Orange County Transportation Authority

Board Agenda
Monday, June 8, 2026 at 9:30 a.m.

550 South Main Street, Orange, California

Board Members

Jamey M. Federico, Chair
Fred Jung, Vice Chair
Valerie Amezcua
Doug Chaffee
Katrina Foley
William Go
Patrick Harper
Michael Hennessey
Lauren Kleiman
Stephanie Klopfenstein
Carlos A. Leon
Janet Nguyen
Tam T. Nguyen
Vicente Sarmiento
Kathy Tavoularis
Mark Tettemer
Donald P. Wagner
Lan Zhou, Ex-Officio

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 Board 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 Board 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 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

Invocation

Director Klopfenstein

Pledge of Allegiance

Director Leon

1. Closed Session

Overview

A Closed Session will be held as follows:

Pursuant to Government Code Section 54956.9(d)(1) - Conference with General Counsel - Existing Litigation - Jose Antonio Garibay Rodriguez v. Orange County Transportation Authority - OCSC Case No. 30-2024-01410103.

Special Calendar

Orange County Transportation Authority Special Calendar Matters

2. Public Hearing on Orange County Transportation Authority's Fiscal Year 2026-27 Budget and Personnel and Salary Resolution

Victor Velasquez/Andrew Oftelie

Overview

The Orange County Transportation Authority Fiscal Year 2026-27 Proposed Budget presents a balanced plan of sources and uses of funds while providing for the current and future transportation needs of Orange County. The proposed budget continues to strengthen the Orange County Transportation Authority's long-term financial sustainability by maintaining a structurally balanced plan with no unplanned use of reserves, while advancing the Board of Director's Strategic Initiatives and delivering reliable transportation services.

The Board of Directors may approve the Orange County Transportation Authority Fiscal Year 2026-27 Proposed Budget following the public hearing to be held at the Board of Directors' meeting on June 8, 2026, at the following Board of Directors meeting on June 22, 2026, or in a special meeting convened at their discretion, on or before June 30, 2026. The Board of Directors are also asked to approve the Personnel and Salary Resolution as part of the budget approval process.

Recommendation(s)

A. Approve by Resolution the Orange County Transportation Authority Fiscal Year 2026-27 Budget.

B. Approve the Personnel and Salary Resolution for fiscal year 2026-27.

C. Approve the update to the Policy for Compensation, Benefits, Reimbursement of Expenses and Mandatory Training for Members of the Board of Directors.

D. Authorize the Chief Executive Officer, or his designee, to negotiate and execute the software and hardware licensing, maintenance, and emergency support purchase orders, and/or agreements.

E. Approve up to $14.5 million for the fiscal year 2026-27 Orange County Transportation Authority contribution to the Southern California Regional Rail Authority operating subsidy to support Metrolink service through the first quarter of the fiscal year. Funding for operations, as well as capital and rehabilitation expenditures for the remainder of the fiscal year, is contingent upon a formal budget request from Metrolink and approval by the Orange County Transportation Authority Board of Directors, and concurrence from all member agencies.

Attachments:

Staff Report
Attachment A
Attachment B
Attachment C
Attachment D
Attachment E
Presentation
Supplemental Information
Handout

Consent Calendar (Items 3 through 21)

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

Orange County Transportation Authority Consent Calendar Matters

3. Approval of Minutes

Clerk of the Board

Overview

Approve the minutes of the May 26, 2026, Orange County Transportation Authority and affiliated agencies' regular meeting.

Attachments:

Minutes

4. Amendment to Cooperative Agreement with the County of Orange, Orange County Sheriff's Department

Matt Ankley/Jennifer L. Bergener

Overview

On May 12, 2025, the Board of Directors approved a five-year agreement with the County of Orange, Orange County Sheriff's Department, to provide Transit Police Services. The contract is required to be amended annually to include the necessary firm-fixed cost for each fiscal year. Board of Directors' approval is requested to amend the agreement to include necessary funding for fiscal year 2026-27.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-5-4051 between the Orange County Transportation Authority and County of Orange, Orange County Sheriff's Department, in the amount of $15,565,618 for Transit Police Services, effective July 1, 2026, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of $31,088,784.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C

5. Amendment to Agreement for Security Systems and Maintenance
Matt Ankley/Jennifer L. Bergener

Overview
On October 14, 2024, the Orange County Transportation Authority Board of Directors approved an agreement with Convergint Technologies, LLC to provide security systems service and maintenance at all Orange County Transportation Authority facilities. This contract includes service and maintenance of both the access control system and the video management system for a three-year initial term with two, one-year option terms. An amendment to the existing agreement is necessary for continued services through the initial term.

Recommendation(s)
Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-4-2293 between the Orange County Transportation Authority and Convergint Technologies, LLC, in the amount of $355,000 for additional project support services and to maintain operations. This will increase the maximum cumulative obligation of the agreement to a total contract value of $835,454.

Attachments:

Transmittal
Staff Report
Attachment A

6. Resolution to Establish the Orange County Transportation Authority General Fund Appropriations Limit for Fiscal Year 2026-27
Sam Kaur/Andrew Oftelie

Overview
The State Constitution requires that each year the governing body of each local jurisdiction shall, by resolution, establish its appropriations limit for the following year pursuant to Article XIIIB.

Recommendation(s)
Adopt Orange County Transportation Authority Resolution No. 2026-019 to establish the Orange County Transportation Authority General Fund appropriations limit at $16,950,578, for fiscal year 2026-27.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B

7. Accessible Transit Advisory Committee Annual Update and Member Appointments
Marissa Espino/Maggie McJilton

Overview
The Orange County Transportation Authority Board of Directors established the Accessible Transit Advisory Committee in 1992 to advise the Orange County Transportation Authority on the transportation needs of seniors and persons with disabilities. The member appointment status and a summary of the committee's activities during the past year are provided with this report.

Recommendation(s)
Receive and file the Accessible Transit Advisory Committee status report.

Attachments:

Transmittal
Staff Report
Attachment A

8. Citizens Advisory Committee Annual Update and Member Appointments
Marissa Espino/Maggie McJilton

Overview
The Orange County Transportation Authority's Citizens Advisory Committee was established to provide feedback on significant transportation studies and projects, help identify opportunities for community input, and serve as a public liaison for the Orange County Transportation Authority. A summary of the committee's activities during the past year and the new member appointment status is provided with this report.

Recommendation(s)
Receive and file the Citizens Advisory Committee status report.

Attachments:

Transmittal
Staff Report
Attachment A

9. Regional Planning Update

Gregory Nord/Rose Casey

Overview

Regular updates on regional planning matters are provided to highlight current transportation planning issues impacting the Orange County Transportation Authority and the Southern California region. Two regional planning efforts have had significant activity and have direct implications for the Orange County Transportation Authority: development of the Southern California Association of Governments' next Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2050, and recent California High-Speed Rail Authority planning activity affecting the Los Angeles to Anaheim project section.

Recommendation(s)

Receive and file as an information item.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C

10. Consultant Selection for the Move OC Active Transportation Plan

Peter Sotherland/Rose Casey

Overview

On January 6, 2026, the Orange County Transportation Authority released a request for proposals to retain a consultant to develop the Move OC Active Transportation Plan. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendation(s)

A. Approve the selection of Alta Planning + Design, Inc. as the firm to deliver the Move OC Active Transportation Plan.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250113 between the Orange County Transportation Authority and Alta Planning + Design, Inc., in the amount of $996,576, for a three-year term to deliver the Move OC Active Transportation Plan.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C
Attachment D
Presentation

11. 2026 State Transportation Improvement Program Update
Ben Ku/Rose Casey

Overview
On March 19, 2026, the California Transportation Commission approved the final 2026 State Transportation Improvement Program, which will provide $151.742 million to eight high-priority projects throughout Orange County. This report provides an update on the approved program, including minor project-specific funding changes for Board of Directors' information purposes.

Recommendation(s)
Receive and file as an information item.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C

12. Capital Programming Update
Ben Ku/Rose Casey

Overview
The Orange County Transportation Authority uses a combination of federal, state, and local funding sources to plan and deliver Orange County Transportation Authority Board of Directors-approved capital improvement and transit projects, including those promised in the voter-approved sales tax program, Measure M2. As projects advance through the various stages of development, funding sources and amounts are updated and adjusted to reflect the most current cost estimates and to maximize the benefit of local sales tax dollars and the use of external state and federal revenues. Board of Directors' authorization is requested to program federal, state and local funding for existing Board of Directors-approved projects as further described herein

Recommendation(s)
A. Authorize the use of $12.224 million in Congestion Mitigation and Air Quality Improvement Program project savings from 40-foot Compressed-Natural-Gas Replacement Buses and local complete streets projects to the Alternative Fuel 60 -Foot Replacement Buses Project.

B. Authorize the reallocation of $6.072 million in SB 125 (Chapter 54, Statutes of 2023) Transit Program funds from OC Bus Operations Startup - Connections to OC Streetcar Project for OC Streetcar operations.

C. Authorize the reallocation of $6.072 million in Congestion Mitigation and Air Quality Improvement Program savings from OC Streetcar operations to the Interstate 5 Improvement from County Line to Avenida Pico Project.

D. Authorize the use of an additional $71.705 million in Measure M2, Project S funds for OC Streetcar capital projects.

E. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute all necessary agreements

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C
Attachment D

Orange County Local Transportation Authority Consent Calendar Matters

13. Amendment to Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue

Jeannie Lee/James G. Beil

Overview

On July 10, 2023, Orange County Transportation Authority Board of Directors approved a cooperative agreement between the Orange County Transportation Authority and the California Department of Transportation for construction capital and construction management support services for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue. Board of Directors' approval is requested to amend the cooperative agreement to address additional construction capital costs.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-3-2655 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of $8 million, for additional construction capital costs for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of $109,988,000.

Attachments:

Transmittal
Staff Report
Attachment A

14. Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between La Palma Avenue and State Route 55
Jeannie Lee/James G. Beil

Overview
On February 10, 2020, the Orange County Transportation Authority Board of Directors authorized an agreement with WKE, Inc. for the preparation of plans, specifications, and estimates for the State Route 91 Improvement Project between La Palma Avenue and State Route 55. An amendment to the existing agreement is necessary for additional design services.

Recommendation
Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-9-1557 between the Orange County Transportation Authority and WKE, Inc., in the amount of $895,987, for additional design services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55. This will increase the maximum cumulative obligation of the agreement to a total contract value of $18,244,877.

Attachments:

Transmittal
Staff Report
Attachment A

15. Resolution to Establish the Orange County Local Transportation Authority/Measure M2 Appropriations Limit for Fiscal Year 2026-27
Sam Kaur/Andrew Oftelie

Overview
The State Constitution requires that each year the governing body of each local jurisdiction shall, by resolution, establish its appropriations limit for the following year pursuant to Article XIIIB.

Recommendation(s)
Adopt Orange County Local Transportation Authority/Measure M2 Resolution No. 2026-020 to establish the Orange County Local Transportation Authority/Measure M2 appropriations limit at $2,561,703,810, for fiscal year 2026-27.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B

16. Membership Appointments for the Measure M2 Environmental Oversight Committee

Marissa Espino/Maggie McJilton

Overview

The Measure M2 Ordinance No. 3 requires the establishment of a 12-member Environmental Oversight Committee as part of the Measure M2 Environmental Mitigation Program. The committee is responsible for making recommendations to the Orange County Transportation Authority Board of Directors on the allocation of revenues for programmatic mitigation and for monitoring implementation. The three-year terms have expired for all members. Ten of the existing committee members have expressed a desire to continue to serve and replacements are recommended for two open seats.

Recommendation(s)

A. Approve the reappointment of 10 current committee members serving on the Measure M2 Environmental Mitigation Program Environmental Oversight Committee for an additional three-year term beginning July 1, 2026.

B. Appoint two committee members to replace outgoing members on the Measure M2 Environmental Mitigation Program Environmental Oversight Committee.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C
Attachment D

17. Membership Appointments for the Measure M2 Environmental Cleanup Allocation Committee

Marissa Espino/Maggie McJilton

Overview

As part of the Measure M2 Environmental Cleanup Program, the Measure M2 Ordinance requires a 14-member Environmental Cleanup Allocation Committee to make recommendations to the Orange County Transportation Authority Board of Directors on the allocation of revenues for transportation-related water quality programs. The current three-year terms for all members will expire on June 30, 2026. Twelve of the existing committee members have expressed their desire to continue to serve, and replacements are recommended for two open seats.

Recommendation(s)

A. Approve the reappointment of current committee members serving on the Measure M2 Environmental Cleanup Allocation Committee for an additional three-year term.

B. Appoint two committee members to replace outgoing members on the Measure M2 Environmental Cleanup Allocation Committee.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B

18. Measure M2 Environmental Mitigation Program Update

Lesley Hill/Rose Casey

Overview

Measure M2 includes an Environmental Mitigation Program to deliver comprehensive mitigation for biological impacts of 13 freeway projects in exchange for streamlined project approvals from state and federal resource agencies. A summary of recent Environmental Mitigation Program activities is provided for informational purposes.

Recommendation(s)

Receive and file as an information item.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C
Attachment D
Attachment E
Attachment F
Attachment G

19. Measure M2 Quarterly Progress Report for the Period of January 2026 through March 2026

Francesca Ching/Rose Casey

Overview

Staff has prepared the Measure M2 Quarterly Progress Report for the third quarter of fiscal year 2025-26 as information for the Orange County Transportation Authority Board of Directors. This progress report highlights the delivery of Measure M2 projects and programs as promised to voters and the monitoring of external challenges. The full report will be available to the public via the Orange County Transportation Authority website.

Recommendation(s)

Receive and file as an information item.

Attachments:

Transmittal

Staff Report

Attachment A

20. Comprehensive Transportation Funding Programs Semi-Annual Review - March 2026

Chance Groom/Rose Casey

Overview

The Orange County Transportation Authority recently completed the March 2025 semi-annual review of projects funded through the Comprehensive Transportation Funding Programs. This process includes a review of the delivery status of Measure M2 grant-funded projects and provides an opportunity for local jurisdictions to update project information and request project modifications. Staff has evaluated the requests, and the recommended project adjustments are presented for Board of Directors' review and approval.

Recommendation(s)

A. Approve the requested adjustments to Comprehensive Transportation Funding Programs projects, Local Fair Share funds, and Senior Mobility Program funds.

B. Authorize the Chief Executive Officer, or designee, to negotiate and execute an amendment to Cooperative Agreement No. C-3-2753 between the Orange County Transportation Authority and the City of Dana Point for the Dana Point Trolley Continuity Program in order to establish a single aggregate reimbursement match rate for the multi-year Project V grant.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C

21. Comprehensive Transportation Funding Programs - 2026 Call for Projects Programming Recommendations
Cynthia Morales/Rose Casey

Overview
The Orange County Transportation Authority issued the 2026 annual Measure M2 Comprehensive Transportation Funding Programs Regional Capacity Program and Regional Traffic Signal Synchronization Program call for projects in September 2025. Project applications were due in November 2025. A list of projects recommended for funding is presented for the Orange County Transportation Authority Board of Directors' review and approval.

Recommendation(s)
A. Approve the award of $55.67 million in 2026 Regional Capacity Program (Project O) funds to eight local jurisdiction projects.

B. Approve the award of $12.29 million in 2026 Regional Traffic Signal Synchronization Program (Project P) funds to six local jurisdiction projects.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C
Attachment D
Presentation

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

22. Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan

Adriann Cardoso/Rose Casey

Overview

The 405 Express Lanes, implemented through the Interstate 405 Improvement Project, opened on December 1, 2023. The Orange County Transportation Authority operates the lanes through tolling authority provided by the California Transportation Commission and under a 40-year lease with the California Department of Transportation. In November 2025, the Orange County Transportation Authority Board of Directors approved the Policy and Framework for the Use of 405 Express Lanes Excess Toll Revenue. Board of Directors' approval is now requested for the Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan to guide the future use of excess toll revenue, which may be available beginning in 2029.

Recommendation(s)

A. Approve the development of the 405 Corridor Plan as the only expenditure in the Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan.

B. Approve the charter for and the establishment of the 405 Corridor Technical Advisory Committee.

C. Direct staff to return with a draft 405 Express Lanes Excess Toll Revenue Expenditure Plan to prioritize capital projects for future spending following completion of the 405 Corridor Plan as identified in the Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C
Attachment D
Presentation

Discussion Items

23. Update on the Interstate 5 El Toro Road Interchange Improvement Project
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 El Toro Road Interchange Improvement Project. Staff is providing an update on the project development efforts.

Attachments:

Presentation

24. Public Comments

25. Chief Executive Officer's Report

26. Directors' Reports

27. Adjournment
The next regularly scheduled meeting of this Board will be held:

9:30 a.m., on Monday, June 22, 2026
OCTA Headquarters
Board Room
550 South Main Street
Orange, California

OCTA

June 8, 2026

To: Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer

Subject: Public Hearing on Orange County Transportation Authority's Fiscal Year 2026-27 Budget and Personnel and Salary Resolution

Overview

The Orange County Transportation Authority Fiscal Year 2026-27 Proposed Budget presents a balanced plan of sources and uses of funds while providing for the current and future transportation needs of Orange County. The proposed budget continues to strengthen the Orange County Transportation Authority's long-term financial sustainability by maintaining a structurally balanced plan with no unplanned use of reserves, while advancing the Board of Director's Strategic Initiatives and delivering reliable transportation services.

The Board of Directors may approve the Orange County Transportation Authority Fiscal Year 2026-27 Proposed Budget following the public hearing to be held at the Board of Directors' meeting on June 8, 2026, at the following Board of Directors meeting on June 22, 2026, or in a special meeting convened at their discretion, on or before June 30, 2026. The Board of Directors are also asked to approve the Personnel and Salary Resolution as part of the budget approval process.

Recommendations

A. Approve by Resolution the Orange County Transportation Authority Fiscal Year 2026-27 Budget.

B. Approve the Personnel and Salary Resolution for fiscal year 2026-27.

C. Approve the update to the Policy for Compensation, Benefits, Reimbursement of Expenses and Mandatory Training for Members of the Board of Directors.

D. Authorize the Chief Executive Officer, or his designee, to negotiate and execute the software and hardware licensing, maintenance, and emergency support purchase orders, and/or agreements.

E. Approve up to $14.5 million for the fiscal year 2026-27 Orange County Transportation Authority contribution to the Southern California Regional Rail Authority operating subsidy to support Metrolink service through the first quarter of the fiscal year. Funding for operations, as well as capital and rehabilitation expenditures for the remainder of the fiscal year, is contingent upon a formal budget request from Metrolink and approval by the Orange County Transportation Authority Board of Directors, and concurrence from all member agencies.

Background

The development of the Orange County Transportation Authority's (OCTA) Fiscal Year (FY) 2026–27 Proposed Budget began in December 2025 and reflects a comprehensive planning effort grounded in OCTA's mission, strategic priorities, and long-term financial management, with a continued focus on sustaining core programs through stable and growing revenues. Initial steps included the development of revenue projections, service plans, and program-specific goals and objectives, all developed in alignment with the direction of the Board of Directors (Board) and the Chief Executive Officer (CEO).

In January 2026, each division submitted detailed budget requests based on their operational needs and strategic objectives. These submissions underwent multiple layers of internal review to ensure fiscal discipline and alignment with agency-wide goals. An internal budget review committee, appointed by the CEO and consisting of the Deputy CEO, Chief Financial Officer, and the Executive Director of People and Community Engagement, conducted an evaluation of the proposed budget to ensure it reflects a balanced, efficient, and strategically aligned financial plan. The committee assessed requests for consistency with the Board's priorities, the CEO's goals, OCTA's Strategic Plan Initiatives, the Comprehensive Business Plan, and the Next 10 Delivery Plan.

Key programmatic assumptions supporting the FY 2026-27 proposed budget were presented to the Finance and Administration (F&A) Committee on March 19, 2026, and the Board on March 23, 2026. The presentation outlined the guiding principles and financial assumptions that form the foundation of the proposed budget across OCTA's core program areas, including

Measure M2 (M2), transit operations, motorist services, and the express lanes program.

An informational budget workshop was conducted for the Board on May 11, 2026. During the workshop, staff provided an overview of the proposed budget, including agency-wide goals and objectives, the staffing plan, and the anticipated sources and uses of funds. The workshop was designed to provide Board Members with a comprehensive understanding of the proposed financial plan; however, no formal action or public hearing occurred at that time.

A public hearing on the FY 2026-27 proposed budget is scheduled for the June 8, 2026, Board meeting. Following the public hearing, staff will request formal approval of the proposed budget by the Board. The adopted budget will serve as the agency's financial blueprint for the coming FY, supporting delivery of high-quality and efficient transportation services for Orange County residents and commuters.

Discussion

The proposed budget presents a balanced financial plan, detailing the sources and uses of funds. It reflects a judicious mix of new revenues and the strategic use of previously designated funds, ensuring fiscal stability without resorting to deficit spending. Previously designated funds, also known as planned uses of prior year designations, are funds set aside (designated) in prior FYs to be utilized in the current FY.

The combination of estimated revenues and planned uses of prior year designations produces available funding of $2,049.7 million, while proposed expenditures and designations yield a total use of funds of $2,049.7 million. On a year-over-year comparison to the FY 2025-26 approved budget, the proposed budget is $310.5 million more than the FY 2025-26 approved budget.

In FY 2026-27, the growth rate for the M2 Program one-half-cent Local Transportation Authority sales tax revenue is forecasted to be 2.2 percent. The growth rate for the one-quarter-cent Local Transportation Fund sales tax revenue is forecasted to be 2.3 percent. These growth rates were provided by MuniServices, LLC forecasts based on the Board-approved sales tax forecasting methodology.

The proposed M2 Program budget outlines a clear plan to enhance transportation infrastructure across the County while delivering on the M2 Next 10 Delivery Plan. It prioritizes major freeway improvements on

State Route 91, State Route 55, and Interstate 5, alongside continued investment in local and regional streets, roads, and transit services, including Community-Based Transit Circulators and the Senior Mobility Program. The budget also reaffirms OCTA's commitment to supporting local jurisdictions and the County through sustained funding for key programs such as the Local Fair Share Program, Regional Capacity Program, and Regional Traffic Signal Synchronization Program, ensuring continued progress and coordination on critical transportation projects.

The proposed budget presents a structured plan for transit services with a strong emphasis on sustainability. For the OC Bus Program, it provides 1.62 million service hours, with approximately 60 percent operated directly by OCTA and the remaining 40 percent delivered by contractors. It also includes continued investment in paratransit buses and bus base infrastructure.

Under the Rail Program, the proposed budget maintains support for local, regional, and coastal rail improvements. For FY 2026-27, OCTA has set a target for Metrolink's operating subsidy not to exceed $46 million to help ensure the long-term financial sustainability of rail operations through 2041, contingent upon Board approval of an acceptable service plan and funding commitments from all member agencies. In addition, the budget prioritizes coastal rail resiliency and reliability to protect critical infrastructure and maintain uninterrupted service.

The express lanes budgets projects strong performance from the 91 Express and 405 Express Lanes. Continued growth in toll revenue is anticipated which will enable the express lanes to meet operating, capital and reserve service requirements while continuing to meet the goal of maximizing throughput along the corridors. These projections reflect OCTA's ongoing commitment to meeting express lanes obligations while effectively managing congestion and supporting regional mobility.

In terms of staffing, the budget includes a total of 1,407 positions, reflecting a net increase of 28 positions to support operational needs and service delivery. The increase is a net figure based on an increase of 13 administrative positions and an increase of 15 coach operator positions.

The 13 administrative positions support operational needs and program delivery. Of these, 11 positions were previously identified as necessary in FY 2024-25 but were strategically deferred pending stabilization of sales tax revenues. With improved sales tax collections, these positions plus two additional positions are now being brought forward for approval to ensure adequate staffing and continued progress on key initiatives.

Staff have attended and will continue to attend and be available to present, review, and/or answer questions about the budget at the following committees, as well as to individual Board Members upon request.

Committee	Date
Transit Committee	May 14
Legislative and Communications Committee	May 21
Finance and Administration (Preview of Public Hearing)	May 21
Executive Committee	June 1
Regional Transportation Planning Committee	June 1

Personnel and Salary Resolution (PSR)

The FY 2026-27 PSR (Attachment C) governs administrative employees and is approved annually as part of the budget. Changes have been made to the PSR to include minor clarifications, where necessary.

The PSR includes a four percent merit pool and four percent special performance award (bonus) pool. The PSR also includes an adjustment of two-and-a-half percent to the maximum salary for each salary grade. Salary grade adjustments do not automatically increase employee salaries unless they fall below the minimum of the new range. Currently, there are 23 OCTA employees that fall below the proposed minimum grade range, which would require an automatic salary increase totaling $36,941. The 23 employees represent approximately 1.6 percent of OCTA's total workforce of 1,407 employees.

Update to the Policy for Compensation Benefits, Reimbursement of Expenses, and Mandatory Training for Members of the Board of Directors

Attachment D is an update to the Policy for Compensation, Benefits, Reimbursement of Expenses, and Mandatory Training for Members of the Board of Directors. The update reflects a change in state law relating to record keeping for Board Members and clarifying language regarding mandatory training.

Information Systems Licensing and Maintenance Agreements

Each year, in conjunction with approving the budget, the Board approves OCTA's software and hardware licensing and maintenance agreements. OCTA follows industry practice to ensure proper maintenance and to receive critical product upgrades of its licensed software and purchased hardware. The annual and multi-year licensing and maintenance agreements are executed with each hardware and software developer on a sole source basis, for an amount not to exceed the contracted value for each vendor. The sole source list includes licensing and maintenance agreements, as well as emergency support for after hours, weekends, and holidays. The Switch Ltd. vendor listed on the sole source list provides data center colocation services for the hosting of OCTA's mission critical business application computing infrastructure. Though other firms offer this service, OCTA included them on the sole source list based upon the criticality of their services in providing the facility for operating our business applications, as well as them being the leader in the industry in providing colocation data center services.

On a cumulative basis, the software and hardware licensing, maintenance, and emergency support agreements will not exceed $20.4 million. A list of the agreements is included as Attachment E.

Metrolink FY 2026-27 Proposed Budget

Under the Joint Powers Agreement that governs Metrolink, each member agency must approve its financial contribution to the Metrolink proposed budget. OCTA's FY 2026-27 proposed budget includes funding of up to $14.5 million for Metrolink operating service, intended to support operations through the first quarter of the FY.

OCTA is not proposing funding for SCRRA capital or rehabilitation expenditures. Funding for the remainder of FY 2026-27 for operations as well as capital or rehabilitation expenses are contingent upon Metrolink providing a revised service plan that is acceptable to OCTA and subsequently reviewed and approved by the OCTA Board, as well as approval by all member agencies.

Summary

The Orange County Transportation Authority Fiscal Year 2026-27 Proposed Budget reflects a balanced and forward-looking financial plan that supports delivery of Measure M2 commitments, maintains safe and reliable OC Bus service, aligns Metrolink operations with demand, fulfills express lanes commitments, and prioritizes coastal rail resiliency, ensuring the continued delivery of efficient and effective transportation solutions for Orange County.

The proposed budget was previously reviewed by the Board of Directors in a workshop setting on May 11, 2026, providing an opportunity for discussion of key assumptions, priorities, and program investments. The Board of Directors may approve the Orange County Transportation Authority Fiscal Year 2026-27 Proposed Budget following the public hearing on June 8, 2026, at the regularly scheduled meeting on June 22, 2026, or in a special meeting convened at their discretion, on or before June 30, 2026.

Attachments

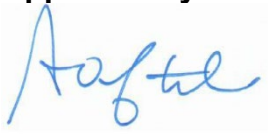
A. Resolution of the Board of Directors for the Orange County Transportation Authority Approving an Operating and Capital Budget Fiscal Year 2026-27
B. Orange County Transportation Authority Budget Summary Fiscal Year 2026-27
C. Proposed Changes for the Personnel and Salary Resolution (PSR) Fiscal Year 2026-27
D. Update to the Policy for Compensation, Benefits, Reimbursement of Expenses, and Mandatory Training for Members of the Board of Directors
E. Orange County Transportation Authority Licensing and Maintenance Agreements Sole Source List - Fiscal Year 2026-27

Prepared by:



Victor Velasquez
Department Manager,
Financial Planning and Analysis
(714) 560-5592

Approved by:



Andrew Oftelie
Chief Financial Officer,
Finance and Administration
(714) 560-5649

ATTACHMENT A

RESOLUTION OF THE BOARD OF DIRECTORS FOR THE ORANGE COUNTY TRANSPORTATION AUTHORITY APPROVING AN OPERATING AND CAPITAL BUDGET FISCAL YEAR 2026-27

WHEREAS, the Chief Executive Officer and staff have prepared and presented to the Board of Directors a proposed operating and capital budget in the amount of $2,049.7 million for fiscal year 2026-27.

WHEREAS, said Chief Executive Officer and staff did conduct a public workshop before the Board of Directors on May 11, 2026, in the Board Chambers, at which time the proposed budget was considered;

WHEREAS, a public hearing was conducted on June 8, 2026, at which the public was invited to express its views and objections to said budget; and

WHEREAS, the original of said proposed budget will be revised to reflect each and all of the amendments, changes, and modifications which the Board of Directors, up to the time of the approval of this resolution, believes should be made in said proposed budget as so submitted and to correct any non-substantive errors or omissions.

NOW, THEREFORE BE IT RESOLVED, by the Board of Directors of the Orange County Transportation Authority as follows:

1. The operating and capital budget of the Orange County Transportation Authority and all affiliated agencies for the fiscal year July 1, 2026 through June 30, 2027, is hereby approved, a copy of which is on file with the Clerk of the Board.
2. The Clerk of the Board shall certify to the passage and approval of this resolution, and it shall thereupon be in full force and effect.

ADOPTED, SIGNED, AND APPROVED this 8th day of June 2026.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Andrea West Clerk of the Board	Jamey M. Federico, Chair Orange County Transportation Authority

ATTACHMENT B

Orange County Transportation Authority
Budget Summary
Fiscal Year 2026-27

$ in millions

Estimated Revenues		$ 1,515.1
Use of Prior Year Designations		$ 534.6
	Total Sources of Funds	**$ 2,049.7**

Appropriate Funds to:

Salaries & Benefits		$ 240.5
Services & Supplies		507.8
Contributions to Other Agencies		269.0
Debt Service		69.7
Capital / Fixed Assets		869.9
	Total Expenses	$ 1,956.9
	Designation of Funds	$ 92.8
	Total Uses of Funds	**$ 2,049.7**

ATTACHMENT C

Proposed Changes for the Personnel and Salary Resolution (PSR) Fiscal Year 2026-27

	Page(s)	Section	Proposed Change	Reason
Various formatting and language changes				Throughout document; language clarified to align with policies; page numbers and dates updated; percentage formatted for consistency; clarity of document. Final formatting completing after document is approved.
Deferred Compensation Match Percentages	22	5.5A	Change the OCTA matching contribution percentages for the 401-(a) plans from 1%, 2% and 3% to 2%, 4% and 6%	Recruitment and retention in an effort to offset escalating pension employee contribution costs.
Internship Pay Rates	11	2.4	Add $1.00 to each hourly rate	To ensure Intern rates of pay stay above minimum wage rates in the State and local counties.
Additional Retiree Benefit Account Plan	20	5.5C	Update benefit amount for retirees	Previous Board approved annual 2% cost adjustment to benefit amount.
Employee Recreation Association (ERA)	19	5.2A	Remove the actual number of council members	The number of members on the ERA varies year by year.
Executive Compensation Salary Ranges	29	6.3	Increase the salary ranges by 2.5%; the same as the other administrative salary ranges	To keep the ranges consistent with all administrative salary ranges and ensure there is no compression between the executive ranges and the other ranges.

Proposed Changes for the
Personnel and Salary Resolution (PSR) Fiscal Year 2026-27

	Page(s)	Section	Proposed Change	Reason
Titles and Salary Grade Assignments	31-38		Annual update of section	Removed and added salary grades and classifications.
Salary Structure	39		Update salary structure	Annual salary structure adjustment; 2.5% for FY 26-27.

PERSONNEL AND SALARY RESOLUTION

FISCAL YEAR 2026~~5~~-2027~~6~~

Effective: June 1~~5~~4, 2026~~5~~

This document provides information on general policies regarding employment practices, employee benefits, compensation, and salary structure for administrative employees at the Orange County Transportation Authority and was approved by the Orange County Transportation Authority Board of Directors on June 8~~9~~, 2026~~5~~.

Prepared by:

People and Community Engagement Division



TABLE OF CONTENTS

SECTION 1 6

1.1 PURPOSE OF PERSONNEL AND SALARY RESOLUTION 6

1.2 HUMAN RESOURCES POLICIES AND PROCEDURES 6

1.3 STATEMENT OF EQUAL EMPLOYMENT OPPORTUNITY 7

SECTION 2 7

2.1 AT-WILL EMPLOYMENT 7

2.2 APPROVAL AUTHORITY FOR EMPLOYEE ACTIONS 7

2.3 COMPENSATION 7

2.4 INTERNSHIPS 8

2.5 OUTSIDE EMPLOYMENT ACTIVITIES 8

2.6 PERFORMANCE PLANNING AND REVIEW PROGRAM 8

2.7 RELOCATION EXPENSES 8

2.8 ELIMINATION OF POSITIONS AND WORKFORCE REDUCTIONS 8

2.8A LAYOFF BENEFITS 8

2.8B LAYOFF SEVERANCE PAY 9

SECTION 3 10

3.1 EXEMPT EMPLOYEES 10

3.2 NON-EXEMPT EMPLOYEES 10

3.3 WORKWEEK 10

3.4 ALTERNATIVE WORK SCHEDULES 11

3.5 OVERTIME 11

3.6 MAKE-UP TIME 12

SECTION 4 13

4.1 BOARD MEMBER BENEFITS 13

4.1A BENEFITS ELIGIBILITY....13

4.1B DEFERRED COMPENSATION....13

4.1C RETIREMENT PLAN....13

4.1D LIFE INSURANCE AND SUPPLEMENTAL LIFE INSURANCE....13

4.1E REIMBURSEMENT OF EXPENSES....14

4.1F COMPENSATION....14

4.1G SICK LEAVE....14

5.1 HEALTH, LIFE, AND DISABILITY INSURANCE BENEFITS 15

5.1A HEALTH INSURANCE....15

5.1B LIFE INSURANCE AND SUPPLEMENTAL LIFE INSURANCE....15

5.1C DISABILITY INSURANCE....15

5.1D SURVIVOR BENEFIT....15

5.1E COBRA AND CONTINUED COVERAGE....16

5.1F CONTINUATION OF HEALTH BENEFITS FOR RETIREES....16

5.2 MISCELLANEOUS BENEFITS 16

5.2A EMPLOYEE RECREATION ASSOCIATION....16

5.2B EMPLOYEE USE OF TRANSPORTATION SYSTEM....16

5.2C MILEAGE REIMBURSEMENT....16

5.2D OUT-OF-POCKET EXPENSES 17

5.2E PROFESSIONAL LICENSES AND CERTIFICATES 17

5.2F RECOGNITION AND AWARD PROGRAMS 17

5.3 LEAVES OF ABSENCE 17

5.3A PERSONAL LEAVE 17

5.4 REIMBURSEMENTS AND ALLOWANCES 17

5.4A AUTOMOBILE ALLOWANCE AND ASSIGNMENT OF AUTOMOBILES 17

5.4B EDUCATIONAL REIMBURSEMENT PROGRAM 18

5.4C UNIFORMS 18

5.4D SAFETY SHOES 18

5.5 RETIREMENT AND DEFERRED COMPENSATION 18

5.5A DEFERRED COMPENSATION 18

5.5B RETIREMENT 19

5.5C ADDITIONAL RETIREE BENEFIT ACCOUNT PLAN 19

5.6 TIME OFF BENEFITS 20

5.6A TIME OFF ACCRUALS 20

5.6B BEREAVEMENT LEAVE 20

5.6C CATASTROPHIC LEAVE DONATIONS 20

5.6D HOLIDAYS AND PERSONAL PAID HOLIDAYS 21

5.6E JURY DUTY 21

5.6F SICK LEAVE – FULL-TIME AND PART-TIME EMPLOYEES 22

5.6G SICK LEAVE SELLBACK 23

5.6H VACATION 23

5.6I VACATION SELLBACK....24

6.1 COMPENSATION PHILOSOPHY 25

6.1A SALARY RESOLUTION....25

6.1B SALARY STRUCTURE 25

6.2 ADMINISTRATION OF COMPENSATION 25

6.3 EXECUTIVE COMPENSATION 26

6.4 NEWLY HIRED/PROMOTED EMPLOYEES 26

6.5 RECLASSIFICATIONS 27

6.6 CLASSIFICATION TITLES 27

6.7 MERIT ADJUSTMENTS 27

6.8 SPECIAL PERFORMANCE AWARDS 27

6.9 TEMPORARY ASSIGNMENTS 28

6.10 EQUITY ADJUSTMENTS 28

APPENDIX A – GLOSSARY OF TERMS 40

APPENDIX B – ALPHABETICAL INDEX 42

APPENDIX C - EEO STATEMENT 45

SECTION 1
PURPOSE AND PROCEDURES

1.1 PURPOSE OF PERSONNEL AND SALARY RESOLUTION

In an effort to establish an equitable and consistent plan for managing Human Resources matters, to attract, develop, and retain top talent, and to ensure consistent selection, promotion, and compensation practices based on merit, ability, and performance, the following Human Resources policies for administrative employees are hereby adopted.

The Orange County Transportation Authority (OCTA) reserves and maintains the right to eliminate, modify, or otherwise change, at any time, for any reason, any provision(s) of this Personnel and Salary Resolution (PSR), as established and approved by the Board of Directors (Board), including, but not limited to, any employee benefit or right provided in this PSR.

1.2 HUMAN RESOURCES POLICIES AND PROCEDURES

The Chief Executive Officer (CEO), acting as the Appointing Authority (AA), may elect to delegate certain responsibilities. The CEO is charged with ensuring OCTA Human Resources policies and procedures provide for an effective and efficient organization, staffed with qualified employees receiving fair and equitable treatment. The Executive Director of People and Community Engagement (PACE) is responsible for managing the Human Resources functions and is responsible for developing and administering Human Resources policies and procedures that are in the best interest of OCTA and its employees.

The CEO makes the final determination on the interpretation of OCTA Human Resources policies and is authorized to establish and maintain Human Resources procedures that are consistent with those policies.

Exceptions to the PSR may be authorized in writing by the CEO. This exception authority may not be delegated.

Please refer to specific policies and procedures for additional information.

1.3 STATEMENT OF EQUAL EMPLOYMENT OPPORTUNITY

The OCTA practices equal employment opportunity and non-discrimination in all personnel actions. The full policy statement can be found in the Appendix to this PSR.

SECTION 2
EMPLOYMENT

2.1 AT-WILL EMPLOYMENT

OCTA employees whose employment is governed by the provisions of this PSR are at-will. The AA has the right to reassign, dismiss, reduce pay, or suspend without pay any employee, at any time, for any reason. Similarly, OCTA employees may separate their employment at any time without prior notice.

2.2 APPROVAL AUTHORITY FOR EMPLOYEE ACTIONS

The CEO is the Approval Authority for the selection and separation of all employees in all positions except those reporting directly to the Board. The CEO is authorized to approve revisions in classification titles and grades, provided that any such changes are in accordance with established OCTA Policies and Procedures and the Board-adopted fiscal year budget.

2.3 COMPENSATION

OCTA will maintain a compensation philosophy and salary structure for full-time and part-time employees as stated in the PSR.

Salary ranges, rates, and employee benefits are reviewed and considered for adjustment annually and more frequently as necessary. This permits OCTA an opportunity to periodically assess the competitiveness of the compensation plan, including the salary structure, and make necessary adjustments to reflect changes in internal equity and labor market conditions.

2.4 INTERNSHIPS

A person employed in a College Intern position will be compensated at an hourly rate to be determined by the AA. A College Intern is not eligible for employee benefits paid by OCTA, except as required by law. The fiscal year 2026~~5~~-27~~6~~ Intern pay rates are: full time undergraduate: $20~~19~~.00/hour, graduate – $21~~0~~.00/hour, master's degree student - $23~~2~~.00/hour.

2.5 OUTSIDE EMPLOYMENT ACTIVITIES

An administrative employee may not engage in outside employment or other outside activities incompatible with the full and proper discharge of the duties and responsibilities of his/her OCTA employment. Before accepting or engaging in any outside employment that may interfere with a current job role, an employee must obtain written permission from their department manager.

2.6 PERFORMANCE PLANNING AND REVIEW PROGRAM

The AA is responsible for developing and administering a formal performance planning and review program for all full-time and part-time administrative employees.

2.7 RELOCATION EXPENSES

OCTA may provide relocation assistance as defined in the Reimbursement of Relocation Expenses Policy.

2.8 ELIMINATION OF POSITIONS AND WORKFORCE REDUCTIONS

Whenever it becomes necessary, the CEO may eliminate any position. The CEO has the authority to reduce the workforce and to layoff full-time or part-time employees because of the elimination of a position, lack of funds, lack of work, or for operational efficiencies. An employee who is laid off because of the elimination of a position or reduction in the workforce may be placed in another position for which the employee is qualified at the same level or below, provided an opening exists. Workforce reductions may allow for the position to remain vacant until the AA finds it necessary to fill the position.

2.8A LAYOFF BENEFITS

An employee recalled within six months may be reinstated to the same position if the position is available. For purposes of this section, benefits based on length of service, with the exception of Deferred Compensation plans, will be reinstated to the level prior to layoff if an employee is reinstated to the same or a different position within six months following the date of layoff.

An employee placed on layoff may be granted paid health insurance in accordance with the following schedule:

Years of Service	Length of Coverage
Less than 3	1 month
3 but less than 5	2 months
5 but less than 10	3 months
10 or more	4 months

Upon separation from OCTA due to layoff, all unused or unpaid vacation, personal paid holidays, and sick leave will be paid to the affected employee.

If employment is recalled within six months, health insurance coverage will take effect on the first day of the following month from the rehire date. However, if the granted paid health insurance is still in effect, then coverage will be effective the first day of the month from the return-to-work date.

2.8B LAYOFF SEVERANCE PAY

The CEO may authorize the payment of severance pay to full-time and part-time employees in accordance with the following schedule:

Years of Service	Weeks of Severance Pay
Less than 3	2 weeks
3 but less than 5	3 weeks
5 but less than 10	4 weeks
10 or more	5 weeks

Severance pay for part-time employees is prorated in accordance with their regularly scheduled pay.

SECTION 3
EXEMPT AND NON-EXEMPT EMPLOYEE, WORKWEEK, SCHEDULES, OVERTIME, AND MAKE-UP TIME

3.1 EXEMPT EMPLOYEES

Exempt employees are those in positions that are not covered under the provisions of the Fair Labor Standards Act (FLSA) regarding minimum wage, overtime, maximum hours and recordkeeping.

An exempt employee, either part-time or full-time, is not eligible for overtime payment, compensatory time, or any additional compensation for time worked in excess of eight hours per day or 40 hours per workweek, or time worked in excess of his/her regular schedule, except in accordance with the Disaster Pay and Leave Policy.

Sick leave and vacation accruals, as well as retirement service credits, accrue on paid hours.

