

## Regional Planning Activities November 2020

### United States National Highway Traffic Safety Administration (NHTSA) and United States Environmental Protection Agency (EPA)

|  | Summary  | Key Dates  | Orange County Transportation Authority (OCTA) Interest  | OCTA Role  |
|--|--|--|---|--|
| <p><b>The Safer Affordable Fuel Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks</b></p> | <p>On September 27, 2019, United States Department of Transportation’s NHTSA and EPA jointly issued Part One Rule of the Safer Affordable Fuel Efficient 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 of California (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. No additional adjustments were required to EMFAC as a result of Part Two Rule.</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>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> |

## Regional Planning Activities November 2020

### California Department of Transportation (Caltrans)

|   | Summary   | Key Dates  | (OCTA) Interest  | OCTA Role  |
|---|---|--|--|--|
| <b>Interstate 5 (I-5) High-Occupancy Toll (HOT) Lanes</b>   | <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>Fall 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>                                  |
| <b>Updates to the California Environmental Quality Act (CEQA) Guidelines incorporating SB 743 (Chapter 386, Statutes of 2013)</b> | <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 issued 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>July 2020</u> – Lead agencies must comply with latest CEQA guidelines, including those related to SB 743</p> <p><u>September 2020</u> – Caltrans released guidance on evaluating transportation projects involving the state highway system</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> |

## Regional Planning Activities November 2020

### Caltrans (continued)

|  | Summary  | Key Dates   | (OCTA) Interest   | OCTA Role  |
|--|--|---|---|--|
| <b>California Transportation Plan (CTP) 2050</b>   | 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>August 2020</u> – Draft CTP 2050 released for public review</p> <p><u>October 2020</u> – OCTA submitted comments on the draft plan</p> <p><u>December 2020</u> – CTP 2050 finalized</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>                 |
| <b>Southern California Freight Strategy (SCFS)</b> | The objective of the SCFS is to provide a regional perspective on goods movement travel demands, sustainability challenges, innovative opportunities, and regional priorities across the counties of Los Angeles, Orange, Riverside, San Bernardino and Ventura. | <p><u>June 2020</u> – Study initiated</p> <p><u>November 2020</u> – Draft SCFC to be released</p> <p><u>January 2021</u> – Final SCFC</p>   | <p>Ensure that strategies do not conflict with OCTA plans or projects.</p> <p>Emphasize coordination with OCTA investments and project prioritization process.</p>  | <p>Participate in technical advisory committee meetings.</p> <p>Provide comments.</p> <p>Coordinate with Caltrans.</p> |

## Regional Planning Activities November 2020

### Caltrans (continued)

|   | Summary   | Key Dates   | (OCTA) Interest  | OCTA Role  |
|---|---|---|--|--|
| <b>Executive Order N-19-19 Transportation Action Plan</b> | <p>The executive order calls for leveraging approximately \$5 billion in annual spending for transportation construction, operations, and maintenance to reverse increasing fuel consumption, aligning transportation spending to achieve objectives in the State's Climate Change Scoping Plan, where feasible, directing transportation investments to support housing production near jobs and according to State's smart growth principles (taking public health into account), reducing congestion by encouraging mode shifts, funding transit, walking, bicycling, and other active modes, and mitigating increases in transportation costs for lower income residents of the State. The Transportation Action Plan is the implementation approach that Caltrans will use to carry out the executive order.</p> | <p><u>June 2020</u> – Discussion draft document released along with outreach to external partners and stakeholders</p> <p><u>August 2020</u> – Survey external partners and stakeholders; comments submitted by OCTA</p> <p><u>October 2020</u> – Anticipated release of Draft Action Plan for public input</p> <p><u>November 2020</u> – Comment period of public input</p> <p><u>February 2021</u> – Anticipated release of Final Action Plan</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> | <p>Participate in stakeholder workshops.</p> <p>Provide comments.</p> <p>Coordinate with Caltrans.</p> |

