



Orange County Transportation Authority

Regional Transportation Planning Committee Agenda

Monday, October 6, 2025 at 10:30 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Stephanie Klopfenstein, Chair
John Stephens, Vice Chair
Jamey M. Federico
Katrina Foley
William Go
Patrick Harper
Kathy Tavoularis

Accessibility

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the Orange County Transportation Authority (OCTA) Clerk of the Board's office at (714) 560-5676, no less than two business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda Descriptions

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committee may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

Public Availability of Agenda Materials

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

Meeting Access and Public Comments on Agenda Items

Members of the public can either attend in-person or access live streaming of the Committee meetings by clicking this link: <https://octa.legistar.com/Calendar.aspx>

In-Person Comment

Members of the public may attend in-person and address the Board regarding any item within the subject matter jurisdiction of OCTA. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be sent by 5:00 p.m. the day prior to the meeting. If you wish to comment on a specific

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

agenda item, please identify the item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

Call to Order

Pledge of Allegiance

Director Foley

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 through 5)

All items on the Consent Calendar are to be approved in one motion unless a Committee Member or a member of the public requests separate action or discussion on a specific item.

1. Approval of Minutes

Clerk of the Board

Recommendation(s)

Approve the minutes of the August 28, 2025 Regional Transportation Planning Committee meeting.

Attachments:

[Minutes](#)

2. Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 5 and State Route 91

Jeannie Lee/James G. Beil

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation for construction capital and construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-5-4264 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$139,597,000, for construction capital and construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

Attachments:

[Staff Report](#)

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

3. Comprehensive Transportation Funding Programs - Project X Tier 1 2025 Call for Projects Programming Recommendations

Mason Doshier/Rose Casey

Overview

The Orange County Transportation Authority's Environmental Cleanup Program provides Measure M2 funding for water quality improvement projects to address transportation-generated pollution. The 2025 Tier 1 Grant Program call for projects was issued on March 10, 2025. Evaluations of the grant applications are now complete, and a list of projects is presented for Board of Directors' review and approval.

Recommendation(s)

Approve the award of \$3,088,766 in Tier 1 Environmental Cleanup Program funding for eight projects.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

4. 2026 State Transportation Improvement Program

Ben Ku/Rose Casey

Overview

Every two years, the Orange County Transportation Authority develops a program of projects for funding through the State Transportation Improvement Program based on Board of Directors' approved policies and state guidelines. Project recommendations for the 2026 program are presented for Board of Directors' consideration and approval.

Recommendation(s)

- A. Approve the 2026 State Transportation Improvement Program submittal of eight projects for \$151.742 million, from fiscal year 2026-27 through fiscal year 2030-31.
- B. Authorize staff to make all necessary amendments to the State Transportation Improvement Program and the Federal Transportation Improvement Program and execute any necessary agreements to facilitate the recommendations above.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

5. Amendments to the Master Plan of Arterial Highways

Ivy Hang/Rose Casey

Overview

The Orange County Transportation Authority administers the Master Plan of Arterial Highways, including the review and approval of amendments requested by local agencies. The cities of Dana Point and Laguna Niguel have requested amendments to the Master Plan of Arterial Highways that are recommended for approval. A status update is also provided on Master Plan of Arterial Highways amendments that are in process.

Recommendation(s)

- A. Conditionally approve the following amendments to the Master Plan of Arterial Highways:
- City of Dana Point - Modify ten MPAH arterials within City of Dana Point city limits as discussed herein.
 - City of Laguna Niguel - Reclassify La Paz Road from a primary (four-lane, divided) to a divided collector (two-lane, divided) arterial between Aliso Creek Road and Crown Valley Parkway.
- B. Direct the Executive Director of Planning to file a Notice of Exemption from the California Environmental Quality Act for the Master Plan of Arterial Highways amendments in the City of Dana Point.
- C. Direct the Executive Director of Planning to file a Notice of Exemption from the California Environmental Quality Act in support of the Master Plan of Arterial Highways amendment in the City of Laguna Niguel.
- D. Receive and file a status report on the active Master Plan of Arterial Highways amendments.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

Regular Calendar

6. **Update on the Interstate 5/EI Toro Road Interchange Improvement Project and Direction to Complete the Environmental Documentation**

Niall Barrett/James G. Beil

Overview

The Orange County Transportation Authority, in partnership with the California Department of Transportation, is underway with project development for the Interstate 5/EI Toro Road Interchange Improvement Project. Staff is providing an update on the project development effort and is seeking Board of Directors' direction to advance project development, finalize selection of the project preferred alternative, and complete the environmental approval phase.

Recommendation(s)

Direct staff to advance project development and the selection of the project preferred alternative, and to complete the environmental phase in late 2026.

Attachments:

[Staff Report](#)

[Presentation](#)

7. **Coastal Rail Resiliency Study Update**

Rebekah Soto/Rose Casey

Overview

The Orange County Transportation Authority initiated the Coastal Rail Resiliency Study in fall 2023, focusing on both short- and mid-term solutions to protect the rail line and preserve rail operations. Through this study, staff has developed Alternative Concepts that would protect the rail line in place for up to 30 years. An update on the refined Alternative Concepts for the Coastal Rail Resiliency Study and a summary of the public meetings hosted in July 2025 is provided herein.

Recommendation(s)

Direct staff to advance the study with the refined range of Alternative Concepts, continue collaborating with key stakeholders for further analysis, and actively engage the public to solicit input.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Presentation](#)

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

Discussion Items

- 8. Public Comments**
- 9. Chief Executive Officer's Report**
- 10. Committee Members' Reports**
- 11. Adjournment**

The next regularly scheduled meeting of this Committee will be held:

10:30 a.m. on Monday, November 3, 2025

OCTA Headquarters
550 South Main Street
Orange, California

**Committee Members Present**

Stephanie Klopfenstein, Chair
John Stephens, Vice Chair
Jamey M. Federico
Patrick Harper
Kathy Tavoularis

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Allison Cheshire, Clerk of the Board Specialist, Senior
Gina Ramirez, Assistant Clerk of the Board
James Donich, General Counsel
OCTA Staff

Committee Members Absent

Katrina Foley
William Go

Call to Order

The August 28, 2025, Regional Transportation Planning Committee meeting was called to order by Committee Chair Klopfenstein at 10:30 a.m.

Consent Calendar (Items 1 through 8)**1. Approval of Minutes**

A motion was made by Director Tavoularis, seconded by Director Federico, and declared passed by those present to approve the minutes of the July 7, 2025, Regional Transportation Planning meeting.

2. Amendment to Cooperative Agreements with the Cities of Costa Mesa, Fountain Valley, Huntington Beach, and Westminster for the Interstate 405 Improvement Project

A motion was made by Director Tavoularis, seconded by Director Federico, and declared passed by those present to:

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Cooperative Agreement No. C-5-3612 between the Orange County Transportation Authority and the City of Costa Mesa, in the amount of \$1,989,000, to provide final reimbursement for pavement mitigation and other costs on city streets used for signed, long-term detour routes during construction. This will increase the maximum obligation of the cooperative agreement to a total value of \$3,295,380.



- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 12 to Cooperative Agreement No. C-5-3613 between the Orange County Transportation Authority and the City of Fountain Valley, in the amount of \$2,039,000, to provide final reimbursement for pavement mitigation and other costs on city streets used for signed, long-term detour routes during construction. This will increase the maximum obligation of the cooperative agreement to a total value of \$7,478,658.
- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement No. C-3-2654 between the Orange County Transportation Authority and the City of Huntington Beach, in the amount of \$1,331,000, to provide final reimbursement for pavement mitigation and other costs on city streets used for signed, long-term detour routes during construction. This will increase the maximum obligation of the cooperative agreement to a total value of \$1,531,000.
- D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 9 to Cooperative Agreement No. C-5-3615 between the Orange County Transportation Authority and the City of Westminster, in the amount of \$2,850,000, to provide final reimbursement for pavement mitigation and other costs on city streets used for signed, long-term detour routes during construction. This will increase the maximum obligation of the cooperative agreement to a total value of \$7,348,331.

3. Amendment to Agreement for Construction Management Support Services for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5

A motion was made by Director Tavoularis, seconded by Director Federico, and declared passed by those present to Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-0-2582 between the Orange County Transportation Authority and AECOM Technical Services, Inc., in the amount of \$6,272,656, and extend the agreement term for an additional nine months through June 30, 2027, for additional construction management support services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$24,797,276.



4. Cooperative Agreement with the California Department of Transportation for the Preparation of the Project Report and Environmental Document for the State Route 57 Northbound Project from Lambert Road to the Orange County/Los Angeles County Line

A motion was made by Director Tavoularis, seconded by Director Federico, and declared passed by those present, to:

- A. Authorize the use of \$3,250,000 in Measure M2 funds for the State Route 57 Northbound Project from Lambert Road to the Orange County/Los Angeles County Line.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-5-4294 between the Orange County Transportation Authority and the California Department of Transportation, for preparation of the project report and environmental document for the State Route 57 Northbound Project from Lambert Road to the Orange County/Los Angeles County Line.

5. Release 2026 Annual Call for Projects for Measure M2 Comprehensive Transportation Funding Programs

A motion was made by Director Tavoularis, seconded by Director Federico, and declared passed by those present, to:

- A. Approve proposed revisions to the Comprehensive Transportation Funding Programs guidelines.
- B. Authorize staff to issue the 2026 call for projects for the Regional Capacity Program.
- C. Authorize staff to issue the 2026 call for projects for the Regional Traffic Signal Synchronization Program.

6. Acceptance of Grant Awards from the Southern California Association of Governments and the California Department of Transportation

A motion was made by Director Tavoularis, seconded by Director Federico, and declared passed by those present, to:

- A. Authorize the Chief Executive Officer to accept the award of \$400,000 in Southern California Association of Governments Sustainable Communities Program funding for Move Orange County: A Vibrant Path to Active Transportation.



- B. Adopt Orange County Transportation Authority Resolution No. 2025-070 authorizing the acceptance of the \$600,000 California Department of Transportation Sustainable Transportation Planning Grant confirming the match which is provided through the grant noted in Recommendation A, and authorizing the Chief Executive Officer to negotiate and execute grant agreements and any other required documents or applications.
- C. Authorize the Chief Executive Officer to negotiate and execute grant-related agreements and documents with the Southern California Association of Governments and the California Department of Transportation.
- D. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the recommendations above.

7. 2026 State Transportation Improvement Program Overview

A motion was made by Director Tavoularis, seconded by Director Federico, and declared passed by those present, to Receive and file as an information item.

8. Draft 2025 Orange County Congestion Management Program Report Release for Public Review

A motion was made by Director Tavoularis, seconded by Director Federico, and declared passed by those present, to

- A. Direct staff to release the draft 2025 Orange County Congestion Management Program Report for public review.
- B. Set November 10, 2025, as a public hearing date for adoption of the final 2025 Orange County Congestion Management Program Report.

Regular Calendar

9. Consultant Selection for Construction Management Support Services for the Interstate 5 Improvement Project Between Interstate 405 and Yale Avenue

Josue Vaglienty, Capital Programs, provided a report on this item.

A motion was made by Director Tavoularis, seconded by Committee Vice Chair Stephens, and declared passed by those present to:



- A. Approve the selection of Jacobs Project Management Co. as the firm to provide construction management support services for the Interstate 5 Improvement Project between Interstate 405 and Yale Avenue.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3961 between the Orange County Transportation Authority and Jacobs Project Management Co. to provide construction management support services for the Interstate 5 Improvement Project between Interstate 405 and Yale Avenue.

10. 2026 Long-Range Transportation Plan Development

Kristin Tso, Planning, and Marissa Espino, Public Outreach, provided a presentation.

No action was taken on this receive and file as an information item.

11. Regional Traffic Signal Synchronization Program Update

Alicia Yang, Planning, provided a presentation.

No action was taken on this receive and file as an information item.

12. Active Transportation Program Biannual Update

Peter Sotherland, Planning, provided a presentation.

No action was taken on this receive and file as an information item.

Discussion Items

13. Public Comments

There were no public comments received.

14. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer, reported on the following:

- Bikeways Connectivity Study
- Labor Day Operations

15. Committee Members' Reports

There were no Committee Member's reports.



16. Adjournment

The meeting was adjourned at 11:25 a.m.

The next regularly scheduled meeting of this Committee will be held:

10:30 a.m. on Monday, October 6, 2025

OCTA Headquarters
550 South Main Street
Orange, California.



October 6, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 5 and State Route 91

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation for construction capital and construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-5-4264 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$139,597,000, for construction capital and construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

Discussion

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the State Route 55 (SR-55) Improvement Project between Interstate 5 and State Route 91 (Project). The Project is Project F in the Measure M2 (M2) freeway program and is being advanced through the updated Next 10 Delivery Plan adopted by the OCTA Board of Directors (Board) in November 2024.

The Project will add a general purpose lane in each direction between Interstate 5 and State Route 22 and provide operational improvements on the southbound (SB) ramps at Katella Avenue and Lincoln Avenue. An additional lane will be added to the SB SR-55 Katella Avenue off- and on-ramps and the existing SB SR-55 Lincoln Avenue off-ramp will be relocated 1,300 feet to the south, next to the existing SB SR-55 Lincoln Avenue hook on-ramp.

Additionally, the Project provides standard curb ramps and sidewalks within the project improvement areas that improve active transportation options and provide continuity for pedestrians.

On September 9, 2021, the Board authorized Cooperative Agreement No. C-1-3642 with Caltrans to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contract for the Project.

On July 10, 2023, the Board authorized Cooperative Agreement No. C-3-2465 with Caltrans to implement right-of-way (ROW) activities, which include property appraisals and acquisitions, if necessary, and coordination of utility relocations needed for ROW certification for the Project. In addition, on April 14, 2025, the Board approved Amendment No. 1 to Cooperative Agreement No. C-3-2465 for additional ROW support services. ROW acquisitions are required due to additional ROW needs identified to construct the Project.

A cooperative agreement for the construction phase is required to define the specific roles and funding responsibilities for each agency to provide the construction capital and construction management support services for the Project.

As the implementing agency for construction of the Project, Caltrans will be responsible for the advertisement, award, approval, and administration of the construction contract. Construction bid documents for the Project are currently being prepared for advertisement of the construction contract in fall 2026. The total construction capital funding required for the Project is \$118,828,000 and is funded with M2 funds.

Caltrans and OCTA will share in the construction management support services for the Project. Caltrans will provide the resident engineer, structures representative, and other field personnel, along with construction administrative support and environmental monitoring for the Project, which is estimated to be \$9,207,000 funded with M2 funds. OCTA will retain a consultant firm to augment Caltrans' field staff with roadway inspection, office engineering, materials testing, and claims support services. OCTA's consultant firm will also provide a field office to house construction staff for the Project. The total estimated cost of OCTA's construction support is \$11,562,000 funded with M2 funds. The construction capital and construction support provided by both Caltrans and OCTA yields a total project cost of \$139,597,000.

Additionally, through separate contracts, OCTA will serve as lead agency on the public outreach and freeway service patrol efforts.

**Cooperative Agreement with the California Department of
Transportation for the State Route 55 Improvement Project
Between Interstate 5 and State Route 91**

Page 3

Fiscal Impact

The Project will be proposed in OCTA's Fiscal Year (FY) 2026-27 Budget and subsequent FY budgets, Capital Programs Division, account nos. 0017-9084-FF102-0X0 and 0017-9085-FF102-0X0 and will be funded with M2 funds.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-5-4264 with the California Department of Transportation, in the amount of \$139,597,000, for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

Attachment

None.

Prepared by:



Jeannie Lee, P.E.
Senior Project Manager
(714) 560-5735

Approved by:




James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646



October 6, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Comprehensive Transportation Funding Programs – Project X
Tier 1 2025 Call for Projects Programming Recommendations

Overview

The Orange County Transportation Authority's Environmental Cleanup Program provides Measure M2 funding for water quality improvement projects to address transportation-generated pollution. The 2025 Tier 1 Grant Program call for projects was issued on March 10, 2025. Evaluations of the grant applications are now complete, and a list of projects is presented for Board of Directors' review and approval.

Recommendation

Approve the award of \$3,088,766 in Tier 1 Environmental Cleanup Program funding for eight projects.

Background

In May 2010, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved a two-tiered approach to fund the Measure M2 (M2) Project X Environmental Cleanup Program (ECP). The Tier 1 grant program is designed to mitigate the more visible forms of pollutants, such as litter and debris, which collect on roadways and in catch basins prior to being deposited in waterways and the ocean. The Tier 2 grant program provides funding for larger, multi-jurisdictional, capital-intensive structural treatment best management practice (BMP) types of projects.

Tier 1 funding, which is the focus of the most recent call for projects (call), is available for Orange County local jurisdictions to purchase and install equipment and other related BMPs that supplement, not supplant, current water quality programs. Examples include screens, filters, and inserts for catch basins, as well as other devices designed to remove the above-mentioned pollutants. Proposed projects must demonstrate a direct nexus to the reduction of

transportation-related pollution, as developed and defined by OCTA's Environmental Cleanup Allocation Committee (ECAC).

To date, the Board has approved funding for 233 Tier 1 projects, totaling over \$40 million. It is estimated that over 80 million gallons of trash have been captured since inception of the ECP in 2011. On March 10, 2025, the Board approved issuance of the current 2025 ECP Tier 1 call, making available approximately \$3.5 million to support a 15th call for the Tier 1 program.

Discussion

The ECP Tier 1 call application deadline was May 8, 2025. As of that date, nine applications were submitted from nine local jurisdictions. However, one application was withdrawn during the evaluation process due to the applicant's financial constraints. The remaining eight applications were reviewed and evaluated by an application review committee consisting of OCTA staff and two ECAC members. Project applications were evaluated based on Board-approved selection criteria, which included the following:

- Effectiveness at removing trash and debris;
- Cost/benefit analyses;
- Pollution-reducing benefits;
- Project readiness;
- Adequacy of proposed operations and maintenance plans; and
- Submission of clear and detailed work plans with specific implementation timing documented.

On August 14, 2025, the ECAC was provided with the application review committee's conclusions and staff's recommendation that eight projects totaling \$3,088,766 be considered by the Board for funding (Attachment A). The members of the ECAC, which lacked a quorum to formally recommend approval to the Board, did not raise any concerns regarding the recommendations. At the discretion of the Chair of the ECAC, this item is being advanced to the Board for approval.

The Tier 1 projects being recommended for funding primarily consist of various catch basin debris screen devices including 904 connector pipe screens (CPS), 381 automatic retractable screens (ARS), 30 full trash capture (FTC) units, four grated inlet trash screens (GITS), 54 brush inlet screens (BIS), as well as one trash rover and two hydrodynamic separators (HDS).

More detailed project descriptions and visual samples are provided in Attachments B and C, respectively. A brief overview of these project types is also provided below.

- Catch basin debris screen devices: These devices prevent debris from entering the storm drain system through catch basins and primarily consist of CPS, ARS, FTC, GITS, and BIS type devices.
- A trash rover is a mechanical device that can be deployed in larger enclosed bodies of water, such as bays and harbors, and is designed to collect floating waste autonomously and/or manually via remote control.
- An HDS utilizes a combination of swirl concentration and indirect screening to separate and capture trash and debris. The filtered water then passes into the separation area where suspended solids can settle, and runoff passes through. Trash and debris are captured and contained within the screen enclosure and vacuumed during maintenance.

As part of the Tier 1 program, local jurisdictions agree to contribute a minimum cash match of 20 percent of total project costs. All recommended projects meet or exceed this requirement.

Next Steps

Upon Board approval, each funded jurisdiction will be required to execute a letter amendment (to their existing M2 Master Funding Agreement with OCTA). Unless pre-award authority is requested, an executed letter amendment must be in place prior to project implementation. Once this process is complete, OCTA will initiate project monitoring and Board reporting through the Comprehensive Transportation Funding Programs semi-annual review and M2 quarterly reporting processes.

Summary

The OCTA ECP provides grant funding to local jurisdictions for projects that support water quality improvements related to transportation infrastructure. The 2025 Tier 1 call has concluded, and staff is recommending Board approval to program \$3,088,766 in ECP funds to eight local jurisdiction projects.

Attachments

- A. 2025 Project X Tier 1 Call for Projects – Programming Recommendations
- B. 2025 Project X Tier 1 Call for Projects – Project Summaries
- C. Visual Samples of Recommended Best Management Practice, Tier 1 Project Types

Prepared by:



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Associate Transportation Funding Analyst
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Approved by:



Rose Casey
Executive Director, Planning
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2025 Project X Tier 1 Call for Projects – Programming Recommendations

| Projects Recommended for Funding | | | | | | |
|---|---------------------|--|---|--------------------|-----------------|-------------------|
| No | Agency | Project Title | Project Description | Local Match | M2 Grant | Cumulative |
| 1 | Anaheim | Stormwater Catch Basin Screen Installation Project - Phase VI [†] | Install 18 CPS, 30 FTC, and 54 BIS units | 20% | \$ 250,907 | \$ 250,907 |
| 2 | Irvine | Catch Basin Connector Pipe Screen Installation Project - Phase 5 | Install 600 CPS units | 33% | \$ 600,000 | \$ 850,907 |
| 3 | Mission Viejo | Trash and Runoff Abatement Project: Citywide 2025 | Install 32 CPS and 116 ARS units | 20% | \$ 200,000 | \$ 1,050,907 |
| 4 | Newport Beach | Newport Harbor Trash Rover 2.0 | Deploy one trash rover | 20% | \$ 54,400 | \$ 1,105,307 |
| 5 | Orange | White Oak Ridge & Palmyra Avenue Water Quality Storm Drain Improvement Project | Install one HDS and five CPS units | 23% | \$ 600,000 | \$ 1,705,307 |
| 6 | San Clemente | Inland Residential and Rancho San Clemente Industrial Runoff Treatment Project | Install 119 CPS, four GITS, and 264 ARS units | 20% | \$ 564,000 | \$ 2,269,307 |
| 7 | San Juan Capistrano | San Juan Capistrano High Priority CPS Screen Installation - 2025 | Install 130 CPS units | 20% | \$ 219,459 | \$ 2,488,766 |
| 8 | Seal Beach | 5th Street at Electric Avenue Stormwater Treatment Project | Install one HDS and one ARS unit | 30% | \$ 600,000 | \$ 3,088,766 |

[†]Pre-award authority requested

| Project withdrawn by applicant | | | | | | |
|---------------------------------------|---------------|---------------------------------------|---|--------------------|---------------------------|-------------------|
| No | Agency | Project Title | Project Description | Local Match | M2 Funding Request | Cumulative |
| 9 | Laguna Hills | Clarington Park Biofiltration Project | Install two biofiltration basins and five trash screens | 25% | \$ 600,000 | \$ 3,688,766 |

Acronyms

ARS - Automatic Retractable Screen

BIS - Brush Inlet Screen

CPS - Connector Pipe Screen

FTC - Full Trash Capture Unit

GITS - Grated Inlet Trash Screen

HDS - Hydrodynamic Separator

M2 - Measure M2

N/A - Not Applicable

2025 Project X Tier 1 Call for Projects – Project Summaries

| No | Agency | Project Title | Project Highlights |
|----|---------------------|--|---|
| 1 | Anaheim | Stormwater Catch Basin Screen Installation Project - Phase VI | The City of Anaheim proposes to retrofit 100 existing storm drain catch basins at high-traffic, priority sites throughout the City of Anaheim watershed and storm drain system with 18 CPS, 30 FTC, and 54 BIS units. The improvements target broken or frequently overwhelmed ARS and will protect the Carbon Creek, City of Westminster, and Santa Ana River watersheds. |
| 2 | Irvine | Catch Basin Connector Pipe Screen Installation Project - Phase 5 | The City of Irvine proposes to install 600 CPS in catch basins at various locations in Planning Areas 5 (Northwood Point), six (Portola Springs), nine (Woodbury), and 51 (Great Park). The proposed CPS locations were selected considering several factors such as development areas, increased vehicle/pedestrian traffic, the absence of stormwater treatment by a natural treatment system, drainage from PLU areas, and drainage to downstream receiving waters listed in the Clean Water Act. |
| 3 | Mission Viejo | Trash and Runoff Abatement Project: Citywide 2025 | The City of Mission Viejo proposes to install 32 CPS and 116 ARS in catch basins located citywide. This project targets PLU areas and will reduce stormwater pollution that drain to either Aliso Creek or San Juan Creek watersheds by capturing trash and pollutants on arterial roadways. |
| 4 | Newport Beach | Newport Harbor Trash Rover 2.0 | The City of Newport Beach proposes to deploy a second trash rover as an expansion of the existing Newport Harbor Trash Rover Project, continuing efforts to improve water quality and reduce trash and debris in Newport Harbor. The first rover was launched in February 2025, and the addition of a second unit will increase the coverage area for collecting floating debris. In conjunction with previously installed catch basin screens, continuous deflection separators, marina trash skimmers, and debris booms, the trash rover will be deployed in Newport Harbor and capture floating trash and debris entering from storm drain systems and creeks. |
| 5 | Orange | White Oak Ridge & Palmyra Avenue Water Quality Storm Drain Improvement Project | The City of Orange proposes to install one HDS and five CPS. The HDS would be located in the existing storm drain system that ultimately discharges into Handy Creek, collecting runoff from Watershed 19 as described in the City of Orange Master Plan of Drainage. The CPS would be installed within Watershed 17 on Palmyra Avenue and Main Street. |
| 6 | San Clemente | Inland Residential and Rancho San Clemente Industrial Runoff Treatment Project | The City of San Clemente proposes to install 119 CPS-Mod systems, four GITS, and 264 ARS-CL Curb Screens in catch basins located on 284 acres of PLU, including retail areas, medium- and high-density residential neighborhoods, and portions of the Rancho San Clemente Industrial Park. These areas also drain to sensitive downstream resources such as the Poche/Prima Deshecha Watershed, coastal canyons, and the largely undeveloped San Mateo Creek Watershed. |
| 7 | San Juan Capistrano | San Juan Capistrano High Priority CPS Screen Installation - 2025 | The City of San Juan Capistrano proposes to install 130 CPS units in catch basins located in high-density residential, commercial, and transit-heavy areas that contribute to transportation-related pollutants impacting the San Juan Creek Watershed. The selected locations coincide with PLU zones and major roadways, including 12 bus stops, and are designed to prevent trash and debris 5mm or larger from entering the MS4 system, helping the City of San Juan Capistrano meet Clean Water Act standards and improve downstream water quality. |
| 8 | Seal Beach | 5th Street at Electric Avenue Stormwater Treatment Project | The City of Seal Beach proposes to install one HDS and one ARS to efficiently redirect flow into the HDS with a bypass extension reconnecting to the Electric Avenue drainage system. Designed to improve stormwater quality, the project will enhance drainage capacity across a 37.3-acre tributary area contributing to the West End Pump Station in a low-lying coastal neighborhood. |

Acronyms

ARS - Automatic Retractable Screen

BIS - Brush Inlet Screen

CPS - Connector Pipe Screen

FTC - Full Trash Capture Unit

GITS - Grated Inlet Trash Screen

HDS - Hydrodynamic Separator

Mod - Modular

MS4 - Municipal Separate Storm Sewer System

PLU - Priority Land Use

**Visual Samples of Recommended Best Management Practice,
Tier 1 Project Types**

Automatic Retractable Screen (ARS)



Brush Inlet Screen (BIS)



Connector Pipe Screen (CPS)



Full Trash Capture Unit (FTC)



Grated Inlet Trash Screen (GITS)



Hydrodynamic Separator (HDS)




Trash Rover



Note: Photographs are for visualization purposes. Actual devices installed may be different depending on final procurement, site characteristics, final specifications, etc.