3.2 NON-EXEMPT EMPLOYEES

Non-exempt employees are those in positions that are covered under the provisions of the FLSA regarding minimum wage, overtime, maximum hours, and recordkeeping. All hours worked, holidays, and benefit time taken must be accurately recorded on a timesheet and approved by the supervisor. Sick leave and vacation accruals, as well as retirement service credits, accrue on paid hours excluding overtime.

Non-exempt employees are strictly prohibited from volunteering or donating their time to OCTA by performing any work or function that is the same or similar to their regularly scheduled duties while in an unpaid status.

3.3 WORKWEEK

The FLSA defines workweek as a period of 168 hours consisting of seven consecutive 24-hour periods. The employer can determine the day and hour that the workweek begins. Each workweek is considered on its own to determine minimum wage and overtime payments: there is no averaging of two or more workweeks. The Department of Labor uses workweek to determine compliance with federal regulations such as requirements for wage payments and overtime. Workweek and overtime will be administered consistent with any applicable state and federal laws.

The regular workweek for a full-time OCTA employee is 40 hours per week, Sunday through Saturday, unless otherwise established with an alternative work schedule. The workweek does not need to coincide with the calendar week.

3.4 ALTERNATIVE WORK SCHEDULES

The AA has the authority to designate flexible starting, ending, and core times for the performance of work during the standard workday consistent with OCTA's Workweek and Overtime Policy.

The AA also has the authority to designate alternative workweek schedules, such as 4/10 or 9/80, provided the administration of such schedules is consistent with OCTA policy and any applicable state and federal laws.

The AA may establish necessary guidelines to administer alternative workweek schedules at the department and section level.

3.5 OVERTIME

Overtime must be authorized prior to performance of such work. Authorized work performed in excess of eight hours per day or in excess of 40 hours per workweek by a full-time or part-time non-exempt employee is considered overtime. This does not apply to a non-exempt employee who regularly works a 9/80 work schedule or who regularly works any other work schedule totaling 40 hours per workweek. All paid hours except sick time will be considered hours worked.

Excluding employees on an alternative work schedule, non-exempt employees will be paid 1-1/2 times their regular rate for all time worked in excess of eight (hours in a workday or 40 hours in a workweek). Non-exempt employees on alternative work schedules will be eligible for daily overtime for hours worked in excess of their regular schedule or 40 hours in a workweek.

For purposes of calculating overtime compensation, paid holidays not worked and pre-approved vacation not worked are treated as authorized work performed. If a designated holiday occurs on a regularly scheduled day off, these hours are not considered hours worked. Hours away from work due to illness, even when compensated, are not included in overtime calculations.

A non-exempt employee who is required to work on a designated holiday will be paid 1-1/2 times his/her regular rate for authorized work performed, in addition to regular holiday pay. Added pay for holiday hours worked will not be considered when calculating overtime on more than 40 hours in a workweek.

OCTA does not permit the accrual of compensatory time in lieu of payment of overtime.

In no case may a non-exempt employee's workweek be changed when the purpose of the change is to avoid compensating the employee at 1-1/2 times his/her regular rate for work performed in excess of his/her regular work schedule.

If, in the judgment of the employee's supervisor, work beyond the normal workday, workweek, or work period is required, such work may be authorized.

3.6 MAKE-UP TIME

Consistent with OCTA policy, when a non-exempt employee requests to leave or miss certain hours of a day and then to make it up by working longer hours on another day, it is called make-up time. Make-up time is permitted when requested by the employee due to the employee's personal obligation. The employee must request to use make-up time in writing before taking the time off or working the make-up hours, and the supervisor must approve it. The time must be made up within the same workweek as the time that was taken off. The made-up time cannot cause the employee to work more than 11 hours in a day or more than 40 hours in a workweek, as this will require overtime to be paid. Managers and/or supervisors are prohibited from encouraging or soliciting an employee to request make-up time.

SECTION 4
BOARD MEMBER BENEFITS AND COMPENSATION

4.1 BOARD MEMBER BENEFITS

The AA may establish and be responsible for health (medical, dental, and vision), and life (life and accidental death and dismemberment) insurance benefits for Board Members at a cost not to exceed the amount established by the Board in the annual budget.

4.1A BENEFITS ELIGIBILITY

For public Board Members and for Board Members who do not receive health benefits from the public entity they are elected to serve: the Board Members will have the same premium cost and the same health benefits as full-time administrative employees paid by OCTA, which may change to reflect the current programs offered.

For Board Members who receive health benefits and/or a cash waiver from the public entity they are elected to serve: The Board Members may choose to receive the same health benefits as full-time administrative employees, provided the Board Member pays 100% of the OCTA premium, which may change to reflect the current programs offered.

4.1B DEFERRED COMPENSATION

Board Members may participate in OCTA's Deferred Compensation Program.

4.1C RETIREMENT PLAN

Board Members are required to participate in the 3121 Federal Insurance Contributions Act (FICA) Alternative plan, because they are not eligible to participate in the Orange County Employee Retirement System. Board Members contribute 7.50% of OCTA pay. The 3121 FICA Alternative plan is required under the Omnibus Budget Reconciliation Act (OBRA) and is administered by a third-party administrator.

4.1D LIFE INSURANCE AND SUPPLEMENTAL LIFE INSURANCE

Life Insurance will be provided by OCTA in the amount of $50,000 coverage for each Board Member. (Benefit amount reduces at age 75. See Benefits Guide.)

Voluntary Board Member-paid supplemental life insurance may be offered by OCTA for Board Members and/or their dependents. (Benefit amounts reduce at ages 70, 75 and 80. See Benefits Guide.)

4.1E REIMBURSEMENT OF EXPENSES

OCTA will reimburse Board Members and former Board Members who are serving on regional boards at the direction and request of the Board of Directors for actual and necessary expenses incurred in the performance of their duties, as provided in the Policy for Compensation, Benefits, Reimbursement of Expenses and Mandatory Training for Members of the Board of Directors.

4.1F COMPENSATION

Board Members and former Board Members, who are serving on regional boards at the direction and request of the Board of Directors, are authorized to receive compensation in the amount of one hundred dollars ($100) per day, not to exceed five hundred dollars ($500) in any calendar month, for attending any of the activities outlined in section III of the Policy for Compensation, Benefits, Reimbursement of Expenses and Mandatory Training for Members of the Board of Directors.

4.1G SICK LEAVE

Board Members are eligible for up to five (5) days of paid sick leave in a calendar year. Unused sick leave is not paid out at time of leaving office with the Authority. Board Members who wish to use paid sick leave must notify the Clerk of the Board in advance of not being able to attend a meeting. Sick Leave will be paid in the amount of $100 per day of absence. For Board Members who have exceeded their maximum payment in a calendar month, no sick leave will be paid.

SECTION 5
EMPLOYEE BENEFITS

5.1 HEALTH, LIFE, AND DISABILITY INSURANCE BENEFITS

5.1A HEALTH INSURANCE

The AA will offer health (medical, dental, and vision), life (life and accidental death and dismemberment), and disability insurance programs for all full-time and part-time employees as determined by the Board.

Employees who are scheduled to work a minimum of 20 hours per week or more and meet the criteria under the Affordable Care Act, are eligible to participate in the health, life, and disability insurance programs on the first day of the month following 30 days of employment. Employees may be required to pay a portion of the premiums. Part-time employees will pay the same portion of the premiums as full-time employees.

Administrative employees who elect to waive an OCTA medical, dental, and vision plan are eligible to receive an employer contribution of $92.31 per pay period into a 401(a) deferred compensation plan, not to exceed the annual IRS maximum contribution. The employee must provide verification annually from the employer or the insurance carrier which verifies proof of other medical plan coverage in order to receive a contribution into the 401(a) plan. An employee who is a spouse, child, or any other dependent of an OCTA administrative employee is not eligible if he/she is covered under an OCTA medical, dental, or vision plan.

5.1B LIFE INSURANCE AND SUPPLEMENTAL LIFE INSURANCE

Life insurance will be provided by OCTA to full-time and part-time employees in the amount of two times the annual salary, for a maximum benefit of $500,000. Voluntary employee-paid supplemental life insurance may be offered by OCTA for employees and/or eligible dependents (IRS). (Benefit amounts reduce at ages 70, 75, and 80. See Benefits Guide.)

5.1C DISABILITY INSURANCE

Employer-paid short-term disability and long-term disability insurance programs will be provided to full-time and part-time employees. Coordination of state provided disability payments may be required.

5.1D SURVIVOR BENEFIT

When OCTA is notified of the death of an employee, his/her dependents who were previously enrolled dependents, may be eligible for coverage in accordance with the provisions of the Consolidated Omnibus Budget Reconciliation Act (COBRA). If eligible for

COBRA, OCTA will reimburse the cost of the OCTA-sponsored health benefit plan premium to the dependent(s) for a maximum of three months.

5.1E COBRA AND CONTINUED COVERAGE

All full-time or part-time employees separating employment may elect continuing health (medical, dental, and vision) insurance pursuant to the governing provisions of the program in which they are enrolled. The employee will be required to pay the premium for the coverage selected in accordance with the provisions of COBRA, except as provided in the Layoff and Workforce Reduction Policy. Health coverage ends the last day of the month in which the employee separates employment.

5.1F CONTINUATION OF HEALTH BENEFITS FOR RETIREES

An employee who retires from OCTA is eligible to continue medical, dental, and/or vision coverage, provided the retiree continues to pay 100% of the full monthly premium. Current group health benefits may continue up to age 65.

An employee who defers retirement is not eligible for this benefit.

For additional information regarding retiree health benefits that may apply under the Additional Retiree Benefit Account Plan (ARBA) please refer to section 5.5 C.

5.2 MISCELLANEOUS BENEFITS

5.2A EMPLOYEE RECREATION ASSOCIATION

The AA will be responsible for monitoring the Employee Recreation Association (ERA), which is administered by the Human Resources Department. The ERA ~~is a council of 11 members who~~ meets to discuss various employee recognition activities and events and how best to fund them.

5.2B EMPLOYEE USE OF TRANSPORTATION SYSTEM

The AA has established policies and procedures regarding employees and eligible dependents' free transportation on OCTA's transportation services. See the Employee Identification Badge and Dependent Transportation Pass Policy.

5.2C MILEAGE REIMBURSEMENT

An employee will be reimbursed for use of his/her private automobile for official business of OCTA at the rate established by the Internal Revenue Service (IRS).

The AA will determine what constitutes official OCTA business, which would require use of an employee's private automobile. Local travel for mileage reimbursement purposes will include travel in Los Angeles, Orange, Riverside, San Bernardino, ~~Riverside,~~ and San Diego counties. Executive employees are referenced in section 5.4A.

5.2D OUT-OF-POCKET EXPENSES

OCTA will reimburse its employees for out-of-pocket expenses incurred while conducting official business for OCTA as provided in the policies regarding travel and conference expenses.

5.2E PROFESSIONAL LICENSES AND CERTIFICATES

OCTA will pay for any work-related professional licenses, certificates, or renewal fees as approved by the AA.

5.2F RECOGNITION AND AWARD PROGRAMS

The AA may establish and maintain an employee service award program and employee appreciation programs to provide recognition to employees for performance, continuous service, safety, and commitment to public transportation.

5.3 LEAVES OF ABSENCE

Leaves of absence may be granted by the AA to employees with or without pay. This policy will be interpreted and applied in accordance with all applicable state and federal laws. For a detailed description of the various leaves of absence, please refer to the Leave of Absence Policy and the Military Leave Policy.

5.3A PERSONAL LEAVE

When requested, the AA may grant a personal leave of absence without pay, for non-medical reasons, on a case-by-case basis, once all accrued/benefit hours have been exhausted, including vacation hours, sick hours, and personal paid holiday (PPH) hours. See Personal Leave of Absence Policy.

5.4 REIMBURSEMENTS AND ALLOWANCES

5.4A AUTOMOBILE ALLOWANCE AND ASSIGNMENT OF AUTOMOBILES

OCTA may elect to provide both an assigned automobile and all related expenses, or to provide a monthly automobile allowance to executive employees. The monthly allowance will be in lieu of the IRS standard mileage reimbursement rate that would otherwise apply in the use of his/her personal automobile in the performance of his/her duties.

An executive employee may not receive the automobile allowance for any month during which the employee's driver's license has expired, been revoked, or suspended for a moving violation while operating an automobile.

The automobile allowance will be in the same amount as is provided to the County of Orange managers at the department head or agency head level as determined by the Orange County Board of Supervisors.

OCTA may assign vehicles on a 24-hour basis to designated positions, in accordance with the Non-Revenue Vehicle Fleet Policy. Each OCTA operating base and administrative facility will be assigned a pool of non-revenue vehicles for authorized OCTA business. Special purpose vehicles will be assigned to a division based on business need as referenced in the Non-Revenue Vehicle Fleet Policy.

5.4B EDUCATIONAL REIMBURSEMENT PROGRAM

OCTA may provide an Educational Reimbursement Program to reimburse a full-time employee for reasonable educational expenses for work-related courses. The AA will be responsible for developing, administering, and maintaining the program.

As authorized by the Educational Reimbursement Program Policy, a full-time employee who satisfactorily completed approved, work-related educational courses as defined in the Educational Reimbursement Program Policy, will be reimbursed in full for eligible expenses up to a maximum of $5,250 per calendar year. Increases to the tuition reimbursement amount will not exceed the IRS tax-free amount (currently $5,250). If an employee separates employment or gives notice of separation prior to completion of the course, no reimbursement will be made. Newly hired employees may be eligible for educational reimbursement after six months of employment.

5.4C UNIFORMS

An administrative employee who is required to wear a uniform on the job will be granted an allowance up to $500 per year for the purchase of uniforms at OCTA's authorized uniform supplier. Uniform purchases must comply with the guidelines established by the appropriate division.

5.4D SAFETY SHOES

Executive Directors are authorized to approve the cost of a pair of work-required safety shoes approved by the employee's manager.

5.5 RETIREMENT AND DEFERRED COMPENSATION

5.5A DEFERRED COMPENSATION

OCTA may provide all full-time, part-time, and extra-help employees with a deferred compensation program. The Deferred Compensation program is a benefit available to eligible employees to help them to save for retirement. The AA will be responsible for the establishment and administration of this program, utilizing the services of an outside administrator. This service will be provided at no cost to OCTA.

The Deferred Compensation Program is overseen by the Deferred Compensation Plan Committee. The Charter of the Deferred Compensation Plan Committee for the OCTA Retirement Plan Program constitutes the articles governing the operation of the committee. The OCTA has delegated to the CEO the responsibility of determining the committee members which comprise the Deferred Compensation Plan Committee as well as the duties and responsibilities of the committee members.

Enrollment in this program will be offered to employees on a voluntary basis, unless mandated by state or federal law. Employee contributions to the program will be made by a payroll deduction. The CEO may authorize OCTA to pay a lump sum contribution for designated positions.

Administrative employees will receive OCTA-paid matching contributions to 401-(a) plans based on years of service as set forth below, provided employees are making contributions of at least that amount to the OCTA 457-(b) plan:

Years of Service	Percent of Base Pay
New Hire but less than 3	~~1~~2%
3 but less than 5	~~2~~4%
5 or more	~~3~~6%

In addition to the above scale, employees in Salary Grade 260 and above, including executive employees, will receive an employer-paid matching contribution of up to 2.0% of base salary to the 401 (a) plan upon hire or promotion, provided employees are making contributions of at least that amount to the OCTA 457(b) plan.

5.5B RETIREMENT

All full-time and part-time employees of OCTA will participate in the Orange County Employees Retirement System (OCERS) and will be governed by its rules and regulations. All employees shall pay 100~~% of~~% of the OCERS employee contribution rate each pay period.

5.5C ADDITIONAL RETIREE BENEFIT ACCOUNT PLAN

An employee who retires from OCTA after January 1, 1995, who is in good standing with OCTA may be eligible for a benefit under the Additional Retiree Benefit Account Plan (ARBA). The retiring employee is eligible if the following conditions are met:

- at least ten years of service and at least 50 years of age at retirement, and

- receives a retirement benefit under OCERS within 30 days from the date of separation.

For retirees after January 1, 1995 and through June 30, 2023

The benefit amount represents $10.00 per month, per year of service, not to exceed a monthly benefit of $150.00.

For retirees on or after July 1, 2023

The benefit amount on July 1, 2026~~5~~ is $37.14~~36.41~~ per month, per year of service, not to exceed a monthly benefit of $557.13~~546.21~~. Retirees will receive a 2.0% cost adjustment on July 1 of each year.

OCTA reserves the right to modify or terminate this plan at any time by action of the Board. Administration of the ARBA Plan will be in accordance with the plan document.

5.6 TIME OFF BENEFITS

5.6A TIME OFF ACCRUALS

All paid time-off benefits will accrue during a leave of absence for only the period during which the employee is paid. An employee on unpaid leave of absence does not earn service credit for purposes of retirement benefits. An employee who returns to work from a leave of absence retains all accumulated service credit. Service credit for retirement benefits will be based on the specifications of the retirement system.

5.6B BEREAVEMENT LEAVE

In accordance with the Bereavement Leave Policy, a full-time or part-time employee will be granted paid bereavement leave, up to five regularly scheduled workdays, upon the death of an immediate family member, consistent with the Bereavement Leave Policy.

The paid bereavement leave will not be chargeable to sick leave or vacation. The AA will authorize such absence from work.

Additional leave, if required, to make arrangements and/or attend the funeral, cremation, or memorial service of an immediate family member may be approved by the AA and will be charged against accrued sick or vacation leave.

An employee may take up to five days of reproductive loss leave following a reproductive loss event, consistent with California law and the Bereavement Leave Policy.

5.6C CATASTROPHIC LEAVE DONATIONS

Employees may elect to donate accrued sick and/or vacation leave for use by an employee who has met the eligibility requirements under the Catastrophic Leave Policy. For a detailed description, please refer to the Catastrophic Leave Policy.

5.6D HOLIDAYS AND PERSONAL PAID HOLIDAYS

OCTA will observe 12 paid holidays consisting of designated holidays and PPH as determined by the CEO. Annually, the listing of holidays observed for the year will be posted on the OCTA Intranet.

A full-time, non-exempt employee will receive the equivalent of 12 days of holiday pay at his/her regular rate during the calendar year. A full-time non-exempt employee who works an alternative work schedule will receive holiday pay for each of the above holidays based on his/her normally scheduled workday.

When a holiday falls on a Saturday, the previous day will be observed as the holiday, and when a holiday falls on a Sunday, the next day will be observed as the holiday, unless otherwise designated by the CEO. When a holiday falls on an employee's scheduled day off, either the previous working day or the next scheduled working day will be observed by the employee as the holiday.

A full-time or part-time non-exempt employee who is required to work on a holiday will be paid at 1-1/2 times his/her regular hourly rate for all hours worked in addition to pay for his/her regularly scheduled workday. An exempt employee will receive no premium pay for work on a scheduled OCTA holiday.

A full-time, exempt employee will receive holiday pay for each of the holidays observed and will be paid based on his/her normally scheduled workday.

All part-time employees will receive holiday pay for each holiday at his/her regular rate on a pro-rated basis.

PPHs are taken at an employee's discretion following supervisory approval. An employee will be paid for any unused PPHs for the current calendar year in the event of separation or retirement. The maximum number of PPHs that an employee may accrue will be two days over the current calendar year's entitlement. For new hires, the PPH accrual schedule for their first year will be posted on the OCTA Intranet and given to them during orientation.

5.6E JURY DUTY

A full-time or part-time employee who is called for jury duty or for examination for jury duty will receive compensation at his/her regular rate of pay for those days that coincide with the employee's regularly scheduled workdays.

Full-time and part-time employees are not eligible to receive additional compensation from the court system, except for mileage reimbursement, consistent with ~~the~~ state law.

5.6F SICK LEAVE – FULL-TIME AND PART-TIME EMPLOYEES

OCTA provides a plan for full-time and part-time employees to accrue sick leave.

Sick leave may be used for an absence from employment consistent with the Sick Leave Policy and state and federal law.

A full-time employee will accrue sick leave with pay for each paid hour in a regularly scheduled workweek at the rates as provided in the following table:

Years of Service	Accrual Rates	Approximate Accrual
Less than 3 years	.0347 Hours	9 days per year
3 years or more	.0462 Hours	12 days per year

A part-time employee will accrue sick leave with pay for each paid hour in a regularly scheduled workweek at the rates as provided in the following table:

Accrual Rate	Approximate Accrual
.04 Hours	40 hours per year

Sick leave will be paid consistent with an employee's regularly scheduled workday. Accrued sick leave will be added to the employee's sick leave accumulation account upon the completion of the pay period, with no credit to be applied during the progress of the pay period or for a fraction of the pay period during which an employee separates service.

An employee who separates from OCTA with ten years or more of continuous service and who is in good standing with OCTA will receive payment of any earned but unused sick leave up to a maximum of 160 hours.

Upon the death of an employee, the employee's estate will be paid 100% of the employee's unused or unpaid sick leave.

Upon retirement from OCTA, provided the employee has ten years or more of continuous service and is in good standing with OCTA, the employee will be paid a maximum of 240 hours of his/her unused sick leave. An employee is considered retired if he/she begins receiving a retirement benefit from OCERS at the time of his/her separation. This benefit does not apply to deferred retirement.

Upon separation from OCTA due to layoff, all unused or unpaid sick leave will be paid to the affected employee.

An employee who is injured on the job, resulting in loss of time, will be paid for the balance of the assignment on the day of injury at the regular rate of pay. The employee will also be paid for the time lost during the waiting period (first three days following date of injury, for which no Workers' Compensation benefits are provided). This payment will be at benefit rates provided under the Workers' Compensation Act. Payments under this section will not

be charged against the employee's accumulated sick leave. Vacation and sick leave accruals will continue during the three-day period and the employee will be credited as if he/she had worked his/her regularly scheduled hours each day.

For group insurance purposes only, time lost due to an on-the-job injury will not be considered an unpaid leave of absence. OCTA will continue to maintain and pay for the employee's group health coverage at the same level as active employees. To continue health coverage, an employee will be responsible for submitting health insurance contributions at the same rate and frequency as active employees. Failure to pay the employee's contribution may result in a lapse of coverage.

Extra-Help Employees and Interns

OCTA provides a plan for extra-help employees and interns to accrue sick leave. The employee will be eligible to use their sick leave on the 90th day of employment. Unused sick leave is not paid out at time of separation from employment. However, employees who are re-employed with OCTA within a year of separation will have their accrued unused bank of sick time made available to them immediately upon re-employment.

Sick leave may be used for an absence from employment consistent with the Sick Leave Policy and state and federal law.

An employee will accrue sick leave with pay for each paid hour in a regularly scheduled workweek at the rate as provided in the following table:

Accrual Rate	Approximate Accrual
.04 Hours	40 hours per year

5.6G SICK LEAVE SELLBACK

An employee who has accumulated sick leave in excess of 120 hours, as of the close of the first pay period ending in November, may choose to retain all unused accumulated sick leave and continue to accrue sick leave or to receive a single payment at his/her current rate of pay for any amount in excess of 120 hours. If the employee elects to receive payment, it will be paid no later than the pay date of the final payroll of that year.

5.6H VACATION

OCTA provides vacation leave with pay for full-time and part-time employees. Vacation leave is differentiated from other types of leave because it is intended for the rest, relaxation, and renewal of employees.

Accrued vacation leave will be applied to the employee's vacation accumulation account only upon completion of each pay period, except when an employee separates employment.

Upon separation, all unused vacation leave accrued through the employee's separation date will be paid.

Upon hire, an employee with less than two years of service will earn .0577 hours of vacation leave for each straight time hour of pay in a regularly scheduled workweek, unless otherwise approved by the AA and authorized by the Department Manager, Human Resources.

Accrual rates change beginning with the pay period following the pay period that begins the next year of service.

The maximum allowable accrued vacation leave at any time for full-time or part-time employees is listed below.

At the Beginning of Year:	The Employee Shall Earn:	To a Maximum Per Year of:	Maximum Accrued Vacation Leave
0 through year 2	.0577 hours	120 hours	240 hours
3 through year 4	.0577 hours	120 hours	300 hours
5 through year 9	.0770 hours	160 hours	300 hours
10 through year 14	.0962 hours	200 hours	390 hours
15 through year 18	.1039 hours	216 hours	390 hours
19 or more	.1154 hours	240 hours	440 hours

An employee will not accrue vacation leave in excess of the maximum amount unless authorized by the CEO. The CEO is exempt from a maximum accrual. Vacations will be scheduled consistent with efficient OCTA operations.

5.6I VACATION SELLBACK

An employee has the option of selling back up to 200 hours of vacation pay each calendar year for accrued but unused vacation. An employee must use at least 40 hours of vacation during the previous 12 months before exercising the sellback option.

The sellback option may be exercised twice in any given calendar year and may not exceed 200 hours.

Under unusual circumstances involving verifiable emergencies, the AA may authorize a cash value payment to an employee for an amount up to the total amount of accrued vacation.

An employee separating from OCTA will be paid, in a lump sum payment, for all unused vacation leave accrued through his/her separation date at his/her current rate of pay.

SECTION 6
COMPENSATION

6.1 COMPENSATION PHILOSOPHY

OCTA's objective is to provide competitive wages based on the market value for comparable work. Human Resources strives to administer the compensation program in a flexible but consistent manner. The purpose of the compensation program is to attract, retain, and motivate employees.

Employees are recognized for their contributions through performance-based merit increases.

6.1A SALARY RESOLUTION

The purpose of the Salary Resolution is to:

- Attract and retain a workforce dedicated to excellence, thereby ensuring OCTA's ability to meet the present and future business objectives of the organization; and
- Maintain a salary program that will give maximum incentive to real accomplishments and compensate individuals on the basis of merit without discrimination, while providing necessary administrative control of salary costs; and
- Provide salary structures that are internally equitable and externally competitive.

6.1B SALARY STRUCTURE

The Salary Structure is designed to provide:

- Salary grade ranges for classifications based upon the scope and level of responsibility of work performed in comparison to other work performed within OCTA, and in comparison, to the external market; and
- Salaries paid to employees that reflect the level of responsibilities of the classification and the performance of the individual.

6.2 ADMINISTRATION OF COMPENSATION

The AA is responsible for the establishment of definitive guidelines for adjusting individual salaries and salary ranges. The development and administration of these guidelines may be delegated to appropriate staff.

Within guidelines established by the AA, compensation adjustments may be given:

- as an increase to base pay; and
- in a lump sum payment.

The AA is authorized to adjust an incumbent's salary.

6.3 EXECUTIVE COMPENSATION

The salary of each Executive employee will be determined by the CEO. The salary range for the following titles are noted below:

Chief Financial Officer
Chief Operating Officer
Deputy CEO
Executive Director
General Manager
LOSSAN Managing Director

The current salary range for the above-mentioned titles ~~is~~ $~~212,~~014.40216,257.60 ($~~101.93~~103.97/hour) - $~~376,334.40~~383,864.00 ($~~180.93~~184.55/hour).

Directors and the LOSSAN Deputy Managing Director are also considered Executive employees. ~~The salary range that they are assigned to is salary grade 285 (refer to salary grade table on pg. 37).~~ The current salary range for these titles is $221,020.80 ($106.26/hour) - $304,116.80 ($146.21/hour), equivalent to salary grade 285.

6.4 NEWLY HIRED/PROMOTED EMPLOYEES

An employee may be hired or promoted into a position at any salary within the range for the classification; such salary is to be determined based on individual qualifications. Approval by the Division Executive Director is required for starting salaries at or above the midpoint of the salary grade for external hires. Approval by the CEO is required for starting salaries at or above the midpoint of the salary grade for external hires in salary grade 260 and above, for employee salary increases over 10.0%, or for executive level salaries. All promotions and salary increases must have an effective date that is the fi~~rst da~~y of a paythe pay period.

For new hires, after six months of employment, the employee's performance will be evaluated.

The performance of promoted employees may be evaluated after six months, as determined by the hiring manager prior to the job offer. The six-month review date is calculated from the beginning of the pay period in which they were promoted.

Subsequent performance reviews will be conducted annually on a common review date and merit increases may be authorized at that time.

6.5 RECLASSIFICATIONS

When a position is changed to a different classification in a higher salary grade, a lower salary grade, or in the same salary grade, it will be considered a reclassification. This action is based on substantial changes in the kind, difficulty, and/or responsibility level of the duties performed. See ~~Refer to the~~ Reclassification Policy.

Any employee in a position that is reclassified to a higher salary grade will be paid at least the minimum of the new salary grade. An employee in a position that is reclassified to a lower salary grade may have his/her salary reduced to the maximum of the new salary grade or with approval of the AA, may retain his/her salary paid prior to the reclassification.

6.6 CLASSIFICATION TITLES

All filled positions must have classification titles that are included in the PSR. The CEO or the Board may authorize the addition of new classification titles to the PSR and assign or authorize changes to classification salary grade assignments at any time during the year.

6.7 MERIT ADJUSTMENTS

For fiscal year 2026~~5~~-27~~6~~, a pool for merit-based salary increases of 4.0% has been established for administrative positions, based on the availability of financial resources, as approved by the Board of Directors.

An employee may receive a merit increase based on his/her performance evaluation rating at the time of the common review unless the overall rating is “Does Not Meet Expectations.”

Individual merit increases may vary in amount depending on performance.

An employee’s performance may be reviewed at any time during the year as appropriate, but his/her salary may not be adjusted other than as provided in this PSR.

6.8 SPECIAL PERFORMANCE AWARDS

For fiscal year 2026~~5~~-27~~6~~, a special performance award pool of 4.0% has been established for administrative positions based on the availability of financial resources, as approved by the Board of Directors.

Should a special performance award pool be established, the AA may authorize special performance awards for full-time and part-time employees based on individual employee performance. Each award will be a single lump sum payment and will not increase an employee’s base salary. Employees who have not completed six months of employment are not eligible to receive a special performance award. An employee may not receive over 6.0%

of their total salary in special performance awards per fiscal year. See Special Performance Award Policy.

6.9 TEMPORARY ASSIGNMENTS

Performing Additional Duties of a Different Classification

When an employee is temporarily assigned duties of a different position with the same or higher salary grade, the employee's salary may be increased by an amount not to exceed 5.0% per salary grade for the difference between the employee's current classification and the temporary assignment. Same salary grade temporary increases are limited to a maximum of 5.0%. Such increases may be made only in those instances where the assignment will last at least 30 days and will not, in any event, be paid for a period in excess of 180 days, without written authorization by the CEO. Temporary increases must be effective the first day of a pay period.

Performing Duties Critical to the Organization

At the sole discretion of the CEO, when an employee is performing duties critical to the organization during a crucial project or period of time, a temporary increase or stipend can be used to incentivize the key employee to remain at OCTA. This compensation can be in the form of a percentage of base salary, one or more lump sum amounts, or an additional employer non-matching deferred compensation contribution. The CEO must provide written authorization, by way of a memo, which includes the justification and time period for which this will be in effect. The amount and type of compensation will be determined by the CEO and reviewed annually or when the critical duties are no longer being performed.

6.10 EQUITY ADJUSTMENTS

The AA is authorized to adjust an incumbent's base salary to resolve a significant salary disparity manifested by internal salary compression, external market pressure(s), or both, whereby the individual is no longer appropriately compensated and a base salary adjustment is appropriate.

Equity adjustments should be used sparingly and should not be done in lieu of or in combination with, a promotion, reclassification, transfer, or merit adjustment. The types of situations in which an equity adjustment is appropriate include, but are not limited to:

a. retention of critical staff;
b. salary compression issues;
c. impact of new hires whose hiring rate exceeds those of current staff;
d. offer from another employer;
e. assignment of more complex duties that do not meet the criteria for reclassification; and

f. equity with peers in the same classification with similar education and experience levels.

Equity adjustments may not increase an incumbent's salary outside the specified salary range. Additionally, equity adjustments do not affect any established merit pool approved by the Board.

Equity adjustments may only be approved by the CEO.

TITLES AND SALARY GRADE ASSIGNMENTS

Class Title	Salary Grade
Accountant	185
Accountant, Associate	175
Accountant, Principal	205
Accountant, Senior	195
Accounting Specialist	155
Accounting Specialist, Associate	145
Accounting Specialist, Senior	165
Administrative Specialist	160
Analysis Project Manager	205
Applications Analyst	200
Applications Analyst, Associate	190
Applications Analyst, Principal	220
Applications Analyst, Senior	210
Artificial Intelligence (AI) Architect	215
Artificial Intelligence (AI) Architect, Senior	225
Assistant Base Manager	215
Base Manager	235
Benefits Specialist	185
Benefits Specialist, Associate	175
Benefits Specialist, Principal	~~215~~210
Benefits Specialist, Senior	~~205~~200
Bid Coordinator	190
Budget Manager	242
Business Computing Solutions Specialist	205
Business Computing Solutions Specialist, Associate	195
Business Computing Solutions Specialist, Lead	225
Business Computing Solutions Specialist, Senior	215
Business Intelligence Analyst	205
Business Intelligence Analyst, Associate	195
Business Intelligence Analyst, Senior	215
Business Systems Analyst	195
Business Systems Analyst, Associate	185
Business Systems Analyst, Principal	215
Business Systems Analyst, Senior	205
Business Unit Analyst	185
Business Unit Analyst, Associate	175
Business Unit Analyst, Principal	205

Business Unit Analyst, Senior	195
Business Unit Specialist	170
Buyer	180
Buyer, Associate	170
Buyer, Senior	190
Civil Engineer	215
Civil Engineer, Principal	235
Civil Engineer, Senior	225
Claims Manager	220
Claims Representative	180
Claims Representative, Associate	170
Claims Representative, Principal	200
Claims Representative, Senior	190
Clerk of the Board Manager	245
Clerk of the Board Specialist	175
Clerk of the Board Specialist, Assistant	165
Clerk of the Board Specialist, Principal	190
Clerk of the Board Specialist, Senior	180
Coach Operator Instructor	190
Communications Department Manager, Senior	280
Communications Specialist	190
Communications Specialist, Associate	180
Communications Specialist, Principal	210
Communications Specialist, Senior	200
Community Relations Specialist	175
Community Relations Specialist, Associate	165
Community Relations Specialist, Principal	195
Community Relations Specialist, Senior	185
Community Transportation Coordinator	195
Community Transportation Coordinator, Principal	215
Community Transportation Coordinator, Senior	205
Compensation Analyst	190
Compensation Analyst, Associate	180
Compensation Analyst, Principal	210
Compensation Analyst, Senior	200
Construction Safety Section Manager	235
Construction Safety Specialist, Principal	210
Contract Analyst	205
Contract Administrator, Principal	215
Contract Administrator, Senior	205
Contract Administrator	195
Contract Administrator, Associate	185
Creative Services Specialist	170
Creative Services Specialist, Associate	160
Creative Services Specialist, Principal	190
Creative Services Specialist, Senior	180
Customer Relations Representative	130

Customer Relations Representative, Senior	140
Customer Relations Specialist	160
Customer Relations Specialist, Associate	150
Customer Relations Specialist, Senior	170
Cyber Security Analyst	200
Cyber Security Analyst, Associate	190
Cyber Security Analyst, Senior	210
Cyber Security Compliance Analyst	195
Cyber Security Compliance Analyst, Associate	185
Cyber Security Compliance Analyst, Senior	205
Cyber Security Engineer, Associate	205
Cyber Security Engineer	210
Cyber Security Engineer, Senior	220
Cyber Security Intrusion Analyst	200
Cyber Security Intrusion Analyst, Associate	190
Cyber Security Intrusion Analyst, Senior	210
Cyber Security Risk Analyst	200
Cyber Security Risk Analyst, Principal	220
Cyber Security Risk Analyst, Senior	210
Data Warehouse Architect	215
Data Warehouse Architect, Associate	205
Data Warehouse Architect, Principal	235
Data Warehouse Architect, Senior	225
Database Administrator	205
Database Administrator, Principal	225
Database Administrator, Senior	215
DBE (Disadvantaged Business Enterprise) Specialist	185
DBE (Disadvantaged Business Enterprise) Specialist, Associate	175
DBE (Disadvantaged Business Enterprise) Specialist, Senior	195
Department Manager	260
Department Manager, Senior	270
Deputy Treasurer	230
Desktop Support Technician	180
Desktop Support Technician, Associate	170
Desktop Support Technician, Senior	190
Desktop Support Technician, Principal	200
Digital/Reprographic Specialist	150
Digital/Reprographic Specialist, Senior	160
~~Director~~	~~285~~
Emergency Management Specialist	210
Employee Programs Administrator	190
Employee Programs Specialist	175
Employee Relations Representative	190
Employee Relations Representative, Associate	180
Employee Relations Representative, Principal	210
Employee Relations Representative, Senior	200
Executive Assistant I	160

Executive Assistant II	170
Executive Assistant III	175
Executive Assistant IV	180
Executive Assistant V	190
Facilities Maintenance Supervisor	205
Fare Technology & Operations Manager	230
Field Administrator	180
Field Administrator, Associate	170
Field Administrator, Senior	190
Financial Analyst	195
Financial Analyst, Associate	185
Financial Analyst, Principal	215
Financial Analyst, Senior	205
Fleet Analyst	175
Fleet Analyst, Associate	165
Fleet Analyst, Senior	185
General Services Specialist	145
General Services Specialist, Assistant	135
General Services Specialist, Senior	155
GIS Analyst	195
GIS Analyst, Associate	185
GIS Analyst, Principal	215
GIS Analyst, Senior	205
Government Relations Representative	195
Government Relations Representative, Associate	185
Government Relations Representative, Principal	215
Government Relations Representative, Senior	205
Grants Compliance Analyst	195
Grants Compliance Analyst, Associate	185
Grants Compliance Analyst, Principal	215
Grants Compliance Analyst, Senior	205
Grants Compliance Manager	245
Grants Technician	155
Health, Safety & Compliance Specialist, Associate	185
Health, Safety & Environmental Compliance Specialist	195
Health, Safety & Environmental Compliance Specialist, Principal	215
Health, Safety & Environmental Compliance Specialist, Senior	205
Human Resources Assistant	160
Human Resources Business Partner	195
Human Resources Business Partner, Associate	185
Human Resources Business Partner, Senior	205
Human Resources Business Partner, Principal	215
Human Resources Representative	185
Human Resources Representative, Associate	175
Human Resources Representative, Senior	195
Internal Audit, Senior Manager	245
Internal Auditor	205

Internal Auditor, Associate	195
Internal Auditor, Principal	225
Internal Auditor, Senior	215
Inventory Analyst	190
IS Business Strategist	230
IS Enterprise Architect	225
IS Project Manager I	210
IS Project Manager II	220
IS Project Manager III	230
IS Project Manager, Senior	240
Learning & Development Administrator, Principal	205
Learning & Development Administrator, Senior	195
Learning and Development Administrator	185
Learning and Development Administrator, Associate	175
LOSSAN Accounting Analyst	185
LOSSAN Accounting Analyst, Associate	175
LOSSAN Accounting Analyst, Senior	195
LOSSAN Capital Program Manager	255
LOSSAN Department Manager	260
LOSSAN Deputy Managing Director	285
LOSSAN ~~Equipment and Mechanical~~Equipment, Mechanical and Rail Safety Manager	~~235~~245
LOSSAN Executive Administrative Assistant	175
LOSSAN Financial Analyst	195
LOSSAN Financial Analyst, Associate	185
LOSSAN Financial Analyst, Principal	215
LOSSAN Financial Analyst, Senior	205
LOSSAN Financial Planning & Analysis Manager	255
LOSSAN Marketing and Communications Manager	220
LOSSAN Marketing Specialist	180
LOSSAN Marketing Specialist, Associate	170
LOSSAN Marketing Specialist, Principal	200
LOSSAN Marketing Specialist, Senior	190
LOSSAN Operations Manager	245
LOSSAN ~~Operations~~ Rail Compliance and Safety ~~Manager~~ Specialist, Principal	~~245~~230
LOSSAN Program Manager	~~255~~260
LOSSAN Program Manager, Senior	270
LOSSAN Project Manager	230
LOSSAN Project Manager, Senior	240
LOSSAN Senior Manager, Finance & Administration	270
LOSSAN Transportation Analyst	195
LOSSAN Transportation Analyst, Associate	185
LOSSAN Transportation Analyst, Principal	215
LOSSAN Transportation Analyst, Senior	205
LOSSAN Transportation Funding Analyst	195
LOSSAN Transportation Funding Analyst, Associate	185
LOSSAN Transportation Funding Analyst, Principal	215

LOSSAN Transportation Funding Analyst, Senior	205
M2 PMO Manager	245
Maintenance Field Administrator	200
Maintenance Field Administrator, Principal	220
Maintenance Field Administrator, Senior	210
Maintenance Instructor	200
Maintenance Instructor, Senior	210
Maintenance Planner	190
Maintenance Planner, Senior	200
Maintenance Resource Analyst	185
Maintenance Resource Analyst, Senior	195
Maintenance Supervisor	205
Marketing Specialist	180
Marketing Specialist, Assistant	160
Marketing Specialist, Associate	170
Marketing Specialist, Principal	200
Marketing Specialist, Senior	190
Materials Management Planner	190
Network Administrator	200
Network Administrator, Associate	190
Network Administrator, Principal	220
Network Administrator, Senior	210
Network Analyst	200
Network Analyst, Associate	190
Network Analyst, Senior	210
Network Engineer	205
Network Engineer, Associate	195
Network Engineer, Principal	225
Network Engineer, Senior	215
Office Specialist	145
Office Specialist, Assistant	135
Office Specialist, Senior	155
On-Board Evaluator	125
Operations Analyst	185
Operations Analyst, Associate	175
Operations Analyst, Principal	205
Operations Analyst, Senior	195
Operations Project Manager	230
Pass Sales Coordinator	165
Payroll Administrator	180
Program Management Analyst	195
Program Management Analyst, Associate	185
Program Management Analyst, Principal	215
Program Management Analyst, Senior	205
Program Manager	260
Program Manager, Senior	270
~~Programming & Grants Development Manager~~	~~245~~

~~LOSSAN Program Manager, Senior~~ LOSSAN Strategic Planning Mgr	~~270~~ 245
Programmer Analyst	190
Programmer Analyst, Associate	180
Programmer Analyst, Senior	200
Programming & Grants Development Manager	245
Project Controls Analyst, Associate	180
Project Controls Analyst	190
Project Controls Analyst, Principal	210
Project Controls Analyst, Senior	200
Project Manager I	210
Project Manager II	220
Project Manager III	230
Project Manager, Senior	240
Public Records Administrator	170
Public Records Administrator, Associate	160
Radio & Field Specialist	190
Radio & Field Specialist, Lead	195
Rail Maintenance-of-Way Administrator	185
Rail Maintenance-of-Way Administrator, Senior	195
Rail Operations Manager	245
Rail Systems Safety Specialist, Principal	~~215~~220
Real Property Agent	~~185~~190
Real Property Agent, Associate	~~175~~180
Real Property Agent, Principal	~~205~~210
Real Property Agent, Senior	~~195~~200
Real Property Department Manager, Senior	280
Records Administrator	160
Records Administrator, Senior	170
Revenue Administrator	185
Revenue Administrator, Associate	175
Revenue Administrator, Principal	205
Revenue Administrator, Senior	195
Schedule Analyst	180
Schedule Analyst, Associate	170
Schedule Analyst, Senior	190
Schedule Analyst, Principal	200
Section Manager I	210
Section Manager II	220
Section Manager III	235
Section Manager, Senior	245
Section Supervisor I	185
Section Supervisor II	195
Section Supervisor, Senior	205
Security Systems Administrator	195
Security Systems Administrator, Associate	185
Security Systems Administrator, Senior	205
Senior Real Property Manager	280