## Regional Planning Activities November 2020

### California High-Speed Rail Authority

|  | Summary   | Key Dates   | (OCTA) Interest  | OCTA Role   |
|--|---|---|--|---|
| <b>California High-Speed Rail Project (Los Angeles to Anaheim Section)</b> | A revised Notice of Intent/Notice of Preparation for this section of the California High-Speed Rail Project has been posted to add analysis associated with relocating freight rail service away from the Los Angeles to the Fullerton corridor and new freight facilities in San Bernardino County, consisting of a new intermodal facility in the City of Colton and staging tracks in Lenwood, an unincorporated area of San Bernardino County near the City of Barstow. | <p><u>August 2020</u> – Revised Notice of Intent/Notice of Preparation issued</p> <p><u>September 2020</u> – OCTA submitted comment letter</p> <p><u>Spring 2021</u> – Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) to be released for public review</p> <p><u>2022</u> – Record of Decision on the final EIR/EIS anticipated</p> | Ensure high-speed rail project does not negatively impact commuter rail services and investments made on OCTA-owned railroad right-of-way. | Coordinate with California High-Speed Rail Authority and other partner agencies in development of environmental documents.<br><br>Provide comments. |

## Regional Planning Activities November 2020

### CARB

|                                    | Summary   | Key Dates  | (OCTA) Interest   | OCTA Role                                  |
|------------------------------------|---|--|---|--|
| <b>2020 Mobile Source Strategy</b> | CARB is developing the 2020 Mobile Source Strategy as an integrated planning approach to identify the level of transition to cleaner mobile source technologies needed to achieve all of California's air quality, climate, and community risk reduction goals to achieve over the next thirty years. | <p><u>October 2020</u> – Draft 2020 Mobile Source Strategy released for public review</p> <p><u>November 2020</u> – 2020 Mobile Source Strategy to be released prior to CARB Board consideration</p> <p><u>December 2020</u> – CARB Board consideration of 2020 Mobile Source Strategy</p> | Ensure that strategies do not conflict with OCTA plans or projects. | Review and comment on technical documents. |

## Regional Planning Activities November 2020

### South Coast Air Quality Management District (AQMD)

| Summary   | Key Dates  | (OCTA) Interest   | OCTA Role  |
|---|--|---|--|
| <p><b>Sales Tax Ballot Initiative Authorization</b></p> <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 in the next legislative session.</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>Ensure funding sources currently utilized by OCTA are not diverted.</p> <p>Identify opportunities for funding that could benefit OCTA plans and projects.</p>  | <p>Monitoring and communicating with AQMD.</p>   |
| <p><b>2022 Air Quality Management Plan (AQMP)</b></p> <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>2020</u> – Initiate advisory group meetings</p> <p><u>Fall 2021</u> – Release draft AQMP / regional workshops</p> <p><u>Winter 2021</u> – Release revised draft AQMP / regional hearings</p> <p><u>Spring 2022</u> – Release draft final AQMP</p> <p><u>Summer 2022</u> – AQMD and CARB hearings</p> <p><u>August 2022</u> – AQMP due to EPA</p> | <p>Support development of attainment strategies that are within AQMD’s regulatory authority.</p> <p>Ensure economic impacts are considered.</p> <p>Minimize impacts to mobility.</p> <p>Ensure 2020 RTP/SCS input is accurately incorporated.</p> | <p>Participate in advisory committee meetings.</p> <p>Review and comment on technical documents.</p> |

## Regional Planning Activities November 2020

### SCAG

|   | Summary   | Key Dates  | (OCTA) Interest   | OCTA Role  |
|---|---|--|---|--|
| <p><b>2020–2045 Regional Transportation Plan/ Sustainable Communities Strategy (2020 RTP/SCS)</b></p> | <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 emission 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 approved 2020 RTP/SCS for the limited purpose of federal transportation conformity</p> <p><u>September 2020</u> – SCAG adopted 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> |
| <p><b>Sustainable Communities Program</b></p>   | <p>Grant program that funds sustainability planning efforts and development of local plans that support the implementation of the 2020 RTP/SCS. The grant program is comprised of three main categories: active transportation, housing supportive planning, and sustainability 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>September 2020</u> – Active Transportation &amp; Safety (AT&amp;S) Call for Applications opened</p> <p><u>November 2020</u> – AT&amp;S applications due</p> <p><u>May 2021</u> – SCAG Regional Council approval of 2020 Sustainable Communities Program</p> <p><u>June 2021</u> – California Transportation Commission approval of Active Transportation 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>   |