October 6, 2025

To: Regional Transportation Planning Committee
From: Darrell E. Johnson, Chief Executive Officer 
Subject: 2026 State Transportation Improvement Program

Overview

Every two years, the Orange County Transportation Authority develops a program of projects for funding through the State Transportation Improvement Program based on Board of Directors' approved policies and state guidelines. Project recommendations for the 2026 program are presented for Board of Directors' consideration and approval.

Recommendations

- A. Approve the 2026 State Transportation Improvement Program submittal of eight projects for \$151.742 million, from fiscal year 2026-27 through fiscal year 2030-31.
- B. Authorize staff to make all necessary amendments to the State Transportation Improvement Program and the Federal Transportation Improvement Program and execute any necessary agreements to facilitate the recommendations above.

Background

The State Transportation Improvement Program (STIP) provides formulaic state-administered funding for transportation improvements throughout California. The STIP spans a rolling five-year period. Every two years, state and federal transportation revenues are forecasted and programmed for the new five-year period. The 2026 STIP covers the five-year period from fiscal year (FY) 2026-27 to FY 2030-31.

A fund estimate (FE) is developed for each STIP cycle to determine funding shares for each county in California. For the 2026 STIP, Orange County's new capacity is \$24.718 million. On September 8, 2025, the Orange County Transportation Authority (OCTA) Board of Directors (Board) received the 2026 STIP overview that provided background information on the STIP and updates to the guidelines and included the latest STIP funding share for Orange County.

The revenue that supports the STIP is primarily derived from an excise tax on gasoline. According to estimates developed by the California Department of Transportation (Caltrans), revenues are declining due to the growing number of fuel efficient, hybrid, and electric vehicles, which have reduced fuel tax collections.

OCTA is responsible for developing the priorities for the STIP funding for Orange County, which must be submitted to the California Transportation Commission (CTC) in late 2025 for approval and adoption in early 2026. Consistent with the Board adoption of the Capital Programming Policies on December 13, 2021, OCTA dedicates STIP funds for eligible transit capital, freeway, traffic system management, complete streets, commuter rail, fixed-guideway projects, as well as planning/programming and complementary activities, which seek an equitable balance among all modes and are consistent with state goals.

Discussion

The overall strategy for programming the 2026 STIP is to maintain support for existing projects and develop a multimodal package of projects. For the 2026 STIP, several projects were considered, including freeway, managed lane, active transportation, and transit capital improvements. The recommended capital projects meet the requirements for STIP funding and serve as a balanced and multimodal approach to meet the transportation needs of Orange County. The 2026 package retains commitments from prior cycles to advance freeway improvements, improve goods movement, expand the bicycle and pedestrian facilities network, and provide for efficient rail transit operations. A map of the 2026 STIP projects is provided as Attachment A.

The OCTA 2026 STIP proposal totals \$151.742 million, exceeding the funding target of \$130.720 million over the five-year period by \$21.022 million. Per the STIP FE and guidelines, the CTC may approve and program STIP funding above the targets. If approved, the \$21.022 million will be advanced from the 2028 STIP cycle, reducing new funding capacity from the future 2028 FE, but will allow Orange County to put the STIP funds toward projects earlier. A significant portion of this funding (\$106.002 million) is already committed through the Board-approved and CTC-adopted 2024 STIP to existing projects.

OCTA staff is recommending the projects and funding amounts for the 2026 STIP as presented in the table and discussed in further detail below. Additional information is included in Attachment B, which provides a brief description of each project and more details of the proposed funding changes.

| STIP Projects (\$000) | 2024 STIP | Proposed Increase | 2026 STIP |
|---|------------------|-------------------|------------------|
| Carry-Over and Augmented Projects | | | |
| SR-74 Ortega Highway Gap Closure and Multimodal Improvements (CON) | \$24,600 | | \$24,600 |
| OC Loop -- Segment A (La Habra) (ROW & CON) | \$38,233 | \$4,156 | \$42,389 |
| SR-57 Truck Climbing Lane Phase II – Lambert Road to County Line (PS&E & ROW) | \$18,000 | \$5,000 | \$23,000 |
| OC Maintenance Facility (Phase 1) (CON) | \$20,000 | - | \$20,000 |
| Planning, Programming, and Monitoring | \$5,169 | \$1,824 | \$6,993 |
| Proposed New Projects | | | |
| PCH Coastal Rail Bridge (CON) | \$0 | \$15,000 | \$15,000 |
| I-5 Improvement from County Line to Avenida Pico (ROW) | \$0 | \$13,611 | \$13,611 |
| OC Loop - Segment B (Brea) (CON) | \$0 | \$6,149 | \$6,149 |
| Total | \$106,002 | \$45,740 | \$151,742 |

CON – Construction
HOV – High-Occupancy Vehicle
I-5 – Interstate 5
PCH – Pacific Coast Highway

PS&E – Plans, Specifications, and Estimates
ROW – Right-of-Way
SR-57 – State Route 57
SR-74 – State Route 74

The SR-74 Ortega Highway Gap Closure and Multimodal Improvements is an existing STIP project. The project will add travel and bicycle lanes in both directions, a new north-side sidewalk, and will reconstruct the south-side sidewalk. This project is a multimodal gap closure that will alleviate a chokepoint in the arterial system in southern Orange County and improve interregional connectivity. This is one of several key projects that have been identified that will relieve congestion in south Orange County. With this funding and based on current estimates, the project is fully funded, and construction is expected to start before the end of 2026.

The OC Loop is a 66-mile regional active transportation corridor integrating Class I off-street trails and Class II/III on-street bicycle facilities to create a continuous, multi-jurisdictional network. The OC Loop Segment A, the La Habra Rails to Trails OC Loop Gap Closure Project, is an existing project in the STIP. The project will close a 3.1-mile gap in the OC Loop by constructing a Class I bikeway multi-use path along an existing rail line from the western La Habra city limit to Palm Street. Based on estimates provided by the City of La Habra and reviewed by OCTA, it was determined that the ROW phase requires additional funding. Staff is seeking approval of \$4.156 million in STIP funds for the ROW phase in FY 2026-27. The STIP funding in construction is consistent with current estimates and is recommended to remain at the current funding level.

The SR-57 Truck Climbing Lane Phase II is a carryover project proposed to receive additional STIP funds for the ROW phase. The project will construct a truck climbing lane on the SR-57 from the Lambert Road interchange to just north of the Orange County/Los Angeles County Line. The project is part of Measure M2 (M2) Project G, included in the M2 Next 10 Delivery Plan, and will complement the SR-57 Lambert Road Interchange Project which recently completed construction. Based on the estimate provided in the latest funding needs summary, staff is seeking approval for \$5.000 million in STIP for the ROW phase in FY 2029-30. Adjustments may be required as estimates are refined in the environmental and design phases. Staff will return to the Board with funding recommendations for the construction phase and any updates to the ROW phase at a later date.

The Orange County Maintenance Facility (OCMF) is a carryover transit project. The project is part of the Metrolink Southern California Optimized Rail Expansion program. The project allows for layover and light servicing of locomotives and rail cars in Orange County to reduce system operating costs. The OCMF will provide space and equipment to inspect, clean, and maintain locomotives and rail cars. Staff is not proposing any changes to the \$20 million in STIP funds for the construction phase but will request that the CTC delay the funding from FY 2027-28 to FY 2029-30 to align with an updated schedule.

The PCH Coastal Rail Bridge Project is a new project in the STIP and will be constructed in coordination with the Southern California Regional Rail Authority. OCTA is currently seeking funds for pre-construction phases and estimates the project may be ready for construction by FY 2030-31. This project will replace an existing 100-year rail bridge spanning PCH between the San Juan Capistrano and San Clemente rail stations. Contingent on final design, the new structure is planned to be a single-track steel plate girder bridge with an 85-foot-long span. The project will maintain a state of good repair, improve safety, and avoid rail line closures. Staff is seeking approval for \$15 million in STIP funds to partially fund the construction phase in FY 2030-31. Staff are also pursuing external grants to support the remaining funding need for construction.

The Interstate 5 (I-5) Improvement from County Line to Avenida Pico Project is a new freeway project in the STIP. Primarily federal funds are planned to be used for the environmental and design phases. STIP funds are proposed for the ROW phase of the project. The project will construct new HOV lanes to connect to the existing HOV lanes at Avenida Pico. The project would widen or replace several bridges, implement ramp improvements, where feasible, and construct auxiliary lanes. The project also includes Transportation Systems Management/Transportation Demand Management features. Staff is recommending \$13.611 million for the ROW phase in FY 2029-30. This is an extension of and complementary to Project C, which extended the HOV lanes between San Juan Creek Road and Avenida Pico and was completed in 2018.

OC Loop Segment B, the Western Extension to the Tracks at Brea, is a new project proposed in the STIP. In coordination with the City of Brea, the project will close a 1.3-mile gap in the OC Loop bikeway from the Brea Canyon Flood Channel to Palm Street, along the Union Pacific Railroad Corridor, creating a 4.7-mile continuous bike facility. This gap closure will improve access, mobility, and safety for bicyclists and pedestrians in the City of Brea and neighboring communities. It also brings the regional OC Loop project one step closer to completion. Staff is recommending \$6.149 million in STIP funds in FY 2029-30 for the construction phase.

Attachment C provides a table that depicts the projects proposed for the 2026 STIP and is part of the submittal that will be provided to the CTC. Attachment D provides the updated Capital Funding Plan, which is a summary of the funding information for all OCTA's capital projects.

Per STIP guidelines, CTC staff may request changes due to revised funding capacity or timing constraints related to state and federal funding. As such, adjustments to the recommended program may be necessary, and staff will continue to work with the CTC, Caltrans, and other appropriate agencies to ensure the projects continue to move toward the 2026 STIP adoption by spring 2026. Staff will keep the Board apprised if material changes are necessary.

As part of the STIP process described in the 2026 STIP overview, the STIP is divided into two major funding categories, the Regional Transportation Improvement Program described in this staff report and the Interregional Transportation Improvement Program (ITIP). Caltrans is responsible for submitting requests for funding for the ITIP and primarily submits projects that are significant for interregional transportation with a focus on highways and intercity rail. Caltrans and OCTA staff have met to discuss their submittal for District 12, and their plan is to submit the I-5 Managed Lanes Project from Red Hill Avenue to the Los Angeles County Line. Caltrans District 12 submitted the same project in the 2024 STIP. OCTA is required to identify the highest priority for our region for the ITIP from the Caltrans list of projects. The I-5 corridor continues to be a critical transportation link in Orange County and is the only project being put forth by Caltrans for ITIP funding at this time, and therefore the high priority ITIP project for Orange County.

Next Steps

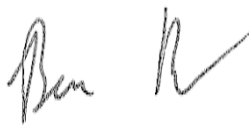
With Board approval, staff will finalize and submit the 2026 STIP to the Southern California Association of Governments for quantification of regional benefits, and to the CTC by December 15, 2025. The CTC will hold public hearings on the proposed 2026 STIP on January 28, 2026, in Northern California and on February 5, 2026, in Southern California. The CTC is expected to adopt the program at the March 19-20, 2026, CTC meeting. A 2026 STIP development schedule is included as Attachment E.

Summary

OCTA is responsible for the development and programming of the STIP for Orange County. Staff is recommending that OCTA submit eight projects for \$151.742 million in STIP funds for FY 2026-27 through FY 2030-31. The use of STIP funds for these projects supplements the local M2 Program and will provide a range of benefits to Orange County.

Attachments

- A. OCTA 2026 State Transportation Improvement Program, Proposed Projects
- B. 2026 State Transportation Improvement Program, Project Descriptions
- C. Draft Funding Plan for Proposed 2026 STIP
- D. Capital Funding Program Report
- E. 2026 State Transportation Improvement Program Development Schedule

Prepared by:

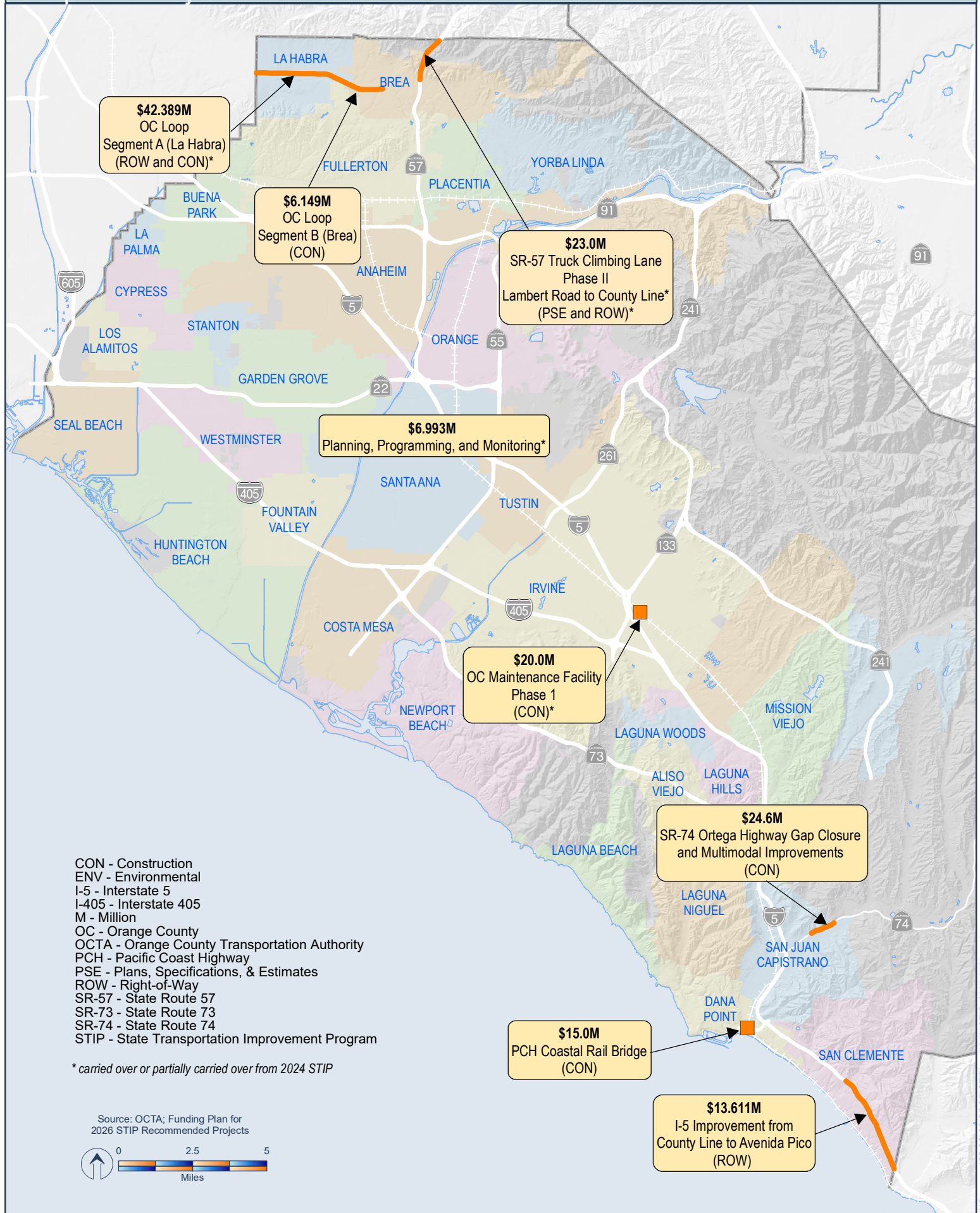
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OCTA 2026 State Transportation Improvement Program Proposed Projects

ATTACHMENT A



2026 State Transportation Improvement Program Project Descriptions

State Route 74 (SR-74) Ortega Highway Gap Closure and Multimodal Improvements

This project will improve the SR-74/Ortega Highway from two to four lanes by adding vehicular lanes, bicycle lanes, and reconstructing sidewalks in each direction in the City of San Juan Capistrano from Calle Entradero (postmile 1.0) to Reata Road (postmile 2.1). The project includes installing a traffic signal at Via Cordova and Hunt Club Drive, providing a 12-foot-wide striped median, a five- to eight-foot shoulder on each side to accommodate a Class II bicycle lane, and reconstructing the existing sidewalk. The project also requires seven retaining walls.

The SR-74/Ortega Highway Gap Closure and Multimodal Improvements Project is one of the most heavily utilized local arterials in the area and currently, the existing traffic demand exceeds capacity. The project has also received funding through the Measure M2 (M2) Project O - Regional Capacity Program. This is a project of interregional significance, and in the past, the California Department of Transportation submitted this project for the Interregional Improvement Program portion of the State Transportation Improvement Program (STIP). This project is included in the approved 2024 STIP. The project is scheduled to start construction in late 2026. Staff are not recommending any changes to this project.

Existing funding is shown in the table below.

| Existing Funding (\$000s) | STIP | Mid-Cycle STIP | STBG/ Earmark | M2 | Local | SHOPP | Total |
|---------------------------|------------------|----------------|------------------|-----------------|-----------------|---------------|------------------|
| PA/ED | \$ 5,513 | \$ - | \$ - | \$ 1,950 | \$ 400 | \$ 250 | \$ 8,113 |
| PS&E | \$ - | \$ 800 | \$ 1,500 | \$ 5,250 | \$ 1,750 | \$ - | \$ 9,300 |
| ROW | \$ 13,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 13,000 |
| CON | \$ 24,600 | \$ - | \$ 32,500 | \$ - | \$ 1,000 | \$ - | \$ 58,100 |
| TOTAL | \$ 43,113 | \$ 800 | \$ 34,000 | \$ 7,200 | \$ 3,150 | \$ 250 | \$ 88,513 |

CON – Construction

PA/ED – Project Approval/Environmental Documents

PS&E – Plans, Specifications, and Estimates

ROW – Right-of-Way

SHOPP – State Highway Operation and Protection Program

STBG – Surface Transportation Block Grant

Orange County (OC) Loop - Segment A (La Habra) (ROW & CON)

The OC Loop vision is 66 miles of seamless connections and an opportunity for people to bicycle, walk, and connect to some of California's most scenic beaches and inland reaches. Currently, nearly 58 miles use existing off-street trails along the San Gabriel River, Coyote Creek, Santa Ana River, and the Coastal/Beach Trail. OC Loop is divided into several segments.

OC Loop Segment A, the La Habra Rails to Trails Gap Closure Project, will close a 3.1-mile gap in the OC Loop with a Class I multi-use path along a currently blighted rail-to-trail. This project completes Segment A of the OC Loop and lies entirely within the boundaries of the City of La Habra. To improve the safety and convenience of residents

2026 State Transportation Improvement Program Project Descriptions

commuting and to increase walking and bicycling, the project includes widening an existing paved pathway in Guadalupe Park, constructing a Class I multi-use path, and enhanced safety features to protect bicyclists and pedestrians. Staff are seeking approval for \$4.156 million in STIP funds for the ROW phase to complement the previously approved \$38.233 million in STIP funds for the CON phase. Using STIP funds for the project is consistent with the Capital Programming Policies (CPP) which allows the use of STIP funds for complete streets.

The existing and proposed funding plans are provided below:

| Existing Funding (in 000s) | ATP | CMAQ/ Earmark | Local | STIP | Total |
|-------------------------------|---------------|------------------|-----------------|------------------|------------------|
| PA/ED | \$ 50 | \$ - | \$ 9 | \$ - | \$ 59 |
| PS&E | \$ 290 | \$ 453 | \$ 119 | \$ - | \$ 862 |
| ROW | \$ - | \$ 4,949 | \$ 1,895 | \$ - | \$ 6,844 |
| CON | \$ - | \$ - | \$ - | \$ 38,233 | \$ 38,233 |
| TOTAL | \$ 340 | \$ 5,402 | \$ 2,023 | \$ 38,233 | \$ 45,998 |

| Proposed Funding (in 000s) | ATP | CMAQ/ Earmark | Local | STIP | Total |
|-------------------------------|---------------|------------------|-----------------|------------------|------------------|
| PA/ED | \$ 50 | \$ - | \$ 9 | \$ - | \$ 59 |
| PS&E | \$ 290 | \$ 453 | \$ 119 | \$ - | \$ 862 |
| ROW | \$ - | \$ 4,949 | \$ 1,895 | \$ 4,156 | \$ 11,000 |
| CON | \$ - | \$ - | \$ - | \$ 38,233 | \$ 38,233 |
| TOTAL | \$ 340 | \$ 5,402 | \$ 2,023 | \$ 42,389 | \$ 50,154 |
| <i>CHANGE</i> | | | | \$ 4,156 | \$ 4,156 |

ATP – Active Transportation Program
CMAQ – Congestion Mitigation and Air Quality Program

State Route 57 (SR-57) Truck Climbing Lane Phase II – Lambert Road to County Line

The SR-57 Truck Climbing Lane Phase II – Lambert Road to County Line Project will construct a truck climbing lane on the SR-57 from the Lambert Road undercrossing to just north of the Orange County/Los Angeles County Line. A climbing lane would improve truck traffic travel speeds and would increase the throughput of the northbound SR-57. The overall project length is approximately 2.5 miles. This project is identified as Project G in the Next 10 Delivery Plan. Staff are proposing \$5 million in STIP funds for the ROW phase to complement the previously approved \$24.5 million in STIP funds for the SR-57 Truck Climbing Lane Project. This is consistent with the CPP regarding the use of STIP funds because it is an M2 freeway project.