Senior Strategic Communications Manager	280
Service Planning Analyst	195
Service Planning Analyst, Principal	215
Service Planning Analyst, Senior	205
SharePoint System Architect	210
SMS (Safety Management System) Program Manager	220
Stops and Zones Analyst	185
Stops and Zones Analyst, Associate	175
Stops and Zones Analyst, Principal	205
Stops and Zones Analyst, Senior	195
Stops and Zones Planner	185
Stops and Zones Planner, Associate	175
Stops and Zones Planner, Senior	195
Store Services Specialist	145
Store Services Specialist, Assistant	135
Store Services Specialist, Senior	155
Strategic Plan Administrator	245
Systems Engineer	205
Systems Engineer, Associate	195
Systems Engineer, Senior	215
Systems Engineer, Principal	225
Talent Acquisition Specialist	185
Talent Acquisition Specialist, Associate	175
Talent Acquisition Specialist, Principal	205
Talent Acquisition Specialist, Senior	195
Telecommunications Administrator	180
Telecommunications Technician	180
Transit Project Manager I	210
Transit Project Manager II	220
Transit Project Manager III	230
Transit Technical Services Supervisor	210
Transportation Analyst	195
Transportation Analyst, Associate	185
Transportation Analyst, Principal	215
Transportation Analyst, Senior	205
Transportation Funding Analyst	195
Transportation Funding Analyst, Associate	185
Transportation Funding Analyst, Principal	215
Transportation Funding Analyst, Senior	205
Transportation Funding Specialist	165
Transportation Modeling Analyst	195
Transportation Modeling Analyst, Associate	185
Transportation Modeling Analyst, Principal	215
Transportation Modeling Analyst, Senior	205
Warranty Coordinator	170
Warranty Coordinator, Associate	160
Warranty Coordinator, Senior	180

Web Data Analyst	175
Web Data Analyst, Associate	165
Web Data Analyst, Senior	185
Web Developer	190
Web Developer, Principal	210
Web Developer, Senior	200
Wellness Coordinator	190
Window Coordinator	190
Workers' Compensation Program Specialist	185
Workers' Compensation Program Specialist, Associate	175
Workers' Compensation Program Specialist, Senior	195

~~SALARY STRUCTURE~~

	~~Annual~~			~~Hourly~~		
~~OCTA Salary Grade~~	~~Min~~	~~Mid~~	~~Max~~	~~Min~~	~~Mid~~	~~Max~~
~~100~~	~~35,110.40~~	~~41,953.60~~	~~48,776.00~~	~~16.88~~	~~20.17~~	~~23.45~~
~~105~~	~~36,899.20~~	~~44,075.20~~	~~51,251.20~~	~~17.74~~	~~21.19~~	~~24.64~~
~~110~~	~~38,729.60~~	~~46,259.20~~	~~53,788.80~~	~~18.62~~	~~22.24~~	~~25.86~~
~~115~~	~~40,664.00~~	~~48,588.80~~	~~56,492.80~~	~~19.55~~	~~23.36~~	~~27.16~~
~~120~~	~~42,681.60~~	~~51,001.60~~	~~59,300.80~~	~~20.52~~	~~24.52~~	~~28.51~~
~~125~~	~~44,824.00~~	~~53,560.00~~	~~62,275.20~~	~~21.55~~	~~25.75~~	~~29.94~~
~~130~~	~~47,070.40~~	~~56,222.40~~	~~65,374.40~~	~~22.63~~	~~27.03~~	~~31.43~~
~~135~~	~~49,420.80~~	~~59,051.20~~	~~68,660.80~~	~~23.76~~	~~28.39~~	~~33.01~~
~~140~~	~~51,896.00~~	~~61,984.00~~	~~72,072.00~~	~~24.95~~	~~29.80~~	~~34.65~~
~~145~~	~~54,496.00~~	~~65,104.00~~	~~75,691.20~~	~~26.20~~	~~31.30~~	~~36.39~~
~~150~~	~~57,200.00~~	~~68,348.80~~	~~79,476.80~~	~~27.50~~	~~32.86~~	~~38.21~~
~~155~~	~~60,070.40~~	~~71,760.00~~	~~83,449.60~~	~~28.88~~	~~34.50~~	~~40.12~~
~~160~~	~~63,086.40~~	~~75,358.40~~	~~87,609.60~~	~~30.33~~	~~36.23~~	~~42.12~~
~~165~~	~~66,227.20~~	~~79,123.20~~	~~91,998.40~~	~~31.84~~	~~38.04~~	~~44.23~~
~~170~~	~~69,555.20~~	~~83,096.00~~	~~96,616.00~~	~~33.44~~	~~39.95~~	~~46.45~~
~~175~~	~~73,028.80~~	~~87,235.20~~	~~101,420.80~~	~~35.11~~	~~41.94~~	~~48.76~~
~~180~~	~~76,668.80~~	~~91,582.40~~	~~106,496.00~~	~~36.86~~	~~44.03~~	~~51.20~~
~~185~~	~~80,516.80~~	~~96,179.20~~	~~111,820.80~~	~~38.71~~	~~46.24~~	~~53.76~~
~~190~~	~~84,531.20~~	~~100,984.00~~	~~117,416.00~~	~~40.64~~	~~48.55~~	~~56.45~~
~~195~~	~~88,753.60~~	~~106,038.40~~	~~123,302.40~~	~~42.67~~	~~50.98~~	~~59.28~~
~~200~~	~~93,204.80~~	~~111,342.40~~	~~129,459.20~~	~~44.81~~	~~53.53~~	~~62.24~~
~~205~~	~~97,864.00~~	~~116,896.00~~	~~135,928.00~~	~~47.05~~	~~56.20~~	~~65.35~~
~~210~~	~~102,752.00~~	~~122,740.80~~	~~142,708.80~~	~~49.40~~	~~59.01~~	~~68.61~~
~~215~~	~~107,889.60~~	~~128,876.80~~	~~149,864.00~~	~~51.87~~	~~61.96~~	~~72.05~~
~~220~~	~~113,276.80~~	~~135,324.80~~	~~157,352.00~~	~~54.46~~	~~65.06~~	~~75.65~~
~~225~~	~~118,934.40~~	~~142,084.80~~	~~165,214.40~~	~~57.18~~	~~68.31~~	~~79.43~~
~~230~~	~~124,883.20~~	~~149,177.60~~	~~173,472.00~~	~~60.04~~	~~71.72~~	~~83.40~~
~~235~~	~~131,123.20~~	~~156,644.80~~	~~182,145.60~~	~~63.04~~	~~75.31~~	~~87.57~~

~~240~~	~~137,696.00~~	~~164,486.40~~	~~191,256.00~~	~~66.20~~	~~79.08~~	~~91.95~~
~~245~~	~~144,580.80~~	~~172,702.40~~	~~200,824.00~~	~~69.51~~	~~83.03~~	~~96.55~~
~~250~~	~~151,798.40~~	~~181,334.40~~	~~210,849.60~~	~~72.98~~	~~87.18~~	~~101.37~~
~~255~~	~~159,390.40~~	~~190,403.20~~	~~221,395.20~~	~~76.63~~	~~91.54~~	~~106.44~~
~~260~~	~~167,356.80~~	~~199,929.60~~	~~232,481.60~~	~~80.46~~	~~96.12~~	~~111.77~~
~~265~~	~~175,718.40~~	~~209,913.60~~	~~244,088.00~~	~~84.48~~	~~100.92~~	~~117.35~~
~~270~~	~~184,496.00~~	~~220,396.80~~	~~256,297.60~~	~~88.70~~	~~105.96~~	~~123.22~~
~~275~~	~~193,731.20~~	~~231,420.80~~	~~269,110.40~~	~~93.14~~	~~111.26~~	~~129.38~~
~~280~~	~~203,424.00~~	~~243,006.40~~	~~282,568.00~~	~~97.80~~	~~116.83~~	~~135.85~~
~~285~~	~~213,595.20~~	~~255,153.60~~	~~296,691.20~~	~~102.69~~	~~122.67~~	~~142.64~~
~~290~~	~~224,265.60~~	~~267,904.00~~	~~311,521.60~~	~~107.82~~	~~128.80~~	~~149.77~~
~~295~~	~~235,476.80~~	~~281,299.20~~	~~327,100.80~~	~~113.21~~	~~135.24~~	~~157.26~~

SALARY STRUCTURE

	Annual				Hourly		
OCTA Salary Grade	Min	Mid	Max		Min	Mid	Max
125	46,384.00	55,120.00	63,835.20		22.30	26.50	30.69
130	48,713.60	57,865.60	67,017.60		23.42	27.82	32.22
135	51,147.20	60,777.60	70,387.20		24.59	29.22	33.84
140	53,705.60	63,793.60	73,881.60		25.82	30.67	35.52
145	56,388.80	66,996.80	77,584.00		27.11	32.21	37.30
150	59,196.80	70,345.60	81,473.60		28.46	33.82	39.17
155	62,171.20	73,860.80	85,550.40		29.89	35.51	41.13
160	65,291.20	77,563.20	89,814.40		31.39	37.29	43.18
165	68,536.00	81,432.00	94,307.20		32.95	39.15	45.34
170	71,988.80	85,529.60	99,049.60		34.61	41.12	47.62
175	75,566.40	89,772.80	103,958.40		36.33	43.16	49.98
180	79,331.20	94,244.80	109,158.40		38.14	45.31	52.48
185	83,324.80	98,987.20	114,628.80		40.06	47.59	55.11

190	87,484.80	103,937.60	120,369.60		42.06	49.97	57.87
195	91,852.80	109,137.60	126,401.60		44.16	52.47	60.77
200	96,449.60	114,587.20	132,704.00		46.37	55.09	63.80
205	101,275.20	120,307.20	139,339.20		48.69	57.84	66.99
210	106,329.60	126,318.40	146,286.40		51.12	60.73	70.33
215	111,654.40	132,641.60	153,628.80		53.68	63.77	73.86
220	117,228.80	139,276.80	161,304.00		56.36	66.96	77.55
225	123,073.60	146,224.00	169,353.60		59.17	70.30	81.42
230	129,230.40	153,524.80	177,819.20		62.13	73.81	85.49
235	135,678.40	161,200.00	186,700.80		65.23	77.50	89.76
240	142,480.00	169,270.40	196,040.00		68.50	81.38	94.25
242	145,308.80	172,619.20	199,908.80		69.86	82.99	96.11
245	149,614.40	177,736.00	205,857.60		71.93	85.45	98.97
250	157,081.60	186,617.60	216,132.80		75.52	89.72	103.91
255	164,944.00	195,956.80	226,948.80		79.30	94.21	109.11
260	173,180.80	205,753.60	238,305.60		83.26	98.92	114.57
265	181,833.60	216,028.80	250,203.20		87.42	103.86	120.29
270	190,923.20	226,824.00	262,724.80		91.79	109.05	126.31
275	200,470.40	238,160.00	275,849.60		96.38	114.50	132.62
280	210,496.00	250,078.40	289,640.00		101.20	120.23	139.25
285	221,020.80	262,579.20	304,116.80		106.26	126.24	146.21

APPENDIX A – GLOSSARY OF TERMS

ADMINISTRATIVE EMPLOYEE	Any employee of OCTA not covered by a collective bargaining agreement.
APPOINTING AUTHORITY	The CEO; he/she may delegate this responsibility.
AT-WILL EMPLOYMENT	An employee's employment status may be changed, including, but not limited to, separation of employment, by OCTA or the employee, at any time for any reason.
BOARD	The Board of Directors of OCTA.
CATASTROPHIC LEAVE	An extended leave due to an employee's own serious illness or medical condition, or that of an immediate family member where the employee is the primary caregiver, that incapacitates the employee, and where the employee is expected to use up his/her entire accrued leave.
CLASSIFICATION OR CLASSIFICATION TITLE	The title that identifies the type of work being performed by one or more incumbents in a position.
DOMESTIC PARTNER	A domestic partnership is established in California when both persons file a Declaration of Domestic Partnership with the Secretary of State. A domestic partner is further defined by California's Family Code, Section 297-297.5.
ELIGIBLE DEPENDENT	Spouse, registered domestic partner, and dependent children up to the age 26.

EQUITY INCREASE	An adjustment to an employee's base salary to resolve a significant salary disparity manifested by internal salary compression, external market pressure(s), or both, whereby the individual is no longer appropriately compensated, and a base salary adjustment is appropriate.
EXECUTIVE EMPLOYEE	An employee classified as CEO, Deputy CEO, COO, CFO, Executive Director, Director, General Manager, LOSSAN Managing Director, and LOSSAN Deputy Managing Director.
EXEMPT EMPLOYEE	An employee in a position that is not covered under the provisions of the FLSA regarding minimum wage, overtime, maximum hours, and recordkeeping.
EXTRA-HELP EMPLOYEE	An employee hired to serve as part-time augmentation of staff in which the duty or task defined generally requires less than 20 hours of work per week and no more than 1,000 work hours within a continuous 12-month period. An extra-help employee is not eligible for employee benefits.
FULL-TIME EMPLOYEE	An administrative employee in a position with a normal workweek that totals at least 40 hours.
INTERN	An employee enrolled as a full-time student at a two- or four-year college or university pursuing a course of study that will lead to an undergraduate or graduate degree, or a recent graduate, in a field of study applicable to the hiring department's specialty. The intern provides assistance to departments by performing a variety of duties related to the intern's career field. Guidelines for extra-help employees also apply to interns.
NON-EXEMPT EMPLOYEE	An employee in a position that is covered under the provisions of the FLSA regarding minimum wage, overtime, maximum hours, and record keeping.
PART-TIME EMPLOYEE	An administrative employee in a position with a normal workweek that totals at least 20 hours but not more than 39 hours, and not more than 1040 hours annually.
POSITION	Full-time and part-time positions in the Board-approved fiscal year budget.
PROMOTION	Movement of an employee from one position to a different position in a higher salary grade through the recruitment process.
PROMOTION – "IN-FAMILY"	Movement of an employee through recruitment to a similar position within the same specialty or "family" series. The duties performed are similar in nature and they continue to be reviewed during the Annual Performance Review Cycle.
RECLASSIFICATION	When a position is changed to a different classification in a higher, lower, or the same salary grade, as a result of an evaluation process.
REHIRE	To employ someone who previously separated his/her employment with OCTA (normally following a voluntary resignation) without restoring prior service.

REINSTATE	To return, within six months, an employee, previously separated due to layoff, to active employment with OCTA and to restore prior service and benefit eligibility, with no formal break in service. Vacation, sick, and holiday hours for which the employee was paid at the time of separation are not restored. (This action is unrelated to retirement service credit).
SALARY RANGE	The minimum and maximum of the salary grade for a position. It is based upon the scope and responsibility of work performed in comparison with other work performed within OCTA and in comparison, with the competitive labor market. The salary structure is designed and numbered in 1% grade increments. The grades displayed in this document reflect those that are actively in use (e.g., 125, 130, 135, 140). Intermediate grades (e.g., 126–129) exist within the structure and those that are not currently utilized are not shown due to space considerations.
TEMPORARY HELP	A person acquired through a temporary help agency to perform work on a limited term basis, not an OCTA employee.
TRANSFER	When an employee retains the same job title and work responsibilities but is moved from one location or section/department to a different location or section/department.

APPENDIX B – ALPHABETICAL INDEX

PARAGRAPH	TOPIC	PAGE
5.5C	ADDITIONAL RETIREE BENEFIT ACCOUNT PLAN	19
6.2	ADMINISTRATION OF COMPENSATION	25
APPENDIX B	ALPHABETICAL INDEX	41
3.4	ALTERNATIVE WORK SCHEDULES	11
2.2	APPROVAL AUTHORITY FOR EMPLOYEE ACTIONS	7
2.1	AT-WILL EMPLOYMENT	7
5.4A	AUTOMOBILE ALLOWANCE AND ASSIGNMENT OF AUTOMOBILES	17
4.1A	BENEFITS ELIGIBILITY (*BOARD MEMBERS*)	13
5.6B	BEREAVEMENT LEAVE	20
4.1	BOARD MEMBER BENEFITS	13
4	BOARD MEMBER BENEFITS AND COMPENSATION	13
5.6C	CATASTROPHIC LEAVE DONATIONS	20
6.6	CLASSIFICATION TITLES	27
5.1E	COBRA AND CONTINUED COVERAGE	16
2.3	COMPENSATION (*EMPLOYMENT*)	7
4.1F	COMPENSATION (*BOARD MEMBERS*)	14
6	COMPENSATION	25
6.1	COMPENSATION PHILOSOPHY	25

5.1F	CONTINUATION OF HEALTH BENEFITS FOR RETIREES	16
4.1B	DEFERRED COMPENSATION (*BOARD MEMBERS*)	13
5.5A	DEFERRED COMPENSATION (*EMPLOYEE BENEFITS*)	18
5.1C	DISABILITY INSURANCE	15
5.4B	EDUCATIONAL REIMBURSEMENT PROGRAM	18
2.8	ELIMINATION OF POSITIONS AND WORKFORCE REDUCTIONS	8
5	EMPLOYEE BENEFITS	15
5.2A	EMPLOYEE RECREATION ASSOCIATION	16
5.2B	EMPLOYEE USE OF TRANSPORTATION SYSTEM	16
2	EMPLOYMENT	7
6.10	EQUITY ADJUSTMENTS	28
6.3	EXECUTIVE COMPENSATION	26
3	EXEMPT AND NON-EXEMPT EMPLOYEE, WORKWEEK, SCHEDULES, OVERTIME AND MAKE-UP TIME	10
3.1	EXEMPT EMPLOYEES	10
APPENDIX A	GLOSSARY OF TERMS	39
5.1A	HEALTH INSURANCE	15
5.1	HEALTH, LIFE, AND DISABILITY INSURANCE BENEFITS	15
5.6D	HOLIDAYS AND PERSONAL PAID HOLIDAYS	21
1.2	HUMAN RESOURCES POLICIES AND PROCEDURES	6
2.4	INTERNSHIPS	7
5.6E	JURY DUTY	21
2.8A	LAYOFF BENEFITS	8
2.8B	LAYOFF SEVERANCE PAY	9
5.3	LEAVES OF ABSENCE	17

PARAGRAPH	**TOPIC**	**PAGE**
4.1D	LIFE INSURANCE AND SUPPLEMENTAL LIFE INSURANCE (*BOARD MEMBERS*)	13
5.1B	LIFE INSURANCE AND SUPPLEMENTAL LIFE INSURANCE (*EMPLOYEE BENEFITS*)	15
3.6	MAKE-UP TIME	12
6.7	MERIT ADJUSTMENTS	27
5.2C	MILEAGE REIMBURSEMENT	16
5.2	MISCELLANEOUS BENEFITS	16
6.4	NEWLY HIRED/PROMOTED EMPLOYEES	26
3.2	NON-EXEMPT EMPLOYEES	10
5.2D	OUT-OF-POCKET EXPENSES	17
2.5	OUTSIDE EMPLOYMENT ACTIVITIES	7
3.5	OVERTIME	11
2.6	PERFORMANCE PLANNING AND REVIEW PROGRAM	8
5.3A	PERSONAL LEAVE	17
5.2E	PROFESSIONAL LICENSES AND CERTIFICATES	17
1	PURPOSE AND PROCEDURES	6
1.1	PURPOSE OF PERSONNEL AND SALARY RESOLUTION	6
6.5	RECLASSIFICATIONS	27

5.2F	RECOGNITION AND AWARD PROGRAMS	17
4.1E	REIMBURSEMENT OF EXPENSES (*BOARD MEMBERS*)	14
5.4	REIMBURSEMENTS AND ALLOWANCES	17
2.7	RELOCATION EXPENSES	8
5.5B	RETIREMENT	19
5.5	RETIREMENT AND DEFERRED COMPENSATION	18
4.1C	RETIREMENT PLAN (*BOARD MEMBERS*)	13
5.4D	SAFETY SHOES	18
6.1A	SALARY RESOLUTION	25
	SALARY STRUCTURE	38
6.1B	SALARY STRUCTURE	25
4.1G	SICK LEAVE (*BOARD MEMBERS*)	14
5.6F	SICK LEAVE – FULL-TIME AND PART-TIME EMPLOYEES	22
5.6G	SICK LEAVE SELLBACK	23
6.8	SPECIAL PERFORMANCE AWARDS	27
1.3	STATEMENT OF EQUAL EMPLOYMENT OPPORTUNITY	6
APPENDIX C	STATEMENT OF EQUAL EMPLOYMENT OPPORTUNITY	43
5.1D	SURVIVOR BENEFIT	15
6.9	TEMPORARY ASSIGNMENTS	28
5.6A	TIME OFF ACCRUALS	20
5.6	TIME OFF BENEFITS	20
	TITLES AND SALARY GRADE ASSIGNMENTS	30
5.4C	UNIFORMS	18
5.6H	VACATION	23
5.6I	VACATION SELLBACK	24
3.3	WORKWEEK	10

APPENDIX C – STATEMENT OF EQUAL EMPLOYMENT OPPORTUNITY (EEO)

~~Orange County Transportation Authority~~
~~Statement of Equal Employment Opportunity Policy~~

~~The Orange County Transportation Authority (OCTA) practices equal employment opportunity and non-discrimination in all personnel actions. As part of the commitment to equal employment opportunity and affirmative action, OCTA has developed and periodically updates this written nondiscrimination program and makes the Equal Employment Opportunity Program and Affirmative Action Plan (EEO/AAP) available for inspection. All new hires receive copies of the OCTA EEO and Workplace Harassment Prevention Policies, and the policies are posted at each work location.~~

As OCTA's Chief Executive Officer, I maintain overall responsibility and accountability for OCTA's compliance with its EEO/AAP. To ensure day-to-day management, including program preparation, monitoring, and complaint investigation, I have appointed Maggie McJilton, Executive Director of People and Community Engagement (PACE) as EEO Officer under the title of Federal Compliance Officer. Ms. McJilton reports directly to me and acts with my authority with all levels of management, labor unions, and employees.

All employees are informed that the EEO Officer is Maggie McJilton, Executive Director of PACE, under the title of Federal Compliance Officer. Employees with concerns or questions about the OCTA EEO/AAP, EEO Policy, and/or Workplace Harassment & Discrimination Prevention Policy are encouraged to contact the Federal Compliance Officer or an Employee Relations Representative in the Labor and Employee Relations/Human Resources Department.

The Federal Compliance Officer meets periodically with appropriate management to discuss EEO responsibilities, review the EEO/AAP progress, and to develop personnel action alternatives, if required. The Federal Compliance Officer and her staff also have the responsibility of the EEO/AAP annual and semiannual updates. All OCTA executives, management, and supervisory personnel share the responsibility of implementing and monitoring OCTA's EEO Policy and Program within their respective areas and will be assigned specific tasks to ensure compliance is achieved. OCTA will evaluate its managers' and supervisors' performance on their successful implementation of OCTA's policies and procedures, in the same way OCTA assesses their performance regarding other agency's goals. All of these actions support the OCTA practice of equal opportunity in employment. The OCTA EEO Policy includes, without limitation, the following commitments:

I. To continue to provide equal employment opportunity to all qualified persons and to continue to recruit, hire, train, promote, and compensate qualified persons in all jobs without regard to race, color, religion, creed, ancestry, national origin, age, sex, pregnancy, gender, gender identity and/or expression, sexual orientation, marital status, medical condition, disability, genetic information, military and veteran status, or other legally protected status as established by federal or state law.

II. To periodically audit and evaluate all areas of its employment practices under the principles of equal employment opportunity, as well as identify and analyze possible problem areas. Examples of employment practices that are reviewed include the following:

A. Recruitment and Selection – The recruitment, testing and hiring of all personnel will be non-discriminatory with regard to race, color, religion, creed, ancestry, national origin, age, sex, pregnancy, gender, gender identity and/or expression, sexual orientation, marital status, medical condition, disability, genetic information, military and veteran status, or other protected status as established by federal or state law. Selections of hiring candidates are based on knowledge, skills, abilities, and qualifications for the job.

B. To provide reasonable accommodations to applicants and employees who need them because of a disability or to practice or observe their religion, absent undue hardship.

C. Promotions – Individuals will continue to be upgraded and promoted on the basis of their abilities, skills, knowledge, experience, and performance. OCTA will continue to ensure that qualified minority and women employees, as well as those who can qualify through training, are considered for promotion. In making promotion decisions, the supervisors directly involved will ensure that promotions are based on valid occupational qualifications.

D. Transfers – The OCTA transfer application procedures are administered by the Human Resources Department. The transfer application procedure assures that qualified transfer applicants will be considered with other candidates for vacant positions, thus increasing greater job opportunities for qualified employees.

E. Layoffs – Should reductions in the OCTA workforce become necessary, layoffs will be based on nondiscriminatory factors. OCTA will consider each individual scheduled to be affected by a layoff to assure compliance with this policy and each applicable collective bargaining agreement and will make every good faith effort to ensure that minorities and women are treated in a nondiscriminatory manner.

III. To continue to administer personnel programs in areas such as compensation, company-sponsored training, education tuition reimbursement, and social and recreational programs without regard to race, color, religion, creed, ancestry, national origin, age, sex, pregnancy, gender, gender identity and/or expression, sexual orientation, marital status, medical condition, disability, genetic information, military and veteran status, or other protected status as established by federal or state law.

IV. To promulgate and administer the OCTA employee benefit plans, including retirement, pension, disability, and insurance benefits, in conformity with applicable regulations of appropriate regulatory agencies and consistent with federal and state laws.

V. To review and update the EEO/AAP annually. EEO/AAP updates will be reviewed with appropriate management personnel, and a mid-year Interim Report will be provided to management to assist in measuring the status of the EEO/AAP target goals. OCTA periodically reviews personnel actions and publishes the results in the EEO/AAP.

VI. All employment actions include but are not limited to recruitment or recruitment advertising, hiring, selection for training, promotion, transfer, demotion, layoff, termination, rates of pay or other forms of compensation, and any treatment of employees will be administered without regard to race, color, religion, creed, ancestry, national origin, age, sex, pregnancy, gender, gender identity and/or expression, sexual orientation, marital status, medical condition, disability, genetic information, military and veteran status, or other protected status as established by federal or state law.

All applicants and employees have the right to file complaints alleging discrimination. Retaliation against an individual who files a charge or complaint of discrimination, participates in an employment discrimination proceeding (such as an investigation or lawsuit), or otherwise engages in protected activity is strictly prohibited and will not be tolerated.

As previously stated, OCTA prohibits workplace harassment, including sexual harassment, which is a form of gender discrimination. OCTA prohibits discrimination on the basis of gender and race (among other protected categories under the California Fair Employment and Housing Act and Title VII) and management has been made aware of this requirement. Among other forms of discrimination that undermine equal opportunity are religious and national origin discrimination. Religious and national origin discrimination are not tolerated at OCTA. Also included are OCTA's EEO/AAP and Workplace Harassment & Discrimination Prevention Policy with accompanying respective memos notifying all personnel of said OCTA policies.

The contact information for the Federal Compliance Officer (EEO Officer) is as follows:

Maggie McJilton, Executive Director, People and Community Engagement

Address: 550 South Main Street
PO Box 14184
Orange, CA 92863-1584
Telephone: (714) 560-5824
Email: mmcjilton@octa.net

I am personally committed to a workplace that acts upon its daily responsibility to treat all applicants and employees with dignity and respect, as well as equitably under the guidelines of our EEO Policy and Program.



2/26/2024

Darrell E. Johnson — Date
Chief Executive Officer
Orange County Transportation Authority

APPENDIX C – STATEMENT OF EQUAL EMPLOYMENT OPPORTUNITY (EEO)

Orange County Transportation Authority
Statement of Equal Employment Opportunity Policy

The Orange County Transportation Authority (OCTA) practices equal employment opportunity and non-discrimination in all personnel actions. As part of the commitment to equal employment opportunity and affirmative action, OCTA has developed and periodically updates this written nondiscrimination program and makes the Equal Employment Opportunity Program and Affirmative Action Plan (EEO/AAP) available for inspection. All new hires receive copies of the OCTA EEO and Workplace Harassment & Discrimination Prevention Policies, and the policies are posted at each work location.

As OCTA's Chief Executive Officer, I maintain overall responsibility and accountability for OCTA's compliance with its EEO/AAP. To ensure day-to-day management, including program preparation, monitoring, and complaint investigation, I have appointed Maggie McJilton, Executive Director of People and Community Engagement (PACE) as the EEO Officer under the title of Federal Compliance Officer. Ms. McJilton reports directly to me and acts with my authority with all levels of management, labor unions, and employees.

All employees are informed that the EEO Officer is Maggie McJilton, Executive Director of PACE, under the title of Federal Compliance Officer. Employees with concerns or questions about the OCTA EEO/AAP, EEO Policy, and/or Workplace Harassment & Discrimination Prevention Policy are encouraged to contact the Federal Compliance Officer or a Human Resources staff member in the Human Resources Department.

The Federal Compliance Officer meets periodically with appropriate management to discuss EEO responsibilities, review the EEO/AAP progress, and to develop personnel action alternatives, if required. The Federal Compliance Officer and her staff also have the responsibility of the EEO/AAP annual and semiannual updates. All OCTA executives, management, and supervisory personnel share the responsibility of implementing and monitoring OCTA's EEO Policy and Program within their respective areas and will be assigned specific tasks to ensure compliance is achieved. OCTA will evaluate its managers' and supervisors' performance on their successful implementation of OCTA's policies and procedures, in the same way OCTA assesses their performance regarding other agency's goals. All of these actions support the OCTA practice of equal opportunity in employment. The OCTA EEO Policy includes, without limitation, the following commitments:

I. To continue to provide equal employment opportunity to all qualified persons and to continue to recruit, hire, train, promote, and compensate qualified persons in all jobs without regard to race, color, religion, creed, ancestry, national origin, age, sex, pregnancy, gender, gender identity and/or expression, sexual orientation, marital status, medical condition, disability, genetic information, military and veteran status, or other legally protected status as established by federal or state law.

II. To periodically audit and evaluate all areas of its employment practices under the principles of equal employment opportunity, as well as identify and analyze possible problem areas. Examples of employment practices that are reviewed include the following:

A. Recruitment and Selection – The recruitment, testing and hiring of all personnel will be non-discriminatory with regard to race, color, religion, creed, ancestry, national origin, age, sex, pregnancy, gender, gender identity and/or expression, sexual orientation, marital status, medical condition, disability, genetic information, military and veteran status, or other protected status as established by federal or state law. Selections of hiring candidates are based on knowledge, skills, abilities, and qualifications for the job.

B. To provide reasonable accommodations to applicants and employees who need them because of a disability or to practice or observe their religion, absent undue hardship.

C. Promotions – Individuals will continue to be upgraded and promoted on the basis of their abilities, skills, knowledge, experience, and performance. OCTA will continue to ensure that qualified minority and women employees, as well as those who can qualify through training, are considered for promotion. In making promotion decisions, the supervisors directly involved will ensure that promotions are based on valid occupational qualifications.

D. Transfers – The OCTA transfer application procedures are administered by the Human Resources Department. The transfer application procedure assures that qualified transfer applicants will be considered with other candidates for vacant positions, thus increasing greater job opportunities for qualified employees.

E. Layoffs – Should reductions in the OCTA workforce become necessary, layoffs will be based on nondiscriminatory factors. OCTA will consider each individual scheduled to be affected by a layoff to assure compliance with this policy and each applicable collective bargaining agreement and will make every good faith effort to ensure that minorities and women are treated in a nondiscriminatory manner.

III. To continue to administer personnel programs in areas such as compensation, OCTA-sponsored training, education tuition reimbursement, and social and recreational programs without regard to race, color, religion, creed, ancestry, national origin, age, sex, pregnancy, gender, gender identity and/or expression, sexual orientation, marital status, medical condition, disability, genetic information, military and veteran status, or other protected status as established by federal or state law.

IV. To promulgate and administer the OCTA employee benefit plans, including retirement, pension, disability, and insurance benefits, in conformity with applicable regulations of appropriate regulatory agencies and consistent with federal and state laws.

V. To review and update the EEO/AAP annually. EEO/AAP updates will be reviewed with appropriate management personnel, and a mid-year Interim Report will be provided to management to assist in measuring the status of the EEO/AAP target goals. OCTA periodically reviews personnel actions and publishes the results in the EEO/AAP.

VI. All employment actions include but are not limited to recruitment or recruitment advertising, hiring, selection for training, promotion, transfer, demotion, layoff, termination, rates of pay or other forms of compensation, and any treatment of employees will be administered without regard to race, color, religion, creed, ancestry, national origin, age, sex, pregnancy, gender, gender identity and/or expression, sexual orientation, marital status, medical condition, disability, genetic information, military and veteran status, or other protected status as established by federal or state law.

All applicants and employees have the right to file complaints alleging discrimination. Retaliation against an individual who files a charge or complaint of discrimination, participates in an employment discrimination proceeding (such as an investigation or lawsuit), or otherwise engages in protected activity is strictly prohibited and will not be tolerated.

As previously stated, OCTA prohibits workplace harassment, including sexual harassment, which is a form of gender discrimination. OCTA prohibits discrimination on the basis of gender and race (among other protected categories under the California Fair Employment and Housing Act and Title VII) and management has been made aware of this requirement. Among other forms of discrimination that undermine equal opportunity are religious and national origin discrimination. Religious and national origin discrimination are not tolerated at OCTA. Also included are OCTA's EEO/AAP and Workplace Harassment & Discrimination Prevention Policy with accompanying respective memos notifying all personnel of said OCTA policies.

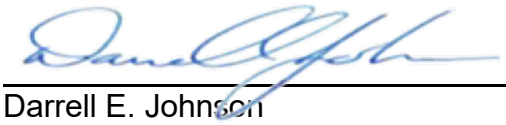
The contact information for the Federal Compliance Officer (EEO Officer) is as follows:

Maggie McJilton, Executive Director, People and Community Engagement

Address: 550 South Main Stret
PO Box 14184
Orange, CA 92863-1584
Telephone: (714) 560-5824

Email: mmcjilton@octa.net

I am personally committed to a workplace that acts upon its daily responsibility to treat all applicants and employees with dignity and respect, as well as equitably under the guidelines of our EEO Policy and Program.



Darrell E. Johnson
Chief Executive Officer
Orange County Transportation Authority

03/19/2026
Date

Executive Office

Chief Executive Officer

POLICY FOR COMPENSATION, BENEFITS, REIMBURSEMENT OF EXPENSES, AND MANDADATORY TRAINING FOR MEMBERS OF THE BOARD OF DIRECTORS

Policy#: EO-COB-320.04BODCOMP **Origination n ~~n~~** 01/30/2006 **Revised Date:** ~~07~~06/~~03~~08/~~2~~

I. PURPOSE

The purpose of this policy (also known as "Travel and Conference Expense Policy" in the Orange County Transportation Authority ({~~[~~OCTA~~)]~~} Administrative Code, Ordinance No. 1) is to (1) define and clarify OCTA business activities for which a member of the Board of Directors (Board) and former member of the Board serving on regional boards at the direction and request of the Board, is authorized to receive compensation and reimbursement of expenses in accordance with Public Utilities Code Section 130108.5 and Government Code Sections 53232, et seq., (2) establish procedures for compensating and reimbursing such expenses, and (3) define and clarify requirements for ethics training, ~~and~~ sexual harassment prevention training and education, and fiscal and financial training for members and former members of the Board in accordance with Government Code Sections 53234 through 5323~~87.5~~.

II. ORGANIZATIONAL UNITS AFFECTED

This policy is applicable to Board Members and former Board Members serving on regional boards at the direction and request of the Board.

III. POLICY

A Board Member and former Board Member is authorized to receive compensation in the amount of $100 per day, not to exceed $500 in any calendar month, for attending any of the following OCTA business activities:

A. A meeting of the Board.

B. A meeting of Board-established committees.

C. A meeting of any committee or organization that the Board Member or former Board Member is serving as a representative of OCTA.

D. A meeting of an OCTA advisory body.

E. A conference or organized educational activity, including ethics and sexual harassment prevention training, when the Board Member or former Board Member is participating as a member of the Board.

F. A meeting, including a meeting with an OCTA employee, hearing, or event in which the Board Member or former Board Member is participating as a member of the Board and for an OCTA business purpose.

IV. BENEFITS

A. Health Benefits Eligibility

For Public Board Members and for Board Members who do not receive health benefits from the public entity they are elected to serve: t~~T~~he Board Members will have the same premium cost and the same health benefits as full-time employees paid by OCTA, which may change to reflect the current programs offered.

For Board Members who receive health benefits and/or a cash waiver from the public entity they are elected to serve: t~~T~~he Board Members may choose to receive the same health benefits as full-time employees, provided the Board Member pays 100 percent of the OCTA premium, which may change to reflect the current programs offered.

B. Life Insurance and Supplemental Life Insurance

Life Insurance will be provided by OCTA in the amount of $50,000 coverage for each Board Member. (Benefit amount reduces at age 75. See Benefits Guide)

Voluntary Board Member-paid supplemental life insurance may be offered by OCTA for Board Members and/or their dependents. (Benefit amounts are reduced at ages 70, 75 and 80. See Benefits Guide.)

C. Sick Leave

Board Members are eligible for up to five days of paid sick leave in a calendar year.

Unused sick leave is not paid out at time of leaving office with OCTA. Board Members who wish to use paid sick leave must notify the Clerk of the Board in advance of not being able to attend a meeting. Sick leave will be paid in the amount of $100 per day of absence. For Board Members who have reached their maximum payment in a calendar month, no sick leave will be paid.

D. Payment of Benefits

Health benefit and supplemental life insurance premiums may be deducted on a monthly basis from any compensation earned, at the direction of the Board Member. In the event there are insufficient earnings to cover the premiums, the outstanding amounts are due and payable to OCTA as soon as possible, but no later than December 15 of each calendar year. Notification will be sent on a quarterly basis for outstanding premium amounts. Failure to pay outstanding premiums may result in loss of coverage.

~~The Board Member may elect to defer mileage reimbursements to December of each year in order to offset any outstanding health benefit and supplemental life insurance premiums. Human Resources, Benefits section should be contacted to make these arrangements.~~

V. AUTHORIZATION AND REIMBURSEMENT OF BUSINESS EXPENSES

A. General

OCTA shall allow actual and necessary expenses incurred by members and former members of the Board in the performance of their duties. Board Members and former Board Members shall be expected to exercise good judgment and show proper regard for economy when incurring expenses in connection with official OCTA business. The principle of "reasonable and necessary" should be used when deciding to expend taxpayer money. All expenditures and requests for reimbursement shall logically relate to the conduct of OCTA business and shall be "necessary" to accomplish the purposes of such business and shall be "reasonable" in amount. Allowable expenditures may be paid directly by OCTA, charged to an OCTA corporate credit card, or reimbursed to Board Members and former Board Members upon presentation of a completed expense report and receipts.

Out-of-state travel requests must be pre-approved by the OCTA Board.

B. Specific Occurrences

The following occurrences, also referred to as activities in this policy, are approved as qualifying for payment of actual and necessary expenses incurred by a Board Member or former Board Member: all activities in Section III above. Any occurrence which does not fall within the specified activities in Section III above must be approved by the Board in a public meeting before the expense is incurred in order for the Board Member or former Board Member to be reimbursed for any expenses related to the occurrence.

C. Transportation

The following transportation modes may be employed for the purpose of travelling on OCTA business:

1. Air Travel

a. In-State Travel – All Board Members and former Board Members shall utilize coach or economy accommodations when travelling within the state of California by commercial airline. Reservations, when possible, should be made at least 14 days in advance to take advantage of all available discounts. Increased costs related to late booking may be disallowed without a sound business reason. Travel can be made through an OCTA-approved travel agent or on a personal credit card. Credit card purchases will be reimbursed only for the actual round-trip fare and only after the trip. Board Members and former Board Members may, at their own expense, pay to upgrade their airline accommodations.

b. Out-of-State Travel – All Board Members and former Board Members shall use reasonable judgment in booking out-of-state commercial airline reservations. For flights over four hours (excluding connection time), premium economy class accommodations may be acceptable. Business class and first-class accommodations are prohibited. Board Members and former Board Members may, at their own expense, pay to upgrade their airline reservations from premium economy to business class or first class.

c. Airline Surcharges – OCTA will reimburse Board Members and former Board Members for airline surcharges such as: checked baggage fees, seat selection fees, priority boarding fees, preferred seats, and choice seats when the expense is reasonable and necessary to accommodate passenger physical needs or comfort.

2. Private Automobile – Board Members and former Board Members will be reimbursed actual mileage (not to exceed coach or economy class airfare where commercial air travel is a reasonable available alternative) for the use of their private cars in travel to and from designated places on OCTA business. The reimbursement rate will be at the rate established by the Internal Revenue Service (IRS). Board Members and former Board Members shall be reimbursed for total round-trip miles. However, Board Members and former Board Members who receive a vehicle allowance or stipend from ~~a~~another public entity are ineligible for mileage reimbursement from OCTA.

3. Garage, Parking, Bridge, and Highway Tolls – Expenses for necessary parking and storage of private vehicles are authorized. Expenses for necessary bridge and highway tolls are authorized. Receipts or other reasonable verification should be provided to obtain reimbursement.

4. Vehicle Rentals, Taxi, Ridesharing Services, and Transit Fare – Expenses for such transportation may be authorized where reasonable and necessary to conduct OCTA business. Receipts must be provided to obtain reimbursement. When vehicle rental is chosen over taxi or shuttle service, there should be a business reason or economic benefit to support the rental decision. If rental vehicle is subsequently denied, the related parking fees will also be denied, and the Board Member or former Board Member will be reimbursed the round-trip shuttle and taxi charges.

5. Train Travel – Expenses for train travel may be authorized where reasonable and necessary to conduct OCTA business. Board Members and former Board Members shall utilize coach accommodations when travelling by train. Board Members and former Board Members may travel in business class if the trip is longer than 60 minutes in length. Business Class is not reimbursable for trips between Orange County and Los Angeles.

D. Lodging

Expenses will be allowed for adequate lodging. Price is an issue in selecting adequate lodging. Prudence and good stewardship should be used when selecting a hotel. Comparison shopping is encouraged; booking through online travel websites, as opposed to directly with the lodging facility, might provide opportunities for reduced cost lodging. Itemized receipts for lodging must be provided to obtain reimbursement or to document OCTA payments. The cost of lodging (excluding taxes and fees) should never exceed the IRS lodging per diem rate for the particular location. If the lodging costs exceed the IRS lodging per diem rate for the location, the Board Member or former Board Member should have a business reason or economic benefit to justify the higher cost for lodging. A schedule of lodging per diem rates is available on the United States General Services Administration (GSA) website, www.gsa.gov.

E. Meals and Incidentals

Reasonable and customary expenses for meals are authorized for Board Members and former Board Members as required to conduct official OCTA duties. Meals and incidentals shall be reimbursed using the IRS Meals and Incidental Expense (M&IE) per diem rate applicable to the specific locality.