## Regional Planning Activities November 2020

### San Diego Association of Governments (SANDAG)

| Summary   | Key Dates   | (OCTA) Interest   | OCTA Role   |
|---|---|---|---|
| <p><b>2019 Federal RTP and 2021 Regional Plan</b></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 (Chapter 634, Statutes 2019) 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 United States 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>Spring 2021</u> – Draft 2021 Regional Plan and draft EIR anticipated to be released for public review</p> <p><u>Fall 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> |

## Regional Planning Activities November 2020

### Los Angeles County Metropolitan Transportation Authority (Metro)

| Summary  | Key Dates   | (OCTA) Interest   | OCTA Role  |
|--|---|---|--|
| <p><b>2028 Olympics</b></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 Los Angeles-Orange 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>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> |

## Regional Planning Activities November 2020

### Metro (continued)

|   | Summary  | Key Dates  | (OCTA) Interest  | OCTA Role          |
|---|--|--|--|--------------------|
| <p><b>2020 LRTP</b></p>                                   | <p>The 2020 LRTP details how Metro plans, builds, operates, maintains, and partners for improved mobility in the next 30 years.</p> <p>In September 2017, staff began work to update the 2009 LRTP, following the passage of Measure M, and in alignment with the SCAG process for updating the RTP/SCS.</p> <p>Following adaptation of the 2020 LRTP, Metro will initiate development of an action plan in the form of a Short-Range Transportation Plan (SRTP) to recommend near-term implementation steps over a ten-year timeframe and allow for any needed recalibrations due to the COVID-19 pandemic.</p> | <p><u>May 2020</u> – Draft LRTP released for public review</p> <p><u>July 2020</u> – Public comment period ended on Draft LRTP</p> <p><u>September 2020</u> – Metro Board approved 2020 LRTP</p> <p><u>Fall 2020</u> – Initiate development of SRTP</p>  | <p>Monitor development of plans and projects that approach the Orange County border.</p>     | <p>Monitoring.</p> |
| <p><b>Gold Line Eastside Transit Corridor Phase 2</b></p> | <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><u>2023</u> – Anticipated completion of environmental process</p> <p><u>2028</u> – Completion of final design</p> <p><u>2029</u> – Start of construction</p> <p><u>2035</u> – Phase 2 in service</p> | <p>Support alternatives that create potential for future connections into Orange County.</p> | <p>Monitoring.</p> |

## Regional Planning Activities November 2020

### Metro (continued)

|   | Summary   | Key Dates   | (OCTA) Interest  | OCTA Role          |
|---|---|---|--|--------------------|
| <b>West Santa Ana Branch Transit Corridor Project</b> | <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> | <p>Support alternatives that create potential for future connections into Orange County.</p> | <p>Monitoring.</p> |
| <b>Countywide Express Lanes Strategic Plan</b>        | <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> | <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>   | <p>Monitor development of plans and projects that approach the Orange County border.</p>     | <p>Monitoring.</p> |

## Regional Planning Activities November 2020

### Transportation Corridor Agencies (TCA)

|  | Summary   | Key Dates   | (OCTA) Interest  | OCTA Role                              |
|--|---|---|--|--|
| <b>Transportation Control Measure (TCM) substitution</b> | <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> | <p>Avoid potential impacts to regional transportation funding.</p> | <p>Coordinating with SCAG and TCA.</p> |

