

May 2020 Regional Planning Activities

U.S. National Highway Traffic Safety Administration (NHTSA) and U.S. Environmental Protection Agency (EPA)

	Summary	Key Dates	Orange County Transportation Authority (OCTA) Interest	OCTA Role
The Safer Affordable Fuel Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks	<p>On September 27, 2019, U.S. Department of Transportation's NHTSA and EPA jointly issued Part One Rule of the Safer Affordable Fuel Efficient (SAFE) Vehicles Rule. Part One Rule affirms NHTSA's statutory authority to set nationally applicable Corporate Average Fuel Economy (CAFE) standards that preempts state and local programs and withdraws the Clean Air Act preemption waiver that it granted to the State for the California Air Resources Board (CARB) greenhouse gas (GHG) and Zero-Emission Vehicle programs.</p> <p>In response, CARB developed and released off-model adjustment factors for the Emission Factor (EMFAC) emissions model to account for the impact of the Part One Rule. EPA subsequently affirmed the continuing use of EMFAC off-model adjustments for transportation conformity determinations.</p> <p>On March 30, 2020, NHTSA and EPA jointly issued final rules (Part Two Rule) to roll back the CAFE and vehicle GHG emissions standards promulgated under the Obama Administration.</p> <p>The EMFAC off-model adjustment factors only account for the impact of the Part One Rule, not the pending Part Two Rule. It is anticipated that the Part Two Rule will require further adjustments to the EMFAC emissions model, potentially delaying new transportation conformity determinations.</p>	<p><u>September 2019</u> – NHTSA and EPA issued final rule for Part One</p> <p><u>November 2019</u> – Part One effective</p> <p><u>March 2020</u> – Part One EMFAC adjustments approved</p> <p><u>March 2020</u> – NHTSA and EPA issued final rule for Part Two</p> <p><u>June 2020</u> – Part Two effective</p> <p><u>TBD</u> – Part Two EMFAC adjustments approved</p>	<p>Monitor rule making process to determine opportunities to limit delay or loss of funding for Orange County projects.</p>	<p>Coordinate with the Southern California Association of Governments (SCAG) and California Association of Councils of Government.</p>

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California Department of Transportation (Caltrans)

Summary	Key Dates	(OCTA) Interest	OCTA Role
Interstate 5 (I-5) High-Occupancy Toll (HOT) Lanes	<p>Caltrans District 12 is studying implementation of HOT lanes on I-5 between the Los Angeles County line and State Route 55. Caltrans District 12 staff stated this effort is District 12's highest planning priority at this time. District 12 finalized a project study report (PSR) and a concept of operations (ConOps) in November 2019 and presented a summary to the OCTA Board of Directors (Board) in December 2019. The OCTA Board requested that Caltrans include an HOV 3+ occupancy alternative as part of the subsequent environmental studies.</p>	<p><u>January 2019</u> – Comments submitted on 65 percent draft ConOps and PSR</p> <p><u>April 2019</u> – Comments submitted on 95 percent draft PSR</p> <p><u>November 2019</u> – Caltrans finalized ConOps and PSR</p> <p><u>Summer 2020</u> – Caltrans anticipated to initiate environmental studies for I-5 Managed Lanes</p>	<p>Prioritize corridor-wide (general purpose and carpool lanes) operational benefits and reliability.</p> <p>Coordinate with Caltrans and other partner agencies throughout development of the ConOps, PSR, and subsequent studies.</p>
Updates to the California Environmental Quality Act (CEQA) Guidelines incorporating SB 743 (Chapter 386, Statutes of 2013)	<p>A key element of the update is the focus on promoting the reduction of 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 for determining transportation impacts in CEQA documents.</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>Caltrans is drafting guidance for evaluation criteria consistent with SB 743 for transportation projects involving the state highway system.</p>	<p><u>December 2018</u> - Governor's Office of Planning and Research released technical advisory on evaluating transportation impacts in CEQA pursuant to SB 743</p> <p><u>January 2019</u> – Office of Administrative Law approved new regulations for implementing CEQA, including changes related to SB 743</p> <p><u>Anticipated April 2020</u> – Caltrans released guidance on evaluating transportation projects involving the state highway system</p> <p><u>July 2020</u> – Lead agencies must comply with latest CEQA guidelines, including those related to SB 743</p>	<p>Minimize potential for CEQA-related litigation concerns, negative mobility impacts, and increased time and cost for project development and implementation.</p> <p>Prepare internal procedures to address final rule.</p> <p>Coordinate with SCAG on opportunities to tier off programmatic-level environmental documents.</p>

May 2020 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>

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South Coast Air Quality Management District (AQMD)