For in-state travel, on the first and last day of the trip (travel days), the reimbursement is 75 percent of the M&IE per diem rate. For out-of-state travel, on the first and last day of the trip (travel days), the reimbursement is 100 percent of the M&IE per diem rate when travel time is more than four hours; if less than four hours, the reimbursement is 75 percent. The per diem includes reimbursement of tips on meals and $5 for incidental expenses. The reimbursement amount shall be reduced by any direct charges that were made to the Board Member's or former Board Member's corporate credit card for meal and incidental expenses. Receipts are not needed to document M&IE~~meal and incidental expenses~~ to be reimbursed on an expense report. However, receipts are required to document corporate credit card charges for meals and incidental expenses. A schedule of M&IE per diem rates is available on the GSA website, www.gsa.gov.

Board Members and former Board Members who during the normal course of performing their duties must provide meals for representatives of other governmental agencies or other persons doing business with OCTA in order to effectively execute their responsibilities are authorized to be reimbursed for the full amount of the meal expenditure that was made for the hosted parties or individual. The Board Member's or former Board Member's portion, however, will be applied to the per diem reimbursement schedule. Board Members and former Board Members must use prudent judgment. Excessive amounts are subject to disallowance. Receipts are required. In such cases, the meal must be documented with a description of the purpose of the meal(s), including an explanation of its necessity

to OCTA, and a list of all persons, including other Board Members or former Board Members, who were in attendance specifying their organization and/or title.

F. Transportation Security Administration (TSA) Pre-Check Program

TSA pPre-cCheck enrollment program fees are a reimbursable expense for OCTA Board Members and former Board Members who take or anticipate taking four or more OCTA business trips per year.

G. Tips and Gratuities

Reasonable expenses for tips are allowable for hotel and transportation purposes.

H. Registration Fees

Convention or meeting registration fees qualify for reimbursement. OCTA will directly pre-pay conference registration and other event fees prior to the date of the event. In cases where early registration is not possible, a receipt or registration form illustrating the fee amount must be provided with the reimbursement request.

I. Telephone and Computer

Telephone and computer expenses may be incurred only for the conduct of OCTA business. Board Members and former Board Members are encouraged to use cellular phones when available.

J. Miscellaneous

Expenses for duplication and publications of value to OCTA are authorized for reimbursement. Expenses not specified in this policy, but which are reasonable and necessary for the performance of a Board Member's and former Board Member's duties are authorized for reimbursement.

K. Reimbursement/Reporting of Travel Expenses

In accordance with Government Code Section 53232.3, Board Members and former Board Members shall submit eExpense rReports within 90 days after incurring the expense, and the reports shall be accompanied by the receipts documenting each expense. Such documentation includes, but is not limited to:

1. Credit card slips or meal receipt
2. Hotel receipt
3. Conference brochure
4. Meeting agenda
5. Trip or meeting purpose
6. Other attendees at a meal or meeting

~~The~~ Board Members and former Board Members shall submit reimbursement for any and all personal expenses that were charged to the OCTA corporate credit card or directly paid by OCTA to the vendor. The reimbursement for personal expenses shall accompany the expense reports. Expense reports and/or reimbursements not received within 90 days after incurring the expense shall be reported to the Chairman of the Finance and Administration Committee. The reason for the expenses should be clearly documented i~~o~~n the expense report or in the attached documents.

A Board Member or former Board Member shall not be required to submit an expense report for any expense paid directly by another Board Member, former Board Member, or OCTA employee. A Board Member, former Board Member, or OCTA employee who pays an OCTA expense on behalf of a Board Member or former Board Member, either by use of an OCTA-issued credit card or by any other means for which reimbursement is sought, shall submit an expense report indicating the name of the recipient Board Member or former Board Member and the nature, the amount, and the business purpose of the expenditure. A copy of said expense report shall be provided to the recipient Board Member or former Board Member within 30 days following the date such expense is incurred.

In accordance with Government Code Section 53232.3 (e), all documentation relating to reimbursable OCTA expenditures shall be subject to disclosure under the California Public Records Act, Government Code Section 79206~~6250~~, et seq.

L. Public Report of Meetings

In accordance with Government Code Section 53232.3(d), a Board Member or former Board Member requesting reimbursement shall provide a brief report on meetings attended at the expense of OCTA at the next regular meeting of the Board. Such reports may be made orally or may be submitted in writing.

VI. ETHICS TRAINING

A. General

~~Every two years or wit~~Within ~~one year~~six months of being appointed, ~~each member of the Board, and~~and every two years thereafter, each member and former ~~former~~ member of the Board~~, appointed to an external board~~, who receives any type of compensation and expense reimbursement from OCTA, shall receive at least two hours of training in general ethics principles and ethics laws as mandated.

If out of compliance, compensation will be withheld until training is complete and the member is back in compliance. (Government Code Section 53234 et seq.)

B. Ethics Training Courses

Courses in ethics training may be provided by a local public agency, an association of local agencies, OCTA's General Counsel, or by private vendors. The courses or sets of self-study materials may be taken at home, in person, or online. All providers of training courses shall provide participants with proof of participation. OCTA shall provide information on training available to members and former members of the Board at least once annually.

C. Concurrent Public Offices

A Board Member or former Board Members who serves more than one local agency shall satisfy the ethics training requirements without regard to the number of local public agencies with which the Board Member or former Board Member serves.

D. Records

The Clerk of the Board's oOffice ~~Government Relations Representative~~ shall maintain records indicating both of the following: (1) the dates that each compensated Board Member and former Board Member satisfied the ethics training requirement, and (2) the entity that provided the training. The records shall be maintained for at least five years after the Board Members and former Board Members received the training, and the records are public records subject to disclosure under the California Public Records Act, commencing with Government Code Section 7920~~.0006250~~. OCTA shall post on its website information about how the public may request ethics training records.

VII. SEXUAL HARASSMENT PREVENTION TRAINING AND EDUCATION

A. General

~~EWithin six months of being appointed, and every two years thereafter, e~~Each member of the Board, and any~~every~~ former member of the Board appointed to an external Board, ~~, who receives any type of compensation and expense reimbursement from OCTA,~~ shall receive at least two hours of sexual harassment prevention training and education within the first six months of taking office and every two years thereafter.~~: within the first six months of taking office and every two years thereafter.~~

The training and education shall include information and practical guidance regarding the federal and state statutory provisions concerning the prohibition against, and the prevention and correction of, sexual harassment and the remedies available to victims of sexual harassment in employment. The training and education shall also include practical examples aimed at instructing local agency officials in the prevention of sexual harassment, discrimination, and retaliation,~~;~~ and shall be presented by trainers or educators with knowledge and expertise in the prevention of sexual

harassment, discrimination, and retaliation.

If out of compliance, compensation will be withheld for compensated members until training is complete and the member is back in compliance. (Government Code Section 53237 et seq.).

B. Sexual Harassment Prevention Training and Education Course

Courses in sexual harassment prevention and education may be provided by a local public agency, an association of local agencies, OCTA's General Counsel, or by private vendors. The courses or sets of self-study materials may be taken at home, in person, or online. All providers of training courses shall provide participants with proof of participation.

OCTA shall provide information on available training to the members and former members of the Board at least once, in writing, prior to assuming office and every two years thereafter.

C. Concurrent Public Office

A Board Member or former Board Members who serves more than one local agency shall satisfy the sexual harassment prevention training and education requirements without regard to the number of local agencies with which the Board Member or former Board Member serves.

D. Records

The Clerk of the Board's office ~~Government Relations Representative~~ shall maintain records indicating both of the following: (1) the dates that each Board Member and former Board Member satisfied the sexual harassment prevention training and education requirement, and (2) the entity that provided the training. The records shall be maintained for at least five years after the Board Members and former Board Members received the training and the records are public records subject to disclosure under the California Public Records Act, commencing with Government Code Section 7920.

VIII. FISCAL AND FINANCIAL TRAINING

A. General

Each member of the Board, and every former member of the Board who is appointed to an external board, shall receive at least two hours of fiscal and financial training within the first six months of taking office and every two years thereafter~~. Fiscal and financial training courses and materials shall be developed in consultation with widely recognized experts in local government finance, including local government associations~~. For Board Members who have served on OCTA's Board prior to January 1, 2026, training is not required to be completed until January 1, 2028, unless their term of office ends prior to January 9, 2028, in which event training is not required.

B. Fiscal and Financial Management Training

Courses in fiscal and financial management may be provided by a local public agency, an association of local agencies, or by private vendors. The courses or sets of self-study materials may be taken at home, in person, or online. All providers of training courses shall provide participants with proof of participation.

OCTA shall provide information on available training to the members and former members of the Board at least once, in writing, annually.

C. Concurrent Public Office

A Board Member or f~~F~~ormer Board Member who serves more than one local agency shall satisfy the fiscal and financial training requirements without regard to the number of local public agencies with which the Board Member or f~~F~~ormer Board Member serves.

D. Records

The ~~G~~government ~~R~~relations ~~R~~representative shall maintain records indicating both of the following: (1) the dates that each Board Member and former Board Member satisfied the fiscal and financial training requirement, and (2) the entity that provided the training. The records shall be maintained for at least five years after the Board

Members and former Board Members received the training and the records are public records subject to disclosure under the California Public Records Act, commencing with Government Code Section 7920. OCTA shall post on its website information about how the public may request fiscal and financial training records.

~~VIII.~~IX. EXCEPTIONS

OCTA reserves the right to change this policy at any time without prior notice. OCTA has the authority to make exceptions to this policy as required by business needs. Any exceptions must be authorized by the Chief Executive Officer. In the event that any changes are made, the revised policy will be posted on OCTA Today.

~~IX.~~X. PROVISIONS AND CONDITIONS

Not applicable.

XI. RELATED DOCUMENTS

A. Public Utilities Code Section 130108.5

B. Government Code Sections 53232 through 5323~~8.47.5~~

C. IRS Regulations for ~~Meals and Incidental Expense (~~M&IE~~)~~

D. California Public Records Act, Government Code Section 7920~~.0006250~~, et seq.

E. ~~U.S. Transportation Security Administration~~ TSA ~~(TSA)~~ Pre-Check Application Program website: www.tsa.gov/

F. Assembly Bill No. 1234, Section 1, Article 2.4 – Ethics Training, 53234

G. Assembly Bill No. 1661, Section 1, Article 2.4.5 ~~, Assembly Bill No. 1661, Section 1, Article 2.3.5 -Government Code Section 53237 et seq. –~~ Sexual Harassment Training, 53237

~~**G.**~~ Senate Bill 827, Section IV, Article 2.4.6 – Fiscal and Financial Training, 53238

H.

END OF POLICY

ATTACHMENT E

ORANGE COUNTY TRANSPORTATION AUTHORITY LICENSING AND MAINTENANCE AGREEMENTS SOLE SOURE LIST - FISCAL YEAR 2026-27

Multi-Year Contracts

Vendor Name	Software/Hardware Product Description	Sole Source Amount	FY 26/27 Budgeted	Owner
3E Company	They are a database that manages our safety data sheets for the company. It is a regulatory requirement to have all of our safety data sheets accessible to every employee, 3E is an online database that all OCTA employees have access to currently	$ 42,539.78	$ 13,560.55	Olivia Salters
ACT! Software	Marketing software used for vanpool outreach and contacts	$ 11,112.00	$ 2,646.00	Eden Wang
Allison Transmission	Universal Allison Doc Diagnostic Software Annual Subscription	$ 72,000.00	$ 16,500.00	Phillip Zirges
ALXTEL Inc	Groupe ShareGate Desktop for Nintex - SharePoint Migration Tool	$ 52,000.00	$ 12,000.00	Katrena Schulze
Anderson Howard	Audio Visual Maintenance and Support	$ 103,500.00	$ 34,500.00	Morgan Levar
Andrews Technology HMS, Inc. / UKG	UKG Workforce Ready; Hardware, software Annual Hosting, Education, Training, test database, Maintenance and Support, Interfaces, Custom Reporting code support. Add features, Configuration, Refresh or update	$ 87,921.00	$ 83,735.00	Mike Henry
Andtech	Provides 24/7 monitoring of the security wireless system for all duress buttons located at 550/600 S. Main St., Orange. 2025- ammount increased to cover increases in goods and services	$ 40,000.00	$ 7,000.00	Matt Ankley
Audimation's CaseWare	Audimation's CaseWare IDEA Software with Annual License	$ 7,984.00	$ 1,901.00	Eden Wang
AvePoint	Cloud Backup for Microsoft 365	$ 538,055.00	$ 155,958.00	Long Leu
Caliper	TransCAD TransModeler	$ 70,018.00	$ 20,295.00	Long Leu
Conduent Transport Solutions, Inc.	Annual Maintenance and Support for Intelligent Transportation System	$ 2,257,659.00	$ 654,394.00	Josh Duke
Cummins Inc.	Cummins Insite Diagnostic Software Annual Subscriptions	$ 60,000.00	$ 14,000.00	Phillip Zirges
Empowered Systems	AutoAudit Software Annual Maintenance	$ 11,668.00	$ 2,778.00	Eden Wang
Equifax aka Talx	Automated Employment Verification for HR Department	$ 10,920.00	$ 2,600.00	Eden Wang
ESRI	Annual Maintenance and Support for ESRI ArcGIS Software	$ 168,671.00	$ 48,890.00	Long Leu
Everbridge	Transit NOTO	$ 80,000.00	$ 60,000.00	Matt Ankley
Exacom	Recording Software and Support	$ 51,750.00	$ 15,000.00	Long Leu
Granicus, aka GovQA	Hosting and Maintenance for Public Records Request (FOIA) and Subpoena Apps. OCTA and LOSSAN Hosting Services for Granicus Board and Committee Agendas and Meeting Webcasts, DisclosureDocs (eforms) Subscription ,Legistar, Send Agenda (Legistar),Performance Accelerator Suite,Open Platform Suite,Government Transparency Suite, Meeting Efficiency Suite, Upgrade to SDI 720p Streaming, Subpoena Duces Tecum Module, govDelivery for Integrations, Granicus Encoding Appliance Software (GT),SMS and Email. Test database and add features, Configuration, Refresh or update. Will be entering into a 2 year agreement in FY	$ 391,299.00	$ 215,250.00	Mike Henry
Hewlett Packard Enterprises	Annual Hardware and Software Maintenance	$ 103,500.00	$ 30,000.00	Long Leu
iconnectiv/telecordia	Lease of the OCTAGO or 628246 phone number for text messaging services	$ 58,212.00	$ 13,230.00	Eden Wang
Levi, Ray, & Shoup, Inc	MFPsecure Software and Support	$ 120,750.00	$ 35,000.00	Morgan Levar
LinkedIn	Recruiting Software 3 year agreement: FY 26/27- FY 28/29	$ 92,610.00	$ 30,870.00	Eden Wang
LinkTek Corporation	LinkFixer Maintenance and Support	$ 34,500.00	$ 10,000.00	Morgan Levar
March Networks Inc.	Onboard Video Surveillance System (OBVSS) On-Premises and/or Cloud Hosted - Evidence Vault (EV) On-Premises and/or Cloud Hosted and Administration and Maintenance of OBVSS and EV	$ 4,591,950.00	$ 1,331,000.00	Josh Duke
McLean (Info-Tech Research Group Inc.)	Employee Engagement, Pulse, and Exit Surveys 3 year agreement: FY 26/27: $38,158 FY 27/28: $36,984 FY 28/29: $38,833	$ 113,975.00	$ 38,158.00	Eden Wang
Meddeco	Annual licensing for Meddeco electronic locking administrative	$ 16,000.00	$ 4,000.00	Isaac Herrera
MHC Software, Inc.; Safeguard (Payroll printing & reporting)	Check Printing Software, W2 and1099 Printing, ACA Reporting, ElectronicW2/Paystubs, Document Express 1099-NEC and MHC DSS mhcKBA Northstar This is a 2 year contract for FY 25/26 and FY 26/27.	$ 22,000.00	$ 20,000.00	Mike Henry
MLM Project Services	Hosting Services for Primavera	$ 72,600.00	$ 16,500.00	Neepa Shah
MuniServices, LLC	Clearview Services, Provides Online Reporting for the Authority's Sales Tax Economic Forecast (5 yr agreement: FY 24/25- FY 28/29)	$ 52,500.00	$ 10,500.00	May Hout
Norex	Information Technology Knowledge Consortium	$ 29,172.00	$ 6,946.00	Mike Henry

FY - Fiscal Year

ORANGE COUNTY TRANSPORTATION AUTHORITY LICENSING AND MAINTENANCE AGREEMENTS
SOLE SOURE LIST - FISCAL YEAR 2026-27

Multi-Year Contracts

Vendor Name	Software/Hardware Product Description	Sole Source Amount	FY 26/27 Budgeted	Owner
NV5 Geospatial, Inc.	GIS Basemap	$ 80,000.00	$ 20,000.00	Steve Hossack
Omnivex	Digital Signage Maintenance and Support	$ 51,750.00	$ 15,000.00	Morgan Levar
OpenGOV	Annual software maintenance and support and professional services support for OpenGov Core Procurement, Contract Document Assembly & eSignatures, Contract Management Add features, Configuration, Refresh or update. This is a 3 year term. Year 1 12/01/2026 - 11/30/27 $177,663.45 Year 2 12/01/2027 - 11/30/28 $186,546.63 Year 3 12/01/2028 - 11/30/29 $195,873.96	$ 560,084.00	$ 177,663.00	Mike Henry
Oracle America, Inc.	Software Update Licenses and Support Services	$ 1,611,750.00	$ 467,174.00	Long Leu
Origami Risk, LLC	Origami Risk Software hosting, maintenance, support, licensing, and additional contracted support hours. Add features,Configuration, Refresh or update. This is a 3 year agreement for Origami Hosting and Support. It will be budgeted for each Fiscal year. Term 7/1/2026 - 6/30/29 Year 1 $318,239 + $9,900 for Implementation fee Year 2 $318,239 Year 3 $318,239	$ 964,617.00	$ 328,139.00	Mike Henry
Productive Solutions; VF Management	Annual support and maintenance renewal for Productive Solution's Automated Fare Management AFM)/Ultrabadge system and printer procurement, support and maintenance. Add features,Configuration, Refresh or update.	$ 74,088.00	$ 17,640.00	Mike Henry
PTV America, Inc. (PTV)	PTV Software	$ 18,792.00	$ 6,563.00	Long Leu
Sprinklr	Social media management system for advertising. Tracking & reporting marketing programs. 2 year agreement: FY26/27: $60,625 FY 27/28: $60,625	$ 121,250.00	$ 60,625.00	Eden Wang
Swiftly	Connect with Passengers: Service Adjustments, Rider Alerts, Real-time Passenger Predictions, additional SMS & Voice Data Charges, and Live Operations Connect with Staff: GPS Playback, On-Time Performance, Operator Reports, Run-times, Speed Map Swiftly Implementation Services. HopThru for planning. NTD Services and Implementation Services for Cleanse Ridership Package. Used by I.S. for GTFS feed and Transit operations. This is a 2-year contract, Year 2 $1,159,794.47 Year 3 $1,212,586.69. Add 8 OC Streetcar Vehicles for Year 2 and Year 3. Add features, Configuration, Refresh or update.	$ 2,372,381.00	$ 1,159,794.00	Mike Henry
TAB Products CO LLC / SmeadSoft	TAB FusionRMS / SmeadSoft (Image Trax Express, Proforma, Smeadlink)	$ 34,000.00	$ 8,000.00	Katrena Schulze
TAPTCO	Coach Operator Training	$ 13,784.00	$ 3,282.00	Eden Wang
Umbracco	Umbracco maintenance and technical services for online marketing content management system website. 3 year agreement: FY 26/27: $13,400 FY 27/28: $13,400 FY 28/29: $13,400	$ 40,200.00	$ 13,400.00	Eden Wang
VitalSmarts LC dba Crucial Learning	Learning provider that provides us the ability to purchase proprietary learner materials for specific soft skills courses - including, Crucial Conversations.	$ 45,000.00	$ 10,000.00	Daniel Montanez
Zones LLC	Bamboo Solutions - Simple List Search	$ 6,100.00	$ 1,200.00	Katrena Schulze
	Subtotal	**$ 15,358,662**	**$ 5,195,692**	

ORANGE COUNTY TRANSPORTATION AUTHORITY LICENSING AND MAINTENANCE AGREEMENTS
SOLE SOURE LIST - FISCAL YEAR 2026-27

The Standard Contracts over $100K

Vendor Name	Software/Hardware Product Description	Sole Source Amount	FY 26/27 Budgeted	Owner
Carahsoft	Salesforce Customer Relations Case Management Software	$ 257,518.00	$ 234,107.00	Eden Wang
CentralSquare Technologies, LLC	OneSolution/Finance Enterprise/IFAS:Core SQL-SQL-IFAS Maintenance; Contract Management module MKS SQL Annual Maintenance Fee TEST: IFAS - MKS Connectivity Suite Maintenance; MicroFocus Server Express Runtime Annual Maintenance Fee OS and TEST: QS - MicroFocus Runtime COBOL NetExpress x.x; Annual maintenance and support for finance suite application; Emergency support on an as-needed basis with no guaranteed usage. Add features, Configuration, Refresh or update	$ 231,525.00	$ 220,500.00	Mike Henry
Computer Aid Inc (CAI)	UiPath Licenses, UiPath Robotic Process Automation (RPA)	$ 175,000.00	$ 160,000.00	Katrena Schulze
Concourse Tech Inc	ChatGPT Enterprise Licenses	$ 262,500.00	$ 250,000.00	Brad Dagger
County of Orange	Countywide Coordinated Communication Systems	$ 150,000.00	$ 150,000.00	Timothy W. Beseau
EcoInteractive	OCfundTracker is a Software as a Service database that manages both the Federal Transportation Improvement Program (FTIP) and the Comprehensive Transportation Funding Program (Measure M2)	$ 220,000.00	$ 220,000.00	Ben Ku
Giro	Annual hosting, maintence, and support for Hastus applications and modules: Map / Vehicle/ Crew/ Crew Opt/ Roster/ Minbus/ ATP/ Interface Program/ Geo Hastus Map/ Hastinfo/ Hastinfo - Web/DailyVehicle/DailyCrew/Bid/BidWeb/ SelfService/EPM/ Hastus-Keolis,Hastus-OC Streetcar. Add features, Configuration, Refresh or update	$ 452,168.00	$ 430,637.00	Mike Henry
Informatica	Informatica Intelligent Data Management Cloud	$ 350,000.00	$ 273,000.00	Brad Dagger
Konica Minolta	Nintex, Tunsten, Square 9 & Gimmal Physical Software	$ 184,000.00	$ 170,000.00	Katrena Schulze
LA SAFE	511 System Web, IVR, and Mobile Application Items	$ 800,000.00	$ 800,000.00	Patrick Sampson
Qlik	Annual Maintenance and Support for Qlik Sense and Qlik Cloud	$ 200,000.00	$ 153,075.00	Brad Dagger
Salesforce (Exact Target)	Proprietary platform for email and text messaging services	$ 257,250.00	$ 245,000.00	Eden Wang
Switch	Data Center Colocation Services	$ 440,000.00	$ 400,000.00	Long Leu
Trapeze Software Group	Trapeze EZ Wallet, TripSpark(RidePro, RidePro App Vanpool), Drivermate, Trapeze Pass, IVR Confirm/Cancel, Real-time Call back & Trip booking, Gateway, Viewpoint, Map Maker, Eligibility Suite (Pass-Cert), Service Infractions(Pass-SUS), MDT-MON/MDC Software & Hardware with Map Maker and, PASS-MON-SPV, Trapeze ODB & DCC Units, SUS -Trip Broker Trip Licensing; PASS-MON Vehicle (MDT); PASS Trapeze User Licenses for Work Stations; Maps & Service Area Polygons; Trapeze Web - Online Booking; Trapeze Viewpoint Dashboard, SMS Email Notifications, and SMS Aggregator solution. Add features, Configuration, Refresh or update	$ 342,300.00	$ 326,000.00	Mike Henry
Xerox	Maintenance software for Xerox	$ 250,000.00	$ 186,111.00	Luis Perez
	Subtotal	**$ 4,572,261.00**	**$ 4,218,430.00**	

ORANGE COUNTY TRANSPORTATION AUTHORITY LICENSING AND MAINTENANCE AGREEMENTS
SOLE SOURE LIST - FISCAL YEAR 2026-27

Contracts with Emergency Support

(The vendors listed below have been detailed to reflect the cost of the emergency support that is required for these vendors. This support is not covered in the basic contract. It will be used for emergency support during after hours, weekends & holidays.)

Vendor Name	Software/Hardware Product Description	Sole Source Amount	FY 26/27 Budgeted	Owner
Computer Aid Inc (CAI)	Computer Aid Inc (CAI)- UiPath Emergency Support	$ 125,000.00	$ 125,000.00	Katrena Schulze
Hewlett Packard Enterprises	Emergency Support	$ 69,000.00	$ 20,000.00	Long Leu
Konica Minolta	Konica Minolta SharePoint Emergency Support	$ 100,000.00	$ 100,000.00	Katrena Schulze
Virtual Consulting	Emergency Support for Tableau, Qlikview/Qliksense/BO for Data Warehouse	$ 92,610.00	$ 88,200.00	Brad Dagger
Xenatech Software Integration Service LLC	Xenatech Software Integration Services LLC. Emergency Support and Development	$ 50,000.00	$ 50,000.00	Patrick Sampson
	Subtotal	**$ 436,610.00**	**$ 383,200.00**	

Public Hearing on Orange County Transportation Authority's Fiscal Year 2026-27 Budget and Personnel and Salary Resolution

Budget Themes

Strengthening OCTA's long-term financial sustainability

- Budget is balanced with no unplanned use of reserves
- Growing sales tax revenues to support core programs
- Delivering Measure M2 (M2) as promised
- Maintaining safe, reliable OC Bus service for riders
- Aligning Metrolink service with demand to ensure long-term viability
- Continuing to meet express lanes commitments
- Prioritizing coastal rail resiliency and reliability

Pathway to Financial Sustainability

Cost Control & Operational Discipline

- Reduced bus service levels during pandemic; restored service as ridership returned
- Shifted to employee-paid OCERS contributions
- Paused administrative merit increases during early pandemic period

Revenue Protection & Investment Strategy

- Established a dedicated long-term operating fund for OC Bus
- Leveraged 91 Express Lanes to advance key capital projects
- Secured TIFIA financing for I-405, preserving M2 for other priorities

Financial Strength & Long-Term Positioning

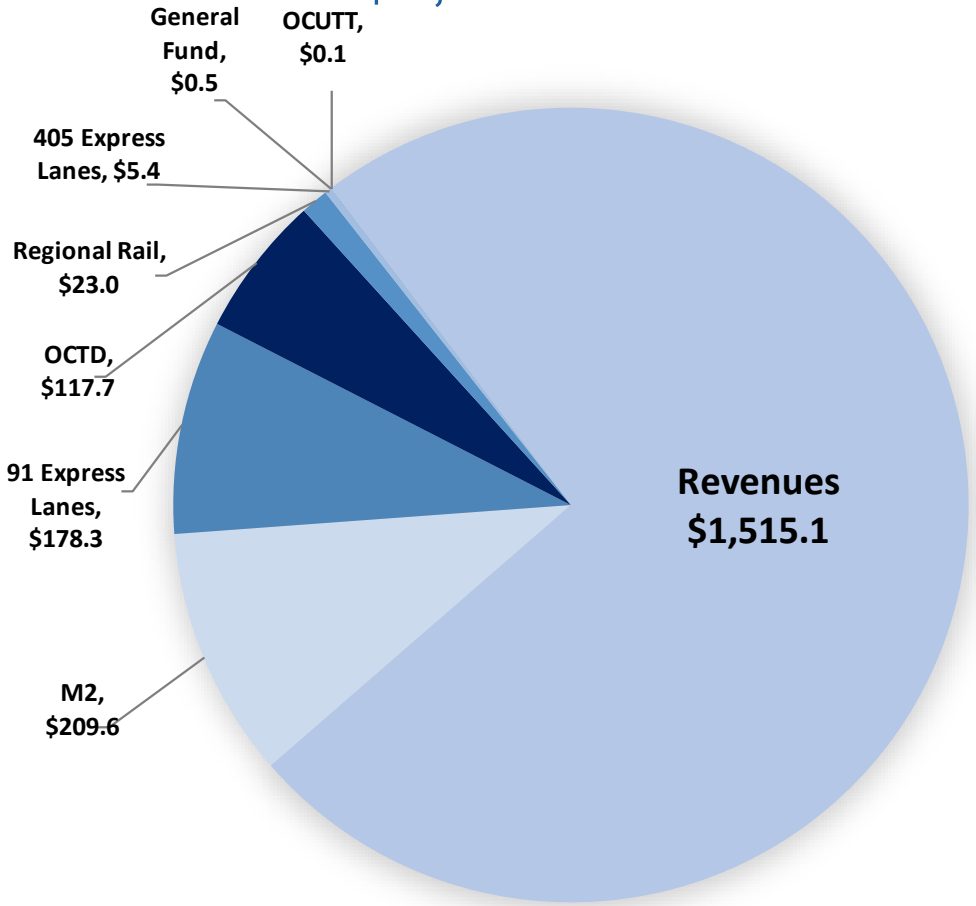
- Restructured outstanding debt to lower ongoing debt service costs
- Acquired headquarters to reduce long-term operating costs
- Utilized Comprehensive Business Plan to ensure 20-year fiscal sustainability

OCERS – Orange County Employees Retirement System
TIFIA – Transportation Infrastructure Finance and Innovation Act
I-405 – Interstate 405

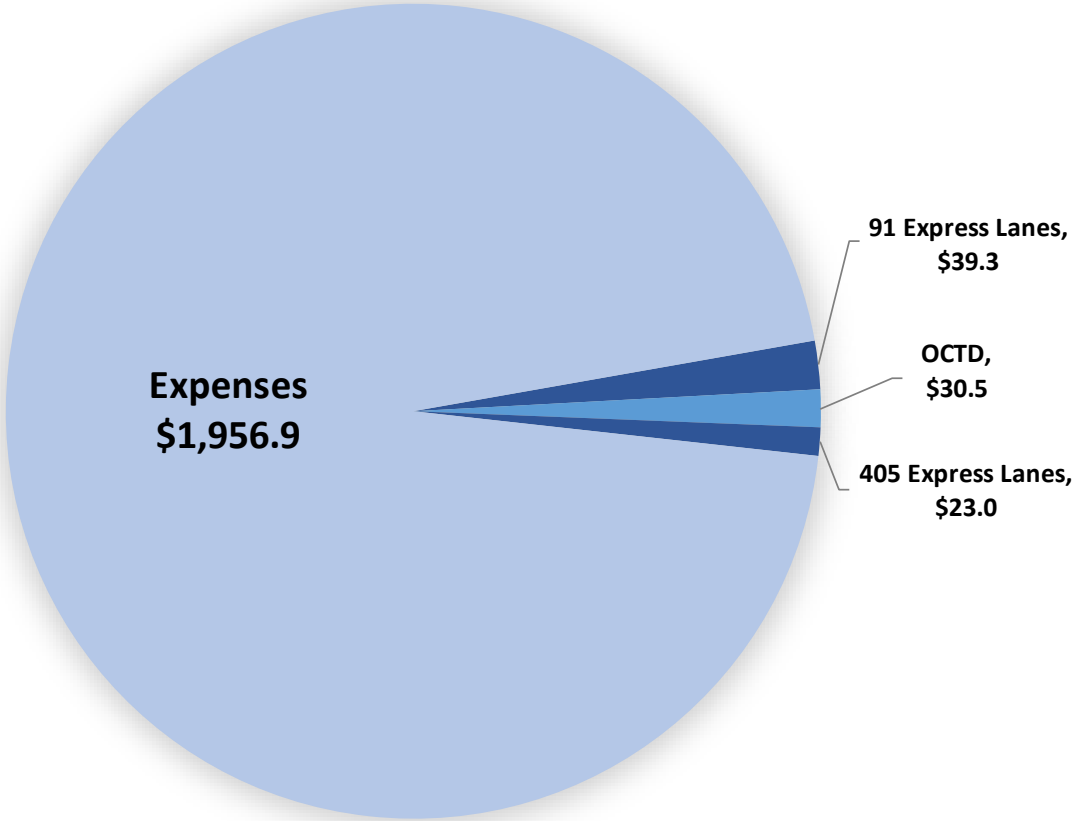
Budget Overview

Use of Prior Year Designations $534.6 million

Source of Funds $2,049.7 million



Use of Funds $2,049.7 million



Designations $92.8 million

OCTD – Orange County Transit District
OCUTT - Orange County Unified Transportation Trust

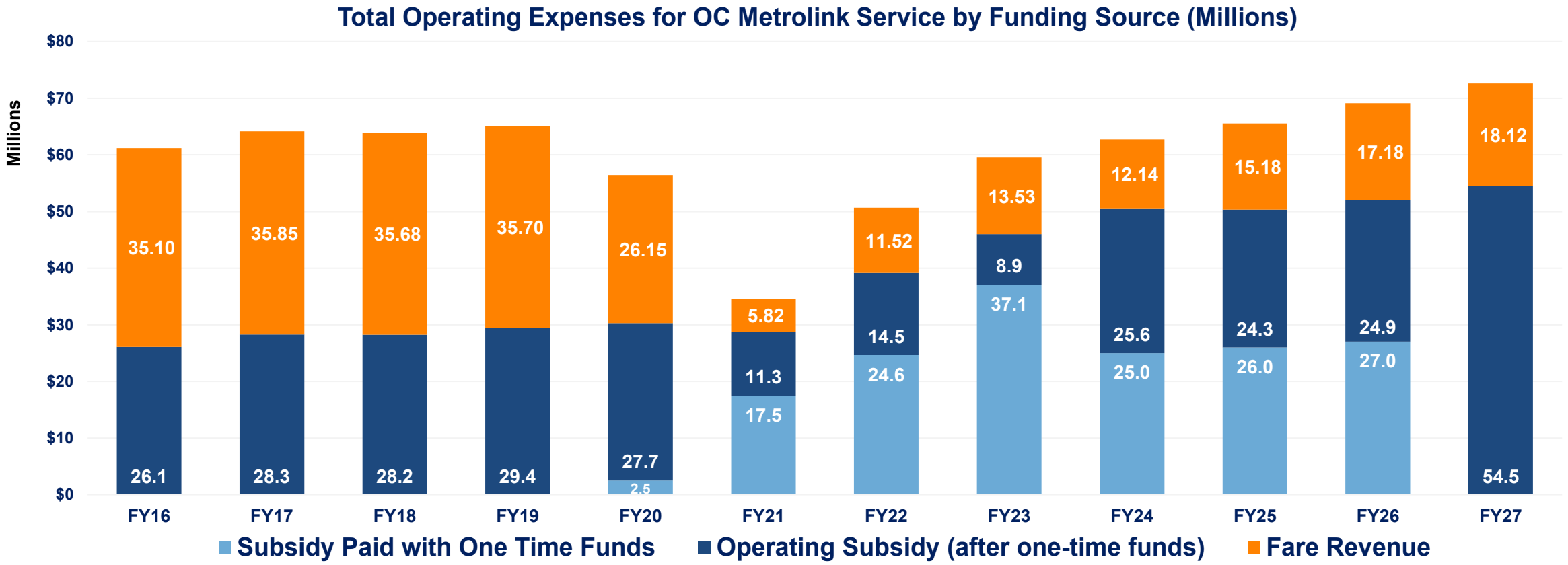
Budget Sources & Uses

In Millions	FY 2025-26 Approved Budget	FY 2026-27 Proposed Budget	Change $
Sources			
Revenues	$ 1,285.7	$ 1,515.1	$ 229.4
Use of Prior Year Designations	453.5	534.6	81.1
Total Revenue / Use of Designations	**$ 1,739.2**	**$ 2,049.7**	**$ 310.5**
Uses			
Salaries and Benefits	$ 221.2	$ 235.7	$ 14.5
LOSSAN Funded Salaries and Benefits	4.7	4.8	0.1
Services and Supplies	475.8	507.8	32.0
Contributions to Other Agencies	227.9	269.0	41.1
Interest/Debt Service	65.9	69.7	3.8
Capital	650.2	869.9	219.7
Designations	93.5	92.8	(0.7)
Total Expenditures / Designations	**$ 1,739.2**	**$ 2,049.7**	**$ 310.5**

LOSSAN - Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency

OCTA Operating Expenses

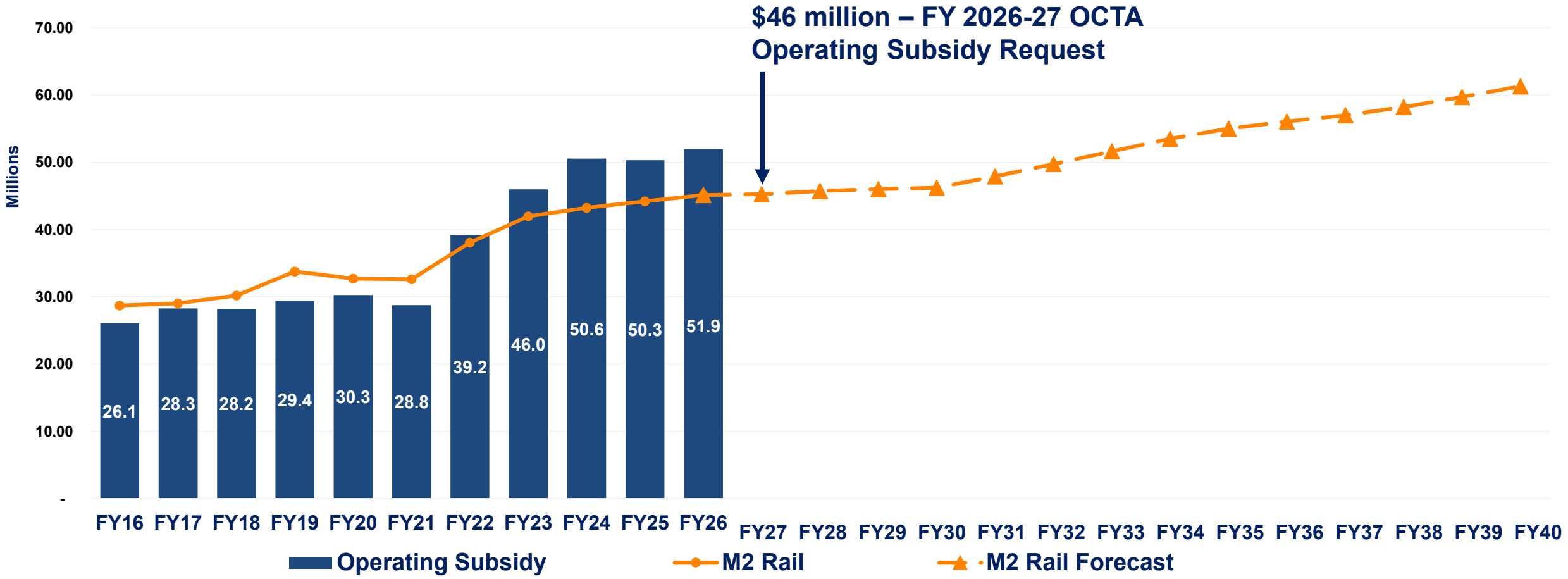
Increasing operating expenses and declining ridership has increased member agency subsidies. OCTA utilized one time COVID-19 relief funds to sustain elevated subsidy support.



Note – FY25, FY26, and FY27 values are from the Metrolink budget. All others are actuals.

FY – Fiscal Year
COVID-19 – Coronavirus

Looking Forward – OCTA Subsidy and M2 Funding



Note – FY 25 and FY 26 values are from the Metrolink budget. All others are actuals.

Staffing Levels

OCTA Staffing	FY 2025-26 Full-time Equivalent	FY 2026-27 Full-time Equivalent	FY 2026-27 New Hires	FY 2026-27 Reductions	Difference
Administrative	**536.5**	**549.0**	**13.0**	**(0.5)**	**12.5**
Union	**825.0**	**840.0**	**15.0**	**-**	**15.0**
Coach Operators	626.0	641.0	15.0	-	15.0
Maintenance	158.0	158.0	-	-	-
Facility Technicians and Parts Clerks	41.0	41.0	-	-	-
OCTA Positions	**1,361.5**	**1,389.0**	**28.0**	**(0.5)**	**27.5**
LOSSAN Funded OCTA Positions	**18.0**	**18.0**	**-**	**-**	**-**
Total Authority Positions	**1,379.5**	**1,407.0**	**28.0**	**(0.5)**	**27.5**

Employee Compensation Assumptions

- Employees Subject to Collective Bargaining Agreement
  - Coach Operators (641 employees)
    - Collective bargaining agreement effective through April 30, 2027
  - Maintenance (158 employees)
    - Collective bargaining agreement effective through June 30, 2029
  - Facilities technicians and parts clerks (41 employees)
    - Collective bargaining agreement effective through March 31, 2027
- Administrative Employees (549 + 18 LOSSAN employees)
  - Employees are not represented by a union
  - Compensation governed by the Personnel and Salary Resolution, which is approved annually as part of the budget
  - Salary grade ranges are developed based upon scope, level of work performed, and external market data

Personnel and Salary Resolution

- Pertaining to Administrative Employees
  - Employees are at-will and not represented by a union
  - Administrative employees do not receive cost-of-living adjustments, step increases, or automatic increases of any type
- Merit Pool of 4 Percent
  - Salary increases are based on a pay-for-performance program
  - Every employee has a performance plan and receives an annual performance review
  - Base-building adjustment to annual salary
- Bonus Pool of 4 Percent
  - Non-base building – does not increase annual salary
  - Bonuses are given throughout the year for specific, exceptional performance in a defined goal area
  - Part of employee rewards and recognition strategy
- Defined Contribution Enhancements
  - Increase defined contributions to employees to improve recruitment and retention

Recommendations

- Approve by Resolution the Orange County Transportation Authority FY 2026-27 Budget
- Approve the Personnel and Salary Resolution for FY 2026-27
- Approve the Update to the Policy for Compensation, Benefits, Reimbursement of Expenses and Mandatory Training for Members of the Board of Directors
- Authorize the Chief Executive Officer, or his designee, to negotiate and execute the software and hardware licensing, maintenance, and emergency support purchase orders, and/or agreements
- Approve up to $14.5 million for the FY 2026-27 OCTA contribution to the Southern California Regional Rail Authority operating subsidy to support Metrolink service through the first quarter of the FY. Funding for operations, as well as capital and rehabilitation expenditures for the remainder of the FY, is contingent upon a formal budget request from Metrolink and approval by the OCTA Board, and concurrence from all member agencies

Next Steps

Back-up Public Hearing – Board (Public Hearing and Approval)	June 22

FISCAL YEAR 2026-27 PROPOSED BUDGET

IS AVAILABLE AT THE LOCATION BELOW:

Budget Documents - 2026

OR

ON FILE IN THE CLERK OF THE BOARD'S OFFICE

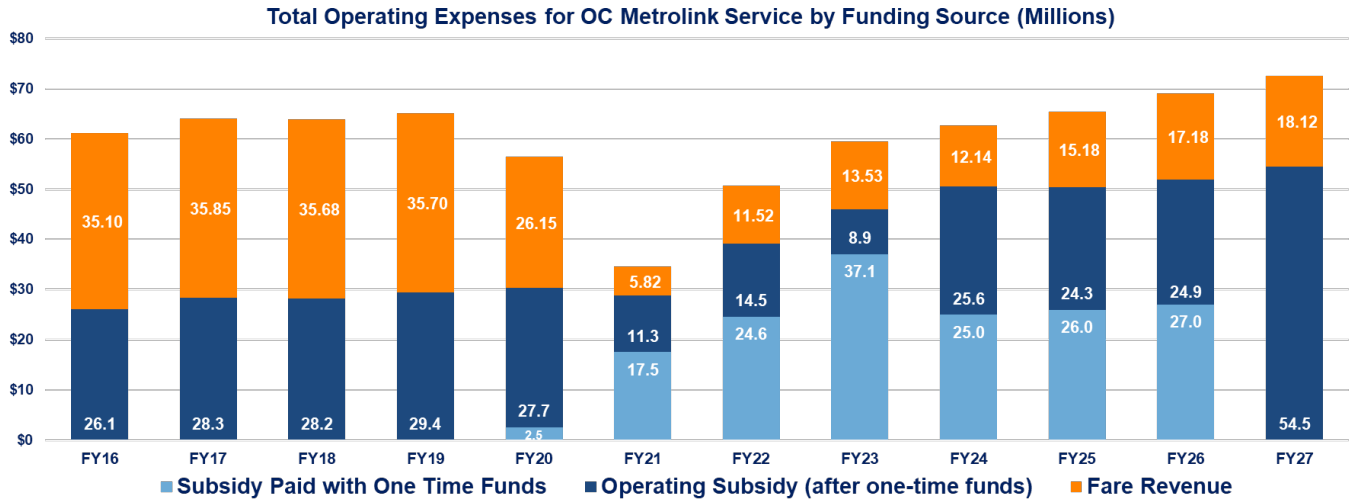
Orange County Transportation Authority

Fiscal Year 2026-27 Budget Workshop Questions & Answers

1. **Question: Why is $46 million being used as the benchmark for the Orange County Transportation Authority's (OCTA) contribution to Metrolink in the proposed budget?**

   Answer: The $46 million budget target for OCTA's contribution to Metrolink's operating subsidy is based on projected Measure M2 (M2) sales tax revenue available to support Metrolink operations for fiscal year (FY) 2026-27. This target is a result of OCTA's effort to ensure Metrolink service is sustainable through the balance of the M2 Program.