The existing and proposed funding plans are provided below:

| Existing Funding (in 000s) | STIP | Local | Total |
|-------------------------------|------------------|-----------------|------------------|
| PA/ED | \$ 6,500 | \$ 3,250 | \$ 9,750 |
| PS&E | \$ 18,000 | \$ - | \$ 18,000 |
| TOTAL | \$ 24,500 | \$ 3,250 | \$ 27,750 |

2026 State Transportation Improvement Program Project Descriptions

| Proposed Funding (in 000s) | STIP | Local | Total |
|----------------------------|------------------|-----------------|------------------|
| PA/ED | \$ 6,500 | \$ 3,250 | \$ 9,750 |
| PS&E | \$ 18,000 | \$ - | \$ 18,000 |
| ROW | \$ 5,000 | \$ - | \$ 5,000 |
| TOTAL | \$ 29,500 | \$ 3,250 | \$ 32,750 |
| <i>CHANGE</i> | \$ 5,000 | | \$ 5,000 |

Orange County Maintenance Facility (Phase 1) (CON)

The Orange County Maintenance Facility (OCMF) is part of the Metrolink Southern California Optimized Rail Expansion (SCORE) program, which is funded through the Transit and Intercity Rail Capital Program (TIRCP). The facility will be located on the 21.3-acre parcel owned by the Orange County Transportation Authority (OCTA), adjacent to Marine Way, and located along the Metrolink Orange Subdivision between mileposts 183.5 and 184 in the City of Irvine. The goal of the project is to provide for more efficient rail operations. The OCMF will provide space and equipment to inspect, clean, and maintain cars and locomotives consistent with federal mandates. Staff is not proposing any changes to the STIP funding amount but will delay the \$20 million in STIP funds for the construction phase from fiscal year (FY) 2027-28 to FY 2029-30 to align with an updated schedule. The project has an unfunded need, but OCTA will continue to seek funding to fully fund the project through construction. The project is consistent with the CPP, which allows STIP funds to be used for transit capital projects.

The existing and updated funding plans are provided below:

| Existing Funding (in 000s) | TIRCP/SCORE | STIP | Total |
|----------------------------|------------------|------------------|------------------|
| PA/ED | \$ 4,829 | \$ - | \$ 4,829 |
| PS&E | \$ 6,401 | \$ - | \$ 6,401 |
| CON | \$ 60,000 | \$ 20,000 | \$ 80,000 |
| TOTAL | \$ 71,230 | \$ 20,000 | \$ 91,230 |

| Updated Funding (in 000s) | TIRCP/SCORE | STIP | Unfunded Need | Total |
|---------------------------|------------------|------------------|-------------------|-------------------|
| PA/ED | \$ 4,829 | \$ - | \$ - | \$ 4,829 |
| PS&E | \$ 6,401 | \$ - | \$ - | \$ 6,401 |
| CON | \$ 60,000 | \$ 20,000 | \$ 150,000 | \$ 230,000 |
| TOTAL | \$ 71,230 | \$ 20,000 | \$ 150,000 | \$ 241,230 |
| <i>CHANGE</i> | | | \$ 150,000 | \$ 150,000 |

Planning, Programming, and Monitoring (PPM)

Orange County is impacted by severe congestion on many regional and interregional facilities. Examination of the problem and potential solutions are necessary for the future construction of improvements. STIP funds will be used to support studies that are directly used in the development of the Long-Range Transportation Plan and to develop project study reports, thus creating a shelf of projects for the future. Specific examples of studies that are supported using STIP PPM include the Transit Chokepoint Study, Freeway Bus Rapid Transit Concepts Study, Harbor Boulevard Transit Corridor Study, and Active

2026 State Transportation Improvement Program Project Descriptions

Transportation Support. The California Transportation Commission sets aside five percent of the STIP for regional agencies to carry out planning activities. Staff is requesting approval to submit for two additional years of STIP PPM funding totaling \$1.824 million. This will bring the five-year STIP PPM total to \$6.993 million.

Pacific Coast Highway (PCH) Coastal Rail Bridge (CON)

The PCH Coastal Rail Bridge Project will replace an existing 100-year-old rail bridge spanning PCH between the San Juan Capistrano and San Clemente rail stations. Contingent on design, the new structure will be a single-track steel through plate girder bridge with an 85-foot-long span, supported by cast-in-drilled-hole piles. This project involves demolishing the old bridge and constructing the new one, using advanced engineering techniques to minimize disruption. The new bridge will meet modern safety standards, including seismic resilience, and efforts will be made to reduce environmental impact and enhance the area's aesthetics. The project will keep the rail infrastructure in a state of good repair, allowing freight trains to increase speeds through the area, improve safety, and avoid rail line closures. Staff is seeking \$15 million in STIP funds for the construction phase. The project is consistent with the CPP, which allows STIP funds to be used for fixed-guideway transit capital projects.

| Existing Funding (in 000s) | *STBG | *CMAQ | Local | Total |
|-------------------------------|-----------------|---------------|---------------|-----------------|
| PA/ED | \$ 748 | \$ 83 | \$ 108 | \$ 939 |
| PS&E | \$ 4,242 | \$ 471 | \$ 611 | \$ 5,324 |
| TOTAL | \$ 4,990 | \$ 554 | \$ 719 | \$ 6,263 |

| Proposed Funding (in 000s) | *STBG | *CMAQ | Local | STIP | Unfunded Need | Total |
|----------------------------|-----------------|---------------|---------------|------------------|------------------|------------------|
| PA/ED | \$ 748 | \$ 83 | \$ 108 | \$ - | \$ - | \$ 939 |
| PS&E | \$ 4,242 | \$ 471 | \$ 611 | \$ - | \$ - | \$ 5,324 |
| CON | \$ - | \$ - | \$ - | \$ 15,000 | \$ 30,000 | \$ 45,000 |
| TOTAL | \$ 4,990 | \$ 554 | \$ 719 | \$ 15,000 | \$ 30,000 | \$ 51,263 |
| <i>CHANGE</i> | | | | \$ 15,000 | \$ 30,000 | \$ 45,000 |

*Pending approval in the SCAG's FY27-FY28 STBG/CMAQ Call for Project

Interstate 5 (I-5) Improvement from County Line to Avenida Pico (ROW)

The I-5 Improvement from San Diego County Line to Avenida Pico project will improve person and vehicle throughput along I-5 between the San Diego County Line and the I-5/Avenida Pico interchange through the addition of high-occupancy vehicle (HOV) lanes in each direction. This project would extend the existing HOV lane project that was recently completed on I-5 between the San Juan Creek Bridge and Avenida Pico and effectively continue the HOV lane to the San Diego County Line. The project would also reestablish existing auxiliary lanes, widen existing undercrossings, and replace two existing overcrossings to accommodate the proposed HOV lanes. The overall project length is approximately 4.8 miles. Staff is seeking approval for \$13.611 million in STIP funds for the ROW phase. The project is consistent with the Capital Programming Policies (CPP) regarding the use of STIP funds for freeway projects.

2026 State Transportation Improvement Program Project Descriptions

| Existing Funding (in 000s) | STBG | Unfunded Need | Total |
|-------------------------------|------------------|------------------|------------------|
| PA/ED | \$ 6,407 | \$ - | \$ 6,407 |
| PS&E | *\$ 40,000 | \$ 6,086 | \$ 46,086 |
| TOTAL | \$ 46,407 | \$ 6,086 | \$ 52,493 |

| Proposed Funding (in 000s) | STBG | Unfunded Need | STIP | Total |
|-------------------------------|------------------|------------------|------------------|------------------|
| PA/ED | \$ 6,407 | \$ - | \$ - | \$ 6,407 |
| PS&E | \$ 40,000 | \$ 6,086 | \$ - | \$ 46,086 |
| ROW | \$ - | \$ - | \$ 13,611 | \$ 13,611 |
| TOTAL | \$ 46,407 | \$ 6,086 | \$ 13,611 | \$ 66,104 |
| <i>CHANGE</i> | | | \$ 13,611 | \$ 13,611 |

*Pending approval in SCAG's FY27-FY28 STBG/CMAQ call for projects

OC Loop Segment B (Brea) (CON)

OC Loop Segment B (Brea) will extend the current Tracks at Brea off-street path, from the Brea Canyon Flood Channel (its existing western terminus) to Palm Street, along the Union Pacific Railroad Corridor. The project will close a 1.3-mile gap in the OC Loop with a Class I bicycle trail and pedestrian path within the City of Brea. This segment will provide a connection between the existing four-mile Class I Tracks at Brea trail to La Habra's Class I trail. Staff is proposing \$6.149 million in STIP funds for the CON phase. The project is consistent with the CPP regarding the use of STIP funds for complete streets.

| Existing Funding (in 000s) | ATP / State Park | Earmarks | CMAQ | City | Total |
|-------------------------------|---------------------|-----------------|-----------------|-----------------|------------------|
| PA/ED | \$ - | \$ - | \$ - | \$ - | \$ - |
| PS&E | \$ 225 | \$ - | \$ 237 | \$ 88 | \$ 550 |
| ROW | \$ 1,787 | \$ 2,000 | \$ 3,592 | \$ 869 | \$ 8,248 |
| CON | \$ - | \$ - | \$ 3,539 | \$ 2,191 | \$ 5,730 |
| TOTAL | \$ 2,012 | \$ 2,000 | \$ 7,368 | \$ 3,148 | \$ 14,528 |

| Proposed Funding (in 000s) | ATP / State Park | Earmarks | CMAQ | City | STIP | Total |
|-------------------------------|---------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| PA/ED | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PS&E | \$ 225 | \$ - | \$ 237 | \$ 88 | \$ - | \$ 550 |
| ROW | \$ 1,787 | \$ 2,000 | \$ 5,811 | \$ 1,202 | \$ - | \$ 10,800 |
| CON | \$ - | \$ - | \$ 1,320 | \$ 1,858 | \$ 6,149 | \$ 9,327 |
| TOTAL | \$ 2,012 | \$ 2,000 | \$ 7,368 | \$ 3,148 | \$ 6,149 | \$ 20,677 |
| <i>CHANGE</i> | | | | | \$ 6,149 | \$ 6,149 |

| DRAFT Funding Plan for Proposed 2026 STIP | | | | | | | | | | | | |
|---|------------------|------------------|------------------|------------------|------------------|-------------------|------------------|------------------|--------------------|------------------|-------------------|---------------------------|
| 2026 STIP (In Thousands) | 2026-27 | 2027-28 | 2028-29 | 2029-30 | 2030-31 | Total STIP | STBG/ CMAQ | Local/ Agency | Federal Earmark | TIRCP/ SCORE | Unfunded Need | Total Phase(s) Cost |
| Carry Over Projects | | | | | | | | | | | | |
| SR-74 Ortega Highway Gap Closure and Multimodal Improvements (CON) | \$ 24,600 | \$ - | \$ - | \$ - | \$ - | \$ 24,600 | \$ 30,000 | \$ 1,000 | \$ 2,500 | \$ - | \$ - | \$ 58,100 |
| Augmented Projects | | | | | | | | | | | | |
| OC Loop - Segment A (La Habra) (ROW New) + (CON) | \$ 4,156 | \$ 38,233 | \$ - | \$ - | \$ - | \$ 42,389 | \$ 1,949 | \$ 1,895 | \$ 3,000 | \$ - | \$ - | \$ 49,233 |
| SR-57 Truck Climbing Lane Phase II - Lambert Road to County Line (PS&E)+(ROW New) | \$ - | \$ - | \$ 18,000 | \$ 5,000 | \$ - | \$ 23,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 23,000 |
| Orange County Maintenance Facility (Phase 1) (CON) | \$ - | \$ - | \$ - | \$ 20,000 | \$ - | \$ 20,000 | \$ - | \$ - | \$ - | \$ 60,000 | \$ 150,000 | \$ 230,000 |
| Planning, Programming, and Monitoring | \$ 1,030 | \$ 2,769 | \$ 1,370 | \$ 912 | \$ 912 | \$ 6,993 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 6,993 |
| Proposed New Projects | | | | | | | | | | | | |
| PCH Coastal Rail Bridge (CON) | \$ - | \$ - | \$ - | \$ - | \$ 15,000 | \$ 15,000 | \$ - | \$ - | \$ - | \$ - | \$ 30,000 | \$ 45,000 |
| I-5 Improvement from County Line to Avenida Pico (ROW) | \$ - | \$ - | \$ - | \$ 13,611 | \$ - | \$ 13,611 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 13,611 |
| OC Loop - Segment B (Brea) (CON) | \$ - | \$ - | \$ - | \$ 6,149 | \$ - | \$ 6,149 | \$ 1,320 | \$ 1,858 | \$ - | \$ - | \$ - | \$ 9,327 |
| DRAFT 2026 STIP Subtotal | \$ 29,786 | \$ 41,002 | \$ 19,370 | \$ 45,672 | \$ 15,912 | \$ 151,742 | \$ 33,269 | \$ 4,753 | \$ 5,500 | \$ 60,000 | \$ 180,000 | \$ 435,264 |

Acronyms

CMAQ - Congestion Mitigation and Air Quality

CON - Construction

I-5 - Interstate 5

PCH - Pacific Coast Highway

PS&E - Plans, Specifications, and Engineering

ROW - Right-of-Way

SCORE - Southern California Optimized Rail Expansion

SR-57 - State Route 57

SR-74 - State Route 74

STBG - Surface Transportation Block Grant Program

STIP - State Transportation Improvement Program

TIRCP - Transit and Intercity Rail Capital Program



Capital Funding Program Report

ATTACHMENT D

Pending Approval by OCTA Board of Directors - October 13, 2025

| State Highway Project | | | | | | | | | | | |
|---|--------|--------------------|------------------|-----|------------------|------------------|------------------|------------------|-------------|--------------------|--------------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| I-5 widening, I-405 to Yale Avenue (Segment 1) | B | \$337,943 | \$47,473 | | \$5,421 | \$95,338 | \$11,374 | | | \$178,337 | |
| I-5 widening, Yale Avenue to SR-55 (Segment 2) | B | \$261,164 | \$32,527 | | | | \$9,780 | | | \$218,857 | |
| I-5 widening, Alicia Parkway to El Toro Road (Segment 3) | C | \$227,523 | \$49,897 | | \$4,728 | | \$16,915 | | | \$155,983 | |
| I-5 widening, Oso Parkway to Alicia Parkway (Segment 2) | C | \$228,675 | \$48,676 | | \$7,921 | | | | | \$172,078 | |
| I-5 widening, SR-73 to Oso Parkway (Segment 1) | C | \$248,198 | \$28,167 | | \$6,433 | \$73,735 | \$18,242 | \$29,832 | | \$91,789 | |
| I-5, SR-73 to El Toro Road landscaping/replacement planting | C | \$12,335 | \$790 | | | \$6,000 | | | | \$5,545 | |
| I-5/El Toro Interchange | D | \$9,713 | \$9,213 | | | | | | | \$500 | |
| SR-55 (I-5 to SR-91) | F | \$202,135 | \$7,865 | | \$2,641 | | | | | \$191,629 | |
| SR-55 widening between I-405 and I-5 | F | \$505,720 | \$160,500 | | \$42,375 | \$80,000 | \$140,000 | | | \$82,845 | |
| SR-57 Orangewood Avenue to Katella Avenue | G | \$120,921 | \$11,500 | | \$3,240 | | | | | \$106,181 | |
| SR-57 truck climbing lane phase II: Lambert Road to LA County Line ¹ | G | \$32,750 | | | | \$29,500 | | | | \$3,250 | |
| SR-91, Acacia Avenue to La Palma Avenue (Segment 3) | I | \$222,404 | \$1,770 | | \$3,000 | | | | | \$30 | \$217,604 |
| SR-91, La Palma Avenue to SR-55 (Segment 2) | I | \$380,681 | \$3,460 | | \$4,000 | | \$6,641 | | | \$40 | \$366,540 |
| SR-91, SR-55 to Lakeview Avenue (Segment 1) | I | \$132,777 | \$1,770 | | \$5,000 | | \$42,566 | | | \$30 | \$83,411 |
| SR-91, SR-57 to SR-55 (Segment 1,2 and 3) Outreach | I | \$2,000 | | | | | | | | | \$2,000 |
| SR-91, SR-241 to I-15 | J | \$41,800 | | | | | | | | | \$41,800 |
| I-405 improvements, SR-73 to I-605 | K | \$2,159,999 | \$35,000 | | \$10,648 | | | \$89,771 | | \$1,395,650 | \$628,930 |
| I-405 (I-5 to SR-55) | L | \$8,000 | \$8,000 | | | | | | | | |
| I-605/ Katella Avenue interchange | M | \$53,014 | \$17,800 | | | | | | | \$35,214 | |
| 241/91 Express Lanes (HOT) connector | | \$182,298 | \$50 | | | | | | | | \$182,248 |
| I-5 Improvement from County Line to Avenida Pico ¹ | | \$21,339 | \$6,978 | | | \$13,611 | | | | | \$750 |
| I-5 widening, I-405 to Yale Avenue (Segment 1) Multi Asset Project | | \$50,144 | | | \$36,400 | | | \$13,744 | | | |
| I-5 widening, Yale Avenue to SR-55 (Segment 2) Multi Asset Project | | \$27,861 | | | \$27,861 | | | | | | |
| SR-74 - Gap closure for 0.9 mile and multimodal improvements ¹ | | \$88,513 | \$30,000 | | \$4,250 | \$43,913 | | | | \$7,200 | \$3,150 |
| SR-74 widening, City/County line to Antonio Parkway | | \$40,905 | \$5,285 | | | \$10,000 | | | | | \$25,620 |
| SR-91, Acacia Avenue to La Palma Avenue (Segment 3) Multi Asset Project | | \$35,046 | | | \$26,021 | | | \$9,025 | | | |
| SR-91, SR-55 to Lakeview Avenue (Segment 1) Multi Asset Project | | \$7,968 | | | \$7,968 | | | | | | |
| State Highway Project Totals | | \$5,641,826 | \$506,721 | | \$197,907 | \$352,097 | \$245,518 | \$142,372 | | \$2,645,158 | \$1,552,053 |
| Federal Funding Total | | \$704,628 | | | | | | | | | |
| State Funding Total | | \$739,987 | | | | | | | | | |
| Local Funding Total | | \$4,197,211 | | | | | | | | | |
| Total Funding (000's) | | \$5,641,826 | | | | | | | | | |

| State Highway Project Completed | | | | | | | | | | | |
|---------------------------------|--------|---------------|---------------|-----|------------|-------------|-----|-------------|-------------|----|-------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - October 13, 2025

| State Highway Project Completed | | | | | | | | | | | |
|--|--------|--------------------|------------------|-----|-----------------|------------------|-----|------------------|-----------------|------------------|-----------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| I-5 from SR-55 to SR-57, add one HOV lane each direction | A | \$41,500 | \$36,191 | | | | | | | \$5,309 | |
| I-5 HOV lane each direction s/o PCH to San Juan Creek Road | C | \$74,300 | \$11,326 | | | | | \$20,789 | | \$42,185 | |
| I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH | C | \$75,300 | \$12,065 | | | \$46,779 | | | | \$16,456 | |
| I-5 HOV lanes: s/o Avenida Pico to s/o Avenida Vista Hermosa | C | \$83,500 | \$26,867 | | \$1,600 | \$43,735 | | | | \$11,298 | |
| I-5/SR-74 interchange improvements | D | \$80,300 | | | | \$48,683 | | \$24,109 | \$2,500 | | \$5,008 |
| I-5/SR-74 interchange landscaping/replacement planting | D | \$1,440 | | | \$752 | \$688 | | | | | |
| SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping | G | \$2,172 | | | | | | | | \$2,172 | |
| SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping | G | \$946 | | | | | | | | \$946 | |
| SR-57 n/b widening, Katella Avenue to Lincoln Avenue | G | \$35,827 | | | | | | \$24,127 | | \$11,700 | |
| SR-57 n/b widening, SR-91 to Yorba Linda Boulevard | G | \$51,354 | | | | | | \$39,475 | | \$11,879 | |
| SR-57 n/b widening, Yorba Linda to Lambert Road | G | \$52,871 | | | | | | \$41,250 | | \$11,621 | |
| SR-57 n/b widening, Yorba Linda to Lambert Road - landscaping | G | \$1,193 | | | | | | | | \$1,193 | |
| SR-91 w/b connect existing aux lanes, I-5 to SR-57 | H | \$62,977 | | | | | | \$27,227 | | \$35,750 | |
| SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping | H | \$2,290 | | | | | | | | \$2,290 | |
| SR-91 w/b (SR-55 - Tustin interchange) improvements | I | \$43,753 | | | | \$15,753 | | \$14,000 | | \$14,000 | |
| SR-91 e/b widening, SR-241 to SR-71 | J | \$57,773 | | | \$45,911 | | | | | \$6,942 | \$4,920 |
| SR-91 w/b routes 91/55 - e/o Weir Canyon Road replacement planting | J | \$2,898 | | | | \$2,898 | | | | | |
| SR-91 widening, SR-55 to Gypsum Canyon Road (Weir Canyon Road/SR-241) | J | \$76,993 | | | | \$22,250 | | \$54,045 | | \$698 | |
| I-405 s/b aux lane - University Drive to Sand Canyon Avenue and Sand Canyon Avenue to SR-133 | | \$2,328 | | | | \$2,328 | | | | | |
| I-405/SR-22/I-605 HOV connector - landscaping | | \$4,600 | \$4,600 | | | | | | | | |
| HOV connectors from I-405 and I-605 | M1 | \$173,091 | \$14,787 | | | | | \$135,430 | \$16,200 | | \$6,674 |
| HOV connectors from SR-22 to I-405 | M1 | \$115,878 | \$64,375 | | \$49,625 | | | | \$1,878 | | |
| State Highway Project Completed Totals | | \$1,043,284 | \$170,211 | | \$97,888 | \$183,114 | | \$380,452 | \$20,578 | \$174,439 | \$16,602 |
| Federal Funding Total | | \$268,099 | | | | | | | | | |
| State Funding Total | | \$563,566 | | | | | | | | | |
| Local Funding Total | | \$211,619 | | | | | | | | | |
| Total Funding (000's) | | \$1,043,284 | | | | | | | | | |



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - October 13, 2025

1. Approve the 2026 State Transportation Improvement Program submittal of eight projects for \$151.742 million, from fiscal year 2026-27 through fiscal year 2030-31.