Summary		Key Dates	(OCTA) Interest	OCTA Role
Sales Tax Ballot Initiative Authorization	<p>AQMD sponsored SB 732, which would have authorized the AQMD Board, or the voter initiative process, to place a sales tax increase proposal ranging from a quarter-cent up to one-cent on the 2020 ballot to fund the strategies identified in the 2016 Air Quality Management Plan. The proposal was estimated to generate up to \$1.4 billion a year for air pollution emission reduction, including providing incentives to businesses to promote the development and deployment of clean technology and facilitate truck fleet turnover.</p> <p>It is anticipated that the same language from the prior SB 732 bill will be carried over into a new bill, AB 2241 (Calderon, Whittier).</p>	<p><u>May 2019</u> – OCTA Board adopted oppose position on SB 732</p> <p><u>January 2020</u> – AQMD requested bill be pulled to secure additional support</p> <p><u>February 2020</u> – AB 2241 introduced</p>	<p>Ensure funding sources currently utilized by OCTA are not diverted.</p> <p>Identify opportunities for funding that could benefit OCTA plans and projects.</p>	Monitoring and communicating with AQMD.

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SCAG

Summary		Key Dates	(OCTA) Interest	OCTA Role
2020–2045 Regional Transportation Plan/ Sustainable Communities Strategy (2020 RTP/SCS)	<p>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.</p> <p>SCAG has branded the 2020 RTP/SCS as “Connect SoCal”.</p>	<p><u>November 2018</u> – OCTA submitted projects consistent with 2018 LRTP</p> <p><u>May – June 2019</u> – SCS workshops</p> <p><u>November 2019</u> – Release draft RTP/SCS for public review</p> <p><u>January 2020</u> – OCTA submitted comments on the draft 2020 RTP/SCS</p> <p><u>May 2020</u> – SCAG to adopt final 2020 RTP/SCS</p>	<p>Ensure inclusion of projects identified in the final 2018 LRTP.</p> <p>Support policies that are consistent with OCTA positions.</p>	<p>Coordinate with SCAG and other partner agencies.</p> <p>Participate in working groups.</p> <p>Monitor SCAG policy committees.</p> <p>Review and comment on related materials.</p>
Sustainable Communities Program	<p>Grant program that funds sustainability planning efforts and development of local plans that support the implementation of the 2016 RTP/SCS. The grant program is comprised of three main categories: active transportation, integrated land use, and green region initiative projects.</p> <p>Four Orange County projects were selected for funding through the 2018 Sustainable Communities Program. 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.</p>	<p><u>March 2019</u> – SCAG Regional Council approved 2018 Sustainable Communities Program</p>	<p>Funding opportunity for Orange County planning efforts.</p>	<p>Coordinate with SCAG and partner agencies, as necessary, to initiate the projects in a timely manner.</p>

May 2020 Regional Planning Activities

San Diego Association of Governments (SANDAG)

Summary	Key Dates	(OCTA) Interest	OCTA Role
<p>2019 Federal RTP and 2021 Regional Plan</p> <p>Federal and state laws require that SANDAG complete an RTP/SCS every four years. Under this timeline, the next RTP/SCS would have been required by October 2019. In February 2019, the SANDAG Board approved an action plan to postpone the next RTP/SCS to late 2021.</p> <p>To do so, AB 1730 was passed, which allows SANDAG's current 2015 RTP/SCS and its associated CEQA document to remain valid after October 2019.</p> <p>SANDAG prepared the 2019 Federal RTP to comply with federal requirements and obtain an air quality conformity finding from the U.S. Department of Transportation.</p>	<p><u>February 2019</u> – SANDAG Board approved action plan to develop 2021 Regional Plan</p> <p><u>October 2019</u> – SANDAG Board adopted 2019 Federal RTP</p> <p><u>Late 2021</u> – SANDAG Board to adopt 2021 RTP/SCS</p>	<p>Monitor development of plans and projects that approach the Orange County border.</p>	<p>Monitoring.</p>

May 2020 Regional Planning Activities

Los Angeles County Metropolitan Transportation Authority (Metro)

Summary	Key Dates	(OCTA) Interest	OCTA Role
<p>2028 Olympics</p> <p>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> <p>OCTA, in collaboration with Metro and other transit operators along the county line, recently initiated the LA-OC Transit Connections Study. The study will develop recommendations for both short-term route changes and long-term improvements based on existing and future transit needs. The effort will build on recent bus restructuring efforts at OCTA, Metro, Long Beach Transit, and Foothill Transit. In addition, the study will consider existing service and future changes to Metrolink and Metro rail transit services.</p>	<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 a list of projects, 20 of which are already slated for completion by 2028 and eight 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>June 2019</u> – OCTA executed contract to begin the LA-OC Transit Connections Study</p> <p><u>September 2019</u> – Metro initiated for Congestion Pricing Feasibility Study</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 a new intercounty study.</p>	<p>Coordinate with Metro and other partner agencies.</p>