   The target is necessary due to the increasing cost of Metrolink's operating subsidy. The increase is the result of ridership remaining far below pre-pandemic levels leading to significant reductions in fare revenue, and OCTA exhausting one-time revenues used to backfill for the reduction in fare revenue (see chart below).



Note – FY 25, FY 26, and FY 27 subsidy amounts are from the Metrolink budget. All others are actuals.

2. **Question: The proposed Metrolink operating subsidy contribution of $46 million is sustainable for OCTA; however, what level of service does that contribution provide?**

   Answer: OCTA has not been provided with a service plan from Metrolink based on the budget target of $46 million. OCTA has recently received a FY 2026-27 first quarter proposed budget submittal of $15.8 million from Metrolink, which was based on the first quarter budget for the current FY.

3. **Question: Why was Metrolink's FY 2026-27 proposed budget not available as of the date OCTA held its FY 2026-27 Budget Workshop presentation?**

   Answer: It is OCTA staff's understanding that Metrolink staff received information requiring them to reassess their proposed FY 2026-27 budget. This information included receiving budget targets for their operating subsidy from OCTA and LA Metro, as well as an updated ridership

forecast that was less optimistic than the forecast previously relied upon. This information led to a budget deficit for FY 2026-27, which requires Metrolink staff to reassess revenue and expenditure assumptions. Metrolink staff has indicated they need additional time to assess the impacts of this information and did not believe the analysis would be completed by the start of the new FY.

On April 24, 2026, the Metrolink Board approved a request for a first quarter operating subsidy for FY 2026-27 from each member agency while it continues efforts to develop a full FY budget. At this time, we do not know when Metrolink will transmit their FY 2026-27 budget to member agencies.

4. **Question: What options does OCTA have to withdraw from the Southern California Regional Rail Authority Joint Powers Authority (JPA)?**

   Answer: There is a formal withdrawal process in the JPA agreement. Section 12.0 of the Southern California Regional Rail Authority JPA provides that a member agency can terminate its membership in the SCRRA JPAs by giving one year's written notice to the SCRRA JPAs concurrent with the beginning of the SCRRA JPA FY. The termination shall become effective at the end of such FY.

5. **Question: Is OCTA required to provide M2 sales tax to Metrolink through the M2 Program?**

   Answer: Yes. The M2 Investment Plan specifically dedicates funding for Metrolink service. This revenue stream serves as the primary funding source for the Metrolink operating subsidy.

6. **Question: What is the impact to Metrolink if OCTA contributes more than the $46 million subsidy target?**

   Answer: Based on current revenue and expense assumptions for the Metrolink Program, utilizing more than $46 million in M2 sales tax for FY 2026-27 would result in the Metrolink Program not being financially sustainable through the end of the M2 Program. See the attached chart which shows forecasted M2 sales tax revenue available to support the Metrolink Program through FY 2039-40.

7. **Question: How well-funded is OCTA's liability reserve?**

   Answer: OCTA's liability reserve is fully funded based on the Board of Directors-approved Reserve Policy.

8. **Question: How did OCTA determine the administrative merit pool, bonus pool, and defined contribution rates for the proposed FY?**

Answer: OCTA conducts annual benchmarking to establish proposed rates for administrative merit increases and bonus pools. As part of this year's process, OCTA staff developed a new proposed rate structure for deferred compensation. The new rate structure is based on staff's assessment of a competitive rate structure that supports the goal of improved employee recruitment and retention. The primary issue OCTA staff is trying to address with the new rate structure is that approximately 60 percent of OCTA employees fall under the Public Employees' Pension Reform Act (PEPRA), which took effect in 2013. Since its implementation, OCTA has shifted responsibility for the employee share of Orange County Employees Retirement System (OCERS) contributions from the employer to employees. In addition, PEPRA employees also receive reduced pension benefits. These combined changes have made it increasingly difficult to recruit and retain employees.

It is also important to contextualize these impacts financially. The shift in OCERS contribution responsibility was originally projected to generate $85 million in savings over a 20-year period. As of the end of FY 2024 - 25 (year 12 of the plan), actual savings total $48.8 million—approximately $12 million above the forecast for that point in time.

9. **Question: Does OCTA staff anticipate the proposed budget will be impacted by the financial implications of the state's current financial position?**

   Answer: The implications of the state's financial position could impact funding anticipated to be received in OCTA's proposed budget. OCTA staff is prepared to adjust, if needed, based on future information received from the State. Staff is prepared to adopt a budget based on the information available today, and if adjustments are required in the future staff would return to the Board for direction.

10. **Question: How was the $15.8 million Metrolink first quarter budget proposal calculated in comparison to the $14.5 million OCTA budget target?**

    Answer: Since OCTA held its budget workshop at the May 11, 2026, Board meeting, the Metrolink Board approved the agency request a first quarter operating subsidy from each member agency while it continues efforts to develop a budget. Metrolink has proposed $15.8 million, which is consistent with requests in the first quarter of the current FY budget. The OCTA budget target of $14.5 million was calculated using the $46 million operating subsidy target and subtracting insurance premiums of $4 million, which Metrolink pays during the first quarter of each FY. The remaining total of $42 million was divided by four, which would provide Metrolink with $10.5 million per quarter except for the first quarter which would include insurance premiums. As a result, Metrolink would receive $14.5 million for the first quarter and $10.5 million for the remaining quarters.

11. **Question: Why does the proposed budget show an increase in salary for 23 employees that would be below the minimum grade range?**

Answer: The proposed budget includes an increase of 2.5 percent to salary grade ranges included in the Personnel and Salary Resolution. An increase to a salary grade does not automatically increase a salary for an employee unless the employee's salary falls below the new minimum of their salary grade. In the proposed budget, 23 employees' salaries would fall below their proposed salary grade for a total salary impact of $36,941.

12. **Question: Has Metrolink ridership recovered to pre-pandemic levels?**

    Answer: No. Metrolink systemwide ridership remains at approximately 60 percent of pre-pandemic levels.

13. **Question: If Metrolink ridership doesn't recover to pre-pandemic levels in the future, how would that impact future funding and service levels?**

    Answer: Metrolink service is funded by a combination of farebox revenues from its customers and subsidies provided by the member agencies. As farebox revenues decrease, the burden to member agencies via the operating subsidy increases. Given Metrolink ridership has not returned to pre-pandemic ridership levels, it is important that OCTA balance future revenue forecasts with ridership estimates and service levels. The proposed budget target is one step in this direction with the goal of ensuring sufficient M2 revenue to meet future service levels given reduced ridership being forecasted into the future. As ridership, cost, and available M2 revenue change over time, OCTA will need to evaluate and adapt to those changes to ensure it can financially sustain service levels through the sunset of M2.

14. **Question: Are the proposed merit and bonus pools for administrative employees base-building?**

    Answer: The proposed merit pool of four percent for administrative employees is base building and is the only base building opportunity for administrative employees given they do not receive cost-of-living adjustments, step increases, or automatic increases of any kind. The proposed bonus pool of four percent for administrative employees is not base building.

15. **Question: Is the Additional Retiree Benefit Account (ARBA) plan a retention tool for OCTA administrative employees?**

    Answer: Yes, the ARBA plan is an employee retention tool. There is no change to the Board-approved ARBA plan in the proposed budget. The Board-approved plan increases the annual ARBA contribution for eligible employees by two percent. The monetary benefit is capped by the Board-approved plan and is calculated based on years of service. The plan also requires the employee to retire directly from OCTA to receive the benefit which ties into the goal of retention.

16. **Question: Is OCTA meeting the promises made to the voters of Orange County regarding the projects and services being delivered to the residents of Orange County?**

    Answer: Yes, OCTA continues to meet the promises made to the voters of Orange County regarding the projects and services being delivered to the residents of Orange County. The combination of the annual OCTA budget, Next 10 Plan, and Comprehensive Business Plan's 20-year forecast show that OCTA is on track to meet the promises made to the voters.

17. **Question: What is the impact to freeway traffic in Orange County based on changes to Metrolink service and ridership levels?**

    Answer: Prior to the Coronavirus (COVID-19) pandemic, Metrolink was carrying approximately 42,000 riders per day system wide. This level of ridership represented a benefit of approximately one lane of traffic reduction during peak hours on the Interstate 5 (I-5) freeway. Current Metrolink ridership is approximately 60 percent of pre-COVID-19 levels, so the impact of Metrolink ridership now is approximately 60 percent of one lane of traffic reduction during peak hours on I-5.

18. **Question: Where did OCTA receive the $54.5 million Metrolink budget request shown in the Preview to the Public Hearing on OCTA's FY 2026-27 Budget presentation?**

    Answer: The proposed FY 2026-27 Metrolink operating subsidy budget of $54.5 million shown in the presentation is based on a multi-year projection provided by Metrolink in their FY 2025-26 budget.

19. **Question: Does OCTA staff expect LA Metro to continue proposing reductions to their contribution to the Metrolink operating subsidy?**

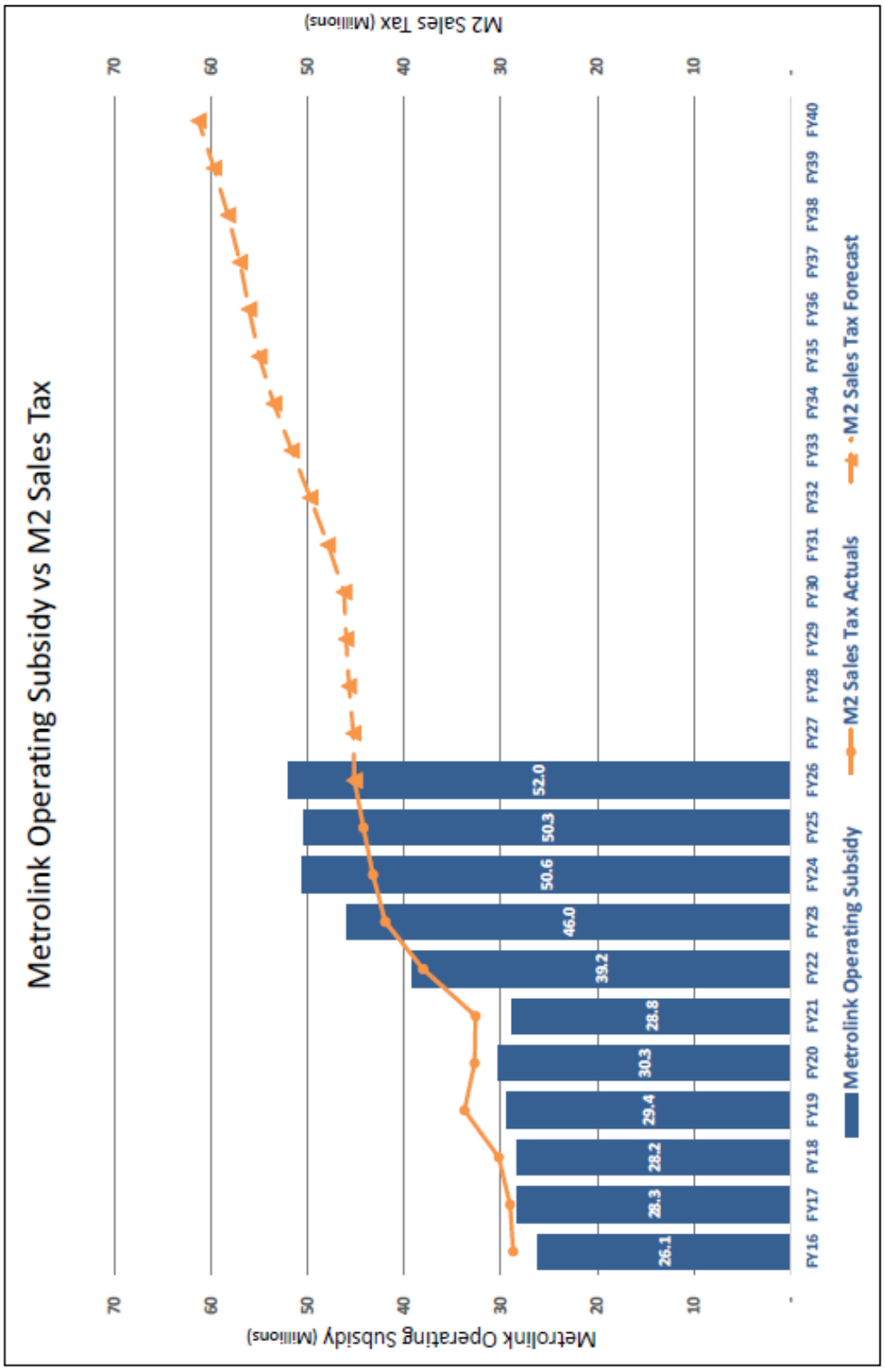
    Answer: LA Metro has proposed a three percent reduction to their annual Metrolink contribution for FY 2026-27 and no increase in contributions through FY 2029-30.

20. **Question: Does OCTA staff have an estimate for what the anticipated Metrolink subsidy per passenger will be going forward?**

    Answer: OCTA does not have an estimate at this point. OCTA staff will work with Metrolink staff to develop an estimate once Metrolink staff has developed a service plan and proposed budget.

21. **Question: How has OCTA historically utilized surplus Metrolink operating subsidy funds?**

    Answer: See the attached board memo named, "History of Metrolink Surplus Operating Subsidy from OCTA", which provides OCTA's historical use of surplus Metrolink operating subsidy funds.


Metrolink Operating Subsidy vs M2 Sales Tax
M2 Sales Tax (Millions)
Metrolink Operating Subsidy (Millions)
70
60
50
40
30
20
10
-
FY16 FY17 FY18 FY19 FY20 FY21 FY22 FY23 FY24 FY25 FY26 FY27 FY28 FY29 FY30 FY31 FY32 FY33 FY34 FY35 FY36 FY37 FY38 FY39 FY40
26.1
28.3
28.2
29.4
30.3
28.8
39.2
46.0
50.6
50.3
52.0
Metrolink Operating Subsidy
M2 Sales Tax Actuals
M2 Sales Tax Forecast

MEMO

June 1, 2026

To: Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer

Subject: **History of Metrolink Surplus Operating Subsidy from OCTA**

The following information regarding the history of Metrolink operating subsidy surplus resulting from operating subsidy provided by Orange County Transportation Authority (OCTA) from fiscal year (FY) 2020-21 through 2024-25, was provided to Director Chaffee.

Below is a five-year summary of the Metrolink operating subsidy surplus resulting from OCTA provided operating subsidy. All surplus funds have been directed back to Metrolink specific purposes as noted below.

Since FY 2020-21, Metrolink has accrued approximately $22 million in operating subsidy surplus or 10.2 percent of OCTA's total operating subsidy contributions. The table below shows OCTA's operating subsidy and surplus by fiscal year for FY21 to FY25.

Fiscal Year	OCTA Operating Subsidy	OCTA Operating Surplus/(Deficit)	Operating Surplus - % of Subsidy
FY21	$28,773,477	$5,000,000	17.4%
FY22	$39,152,549	($1,436,988)	-3.6%
FY23	$46,167,104	$3,712,896	8.0%
FY24	$50,750,849	$7,806,338	15.4%
FY25	$50,331,477	$6,929,083	13.7%
Total	**$215,175,456**	**$22,011,329**	**10.2%**
FY26 – Est.	*$51,972,543*	*~$1,000,000*	*~1.9%*

This table reflects audited surplus, which is the result of final financial closeout of each fiscal year. Audited surplus for FY26 will be available at the end of this calendar year. As of May 2026, Metrolink is forecasting a total surplus of $5.1 million for FY26; OCTA's share would be approximately $1 million.

Surplus Use:

- **FY21:** OCTA directed Metrolink to utilize $2.3 million of FY21 surplus for San Clemente emergency repair work in March 2022. The remaining FY21 surplus of $2.7 million was included as payment for Q4 FY22 operating subsidy to Metrolink.
- **FY22:** While OCTA anticipated an audited surplus of around $1.6 million in FY22, a deficit of $1.43 million was recorded after finalizing the audit process. This was addressed in FY23.
- **FY23:** OCTA authorized the use of $716,660 to pay OCTA's share of the Oxnard accident settlement in October 2023. OCTA also utilized $1.43 million of total surplus to offset the operating deficit from FY22. The remaining $1.56 million in surplus was rolled into ongoing San Clemente emergency work.
- **FY24:** OCTA directed Metrolink to utilize the $7.81 million of FY24 surplus as a source for Metrolink to conduct critical preliminary activities for the Coastal Rail Stabilization Priority Project in April 2025.
- **FY25:** OCTA authorized the use of $100,000 of unaudited surplus to support the replacement of worn seat covers in November 2025. OCTA directed Metrolink to apply the $6.9 million final FY25 surplus as partial payment for Q1 FY27 operating subsidy to Metrolink in May 2026.

DEJ:jb

c: Executive Staff

Call to Order

The May 26, 2026, regular meeting of the Orange County Transportation Authority (OCTA) Board of Directors and its affiliated agencies was called to order by Chair Federico at 9:31 a.m. at the OCTA Headquarters, located at 550 South Main Street, Orange, California.

Directors Present:	Jamey M. Federico, Chair Fred Jung, Vice Chair Valerie Amezcua Doug Chaffee Katrina Foley William Go Patrick Harper Michael Hennessey Lauren Kleiman Carlos A. Leon Tam T. Nguyen Vicente Sarmiento Kathy Tavoularis Mark Tettemer Donald P. Wagner Lan Zhou, Ex-Officio
Directors Absent:	Stephanie Klopfenstein Janet Nguyen
Staff Present:	Darrell E. Johnson, Chief Executive Officer Jennifer L. Bergener, Deputy Chief Executive Officer Gina Ramirez, Assistant Clerk of the Board Andrea West, Clerk of the Board Sahara Meisenheimer, Clerk of the Board, Senior Elia Verduzco, Employee Rotation Participant James Donich, General Counsel

Closed Session

There were no Closed Sessions scheduled.

Special Calendar

1. Presentation of Resolutions of Appreciation for Employees of the Month

Resolutions of Appreciation were presented to David Hope, Coach Operator, Dary Yem, Maintenance, and Francesca Ching, Administration, as Employees of the Month for May 2026.

2. Presentation of Resolutions of Appreciation for Orange County Transportation Authority's Teen Council Members

Darrell E. Johnson, Chief Executive Officer (CEO), presented Resolutions of Appreciation to members of the Orange County Transportation Authority's Teen Council whose terms expire in July 2026.

Consent Calendar (Items 3, 4, 6, 10, 12, 13, and 16-17)

A motion was made by Director Amezcua, seconded by Director Foley, and declared passed by those present to approve Items 3, 4, 6, 10, 12, 13, and 16-17 of the Consent Calendar.

3. Approval of Minutes

Approve the minutes of the May 11, 2026, Orange County Transportation Authority and affiliated agencies' regular meeting.

4. Investments: Monthly Reporting July 1 through December 31, 2025, Internal Audit Report No. 26-510

Direct staff to implement two recommendations provided in Investments: Monthly Reporting, July 1 through December 31, 2025, Internal Audit Report No. 26-510.

5. Audit of Toll Lanes Integrator System

Director Foley pulled this item for discussion, and Janet Sutter, Executive Director of Internal Audit, presented.

A public comment was heard from Peter Warner.

A motion was made by Vice Chair Jung, seconded by Director Hennessey, and declared passed by those present to direct staff to implement four recommendations provided in the Audit of Toll Lanes Integrator System, Internal Audit Report No. 26-501.

6. Orange County Transportation Authority Investment and Debt Programs Report - March 2026

Receive and file as an information item.

7. Annual Update to Investment Policy

Due to an error in the attachments, this item will be continued to the next Finance and Administration Committee meeting.

8. State Legislative Status Report

A public comment was heard from Peter Warner.

A motion was made by Chair Federico, seconded by Vice Chair Jung, and declared passed by those present to adopt a SUPPORT IF AMENDED position on SB 1087 (Cabaldon, D-Napa), which would reform the state's implementation of SB 375 (Chapter 728, Statutes of 2008) by modifying requirements related to regional transportation planning, sustainable communities strategies, and state transportation funding programs.

9. Federal Legislative Status Report

A public comment was heard from Peter Warner.

A motion was made by Chair Federico, seconded by Vice Chair Jung, and declared passed by those present to receive and file as an information item.

10. Annual Insurance Program Renewal

A. Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C255099, in an amount not-to-exceed $746,148, to Marsh Risk and Insurance Services, Inc., to purchase excess workers' compensation insurance on behalf of the Orange County Transportation Authority for the policy period of July 1, 2026, to June 30, 2027.

B. Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C255098, in an amount not-to-exceed $1,300,000, to Marsh Risk and Insurance Services, Inc., to purchase property insurance on behalf of the Orange County Transportation Authority for the policy period of July 1, 2026, to June 30, 2027.

C. Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C255100, in an amount not-to-exceed $600,000, to Marsh Risk and Insurance Services, Inc., to purchase the 91 and 405 Express Lanes' property and flood insurance on behalf of the Orange County Transportation Authority for the policy period of July 1, 2026, to June 30, 2027.

D. Authorize the Chief Executive Officer to remain fully self-insured for general liability exposures and maintain a minimum liability reserve of $31.6 million as directed by the Board in June 2025, for the policy period of July 1, 2026, to June 30, 2027.

11. Consultant Selection for the Los Angeles 2028 Olympics Transportation Service Plan and Capital Needs Assessment

Public comments were heard from Peter Warner and Paul Hyek.

Charles Main, Section Manager of Transit Service Planning, provided a presentation.

A motion was made by Director Foley, seconded by Director Sarmiento, and declared passed by those present to:

A. Approve the selection of Jacobs Engineering Group, Inc., as the firm to conduct the Los Angeles 2028 Olympics transportation service plan and capital needs assessment.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250131 between the Orange County Transportation Authority and Jacobs Engineering Group, Inc., in the amount of $929,267, for a 20-month term, to conduct the Los Angeles 2028 Olympics transportation service plan and capital needs assessment.

12. Approve Cooperative Agreements with the City of Irvine for Proposition 116 Replacement Funds and OC ACCESS Services

A. Authorize the Chief Executive Officer, or designee, to negotiate and execute Cooperative Agreement No. C250333 for the Proposition 116 payback to replace related provisions in Cooperative Agreement No. C-0-1892.

B. Authorize the Chief Executive Officer, or designee, to negotiate and execute Cooperative Agreement No. C250332 for the provision of OC ACCESS services to replace related provisions in Cooperative Agreement No. C-0-1892.

13. Acceptance of Grant Awards from the Mobile Source Air Pollution Reduction Review Committee and the Federal Transit Administration

A. Authorize the Chief Executive Officer, or designee, to accept the award of $4 million in Clean Transportation funding from the Mobile Source Air Pollution Reduction Review Committee for the OC Connections for the 2028 Summer Olympic and Paralympic Games Project.

B. Authorize the Chief Executive Officer, or designee, to accept the award of $960,000 in Fiscal Year 2026 Grants for Buses and Bus Facilities Competitive Program funding from the Federal Transit Administration for the Security Cameras and Access Controls at the Orange County Transportation Authority Transit Centers Project.

C. Authorize the Chief Executive Officer, or designee, to negotiate and execute grant-related agreements and documents with the Mobile Source Air Pollution Reduction Review Committee and the Federal Transit Administration.

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.

14. Agreement for Design-Build of Hydrogen Fueling Station and Facility Modifications at Garden Grove Bus Base

Director Foley pulled this item for discussion.

George Olivo, Program Manager of Facilities Engineering, and Cliff Thorne, Director of Maintenance, answered questions about this item.

A public comment was heard from Peter Warner.

A motion was made by Director Sarmiento, seconded by Vice Chair Jung, and declared passed by those present to:

A. Approve the selection of Clean Energy as the firm to deliver the design and construction of the hydrogen fueling station and facility modifications at the Garden Grove Bus Base.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250142, between the Orange County Transportation Authority and Clean Energy, a responsive and responsible proposer, in the amount of $27,598,891, to deliver the design and construction of the hydrogen fueling station and facility modifications at the Garden Grove Bus Base.

Directors Amezcua, Chaffee, Foley, and Kleiman opposed this item.

15. Wave Card Utilization and Performance Report

A public comment was heard from Paul Hyek.

A motion was made by Director Foley, seconded by Director Sarmiento, and declared passed by those present to receive and file as an information item.

16. Amendment to Agreement for Technical Consulting Services for the Rider Validation System, OC Bus Farebox Replacement Project, and OC Streetcar Ticket Vending Machines Implementation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-0-2047 with Jacobs Engineering Group, Inc., in the amount of $381,603, to continue providing technical consulting services in support of the Rider Validation System, OC Bus Farebox Replacement Project, and OC Streetcar ticket vending machines implementation. This amendment will increase the total contract value to $1,626,142.

17. Amendment to Agreement for Customer Information Center

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-0-2698 between the Orange County Transportation Authority and Alta Resources to exercise the second option term in the amount of $2,121,760, effective July 1, 2026, through June 30, 2028, to continue providing customer information center call services. This will increase the maximum obligation of the agreement to a total contract value of $7,152,187.

18. Approval to Release Request for Proposals for Compressed Natural Gas Fueling Station Operation and Maintenance

A. Approve the proposed evaluation criteria and weightings for Request for Proposals 250282, to select a firm to provide services for compressed natural gas fueling station operation and maintenance.

B. Approve the release of Request for Proposals 250282 for operation and maintenance for compressed natural gas equipment for a three-year initial term with two, one-year option terms.

19. Orange County Local Transportation Authority Measure M2 Agreed-Upon Procedures Reports, Year Ended June 30, 2025

Direct staff to monitor implementation of corrective actions by cities, as applicable.

20. Orange County Local Transportation Authority Report on Compliance with the Measure M2 Ordinance, Year Ended June 30, 2025

Receive and file as an information item.

21. Independent Accountants' Report on Applying Agreed-Upon Procedures, City of Buena Park

Receive and file as an information item.

22. Independent Accountants' Report on Applying Agreed-Upon Procedures, City of Huntington Beach

Direct staff to monitor to ensure submission of an updated Fiscal Year 2024-25 Expenditure Report from the City of Huntington Beach.

Regular Calendar

23. 91 Express Lanes Back-Office System and Customer Service Center Consolidation with the 15 Express Lanes

Kirk Avila, General Manager of Express Lanes, and Anthony Rodriguez, Project Manager of 405 Express Lanes, provided a presentation.

A motion was made by Vice Chair Jung, and seconded by Director Hennessey, and declared passed by those present to:

A. Authorize the consolidation of the 15 and 91 Express Lanes back-office system and customer service center operations with Kapsch TrafficCom USA, Inc., the vendor currently providing back-office system and customer service center operations for the Riverside County Transportation Commission.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C255087 with the Riverside County Transportation Commission and Kapsch TrafficCom USA, Inc., a three-party agreement, in a not-to-exceed amount of $126,372,484, to provide back-office system and customer service center operations for the 15 and 91 Express Lanes.

C. Authorize the Chief Executive Officer to negotiate and execute the Amended and Restated Cooperative Agreement No. C-1-3190 for express lanes between the Riverside County Transportation Commission and the Orange County Transportation Authority.

Discussion Items

24. Public Comments

Written public comments were received via email from Jacob Halladay-Glynn and Craig Durfey. The comments were emailed to the Board of Directors on May 26, 2026.

In-person public comments were heard from Peter Warner, John Taxpayer, and Shane C.

25. Chief Executive Officer's Report

A public comment was heard from Peter Warner.

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

- Memorial Day Weekend
- Restoring bus service due to the Garden Grove incident
- Coach Operator Darvy Traylor's performance at the American Public Transportation Association's 2026 International Bus Roadeo.

26. Directors' Reports

Director Zhou provided an update on the California Department of Transportation's actions regarding the incident in Garden Grove.

Director Foley thanked OCTA staff for their communication and support regarding the Garden Grove incident.

Directors Sarmiento, Chaffee, and T. Nguyen also echoed these remarks.

27. Adjournment

The meeting was adjourned at 11:08 a.m.

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

9:30 a.m. on Monday, June 8, 2026
OCTA Headquarters
Board Room
550 South Main Street
Orange, California

COMMITTEE TRANSMITTAL

June 8, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Amendment to Cooperative Agreement with the County of Orange, Orange County Sheriff's Department

Executive Committee Meeting of June 1, 2026

Present: Chair Federico, Vice Chair Jung, Directors Chaffee, Hennessey, Klopfenstein, and Wagner
Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-5-4051 between the Orange County Transportation Authority and County of Orange, Orange County Sheriff's Department, in the amount of $15,565,618 for Transit Police Services, effective July 1, 2026, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of $31,088,784.

OCTA

June 1, 2026

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Cooperative Agreement with the County of Orange, Orange County Sheriff's Department

Overview

On May 12, 2025, the Board of Directors approved a five-year agreement with the County of Orange, Orange County Sheriff's Department, to provide Transit Police Services. The contract is required to be amended annually to include the necessary firm-fixed cost for each fiscal year. Board of Directors' approval is requested to amend the agreement to include necessary funding for fiscal year 2026-27.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-5-4051 between the Orange County Transportation Authority and County of Orange, Orange County Sheriff's Department, in the amount of $15,565,618 for Transit Police Services, effective July 1, 2026, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of $31,088,784.

Discussion

The County of Orange, Orange County Sheriff's Department (OCSD), has provided Transit Police Services (TPS) for the Orange County Transportation Authority's (OCTA) patrons, employees, and properties since 1993. On May 12, 2025, OCTA's Board of Directors (Board) approved a cooperative agreement with the OCSD to provide TPS for a period of five years.

The OCSD is required to annually develop a fiscal year (FY) budget to support funding necessary to carry out TPS services for each of the five years in the contract. After the FY budget is developed, the OCSD submits the budget to OCTA for review and concurrence. An amendment is then required to increase the overall contract value to cover the cost of services for the specific FY as well

as any modifications to scope or level of services. For FY 2026-27, OCTA requested no changes to the level of service provided by the OCSD for TPS. The $15,565,618 budget request represents an increase of 0.273 percent over the amount budgeted for FY 2025-26. The increase is associated with changes to estimated overtime.

Services provided by the OCSD are listed on Attachment A. Patrol areas associated with these services are identified in Attachment B. In addition to these services, the OCSD also provides countywide services such as the Hazardous Devices Squad, Special Weapons and Tactics Team, Special Victims Unit, and the Orange County Intelligence Assessment Center, which can be utilized on an as-needed basis.

Fiscal Impact

Amendment No. 1 to Cooperative Agreement No. C-5-4051 is included in the OCTA proposed FY 2026-27 Budget, with $15,269,161 budgeted for TPS services. There is also $296,457 budgeted for special services, which includes patrol of OCTA-owned environmental mitigation properties, transit security overtime for Visual Intermodal Prevention and Response (VIPR) and Anti-Terrorism-Anti-Crime (ATAC) to be utilized for high-security risk events. Patrol costs will be funded by Measure M2, and the VIPR and ATAC are funded with Transit Security Grant Program funds.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-5-4051 between the Orange County Transportation Authority and the County of Orange, Orange County Sheriff's Department, in the amount of $15,565,618 for the provision of Transit Police Services from July 1, 2026 through June 30, 2027, bringing the maximum contract obligation to $31,088,784.

Attachments

A. County of Orange, Orange County Sheriff's Department Services Provided
B. Orange County Transportation Authority (OCTA) Patrol Area Locations
C. County of Orange, Orange County Sheriff's Department Cooperative Agreement No. C-5-4051 Fact Sheet

Prepared by:

Matt Ankley
Manager, Security and Emergency Preparedness
(714) 560-5961

Pia Veesapen
Director, Contracts Administration and Materials Management
(714) 560-5619

Approved by:

Jennifer L. Bergener
Deputy Chief Executive Officer
(714) 560-5462

ATTACHMENT A

County of Orange, Orange County Sheriff's Department Services Provided

The following services will be provided:

- Uniformed patrol and plainclothes enforcement at Orange County Transportation Authority (OCTA)-owned properties, on railroad rights-of-way, on-board OCTA buses, and OC Streetcar system
- Response to calls for service as needed
- Traffic enforcement as it relates to the operation of fixed-route vehicles
- Special enhancement team for enhanced services: homeless liaison officers, antiterrorism anti-crime, community-oriented policing, and visible intermodal prevention and response team
- Specialized and internal investigations conducted as needed
- Security at OCTA Board of Directors meetings, public hearings, and special events as requested
- Coordinate with other transit security, local, state, and federal law enforcement agencies
- Participate in multi-agency drills on a local and regional level
- Coordination on security-related grant funding

Other assistance available through this contract includes three explosive detection canines for hazardous device detection and other law enforcement services such as the mounted enforcement unit.

Dedicated sheriff deployment to include:

- One captain position serving as the Chief of Transit Police Services
- Six sergeant positions
- One investigator position
- 31 deputy sheriff II comprised of:
  - 20 fixed-route bus enforcement positions; includes three canines with bomb technicians and four homeless liaison officers
  - Five deputy sheriff II – right-of-way enforcement positions
  - Six deputy sheriff II – OC Streetcar system
- One office specialist position

ATTACHMENT B

Orange County Transportation Authority (OCTA) Patrol Area Locations

OCTA Administration Building
600 S. Main Street
Orange, CA 92868

Future OCTA Administration Building
2667 S. Main Street
Santa Ana, CA 92707

Bases:

Santa Ana - Operations/Maintenance
4301 MacArthur Boulevard
Santa Ana, CA 92704

Irvine Construction Circle
16281 Construction Circle West
Irvine, CA 92606

Garden Grove - Operations/Annex
11800 Woodbury Road
Garden Grove, CA 92843

Garden Grove - Maintenance
11790 Cardinal Circle
Garden Grove, CA 92843

Garden Grove Warehouse/Lost and Found
11911 Woodbury Road
Garden Grove, CA 92843

Anaheim - Operations/Maintenance
1717 E. Via Burton Road
Anaheim, CA 92806

Irvine Sand Canyon - Maintenance
14736 Sand Canyon Road
Irvine, CA 92618

Irvine Sand Canyon - Operations
6671 Marine Way
Irvine, CA 92618

Maintenance and Storage Facility
2008 W. Fifth Street
Santa Ana, CA 92703

Transportation Centers:

Brea Park-and-Ride
937 Lambert Road
Brea, CA 92821

Fullerton Transportation Center
123 S. Pomona Avenue
Fullerton, CA 92833

Fullerton Park-and-Ride
3000 W. Orangethorpe Avenue
Fullerton, CA 92833

Goldenwest Transportation Center
7301 Center Avenue
Huntington Beach, CA 92647

Laguna Beach Transportation Center
375 Broadway Street
Laguna Beach, CA 92651

Laguna Hills Transportation Center
24282 Calle De Los Caballeros
Laguna Hills, CA 92653

Newport Beach Transportation Center
1550 Avocado Avenue
Newport Beach, CA 92660

Tustin Metrolink Train Station
2975 Edinger Avenue
Tustin, CA 92780

OC ACCESS Assessment Center
1347 W. Trenton Avenue
Orange, CA 92867

OC Streetcar Utility Addresses

OCTA Platform at Santa Ana Boulevard and N. Santiago Street
000 3/4 E. Santa Ana Boulevard OCTA - MET03 (Train Signal) and MET04 (Platform)
1002 3/4 E. Santa Ana Boulevard MET02 (Santiago)

OCTA Platform at Ross Street and Santa Ana Boulevard
400 3/4 W. Santa Ana MET04 (N Ross Street)

OCTA Platform at Sycamore Street and Santa Ana Boulevard
624 3/4 N. Sycamore MET01 (Santa Ana)

OCTA Platform at French Street and Santa Ana Boulevard
518 3/4 W. Santa Ana Boulevard MET04
518 3/4 N. French Street MET04

Maintenance and Storage Facility
2008 W. Fifth Street
Santa Ana, CA 92703

Operating Right-of-Way
42 miles Orange Subdivision - Fullerton to San Clemente
5.5 miles Olive Subdivision - Placentia to Orange
2 miles SC ROW - Raitt Street to Harbor Boulevard
1 mile PE ROW - Harbor Boulevard (Garden Grove) to Crescent Avenue (City of Cypress)
OCTA PE ROW - (City of Stanton)

405 Express Lanes Office
405 Express Lanes Customer Service Center
1535 Scenic Avenue, Suite 125
Costa Mesa, CA 92626

Acronyms:
SC ROW – Streetcar Right-of-Way
PE ROW – Pacific Electric Right-of-Way

ATTACHMENT C

County of Orange
Orange County Sheriff's Department
Cooperative Agreement No. C-5-4051
Fact Sheet

1. May 12, 2025, Cooperative Agreement No. C-5-4051, $15,523,166, approved by the Board of Directors (Board).

   - Agreement to provide Transit Police Services.

   - Five-year agreement effective July 1, 2025 through June 30, 2030.

2. June 8, 2026, Amendment No. 1 to Cooperative Agreement No. C-5-4051, $15,565,618, pending approval by the Board.

   - To increase the maximum obligation for the second year of the five-year agreement by $15,565,618. This amount includes:

     - $15,269,161 for continued services with no staffing change, a 0.27 percent increase over fiscal year 2025-26.

       - Breakdown of increase: overtime 21.52 percent, post-pay .98 percent, services and supplies 10.14 percent, department overhead 9.35 percent, training overhead 13.25 percent, and other 1.69 percent.

     - A provision for up to $296,457 for special services.

       - $110,000 for Vision Intermodal Prevention and Response/Counter Terrorism Team
       - $60,000 for Mounted Enforcement Units
       - $23,179 for Seasonal Law Enforcement
       - $13,750 for Angels Express
       - $89,528 for Special Enforcement Bus Operations/Counter Terrorism Team

Total committed to County of Orange, Orange County Sheriff's Department, Cooperative Agreement No. C-5-4051: $31,088,784.

COMMITTEE TRANSMITTAL

June 8, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Amendment to Agreement for Security Systems and Maintenance

Executive Committee Meeting of June 1, 2026

Present: Chair Federico, Vice Chair Jung, Directors Chaffee, Hennessey, Klopfenstein, and Wagner
Absent: None

Committee Vote

This item was passed by the Members present.

Director Wagner was not present to vote on this item.

Committee Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-4-2293 between the Orange County Transportation Authority and Convergint Technologies, LLC, in the amount of $355,000 for additional project support services and to maintain operations. This will increase the maximum cumulative obligation of the agreement to a total contract value of $835,454.

OCTA

June 1, 2026

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Security Systems and Maintenance

Overview

On October 14, 2024, the Orange County Transportation Authority Board of Directors approved an agreement with Convergint Technologies, LLC to provide security systems service and maintenance at all Orange County Transportation Authority facilities. This contract includes service and maintenance of both the access control system and the video management system for a three-year initial term with two, one-year option terms. An amendment to the existing agreement is necessary for continued services through the initial term.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-4-2293 between the Orange County Transportation Authority and Convergint Technologies, LLC, in the amount of $355,000 for additional project support services and to maintain operations. This will increase the maximum cumulative obligation of the agreement to a total contract value of $835,454.

Discussion

The Orange County Transportation Authority (OCTA) utilizes contracted professional and technical services from Convergint Technologies, LLC (Convergint) to perform maintenance and repair services of OCTA's physical security systems. These services ensure that OCTA's physical security systems operate reliably and at full capacity ensuring OCTA continues strong security posture. Additionally, Convergint supports the timely resolution of functional and operability issues. Routine maintenance is provided; however, calls for service tend to be reactionary in nature as they are generally unanticipated equipment or system issues.

Since the inception of the contract following Board of Directors (Board) approval in October 2024, OCTA has encountered higher than anticipated use of the contract authority due to an unanticipated project related to OCTA's lost and found, as well vacancies of key OCTA security and emergency preparedness staff. In order to maintain a safe and secure environment, a comprehensive replacement of the video management system at OCTA's lost and found warehouse was necessary as several components had exceeded their useful life and the system was not fully integrated with the Genetic system. Additionally, OCTA utilizes a team of two staff members to perform minor maintenance and troubleshoot the system as well as manage the contract. Both of these key positions were vacant for a period of time, creating a significant deficit within the department to perform the minor maintenance and troubleshooting. In order to ensure continuity of operations of the service, additional resources from Convergint were utilized until new staff was onboarded and resumed direct responsibility for these efforts.

Due to these unforeseen challenges, the contract capacity has been consumed at a much higher rate than anticipated and an amendment is necessary to increase contract capacity and continue services through the initial term.

Procurement Approach

The procurement was originally handled in accordance with OCTA Board-approved policies and procedures for professional and technical services. On October 14, 2024, the Board approved the award of the agreement with Convergint. The agreement was awarded on a competitive basis and includes a three-year initial term and two, one-year option terms. This agreement is currently in the second year of the initial term and has been previously amended as shown in Attachment A.

The proposed Amendment No. 3 increases the maximum cumulative payment obligation, in the amount of $355,000, based on the anticipated level of effort to accommodate additional project support and maintain operations. The fully burdened hourly rates will remain unchanged as originally negotiated; therefore, they are deemed fair and reasonable. This will increase the maximum obligation of the agreement to a total contract value of $835,454.