Acronyms:

Aux - Auxilliary
Board - Board of Directors
CMAQ - Congestion Mitigation Air Quality Improvement Program
E/B - Eastbound
E/O - East of
FTA - Federal Transit Administration
HOT - High-Occupancy Toll
HOV - High-Occupancy Vehicle
I-405 - Interstate 405
I-5 - Interstate 5
I-605 - Interstate 605
LA - Los Angeles
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
N/B - Northbound
OC - Orange County
OCTA - Orange County Transportation Authority
PCH - Pacific Coast Highway
S/B - Southbound
S/O - South of
SB 1 - SB 1 (Chapter 5, Statutes of 2017)
SR-133 - State Route 133
SR-22 - State Route 22
SR-241 - State Route 241
SR-55 - State Route 55
SR-57 - State Route 57
SR-71 - State Route 71
SR-73 - State Route 73
SR-74 - State Route 74
SR-91 - State Route 91
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
W/B - Westbound



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - October 13, 2025

| Local Road Project | | | | | | | | | | | |
|---|--------|--------------------|------------------|-----|------------------|------------------|-----------------|-----------------|-----------------|------------------|------------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| State-Local Partnership Program (SLPP) formula grant call | M1/Q | \$54,445 | | | | | | \$24,945 | \$1,280 | \$27,249 | \$971 |
| M2 Project O Regional Capacity Program call | O | \$402,211 | | | | | | \$24,254 | | \$377,957 | |
| SR-57 truck climbing lane phase I - Lambert Road interchange improvement | O | \$121,500 | | | \$7,719 | \$74,705 | | | | \$19,254 | \$19,822 |
| M2 Project P Regional Signal Synchronization Program call | P | \$158,828 | \$1,774 | | | | | \$11,762 | \$4,546 | \$140,746 | |
| Regional Traffic Signal Synch (Edinger Ave, MacArthur Blvd/Talbert Ave, and Warner Ave) | P | \$15,000 | | | | | \$10,200 | | | \$4,200 | \$600 |
| M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22) | Q | \$361,621 | | | | | | | | \$361,621 | |
| M2 Project X Environmental Clean Up | X | \$64,449 | | | | | | | | \$64,449 | |
| Active Transportation Program - regional call | | \$82,704 | \$6,359 | | \$62,653 | \$92 | | \$107 | | | \$13,493 |
| Bicycle Corridor Improvement Program (BCIP) | | \$63,128 | \$43,755 | | | | | | | | \$19,373 |
| Bristol Street widening | | \$44,750 | | | | | | | | | \$44,750 |
| Countywide Signal Synchronization Baseline | | \$15,000 | \$15,000 | | | | | | | | |
| First Street Multimodal Boulevard Design | | \$4,300 | | | | | | \$4,300 | | | |
| Local Agency led SCCP projects | | \$3,357 | | | | | \$3,357 | | | | |
| M1 Combined Transportation Funding Program (CTFP) | | \$34,000 | | | | | | | \$34,000 | | |
| McFadden Avenue Transit Signal Priority Pilot | | \$3,690 | | | | | | \$3,690 | | | |
| OC Connect Santa Ana - Garden Grove Rails to Trails | | \$8,000 | | | \$3,750 | \$3,900 | | \$350 | | | |
| OC Loop - Segment A ¹ | | \$50,154 | \$3,402 | | \$2,340 | \$42,389 | | | | | \$2,023 |
| OC Loop Segment B (Brea) ¹ | | \$20,677 | \$7,368 | | \$4,012 | \$6,149 | | | | | \$3,148 |
| Orange County Complete Streets (Wave 3) | | \$34,706 | \$26,316 | | | | | | | | \$8,390 |
| Orange County Complete Streets (Wave 4) | | \$5,229 | \$4,687 | | | | | | | | \$542 |
| Orange County Complete Streets Program (Wave 1) | | \$40,915 | \$25,062 | | | | | | | | \$15,853 |
| Orange County Complete Streets Program (Wave 2) | | \$40,072 | \$33,421 | | | | | | | | \$6,651 |
| Pavement Management Relief Funding Program | | \$9,469 | | | \$3,811 | | | \$5,658 | | | |
| SCAG sustainability planning grants | | \$720 | | | \$671 | | | | | | \$49 |
| Traffic signal improvements | | \$15,000 | | | | \$12,000 | | | | | \$3,000 |
| Transportation enhancement activities | | \$22,172 | | | \$15,628 | | | | | | \$6,544 |
| Local Road Project Totals | | \$1,676,097 | \$167,144 | | \$100,584 | \$139,235 | \$13,557 | \$75,066 | \$39,826 | \$995,476 | \$145,209 |
| Federal Funding Total | | \$267,728 | | | | | | | | | |
| State Funding Total | | \$227,858 | | | | | | | | | |
| Local Funding Total | | \$1,180,511 | | | | | | | | | |
| Total Funding (000's) | | \$1,676,097 | | | | | | | | | |

| Local Road Project Completed | | | | | | | | | | | |
|------------------------------|--------|---------------|---------------|-----|------------|-------------|-----|-------------|-------------|----|-------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - October 13, 2025

| Local Road Project Completed | | | | | | | | | | | |
|---|--------|------------------|------------------|-----|-----------------|-------------|-----|------------------|----------------|------------------|------------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| Grand Avenue widening, 1st Street to 4th Street | O | \$12,537 | \$6,708 | | | | | | | | \$5,829 |
| Kraemer Boulevard grade separation | O | \$63,830 | \$22,044 | | | | | \$16,973 | | \$22,981 | \$1,832 |
| Lakeview Avenue grade separation | O | \$110,702 | \$37,102 | | \$9,709 | | | \$27,344 | | \$21,792 | \$14,755 |
| Orangethorpe Avenue grade separation | O | \$106,043 | \$38,240 | | \$18,600 | | | \$30,324 | | \$16,182 | \$2,697 |
| Placentia Avenue grade separation | O | \$64,539 | | | | | | \$33,386 | | \$27,453 | \$3,700 |
| Raymond Avenue grade separation | O | \$125,419 | | | | | | \$95,482 | | \$22,373 | \$7,564 |
| State College Boulevard grade separation | O | \$99,380 | \$27,161 | | \$10,887 | | | \$34,785 | | \$15,460 | \$11,087 |
| Tustin Avenue/Rose Drive grade separation | O | \$96,638 | \$45,957 | | | | | \$22,534 | | \$26,384 | \$1,763 |
| M2 Fair Share State - Local Partnership Grant Program | Q | \$7,032 | | | | | | \$3,516 | | \$3,516 | |
| Antonio Parkway widening | | \$32,553 | \$15,499 | | | | | | | | \$17,054 |
| ARRA transportation enhancements | | \$6,833 | | | \$4,049 | | | | \$500 | | \$2,284 |
| Arterial Pavement Management Program | | \$50,951 | \$19,655 | | \$604 | | | | | | \$30,692 |
| Atlanta Avenue widening | | \$4,160 | \$2,278 | | | | | | | | \$1,882 |
| Firestone Boulevard widening at Artesia Boulevard | | \$2,468 | \$2,059 | | | | | | | | \$409 |
| Local Agency American Reinvestment and Recovery Act of 2009 rehabilitation projects | | \$32,369 | | | \$32,369 | | | | | | |
| Del Obispo widening | M1 | \$6,419 | \$3,740 | | | | | | | | \$2,679 |
| I-5 at La Paz interchange improvements | M1 | \$8,942 | \$2,800 | | | | | | \$1,792 | | \$4,350 |
| Imperial Highway Smart Streets | M1 | \$1,900 | | | | | | \$200 | \$200 | | \$1,500 |
| Traffic Light Synchronization Program (TLSP), countywide - Proposition 1B | M1 | \$8,000 | | | | | | \$4,000 | \$4,000 | | |
| Local Road Project Completed Totals | | \$840,715 | \$223,243 | | \$76,218 | | | \$268,544 | \$6,492 | \$156,141 | \$110,077 |
| Federal Funding Total | | \$299,461 | | | | | | | | | |
| State Funding Total | | \$268,544 | | | | | | | | | |
| Local Funding Total | | \$272,710 | | | | | | | | | |
| Total Funding (000's) | | \$840,715 | | | | | | | | | |



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - October 13, 2025

1. Approve the 2026 State Transportation Improvement Program submittal of eight projects for \$151.742 million, from fiscal year 2026-27 through fiscal year 2030-31.

Acronyms:

ARRA - American Recovery and Reinvestment Act of 2009
Board - Board of Directors
Call - Call for Projects
CMAQ - Congestion Mitigation Air Quality Improvement Program
FTA - Federal Transit Administration
FY - Fiscal Year
I-5 - Interstate 5
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
OCTA - Orange County Transportation Authority
SB 1 - SB 1 (Chapter 5, Statutes of 2017)
SCAG - Southern California Association of Governments
SCCP - Solutions for Congested Corridors Program
SHA - State Highway Account
SR-57 - State Route 57
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - October 13, 2025

| Rail Project | | | | | | | | | | | |
|--|--------|--------------------|------------------|------------------|------------------|-----------------|-----------------|------------------|----------------|------------------|-----------------|
| | | | Federal Funds | | | State Funds | | | Local Funds | | |
| Project Title | M Code | Total Funding | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| OC Streetcar (New Starts) | M1/S | \$649,000 | \$130,132 | \$171,961 | | | | \$175,427 | | \$171,480 | |
| OC Streetcar (non-New Starts) | M1/S | \$16,702 | | \$342 | | | | | \$6,904 | \$9,313 | \$143 |
| OC Streetcar (operations and potential future capital needs) | M1/S | \$0 | \$0 | | | | | | | | |
| Coastal Rail Infrastructure Resiliency Project Environmental Phase 2 | R | \$10,220 | | | \$8,176 | | | | | \$2,044 | |
| Coastal Rail Stabilization Priority Project | R | \$313,580 | | | \$103,824 | | \$80,000 | \$128,800 | | \$956 | |
| Cyprus Shore Initial Track Stabilization Projects (MP 206.8) | R | \$8,000 | | | | | | | | \$7,000 | \$1,000 |
| Cyprus Shore Track Stabilization Projects (MP 206.8) | R | \$14,110 | \$6,000 | | \$1,210 | \$6,000 | | \$200 | | \$700 | |
| Future VSS | R | \$217 | | \$174 | | | | | | | \$43 |
| Inland Slope Rehabilitation Phase II | R | \$8,170 | | | | | \$2,400 | | | \$5,770 | |
| Irvine Station Improvement Project | R | \$6,330 | | | | | | \$6,330 | | | |
| Metrolink new capital | R | \$21,977 | \$2,121 | \$19,856 | | | | | | | |
| Metrolink Operating Subsidy - FY 2023-24 to FY 2027-28 | R | \$271,246 | | \$71,212 | | | | \$135,745 | | \$64,289 | |
| Metrolink rehabilitation/renovation - FY 2021-22 to FY 2025-26 | R | \$209,117 | | \$209,117 | | | | | | | |
| Metrolink station and track improvements, and rehabilitation | R | \$3,063 | | \$2,617 | | | | | | | \$446 |
| MP 204.2 Mariposa Point | R | \$9,200 | | | | \$9,200 | | | | | |
| OC Maintenance Facility ¹ | R | \$91,230 | | | | \$20,000 | | \$71,230 | | | |
| Placentia Commuter Rail Station | R | \$34,825 | \$50 | | | \$2,500 | | \$400 | | \$8,000 | \$23,875 |
| Rail track and structures | R | \$86,468 | | | | | | \$86,468 | | | |
| San Clemente Track Protection (MP 204.6) | R | \$5,500 | | | | \$3,000 | \$2,500 | | | | |
| San Juan Creek Bridge replacement | R | \$65,670 | \$908 | \$39,833 | \$913 | | \$5,578 | \$17,059 | | \$1,379 | |
| SCRRA operating subsidy assistance | R | \$2,510 | | | | | | | | \$2,510 | |
| OC Streetcar operations | S | \$164,971 | \$18,050 | | | | | \$74,659 | | \$40,506 | \$31,756 |
| Pacific Coast Highway Coastal Rail Bridge ¹ | | \$21,263 | | | | \$15,000 | | | | | \$6,263 |
| Pedestrian Audible Warning System (PAWS) | | \$2,036 | | | | | | \$1,818 | | | \$218 |
| Rail Project Totals | | \$2,015,405 | \$157,261 | \$515,112 | \$114,123 | \$55,700 | \$90,478 | \$698,136 | \$6,904 | \$313,947 | \$63,744 |
| Federal Funding Total | | \$786,496 | | | | | | | | | |
| State Funding Total | | \$844,314 | | | | | | | | | |
| Local Funding Total | | \$384,595 | | | | | | | | | |
| Total Funding (000's) | | \$2,015,405 | | | | | | | | | |

| Rail Project Completed | | | | | | | | | | | |
|--|--------|---------------|---------------|-------|------------|-------------|-----|-------------|-------------|----------|-------------|
| | | | Federal Funds | | | State Funds | | | Local Funds | | |
| Project Title | M Code | Total Funding | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| Fullerton Transportation Center parking expansion | M1/R | \$33,667 | | | | \$11,250 | | \$11,035 | \$9,718 | | \$1,664 |
| Laguna Niguel-Mission Viejo Station parking improvements and expansion (ADA ramps) | M1/R | \$5,581 | \$3,204 | \$732 | | | | | \$1,645 | | |
| Metrolink Grade Crossing safety improvements (OCX) | M1/R | \$80,618 | | | | | | \$18,250 | \$7,600 | \$30,710 | \$24,058 |



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - October 13, 2025

| Rail Project Completed | | | | | | | | | | | |
|---|--------|------------------|------------------|------------------|----------------|-----------------|-----|------------------|------------------|-----------------|-----------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| Metrolink rolling stock | M1/R | \$158,009 | \$42,230 | \$35,390 | | | | \$36,300 | \$44,089 | | |
| Metrolink service track expansion | M1/R | \$119,957 | | | | | | \$51,399 | \$68,558 | | |
| Orange Transportation Center parking structure | M1/R | \$31,003 | \$2,555 | \$2,644 | | \$13,762 | | | \$1,850 | \$420 | \$9,772 |
| Sand Canyon Avenue grade separation | M1/R | \$62,050 | \$10,536 | | | | | \$28,192 | \$3,116 | \$5,352 | \$14,854 |
| M2 Project S Fixed-Guideway Anaheim Rapid connection | M1/S | \$9,924 | | \$1,516 | | | | | \$6,000 | \$1,286 | \$1,122 |
| Anaheim Regional Intermodal Transportation Center (ARTIC) construction | M1/T | \$184,164 | \$33,250 | \$37,253 | \$3,501 | \$29,219 | | | \$43,900 | \$35,291 | \$1,750 |
| Fullerton Transportation Station expansion planning, environmental PSR | M1/T | \$0 | \$0 | | | | | | \$0 | | |
| Santa Ana grade separation planning and environmental PSR | M1/T | \$1,333 | \$1,180 | | | | | | \$153 | | |
| Santa Ana Transportation Station planning and environmental PSR | M1/T | \$1,003 | \$888 | | | | | | \$115 | | |
| 17th Street grade separation environmental | R | \$2,476 | | | | | | | | \$2,476 | |
| Anaheim Canyon Station | R | \$34,200 | \$30,432 | | | | | | | \$2,000 | \$1,768 |
| Control Point at 4th Street | R | \$2,985 | | \$2,985 | | | | | | | |
| Control Point Stadium crossover | R | \$6,490 | | \$3,245 | | | | \$3,245 | | | |
| Fullerton Transportation Center stair rehabilitation | R | \$1,065 | | \$1,030 | | | | | | | \$35 |
| Laguna Niguel to San Juan Capistrano passing siding | R | \$35,956 | \$24,652 | \$1,015 | | \$3,000 | | \$6,734 | | | \$555 |
| LOSSAN Corridor grade separations PSR in Anaheim, Orange, and Santa Ana | R | \$2,699 | | | | | | | | \$2,699 | |
| Metrolink grade crossing safety improvements ROW | R | \$3,025 | | | | | | | | \$3,025 | |
| North Beach crossings safety enhancements | R | \$348 | | | | | | \$166 | | \$182 | |
| Positive Train Control (Metrolink) | R | \$39,916 | | \$4,492 | \$1,234 | | | \$34,190 | | | |
| Rail Crossing signal lights and pedestrian gates | R | \$252 | | | | | | \$252 | | | |
| Rail station platform safety improvements (Fullerton, Irvine, and Tustin) | R | \$553 | | | | | | \$553 | | | |
| Safety repairs for San Clemente Pier Station | R | \$122 | | | | | | \$122 | | | |
| San Clemente Beach Trail crossings safety enhancements | R | \$4,999 | | | | | | \$2,170 | | \$2,251 | \$578 |
| Slope and culvert improvements | R | \$300 | | \$300 | | | | | | | |
| Slope stabilization Laguna Niguel-Lake Forest | R | \$5,168 | | \$4,834 | | | | | | \$334 | |
| Tactile tile project | R | \$1,569 | | \$1,538 | | | | | | \$31 | |
| Ticket vending machines | R | \$6,857 | | | | | | | | | \$6,857 |
| Transit Rail Security (monitors, fencing, video surveillance) | R | \$163 | | | | | | \$163 | | | |
| VSS at commuter rail stations | R | \$4,409 | | \$3,594 | | | | \$56 | | | \$759 |
| Go Local | S | \$7,730 | | | | | | | \$7,730 | | |
| M2 Project S Transit extensions to Metrolink (Rubber Tire) | S | \$733 | | | | | | | | \$733 | |
| ARTIC environmental, ROW, program management support, site plan | M1 | \$41,369 | | | | | | | \$8,869 | | \$32,500 |
| Fiber Optics installation (Metrolink) | M1 | \$23,183 | | \$10,903 | | | | \$10,479 | \$1,801 | | |
| Laguna Niguel-Mission Viejo Station parking expansion (south lot) | M1 | \$4,135 | | | | | | \$695 | \$3,440 | | |
| Tustin Rail Station parking expansion | M1 | \$15,390 | | | | \$1,100 | | \$7,181 | \$7,109 | | |
| Rail Project Completed Totals | | \$933,401 | \$148,927 | \$111,471 | \$4,735 | \$58,331 | | \$211,182 | \$215,693 | \$86,790 | \$96,272 |



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - October 13, 2025

| Rail Project Completed | | | | | | | | | | | |
|------------------------|--------|---------------|---------------|-----|------------|-------------|-----|-------------|-------------|----|-------------|
| | | | Federal Funds | | | State Funds | | | Local Funds | | |
| Project Title | M Code | Total Funding | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| Federal Funding Total | | \$265,133 | | | | | | | | | |
| State Funding Total | | \$269,513 | | | | | | | | | |
| Local Funding Total | | \$398,755 | | | | | | | | | |
| Total Funding (000's) | | \$933,401 | | | | | | | | | |



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - October 13, 2025

1. Approve the 2026 State Transportation Improvement Program submittal of eight projects for \$151.742 million, from fiscal year 2026-27 through fiscal year 2030-31.

Acronyms:

ADA - Americans with Disabilities Act
Board - Board of Directors
CMAQ - Congestion Mitigation Air Quality Improvement Program
FFY - Federal Fiscal Year
FTA - Federal Transit Administration
FY - Fiscal Year
LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
MP - Mile Post
OC - Orange County
OCTA - Orange County Transportation Authority
OCX - Rail-Highway Grade Crossing/Safety Enhancement Project
PSR - Project Study Report
ROW - Right-of-Way
SB 1 - SB 1 (Chapter 5, Statutes of 2017)
SCRRA - Southern California Regional Rail Authority/Metrolink
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
VSS - Video Surveillance System

2026 State Transportation Improvement Program Development Schedule

- October 6, 2025 – Present to the Orange County Transportation Authority (OCTA) Regional Transportation Planning Committee the State Transportation Improvement Program (STIP)/Regional Transportation Improvement Program (RTIP).
- October 13, 2025 – Present to the Orange County Transportation Authority (OCTA) Board of Directors the STIP/RTIP item for approval.
- October 15, 2025 – The California Department of Transportation (Caltrans) submits the final draft Interregional Transportation Improvement Program (ITIP).
- October 30, 2025 – California Transportation Commission (CTC) ITIP hearing – North.
- November 7, 2025 – CTC ITIP hearing – South.
- By December 15, 2025 – STIP/RTIP and Caltrans ITIP submittal due to CTC.
- January 28, 2026 – CTC STIP hearing – North.
- February 5, 2026 – CTC STIP hearing – South.
- February 27, 2026 – CTC publishes staff recommendations.
- March 19-20, 2026 – CTC adopts STIP.



October 6, 2025

To: Regional Transportation Planning Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Amendments to the Master Plan of Arterial Highways

Overview

The Orange County Transportation Authority administers the Master Plan of Arterial Highways, including the review and approval of amendments requested by local agencies. The cities of Dana Point and Laguna Niguel have requested amendments to the Master Plan of Arterial Highways that are recommended for approval. A status update is also provided on Master Plan of Arterial Highways amendments that are in process.

Recommendations

- A. Conditionally approve the following amendments to the Master Plan of Arterial Highways:
- City of Dana Point - Modify ten MPAH arterials within City of Dana Point city limits as discussed herein.
 - City of Laguna Niguel - Reclassify La Paz Road from a primary (four-lane, divided) to a divided collector (two-lane, divided) arterial between Aliso Creek Road and Crown Valley Parkway.
- B. Direct the Executive Director of Planning to file a Notice of Exemption from the California Environmental Quality Act for the Master Plan of Arterial Highways amendments in the City of Dana Point.
- C. Direct the Executive Director of Planning to file a Notice of Exemption from the California Environmental Quality Act in support of the Master Plan of Arterial Highways amendment in the City of Laguna Niguel.
- D. Receive and file a status report on the active Master Plan of Arterial Highways amendments.

Background

The Master Plan of Arterial Highways (MPAH) coordinates roadway system planning across Orange County jurisdictions. The MPAH was first adopted by the County of Orange in 1956, and the Orange County Transportation Authority (OCTA) assumed administration responsibilities in 1995.

OCTA is responsible for maintaining the integrity and continuity of the MPAH system as it evolves to fulfill transportation circulation needs by reviewing changes proposed by local jurisdictions. The reviews consider potential transportation-related concerns and ensure interagency collaboration to avoid unintended impacts in neighboring jurisdictions or regional transportation systems. The requested amendments by the City of Dana Point (Dana Point) and City of Laguna Niguel (Laguna Niguel) are provided in Attachment A and Attachment B, respectively. Details on the requested amendments are presented below, along with a status report of MPAH amendments that are in process.

Discussion

Dana Point

Between 2006 and 2023, Dana Point coordinated with OCTA on a series of agreements permitting lane reductions on MPAH facilities to accommodate active transportation improvements while preserving the planned MPAH classifications. As part of these agreements, the City committed to monitoring traffic conditions along Street of the Golden Lantern, Crown Valley Parkway, Niguel Road, and Coast Highway, with a requirement to restore the original lane configurations should conditions fall below Level of Service (LOS) C.

Dana Point has now requested amendments to the MPAH primarily to align MPAH classifications with the current configurations. This will more permanently accommodate the implemented active transportation facilities. The proposed changes are summarized in the table below and illustrated in Attachment C.

| Segment | MPAH Classification (Number of Lanes) | Requested Classification (Number of Lanes) | Current Configuration |
|--|--|---|----------------------------------|
| Del Prado Avenue | | | |
| Pacific Coast Highway (PCH) (West) to Golden Lantern | Secondary Arterial (4) | Divided Collector (2) | 2-lane, divided |
| Golden Lantern to PCH (East)/Copper Lantern | Secondary Arterial (4) | Divided Collector (2) | 3-lane, divided |

| Segment | MPAH Classification (Number of Lanes) | Requested Classification (Number of Lanes) | Current Configuration |
|---|--|---|-----------------------|
| Crown Valley Parkway | | | |
| PCH to Camino Del Avion | Major Arterial (6) | Primary Arterial (4) | 4-lane, divided |
| Niguel Road | | | |
| PCH to Camino Del Avion | Major Arterial (6) | Primary Arterial (4) | 4-lane, divided |
| Selva Road | | | |
| PCH to Chula Vista Avenue | Undivided Collector (2) | Divided Collector (2) | 2-lane, divided |
| Golden Lantern | | | |
| PCH to Selva Road | Major Arterial (6) | Primary Arterial (4) | 4-lane, divided |
| Selva Road to Stonehill Drive | Major Arterial (6) | Primary Arterial (4) | 5-lane, divided |
| Stonehill Drive to Camino Del Avion | Major Arterial (6) | Primary Arterial (4) | 4-lane, divided |
| Coast Highway | | | |
| Doheny Park Road to Palisades Drive | Primary Arterial (4) | Divided Collector (2) | 2-lane, divided |
| Pacific Coast Highway | | | |
| Crown Valley Parkway to Del Prado Avenue (West) | Major Arterial (6) | Primary Arterial (4) | 4-lane, divided |
| Del Prado Avenue (West) to Del Prado Avenue (East)/Copper Lantern | Secondary Arterial (4) | Primary Arterial (4) | 4-lane, divided |
| Coast Highway Connector | | | |
| San Juan Creek Trail to Coast Highway/Doheny Park Road | Primary Arterial (4) | Collector (1) | 1-lane, undivided |
| Dana Point Harbor Drive | | | |
| Golden Lantern Street to Western Terminus | Primary Arterial (4) | <i>Remove from MPAH</i> | 2-lane, divided |
| Camino De Estrella | | | |
| Camino Capistrano to Calle Hermosa | Primary Arterial (4) | Divided Collector (2) | 4-lane, divided |

Analysis of 2025 and 2050 conditions was conducted using the Orange County Transportation Analysis Model version 5.1. Most of the proposed roadway reclassifications are forecasted to operate at LOS C or better under the 2050 buildout conditions. While several segments on PCH are forecasted to operate

at LOS D, these conditions are not expected to significantly degrade in the future and traffic volumes are not expected to affect neighboring jurisdictions. Based on these findings, the proposed amendments are not expected to adversely impact the integrity of the MPAH network and are recommended for approval.

