Role
Countywide Express Lanes Strategic Plan	<p>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.</p> <p>Express lanes on Interstate 105 and Interstate 10 (from Interstate 605 to the San Bernardino County line) included in Twenty-Eight by '28 program of projects for potential acceleration.</p>	<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.

March 2019 Regional Planning Activities

TRANSPORTATION CORRIDOR AGENCIES (TCA)

Summary	Key Dates	OCTA Interest	OCTA Role
<p>South County Traffic Relief Effort</p> <p>Project initiation document (PID) developed by TCA to identify and analyze potential alternatives for toll road alignments in southern Orange County.</p> <p>With PID approval from Caltrans, TCA will initiate scoping for the project approval/environmental document phase of project development.</p> <p>This reevaluation of alignments is being conducted by TCA due to a settlement agreement that eliminated their preferred alignment.</p>	<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 Report</p> <p><u>February 2018</u> – First project development team (PDT) meeting</p> <p><u>March 2018</u> – Draft PSR/project development support (PDS) submitted to Caltrans</p> <p><u>June 2018</u> – Draft PSR/PDS provided to PDT for review</p> <p><u>July 2018</u> – OCTA submitted comments</p> <p><u>September 2018</u> – Final Draft PSR/PDS submitted to Caltrans (signature pending)</p> <p><u>November 2018</u> – TCA Board approved a \$5 million contract to initiate project approval/environmental document. Directed TCA staff to return at the conclusion of the Scoping Phase to seek authorization to proceed.</p>	<p>Ensure consistency with OCTA plans and projects.</p>	<p>Coordinate with TCA and other stakeholder agencies. Provide comments as necessary.</p>

March 2019 Regional Planning Activities

TCA (continued)

	Summary	Key Dates	OCTA Interest	OCTA Role
TCM substitution	<p>TCA is requesting OCTA remove the TCM designation from three portions of TCA facilities: 1) the San Joaquin Hills Transportation Corridor (State Route 73 between approximately MacArthur Boulevard and I-5; \$351.2 million total project cost), 2) the Eastern Transportation Corridor (SR-241, State Route 261, and State Route (SR-133) between SR-91 and SR-133/I-5 interchange; \$631.9 million total project cost), and 3) the Foothill Transportation Corridor-North (SR-241 between SR-133 and Oso Parkway; \$269.0 million). These projects would add approximately 150 lane-miles to the existing toll roads.</p> <p>TCA will work with OCTA and SCAG to prepare a formal substitution request although no substitute projects were identified in TCA request. TCA will also participate in interagency consultation on the requested TCM substitution through SCAG's Transportation Conformity Working Group.</p>	<p><u>February 2019</u> – Request to remove TCM designation</p> <p><u>To Be Determined (TBD) 2019</u> – Initiated substitution process with SCAG</p> <p><u>TRB</u> – Presentation to the SCAG Transportation Conformity Working Group</p> <p><u>TBD</u> – Present to the SCAG Energy and Environment Committee and Regional Council for approval</p> <p><u>TBD</u> – Anticipate CARB and EPA concurrence</p>	<p>Avoid potential impacts to regional transportation funding.</p> <p>Consider impacts to south Orange County transportation system with project deferrals.</p>	<p>Coordinating with SCAG and TCA.</p>