Fiscal Impact

The project was not included in OCTA's Fiscal Year 2025-2026 Budget. The estimated $355,000 cost for these services will be provided through local and Transit Development Capital Project Funds, account nos. 1316-7611-A5310-0J0, 1316-7611-A5310-0J1, 1316-7611-A5310-0J2, 1316-7611-A5310-0J3, 1316-7611-A5310-0J4, 1316-7612-A5310-0J1, 1316-7612-A5310-0J3, 1316-7611-A5310-0HW, 0035-7611-OC100-0J1, 0035-7611-OC100-0J3, 0035-7611-OC100-0J4, 0035-7612-OC100-0J1, 0035-7612-OC100-0J3, and 1290-7662-A0001-OTC.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-4-2293 with Convergint Technologies LLC, in the amount of $355,000, to continue providing security systems repair and maintenance services. This will increase the maximum obligation of the agreement to a total contract value of $835,454.

Attachment

A. Convergint Technologies LLC, Agreement No. C-4-2293 Fact Sheet

Prepared by:



Matt Ankley
Department Manager, Security and Emergency Preparedness
(714) 560-5961

Approved by:



Jennifer L. Bergener
Deputy Chief Executive Officer
(714) 560-5462



Pia Veesapen
Director, Contracts Administration and Materials Management
(714) 560-5619

ATTACHMENT A

Convergint Technologies, LLC
Agreement No. C-4-2293 Fact Sheet

1. October 14, 2024, Agreement No. C-4-2293, $480,454, for a three-year initial term with two, one-year option terms approved by the Board of Directors (Board).

   - Agreement for security systems repair and maintenance services.

   - Three-year initial term effective November 19, 2024 through October 31, 2027, with two, one-year option terms.

2. January 30, 2025, Amendment No. 1 to Agreement No. C-4-2293, $0.00, approved by the Contracts Administration and Materials Management Department (CAMM).

   - To revise the price summary sheet to update the parts list under Schedule V.

3. January 19, 2026, Amendment No. 2 to Agreement No. C-4-2293, $0.00, approved by CAMM.

   - To revise the key personnel.

4. June 8, 2026, Amendment No. 3 to Agreement No. C-4-2293, $355,000, pending approval by the Board.

   - Amendment to increase the maximum cumulative payment obligation to continue security systems repair and maintenance services through October 31, 2027.

Total committed to Convergint Technologies, LLC, Agreement No. C-4-2293: $835,454.

COMMITTEE TRANSMITTAL

June 8, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Resolution to Establish the Orange County Transportation Authority General Fund Appropriations Limit for Fiscal Year 2026-27

Finance and Administration Committee Meeting of May 21, 2026

Present: Directors Federico, Go, Hennessey, Leon, and Tettemer
Absent: Directors Harper and Sarmiento

Committee Vote

This item was passed by the Members present.

Director Leon was not present to vote on this item.

Committee Recommendation(s)

Adopt Orange County Transportation Authority Resolution No. 2026-019 to establish the Orange County Transportation Authority General Fund appropriations limit at $16,950,578, for fiscal year 2026-27.

OCTA

May 21, 2026

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Resolution to Establish the Orange County Transportation Authority General Fund Appropriations Limit for Fiscal Year 2026-27

Overview

The State Constitution requires that each year the governing body of each local jurisdiction shall, by resolution, establish its appropriations limit for the following year pursuant to Article XIIIB.

Recommendation

Adopt Orange County Transportation Authority Resolution No. 2026-019 to establish the Orange County Transportation Authority General Fund appropriations limit at $16,950,578, for fiscal year 2026-27.

Background

In November 1979, the voters of the State of California approved Proposition 4, commonly known as the Gann Initiative. The proposition created Article XIIIB of the California Constitution, which is also known as the Gann appropriations limit.

Both the Article XIIIB appropriations limit and its implementing legislation were modified by Proposition 111, approved by voters in 1990. The law specifies that the appropriations of revenues, “proceeds of taxes” by state and local governments, may only increase annually by a limit based on a factor comprised of the change in population and the change in California per capita personal income. The appropriations limit includes any interest earned from the investment of the proceeds of taxes and must be reviewed during the annual financial audit.

Discussion

In accordance with the requirements of Article XIIIB, a resolution has been prepared and is attached for review and approval (Attachment A). The resolution establishes the Orange County Transportation Authority (OCTA) General Fund appropriations limit for fiscal year (FY) 2026-27 at $16,950,578, excluding federal grant funds and other funds to be received from sources not subject to the appropriations limit.

Attachment B shows the calculation of the FY 2026-27 OCTA General Fund appropriations limit. Appropriations subject to limits do not include appropriations for debt service, costs of complying with the mandates of the courts or the federal government, or capital outlay projects. The percentage change in population and change in California per capita personal income were obtained from the State of California, Department of Finance.

Summary

Staff recommends adoption of the Orange County Transportation Authority General Fund Resolution No. 2026-019, which will establish the fiscal year 2026-27 appropriations limit at $16,950,578.

Attachments

A. Resolution No. 2026-019 of the Orange County Transportation Authority - General Fund Establishing Appropriations Limit for Fiscal Year 2026-27
B. Orange County Transportation Authority - General Fund GANN Appropriations Limit Calculation for Fiscal Year 2026-27

Prepared by:



Sam Kaur
Department Manager,
Revenue Administration
(714) 560-5889

Approved by:



Andrew Oftelie
Chief Financial Officer,
Finance and Administration
(714) 560-5649

ATTACHMENT A

**RESOLUTION No. 2026-019 OF THE
ORANGE COUNTY TRANSPORTATION AUTHORITY - GENERAL FUND
ESTABLISHING APPROPRIATIONS LIMIT FOR
FISCAL YEAR 2026-27**

WHEREAS, Article XIIIB of the California Constitution and Sections 7900 through 7913 of the California Government Code require the establishment of an appropriations limit; and

WHEREAS, appropriations limits are applicable to funds received from the proceeds of taxes and interest earned on such proceeds.

NOW, THEREFORE, BE IT RESOLVED as follows:

1. The Orange County Transportation Authority - General Fund hereby determines that pursuant to Section 7902b of the California Government Code, the appropriations limit for the Orange County Transportation Authority - General Fund for fiscal year 2026-27 is $16,950,578.

2. The total amount authorized to be expended by the Orange County Transportation Authority - General Fund during fiscal year 2026-27 from the proceeds of taxes, including interest earned from the investment of the proceeds of taxes, is $7,258,013.

3. The appropriations limit for fiscal year 2026-27 exceeds proceeds of taxes for fiscal year 2026-27 by $9,692,565.

ADOPTED, SIGNED, AND APPROVED this 8th day of June 2026.

AYES:

NOES:

ABSENT:

ATTEST:

_____	_____
Andrea West Clerk of the Board	Jamey M. Federico, Chair Orange County Transportation Authority

ATTACHMENT B

Orange County Transportation Authority - General Fund
GANN Appropriations Limit Calculation for
Fiscal Year 2026-27

GANN FACTOR

PER CAPITA CHANGE[1]	**%**		**RATIO**		**GANN FACTOR**
California per capita personal income change	4.95%		1.0495		
POPULATION CHANGE[2]					
County of Orange	-0.37%		0.9963		
GANN FACTOR	1.0495	x	0.9963	=	1.0456

FY 2026-27 APPROPRIATIONS LIMIT

Prior Year Appropriations Limit	$	16,211,341
GANN Factor (Rounded)	x	1.0456
	$	**16,950,578**

ITEMS SUBJECT TO GANN LIMIT[3]

Line Item		***Amount***
Transfers in from the LTF (CTC Administration and Planning)	$	5,264,194
Interest Revenue	$	1,993,819
	$	**7,258,013**

FY 2026-27 APPROPRIATIONS LIMIT

		Amount
FY 2026-27 Appropriations Limit	$	16,950,578
Less Items Subject to GANN Limit	$	(7,258,013)
Appropriation Limit that Exceeds the Proceeds of Taxes:	**$**	**9,692,565**

Note:
LTF - Local Transportation Fund
CTC - County Transportation Commission
FY - Fiscal Year
[1,2]Price Factor and Population Information provided by the Department of Finance.
[3]Items subject to GANN Limit provided from proposed FY 2026-27 budget.

COMMITTEE TRANSMITTAL

June 8, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Accessible Transit Advisory Committee Annual Update and Member Appointments

Executive Committee Meeting of June 1, 2026

Present: Chair Federico, Vice Chair Jung, Directors Chaffee, Hennessey, Klopfenstein, and Wagner
Absent: None

Committee Vote

This item was passed by the Members present.

Director Wagner was not present to vote on this item.

Committee Recommendation(s)

Receive and file the Accessible Transit Advisory Committee status report.

June 1, 2026

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Accessible Transit Advisory Committee Annual Update and Member Appointments

Overview

The Orange County Transportation Authority Board of Directors established the Accessible Transit Advisory Committee in 1992 to advise the Orange County Transportation Authority on the transportation needs of seniors and persons with disabilities. The member appointment status and a summary of the committee's activities during the past year are provided with this report.

Recommendation

Receive and file the Accessible Transit Advisory Committee status report.

Background

On January 13, 1992, the Orange County Transportation Authority (OCTA) Board of Directors (Board), concurrent with approving the OCTA 1992 Complementary Paratransit Plan as required by the Americans with Disabilities Act, established a standing citizens' committee, the Accessible Transit Advisory Committee (ATAC), to advise OCTA on the transportation needs of senior citizens and persons with disabilities.

Discussion

The ATAC's mission is to advise OCTA on the promotion of integrated public transit services and to improve communication between OCTA and seniors and customers with disabilities. The committee is composed of 34 members, appointed by the Board Members serve staggered three-year terms and may serve an unlimited number of terms. The committee meets quarterly at OCTA offices.

Over the past year, ATAC convened four times to provide input on a range of OCTA programs and initiatives. Notable topics reviewed and discussed included:

- Enhanced Mobility for Seniors and Individuals with Disabilities Program
- Marking and Tethering Program
- Mobility Management Services
- OC ACCESS Eligibility and Transit Support Services Contract
- OC ACCESS Operations
- OC ACCESS Service Area Map
- OC Streetcar
- Paratransit and Microtransit Software Procurement and Implementation
- Rear-loading Wheelchair Accessible Vehicle
- Reasonable Modifications for OC ACCESS
- Same-Day Taxi Program
- WAVE Fare Payment System
- Web Content Accessibility Guidelines 2.1

Recruitment for new and returning members began in March 2026. OCTA staff provided Board Members with information on current ATAC members seeking reappointment and any resignations. The recruitment process has now concluded. As of this report, Board Members have reappointed current members, appointed new members to begin terms on July 1, 2026, or have appointments pending (Attachment A).

Summary

The ATAC continues to serve in a vital advisory and advocacy role on transit issues of importance for seniors and persons with disabilities throughout the year. Through regular engagement and thoughtful contributions, ATAC members have played an important role in supporting OCTA's mission over the past year. With the fiscal year 2026–27 recruitment process now complete, the Board has reappointed existing members and appointed new ones to ensure continued representation and advocacy.

Attachment

A. Orange County Transportation Authority Accessible Transit Advisory Committee Roster Fiscal Year 2026-27

Prepared by:

Marissa Espino
Section Manager III,
Public Outreach
(714) 560-5607

Approved by:

Maggie McJilton
Executive Director,
People and Community Engagement
(714) 560-5824

ATTACHMENT A

Orange County Transportation Authority
Accessible Transit Advisory Committee Roster
Fiscal Year 2026-27
(as of 5/11/2026)

District	Name	Affiliation	Expiration	Director
1	Appointment Pending	TBD	2028	Janet Nguyen
1	Appointment Pending	TBD	2027	Janet Nguyen
1	Maria Arellano	Stanton Resident	2028	Patrick Harper
1	Appointment Pending	TBD	2029	Patrick Harper
1	Appointment Pending	TBD	2027	Stephanie Klopfenstein
1	Appointment Pending	TBD	2028	Stephanie Klopfenstein
2	Alejandra Rodriguez	Santa Ana Resident	2027	Valerie Amezcua
2	Susana Cruz-Rios	Santa Ana Resident	2029	Valerie Amezcua
2	Arturo Cazares	Regional Center of Orange County	2028	Kathy Tavoularis
2	Raymond Bueche	Coordinator of Transition Services, Saddleback Valley Unified School District	2027	Kathy Tavoularis
2	Marlene Alcaraz	Santa Ana Resident	2029	Vicente Sarmiento
2	Cesar Hernandez	Transportation Solutions	2027	Vicente Sarmiento
3	Richard King	Committee for Persons with Disabilities, Fountain Valley	2027	Donald P. Wagner
3	Appointment Pending	TBD	2029	Donald P. Wagner
3	Ken Montgomery	Irvine Resident	2028	William Go
3	Claudia Harris	County of Orange Office on Aging	2029	William Go
3	Sue Lau	Polio Survivors Plus, AARP	2029	Mark Tettemer
3	Nelly Gomez	Dayle McIntosh Center	2028	Mark Tettemer

Orange County Transportation Authority
Accessible Transit Advisory Committee Roster
Fiscal Year 2026-27
(as of 5/11/2026)

District	Name	Affiliation	Expiration	Director
4	Jill Berrner	Brea Resident	2028	Doug Chaffee
4	Paul Miller	Disability Support Services, Emeritus California State University, Fullerton	2027	Doug Chaffee
4	Arnel Dino	Fullerton Resident	2029	Fred Jung
4	Daniel Kim	TBD	2028	Fred Jung
4	Appointment Pending	TBD	2027	Carlos A. Leon
4	Kristen Maahs	Anaheim Resident	2029	Carlos A. Leon
5	Michael Seyler	Mission Viejo Resident	2027	Jamey M. Federico
5	Sandra Stang	Housing and Transportation Committee / Senior Citizens Advisory Council	2028	Jamey M. Federico
5	Gracie Doran	Irvine Resident	2028	Katrina Foley
5	Lauren Becker	Braille Institute	2029	Katrina Foley
5	Elizabeth Arciniega	City of Newport Beach	2029	Lauren Kleiman
5	Russell Toler	Costa Mesa Resident	2028	Lauren Kleiman
Public Member	Appointment Pending	TBD	2029	Michael Hennessey
Public Member	Issac López	Advocate for Persons with Disabilities	2027	Michael Hennessey
Public Member	Appointment Pending	TBD	2029	Tam T. Nguyen
Public Member	Jonas DeVera	Orange Resident	2028	Tam T. Nguyen

COMMITTEE TRANSMITTAL

June 8, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Citizens Advisory Committee Annual Update and Member Appointments

Executive Committee Meeting of June 1, 2026

Present: Chair Federico, Vice Chair Jung, Directors Chaffee, Hennessey, Klopfenstein, and Wagner
Absent: None

Committee Vote

This item was passed by the Members present.

Director Wagner was not present to vote on this item.

Committee Recommendation(s)

Receive and file the Citizens Advisory Committee status report.

June 1, 2026

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Citizens Advisory Committee Annual Update and Member Appointments

Overview

The Orange County Transportation Authority's Citizens Advisory Committee was established to provide feedback on significant transportation studies and projects, help identify opportunities for community input, and serve as a public liaison for the Orange County Transportation Authority. A summary of the committee's activities during the past year and the new member appointment status is provided with this report.

Recommendation

Receive and file the Citizens Advisory Committee status report.

Discussion

In its role as the county transportation commission, the Orange County Transportation Authority (OCTA) is required by Public Utilities Code (PUC) 130105 to appoint a Citizens Advisory Committee (CAC) to provide input on transportation projects, programs, services, and outreach activities. The PUC states that the commission shall "appoint…a citizens advisory committee, which membership shall reflect a broad spectrum of interests and all geographic areas of the county." Each member of the OCTA Board of Directors (Board) appoints two citizens, creating a 34-member committee that embodies diverse community perspectives.

To carry out the CAC's mission, ongoing responsibilities include:

- Commenting on significant transportation studies and projects, suggesting possible solutions, and making recommendations when appropriate
- Identifying opportunities for community input

- Recommending mechanisms and methodologies for obtaining public feedback on specific transportation issues
- Serving as a liaison between the public and OCTA

As an advisory committee, members' comments and suggestions help shape OCTA's services and communications to be responsive and user-friendly to the public. The wide range of viewpoints and interests represented by the membership also provides OCTA with an added sounding board for prospective programs and initiatives.

CAC input is communicated to the Board in a variety of ways. Members' feedback on projects and initiatives is incorporated as programs develop, which is often noted in project staff reports. As direct appointees of the Board, CAC members are also encouraged to communicate directly with their appointing Board Member.

Committee Activities – Fiscal Year Highlights

During the past fiscal year, the CAC met four times to review and provide feedback on a variety of OCTA programs. Topics included:

- Active Transportation
- Capital Projects
- Coastal Rail Stabilization Priority Project
- Coastal Rail Resiliency Study
- Fédération Internationale de Football Association World Cup 2026
- Long-Range Transportation Plan
- Los Angeles 2028 Olympic and Paralympic Games
- Measure M2 Ten-Year Review
- OC Streetcar
- OCTA's Fiscal Year 2026-27 Budget

Bicycle and Pedestrian Active Transportation Subcommittee

In 2011, the CAC formed a Bicycle and Pedestrian Active Transportation Subcommittee, which meets to review items and issues related specifically to active transportation.

This subcommittee met twice over the past year to review projects and provide feedback on integrating active transportation into the broader mobility network, with a focus on safety for both adults and youth.

Topics reviewed included:

- OCTA's Active Transportation Program
- Bikeways Connectivity Study
- Move OC Plan

Member Appointments

CAC members serve staggered two-year terms from July through June, with each Board Member appointing one new or returning member annually. Members may serve unlimited terms.

In February, members with terms expiring on June 30 were contacted regarding their interest in continuing to serve. In March, OCTA staff provided Board Members with details on current members seeking reappointment and any open vacancies.

The recruitment process for fiscal year 2026–27 is now complete. Board Members have either reappointed existing CAC members, appointed new members to begin service on July 1, 2026, or have appointments pending (Attachment A).

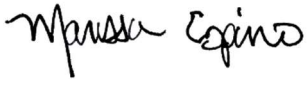
Summary

The CAC plays a vital role in OCTA's efforts to incorporate public feedback into the agency's transportation decision-making process. Over the past year, CAC members have provided meaningful input on a range of transportation topics. With the upcoming term appointments now finalized, the committee is well positioned to continue supporting OCTA's mission through community engagement and advocacy.

Attachment

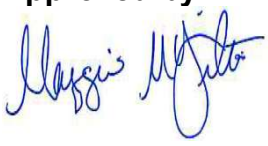
A. Orange County Transportation Authority Citizens Advisory Committee Roster Fiscal Year 2026-27

Prepared by:



Marissa Espino
Section Manager III,
Public Outreach
(714) 560-5607

Approved by:



Maggie McJilton
Executive Director,
People and Community Engagement
(714) 560-5824

ATTACHMENT A

Orange County Transportation Authority
Citizens Advisory Committee
Roster Fiscal Year 2026-27
(as of 5/11/2026)

District	Name	Affiliation	Expiration	Director
1	Pat Caitlin	Garden Grove Resident	2027	Janet Nguyen
1	Appointment Pending	TBD	2028	Janet Nguyen
1	Jim Cuneen	Fountain Valley City Council	2027	Patrick Harper
1	Paul Adams	Santa Ana Resident	2028	Patrick Harper
1	Appointment Pending	TBD	2027	Stephanie Klopfenstein
1	Appointment pending	TBD	2028	Stephanie Klopfenstein
2	Mario Alvarado	Santa Ana Resident	2027	Valerie Amezcua
2	Lorena Vidaurri	Santa Ana Resident	2028	Valerie Amezcua
2	Brendon Moeller	Orange Resident	2027	Kathy Tavoularis
2	Chrystal Denning	Orange Resident	2028	Kathy Tavoularis
2	Carah Reed	Santa Ana Resident	2027	Vicente Sarmiento
2	Appointment Pending	TBD	2028	Vicente Sarmiento
3	Appointment Pending	TBD	2027	Donald P. Wagner
3	Steve Kozak	Tustin Planning Commission	2028	Donald P. Wagner
3	Ken Montgomery	Irvine Resident	2027	William Go
3	Alexander Mohajer	Irvine Resident	2028	William Go
3	Karalee Darnell	Yorba Linda Resident	2027	Mark Tettemer
3	Roy Shahbazian	California Community Colleges	2028	Mark Tettemer

Orange County Transportation Authority
Citizens Advisory Committee
Roster Fiscal Year 2026-27
(as of 5/11/2026)

District	Name	Affiliation	Expiration	Director
4	Hui Rorabaugh	La Habra Resident	2027	Doug Chaffee
4	Appointment Pending	TBD	2028	Doug Chaffee
4	Jamie Valencia	Fullerton City Council	2027	Fred Jung
4	Jose Castaneda	Fullerton Resident	2028	Fred Jung
4	Appointment Pending	TBD	2027	Carlos A. Leon
4	Appointment Pending	TBD	2028	Carlos A. Leon
5	John Kinney	Laguna Niguel Traffic and Transportation Commission	2027	Jamey M. Federico
5	David Wheeler	Laguna Hills City Council	2028	Jamey M. Federico
5	Ester Ocampo	Unidos South OC	2027	Katrina Foley
5	Susan Seely	Newport Beach Resident	2028	Katrina Foley
5	Tanya Doby	Los Alamitos Resident	2027	Lauren Kleiman
5	Cord Bauer	San Clemente Resident	2028	Lauren Kleiman
Public Member	Tyler Holst	Civil Engineer	2027	Michael Hennessey
Public Member	Appointment Pending	TBD	2028	Michael Hennessey
Public Member	Kristen Jasko	Cal State Fullerton	2027	Tam T. Nguyen
Public Member	Appointment Pending	TBD	2028	Tam T. Nguyen

COMMITTEE TRANSMITTAL

June 8, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Regional Planning Update

Regional Transportation Planning Committee Meeting of June 1, 2026

Present: Directors Go, Harper, Kleiman, Klopfenstein, Tavoularis, and Tettemer
Absent: Director Foley

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Receive and file as an information item.

June 1, 2026

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Regional Planning Update

Overview

Regular updates on regional planning matters are provided to highlight current transportation planning issues impacting the Orange County Transportation Authority and the Southern California region. Two regional planning efforts have had significant activity and have direct implications for the Orange County Transportation Authority: development of the Southern California Association of Governments' next Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2050, and recent California High-Speed Rail Authority planning activity affecting the Los Angeles to Anaheim project section.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) regularly coordinates with regional, state, and local partner agencies on major planning activities that affect Orange County project delivery, future corridor operations, and other long-range planning and policy direction. This coordination occurs at many levels including through the OCTA Board of Directors (Board), executives, and technical staff. Some examples of regional planning forums include ongoing engagement with the Southern California Association of Governments (SCAG), California High-Speed Rail Authority (CHSRA), California Department of Transportation, local jurisdictions, and other partners. Attachment A provides an overview of planning activities that are currently being monitored.

Since the last update, there have been significant developments in the following planning activities:

- SCAG Connect SoCal 2050 development
- California High-Speed Rail/Los Angeles to Anaheim project section

A discussion of each is provided below.

Discussion

SCAG Connect SoCal 2050

SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is the state and federally required long-range transportation plan for the SCAG region. It is updated on a four-year cycle to identify major transportation investments, forecast future travel demand, and demonstrate how the region will work toward state greenhouse gas reduction targets through coordinated transportation, housing, and growth strategies. For OCTA, the RTP/SCS is important because it helps frame future regional policy assumptions and planning and programming efforts for Orange County projects, including projects being identified through OCTA's 2026 Long-Range Transportation Plan (LRTP).

SCAG formally launched Connect SoCal 2050 on April 9, 2026. Early discussion has included the draft policy development framework, preliminary regional growth forecasts, and future study work. SCAG also has initiated its Local Data Exchange process with local jurisdictions and has begun one-on-one coordination meetings to support future land-use and planning assumptions. In May 2026, SCAG's Regional Council approved the creation of a special Connect SoCal 2050 subcommittee to guide policy development, with a July 2026 kickoff targeted. SCAG has also relaunched Regional Planning Working Group meetings as a monthly forum for Connect SoCal 2050 information sharing and coordination with technical staff.

SCAG has reported preliminary forecasts showing approximately a one percent population decline by 2050, slower household growth than assumed in prior plans, and a relatively flat job outlook. These assumptions are still early, but they are notable because they can influence the way future transportation needs, growth patterns, and project priorities are framed across the SCAG region.

At this stage, staff's immediate objective is to prepare Orange County project inputs through development of the 2026 LRTP and ensure these projects are positioned appropriately in the regional plan. Staff will also monitor policy frameworks that could affect future project delivery or priorities in the RTP/SCS. OCTA is currently engaging with SCAG on development of assumptions and policy context that will later affect regional priorities and strategies.

This engagement is occurring through the SCAG Regional Planning Working Group, staff-to-staff communication as Connect SoCal 2050 advances, and monitoring of discussions at SCAG's policy committees. Staff expects additional SCAG policy development activity this summer, as well as the initial project input window in late summer and early fall. Staff will return with future updates as key policy choices or Board-relevant decision points emerge.

CHSRA

The CHSRA's recent Southern California planning activities continue to have direct implications for Orange County rail operations, corridor ownership, and long-range transportation planning. Two current efforts are relevant to OCTA: the Draft 2026 Business Plan, which outlines the statewide implementation and phasing strategy for the high-speed rail program, and the Los Angeles to Anaheim project section draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS), which evaluates the proposed alignment, infrastructure, and operating concept for the segment connecting Los Angeles Union Station to the City of Anaheim. Both affect a shared passenger and freight rail corridor that includes OCTA-owned right-of-way (ROW), existing and planned Metrolink and Amtrak service, and key Orange County stations and facilities.

OCTA's interest in these efforts is to protect Orange County's corridor, service, and ownership interests as planning advances. Key considerations include preserving existing and planned passenger and freight operations, protecting OCTA-owned ROW, maintaining flexibility for future corridor improvements, and ensuring that any future Southern California high-speed rail concept is clearly defined and coordinated with affected regional agencies.

On April 29, 2026, OCTA submitted comments on the Draft 2026 Business Plan (Attachment B). In that letter, OCTA acknowledged CHSRA's effort to advance implementation planning but requested greater clarity regarding how Southern California service would transition from interim or blended operations to full high-speed rail service. OCTA also requested clearer information regarding service assumptions in shared corridors, the role of future shared-use agreements, and consistency with prior commitments regarding the City of Anaheim's connectivity.

Those comments build on OCTA's February 3, 2026, letter on the Los Angeles to Anaheim project section draft EIR/EIS (Attachment C). In that letter, OCTA stated that the proposed Shared Passenger Track Alternative A would not provide true high-speed rail service to the City of Anaheim and would not align with the intent of the enabling legislation. OCTA also raised concerns regarding use of OCTA-owned ROW without clearly defined agreements, insufficient analysis of impacts to Metrolink and Amtrak service, unresolved station and access impacts in the cities of Anaheim, Buena Park, and Fullerton,

whether freight-related impacts in north Orange County were sufficiently analyzed, and the need for OCTA to be appropriately recognized and engaged as a responsible and cooperating agency.

Staff will continue monitoring California high-speed rail activities and coordinating with the CHSRA, Southern California Regional Rail Authority (SCRRA), Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency, local agencies, and other partners to help ensure Orange County's operational, corridor, and multimodal integration interests remain part of the ongoing project development process.

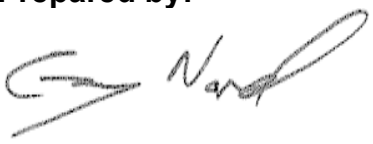
Summary

SCAG's Connect SoCal 2050 update has moved into an early development phase, with policy framing, preliminary growth assumptions, local jurisdiction data exchange, and technical coordination now underway, while California High-Speed Rail planning in Southern California remains active through the Draft 2026 Business Plan and the Los Angeles to Anaheim project section draft EIR/EIS. For OCTA, these efforts influence regional planning assumptions, project positioning, corridor operations, and long-range transportation priorities affecting Orange County. Staff's near-term focus is to prepare Orange County project inputs through development of the 2026 LRTP, monitor SCAG policy frameworks and assumptions that could affect future project delivery or regional positioning, and continue emphasizing OCTA's interests in protecting OCTA-owned ROW, preserving existing and planned passenger and freight rail service, maintaining flexibility for future corridor improvements, and ensuring continued coordination regarding City of Anaheim connectivity and shared corridor operations. Staff will continue coordinating with SCAG, CHSRA, SCRRA, LOSSAN, local agencies, and other partners, and will return with future updates as key policy developments, project input opportunities, or Board-relevant decision points emerge.

Attachments

A. Regional Planning Activities, June 2026
B. Letter from Dan Phu, Director of Transportation Planning and Analysis, Orange County Transportation Authority, to California High-Speed Rail Authority, Dated April 29, 2026, re: California High-Speed Rail Authority 2026 Draft Business Plan
C. Letter from Rose Casey, Executive Director, Planning, Orange County Transportation Authority, to LaDonna DiCamillo, Southern California Regional Director, California High-Speed Rail Authority, Dated February 3, 2026, re: Los Angeles to Anaheim Section Draft Environmental Impact Report/Environmental Impact Statement

Prepared by:



Greg Nord
Department Manager,
Multimodal Planning
(714) 560-5822

Approved by:



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

ATTACHMENT A

Regional Planning Activities, June 2026

Topic/Activity	Lead Agency/ Partners	Recent Development/Status	OCTA Interest	OCTA Role/ Next Steps
FIFA World Cup 2026/LA28 Games Mobility Planning	LA Metro, LA28, SCAG, SCRRA, Caltrans, OCTA, venue cities (including cities of Anaheim and San Clemente)	Regional partners are developing transit, transportation demand management, freeway, rail, and venue-access strategies for FIFA 2026 and LA28. This includes shuttles service to SoFi Stadium for FIFA World Cup 2026, and venue connections, mobility hubs, and potential rail/bus bridge support for the LA28 Games.	OCTA roles include OC Bus service coordination, Metrolink transfers, customer communications, and regional funding agreements.	Continue coordination with LA Metro, SCAG, LA28, SCRRA, Caltrans, and venue cities; return to the Board if funding, service commitments, or agreements require action.
LA28 Games Route Network and Anaheim Venue Operations	Caltrans District 7, CHP, United States Secret of Anaheim, Honda Center, OCTA	Games Route Network and security planning around Honda Center is advancing and may include dedicated lanes, ramp closures, vehicle screening areas, truck restrictions, and local circulation controls near Honda Center and ARTIC.	Potential impacts include ARTIC access, OC Bus routing, Metrolink screening, freight movement, freeway operations, and public messaging in Anaheim.	Monitor Games Route Network modeling and City of Anaheim access plans; coordinate with Operations, Metrolink, Caltrans, CHP, Anaheim, and freight stakeholders.

Topic/Activity	Lead Agency/ Partners	Recent Development/Status	OCTA Interest	OCTA Role/ Next Steps
Metrolink Event Service and Regional Rail Readiness	SCRRA, OCTA, LA Metro, SCAG	Event-specific rail service needs are under evaluation for FIFA 2026 and LA28, including possible schedule enhancements, late-night trains, and ARTIC bus-rail transfer coordination.	Metrolink assumptions affect ARTIC operations, Orange County station cities, customer communications, equipment needs, and long-term funding discussions.	Coordinate with SCRRA on service assumptions, city outreach, station needs, and service funding implications from the event.
SB 79 (Chapter 512, Statutes of 2025) Transit-Based Housing Implementation and Mapping	HCD, SCAG	State guidance has been developed by HCD, and mapping efforts are underway by SCAG to determine how SB 79 applies near qualifying transit in LA County. Key considerations include transit-frequency definitions, stop eligibility, and methodology for determining affected areas near eligible stops.	Mapping and transit-frequency definitions could affect land-use expectations near rail, streetcar, and high-frequency transit corridors if/when Orange County is determined to meet the definition for an urban transit county.	Coordinate with SCAG and county transportation commission partners.
CHSRA LA-Anaheim Draft EIR/EIS and Draft 2026 Business Plan	CHSRA, OCTA, Metrolink, BNSF, SCAG, local jurisdictions	OCTA submitted comments on the LA-Anaheim Draft EIR/EIS and Draft 2026 Business Plan raising concerns regarding OCTA-owned right-of-way, Metrolink/SCORE capacity, station impacts, freight growth, electrification, dispatching, and the need for defined operating and maintenance agreements.	Potential effects include OCTA property rights, Metrolink service expansion, SCORE investments, ARTIC/Fullerton Station impacts, and long-term rail corridor flexibility.	Monitor CHSRA responses to OCTA comments; continue engaging to resolve outstanding concerns.

Topic/Activity	Lead Agency/ Partners	Recent Development/Status	OCTA Interest	OCTA Role/ Next Steps
SCAG 2028 RTP/SCS – Connect SoCal 2050	SCAG, OCTA, county transportation commissions, local jurisdictions	SCAG has begun early work on the next RTP/SCS, known as Connect SoCal 2050. Initial activities include local data exchange, preliminary regional growth projections, future-scenario development, and policy framework updates.	Connect SoCal 2050 will shape regional project lists, funding competitiveness, growth assumptions, equity metrics, air quality conformity, and reflect Orange County's 2026 LRTP priorities.	Participate in technical working groups, provide Orange County data and policy input, and ensure OCTA LRTP and project priorities are reflected.
I-5 Managed Lanes Project	Caltrans District 12, Caltrans Headquarters, OCTA	Caltrans is evaluating conversion of high-occupancy vehicle lanes to HOT lanes on I-5 between the LA County Line and Red Hill Avenue, with a potential second HOT lane between State Route 57 and State Route 91. Final environmental approval and future progressive design-build activities are anticipated in upcoming project phases.	Potential impacts include I-5 operations, policy consistency with OCTA-operated toll facilities, and possible VMT mitigation responsibilities.	Continue executive level coordination with Caltrans District 12, Caltrans Headquarters, and affected agencies.
State and Federal Freight Planning Updates	United States Department of Transportation, Caltrans, SCAG, OCTA	Updates are underway for the National Freight Strategic Plan and California Freight Mobility Plan. These efforts may influence freight funding priorities, project scoring, and corridor investment strategies.	Freight policy and scoring changes could affect TCEP competitiveness, truck parking/technology priorities, and influence future freight investments.	Participate in stakeholder workshops.

Anaheim	City of Anaheim
ARTIC	Anaheim Regional Transportation Intermodal Center
Board	Board of Directors
Caltrans	California Department of Transportation
CHP	California Highway Patrol
CHSRA	California High-Speed Rail Authority
EIR/EIS	Environmental Impact Report / Environmental Impact Statement
FIFA	Fédération Internationale de Football Association
HCD	California Department of Housing and Community Development
HOT	High-Occupancy Toll
I-5	Interstate 5
LA	Los Angeles
LA Metro	Los Angeles Metropolitan Transportation Authority
LA28	Los Angeles 2028 Olympic and Paralympic Games
LRTP	Long-Range Transportation Plan
OCTA	Orange County Transportation Authority
RTP	Regional Transportation Plan
SCS	Sustainable Communities Strategy
SCAG	Southern California Association of Governments
SCORE	Southern California Optimized Rail Expansion
SCRRA	Southern California Regional Rail Authority
TCEP	Trade Corridor Enhancement Program
VMT	Vehicle Miles Traveled

ATTACHMENT B

OCTA

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transportation Service Agency

Congestion Management Agency

April 29, 2026

California High-Speed Rail Authority
Attn: Draft 2026 Business Plan
770 L Street, Suite 1180
Sacramento, CA 95814

Via email: BusinessPlan2026@hsr.ca.gov

Subject: **California High-Speed Rail Authority 2026 Draft Business Plan**

To Whom It May Concern:

The California High-Speed Rail Authority (CHSRA) released its Draft 2026 Business Plan (2026 Plan) which outlines a framework for delivering high-speed rail in California. The Plan describes in further detail economic opportunities, the implementation approach, and long-term funding. The Orange County Transportation Authority (OCTA) has reviewed this document.

The 2026 Plan places an increased emphasis on phased and "right-sized" implementation strategies, including the use of shared corridors and incremental infrastructure improvements to advance early service, particularly within the Los Angeles to Anaheim project section. While OCTA recognizes the intent of accelerating implementation, these strategies introduce important considerations related to long-term system performance, operational feasibility, and consistency with the intent of providing true high-speed rail service.

Please see Attachment A for detailed comments on the 2026 Plan including specific technical, operational, and policy considerations. These comments build upon prior correspondence submitted by OCTA, including a letter dated April 8, 2024 regarding the CHSRA 2024 Draft Business Plan (Attachment B).

As noted in prior correspondences, OCTA continues to emphasize the importance of ensuring high-speed rail implementation:

- Provides service consistent with the intent of high-speed rail connectivity to the City of Anaheim;
- Would not adversely affect existing and planned passenger and freight rail operations within shared corridors; and
- Reflects the operational, capacity, and institutional constraints associated with use of existing rail infrastructure in Southern California.

As the railroad owner and Orange County's transportation planning agency and transit operator, OCTA appreciates CHSRA's continued coordination in advancing planning efforts for the Los Angeles to Anaheim project section. OCTA remains committed to working collaboratively with CHSRA to ensure that impacts to Orange County are fully understood and appropriately addressed.

We look forward to continuing to work with CHSRA. Should you have any questions or comments, please contact me at (714) 560-5907 or at dphu@octa.net.

Sincerely,



Dan Phu
Director, Transportation Planning and Analysis

DP:pv
Attachments

Letter Dated April 29, 2026
Attachments Include:
A: Comments on the 2026 Plan
B: Letter to California High Speed Rail Authority

Clarify the Transition from Interim to Full High-Speed Rail Operations

The California High-Speed Rail Authority (CHSRA) 2026 Draft Business Plan (2026 Plan) places significant emphasis on phased and "right-sized" implementation strategies, including interim use of shared corridors and incremental upgrades to existing infrastructure. While the Orange County Transportation Authority (OCTA) recognizes the value of phased delivery, the 2026 Plan should:

- More clearly define the transition path from interim/blended operations to fully dedicated high-speed rail infrastructure, particularly within the Los Angeles–Anaheim segment.
- Identify specific triggers, performance thresholds, or funding milestones that would advance the system from interim service to full high-speed rail operations.

As presented, the phased approach could create uncertainty regarding whether interim operating conditions could extend beyond initial expectations, which may affect long-term service outcomes that do not reflect true high-speed rail performance.

Maintain Consistency with Prior Commitments Related to Service and Performance

OCTA has previously expressed concern that shared or blended service approaches may not provide true high-speed rail service and may rely on reduced speeds or service levels. The 2026 Plan's emphasis on phased and blended implementation strategies in Southern California should:

- Remain consistent with the legislative intent of providing high-speed rail connectivity to the City of Anaheim (Anaheim).
- Ensure that service assumptions would not reduce performance relative to true high-speed rail service.

OCTA notes the increased emphasis on phased and incremental implementation strategies in Southern California and encourages CHSRA to ensure that interim or phased approaches do not result in long-term service limitations or outcomes that are inconsistent with the intent of providing high-speed rail service to Anaheim.

Provide More Clarity on Service Assumptions in Shared Corridors

Since the 2026 Plan identifies shared corridor operations as a key component of early implementation in Southern California, OCTA encourages CHSRA to include additional clarity regarding:

- Assumed service frequencies, travel times, and operating speeds under shared-use conditions.
- How mixed-service operations (high-speed, commuter, intercity, and freight) will be prioritized and managed.
- The extent to which capacity constraints in existing corridors may influence service reliability and schedule adherence.

Given the complexity of operating multiple service types within constrained corridors, additional transparency in these assumptions would improve understanding of how performance expectations are being evaluated and maintained over time.

Recognize Operational and Capacity Considerations in Shared Corridors

Prior OCTA comments have emphasized the need to clearly understand how shared operations will function, including impacts to service levels, dispatching, and capacity. Therefore, the 2026 Plan should:

- Acknowledge that shared corridor operations will require careful coordination among multiple rail operators.
- Recognize that operational and capacity considerations will need to be addressed through continued planning and coordination.

Given the 2026 Plan's increased emphasis on shared use of existing rail infrastructure in Southern California, these considerations are particularly important to ensure compatibility with existing and planned passenger and freight services.

Recognize the Role of Shared-Use Agreements in Defining Service Feasibility

OCTA notes that implementation of proposed service concepts within shared corridors in Southern California will be dependent on existing shared-use and operating agreements governing those corridors. While the 2026 Plan emphasizes phased and blended service strategies, it could further address the role these agreements play in defining:

- Allowable service levels
- Operational priorities and dispatching protocols
- Achievable performance outcomes

Given the 2026 Plan's reliance on shared corridor operations, OCTA recommends that CHSRA:

- Clearly acknowledge that implementation of proposed service concepts will require coordination with, and potential modification of, existing shared-use agreements.
- Recognize that these agreements will be a key factor in determining the feasibility, timing, and performance characteristics of service in the Los Angeles–Anaheim segment.

Providing additional clarity on this relationship would improve understanding of how proposed service assumptions align with the existing operating framework and the steps necessary to support implementation.

Work within the Constraints of Existing Agreements and Property Rights

OCTA has previously noted the importance of existing agreements, including shared-use and right-of-way arrangements, and the need to ensure that the project adheres to them. Hence, the 2026 Plan should:

- Acknowledge that implementation of high-speed rail in the Los Angeles–Anaheim corridor will require coordination with existing agreements and property rights.
- Recognize that use of OCTA-owned right-of-way will require continued coordination and agreement with OCTA.

Preservation of Existing and Future Passenger Rail Services

OCTA has consistently emphasized that high-speed rail must not negatively affect existing intercity and commuter rail services, including Metrolink and Amtrak Pacific Surfliner. Consistent with prior comments, OCTA recommends that the 2026 Plan:

- Reaffirm that implementation in shared corridors will maintain or improve the reliability and performance of existing services.
- Acknowledge the importance of preserving capacity for planned service expansions, including those associated with Metrolink and the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN).

Strengthening Discussion of Corridor-Level Capacity and Constraints

While the 2026 Plan acknowledges the use of existing infrastructure in Southern California, it would benefit from additional discussion of the physical and operational limitations of these corridors, particularly within the LOSSAN corridor and the Orange Subdivision. OCTA recommends the 2026 Plan:

- More explicitly acknowledge that existing corridor capacity is finite and already supports multiple passenger and freight services.
- Recognize that introducing additional service layers will require careful evaluation of trade-offs between service expansion, reliability, and operational flexibility.

A clearer articulation of these constraints would support more informed discussions regarding feasibility, sequencing, and long-term corridor performance.

Further Define the Role of Shared Infrastructure in Long-Term System Performance

The 2026 Plan identifies shared corridor improvements as part of a broader strategy to accelerate implementation. However, the 2026 Plan would benefit from further clarification of:

- The long-term role of shared infrastructure within the fully built system.
- Whether shared segments are intended as permanent operating conditions or transitional solutions.

This distinction is particularly important in Southern California, where shared corridor operations could significantly influence ultimate system performance, reliability, and travel time competitiveness.

Clarify Assumptions Related to Revenue-Positive Operations

The 2026 Plan places strong emphasis on achieving early revenue-positive operations as a mechanism to support future system expansion. While OCTA acknowledges the importance of financial sustainability, the 2026 Plan should:

- Provide additional detail on the assumptions underlying projected ridership, farebox recovery, and ancillary revenue generation, especially given changes to ridership patterns/trends in the post-coronavirus pandemic environment.
- Clarify how these assumptions account for real-world operating conditions within shared corridors, including potential impacts to travel time and reliability.