May 2020 Regional Planning Activities

Metro (continued)

	Summary	Key Dates	(OCTA) Interest	OCTA Role
Gold Line Eastside Transit Corridor Phase 2	<p>Study of three alternatives for extending the Metro L Line (Gold) to more eastern Los Angeles County communities. One alternative traverses the northern side of State Route 60 (SR-60), another travels along Washington Boulevard, terminating near Orange County, and the third would build both the SR-60 and Washington Boulevard alignments.</p> <p>In February 2020, the Metro Board of selected the “Washington Alternative” for further evaluation.</p> <p>Included in Twenty-Eight by '28 program of projects for potential acceleration.</p>	<p><u>February 2020</u> – Metro Board approved proceeding with CEQA only for the project’s environmental process and withdrawing the SR-60 and combined alternatives from further consideration in the environmental study</p>	<p>Support alternatives that create potential for future connections into Orange County.</p>	<p>Monitoring.</p>

May 2020 Regional Planning Activities

Metro (continued)

Summary		Key Dates	(OCTA) Interest	OCTA Role
West Santa Ana Branch Transit Corridor Project	<p>A new 19-mile light rail transit line that would 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> <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>December 2020</u> – Anticipate release of draft environmental document for public comment</p> <p><u>April 2021</u> – Anticipate selection of a locally preferred alternative</p> <p><u>2028</u> – Anticipate opening service</p>	Support alternatives that create potential for future connections into Orange County.	Monitoring.
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 San Bernardino County line) included in Twenty-Eight by '28 program of projects for potential acceleration.</p>	<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</p>	Monitor development of plans and projects that approach the Orange County border.	Monitoring.

May 2020 Regional Planning Activities

Transportation Corridor Agencies (TCA)

	Summary	Key Dates	(OCTA) Interest	OCTA Role
South County Traffic Relief Effort Project Approval/Environmental Review	<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 initiated scoping for the Project Approval/Environmental Document (PA/ED) phase of project development.</p> <p>Based on technical work, public input, and policy direction, three alternatives are proposed to move forward in the project development process. These include a non-tolled extension of Los Patrones Parkway from Cow Camp Road to Avenida La Pata, widening of Ortega Highway between Calle Entradero to Reata Road, and extension of the I-5 carpool lane from Avenida Pico to the San Diego County line.</p>	<p><u>November 2018</u> – TCA Board approved a \$5 million contract to initiate PA/ED and directed TCA staff to return at the conclusion of the scoping phase to seek authorization to proceed.</p> <p><u>May 2019</u> – Caltrans approved PID</p> <p><u>November 2019 through February 2020</u> – formal scoping period</p> <p><u>March 2020</u> – TCA Board direct staff to work with the County of Orange and other stakeholders to prepare a project development plan for the Los Patrones Parkway non-tolled extension, approved recommendations to support Caltrans and OCTA efforts to advance the I-5 carpool lane improvements from Avenida Pico to the San Diego County line area, and approved supporting plans to complete the widening of Ortega Highway in the City of San Juan Capistrano.</p>	Ensure consistency with OCTA plans and projects.	Coordinate with TCA and other stakeholder agencies. Provide comments as necessary.

TCA (continued)

	Summary	Key Dates	(OCTA) Interest	OCTA Role
Transportation Control Measure (TCM) substitution	<p>TCA is seeking to remove the TCM designation from three portions of TCA facilities: 1) the San Joaquin Hills Transportation Corridor (FTIP Project ID: ORA10254), 2) the Eastern Transportation Corridor (ORA050), and 3) the Foothill Transportation Corridor-North (ORA051).</p> <p>TCA is working with OCTA and SCAG on next steps, including a formal substitution. TCA will participate in interagency consultation on any requested TCM substitutions through SCAG's Transportation Conformity Working Group.</p> <p>As part of the 2020-2045 RTP/SCS development process, SCAG, TCA, and OCTA were able to extend the TCM deadline for these three projects from December 31, 2020, to December 31, 2022.</p>	<p><u>Summer 2020</u> – Initiate formal substitution process with SCAG</p> <p><u>Fall 2020</u> – Presentation to the SCAG Transportation Conformity Working Group</p> <p><u>Fall 2020</u> – Present to the SCAG Energy and Environment Committee and Regional Council for approval</p> <p><u>2021</u> – Anticipate CARB and EPA concurrence</p>	Avoid potential impacts to regional transportation funding.	Coordinating with SCAG and TCA.