Laguna Niguel

In December 2023, OCTA and Laguna Niguel entered into an agreement to reconfigure La Paz Road between Rancho Niguel Road and Kings Road in response to earth movement and a local emergency declaration. This agreement allowed Laguna Niguel to convert the southbound lanes to accommodate two-way traffic (one lane in each direction), effectively operating as a two-lane divided collector.

Laguna Niguel has since received grant funding and initiated the preliminary design phase for the repairs. As part of this effort, Laguna Niguel proposes amending the MPAH classification for La Paz Road between Aliso Creek Road and Crown Valley Parkway (encompassing the segment in the agreement) from a four-lane primary arterial to a two-lane divided collector. The requested amendment aligns with Laguna Niguel's goals to enhance safety, improve circulation, and support multimodal transportation, including the future implementation of a bikeway. A map of the proposed change is provided in Attachment D.

Forecasted conditions for 2050 indicate that the proposed amendment will result in La Paz Road operating at LOS C with projected volumes ranging from 13,000 to 15,000 daily vehicles. Therefore, the proposed reclassification will have a minimal effect on traffic operations. Based on these findings, the proposed amendment is not expected to adversely impact the integrity of the MPAH network and is recommended for approval.

California Environmental Quality Act (CEQA)

Amendments to the MPAH will be reflected on the MPAH map once OCTA receives documentation confirming that all affected general plans are consistent with the proposed amendment and are compliant with CEQA. If such documentation is not provided within three years of the Board of Directors' (Board) approval, the request will expire.

If the proposed amendment is modified during the local agency's General Plan process, the revised amendment must be returned to the Board for reconsideration and action.

Amendments to the MPAH are exempt from CEQA review. Accordingly, if the Board approves the recommendations, OCTA will file two CEQA Notice of Exemptions (one for Dana Point's amendments and a separate one for Laguna Niguel's amendment) in support of the proposed MPAH amendments.

MPAH Status Update

There are currently 26 active amendments proposed for the MPAH. Several of the active amendments are awaiting local agencies' actions to amend their respective general plans. Others are either under review, in the cooperative study process, or pending resolution of issues with other agencies as listed in Attachment E.

Summary

The cities of Dana Point and Laguna Niguel have requested amendments to the MPAH. Based upon information provided by both cities, the requirements of the MPAH have been satisfied. Therefore, staff recommends Board approval of the requested amendments. A summary of pending MPAH amendments is also provided.

Attachments

- A. Letter from Mr. Matthew Sinacori, P.E., Director of Public Works & Engineering, City of Dana Point, to Ms. Ivy Hang, Senior Transportation Analyst, Orange County Transportation Authority, Dated August 29, 2025, re: Request for Amendment to the Master Plan of Arterial Highways (MPAH) in Dana Point
- B. Letter from Ms. Jacki Scott, Public Works Director/City Engineer, City of Laguna Niguel, to Mr. Kia Mortazavi, Executive Director, Planning, Orange County Transportation Authority, Dated March 6, 2025, re: Master Plan of Arterial Highways Amendment Request – La Paz Road
- C. City of Dana Point MPAH Amendments Map
- D. City of Laguna Niguel MPAH Amendment Map
- E. Status Report on Active Master Plan of Arterial Highways Amendments

Prepared by:

Ivy Hang
Senior Transportation Analyst
(714) 560-5684

Approved by:

Rose Casey
Executive Director, Planning
(714) 560-5729



August 29, 2025

Ms. Ivy Hang
Orange County Transportation Authority (OCTA)
550 South Main Street
Orange, CA 92868

Re: Request for Amendment to the Master Plan of Arterial Highways (MPAH) in Dana Point

Dear Ms. Hang,

The City of Dana Point is requesting an amendment of the MPAH for multiple road segments within the City as part of the General Plan Circulation Element Update. The purpose of these changes is to update the designations to reflect the current roadway configurations and the City's intent on retaining the existing lane configurations and access control.

The City engaged with Fehr & Peers to conduct a city-wide traffic assessment which is included as **Attachment A** in this request. Their analysis shows that nearly all roadway segments and intersections are forecasted to operate at LOS C or better under Future Year (2050) conditions with the proposed amendments. Roadway segments that currently operate at LOS D are not expected to significantly degrade in the future.

All of the requested changes are within the City of Dana Point; however, several roadways do connect with adjacent jurisdictions including Laguna Niguel, Laguna Beach, San Juan Capistrano, San Clemente, and Caltrans. Fehr & Peers' analysis concludes that traffic is not expected to shift to other roadways in adjacent jurisdictions as roadways in the City have sufficient capacity and geographical conditions limit the availability of alternate routes.

REQUESTED CHANGES

Table 1 lists the proposed changes. The technical report includes maps that show the existing and proposed designations. As noted in the table, most changes do not result in a reduction in the number of travel lanes. These changes were reviewed by OCTA staff at a scoping meeting on May 20, 2025.

Table 1: Proposed MPAH Amendments

| Roadway | Extent | Existing # of Lanes | Existing Designation (# of lanes) | Proposed Designation (# of lanes) | Change Results in Reduction of Lanes |
|------------------|---|----------------------------|-----------------------------------|-----------------------------------|--------------------------------------|
| Del Prado Avenue | PCH (West) to Golden Lantern | 2 | Secondary Arterial (4) | Divided Collector (2) | No |
| | Golden Lantern to PCH (East)/Copper Lantern | EB: 2 WB: 1 Total: 3 | Secondary Arterial (4) | Divided Collector (2) | Yes |

| Roadway | Extent | Existing # of Lanes | Existing Designation (# of lanes) | Proposed Designation (# of lanes) | Change Results in Reduction of Lanes |
|------------------------------|---|----------------------------|---|---|---|
| Crown Valley Parkway | PCH to Camino Del Avion | 4 | Major Arterial (6) | Primary Arterial (4) | No |
| Niguel Road | PCH to Camino Del Avion | 4 | Major Arterial (6) | Primary Arterial (4) | No |
| Selva Road | PCH to Chula Vista Avenue | 2 ¹ | Undivided Collector (2) | Divided Collector (2) | No |
| Street of the Golden Lantern | PCH to Selva Road | 4 | Major Arterial (6) | Primary Arterial (4) | No |
| | Selva Road to Stonehill Drive | NB: 3 SB: 2 Total: 5 | Major Arterial (6) | Primary Arterial (5) | No |
| | Stonehill Drive to Camino Del Avion | 4 | Major Arterial (6) | Primary Arterial (4) | No |
| Coast Highway | Doheny Park Road to Palisades Drive | 2 ¹ | Primary Arterial (4) | Divided Collector (2) | No |
| Pacific Coast Highway | Crown Valley Parkway to Del Prado Avenue (West) | 4 | Major Arterial (6) | Primary Arterial (4) | No |
| | Del Prado Avenue (West) to Del Prado Avenue (East)/Copper Lantern | 4 | Secondary Arterial (4) | Primary Arterial (4) | No |
| Coast Highway Connector | San Juan Creek Trail to Coast Highway/Doheny Park Road | 1 (EB Only) | Primary Arterial (4) | Undivided Collector (1) | No |
| Dana Point Harbor Drive | West of Golden Lantern | 2 | Primary Arterial (4) | <i>Remove from MPAH</i> | No |
| Camino De Estrella | Camino Capistrano to Calle Hermosa | 4 | Primary Arterial (4) | Divided Collector (2) | Yes |

Notes:

1. City recently completed road diet along this segment.

Source: City of Dana Point, 2025.

The changes are consistent with the proposed roadway classifications in the City's Draft General Plan Circulation Element (June 2025). The General Plan is anticipated to be approved by City Council in October.

If you have any questions regarding the requested changes, please contact me at msinacori@danapoint.org or (949) 248-3574. Questions regarding the technical analysis prepared by Fehr & Peers can be directed to Brian Wolfe at b.wolfe@fehrandpeers.com or (949) 308-6313.

Sincerely,



Matthew Sinacori, P.E.
Director of Public Works & Engineering
City of Dana Point
msinacori@danapoint.org
(949) 248-3574

Attachments:

Attachment A: MPAH Amendment Technical Study

Attachment B: OCTAM Model Files

**CITY OF LAGUNA NIGUEL**

30111 Crown Valley Parkway, Laguna Niguel, California 92677
Phone: (949) 362-4300 Fax: (949) 362-4352

CITY COUNCIL

Mayor Ray Gennawey
Mayor Pro Tem Gene Johns
Council Member Kelly Jennings
Council Member Stephanie Oddo
Council Member Stephanie Winstead

March 6, 2025

Mr. Kia Mortazavi
Executive Director, Planning
Orange County Transportation Authority
550 South Main Street
Orange, CA 92863

Subject: Master Plan of Arterial Highways Amendment Request – La Paz Road

Dear Mr. Mortazavi:

The City of Laguna Niguel (City) is requesting an amendment to the Master Plan of Arterial Highways (MPAH) for La Paz Road. La Paz Road is identified on the MPAH as a 4-lane Primary Arterial between Aliso Creek Road and Crown Valley Parkway. In December 2023, OCTA approved a temporary reconfiguration of La Paz Road between Rancho Niguel Road and Kings Road, reducing the roadway from four lanes to two lanes in response to earth movement and a local emergency declaration. Since then, the City has received grant funding to permanently repair the roadway and earth movement, and the preliminary design phase of the project is underway. As part of the permanent repairs, the City respectfully requests that the MPAH be formally amended to reclassify La Paz Road between Aliso Creek Road and Crown Valley Parkway as a 2-lane Divided Collector roadway. Attachment "A" illustrates the proposed amendment limits.

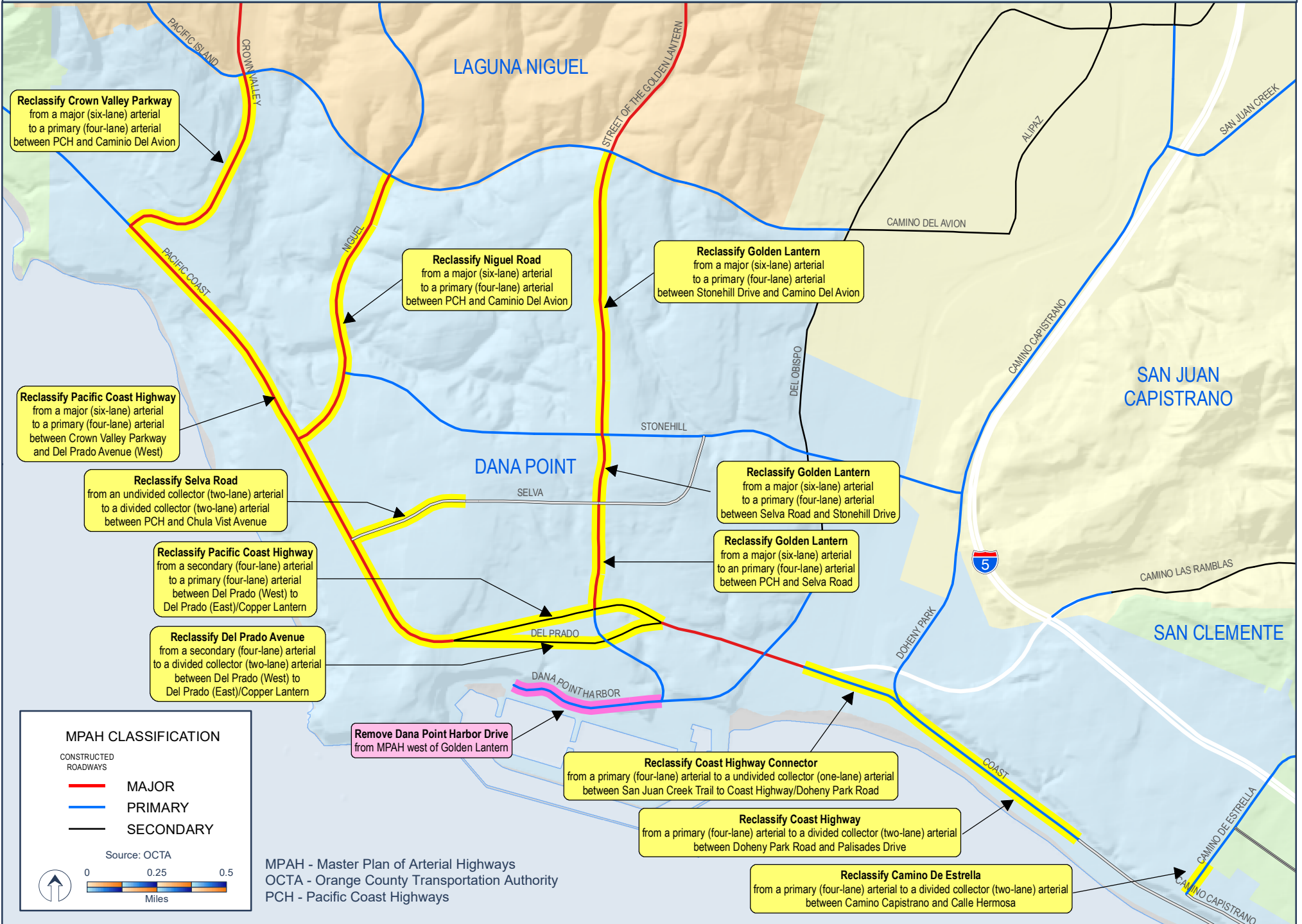
The City is currently amending its General Plan Circulation Element to reflect the requested reclassification of La Paz Road from Primary Arterial to Divided Collector. The reclassification will support the City's objective to enhance safety and circulation along La Paz Road. The reclassification will also accommodate multi-modal improvements along La Paz Road, including but not limited to the future implementation of an enhanced bikeway.

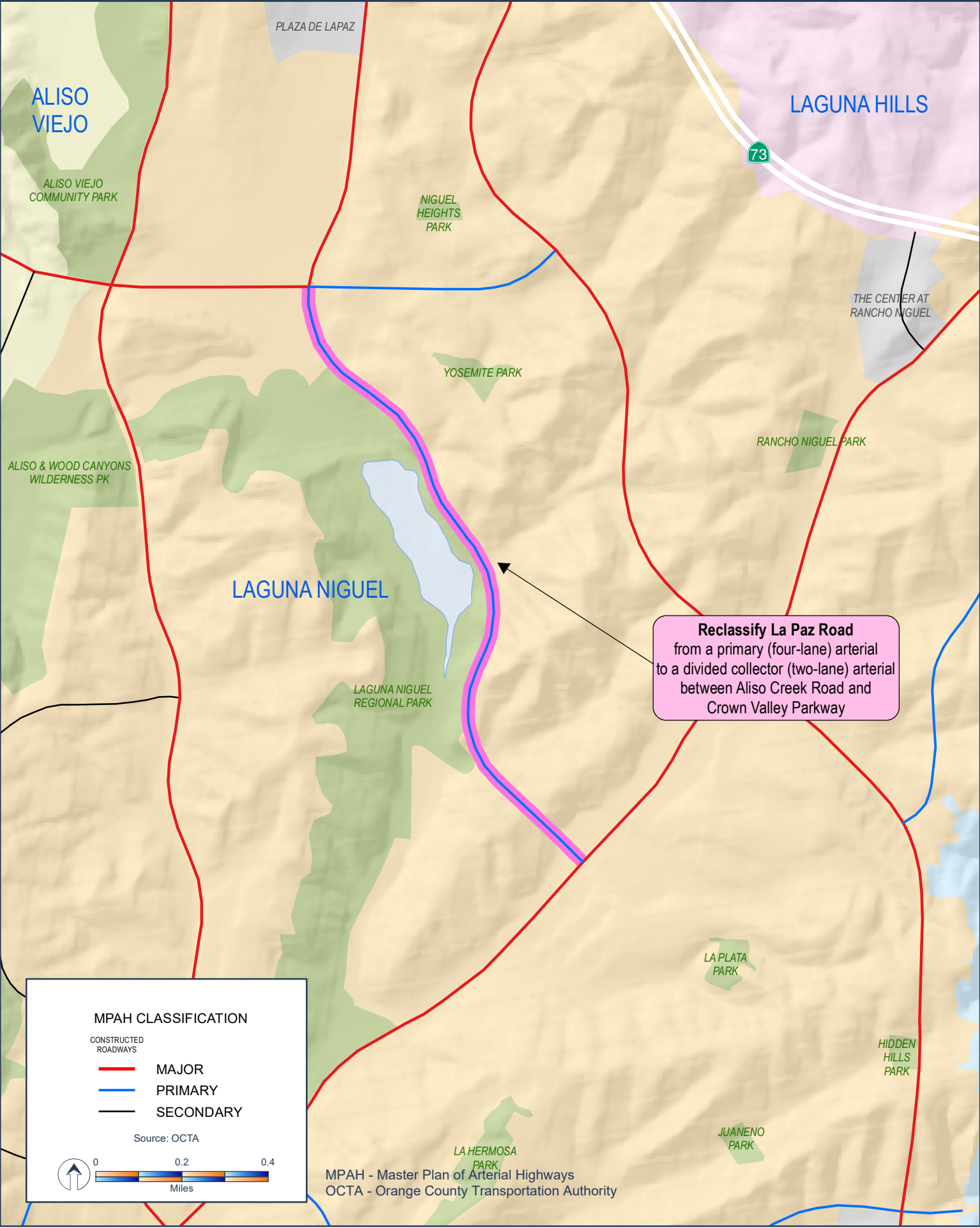
The lane reduction from four lanes to two lanes is feasible based on Average Daily Traffic (ADT) data collected by the City in 2021 (Attachment "B") and 2022 (Attachment "C"). This data demonstrates that the segment of La Paz Road between Aliso Creek Road and Crown Valley Parkway consistently serves less than 13,000 ADT. This is well within the range of 9,000 to 15,000 ADT for a Divided Collector in the MPAH, yielding a Level of Service C or better.

Thank you for your attention to this important matter. If you have any questions regarding this request, please contact Kathy Kelley, Engineering Services Manager, at kkelley@cityoflagunaniguel.org or (949) 362-4341.

Sincerely,

Jacki Scott
Public Works Director/City Engineer



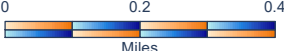


MPAH CLASSIFICATION

CONSTRUCTED ROADWAYS

- MAJOR
- PRIMARY
- SECONDARY

Source: OCTA



MPAH - Master Plan of Arterial Highways
OCTA - Orange County Transportation Authority

Status Report on Pending Master Plan of Arterial Highways Amendments

| # | City | Street | From | To | Type of Amendment | Status | Board Approval Date |
|----|---------------------------|-------------------|---------------------|----------------------|-------------------|---|---------------------|
| 1 | Costa Mesa | Bluff Road | 19th Street | Victoria Street | Delete | On hold pending final consensus between the cities of Costa Mesa and Newport Beach on circulation plans. A study is being conducted. | |
| 2 | Costa Mesa | 19th Street | Placentia Avenue | west city limit | Reclassify | On hold pending final consensus between the cities of Costa Mesa and Newport Beach on circulation plans. A study is being conducted. | |
| 3 | County of Orange / Irvine | Jeffrey Road | SR-241 | Santiago Canyon Road | Delete | The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change. | 5/8/2017 |
| 4 | Santa Ana/Orange | Fairhaven Avenue | Grand Avenue | Tustin Avenue | Reclassify | The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change. | 11/9/2020 |
| 5 | Irvine | Red Hill Avenue | MacArthur Boulevard | Main Street | Reclassify | The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change. | 4/10/2023 |
| 6 | Fullerton | Associated Road | Bastanchury Road | Imperial Highway | Reclassify | The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change. | 4/10/2023 |
| 7 | County | Villa Park Road | Hewes Street | Cannon Street | Reclassify | The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change. | 9/9/2024 |
| 8 | County | Bucker Way | Ranch Canyon Road | Coyotes Road | Reclassify | The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change. | 9/9/2024 |
| 9 | County | Ranch Canyon Road | Bucker Way | Cow Camp Road | Reclassify | The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change. | 9/9/2024 |
| 10 | Fullerton | Harbor Boulevard | Bastanchury Road | Berkeley Avenue | Reclassify | The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change. | 9/9/2024 |
| 11 | Laguna Hills | Paseo De Valencia | Alicia Parkway | Cabot Road | Reclassify | The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change. | 9/9/2024 |
| 12 | Laguna Hills | Cabot Road | Paseo De Valencia | El Paseo | Reclassify | The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change. | 9/9/2024 |
| 13 | Irvine | Yale Avenue | University Drive | Michelson Drive | Reclassify | The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change. | 4/14/2025 |
| 14 | Costa Mesa | Merrimac Way | Fairview Road | Harbor Boulevard | Reclassify | The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change. | 4/14/2025 |

Status Report on Pending Master Plan of Arterial Highways Amendments

| # | City | Street | From | To | Type of Amendment | Status | Board Approval Date |
|----|---------------|------------------------------|------------------------------|--|-------------------|---|---------------------|
| 15 | Stanton | Orangewood Avenue | Santa Rosalia Street | Eastern city boundary | Reclassify | The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change. | 4/14/2025 |
| 16 | Laguna Niguel | La Paz Road | Aliso Creek Road | Crown Valley Parkway | Reclassify | Amendment will be presented to the Board for consideration 10/13/2025. | |
| 17 | Dana Point | Del Prado Ave | Pacific Coast Highway (West) | Copper Lantern | Reclassify | Amendment will be presented to the Board for consideration 10/13/2025. | |
| 18 | Dana Point | Crown Valley Parkway | Pacific Coast Highway | Camino Del Avion | Reclassify | Amendment will be presented to the Board for consideration 10/13/2025. | |
| 19 | Dana Point | Niguel Road | Stonehill Drive | Camino Del Avion | Reclassify | Amendment will be presented to the Board for consideration 10/13/2025. | |
| 20 | Dana Point | Selva Road | Pacific Coast Highway | Chula Vista Avenue | Reclassify | Amendment will be presented to the Board for consideration 10/13/2025. | |
| 21 | Dana Point | Street of the Golden Lantern | Pacific Coast Highway | Camino Del Avion | Reclassify | Amendment will be presented to the Board for consideration 10/13/2025. | |
| 22 | Dana Point | Coast Highway | Doheny Park Road | Palisades Drive | Reclassify | Amendment will be presented to the Board for consideration 10/13/2025. | |
| 23 | Dana Point | Pacific Coast Highway | North West City Limit | Del Prado Avenue (East)/Copper Lantern | Reclassify | Amendment will be presented to the Board for consideration 10/13/2025. | |
| 24 | Dana Point | Coast Highway Connector | Sasn Juan Creek Trail | Coast Highway/Doheny Park Road | Reclassify | Amendment will be presented to the Board for consideration 10/13/2025. | |
| 25 | Dana Point | Dana Point Harbor Drive | West of Golden Lantern | End of Terminus | Delete | Amendment will be presented to the Board for consideration 10/13/2025. | |
| 26 | Dana Point | Camino De Estrella | Camino Capistrano | Calle Hermosa | Reclassify | Amendment will be presented to the Board for consideration 10/13/2025. | |

Board – Board of Directors


CEQA – California Environmental Quality Act

SR-241 – State Route 241



October 6, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Update on the Interstate 5/EI Toro Road Interchange Improvement Project and Direction to Complete the Environmental Documentation

Overview

The Orange County Transportation Authority, in partnership with the California Department of Transportation, is underway with project development for the Interstate 5/EI Toro Road Interchange Improvement Project. Staff is providing an update on the project development effort and is seeking Board of Directors' direction to advance project development, finalize selection of the project preferred alternative, and complete the environmental approval phase.

Recommendation

Direct staff to advance project development and the selection of the project preferred alternative, and to complete the environmental phase in late 2026.

Discussion

The Interstate 5 (I-5)/EI Toro Road Interchange Project (Project) is part of Project D in the Measure M2 (M2) freeway program. During development of M2, this Project was a top priority for the cities of Laguna Hills, Laguna Woods, and Lake Forest (Cities). In the Next 10 Delivery Plan, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2024, the Project is listed as one of the M2 freeway projects to be environmentally cleared by 2026 and shelf ready for future funding and advancement.

