

Regional Planning Activities November 2021

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 studying implementation of HOT lanes on I-5 between the Los Angeles County Line and State Route 55 (SR-55). District 12 finalized a project study report (PSR) and a concept of operations (ConOps) in November 2019 and presented a summary to the Orange County Transportation Authority (OCTA) in December 2019. The OCTA Board of Directors (Board) requested that Caltrans include a high-occupancy vehicle (3+ occupancy) alternative as part of the subsequent environmental studies and exclude the recently completed Measure M2 (M2) second carpool lane addition between SR-55 and State Route 57 from tolling consideration until it becomes degraded or completes its expected useful life.	<u>November 2019</u> – Caltrans finalized ConOps and PSR <u>Winter 2021</u> – Caltrans anticipated to initiate environmental studies for I-5 managed lanes	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 subsequent studies.

Regional Planning Activities May 2021

Caltrans (continued)

Summary	Key Dates	OCTA Interest	OCTA Role
<p>Updates to the California Environmental Quality Act (CEQA) Guidelines incorporating SB 743 (Chapter 386, Statutes of 2013)</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>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. Subsequent guidance has indicated that any project on the state highway system that adds capacity will likely induce additional VMT and that any increase in VMT would be considered a significant environmental impact requiring mitigation. Further, mitigation activities on an individual project-level basis must demonstrably reduce VMT, be enforceable, and provide evidence that the activity (in whole or part) would not otherwise have happened but for the mitigation requirement.</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><u>August 2021</u> – Caltrans released supplemental 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 Southern California Association of Governments (SCAG) on opportunities to tier off programmatic-level environmental documents.</p>

Regional Planning Activities November 2021

California Air Resources Board (CARB)

Summary		Key Dates	OCTA Interest	OCTA Role
2020 Mobile Source Strategy	CARB developed 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 30 years.	<u>October 2020</u> – Draft 2020 Mobile Source Strategy released for public review <u>November 2020</u> – Draft 2020 Mobile Source Strategy released <u>May 2021</u> – Draft 2020 Mobile Source Strategy revised to incorporate public feedback <u>Summer 2021</u> – Review period <u>September 2021</u> - Anticipated CARB Board consideration of final 2020 Mobile Source Strategy	Ensure that strategies do not conflict with OCTA plans or projects.	Review and comment on technical documents.
2022 Scoping Plan for Achieving California's 2030 GHG Target	The Scoping Plan identifies how the State can reach 2030 climate targets to reduce GHG emissions by 40 percent from 1990 levels, and substantially advance 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.	<u>June 2021</u> – Initiation of workshops and meetings on Scoping Plan development <u>Fall 2022</u> – Completion of workshops and meetings on Scoping Plan development <u>Spring 2022</u> – Release of draft Scoping Plan <u>Fall 2022</u> – Release of Final Scoping Plan <u>Winter 2022</u> – CARB adopts Scoping Plan	Ensure that strategies do not conflict with OCTA plans or projects.	Review and comment on technical documents.

Regional Planning Activities November 2021

South Coast Air Quality Management District (AQMD)

Summary		Key Dates	OCTA Interest	OCTA Role
2022 Air Quality Management Plan (AQMP)	The AQMP identifies strategies for achieving attainment with the National Ambient Air Quality Standards in the South Coast Air Basin.	<u>2020</u> – Initiate advisory group meetings	Support development of attainment strategies that are within AQMD's regulatory authority.	Participate in advisory committee meetings.
	The AQMP provides input into the California State Implementation Plan (federally required air quality plan).	<u>Fall 2021</u> – Release draft AQMP/regional workshops		
		<u>Winter 2021</u> – Release revised draft AQMP/regional hearings	Ensure economic impacts are considered.	Review and comment on technical documents.
		<u>Spring 2022</u> – Release draft final AQMP	Minimize impacts to mobility.	
		<u>Summer 2022</u> – AQMD and CARB hearings	Ensure 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) input is accurately incorporated.	
		<u>August 2022</u> – AQMP due to Environmental Protection Agency (EPA)		

Regional Planning Activities November 2021

SCAG

Summary		Key Dates	OCTA Interest	OCTA Role
2024 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 emission reductions with budgeted levels set by the United States EPA and CARB.</p> <p>Update to 2020 RTP/SCS.</p>	<p><u>2021-2022</u> – Initiate plan development process and establish foundation and frameworks</p> <p><u>Early 2022 – Early 2023</u> – Data collection and policy development; OCTA to submit projects consistent with 2022 Long-Range Transportation Plan (LRTP)</p> <p><u>Early 2023 – Mid 2023</u> – Outreach and analysis</p> <p><u>Late 2023 – Early 2024</u> – Draft plan and adoption; OCTA to submit comments on the draft 2024 RTP/SCS</p>	<p>Ensure inclusion of projects identified in the 2022 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>