Given that revenue projections are closely tied to service performance, further clarity would strengthen confidence in the financial strategy supporting phased system delivery.

Address Risks Associated with Reliance on Future Funding and Financing Mechanisms

The 2026 Plan outlines a funding strategy that includes Cap-and-Invest revenues, future federal funding opportunities, and potential private-sector participation. OCTA recommends that the 2026 Plan:

- More clearly identify the risks associated with reliance on future, not-yet-secured funding sources.
- Provide additional discussion on how project phasing, scope, or timelines may be affected if anticipated funding does not materialize as expected.

While the 2026 Plan includes a risk framework, a more direct linkage between funding uncertainty and potential impacts to Southern California implementation would provide more clarity.

Emphasize the Need for Continued Coordination and Active Participation

OCTA has consistently requested to be an active participant in project development, particularly where alternatives, design decisions, or operational concepts affect the Orange County segment. Therefore, the 2026 Plan should:

- Reinforce the role of regional agencies, including OCTA, in advancing the Southern California segment.
- Acknowledge that ongoing coordination will be necessary as project concepts are further refined.

This is particularly important given the 2026 Plan’s increased reliance on shared corridor operations and multi-operator coordination in Southern California.

Align Phased Implementation with Regional Planning and Investments

OCTA has previously highlighted the importance of coordinating with regional investments and programs, including Metrolink service changes and corridor improvements. As the 2026 Plan advances a phased implementation strategy, OCTA recommends that it:

- Emphasize alignment with existing and planned regional improvements.
- Recognize the importance of ensuring that high-speed rail implementation supports, rather than constraints, future corridor enhancements.

As the 2026 Plan identifies early investments in shared corridors, OCTA emphasizes the importance of coordinating these investments with existing corridor plans and priorities to ensure that near-term improvements support long-term system integration and do not preclude future service enhancements.

Enhance Discussion of Interface with Existing Regional Rail Investments

While the 2026 Plan references coordination with regional and local systems, additional detail would be beneficial regarding:

- How high-speed rail investments will interface with ongoing and planned improvements to Metrolink and LOSSAN services.
- How project implementation will be structured to avoid redundancy, conflict, or unintended constraints on existing capital programs.

Given the scale of regional investments already underway, it is important that high-speed rail implementation is complementary and additive, rather than duplicative or limiting.

Continue Coordination on Station Planning and Multimodal Integration

OCTA has previously requested coordination on station design and integration, including the Anaheim Regional Transportation Intermodal Center and Fullerton station, to ensure accessibility, connectivity, and compatibility with local projects. Therefore, the 2026 Plan should:

- Continue to recognize the importance of multimodal integration at key stations, including Anaheim.
- Emphasize the need for coordination with local jurisdictions and ongoing station-area planning efforts.

ATTACHMENT B

OCTA

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transportation Service Agency

Congestion Management Agency

April 8, 2024

California High Speed Rail Authority
Draft 2024 Business Plan
770 L Street, Suite 1180
Sacramento, CA 95814

Via Email: BusinessPlan2024@hsr.ca.gov

Subject: California High Speed Rail Authority 2024 Draft Business Plan

To Whom It May Concern:

The California High Speed Rail Authority (CHSRA) released the Draft 2024 Business Plan which describes the progress of major programs across California, and provides updates on federal funding, ridership, and construction status. The Orange County Transportation Authority (OCTA) has reviewed this document.

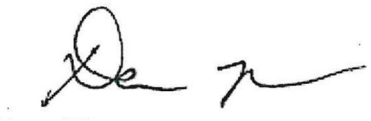
The CHSRA Supplemental Alternatives Analysis (SAA) released in November 2023 which studied the Los Angeles to Anaheim project section is discussed in the Draft Business Plan. The Draft Business Plan confirms that the environmental clearance for this project section is expected to be complete by the end of 2025. Please see Attachment A for comments on the Draft Business Plan. OCTA sent comments to the Southern California Regional Director regarding the SAA on January 22, 2024 (Attachment B) which followed a letter sent to CHSRA on September 24, 2020 (Attachment C).

To reiterate one salient comment made in the January 2024 letter: Due to the high volume of rail traffic that occurs on the segment from Los Angeles Union Station to Fullerton, the Shared Passenger Track Alternative would not offer high-speed service, thereby conflicting with legislative requirements. Compared to other alternatives, relying on reduced speeds and service levels would not be consistent with the purpose of high-speed rail connectivity.

As the railroad owner and County Transportation Commission, we appreciate CHSRA's willingness to coordinate with OCTA in developing alternatives for the Los Angeles to Anaheim project section. In addition, as one of five joint powers authority members that provide funding to the Southern California Railroad Authority for regional passenger rail service, OCTA needs to be assured that CHSRA service will complement both existing and future rail service in Orange County. This will ensure that impacts to Orange County are analyzed and

addressed. We look forward to working with you. Please contact me at (714) 560-5907 or dphu@octa.net.

Sincerely,



Dan Phu
Sustainability Manager, Planning

Attachments

Letter Dated April 8, 2024
Attachments Include:
A: Comments on the Draft Business Plan
B: Letter to Southern California Regional Director re: Los Angeles to Anaheim Project Section Supplemental Alternatives Analysis Report on January 22, 2024
C: Letter sent to California High-Speed Rail Authority on September 24, 2020

Attachment A

- On page 5 of the 2024 Draft Business Plan, the capital estimate for the Los Angeles to Anaheim project section does not match the 2018 estimate of $9.17 Billion or their proposed new alternative of $6.65 to $6.91 Billion.
- On page 12 of the 2024 Draft Business Plan, the ridership projections from Los Angeles to San Francisco estimates 32.5 million riders annually by 2050. In 2020 there were 2.2 million passengers who traveled from Los Angeles International Airport to San Francisco International Airport. Even accounting for passenger car trips between Los Angeles to San Francisco, the projected numbers are high.

OCTA

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transportation Service Agency

Congestion Management Agency

January 22, 2024

Ms. LaDonna DiCamillo
Southern California Regional Director
California High Speed Rail Authority
Attn: Los Angeles-Anaheim
770 L Street, Suite 620, MS-2
Sacramento, CA 95814

Subject: **Los Angeles to Anaheim Project Section Supplemental Alternatives Analysis Report**

Dear Ms. DiCamillo:

The California High Speed Rail Authority (CHSRA) recently released the Los Angeles to Anaheim Project Section Supplemental Alternatives Analysis (SAA) Report proposing the Shared Passenger Track Alternative without sufficient consultation with the Orange County Transportation Authority (OCTA). OCTA, as the railroad owner and County Transportation Commission, has several concerns with the lack of coordination, the adequacy of the analysis, and inconsistent justifications used to support this alternative as described below.

- OCTA was not adequately consulted on the development of the Shared Passenger Track Alternative despite being Orange County's transportation planning agency and railroad owner.
- The Shared Passenger Track Alternative does not offer high-speed service, conflicting with legislative requirements. Compared to other alternatives, relying on reduced speeds and service levels contradicts the purpose of high-speed rail connectivity.
- Given the proximity of the Shared Passenger Track Alternative to disadvantaged communities, potential community and environmental impacts require more analysis. Changes in freight operations to accommodate the proposed alternative suggest consideration of cumulative impacts with emphasis on sensitive communities.
- Implications of the proposal on existing shared track agreements and current and planned passenger rails services must be more clearly analyzed and described.
- More detail is needed on the Buena Park station relocation, track reconfiguration, staging tracks, shared maintenance costs, and modeling assumptions.
- CHSRA appears to have delegated the Fullerton station improvements to the Southern California Regional Rail Authority (SCRRA) as part of the

Fullerton Interlocker Project that is currently led by SCRRA. The proposed changes require more discussion so impacts to current passenger rail services due to relocation of the platform can be better understood by OCTA and the City of Fullerton.

Please refer to the attachments for more details on OCTA's primary concerns. OCTA requests involvement as an active participant in developing alternatives. This will ensure that impacts to Orange County are fully analyzed and addressed. We look forward to meeting with you to discuss the rationale for the Shared Passenger Track Alternative and rejection of the other alternatives. Please contact me at (714) 560-5741 or kmortazavi@octa.net for follow-up. Thank you.

Sincerely,



Kia Mortazavi
Executive Director, Planning

KM:dp
Attachments

- The Orange County Transportation Authority (OCTA) was not adequately consulted on the development of the Shared Passenger Track Alternative. As the railroad owner and designated County Transportation Commission, OCTA is a key stakeholder who has sponsored commuter rail service in the corridor for more than three decades as well as the railroad owner for the Orange County portion of the Fullerton to Anaheim segment. We understand the California High Speed Rail Authority (CHSRA) and the Southern California Regional Rail Authority (SCRRA) have been in discussion regarding the project elements. OCTA must be directly involved in discussions of project alternatives that impact the Fullerton to Anaheim segment owned by OCTA.

- The proposed Shared Passenger Track Alternative does not offer high-speed service to Los Angeles. CHSRA staff has suggested a one-seat ride to the Bay Area as a substitute and indicated that CHSRA is not obligated to provide high-speed service to Anaheim. However, the enabling CHSRA statutes call for "constructing a high-speed train system that connects the San Francisco Transbay Terminal to Los Angeles Union Station and Anaheim." Therefore, the proposed alternative does not meet the legislative requirements.

The stated reasons for eliminating the Freeway Tunnel and the Union Pacific Railroad alternatives include cost, construction challenges, and short-term construction impacts related to tunneling. Cost should not be a factor to eliminate an alternative under the California Environmental Quality Act (CEQA) process. The purpose of CEQA analysis is to assess the potential environmental impacts. In this respect, the short-term and long-term environmental impacts of the Shared Passenger Track Alternative should be given equal consideration prior to any decision on a preferred alternative.

- Given the proximity of the Shared Passenger Track Alternative to disadvantaged communities, potential community and environmental impacts require more analysis. Without the proper community impacts assessment and environmental justice, and related Title VI analyses, the introduction and elimination of alternatives would not meet the spirit and intent of the CEQA public disclosure process. Furthermore, implementing the Shared Passenger Track Alternative has the potential to induce additional rail freight traffic as stated in the Supplemental Alternatives Analysis (SAA). This raises important questions about potential cumulative environmental, health, and community impacts, particularly to disadvantaged communities. Consequently, it is crucial to examine how these communities have been engaged in the public participation process to ensure their voices are heard and their concerns are adequately addressed. Please provide more information on how the Shared Passenger Track Alternative would mitigate the cumulative impacts of the induced rail freight traffic impacts in north Orange County.
- The analysis in the SAA fails to demonstrate how it would mitigate potential impacts to the shared use agreement between BNSF, OCTA, and the Riverside County Transportation Commission, which are part of the San Bernardino Subdivision Shared Use Agreement.

- The SAA document relies on the reduction of HSR passenger service levels and speeds as a mitigation strategy. This appears to conflict with the primary purpose of the project to connect the megaregions of the state through a high-speed rail system.

- The report states that track reconfiguration may be considered at the Fullerton station (to ensure BNSF access and/or to reduce project footprint or costs). The SAA needs to provide more information and details about the impacts of the track reconfiguration to Fullerton Station and the assumed plans for using the existing tracks at that location.

- The SAA relies on additional staging tracks outside the project corridor (considered freight rail mitigation). CHSRA must better analyze the viability and impacts of the staging tracks before selecting the Shared Passenger Track Alternative as the preferred alternative.

- CHSRA reports identify the potential for shared maintenance costs with other passenger rail services as a feature of the Shared Passenger Track Alternative. OCTA must review the information that supports this statement and is concerned with the implications of this concept on the maintenance cost shares of the other rail operators.

- CHSRA has not provided the modeling assumptions for the Shared Passenger Track Alternative. This information will assist OCTA to better assess:
  - Assumed operating speeds in relation to the project's legislative intent;
  - Freight utilization and maintaining capacity for future increases in Metrolink and Surfliner passenger service levels;
  - Impacts to Metrolink's Southern California Optimized Rail Expansion (SCORE) Program implementation; and
  - The effects of electrification on OCTA-owned tracks and the impact on intracounty commuter rail service between Fullerton and south Orange County.

OCTA

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transportation Service Agency

Congestion Management Agency

September 24, 2020

Mr. Mark McLoughlin
Attn: Los Angeles-Anaheim
California High-Speed Rail Authority
770 L Street, Suite 620, MS-2
Sacramento, CA 95814

Subject: **Revised Notice of Preparation and Notice of Intent for the Environmental Impact Report/Statement for the Los Angeles to Anaheim Project Section of the California High-Speed Rail Authority Project**

Dear Mr. McLoughlin:

Thank you for providing the Orange County Transportation Authority (OCTA) with the Revised Notice of Preparation (NOP) under the California Environmental Quality Act (CEQA) and Notice of Intent (NOI) under the National Environmental Policy Act (NEPA) for the Environmental Impact Report/Statement (EIR/EIS) for the Los Angeles (Union Station) to Anaheim (Anaheim Regional Transportation Intermodal Center) Project Section (Project) of the California High-Speed Rail Authority (CHSRA) Project. OCTA is a joint powers authority (JPA) member of the Southern California Regional Rail Authority (SCRRA), operated by Metrolink. The Project's intent to provide high-speed intrastate ground transportation should not negatively affect local and intercounty rail services such as Metrolink that serve approximately 2.9 million (fiscal year 2019) trips annually. The following comments are provided for your consideration:

- Current passenger rail services - OCTA retains certain rights over the Burlington Northern Santa Fe (BNSF) corridor in the Fullerton to Los Angeles section. These rights enable OCTA to sponsor critical commuter rail service between Orange County and Los Angeles. The ability to fully retain and realize these rights is crucial as any impairment could result in reduced commuter rail service, diverting trips to highways, and result in increases in highway traffic and vehicle miles traveled with associated negative environmental impacts. Furthermore, the rights and related commuter rail services are critical elements of a multimodal expenditure plan funded by the local sales tax measure. Regionally, the ability to continue to offer balanced multimodal solutions is a critical element of the OCTA Long-Range Transportation Plan. The EIR/EIS should thoroughly evaluate and address these issues and acknowledge OCTA's ownership of the railroad right-of-way between Fullerton and Anaheim, which was acquired for the purposes of providing expanded Metrolink service. These property rights and our objectives should not be undermined as a result of the Project.

- OCTA previously provided comments on the preliminary engineering for project definition for the CHSRA Los Angeles to Anaheim segment. Although CHSRA provided responses to OCTA's comments, we look forward to a mutually satisfactory resolution to the concerns previously raised by OCTA.
- In addition, BNSF, OCTA, and the Riverside County Transportation Commission (RCTC) are part of the San Bernardino Subdivision Shared-Use Agreement (SUA), which generally grants OCTA and RCTC exclusive rights for "passenger transportation uses." Any third party wishing to utilize the segment between Redondo Junction and Fullerton must obtain approval from OCTA and RCTC in addition to BNSF. A memorandum of understanding between CHSRA and BNSF does not supersede the terms of the SUA. Any impacts to the SUA must be thoroughly analyzed in the EIR/EIS.
- OCTA is a "responsible agency" under CEQA and a "cooperating agency" under NEPA for the Project. OCTA owns the railroad right-of-way between south of Fullerton to the Orange/San Diego county line, is a JPA member of SCRRA, as well as a party to the SUA. Accordingly, OCTA must be designated as a responsible agency and cooperating agency under CEQA and NEPA, respectively.
- OCTA is formally requesting to be added to the notification and distribution lists for all CEQA notices, public meeting notices, and public meeting/hearing notices relating to the Los Angeles to Anaheim segment of the Project under CEQA and local and state law, including the Ralph M. Brown Act and the Bagley-Keene Act.
- As a JPA member, OCTA is also partnering with Metrolink to implement the Southern California Optimized Rail Expansion Program. The CHSRA EIR/EIS must assess any potential impacts to these planned improvements.
- Future passenger rail capacity - OCTA has made significant investments including the purchase of right-of-way for capacity, track and rail communication enhancements, turnaround facilities, stations, and rolling stock to allow OCTA to offer up to 76 daily Metrolink trains in Orange County. OCTA and Metrolink have invested heavily on a future Metrolink Placentia Station that has been environmentally cleared and ready to be constructed.
- In addition, OCTA has supported publicly-funded triple track improvements and grade separations beyond the Orange/Los Angeles county line that enable the future expansion capacity to be realized. The EIR/EIS should assess the environmental impacts of any compromises to OCTA's ability to offer this level of service. Lastly, the EIR/EIS should clarify that the reliability of Metrolink operations in the Fullerton to Los Angeles segment will not be negatively affected by any added burdens on the constrained shared passenger and freight corridor.
- Incremental freight rail impacts - The proposed Colton Facility is anticipated to accommodate added freight trains from the Los Angeles/Long Beach ports

to Colton, which could increase over time. The added BNSF freight traffic would likely be travelling through the communities of Buena Park, Fullerton, Anaheim, Placentia, and Yorba Linda. OCTA recently completed a $650 million program consisting of seven grade separation projects that was partially necessitated to address the increase in freight movement related to the expansion of the Los Angeles/Long Beach ports. The EIR/EIS should thoroughly disclose, assess, and address any of the environmental impacts related to operation/queuing of additional freight trains through Orange County.

- Truck traffic – as noted by CHSRA, the purpose of the revised NOP/NOI was to solicit input on additional project components that would be required in Colton and Lenwood, which were not included when the project was initially scoped in 2007. The EIR/EIS should address the environmental effects of any potential for the shift from freight to truck traffic in Orange County that may be necessary to support the Project. It is not clear how existing truck freight traffic in Orange County would be affected as a result of the proposed changes to freight rail operations. Environmental impacts of any associated truck traffic movements shift should be studied and addressed.
- Throughout the construction of the Project, Metrolink will be expected to continue to provide uninterrupted service. Any impacts to Metrolink service during the construction or operation of the Project must be assessed and mitigated in the EIR/EIS.

OCTA appreciates the opportunity to provide meaningful input on the revised NOP/NOI scoping process, and we look forward to working with the CHSRA to integrate the aforementioned comments into the EIR/EIS analysis. Furthermore, OCTA looks forward to becoming a more active participant in the development of the EIR/EIS so that any impacts to Orange County will be adequately analyzed addressed and mitigated. OCTA understands our partner agencies, RCTC and the San Bernardino County Transportation Authority, have raised similar concerns regarding the Project. If you have any questions or comments, please contact Kia Mortazavi at (714) 560-5741 or at kmortazavi@octa.net.

Sincerely,



Darrell E. Johnson
Chief Executive Officer

DEJ:dp

ATTACHMENT C

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transportation Service Agency

Congestion Management Agency

February 3, 2026

Ms. LaDonna DiCamillo
Southern California Regional Director
Attn: Los Angeles-Anaheim
California High Speed Rail Authority
770 L Street, Suite 620, MS-2
Sacramento, CA 95814

Via email: Los.Angeles_Anaheim@hsr.ca.gov

Subject: **Los Angeles to Anaheim Section Draft Environmental Impact Report/Environmental Impact Statement**

Dear Ms. DiCamillo,

Thank you for the opportunity to review the Los Angeles to Anaheim Project Section Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS). Orange County Transportation Authority (OCTA) is an owner of the rail line in Orange County and a member of the Southern California Regional Rail Authority (SCRRA, also known as Metrolink) Joint Powers Authority. OCTA previously provided comments on the Administrative Draft EIR/EIS (Draft EIR/EIS), Preliminary Engineering for Project Definition, Supplemental Alternatives Analysis, the Revised Notice of Preparation, and the Notice of Intent for the Environmental Impact Report/Statement for the Los Angeles to Anaheim Project Section of the California High-Speed Rail Authority (CHSRA) Project. (See Attachment A).

Unfortunately, CHSRA has not addressed any of OCTA's prior concerns to date, and this letter reiterates those comments. OCTA appreciates the opportunity to review the Draft EIR/EIS. We have coordinated our review of the Draft EIR/EIS with local and regional agencies, including the Los Angeles County Metropolitan Transportation Authority, Metrolink, Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency, Sothern California Association of Governments, California Department of Transportation District 12, and the cities of Anaheim and Fullerton. Below is a summary of our comments, with additional detail provided in Attachment B.

The Shared Passenger Track Alternative, as proposed, would not provide true high-speed rail service to Anaheim and would not align with the intent of CHSRA's enabling legislation. Relying on slower speeds and reduced service levels to address impacts undermines the purpose of a statewide high-speed rail system and is redundant with existing passenger rail service. Alternatives

should not be dismissed at this stage based on cost or constructability without fully evaluating all reasonable options and their long-term impacts. It is also important to consider service enhancement opportunities in heavily urbanized areas, such as the segment from Los Angeles Union Station to Anaheim Regional Transportation Intermodal Center (ARTIC). These may include facilitating and supporting higher-frequency service for Metrolink and/or Amtrak (funded by the LOSSAN Rail Corridor Agency).

- The project proposes the use of OCTA-owned rail right-of-way without clearly defined agreements and does not fully evaluate the long-term loss of flexibility resulting from permanent infrastructure (i.e., overhead catenary systems and storage tracks). Construction phasing for grade separations must ensure uninterrupted rail service and clearly address temporary access needs, including California Public Utilities Commission requirements, prior to project approval.

- Station-related impacts at ARTIC, Buena Park, and Fullerton stations have not been fully addressed, including passenger circulation, platform access, Americans with Disabilities Act compliance, emergency access, parking loss, and construction impacts. The Draft EIR/EIS should also demonstrate coordination with City of Anaheim initiatives, such as the Building Bridges to Transit program. The analysis should demonstrate how station changes will maintain or improve passenger safety, accessibility, and convenience.

- OCTA is a “responsible agency” under the California Environmental Quality Act (CEQA) and a “cooperating agency" under the National Environmental Act (NEPA) for the Project. Accordingly, OCTA must be designated as a responsible agency and cooperating agency under CEQA and NEPA, respectively.

- The Draft EIR/EIS does not fully disclose the cumulative impacts of facilitating freight rail traffic through north Orange County communities, including interactions with port-related freight growth and potential shifts to truck traffic. In addition, the early action project list appears inconsistent with prior commitments, including the 2012 Memorandum of Understanding, and does not clearly address key grade separations such as Ball Road, Orangethorpe Avenue, and State College Boulevard. Greater clarity is needed regarding how these projects will be environmentally cleared and coordinated as part of the broader corridor strategy.

- The Draft EIR/EIS does not sufficiently analyze how the proposed service would affect existing and future Metrolink and Amtrak services, as well as OCTA's planned investments, including the Southern California Optimized Rail Expansion Program and station improvements such as the Placentia Station. Key assumptions related to train frequencies, dispatching priority, and shared corridor capacity must be clearly explained and validated to ensure existing and future services are not negatively affected, particularly at Fullerton Junction.

- City of Anaheim – State College Grade Separation: previous lead and current responsible lead.

    - OCTA initially led the project through approximately 2015 at the conceptual engineering phase. Following that period, the City of Anaheim (City) assumed responsibility for the preliminary design phase and advanced the project to approximately 30 percent design. During this phase, the City began rescoping the project to support a multi-staged construction approach intended to maintain traffic flow along State College Boulevard during construction.

    - Despite these efforts, the project was ultimately paused due to its high overall cost and the lack of identified funding. Given the magnitude of the project cost and the need to coordinate closely with CHSRA's Los Angeles Union Station to Anaheim section, it was determined that CHSRA would be best positioned to lead the project moving forward.

    - It is our understanding that CHSRA is expected to complete the environmental clearance and construction of this grade separation component as part of the Los Angeles Union to Anaheim section.

- The Draft EIR/EIS does not fully assess how the proposed alignment and operational changes affect disadvantaged communities, including increased freight activity and cumulative health and environmental impacts. Additional Title VI and environmental justice analyses are needed to fully disclose potential impacts to disadvantaged communities. Similar to the air quality analysis performed for automobile and truck traffic, an air quality analysis of freight and passenger rail is warranted to determine appropriate mitigation for operational impacts.

OCTA appreciates the opportunity to provide meaningful input, and we look forward to working with CHSRA to address the comments above. OCTA also looks forward to continuing as an active participant in the development of the Los Angeles to Anaheim Project Section so that impacts to Orange County are adequately analyzed, addressed, and mitigated. If you have any questions or would like to discuss further, please contact me at 714-560-5729 or rcasey@octa.net, or Dan Phu, Director of Transportation Planning and Analysis at 714-560-5907 or dphu@octa.net.

Sincerely,



Rose Casey
Executive Director, Planning

RC:tc
Attachments

c: Dan Phu, OCTA

Attachment A

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transporation Service Agency

Congestion Management Agency

March 17, 2025

Attn: Mr. Simon Tse and Mr. Amit Joshi
Los Angeles-Anaheim
California High Speed Rail Authority
770 L Street, Suite 620, MS-2
Sacramento, CA 95814

Via email: simon.tse@hsr.ca.gov and amit.joshi@hsr.ca.gov

Subject: Los Angeles to Anaheim Project Section Administrative Draft Environmental Impact Report/Environmental Impact Statement

Dear Mr. Tse and Mr. Joshi:

On February 3, 2025, the California High Speed Rail Authority (CHSRA) provided the Orange County Transportation Authority (OCTA) with the Administrative Draft Environment Impact Report/Statement (EIR/EIS) for the Los Angeles to Anaheim Project Section. OCTA plays an important role in Orange County as it relates to ownership of the railroad Right-of-Way (ROW) and funding of intercity passenger service. OCTA is a Joint Powers Authority member of the Southern California Regional Rail Authority operated by Metrolink. OCTA previously provided comments on the Supplemental Alternatives Analysis, the Revised Notice of Preparation, the Notice of Intent for the Environmental Impact Report/Statement (for the Los Angeles to Anaheim Project Section of the California High-Speed Rail Authority Project, as well as the Preliminary Engineering for Project Definition documents (see attached September 24, 2020, January 22, 2024, and November 15, 2024 letters). In addition, OCTA has reviewed the Administrative Draft EIR/EIS; below is a synopsis of our review including recommendations pertaining to the approach of the Draft EIR/EIS (See Attachment A for more details).

- The roles and responsibilities of OCTA as a Responsible Agency as currently presented are vague and should be clearly defined.
- The roles, responsibilities, and relationships of Metrolink, Los Angeles – San Diego – San Luis Obispo (LOSSAN), Amtrak, Metro, BNSF Railway, and OCTA are also vague and not consistently described, particularly with the role of the LOSSAN not clearly defined.
- There should be discussion of the mechanism(s) that allow for high-speed rail operations on OCTA-owned ROW, future improvements or expansion

plans of the corridor, such as a licensing agreement, or another document both agencies deem appropriate.

- Previous comments and concerns expressed by OCTA and the City of Fullerton on the proposed Fullerton station option modifications and improvements and proposed use (i.e., how passenger access to Metrolink station amenities will be impacted based on proposed station reconfiguration) should be addressed prior to public circulation of the Draft EIR/EIS.
- There should be consistency in reference to station options description (e.g., Fullerton) between Alternatives A and B.
- There is inconsistency in describing what safety improvements will be incorporated into existing Anaheim crossings that will remain as part of the ultimate project. For example, Chapter 3 states that various safety enhancements will be included in the project and refers to Chapter 2 for details, which states grade crossings will not be modified.
- There is insufficient information pertaining to resolving and defining various Operations and Maintenance issues/responsibilities with existing rail operators and the potential impact to passenger rail operations and required collaboration. There appears to be more emphasis on freight rail and other transportation modes.
- While certain chapters identify Metrolink and LOSSAN growth plans, it is not clear if these plans have been incorporated into the 2040-year impact analysis.
- An Impact Avoidance Minimization Features review should be conducted to ensure each measure specifies which entity is responsible for the actions described therein.
- The potential impact of stationary sources affecting air quality should be revised to increase enforceability.
- Construction noise and vibration mitigation measures should be more specific to include criteria for monitoring locations and a range of options to achieve desired performance standards.
- Recommend that a specific menu of options be identified to achieve desired standards for the “Limit Use of Extremely Hazardous Materials near Schools during Construction” and “Remediation of Areas Associated with Superfund Sites or other Contaminated Properties Prior to Construction” sections.
- Confirm that existing and travel demand projections used to determine operational parameters within the existing public transportation framework have been reviewed to capture travel pattern changes resulting from the pandemic.

In addition to these comments, OCTA notes the need for further engagement on future subjects that may result in potential development of agreements and/or memorandums of understanding, as well as a potential amendment to the existing Shared Use Agreement. As the underlying track owner, it is imperative that OCTA fully captures how it would be impacted by the construction and launch of high-speed rail service and what mechanisms may be needed to memorialize roles and responsibilities as it relates to high-speed rail operations within its ROW. Subjects of interest include, but are not limited to:

- Roles and responsibilities of entities involved in high-speed rail operations (i.e. OCTA, CHSRA, potential operator and maintenance, etc.)
- Track ownership
- Modification to the existing Shared Use Agreement
- Electrification infrastructure
- Construction agreement(s)
- Operations and maintenance
- Utility relocation and costs

OCTA appreciates the opportunity to provide meaningful input, and we look forward to working with the CHSRA to address the aforementioned comments. Furthermore, OCTA looks forward to continuing to be an active participant in the development of the Los Angeles to Anaheim final EIR/EIS so that any impacts to Orange County will be adequately analyzed, addressed, and mitigated. If you have any questions or comments, please contact me at 714-560-5729 or rcasey@octa.net, or reach out to Dan Phu at 714-560-5907 or dphu@octa.net.

RC:rs

Sincerely,



Rose Casey, P.E.
Executive Director, Planning

ATTACHMENT A

CALIFORNIA HIGH-SPEED RAIL PROJECT

Los Angeles to Anaheim Project Section

RESPONSIBLE AGENCY COMMENT & RESPONSE LOG

Project: High-Speed Rail - Los Angeles to Anaheim (LA-A) Project Section			Updated	2/7/2025					
Agency: Orange Country Transportation Authority (OCTA)		Submittal: Administrative Draft EIR/EIS for Responsible Agency Review							
Comments					**Responses** Disposition Code: A = Have Incorporated / Will Incorporate; B = Have Clarified / Will Clarify; C = Delete Comment; D = Will Incorporate in Next Submittal; E = Discuss / Clarify with Authority				
Comment Number	Page/Sect Number	Comments	Reviewers Name	Date	Disposition	Response	Respond Initials	Date	Verification (QC name/date)
	Summary / Table S-1 p. S-13	Both alternatives A and B have same station configurations; “HSR station option to be in either Norwalk/Santa Fe Springs or Fullerton.” This is stated more clearly on page S-16. It is possible that neither High-Speed Rail (HSR) station is included in the project.	R. Vandenberg	2/25/2025					
	Ch 2 / 2.1 p.2-2	*"The Authority continued to refine the design and coordinate with stakeholders and determined that, in order to maintain existing passenger rail and freight operations, additional BNSF Railway (BNSF) and intermodal facilities would be needed in Lenwood and Colton."* The discussion of efforts required to maintain existing passenger and freight rail operation does not mention the additional coordination and collaboration required with the Los Angeles-San Diego-San Luis Obispo Corridor Agency (LOSSAN), Southern California Regional Rail Authority (SCRRA) and their respective member agencies to assure that planned shared use track configurations avoid impacts to planned intercity and regional rail service expansion in the shared corridor.	R. Vandenberg	2/25/2025					

	Ch 2 / 2.4 p. 2-4	*"Operational planning would support and optimize coordinated HSR, freight, and conventional passenger service. Currently, the Metrolink Orange County and 91/Perris Valley Lines, National Railroad Passenger Corporation (Amtrak) Pacific Surfliner, and Burlington Northern Santa Fe Railway (BNSF), and Union Pacific Railroad (UPRR) freight trains operate within the LOSSAN Corridor. Because the proposed Shared Passenger Track Alternatives are within the active LOSSAN passenger and freight rail corridor, existing operators may have to change their operational patterns. New and re-aligned tracks would change the tracks on which the various users operate. Rail operators (HSR, Metrolink, Amtrak, BNSF, and UPRR) would coordinate train schedules and storage and maintenance needs to ensure efficiency and safety of the shared use of the corridor."* Pacific Surfliner is a State-sponsored route operated by Amtrak under contract to LOSSAN Rail Corridor Agency. Amtrak also operates the Southwest Chief route on the LOSSAN corridor between Los Angeles Union Station (LAUS) and Fullerton as part of its national network. The document does not describe/proscribe how this operational planning would happen or if required as part of the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) adoption.	R. Vandenberg	2/25/2025					
	Ch 2 / 2.4.2 p. 2-6 & 2-7	The document does not identify the regulatory approvals that will allow HSR trainsets to operate on shared track without temporal separation from rolling stock that is required to comply with 49 Code of Federal Regulations (CFR) 238. Reference or elaborate on discussion of Federal Railroad Administration (FRA) safety standards included in Chapter 3, section 3.11.	R. Vandenberg	2/25/2025					
	Ch 2 / 2.4.4.1 p.2-11	Where operating within shared tracks, confirm that HSR profile is above 200-year floodplain within the Los Angeles-Anaheim limits (all urbanized), or measures taken to protect Right-of-Way (ROW) where it profile is within 200-year floodplain.	R. Vandenberg	2/25/2025					
	Ch 2 / 2.4.6.2 p. 2-20	End of section describes Shared Passenger Track Alternatives to include parallelling station at Fullerton. Please clarify how what is elsewhere described as an optional station is covered the EIS/EIR if the Preferred Alternative is adopted.	R. Vandenberg	2/25/2025					
	Ch 2 / 2.4.7 p. 2-21 & p-22	The document does not describe the means to assure the integration of Positive Train Control (PTC) with existing rail operators. Perhaps further description of the existing Metrolink PTC system is warranted.	R. Vandenberg	2/25/2025					
	Ch 2 / 2.4.9.1 p. 2-22	The document acknowledges that a Memorandum of Understanding(s) (MOU) with other rail operators will detail the maintenance activities and responsibilities of the California High Speed Rail Authority (CHSRA) and other rail operators within the corridor. How is this memorialized in the EIS/EIR requirements? This will need to include requirements for movement of HSR maintenance equipment and materials from its planned Maintenance of Infrastructure Facility (MOIF) in Bakersfield.	R. Vandenberg	2/25/2025					

	Ch 2 / 2.6.1.4 p. 2-52 thru 2-54	This section acknowledges the plans by LOSSAN and Metrolink to increase train service within the project corridor, among a full range of fixed guideway rail and transit improvements across Southern California and the Southwest. Because of the unique importance of the future planned regional and intercity rail service with which the HSR trains will share operating tracks, a table describing current and proposed passenger rail frequencies (Metrolink, Pacific Surfliner, Southwest Chief) between the Los Angeles-Fullerton and Fullerton-Anaheim segments would provide greater clarity of the operational context within which the HSR trains would operate. This will need to include current/planned Metrolink Orange County Line and 91/Perris Valley Line trains that operate through the Fullerton Junction.	R. Vandenberg	2/25/2025					
	Ch 2 / 2.6.1.5 p. 2-55	In describing the Southern California Association of Governments (SCAG) rail strategy as part of planned freight rail improvements, the document should acknowledge that the BNSF-owned portion of the Los Angeles-Anaheim alignment between Redondo Junction (Alameda Corridor) and Fullerton Junction is a critical component of the intermodal rail connection between the Port of Los Angeles (POLA) and Port of Long Beach (POLB) and the rest of the country.	R. Vandenberg	2/25/2025					
	Ch 2 / 2.6.2.1 p. 2-59	Freight or Passenger Railroad Modifications - Because of its critical importance in rail capacity, the modifications to the Fullerton Junction should be identified in the narrative. Table 2-10 should also clarify that rail yards to be modified are freight rail yards.	R. Vandenberg	2/25/2025					
	Ch 2 / 2.6.2.1 p. 2-60	Roadway Modifications - the alternatives are described to "maintain 8 existing at-grade crossings." What crossing improvements are proposed as part of the project?	R. Vandenberg	2/25/2025					
	Ch 2 / 2.6.3.1 p. 2-87	Fullerton alignment - This section describes that under Shared Passenger Track Alternative A, HSR trains would not stop at Fullerton (implying that a HSR station at Fullerton is part of Alternative B); however, other sections of the documents state that the Fullerton station is included only as an option under each of the shared track alternatives. Please clarify.	R. Vandenberg	2/25/2025					
	Ch 2 / 2.6.3.1 p. 2-87	Fullerton alignment - the document acknowledges that Fullerton Junction is a critical node in the Southern California rail network.	R. Vandenberg	2/25/2025					
	Ch 2 / 2.6.3.2 p. 2-94	Signaling and Train-Control Elements - this section should acknowledge the coordination and interface (including dispatch) with shared rail operations.	R. Vandenberg	2/25/2025					
	Ch 2 / 2.6.3.3 p. 2-105	Fullerton Metrolink/Amtrak Station Modifications - This section describes that under Shared Passenger Track Alternative A, HSR trains would not stop at Fullerton (implying that a HSR station at Fullerton is part of Alternative B); however, other sections of the documents state that the Fullerton station is included only as an option under each of the shared track alternatives. Please clarify.	R. Vandenberg	2/25/2025					

	Ch 2 / 2.6.3.3 p. 2-105	Fullerton Metrolink/Amtrak Station Modifications - the second paragraph describes passenger services at this station. The Pacific Surfliner service would more accurately be described as LOSSAN Pacific Surfliner or Amtrak California Pacific Surfliner.	R. Vandenberg	2/25/2025					
	Ch 2 / 2.6.3.3 p. 2-113	HSR Station Option: Fullerton - The opening paragraph requires clarification about what improvements are included in Alternative A and Alternative B, with and without the Fullerton Station option.	R. Vandenberg	2/25/2025					
	Ch 2 / 2.6.3.6 Table 2-14 p. 2-135	Modifications to Roadway Crossings - validate that no modifications are required at the Anaheim grade crossings that will remain including Orangethorpe Avenue, La Palma Avenue, Sycamore Street, Broadway, Santa Ana Street, South Street, Vermont Avenue, and Ball Road with proposed train operating speeds and frequencies. Chapter 3.11 section 3.11.5.2 identifies that the 5 railroad operational incidents on the LOSSAN Corridor in Orange County occurred in Anaheim, including one at South Street and one at Orangethorpe Avenue.	R. Vandenberg	2/25/2025					
	Ch 2 / 2.6.3.6 p. 2-142	State College Boulevard Grade Separation - validate that project footprint is consistent with plans developed by City of Anaheim in consultation with project stakeholders.	R. Vandenberg	2/25/2025					
	Ch 2 / 2.6.5.2 p. 2-158	Metrolink Station Relocations - OCTA bus service should be mentioned for coordination regarding bus routes and service to the new Buena Park station. How is the specific action for transit coordination memorialized in the EIR/EIS requirements?	R. Vandenberg	2/25/2025					
	Ch 2 / 2.8.2 p. 2-164	Other Rail Services in the Shared Corridor - this section should acknowledge the difference between national Amtrak service and State-supported Amtrak service, which require coordination with different stakeholders.	R. Vandenberg	2/25/2025					
	Ch 2 / 2.8.2 p. 2-164	Other Rail Services in the Shared Corridor - in this section, the document identifies train volumes established in 1992 shared use agreement, but does not acknowledge the proposed service frequencies for Metrolink and Pacific Surfliner services that were described in section 2.6.1.4. The requirement for further coordination with existing rail operators should be identified here.	R. Vandenberg	2/25/2025					
	Ch 2 / 2.8.3 p. 2-164	Maintenance Activities - As in section 2.4.9.1, this section should Acknowledges that MOU(s) with other rail operators will be required to define maintenance responsibilities of CHSRA and other rail operators within the corridor. How is this memorialized in the EIS/EIR requirements?	R. Vandenberg	2/25/2025					
	Ch 3 / 3.1.5.6 p. 3.1-14	Operational Impacts - this introductory section does not specifically mention the potential for HSR impacts on existing rail service that are a key consideration in the shared corridor/shared track alternatives.	R. Vandenberg	2/25/2025					
	Ch 3 / 3.2.4.5 p. 3.2-41	Significance of impacts to Transit - consistent with definition of transit to include passenger rail operations, this should add passenger rail operations to this description (similar to Freight Rail Service in section below).	R. Vandenberg	2/25/2025					

	Ch 3 / 3.2.5.6 p. 3.2-50	Passenger Rail Service - this section does not identify other owners of the railroad ROW (BNSF and OCTA) and also the role of LOSSAN (Pacific Surfliner) as compared to Amtrak (Southwest Chief)	R. Vandenberg	2/25/2025					
	Ch 3 / 3.2.5.7 p. 3.2.51 & 52	Freight Rail Service - The discussion of existing passenger rail seems to belong in section above. Or perhaps the discussions should be segregated by ownership since passenger and freight rail operate in a shared environment within the project limits. OCTA ownership of the LOSSAN corridor between Fullerton and Anaheim is not acknowledged. The title of Table 3.2-13 seems incorrect.	R. Vandenberg	2/25/2025					
	Ch 3 / 3.2.6.2 p. 3.2-66 & 67	The initial focus on LAUS (not part of this Draft EIR/EIS) and emphasis of Metro Rail services and portal access over Metrolink and Amtrak services is somewhat confusing.	R. Vandenberg	2/25/2025					
	Ch 3.1 / 3.1.7 p. 3.1-17	Legal Authority to Implement Off-Site Mitigation - this is the introductory section that identifies ownership of the corridor (Los Angeles Metropolitan Transportation Authority (LACMTA), BNSF, and OCTA) and acknowledges that this ownership will not change. Is clarification needed to memorialize the EIS/EIR requirement to enter into necessary agreements to allow for construction and operation of the project?	R. Vandenberg	2/25/2025					
	Ch 3.11	Does not reference existing safety and security plans of rail operators and ROW owners within shared corridor and how HSR will coordinate with those plans.	R. Vandenberg	2/25/2025					
	Ch 3.11	Mitigation measures regarding rail operations and station operations are focused on mitigating construction-related and emergency response access on public roadways rather than railroad operations-related security and safety impacts.	R. Vandenberg	2/25/2025					
	Ch 3.11 / 3.11.1 p. 3.11-1	Intro to analysis of safety impacts describes analysis of construction and operational changes on safety of automobile, pedestrian, and bicycle traffic but does not mention safety of existing passenger and freight rail operations.	R. Vandenberg	2/25/2025					
	Ch 3.11 / 3.11.2.1 p. 3.11-4	Discussion of FRA safety standards includes reference to Caltrain emergency preparedness plan, which appears to be remnant of another environmental document.	R. Vandenberg	2/25/2025					
	Ch 3.11 / 3.11.2.2 p. 3.11-11	Technical Memorandum 2.8.1 is referenced for provisions to ensure safety and security related to access control adjacent railroad, and intrusion protection. This memorandum was not part of the review materials.	R. Vandenberg	2/25/2025					
	Ch 3.11 / 3.11.5.2 p. 3.11-60	Railroad Operations - would be useful to reference this more comprehensive discussion of railroad operations in other related sections. Amtrak operation of Southwest Chief should also be added here.	R. Vandenberg	2/25/2025					