The existing I-5/EI Toro Road interchange currently experiences congestion during the morning and afternoon peak periods, resulting in operational challenges. The Project will improve traffic flows and ease congestion within the interchange, accommodate an expected increase in regional traffic, and improve access to and from the I-5 freeway. Proposed improvements at the I-5/EI Toro Road interchange include improving EI Toro Road and other local

roads, modifying on- and off-ramps, and modifying, replacing, or building new bridge structures.

Through Cooperative Agreement No. C-6-1262, approved by the Board on November 22, 2016, the California Department of Transportation (Caltrans) is leading the project approval/environmental document phase. Project environmental phase work began in May 2017 with the draft environmental document (ED) circulated for public review and comments in spring 2019. At that time there was no consensus amongst the Cities on a preferred alternative following public review of the two build alternatives presented in the draft ED. The M2 ordinance requires that specific improvements at this interchange be developed in cooperation with local jurisdictions and affected communities. Due to the lack of consensus amongst the Cities on a preferred alternative, the Caltrans environmental phase work was paused. OCTA initiated discussions between late 2019 and early 2020 with the Cities and Caltrans to address the lack of consensus and to discuss proposed alternatives and next steps. Between late 2020 and early 2022, OCTA completed an alternatives assessment study to look at potential additional alternatives. In March 2022, OCTA, Caltrans, and the Cities agreed on two new alternatives to move forward to the environmental phase. The environmental phase was restarted in January 2023 to specifically study these two alternatives.

Next Steps

Preliminary engineering and cost estimates are scheduled to be finalized in late 2025. The environmental technical studies are scheduled to be completed in spring 2026 and a draft ED will be circulated for public review and a public hearing conducted in summer 2026. This would lead to the selection of a preferred alternative in fall 2026 with a goal to finalize the environmental document by the end of 2026. These milestones will be reflected accordingly in the Capital Action Plan and the CEO Action Plan for 2026.

OCTA staff is actively engaged with Caltrans and the Cities to keep the Project moving forward in the environmental phase, and OCTA remains committed to achieving consensus on a preferred alternative and delivering needed improvements on the I-5/EI Toro Road interchange.

Summary

Staff seeks to reaffirm Board of Directors' approval to advance project development and the selection of the project preferred alternative, and complete the environmental phase in late 2026.

Attachment

None.

Prepared by:



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Program Manager
(714) 560-5879

Approved by:



James G. Beil, P.E.
Executive Director, Capital Programs
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Update on the Interstate 5/El Toro Road Interchange Improvement Project and Direction to Complete the Environmental Documentation

Project Location



Measure M2 (M2) Freeway Program Context

- During development of M2, the Interstate 5 (I-5)/El Toro Road interchange was a top priority for the cities of Laguna Hills, Laguna Woods, and Lake Forest (Cities)
- M2 Ordinance (approved by voters on November 7, 2006)
 - Project D – I-5 local interchange upgrades:
 - Update and improve key I-5 interchanges, such as Avenida Pico, Avery Parkway, **El Toro Road**, La Paz Road, Ortega Highway, and others to relieve street congestion around older interchanges and on ramps. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities
- Next 10 Delivery Plan (2024 Update)
 - I-5/El Toro Road Interchange Project to be environmentally cleared by 2026 and shelf-ready for future advancement

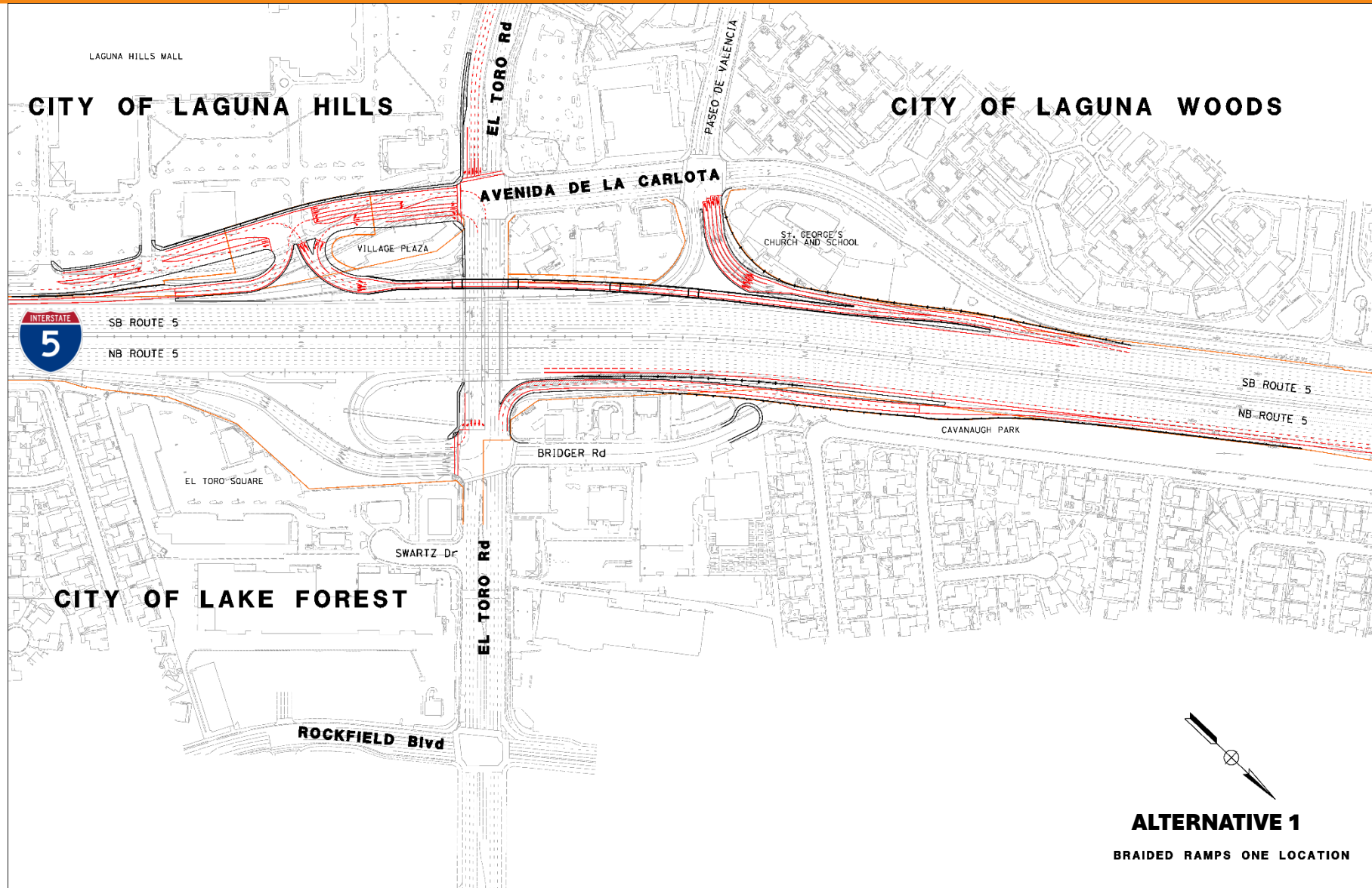
Project Background and Timeline

- February 2015 – Project study report considered 15 alternatives, and four build alternatives were recommended for further study
- May 2017 – California Department of Transportation (Caltrans) began Project Approval/Environmental Document (PA/ED) phase
- August 2018 to February 2019 – Design and right-of-way (ROW) impact workshops held between Orange County Transportation Authority (OCTA), Caltrans, and the Cities. Two of four build alternatives were removed from further study
- April to May 2019 – Public circulation and review of draft environmental document with two build alternatives; no consensus reached on preferred alternative

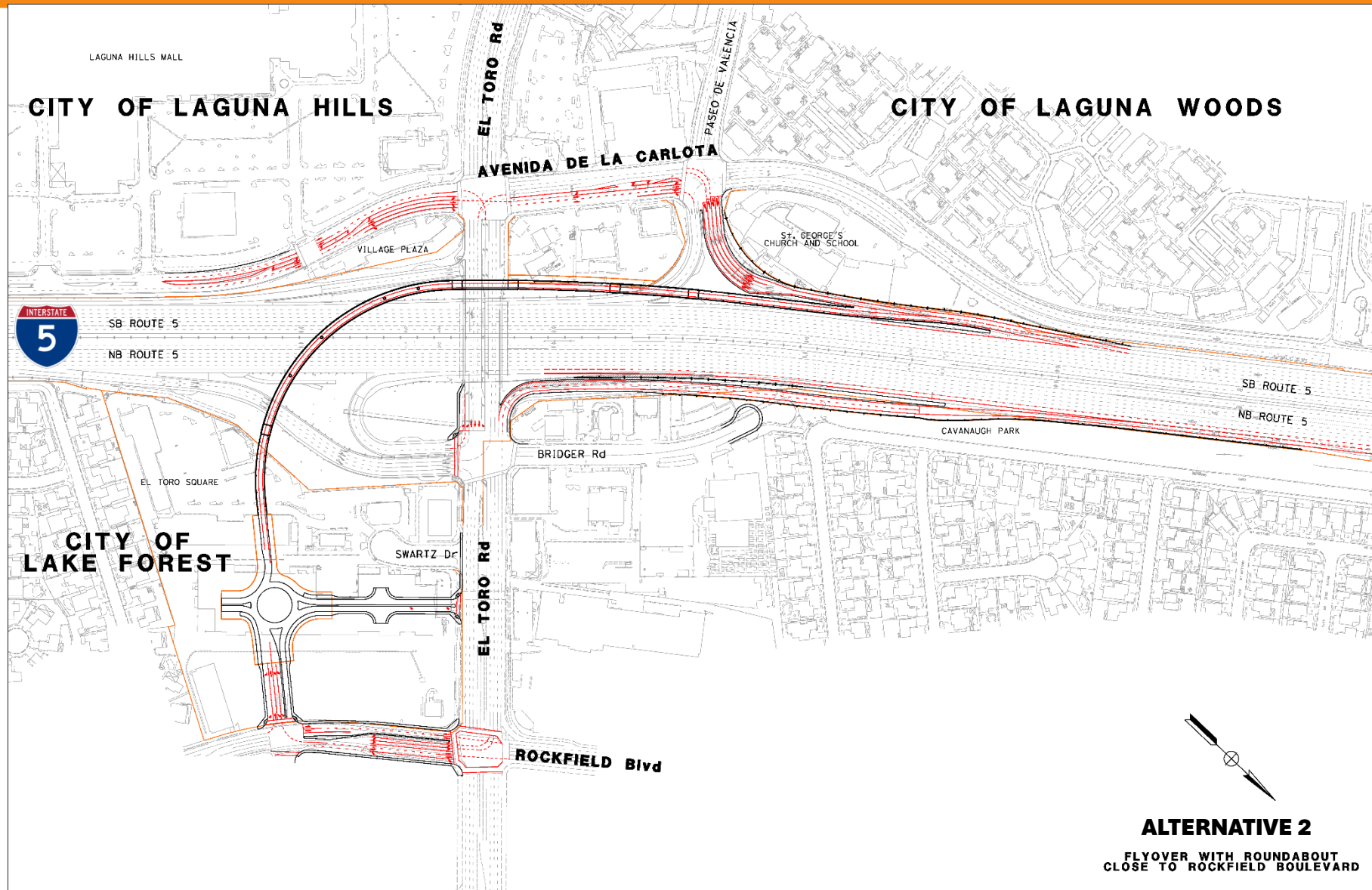
Project Background and Timeline (cont.)

- October 2021 – OCTA completed an alternatives assessment study coordinated with the Cities and Caltrans that studied seven alternatives
- March 2022 – OCTA, Cities, and Caltrans reach consensus on two alternatives to move forward with the PA/ED phase
- January 2023 – Caltrans and OCTA restart PA/ED phase
- Project update to OCTA Board of Directors in June 2023 – Project update to the city councils of Laguna Hills, Laguna Woods, and Lake Forest in June/July 2023
- Public scoping meeting – in person: July 2023; virtual: August 2023
- August 2023 to March 2024 – Public comment period and public summary report completed

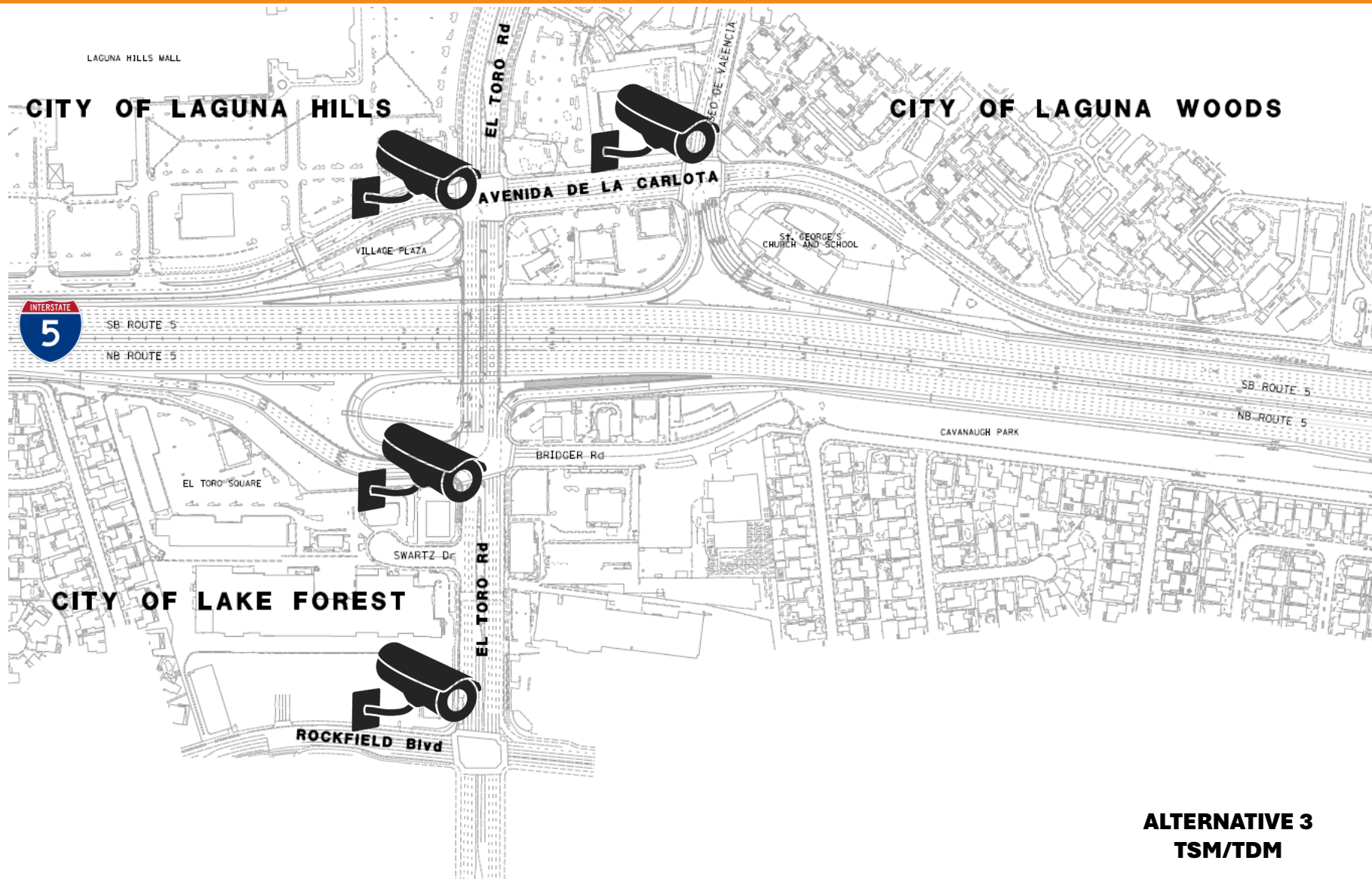
Alternative 1: Braided Ramps



Alternative 2: Flyover with Roundabout



Alternative 3: Transportation System Management and Transportation Demand Management (TSM/TDM)



Public Outreach

- Scoping Meetings
 - Held in July and August 2023
 - Online and print newspaper ads
 - Direct mail postcards
 - Local access television
- Presentations
 - City Council updates
 - Stakeholder briefings
- Collateral
 - Project webpage, email alerts, social media, flyers



ocfa.net/ElToroInterchange f i5ELTORO @i5ELTORO

WELCOME

EL TORO RD.
INTERCHANGE PROJECT

**PUBLIC SCOPING MEETING
OPEN HOUSE FORUM**
Wednesday, July 26, 2023
Doors Open: From 4 - 7 p.m.
Lake Forest Community Center
Public Event, Free Parking

**VIRTUAL SCOPING MEETING
OPEN HOUSE FORUM**
Thursday, August 3, 2023
4 - 7 p.m.
visit bit.ly/ETRopenhouse to register

Logos: Caltrans, OCTA, City of Laguna Hills, City of Fullerton, City of Orange

Next Steps

- With OCTA Board of Directors' direction, staff will proceed to:
 - Complete preliminary engineering and construction cost estimates – December 2025
 - Complete ROW estimates and environmental technical studies – Spring 2026
 - Approval of draft PA/ED – Spring 2026
 - Public hearing – Summer 2026
 - Select preferred alternative – Fall 2026
 - Approval of final PA/ED – December 2026



October 6, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Coastal Rail Resiliency Study Update

Overview

The Orange County Transportation Authority initiated the Coastal Rail Resiliency Study in fall 2023, focusing on both short- and mid-term solutions to protect the rail line and preserve rail operations. Through this study, staff has developed Alternative Concepts that would protect the rail line in place for up to 30 years. An update on the refined Alternative Concepts for the Coastal Rail Resiliency Study and a summary of the public meetings hosted in July 2025 is provided herein.

Recommendation

Direct staff to advance the study with the refined range of Alternative Concepts, continue collaborating with key stakeholders for further analysis, and actively engage the public to solicit input.

Background

The Orange County Transportation Authority (OCTA) owns and maintains approximately 47 miles of operating railroad right-of-way, with 42 miles along the Orange Subdivision and 5.5 miles along the Olive Subdivision. A map of both subdivisions is provided as Attachment A. This rail corridor is part of the Los Angeles – San Diego – San Luis Obispo Rail Corridor that serves intercity and commuter passenger and freight rail service.

Beginning in fall 2021, several bluff failures, landslides on the inland side, and diminishing beaches on the seaward side in the City of San Clemente have resulted in a series of rail service disruptions, totaling nearly one year of rail operating impacts.

In late 2023, OCTA initiated the South Coast Rail Infrastructure Feasibility Study and Alternative Concepts Analysis (also known as the Coastal Rail Resiliency

Study [Study]) which focuses on the seven-mile stretch of coastal rail line in south Orange County. The Study was undertaken to assess existing and future risks, challenges, and potential solutions to protect the rail line in place. During the first half of 2024, nearly three dozen meetings were held with stakeholders, regulatory agencies, and the public to gather feedback on the Study and early action items. These include four imminent high-risk areas that if not immediately addressed, may result in additional unforeseen emergencies that further impact rail operations. Input included requests to integrate natural solutions, consideration of the impacts of armoring actions, consulting with relevant experts, and maintaining reliable passenger rail service, etc.

The Study explores opportunities to protect the rail corridor for the short- to mid-term, defined as up to 30 years, between the City of Dana Point and the Orange County/San Diego County Line. It also identified four immediate early actions that are required to minimize further service disruptions. These early action areas are all located within the City of San Clemente, and continue to experience storm surges, bluff failures, erosion, and other factors. Early actions include riprap repairs at three sites, a catchment wall, demolition of the Mariposa Beach bridge and restoration of the trail, targeted sand nourishment, and other stabilization efforts to further buffer the rail line. OCTA has secured over \$300 million in state and federal funding along with local funds to support these early action efforts to help ensure continued safe and reliable rail operations.

Draft Alternative Concepts for the short – to mid-term effort were presented to the OCTA Board of Directors (Board) in February 2025. They included eight beachside, nine bluffside, and three rail concepts to serve as a list of pre-screened options for application along seven typical segments of the seven-mile corridor, which have similar land-use characteristics (Attachment B). The primary objective of these concepts is to protect the rail operations against bluff erosion, coastline retreat, and rail vulnerabilities. Bluffside example concepts include various wall types, stabilization measures, and drainage improvements. Beachside example concepts include riprap placement, engineered rock revetment, and beach sand nourishment. Rail example concepts include elevating the track profile, alternative materials for critical railroad assets such as signal houses, masts, positive train control equipment, and track bed stabilization. As part of this item, the Board directed staff to proceed with refinement of the Alternative Concepts and continue collaboration with key stakeholders.

Discussion

In July 2025, OCTA hosted two public meetings to solicit additional public input on the draft Alternative Concepts. The first meeting was held in-person at the San Clemente City Hall on Tuesday, July 15, 2025. The second meeting was held virtually on Tuesday, July 29, 2025, with 63 and 87 participants, respectively. Attendees included residents, community-based organizations, key stakeholders, media, agencies, and participants from previous listening sessions. Spanish interpretation was provided for both meetings, and in-person attendees were able to review informational display boards and speak with the project team beforehand.

Following each of the stakeholder, regulatory, and public meetings, the technical team worked to refine the range of draft Alternative Concepts and developed evaluation criteria to assess a range of concepts with the primary goal of protecting the rail line in place over the next several decades. The evaluation process produced a list of highest scoring concepts from each category to be carried forward for further development as part of the Study.

The evaluation criteria consisted of five categories, each with their own respective percentage weights based on design life (up to 30 years), ability to protect the rail line, and how well the concepts meet the goals and objectives of the Study. In addition, it should be noted that while a concept may score well in one category, it may score poorly in another. The overall scoring of each topic reflects a concept's average across all scoring criteria.

The evaluation criteria is summarized below. A more detailed description is provided in Attachment C.

| Evaluation Topic/Description | Weight |
|---|---------------|
| Coastal Resilience and Rail Reliability: service disruptions during maintenance, sensitivity to storm surge, sea level rise, beach erosion, longevity of concept (30-year design life), as well as track resilience provided from bluff erosion | 25 percent |
| Implementability and constructability: ROW requirements, schedule and speed of implementation, minimize construction impacts, complexity of constructability, and the ability to meet design criteria | 25 percent |
| Costs: construction, maintenance, and lifecycle costs for consideration | 20 percent |

| Evaluation Topic/Description | Weight |
|---|------------|
| Public Assets and Environmental Impacts: local resources, public facilities, utilities, grade crossings, surfing and swimming, multi-use paths and pedestrian access, beach/coastal access, permitting, sensitive habitats, as well as Section 4(f) resources | 20 percent |
| Related/Planned Projects: alignment with local, state, federal planning efforts. Determine whether concepts support and/or supplement initiatives by other agencies to address coastal erosion challenges | 10 percent |

Scoring Results - Rail

Of the three rail alternative concepts, two are recommended for further consideration. Alternative materials for critical railroad infrastructure to improve the resiliency of the rail line, as well as reducing lifecycle costs, are the least challenging, can be phased, and limits impacts to surrounding communities and environmental assets. Ground improvement (track-bed stabilization) has the best influence on railroad resiliency and can be combined with bluffside ground improvements to further stabilize area, although it may impact railroad operations during construction. Elevation of the tracks comes at a high cost with construction outweighing benefits comparatively.

Bluffside

Of the nine Bluffside Alternative Concepts, two are recommended for further consideration: catchment walls and tieback/soil nail/pin-pile walls, which are cost-effective, low-maintenance, and fit within existing ROW. Stabilization grading and hydraugers are not recommended due to construction challenges and community impacts. Drainage measures (cut-off drains, basins, outlets, matting, vegetation) are generally not recommended because of limited applicability and lack of corridor-wide benefit, and ground improvements (track stabilization) are only recommended in combination with rail-related ground improvements. Deflection walls in tributaries may support the goals of this Study; however, natural beach replenishment can take years with several influencing factors, such as the frequency and strength of storms and waves, which would require regional collaboration and possible implementation by other agencies.

Beachside

Of the five Beachside Alternative Concepts, three are recommended for further consideration, and generally consist of beach nourishment with either a combination of seawall and rock shoreline protection structure, seawall, and/or riprap. These concepts are recommended due to construction limitations within the existing ROW and the proven nature of such structures to protect the railroad while also improving beach access when combined with sand placement. Sand

retention measures are not recommended due to impacts on recreational users (surfing/swimming) and a challenging environmental approval process. Beach nourishment only (not combined with any other solution) and watershed modifications are not recommended due to lead time, funding, sourcing, and monumental coordination and permitting efforts, requiring implementation by other agencies. Beach nourishment as a stand-alone solution would require repeated large-scale sand placements and extensive sourcing/testing, as shown by other initiatives.