Regional Planning Activities November 2021

San Diego Association of Governments (SANDAG)

Summary		Key Dates	OCTA Interest	OCTA Role
2021 Regional Plan	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><u>May 2021</u> – Release of draft 2021 Regional Plan for public review</p> <p><u>August 2021</u> – Close of public comment period for draft 2021 Regional Plan</p> <p><u>September 2021</u> – Release of draft Program Environmental Impact Report (PEIR) for the 2021 Regional Plan for public review</p> <p><u>October 2021</u> – Close of public comment period for draft PEIR</p> <p><u>Late 2021</u> – SANDAG Board to adopt 2021 Regional Plan and final environmental impact report</p>	Monitor development of plans and projects that approach the Orange County border.	Monitoring.

Regional Planning Activities November 2021

Los Angeles County Metropolitan Transportation Authority (LA Metro)

Summary		Key Dates	OCTA Interest	OCTA Role
2028 Olympics	<p>The Greater Los Angeles Area must begin preparing for the 2028 Olympics. This will include greater coordination between OCTA, LA Metro, and other planning agencies in the area.</p> <p>OCTA, in collaboration with LA Metro and other transit operators along the Los Angeles-Orange County (LA-OC) Line recently completed the LA-OC Transit Connections Study. The study developed recommendations for both short-term route changes and long-term improvements based on existing and future transit needs. The effort builds on recent bus restructuring efforts at OCTA, LA Metro, Long Beach Transit, and Foothill Transit. In addition, the study considered 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 LA Metro</p> <p><u>November 30, 2017</u> – LA Metro announced the Twenty-Eight by '28 initiative</p> <p><u>January 2018</u> – LA 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> – LA 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</p> <p><u>June 2019</u> – OCTA executed contract to begin the LA-OC Transit Connections Study</p> <p><u>October 2020</u> – LA-OC Transit Connections Study completed</p>	<p>Coordinate with LA 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 LA Metro and other partner agencies.</p>

Regional Planning Activities November 2021

LA Metro (continued)

Summary		Key Dates	OCTA Interest	OCTA Role
2020 LRTP	<p>The 2020 LRTP details how LA 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 M2, and in alignment with the SCAG process for updating the RTP/SCS.</p> <p>Following adaptation of the 2020 LRTP, LA Metro initiated 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 coronavirus 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> – Initiated development of SRTP</p>	Monitor development of plans and projects that approach the Orange County border.	Monitoring.
Gold Line Eastside Transit Corridor Phase 2	<p>Study of three alternatives for extending the LA 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 LA Metro Board 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> – LA 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>	Support alternatives that create potential for future connections into Orange County.	Monitoring.

Regional Planning Activities November 2021

LA 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>November 2020</u> – Administrative draft environmental document submitted to Federal Transit Administration for review</p> <p><u>August 2021</u> – Release of draft environmental document for public comment</p> <p><u>2022</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 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>	Monitor development of plans and projects that approach the Orange County border.	Monitoring.

Regional Planning Activities November 2021

Transportation Corridor Agencies (TCA)

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 (Federal Transportation Improvement Program 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> – Initiated substitution process with SCAG</p> <p><u>June 2021</u> – Presentation to the SCAG Transportation Conformity Working Group</p> <p><u>Fall 2021</u> – Present to the SCAG Energy and Environment Committee and Regional Council for approval</p> <p><u>2022</u> – Anticipate CARB and EPA concurrence</p>	Avoid potential impacts to regional transportation funding.	Coordinating with SCAG and TCA.

Regional Planning Activities November 2021

OCTA

	Summary	Key Dates	OCTA Interest	OCTA Role
Express Lanes Network Study	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><u>May 2019</u> – Study initiated</p> <p><u>December 2019</u> – Study update presented to OCTA Board</p> <p><u>Winter 2021/2022</u> – Draft recommendations on a preferred approach to implementation of express lanes to be presented to OCTA Board</p>	Establish OCTA's priorities for tolled express lanes.	Study effort lead by OCTA.
South Orange County Multimodal Transportation Study (SOCMTS)	<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 and beyond.</p> <p>Study objectives</p> <ul style="list-style-type: none"> • Work collaboratively with stakeholders • Leverage all modes of transportation • Address long-term mobility needs • Develop consensus on a set of transportation improvements across all modes 	<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 presented to OCTA Board</p> <p><u>Summer/Fall 2021</u> – Phase 3: Further analysis of reduced set of alternative strategies; Recommend a locally preferred strategy</p> <p><u>Summer 2021</u> – Study update to be presented to OCTA Board</p> <p><u>Spring 2022</u> – OCTA Board to consider study recommendations</p>	Establish a locally preferred strategy for south Orange County.	Study effort lead by OCTA.