

**January 28, 2004**

Draft purpose and need statement presented to Policy Working Group (PWG) consisting of elected officials representing the study area. Committee agreed to move forward.

**March 13, 2004**

OCTA Board of Directors approved purpose and need statement. Directed staff to return with conceptual transportation alternatives.

**April 7, 2004**

Initial list of 12 alternatives presented to PWG. Committee discussion led to removal of maximum at-grade widening alternative of 20 lanes and "double-deck freeway" option due to concerns regarding cost, right-of-way impacts and safety.

**June 14, 2004**

OCTA Board approved 12 conceptual alternatives. Directed staff to return in fall 2004 with reduced number of three build alternatives.

**September 7, 2004**

Three conceptual alternatives presented to PWG. Group agreed that staff should move forward with further study of these three alternatives, considering elevated viaducts where possible to help lessen the number of right-of-way takes.

**November 8, 2004**

OCTA Board approved three build alternatives. Directed staff to conduct engineering and environmental analysis on these alternatives.

**February 22, 2005**

PWG/MIS Committee asked staff to come back in 30 days outlining process used to get to three conceptual alternatives. Committee also requested that presentations be made to each City Council affected prior to choosing the Locally Preferred Strategy and presenting it to the public and OCTA Board of Directors.

**June 22, 2005**

PWG/MIS Committee recommended minimal widening alternative and further analysis of moderate widening alternative to reduce right-of-way impacts.

**August 10, 2005**

PWG/MIS Committee recommended minimal widening alternative.

**September 19, 2005**

Regional Planning & Highways Committee recommended minimal widening alternative.

**October 14, 2005**

Board selects minimal widening alternative as the Locally Preferred Alternative.