Key Project Risk and Challenges

Any improvements that are being planned would be subject to the immediate risk of additional bluff failures during the project development process which could lead to immediate rail service closure and require rescoping of planned improvements underway. As the proposed improvements progress through the project development process, some of the key challenges will include:

- Identification and permitting of a sufficient sand replenishment source location
- Developing and securing a timely sand transport and delivery method
- Coordination, approvals, and permitting required for additional revetment

Next Steps

With direction from the Board, the Study team will continue public and stakeholder engagement on the short-listed concepts through in-person and virtual meetings. The short-listed Alternative Concepts will be further developed for future project implementation. Staff will return to the Board in summer 2026 with the Draft Feasibility Study Report. Following the conclusion of this short- and mid-term planning Study, OCTA will begin the alternatives analysis, preliminary engineering, and environmental clearance phase for the various concepts identified through this effort. This Study will also help to determine the priority of the identified improvements. Staff will continue to identify funding and project streamlining opportunities as well as work with regulatory agencies to expedite the permitting processes.

Attachments

- A. Orange and Olive Subdivisions Map
- B. Typical Sections Map
- C. Scoring Weights, Considerations, and Rankings

Prepared by:



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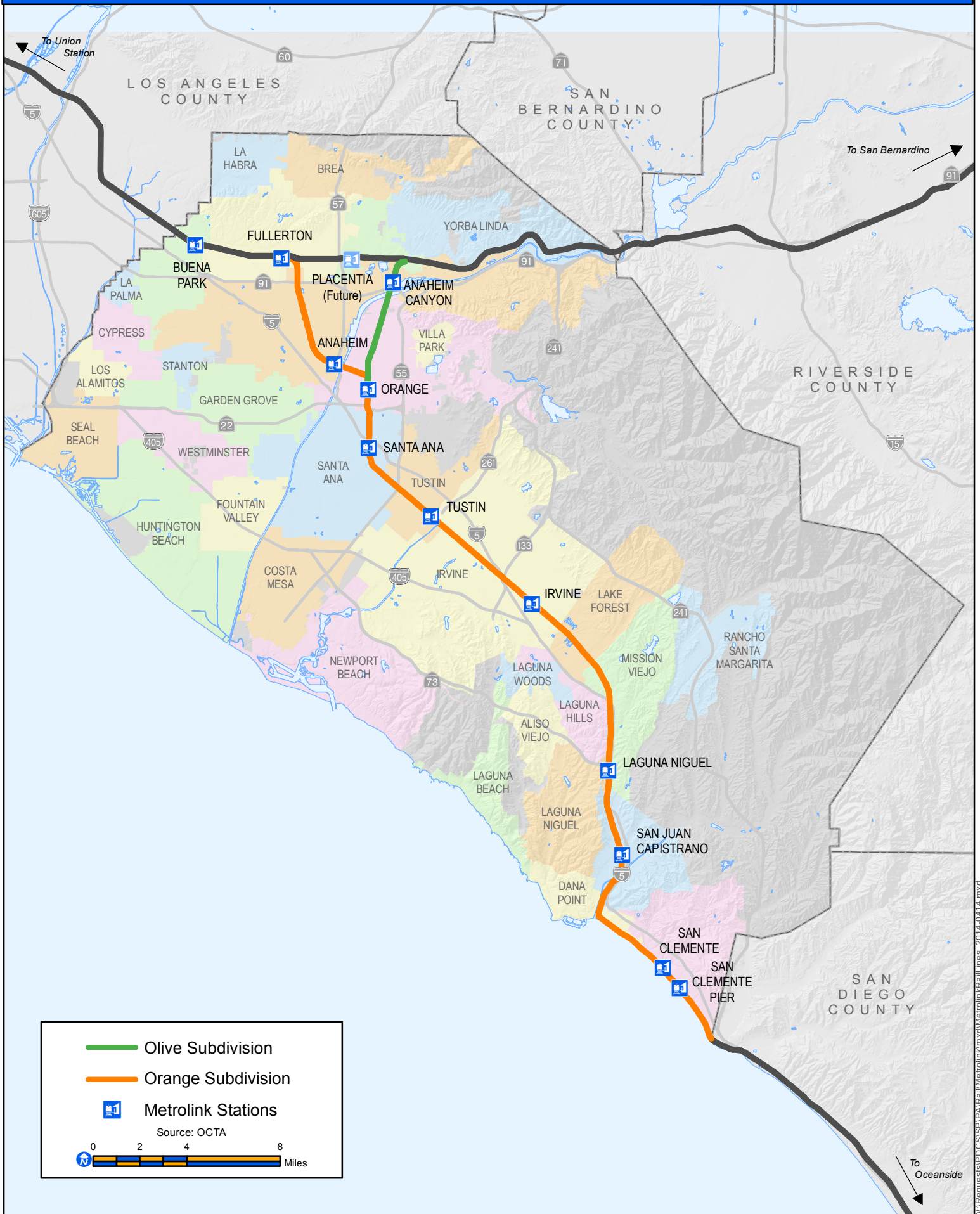
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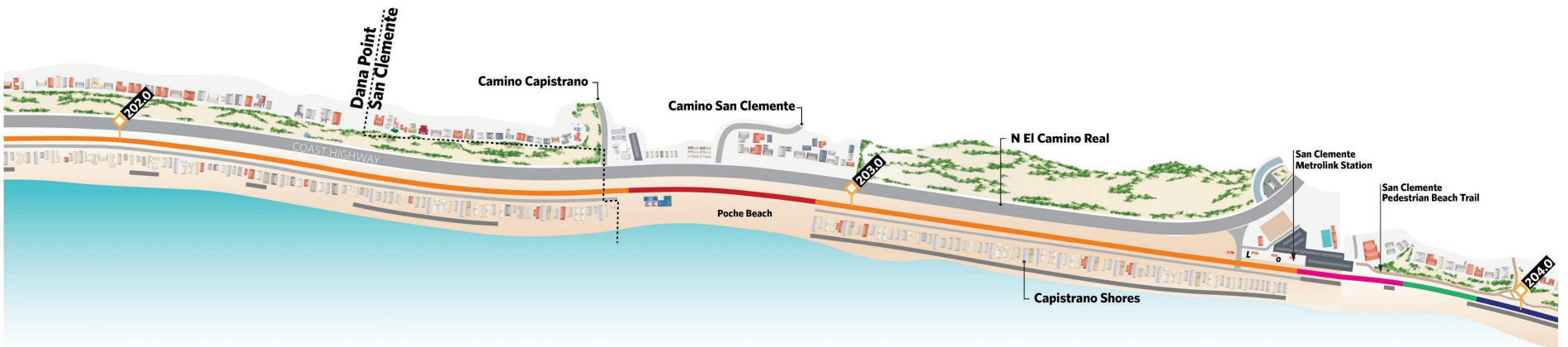
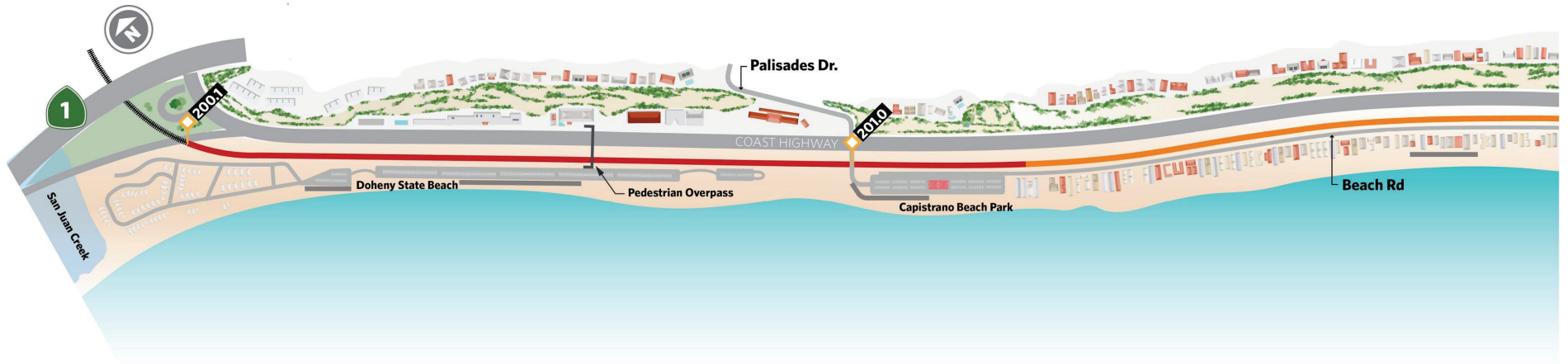


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ORANGE AND OLIVE SUBDIVISIONS

ATTACHMENT A





COASTAL RAIL RESILIENCY STUDY



COASTAL RAIL RESILIENCY STUDY

Scoring Weights, Considerations, and Rankings

Weights and Considerations

The scoring results produced a list of highest scoring concepts from each category to be carried forward for further development as part of the Coastal Rail Resiliency Study (Study).

The evaluation criteria consists of five categories, each with their own respective percentage weights based on design life (up to 30 years), ability to protect the rail line, and how well the concepts meet the goals and objectives of the Study. In addition, it should be noted that while a concept may score well in one category, it may score poorly in another. The overall scoring of each topic reflects a concept's average across all scoring criteria.

| Evaluation Category | Weight |
|---|---------------|
| Coastal Resilience and Rail Reliability | 25 percent |
| Implementability and Constructability | 25 percent |
| Cost | 20 percent |
| Public Assets and Environmental Impacts | 20 percent |
| Related/Planned Projects | 10 percent |

Coastal Resilience and Rail Reliability

This criterion and associated weight evaluate how well each Alternative Concept stabilizes the railroad and keeps it protected in place for up to the next 30 years, reflecting the Study's primary objective. Scoring factors for consideration under this category include service disruptions during maintenance, sensitivity to storm surge, sea level rise, beach erosion, longevity of concept (30-year design life), as well as track resilience provided from bluff erosion.

Implementability and Constructability

This criterion and associated weight evaluate the ease and timing of implementation. Scoring factors for consideration under this topic include right-of-way requirements, schedule and speed of implementation, ability to maintain service during construction, constructability, as well as the ability to meet design criteria.

Cost

This criterion and associated weight evaluate the estimated overall cost to implement each concept using high-level rough order of magnitude cost estimates developed for each concept. If the cost is found to be prohibitive and/or particularly challenging, the scoring results reflect this. This includes construction, maintenance, and lifecycle costs for consideration.

Public Assets and Environmental Impacts

This criterion and associated weight evaluate the impacts of each concept on access to public assets and the environment, reflecting the importance of minimizing such impacts in scoring results. This includes local resources, public facilities, utilities, grade crossings, surfing and swimming, multi-use paths and pedestrian access, beach/coastal access, permitting, sensitive habitats, as well as Section 4(f) resources.

Related/Planned Projects

This criterion and associated weight evaluate how well each concept aligns with local jurisdictions' policies, as well as federal and state sustainability planning efforts. This topic ultimately considers whether each concept supports and/or supplements initiatives by other agencies to address coastal erosion challenges.

Scoring and Ranking Results

Rail

Of the three draft Alternative Concepts under the rail category, two are recommended to be carried forward for further consideration. Alternative materials for critical railroad infrastructure to reduce lifecycle costs, which can be difficult to predict and often far more costly over time, are the least challenging and can be phased, in addition to limiting impacts to surrounding communities and environmental assets. Ground improvement (track-bed stabilization) has the best influence on railroad resiliency and can be combined with bluffside ground improvements to further stabilize area, although it may impact railroad operations during construction. Elevation of the tracks comes with a high cost with construction impacts exceeding the benefits comparatively.

| Rail Concept | Rank | Carry Forward |
|---|-----------------|----------------------|
| 1. Raised track embankment | 3 rd | No |
| 2. Alternative materials for critical railroad infrastructure to reduce lifecycle costs | 1 st | Yes |
| 3. Ground improvement (track-bed stabilization) | 2 nd | Yes |

Bluffside

Of the nine draft Alternative Concepts under the bluffside category, two are recommended to be carried forward. Catchment walls along with tieback/soil nail/pin-pile walls are both proven to be a cost-effective approach that falls mostly (if not completely) within the existing right-of-way to protect tracks without requiring long-term maintenance. Stabilization grading and hydraugers are not recommended due to difficult construction and impacts to adjacent properties and communities. Drainage solutions, such as up-gradient cut-off drains, improvement via grading/detention basins/undertrack outlets, as well as surface matting and deep-rooted vegetation planting generally not recommended due to limited applicability and not being a corridor-wide solution, and ground improvements (track stabilization) are only recommended in combination with rail-related ground improvements. While deflection walls in tributaries may support the goals of this Study, it will take years to naturally replenish beach sand and must be implemented by other agencies.

| Bluffside Concept | Rank | Carry Forward |
|---|-----------------|---------------|
| 1. Catchment walls | 1 st | Yes |
| 2. Stabilization grading | 7 th | No |
| 3. Tieback/soil nail/pin-pile walls | 2 nd | Yes |
| 4. Ground improvement (bluff stabilization) | 5 th | No |
| 5. Surface matting & deep-rooted vegetation planting | 3 rd | No |
| 6. Drainage improvement via grading/detention basins/ undertrack outlets | 6 th | No |
| 7. Deflection walls in tributaries | 8 th | No |
| 8. Up-gradient cut-off drains | 4 th | No |
| 9. Hydraugers | 9 th | No |

Beachside

Of the five draft Alternative Concepts under the beachside category, three are recommended to be carried forward, and generally consist of beach nourishment combined with either a hybrid shoreline protection structure, seawall, and/or riprap due to construction limitations within the existing right-of-way and the proven-nature of such structures to protect the railroad while also improving beach access when combined with sand placement. Sand retention measures are not recommended due to impacts to recreational users (surfing/swimming) and challenging environmental approval processes. Beach nourishment only (not combined with any other solution) and watershed modifications are not recommended due to lead time, funding, sourcing, and coordination, and permitting efforts would be monumental, requiring implementation by other agencies. Beach nourishment, in particular, would require cyclical sand placements with ongoing efforts to source and test sand sites, with vast amounts of quantity needed for each placement in order for it to be effective, as demonstrated by other initiatives.

| Beachside Concept | Rank | Carry Forward |
|--|------------------|---------------|
| 1. Beach nourishment with planned replenishment (by others) | 8 th | No |
| 2.1 Beach nourishment with Riprap | 3 rd | Yes |
| 2.2 Beach nourishment with engineered rock revetment | 4 th | No |
| 2.3 Beach nourishment with seawall | 2 nd | Yes |
| 2.4 Beach nourishment with a hybrid shoreline protection structure | 1 st | Yes |
| 3. Beach nourishment with sand retention and no shoreline protection | 10 th | No |

| Beachside Concept | Rank | Carry Forward |
|--|------------------|---------------|
| 4.1 Beach nourishment with sand retention measures and Riprap shoreline protection structure | 11 th | No |
| 4.2 Beach nourishment with sand retention measures and engineered rock revetment | 7 th | No |
| 4.3 Beach nourishment with sand retention measures and seawall | 9 th | No |
| 4.4 Beach nourishment with sand retention measures and combination of seawall and rock | 5 th | No |
| 5. Watershed modification | 6 th | No |



Coastal Rail Resiliency Study Update



Coastal Rail Remediation Efforts

Emergency Rail Projects *past projects*

- **Cyprus Shore** (9/22 – 4/23)
slope secured with ground anchors
- **Casa Romantica** (4/23 – 7/23)
temporary catchment wall built
- **Mariposa Point** (1/24 – 3/24)
temporary catchment wall built
- Remove temporary catchment walls at Casa Romantica and Mariposa Point when appropriate
- Mitigation discussions are ongoing for the Cyprus Shore emergency work

Coastal Rail Stabilization Priority Project *immediate needs*

- Address imminent threats
- Four priority reinforcement areas identified
- Actions include armoring, catchment wall, trail restoration and sand replenishment
- Secured over \$300M in state, federal, and local funds.
- Accomplishments to date include riprap repair, start of trail restoration and catchment wall, and initial placement of sand in North Beach

Coastal Rail Resiliency Study *short- to mid-term solutions*

- Evaluate concepts to protect seven miles of coastal rail infrastructure for up to 30 years
- Scoring and selection of short-listed concepts to be carried forward
- Two to three short-listed concepts per category carried forward for further evaluation

Coastal Rail Long-Term Solutions Study *long-term solutions*

- State-led study
- Develop options for long-term solutions including potential rail line relocation
- Create an action plan for key elements
- Partner with Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency, state, and federal agencies
- Engage key stakeholders

Community Input

Public meetings held:

- July 15, 2025, at San Clemente City Hall
- July 29, 2025, virtual meeting via Zoom
- Shared information and gathered community feedback on draft alternative concepts for the short- to mid-term (30-year) timeframe
- Meeting notifications were distributed via newspaper ads, bilingual flyers, e-blasts, project website updates, social media ads, social media posts, and press releases
- Public participants:
 - 63 (in-person)
 - 87 (virtual)

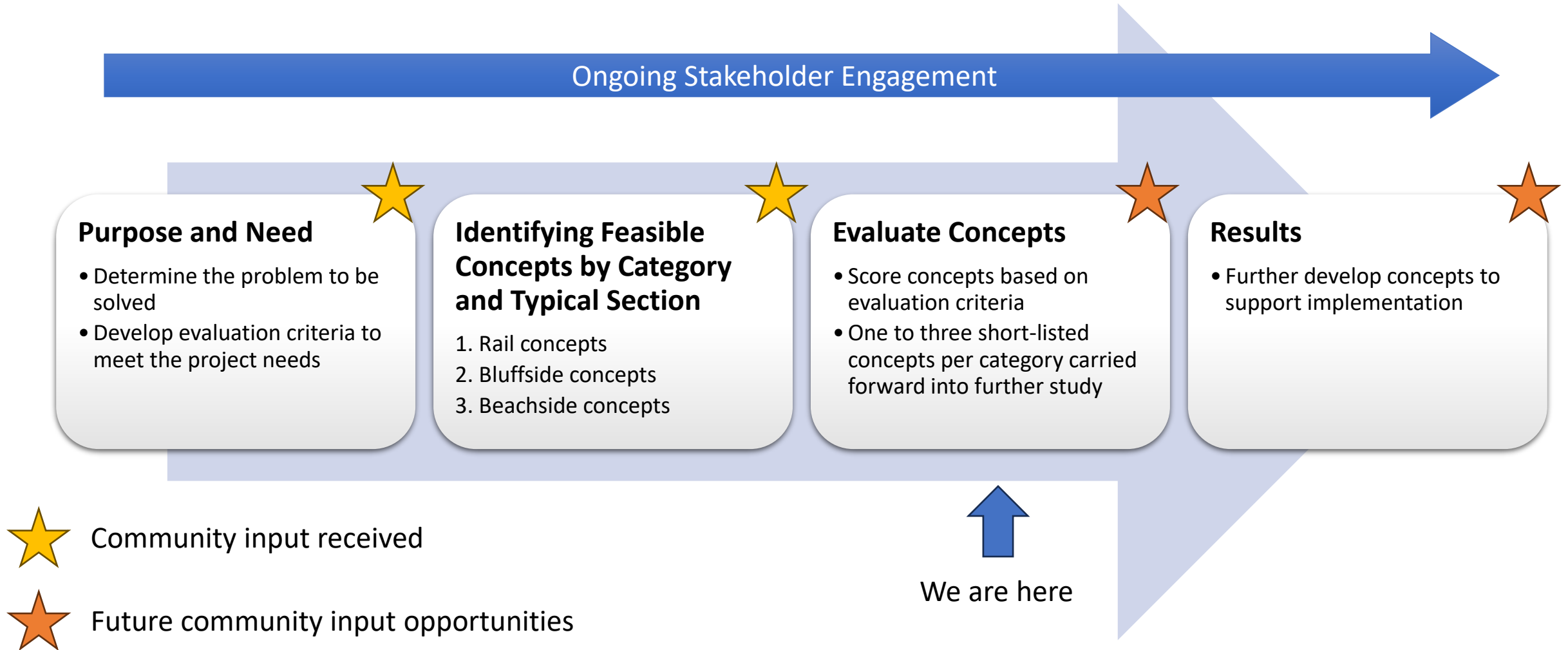
Community comments on feasible concepts:

- Strong support for sand nourishment
- Emphasized the importance of restoring and preserving safe, continuous access to beaches and coastal trails
- Concerns about shoreline protection structures (i.e., rock revetments, seawalls, and riprap)

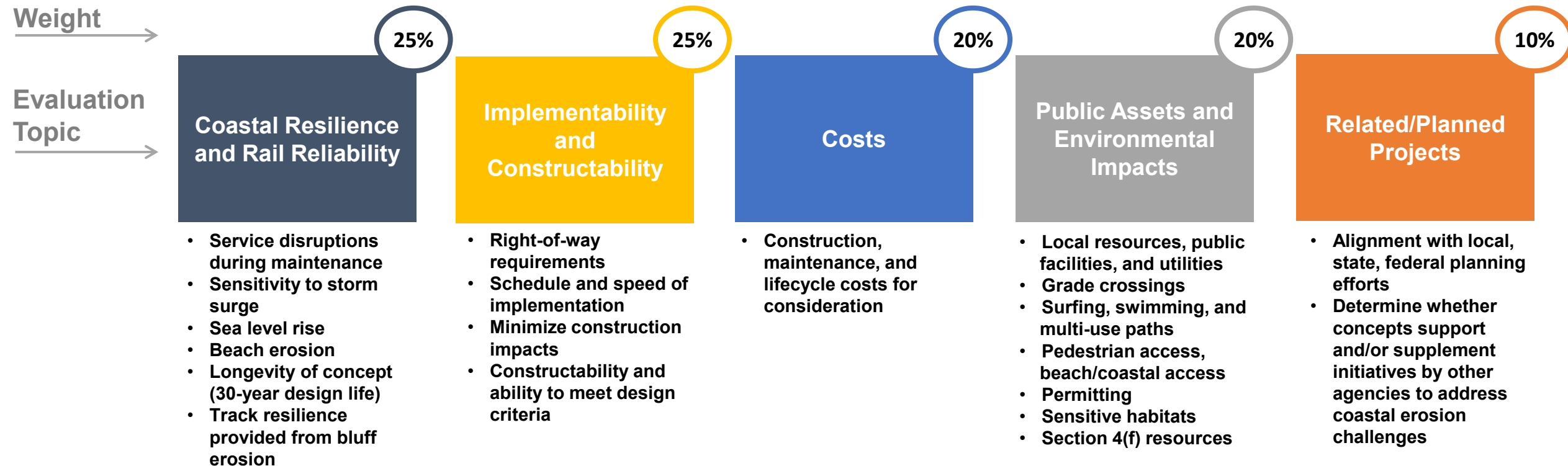
Action taken to respond to comments:

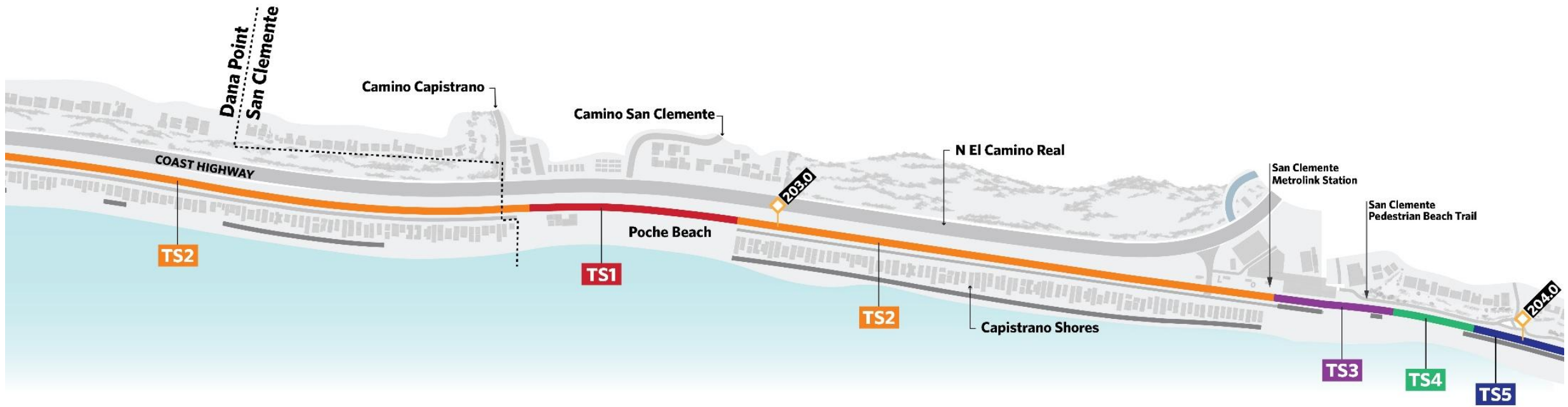
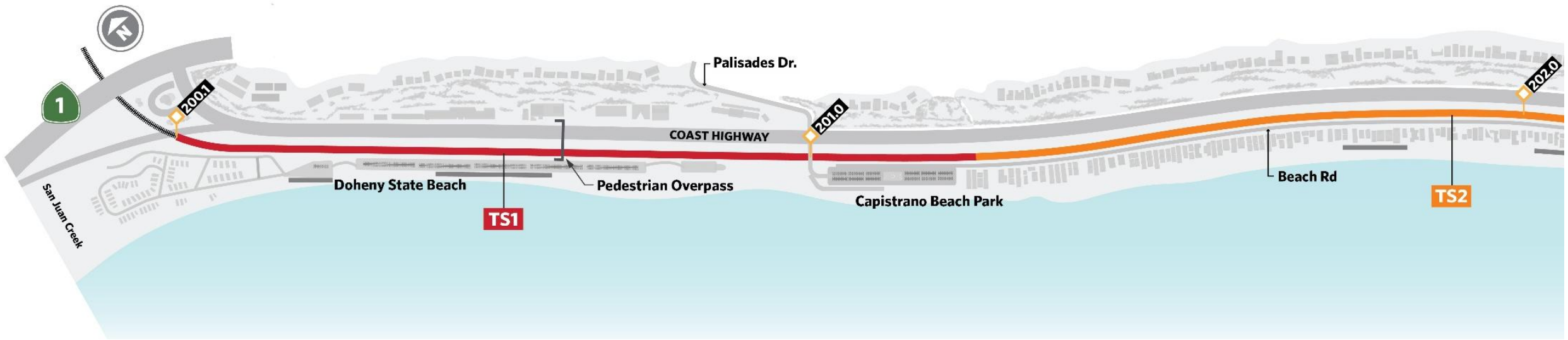
- One-time sand nourishment has been added to all shoreline protection structure concepts to help buffer the rail corridor and support community benefits
- A sand-only concept has been evaluated

Alternative Concept Development Process

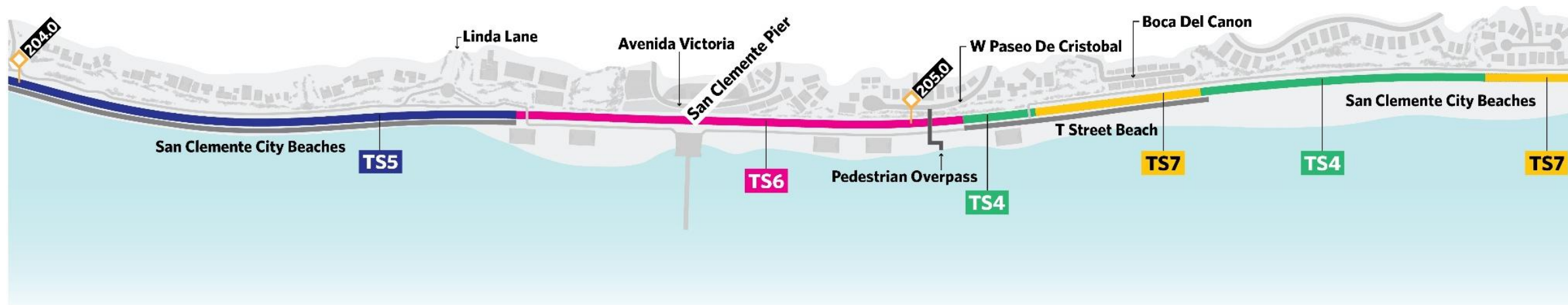


Alternative Concept Evaluation Process – Screening Criteria





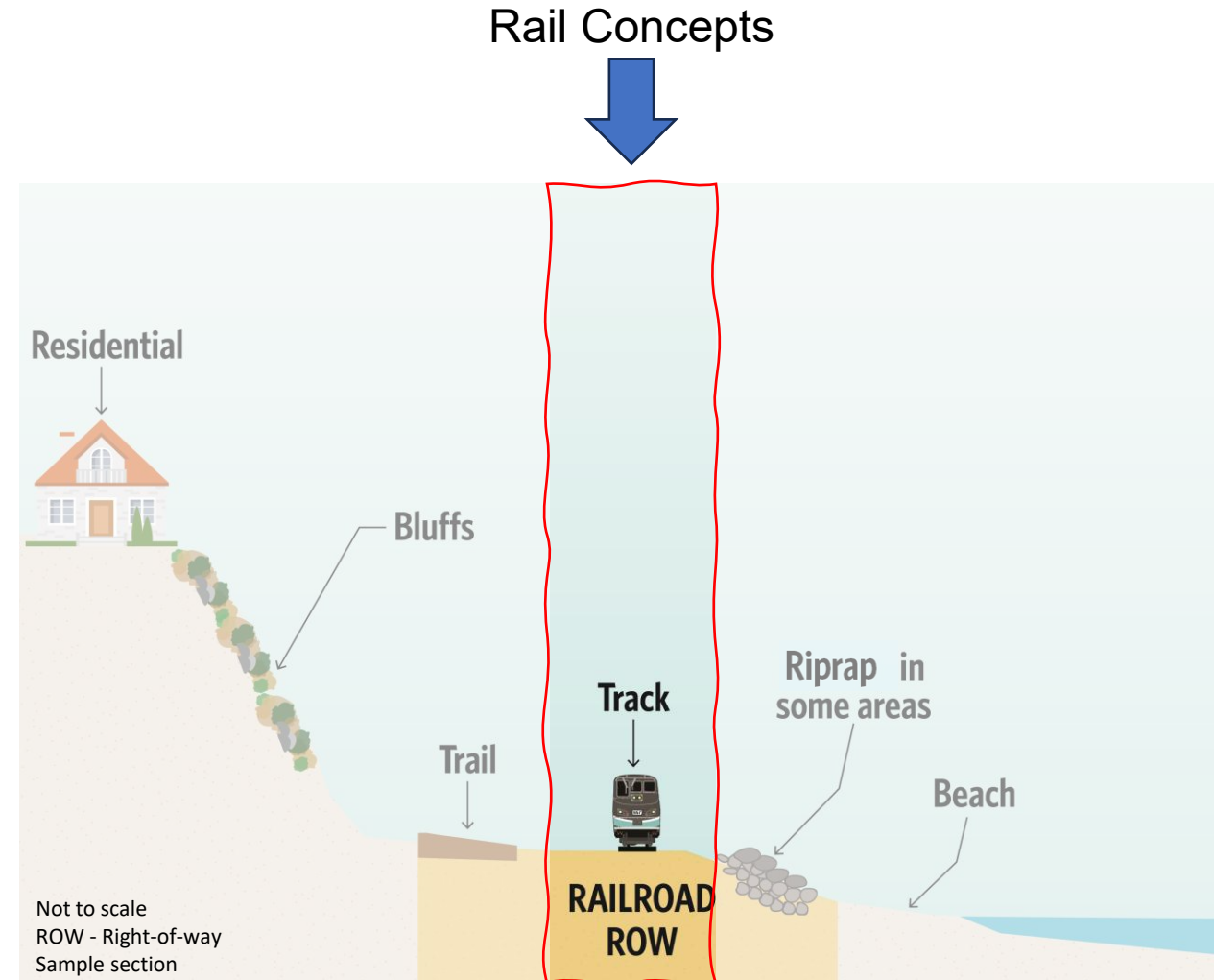
📍 Mile Post
— Existing rip-rap
— Typical Section 1
— Typical Section 2
— Typical Section 3
— Typical Section 4
— Typical Section 5
— Typical Section 6
— Typical Section 7



📍 Mile Post
— Existing rip-rap
— Typical Section 1
— Typical Section 2
— Typical Section 3
— Typical Section 4
— Typical Section 5
— Typical Section 6
— Typical Section 7

Evaluation Results – Rail Concepts

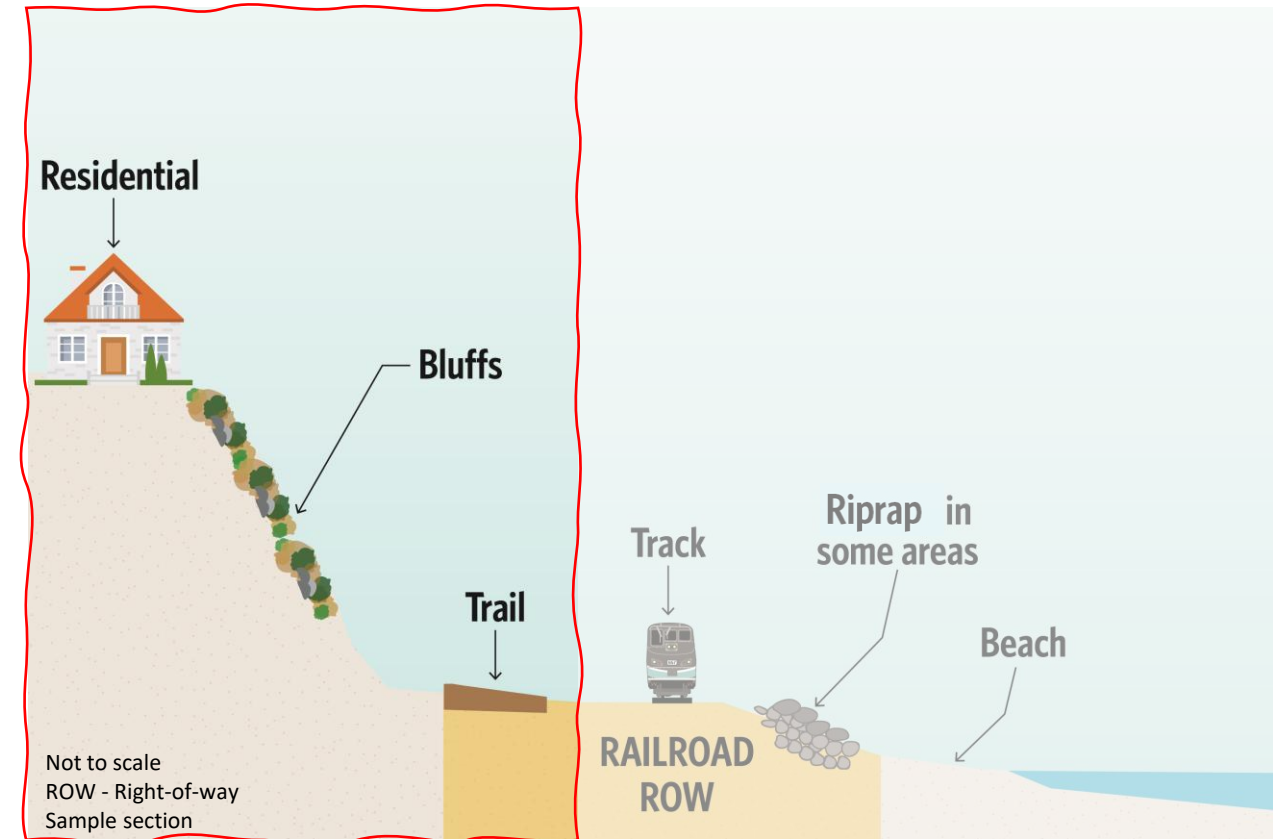
| Rail Concept | Carry Forward | Mile Post |
|--|---------------|--|
| Raised Track Embankment | No | |
| Alternative materials for critical railroad infrastructure to reduce lifecycle costs | Yes | 200.2 - 207.0 (All typical sections) |
| Ground improvement (track-bed stabilization) | Yes | 203.72 – 203.92 204.42 – 204.54 205.16 – 205.22 206.02 – 206.66 (Typical section 4) |



Evaluation Results – Bluffside Concepts

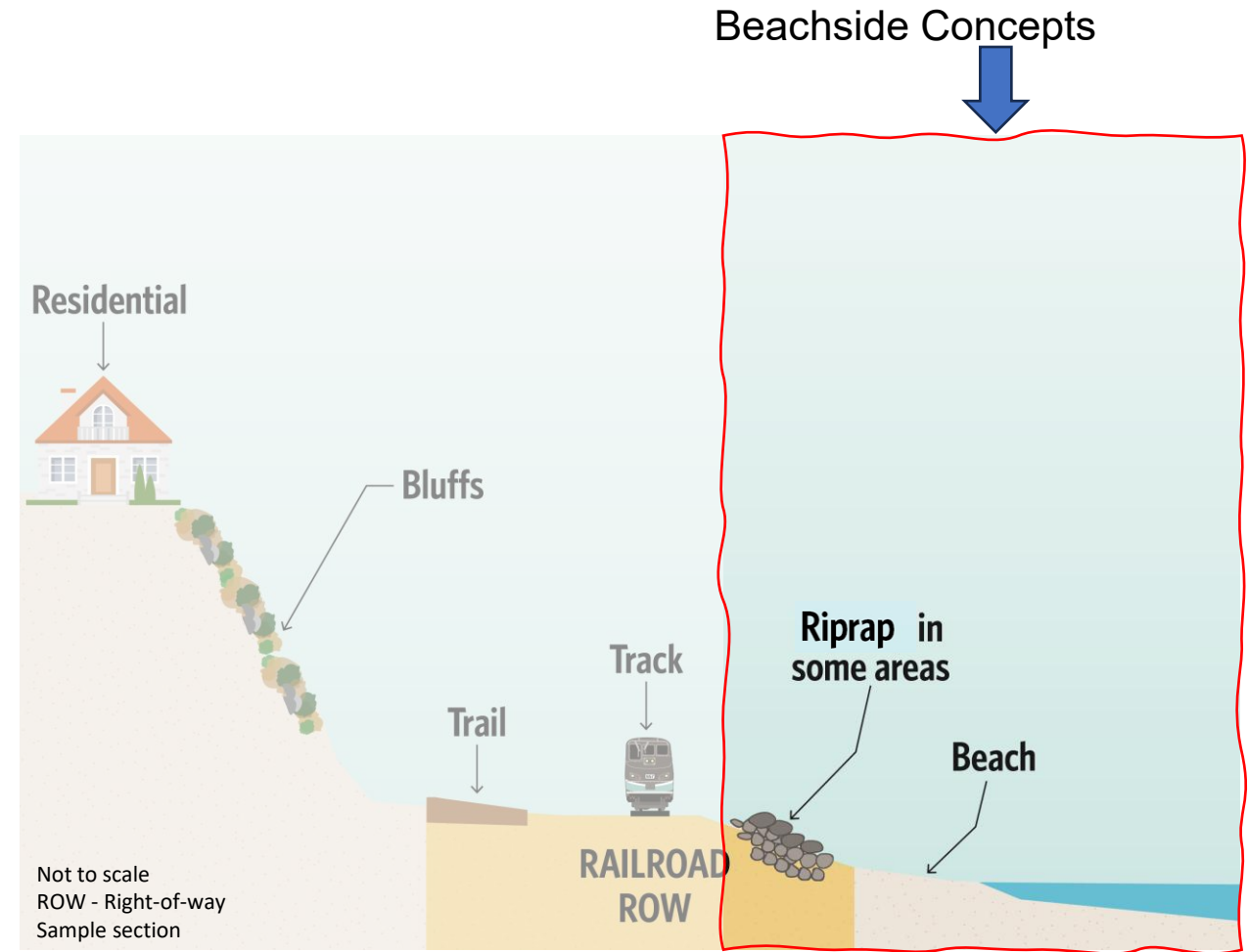
| Bluffside Concept | Carry Forward | Mile Post |
|--|---------------|--|
| Catchment walls | Yes | 203.72 – 207.25 (<i>Typical sections 4 - 6</i>) |
| Stabilization grading | No | |
| Tieback / soil nail / pin-pile walls | Yes | 203.72 – 204.54 205.16 – 205.22 206.02 – 207.25 (<i>Typical sections 4 & 5</i>) |
| Ground improvement (bluff stabilization) | No | |
| Surface matting and deep-rooted vegetation planting | No | |
| Drainage improvement via grading/detention basins/undertrack outlets | No | |
| Deflection walls in tributaries | No | |
| Up-gradient cut-off drains | No | |
| Hydraugers | No | |

Bluffside Concepts



Evaluation Results – Beachside Concepts

| Beachside Concept | Carry Forward | Mile Post |
|--|---------------|---|
| Beach nourishment with planned replenishment (by others) | No | |
| Beach nourishment with riprap | Yes | 203.62 – 203.92 204.42 – 204.54 205.16 – 205.22 206.02 – 206.66 (Typical sections 3 –5) |
| Beach nourishment with engineered rock revetment | No | |
| Beach nourishment with seawall | Yes | 203.62 – 203.92 204.42 – 204.54 205.16 – 205.22 206.02 – 206.66 (Typical sections 3 –5) |
| Beach nourishment with combination of seawall and rock shoreline protection structure | Yes | 203.62 – 203.92 204.42 – 204.54 205.16 – 205.22 206.02 – 206.66 (Typical sections 3 –5) |
| Beach nourishment with sand retention and no shoreline protection | No | |
| Beach nourishment with sand retention measures and riprap shoreline protection structure | No | |
| Beach nourishment with sand retention measures and engineered rock revetment | No | |
| Beach nourishment with sand retention measures and seawall | No | |
| Beach nourishment with sand retention measures and combination of seawall and rock | No | |
| Watershed modification | No | |



Recommended Short-listed Concepts to Advance

Two Rail Concepts carried forward:

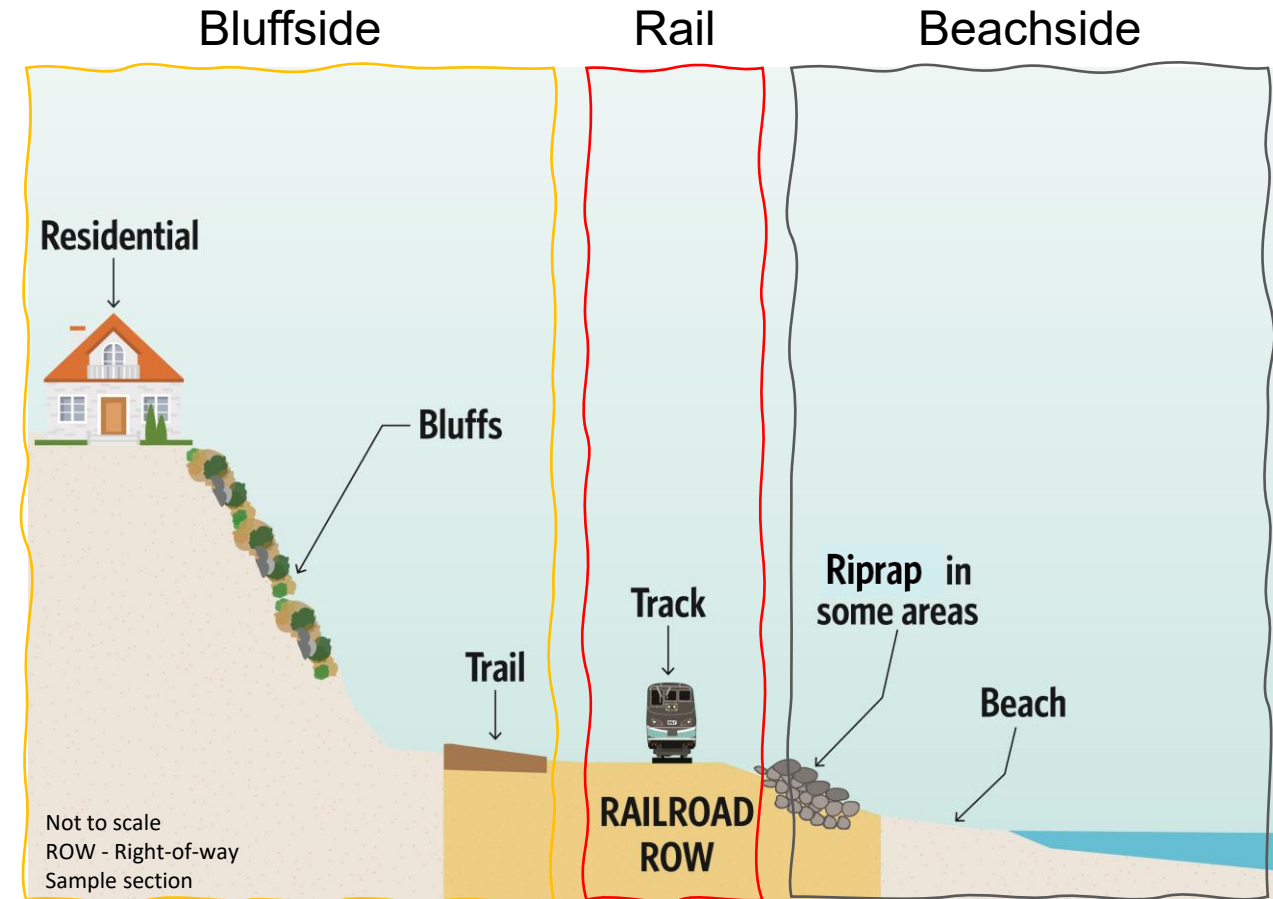
- Alternative materials for critical railroad infrastructure to reduce lifecycle costs
- Ground improvement (track-bed stabilization)

Two Bluffside Concepts carried forward:

- Catchment walls
- Tieback/soil nail/pin-pile walls

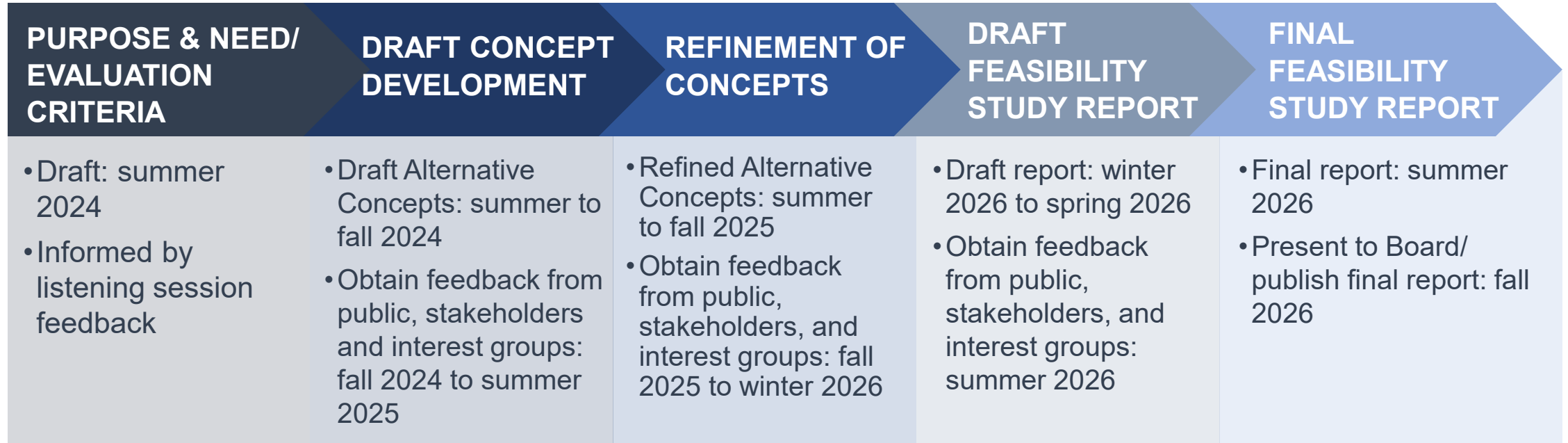
Three Beachside Concepts carried forward:

- Beach nourishment with riprap shoreline protection structure
- Beach nourishment with seawall shoreline protection structure
- Beach nourishment with combination of seawall and rock shoreline protection structure



*No order of preference

Next Steps



We are here

Board: Board of Directors