## Regional Planning Activities November 2020

### OCTA

|                                    | Summary   | Key Dates   | (OCTA) Interest   | OCTA Role   |
|------------------------------------|---|---|---|---|
| <b>Connect OC-LA Transit Study</b> | <p>The Connect OC-LA Transit Study will identify both short- and long-term improvements to the transit infrastructure and services between the Orange and Los Angeles counties.</p> <p>Study Objectives include:</p> <ul style="list-style-type: none"> <li>• Defining near-term recommendations to improve existing transit services and facilities</li> <li>• Identifying long-term solutions to connect underserved populations, including improved access for pedestrians and bicyclists</li> <li>• Identify transit services needed between the counties for the 2028 Summer Olympics</li> </ul> | <p><u>Summer 2019 – Winter 2019</u> – Assess existing conditions</p> <p><u>Fall 2019 – Spring 2020</u> – Prepare needs analysis</p> <p><u>Spring 2020 – Fall 2020</u> – Identify service opportunities</p>  | <p>Support solutions that improve regional connectivity for cross-county travelers.</p> | <p>Study effort lead by OCTA, in partnership with Caltrans District 12, eight public transit service providers, and SCAG.</p> |
| <b>Express Lanes Network Study</b> | <p>The OCTA 2018 LRTP’s Short-Term Action Plan recommended an Express Lanes Network Study to identify planning and policy positions in response to an initiative by Caltrans to implement express lanes in Orange County. The study will establish OCTA’s priorities for tolled express lanes implementation by evaluating quantitative and qualitative factors against stated goals and objectives to determine a preferred approach.</p>  | <p><u>May 2019</u> – Study initiated</p> <p><u>December 2019</u> – Study update presented to OCTA Board</p> <p><u>Fall/Winter 2020</u> – Draft recommendations on a preferred approach to implementation of express lanes to be presented to OCTA Board</p> | <p>Establish OCTA’s priorities for tolled express lanes.</p>                            | <p>Study effort lead by OCTA.</p>   |

## Regional Planning Activities November 2020

### OCTA (continued)

|   | Summary  | Key Dates   | (OCTA) Interest  | OCTA Role                         |
|---|--|---|--|-----------------------------------|
| <b>South Orange County Multimodal Transportation Study (SOCMTS)</b> | <p>SOCMTS is a strategic transportation study that will consider transportation needs of residents, commuters, and visitors to the area. Through collaboration with local stakeholders, the study will identify a broad range of improvement recommendations for all modes of transportation, including streets, transit, freeways and bikeways. The study will address south Orange County’s mobility needs through the year 2045.</p> <p>Study objectives</p> <ul style="list-style-type: none"> <li>• Work collaboratively with stakeholders</li> <li>• Leverage all modes of transportation</li> <li>• Address long-term mobility needs</li> <li>• Develop consensus on a set of transportation improvements across all modes</li> </ul> | <p><u>Summer/Fall 2020</u> – Phase 1: Identify issues and opportunities; develop purpose and need; and develop initial alternative strategies</p> <p><u>August 2020</u> – Study update presented to OCTA Board</p> <p><u>Winter 2020 - Spring 2021</u> – Phase 2: Analysis of alternative strategies</p> <p><u>February 2021</u> – Study update to be presented to OCTA Board</p> <p><u>Spring 2021 – Summer/Fall 2021</u> – Phase 3: Further analysis of reduced set of alternative strategies; Recommend a Locally Preferred Strategy</p> <p><u>Fall/Winter 2021</u> – OCTA Board to consider study recommendations</p> | <p>Establish a locally preferred strategy for south Orange County.</p> | <p>Study effort lead by OCTA.</p> |

## Regional Planning Activities November 2020

### OCTA (continued)

|   | Summary   | Key Dates   | (OCTA) Interest  | OCTA Role  |
|---|---|---|--|--|
| <b>State Route 91 (SR-91) (Eastbound Lane Addition from State Route 241 [SR-241] to State Route [SR-71]) Geometric and Design Alternatives Analysis</b> | This 18-month study will develop conceptual design alternatives for the addition of a sixth general purpose lane along the eastbound SR-91 corridor between the SR-241 and SR-71 interchanges to improve mobility on SR-91 and connections to the SR-241 and SR-71. | <u>March 2020</u> – Study initiated<br><br><u>September 2021</u> – Anticipated study completion | Improving the SR-91 corridor in a manner which is consistent with sales tax measures of Orange and Riverside counties as well as previously completed studies. | Study effort lead by OCTA, in partnership with the Riverside County Transportation Commission and in coordination with Caltrans, TCA, and corridor cities. |