	Ch 3.11 / 3.11.5.2 p. 3.11-60 & 61	Railroad Operation - A table describing current and proposed passenger rail frequencies (Metrolink, Pacific Surfliner, Southwest Chief) and freight train forecasts between Los Angeles-Fullerton and Fullerton-Anaheim would provide greater clarity of the operational context within which the HSR trains would operate. This will need to include current/planned Metrolink Orange County Line and 91/Perris Valley Line trains that operate through Fullerton Junction.	R. Vandenberg	2/25/2025					
	Ch 3.11 / 3.11.6.3 p. 3.11-96	Impact SS-13 / Collisions between HSR train and objects entering rail corridor - how will proposed intrusion detection systems and barriers be implemented in this shared corridor?	R. Vandenberg	2/25/2025					
	Ch 3.11 / 3.11.6.3 p. 3.11-96	Impact SS-13 / Train Derailment - please clarify how safety considerations related impacts of potential derailment have been incorporated into project design.	R. Vandenberg	2/25/2025					
	Ch 3.11 / 3.11.6.3 p. 3.11-97	Impact SS-13 / At-Grade Train Collisions - this section describes incidents that have occurred at existing at-grade crossings in Anaheim that are to remain (Orangethorpe, La Palma, South Street, Sycamore). The narrative refers to safety improvements such as quad gates, median barriers and pedestrian safety features that will be implemented as part of the project, with reference to Chapter 2; however Chapter 2 states that no modifications are planned at the existing at-grade crossings to remain.	R. Vandenberg	2/25/2025					
	Ch 3.13 / 3.13.5.2 p. 3.13-44	Zoning and Planned Uses, Anaheim - the document notes the plans for OC VIBE, but does not acknowledge that this plan also includes the ARTIC station site and may affect proposed HSR station area investments.	R. Vandenberg	2/25/2025					
	Ch 3.19	Consideration of cumulative operational impacts for Transportation does not address/discuss potential impacts to existing passenger rail operations and coordination/analysis/agreements that would mitigate those impacts.	R. Vandenberg	2/25/2025					
	Ch 3.19 / 3.19.3.5 Table 3.19-3 p. 3.19-18	This table includes physical improvements but does not include important passenger rail operational expansion (Metrolink, LOSSAN) that are reasonably expected to occur prior to 2040.	R. Vandenberg	2/25/2025					
	Ch 3.8	This section identifies and evaluates hazards related to flooding within 100-year floodplain (1% chance); however, Chapter 2 section 2.4.4.1 states that HSR profile within urbanized areas will be established above 200-year floodplain.	R. Vandenberg	2/25/2025					
	Ch 7	There are no mitigation measures that memorialize the need for critical MOUs and additional engagement with existing rail operators to validate schedules and operational and maintenance requirements and responsibilities.	R. Vandenberg	2/25/2025					

	Ch 7 / 7.1.1 p.7-3	Station Planning, Land Use, and Development - LU-MM#1 general guidelines are intended to minimize potential to cause substantial change in land use patterns. Validate that plans for ARTIC are consistent with adopted development plans (e.g. OC VIBE, OC River Walk).	R. Vandenberg	2/25/2025					
	Ch 8 / 8.1 p. 8-1	List of users should identify that users include both national Amtrak long-distance service and State-supported Pacific Surfliner intercity rail service, for which Amtrak is the contracted operator.	R. Vandenberg	2/25/2025					
	Ch 8 / 8.2.6 p. 8-9	OCTA has not been included in list of regional and other public agencies with an important interest in the Project.	R. Vandenberg	2/25/2025					
	Ch 8 / 8.4.1.1 p. 8-29	In executive summary, both Norwalk/Santa Fe Springs and Fullerton are identified as optional stations. Here the Preferred Alternative is defined as excluding those two stations. Is the Fullerton HSR alternative being included here for environmental clearance? Or would a supplemental EIR/EIS be required should that optional station be implemented?	R. Vandenberg	2/25/2025					
	Ch 8 / 8.2 Table 8-1 p. 8-5	Common Comments Considered - this table acknowledges the concerns that have been voiced about Metrolink's planned service expansion and HSR compatibility with Amtrak and Metrolink train schedules, but it is unclear how those comments have been incorporated into the project planning/design.	R. Vandenberg	2/25/2025					
	Ch 8 / 8.4.1.1 p. 8-29 & 8-30	Discussion of ARTIC site does not recognize or acknowledge ongoing development and pedestrian circulation planning underway to enhance connectivity of ARTIC to existing and planned development and OC River Walk (Santa Ana River Trail). These projects are identified in Chapter 3.19 Table 3.19-2	R. Vandenberg	2/25/2025					
	Appendix 2-E / 6.1 p. 13	Operations Control Center - the means for coordinated train dispatch in a shared corridor is not identified.	R. Vandenberg	2/26/2025					
	Appendix 2-E	This high-level, statewide discussion of HSR operations does not address the specific requirements of the Los Angeles-Anaheim shared corridor.	R. Vandenberg	2/27/2025					
	Appendix 3.1-A / Transportation p. 3.1-A.3 thru A.25	Tabular listing of consistency with various transportation policies does not include Metrolink and LOSSAN plans that are referenced elsewhere in the document.	R. Vandenberg	2/28/2025					

CALIFORNIA HIGH-SPEED RAIL PROJECT

Los Angeles to Anaheim Project Section

RESPONSIBLE AGENCY COMMENT & RESPONSE LOG

Project: HSR - Los Angeles to Anaheim (LA-A)		Updated	2/28/2025					
Agency: Orange Country Transportation Authority (OCTA)	Submittal: Administrative Draft EIR/EIS for Responsible Agency Review							
Comments				**Responses** Disposition Code: A = Have Incorporated / Will Incorporate; B = Have Clarified / Will Clarify; C = Delete Comment; D = Will Incorporate in Next Submittal; E = Discuss / Clarify with Authority				
Comment Number	Page/Sect Number	Comments	Reviewers Name	Date	Disposition	Response	Respond Initials	Date	Verification (QC name/date)
1	Impact avoidance and minimization features (IAMFs)	Suggest IAMF review to ensure each measure specifies which entity is responsible for the actions described therein.	Legal	2/24/2025					
2	California Environmental Quality Act (CEQA) Mitigation	Please confirm that all feasible mitigation has been imposed.	Legal	2/24/2025					
3	CEQA Mitigation Measures: Enforceability and Documenting Compliance with Mitigation Measures	Some mitigation measures include strong enforceability and documentation requirements. Others do not. Suggest a comprehensive review of mitigation measures for enforceability and documentation requirements.	Legal	2/24/2025					
4	CEQA Mitigation Measures: Review for internal consistency	Example: Page 7-9, Significant and Unavoidable Cultural Resources Impacts. Refers to CUL-MM #13, but the Cultural Resources section does not include mitigation measure #13 (at least in the end of chapter summary)?	Legal	2/25/2025					
5	CEQA Mitigation Measures: Mitigation Measures Calling for the Development of a Future Plan	To avoid CEQA deferral arguments, these types of mitigation measures should each have: (1) specific performance standard(s); and (2) a menu of options to achieve those standards.	Legal	2/26/2025					
6	CEQA Mitigation Measures: Incorporation of IAMF requirements or other contractual agreements	Suggest including minimum criteria/requirements from other sources to make the mitigation measure understandable without reverting to the appendices or other documents, such as who is responsible for compliance, when compliance is required, what are the applicable performance standards, what are the options to achieve the performance standards.	Legal	2/27/2025					

7	Station Options	OCTA should provide feedback on the proposed Fullerton station option and any concerns about its proposed use in the document.	Legal	2/28/2025					
8	AQ-MM#1: Offset Project Construction Emissions in the SCAB through SCAQMD Emissions Offsets Program	Would any local, offsite mitigation be feasible? If possible, define "equivalent emissions reductions." Add requirements to maintain offset records and documentation.	Legal	3/1/2025					
9	AQ-MM#2: Requirements for Use of Zero-Emission or Near-Zero-Emission Vehicles and Off-Road Equipment to Reduce Construction Emissions	"Goals" create enforceability issues under CEQA. Can this measure be made more specific? (Acknowledged that emissions from this mitigation measure have not been quantified and do not appear to be relied on in the analysis).	Legal	3/2/2025					
10	AQ-MM#3: Reduce the Potential Impact of Stationary Sources	Revise to increase enforceability – who will verify that best industry practices have been implemented and when would such verification occur? Prior to construction?	Legal	3/3/2025					
11	N&V-MM#1: Construction Noise Mitigation Measures	Specify criteria for monitoring locations, personnel qualifications, frequency of monitoring and equipment to be used, and a requirement to maintain monitoring records and equipment logs. Specify actions to be taken if the noise limitations are exceeded.	Legal	3/4/2025					
12	N&V-MM#4: Implement Operational Vibration Mitigation Measures	Add wheel maintenance and inspection requirements, add performance criteria if possible, and specify corrective actions.	Legal	3/5/2025					
13	Section 3.6.7.1: PUE-MM#2: Water Demand Analysis for Water Supplies at Stations for Operation	Is 6 months prior to commencement of operations sufficient to permit coordination with water sources as described in the balance of the mitigation measure?	Legal	3/6/2025					
14	GEO-MM#1: Geologic and Geotechnical Investigation	Specify by when the investigation must be completed.	Legal	3/7/2025					

15	HMW-MM#1: Limit Use of Extremely Hazardous Materials near Schools during Construction	Specify a menu of options to achieve the performance standard. Training? Verification procedures? Auditing / monitoring?	Legal	3/8/2025					
16	HMW-MM#2: Remediation of Areas Associated with Superfund Sites or other Contaminated Properties Prior to Construction	Specify a menu of options for “potential controls to ensure protection of human health and the environment”	Legal	3/9/2025					
17	PR-MM#1: Temporary Restricted Access to Park Facilities during Construction	Require documentation of pre-construction trail conditions and restoration to same post-construction. Suggest adding public notice of detours and outreach.	Legal	3/10/2025					
18	PR-MM#2: Providing Park Access	Require documentation of pre-construction park conditions and restoration to same post-construction. A menu of options to achieve the performance standard should be provided. Suggest adding public notice of detours and outreach. Suggest adding coordination with park operators / managers for permanent access changes.	Legal	3/11/2025					
19	AVQ-MM#1: Minimize Visual Disruption from Construction Activities	Require pre-construction documentation. Specify monitoring requirement for plant survival / replacement.	Legal	3/12/2025					
20	AVQ-MM#2: Minimize Light Disturbance during Construction	Consider maximum light levels at property boundaries (taking into account pre-construction ambient lighting and whether in a residential area, industrial area etc.), lighting height limitations. Shielding options should be provided.	Legal	3/13/2025					
21	Same AVQ-MM#3: Incorporate Design Aesthetic Preferences into Final Design and Construction of Nonstation Structures	How is compliance measured / enforced? How would conflicts be resolved?	Legal	3/14/2025					

22	AVQ-MM#4: Provide Vegetation Screening along At-Grade and Elevated Guideways Adjacent to Residential Areas	Specify when partial screening is sufficient as opposed to full screening. Or remove “partially.” Specify monitoring requirement for survival / replacement.	Legal	3/15/2025					
23	AVQ-MM#5: Replant Unused Portions of Land Acquired for the Los Angeles to Anaheim Project Section	Require pre-construction documentation of vegetation to be removed. Require irrigation system monitoring. Specify a minimum setback from infrastructure? Minimum vegetative coverage?	Legal	3/16/2025					
24	AVQ-MM#7: Incorporate Design Criteria for Elevated Guideways and Station Elements that Can Adapt to Local Context	Suggest including timeframes for consultation process.	Legal	3/17/2025					
25	TRAN-MM#1: Modify Traffic Signal Controls; TRAN-MM#2: Restripe Intersections; TRAN-MM#4: Add Exclusive Turn Lanes to Intersections; TRAN-MM#5: Add New Lanes to Roadway	Specify when restriping would occur / when completion would be required if the mitigation measure is ultimately implemented under the National Environmental Policy Act (NEPA).	Legal	3/18/2025					
26	CUL-MM#4: Minimize Adverse Effects through Relocation of Historic Buildings and Structures	Specify a menu of options to achieve the stated performance standards.	Legal	3/19/2025					
27	CUL-MM#8: Repair of Inadvertent Damage	Suggest adding pre and post construction documentation requirements. Specify a menu of options to achieve the stated performance standards.	Legal	3/20/2025					

28	CUL-MM#12: Design Review for Intrusion-Protection Barriers	Specify a menu of options to achieve the stated performance standards.	Legal	3/21/2025					
29	CUM-N&V-MM#1: Consult with Agencies Regarding Construction Activities	Specify a minimum advance consultation timeframe. Include monitoring requirements. If possible, state a performance standard and a menu of options to achieve the standard.	Legal	3/22/2025					

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transportation Service Agency

Congestion Management Agency

September 24, 2020

Mr. Mark McLoughlin
Attn: Los Angeles-Anaheim
California High-Speed Rail Authority
770 L Street, Suite 620, MS-2
Sacramento, CA 95814

Subject: **Revised Notice of Preparation and Notice of Intent for the Environmental Impact Report/Statement for the Los Angeles to Anaheim Project Section of the California High-Speed Rail Authority Project**

Dear Mr. McLoughlin:

Thank you for providing the Orange County Transportation Authority (OCTA) with the Revised Notice of Preparation (NOP) under the California Environmental Quality Act (CEQA) and Notice of Intent (NOI) under the National Environmental Policy Act (NEPA) for the Environmental Impact Report/Statement (EIR/EIS) for the Los Angeles (Union Station) to Anaheim (Anaheim Regional Transportation Intermodal Center) Project Section (Project) of the California High-Speed Rail Authority (CHSRA) Project. OCTA is a joint powers authority (JPA) member of the Southern California Regional Rail Authority (SCRRA), operated by Metrolink. The Project's intent to provide high-speed intrastate ground transportation should not negatively affect local and intercounty rail services such as Metrolink that serve approximately 2.9 million (fiscal year 2019) trips annually. The following comments are provided for your consideration:

- Current passenger rail services - OCTA retains certain rights over the Burlington Northern Santa Fe (BNSF) corridor in the Fullerton to Los Angeles section. These rights enable OCTA to sponsor critical commuter rail service between Orange County and Los Angeles. The ability to fully retain and realize these rights is crucial as any impairment could result in reduced commuter rail service, diverting trips to highways, and result in increases in highway traffic and vehicle miles traveled with associated negative environmental impacts. Furthermore, the rights and related commuter rail services are critical elements of a multimodal expenditure plan funded by the local sales tax measure. Regionally, the ability to continue to offer balanced multimodal solutions is a critical element of the OCTA Long-Range Transportation Plan. The EIR/EIS should thoroughly evaluate and address these issues and acknowledge OCTA's ownership of the railroad right-of-way between Fullerton and Anaheim, which was acquired for the purposes of providing expanded Metrolink service. These property rights and our objectives should not be undermined as a result of the Project.

- OCTA previously provided comments on the preliminary engineering for project definition for the CHSRA Los Angeles to Anaheim segment. Although CHSRA provided responses to OCTA's comments, we look forward to a mutually satisfactory resolution to the concerns previously raised by OCTA.
- In addition, BNSF, OCTA, and the Riverside County Transportation Commission (RCTC) are part of the San Bernardino Subdivision Shared-Use Agreement (SUA), which generally grants OCTA and RCTC exclusive rights for "passenger transportation uses." Any third party wishing to utilize the segment between Redondo Junction and Fullerton must obtain approval from OCTA and RCTC in addition to BNSF. A memorandum of understanding between CHSRA and BNSF does not supersede the terms of the SUA. Any impacts to the SUA must be thoroughly analyzed in the EIR/EIS.
- OCTA is a "responsible agency" under CEQA and a "cooperating agency" under NEPA for the Project. OCTA owns the railroad right-of-way between south of Fullerton to the Orange/San Diego county line, is a JPA member of SCRRA, as well as a party to the SUA. Accordingly, OCTA must be designated as a responsible agency and cooperating agency under CEQA and NEPA, respectively.
- OCTA is formally requesting to be added to the notification and distribution lists for all CEQA notices, public meeting notices, and public meeting/hearing notices relating to the Los Angeles to Anaheim segment of the Project under CEQA and local and state law, including the Ralph M. Brown Act and the Bagley-Keene Act.
- As a JPA member, OCTA is also partnering with Metrolink to implement the Southern California Optimized Rail Expansion Program. The CHSRA EIR/EIS must assess any potential impacts to these planned improvements.
- Future passenger rail capacity - OCTA has made significant investments including the purchase of right-of-way for capacity, track and rail communication enhancements, turnaround facilities, stations, and rolling stock to allow OCTA to offer up to 76 daily Metrolink trains in Orange County. OCTA and Metrolink have invested heavily on a future Metrolink Placentia Station that has been environmentally cleared and ready to be constructed.
- In addition, OCTA has supported publicly-funded triple track improvements and grade separations beyond the Orange/Los Angeles county line that enable the future expansion capacity to be realized. The EIR/EIS should assess the environmental impacts of any compromises to OCTA's ability to offer this level of service. Lastly, the EIR/EIS should clarify that the reliability of Metrolink operations in the Fullerton to Los Angeles segment will not be negatively affected by any added burdens on the constrained shared passenger and freight corridor.
- Incremental freight rail impacts - The proposed Colton Facility is anticipated to accommodate added freight trains from the Los Angeles/Long Beach ports

to Colton, which could increase over time. The added BNSF freight traffic would likely be travelling through the communities of Buena Park, Fullerton, Anaheim, Placentia, and Yorba Linda. OCTA recently completed a $650 million program consisting of seven grade separation projects that was partially necessitated to address the increase in freight movement related to the expansion of the Los Angeles/Long Beach ports. The EIR/EIS should thoroughly disclose, assess, and address any of the environmental impacts related to operation/queuing of additional freight trains through Orange County.

- Truck traffic – as noted by CHSRA, the purpose of the revised NOP/NOI was to solicit input on additional project components that would be required in Colton and Lenwood, which were not included when the project was initially scoped in 2007. The EIR/EIS should address the environmental effects of any potential for the shift from freight to truck traffic in Orange County that may be necessary to support the Project. It is not clear how existing truck freight traffic in Orange County would be affected as a result of the proposed changes to freight rail operations. Environmental impacts of any associated truck traffic movements shift should be studied and addressed.
- Throughout the construction of the Project, Metrolink will be expected to continue to provide uninterrupted service. Any impacts to Metrolink service during the construction or operation of the Project must be assessed and mitigated in the EIR/EIS.

OCTA appreciates the opportunity to provide meaningful input on the revised NOP/NOI scoping process, and we look forward to working with the CHSRA to integrate the aforementioned comments into the EIR/EIS analysis. Furthermore, OCTA looks forward to becoming a more active participant in the development of the EIR/EIS so that any impacts to Orange County will be adequately analyzed addressed and mitigated. OCTA understands our partner agencies, RCTC and the San Bernardino County Transportation Authority, have raised similar concerns regarding the Project. If you have any questions or comments, please contact Kia Mortazavi at (714) 560-5741 or at kmortazavi@octa.net.

Sincerely,



Darrell E. Johnson
Chief Executive Officer

DEJ:dp

January 22, 2024

Ms. LaDonna DiCamillo
Southern California Regional Director
California High Speed Rail Authority
Attn: Los Angeles-Anaheim
770 L Street, Suite 620, MS-2
Sacramento, CA 95814

Subject: **Los Angeles to Anaheim Project Section Supplemental Alternatives Analysis Report**

Dear Ms. DiCamillo:

The California High Speed Rail Authority (CHSRA) recently released the Los Angeles to Anaheim Project Section Supplemental Alternatives Analysis (SAA) Report proposing the Shared Passenger Track Alternative without sufficient consultation with the Orange County Transportation Authority (OCTA). OCTA, as the railroad owner and County Transportation Commission, has several concerns with the lack of coordination, the adequacy of the analysis, and inconsistent justifications used to support this alternative as described below.

- OCTA was not adequately consulted on the development of the Shared Passenger Track Alternative despite being Orange County's transportation planning agency and railroad owner.
- The Shared Passenger Track Alternative does not offer high-speed service, conflicting with legislative requirements. Compared to other alternatives, relying on reduced speeds and service levels contradicts the purpose of high-speed rail connectivity.
- Given the proximity of the Shared Passenger Track Alternative to disadvantaged communities, potential community and environmental impacts require more analysis. Changes in freight operations to accommodate the proposed alternative suggest consideration of cumulative impacts with emphasis on sensitive communities.
- Implications of the proposal on existing shared track agreements and current and planned passenger rails services must be more clearly analyzed and described.
- More detail is needed on the Buena Park station relocation, track reconfiguration, staging tracks, shared maintenance costs, and modeling assumptions.
- CHSRA appears to have delegated the Fullerton station improvements to the Southern California Regional Rail Authority (SCRRA) as part of the

Fullerton Interlocker Project that is currently led by SCRRA. The proposed changes require more discussion so impacts to current passenger rail services due to relocation of the platform can be better understood by OCTA and the City of Fullerton.

Please refer to the attachments for more details on OCTA's primary concerns. OCTA requests involvement as an active participant in developing alternatives. This will ensure that impacts to Orange County are fully analyzed and addressed. We look forward to meeting with you to discuss the rationale for the Shared Passenger Track Alternative and rejection of the other alternatives. Please contact me at (714) 560-5741 or kmortazavi@octa.net for follow-up. Thank you.

Sincerely,



Kia Mortazavi
Executive Director, Planning

KM:dp
Attachments

- The Orange County Transportation Authority (OCTA) was not adequately consulted on the development of the Shared Passenger Track Alternative. As the railroad owner and designated County Transportation Commission, OCTA is a key stakeholder who has sponsored commuter rail service in the corridor for more than three decades as well as the railroad owner for the Orange County portion of the Fullerton to Anaheim segment. We understand the California High Speed Rail Authority (CHSRA) and the Southern California Regional Rail Authority (SCRRA) have been in discussion regarding the project elements. OCTA must be directly involved in discussions of project alternatives that impact the Fullerton to Anaheim segment owned by OCTA.

- The proposed Shared Passenger Track Alternative does not offer high-speed service to Los Angeles. CHSRA staff has suggested a one-seat ride to the Bay Area as a substitute and indicated that CHSRA is not obligated to provide high-speed service to Anaheim. However, the enabling CHSRA statutes call for "constructing a high-speed train system that connects the San Francisco Transbay Terminal to Los Angeles Union Station and Anaheim." Therefore, the proposed alternative does not meet the legislative requirements.

The stated reasons for eliminating the Freeway Tunnel and the Union Pacific Railroad alternatives include cost, construction challenges, and short-term construction impacts related to tunneling. Cost should not be a factor to eliminate an alternative under the California Environmental Quality Act (CEQA) process. The purpose of CEQA analysis is to assess the potential environmental impacts. In this respect, the short-term and long-term environmental impacts of the Shared Passenger Track Alternative should be given equal consideration prior to any decision on a preferred alternative.

- Given the proximity of the Shared Passenger Track Alternative to disadvantaged communities, potential community and environmental impacts require more analysis. Without the proper community impacts assessment and environmental justice, and related Title VI analyses, the introduction and elimination of alternatives would not meet the spirit and intent of the CEQA public disclosure process. Furthermore, implementing the Shared Passenger Track Alternative has the potential to induce additional rail freight traffic as stated in the Supplemental Alternatives Analysis (SAA). This raises important questions about potential cumulative environmental, health, and community impacts, particularly to disadvantaged communities. Consequently, it is crucial to examine how these communities have been engaged in the public participation process to ensure their voices are heard and their concerns are adequately addressed. Please provide more information on how the Shared Passenger Track Alternative would mitigate the cumulative impacts of the induced rail freight traffic impacts in north Orange County.
- The analysis in the SAA fails to demonstrate how it would mitigate potential impacts to the shared use agreement between BNSF, OCTA, and the Riverside County Transportation Commission, which are part of the San Bernardino Subdivision Shared Use Agreement.

- The SAA document relies on the reduction of HSR passenger service levels and speeds as a mitigation strategy. This appears to conflict with the primary purpose of the project to connect the megaregions of the state through a high-speed rail system.

- The report states that track reconfiguration may be considered at the Fullerton station (to ensure BNSF access and/or to reduce project footprint or costs). The SAA needs to provide more information and details about the impacts of the track reconfiguration to Fullerton Station and the assumed plans for using the existing tracks at that location.

- The SAA relies on additional staging tracks outside the project corridor (considered freight rail mitigation). CHSRA must better analyze the viability and impacts of the staging tracks before selecting the Shared Passenger Track Alternative as the preferred alternative.

- CHSRA reports identify the potential for shared maintenance costs with other passenger rail services as a feature of the Shared Passenger Track Alternative. OCTA must review the information that supports this statement and is concerned with the implications of this concept on the maintenance cost shares of the other rail operators.

- CHSRA has not provided the modeling assumptions for the Shared Passenger Track Alternative. This information will assist OCTA to better assess:
  - Assumed operating speeds in relation to the project's legislative intent;
  - Freight utilization and maintaining capacity for future increases in Metrolink and Surfliner passenger service levels;
  - Impacts to Metrolink's Southern California Optimized Rail Expansion (SCORE) Program implementation; and
  - The effects of electrification on OCTA-owned tracks and the impact on intracounty commuter rail service between Fullerton and south Orange County.

OCTA

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transporation Service Agency

Congestion Management Agency

September 24, 2020

Mr. Mark McLoughlin
Attn: Los Angeles-Anaheim
California High-Speed Rail Authority
770 L Street, Suite 620, MS-2
Sacramento, CA 95814

Subject: **Revised Notice of Preparation and Notice of Intent for the Environmental Impact Report/Statement for the Los Angeles to Anaheim Project Section of the California High-Speed Rail Authority Project**

Dear Mr. McLoughlin:

Thank you for providing the Orange County Transportation Authority (OCTA) with the Revised Notice of Preparation (NOP) under the California Environmental Quality Act (CEQA) and Notice of Intent (NOI) under the National Environmental Policy Act (NEPA) for the Environmental Impact Report/Statement (EIR/EIS) for the Los Angeles (Union Station) to Anaheim (Anaheim Regional Transportation Intermodal Center) Project Section (Project) of the California High-Speed Rail Authority (CHSRA) Project. OCTA is a joint powers authority (JPA) member of the Southern California Regional Rail Authority (SCRRA), operated by Metrolink. The Project's intent to provide high-speed intrastate ground transportation should not negatively affect local and intercounty rail services such as Metrolink that serve approximately 2.9 million (fiscal year 2019) trips annually. The following comments are provided for your consideration:

- Current passenger rail services - OCTA retains certain rights over the Burlington Northern Santa Fe (BNSF) corridor in the Fullerton to Los Angeles section. These rights enable OCTA to sponsor critical commuter rail service between Orange County and Los Angeles. The ability to fully retain and realize these rights is crucial as any impairment could result in reduced commuter rail service, diverting trips to highways, and result in increases in highway traffic and vehicle miles traveled with associated negative environmental impacts. Furthermore, the rights and related commuter rail services are critical elements of a multimodal expenditure plan funded by the local sales tax measure. Regionally, the ability to continue to offer balanced multimodal solutions is a critical element of the OCTA Long-Range Transportation Plan. The EIR/EIS should thoroughly evaluate and address these issues and acknowledge OCTA's ownership of the railroad right-of-way between Fullerton and Anaheim, which was acquired for the purposes of providing expanded Metrolink service. These property rights and our objectives should not be undermined as a result of the Project.

- OCTA previously provided comments on the preliminary engineering for project definition for the CHSRA Los Angeles to Anaheim segment. Although CHSRA provided responses to OCTA's comments, we look forward to a mutually satisfactory resolution to the concerns previously raised by OCTA.
- In addition, BNSF, OCTA, and the Riverside County Transportation Commission (RCTC) are part of the San Bernardino Subdivision Shared-Use Agreement (SUA), which generally grants OCTA and RCTC exclusive rights for "passenger transportation uses." Any third party wishing to utilize the segment between Redondo Junction and Fullerton must obtain approval from OCTA and RCTC in addition to BNSF. A memorandum of understanding between CHSRA and BNSF does not supersede the terms of the SUA. Any impacts to the SUA must be thoroughly analyzed in the EIR/EIS.
- OCTA is a "responsible agency" under CEQA and a "cooperating agency" under NEPA for the Project. OCTA owns the railroad right-of-way between south of Fullerton to the Orange/San Diego county line, is a JPA member of SCRRA, as well as a party to the SUA. Accordingly, OCTA must be designated as a responsible agency and cooperating agency under CEQA and NEPA, respectively.
- OCTA is formally requesting to be added to the notification and distribution lists for all CEQA notices, public meeting notices, and public meeting/hearing notices relating to the Los Angeles to Anaheim segment of the Project under CEQA and local and state law, including the Ralph M. Brown Act and the Bagley-Keene Act.
- As a JPA member, OCTA is also partnering with Metrolink to implement the Southern California Optimized Rail Expansion Program. The CHSRA EIR/EIS must assess any potential impacts to these planned improvements.
- Future passenger rail capacity - OCTA has made significant investments including the purchase of right-of-way for capacity, track and rail communication enhancements, turnaround facilities, stations, and rolling stock to allow OCTA to offer up to 76 daily Metrolink trains in Orange County. OCTA and Metrolink have invested heavily on a future Metrolink Placentia Station that has been environmentally cleared and ready to be constructed.
- In addition, OCTA has supported publicly-funded triple track improvements and grade separations beyond the Orange/Los Angeles county line that enable the future expansion capacity to be realized. The EIR/EIS should assess the environmental impacts of any compromises to OCTA's ability to offer this level of service. Lastly, the EIR/EIS should clarify that the reliability of Metrolink operations in the Fullerton to Los Angeles segment will not be negatively affected by any added burdens on the constrained shared passenger and freight corridor.
- Incremental freight rail impacts - The proposed Colton Facility is anticipated to accommodate added freight trains from the Los Angeles/Long Beach ports

to Colton, which could increase over time. The added BNSF freight traffic would likely be travelling through the communities of Buena Park, Fullerton, Anaheim, Placentia, and Yorba Linda. OCTA recently completed a $650 million program consisting of seven grade separation projects that was partially necessitated to address the increase in freight movement related to the expansion of the Los Angeles/Long Beach ports. The EIR/EIS should thoroughly disclose, assess, and address any of the environmental impacts related to operation/queuing of additional freight trains through Orange County.

- Truck traffic – as noted by CHSRA, the purpose of the revised NOP/NOI was to solicit input on additional project components that would be required in Colton and Lenwood, which were not included when the project was initially scoped in 2007. The EIR/EIS should address the environmental effects of any potential for the shift from freight to truck traffic in Orange County that may be necessary to support the Project. It is not clear how existing truck freight traffic in Orange County would be affected as a result of the proposed changes to freight rail operations. Environmental impacts of any associated truck traffic movements shift should be studied and addressed.
- Throughout the construction of the Project, Metrolink will be expected to continue to provide uninterrupted service. Any impacts to Metrolink service during the construction or operation of the Project must be assessed and mitigated in the EIR/EIS.

OCTA appreciates the opportunity to provide meaningful input on the revised NOP/NOI scoping process, and we look forward to working with the CHSRA to integrate the aforementioned comments into the EIR/EIS analysis. Furthermore, OCTA looks forward to becoming a more active participant in the development of the EIR/EIS so that any impacts to Orange County will be adequately analyzed addressed and mitigated. OCTA understands our partner agencies, RCTC and the San Bernardino County Transportation Authority, have raised similar concerns regarding the Project. If you have any questions or comments, please contact Kia Mortazavi at (714) 560-5741 or at kmortazavi@octa.net.

Sincerely,



Darrell E. Johnson
Chief Executive Officer

DEJ:dp

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transportation Service Agency

Congestion Management Agency

November 15, 2024

Attn: Simon Tse and Amit Joshi
Los Angeles-Anaheim
California High Speed Rail Authority
770 L Street, Suite 620, MS-2
Sacramento, CA 95814

Via email: simon.tse@hsr.ca.gov and amit.joshi@hsr.ca.gov

Subject: Los Angeles to Anaheim Section Updated Preliminary Engineering for Project Definition

Dear Mr. Tse and Mr. Joshi,

On October 7, 2024, the California High Speed Rail Authority (CHSRA) provided the Orange County Transportation Authority (OCTA) with the updated Preliminary Engineering for Project Definition (PEPD) documents. OCTA is a Joint Powers Authority member of the Southern California Regional Rail Authority, operated by Metrolink. OCTA previously provided comments on the Supplemental Alternatives Analysis, the Revised Notice of Preparation (NOP), and the Notice of Intent (NOI) for the Environmental Impact Report/Statement (for the Los Angeles to Anaheim Project Section of the California High-Speed Rail Authority Project (see attached September 24, 2020, and January 22, 2024 letters). In addition, OCTA has reviewed the PEPD; see below for a summary of our comments. See Attachment A for more details.

- The Fullerton train station is the busiest passenger rail station in Orange County. OCTA would like to better understand how the station would be modified and addressed in the Draft Environmental Impact Report/Statement.
- Various XO (crossover) configurations appear to limit operational flexibility for Metrolink trains. OCTA requests further coordination with Metrolink to minimize potential impacts.
- Please confirm that Metrolink minimum clearance requirements will be met for the shared track concepts.
- Several concepts involve the demolition of existing railroad bridges and modifications of grade separations, such as those located at Beach Boulevard, Brea Creek, Dale Street, Gilbert Street, and Harbor Boulevard. Clarification is needed on provisions for temporary parapets or other measures to retain the California Public Utility Commission walkway during construction. Additionally, construction phasing should be considered to minimize impacts to passenger rail operations.
- Discuss and negotiate with OCTA on the shared use and right of way impacts south of Fullerton Junction to Anaheim Regional Transportation Intermodal Center (ARTIC) station.

- Evaluate the Fullerton Station passenger path of travel from the amenities on the north side of the station to the new proposed platform on the south side to compare the additional time and distance burden on the passengers, if any.
- Coordination should be conducted for the ARTIC site plan, as needed, with ongoing final design efforts by the City of Anaheim for the "Building Bridges to Transit" project which includes new active transportation connections, pedestrian bridges, and riverbank trail realignment.

OCTA appreciates the opportunity to provide meaningful input, and we look forward to working with the CHSRA to address the aforementioned comments. Furthermore, OCTA looks forward to continuing to be an active participant in the development of the Los Angeles to Anaheim updated PEPD so that any impacts to Orange County will be adequately analyzed, addressed, and mitigated. If you have any questions or comments, please contact me at 714-560-5729 or rcasey@octa.net or Dan Phu at 714-560-5907 or dphu@octa.net.

Sincerely,



Rose Casey
Planning, Executive Director

Attachments: Attachment A: PEPD Comments
Attachment B: Revised NOP and NOI for the EIR/EIS for the Los Angeles to Anaheim Project Section of the CHSRA Project dated September 24, 2020
Attachment C: Los Angeles to Anaheim Project Section Supplemental Alternative Analysis Report dated January 22, 2024

OCTA

COMMENT-RESPONSE LOG

Project: A4205 CHSRA LA to Anaheim
Submittal: Preliminary Engineering for Project Definition
Contract Reference: A4205-F18

Response Codes: **A**=Agreed and will comply/take action. **B**=Will investigate. **C**=Disagree for reasons noted in Response/Status Column. **D**=Will address in next phase.

REVIEWER RESPONSIBILITY								RESPONDER RESPONSIBILITY			
NO.	Reviewer	Agency	SPEC	DWG	REPORT	REF. PAGE	DISCIPLINE	COMMENT	RESPONDER	RESPONSE CODE	RESPONSE	RESOLUTION-ACTION ITEM
1	R. Vandenberg	Rheia Consulting				Transmittal Letter	NA	Preferred alternative does not include HSR Station at Fullerton. How will HSR Fullerton Station and Modified Metrolink Fullerton Station be addressed in the DEIS/DEIR?				
PEDP VOLUME 3.1												
2	A. Shah	HDR Engineering		X		GE-D0101	General	Suggest having sheet after symbols because it is unclear what the blue linework is				
3	A. Shah	HDR Engineering		X		GE-B0101	General	Metrolink design criteria requires 15' minimum track spacing. Need to review and file RFSDCs for where Metrolink commuter tracks are shown with reduced track spacing.				
4	A. Shah	HDR Engineering		X		GE-B0101	General	Max design speed for this corridor is 110mph				
5	R. Vandenberg	Rheia Consulting		X		GE-D6101	General	Fullerton Junction - viability of overall configuration needs to be confirmed with simulations that incorporate future Metrolink service plans for OC, IEOC, and Riverside Lines, allowing for normal variations in train operations				
6	R. Vandenberg	Rheia Consulting		X		GE-D6101	General	Certain XO configurations appear to limit operational flexibility for Metrolink trains, including: • No XO are provided on the north side of the Relocated Metrolink Commerce Station • XO configuration south of Relocated Buena Park Station • At CP Santa Fe Springs (MP 155.0), SB operation on M3 (if required) does not have access to the west Norwalk/Santa Fe Springs Metrolink Station platform • 2 LH XO rather than universal configuration north of Fullerton Station • CP Orangethorpe (MP 166.2) includes 2 LH crossovers rather than universal configuration				
7	R. Vandenberg	Rheia Consulting		X		GE-D6101	General	26th St LMF yard lead configuration could affect shared passenger track operations as: • NB access into 26th St LMF would require NB HSR trains to operate on M4 from CP Bandini (MP 148.9) to the LMF lead (approx MP 146) • NB access out of the 26th St LMF would require NB HSR trains to operate on M4 from the LMF lead (approx MP 144.5) to CP Olympic, north of the Redondo Jcn Flyover.				
8	R. Vandenberg	Rheia Consulting		X		TT-D3001	Track Alignment	In Section C-C, please demonstrate that proposed 10' horizontal clearance between M1 track and OCS poles will meet Metrolink's minimum clearance standards, in consideration of increased clearance required at curves.				
9	R. Vandenberg	Rheia Consulting		X		TT-D3003	Track Alignment	How will ROW access be controlled at industry sidings?				
10	R. Vandenberg	Rheia Consulting		X		TT-B3001, TT-D3005, TT-D3006, TT-D3015, TT-D3016, TT-D3029. TT-D3030, TT-D3031	Track Alignment	On aerial structure, please demonstrate that proposed min. 10.67' horizontal clearance to OCS poles will meet Metrolink's minimum clearance standards, in consideration of increased clearance required at curves.				
11	R. Vandenberg	Rheia Consulting		X		TT-D3008	Track Alignment	Section L-L: identify which station this is (Commerce Station)				
12	R. Vandenberg	Rheia Consulting		X		TT-D3011	Track Alignment	Section R-R at 605 Fwy: please clarify what 10' horizontal clearance is to… if to bridge pier, demonstrate that there is adequate clearance for pier protection that will be required for Caltrans structure				
13	R. Vandenberg	Rheia Consulting		X		TT-D3023	Track Alignment	At retained fill sections through Buena Park, can east (left) walkway be moved outside OCS poles (like at west/right)?				
14	A. Shah	HDR Engineering		X		TT-D3027	Track Alignment	Need a dimension to the intertrack fence from the CL of track				
15	R. Vandenberg	Rheia Consulting		X		TT-D3028	Track Alignment	Section NN-NN at Fullerton Jct: please explain clearance between BNSF M3 and SCRRA MT1 which is shown as 0' to 108'. Where 0', is this a shared track?				
16	R. Vandenberg	Rheia Consulting		X		TT-D1503, TT-D1603	Track Alignment	It would be useful to show in Plan and Profile sheets which tracks are intended solely for passenger train operations, which tracks are dedicated for freight use, and which tracks would support shared passenger / freight operations.				

COMMENT-RESPONSE LOG

Project: A4205 CHSRA LA to Anaheim
Submittal: Preliminary Engineering for Project Definition
Contract Reference: A4205-F18

Response Codes: **A**=Agreed and will comply/take action. **B**=Will investigate. **C**=Disagree for reasons noted in Response/Status Column. **D**=Will address in next phase.

REVIEWER RESPONSIBILITY								RESPONDER RESPONSIBILITY			
NO.	Reviewer	Agency	SPEC	DWG	REPORT	REF. PAGE	DISCIPLINE	COMMENT	RESPONDER	RESPONSE CODE	RESPONSE	RESOLUTION-ACTION ITEM
17	G. Jennings	Mott MacDonald		X		TT-D1581	Track Alignment	NW end of new station platforms have horizontal/vertical curvature for New Metrolink Buena Park Station. Depending on train stopping positions, the risk to platform train interface (PTI) could be minimal but is there opportunity to remove curvature for a new station and de-risk construction and PTI? Note the platform location is not shown on the profile which would aid understanding (platforms are identified in other drawings)				
18	G. Jennings	Mott MacDonald		X		TT-D1584, TT-D1592, TT-D1621, TT-D1622	Track Alignment	There are a number of turnout/crossover units in a complex arrangement which are located on (or are in close proximity) to the underpasses. This imparts a risk in terms of differential track stiffness (due to the stiff bridge structure) for operationally critical assets with impacts on maintenance and the risk/consequence of derailment. How has the risk been considered/assessed/mitigated, as additonal landtake may be required to relocate the complex turnout/crossover units? Also relates to grade separation drawings ST-K1271, ST-K3301, ST-K1571 in volume 3.3 and drawing B-1 in volume 3.3A				
19	G. Jennings	Mott MacDonald		X		TT-D1599	Track Alignment	No.11 and No. 20 Turnout are located in close proximity to the Fullerton station platform ends. Noted that train control systems are not part of this contract but this distance may be a challenge for signal standback and overlaps, has this be considered?				
20	A. Shah	HDR Engineering		X		TT-D1599	Track Alignment	Will the existing ped bridge be protected in place or removed?				
21	R. Vandenberg	Rheia Consulting		X		TT-D1619	Track Alignment	Operational implications of shared use of proposed HST overnight storage lead with UPRR local freight movement needs to be better understood (connection to UP Tustin Branch)				
22	R. Vandenberg	Rheia Consulting		X		TT-D1604	Track Alignment	100-ft min. is required between #20 TO PS and Orangethorpe Ave GC				
23	R. Vandenberg	Rheia Consulting		X		TT-D1604	Track Alignment	Show PS to existing Metrolink storage track south of Orangethorpe Ave				
24	J. Lee	OCTA		X		General	Track Alignment	OCS poles shown throughout the plans will reduce the overall usable ROW for OCTA and the ability for expansion in the future				
25	J. Lee	OCTA		X		General	ROW	The dedicated HSR storage tracks proposed will occupy most of OCTA's ROW and prevent the owner from future service expansion and other uses				
26	J. Lee	OCTA		X		General	ROW	Use of OCTA's ROW for HSR as shared use including new improvements should be discussed and agreed upon				
27	J. Lee	OCTA		X		General	ROW	ROW discussions and negotiations between HSR and BNSF only apply to the corridor north of Fullerton Junction; need to add a note to discuss and negotiate with OCTA on the corridor south of Fullerton Junction to ARTIC Station				
28	I. Watkins	Mott MacDonald		X		RW-M1598-1560	ROW	Note that agreements will be required for rail and public ROW area adjustments around modified Metrolink Fullerton Station with OCTA. Who will be the lead agency for such agreements?				
29	I. Watkins	Mott MacDonald		X		RW-M1598-1623	ROW	Note that agreements will be required for rail ROW area adjustments around proposed HSR Anaheim Station with OCTA. Who will be the lead agency or such agreements?				
PEDP VOLUME 3.3												
30	A. Evans	Mott MacDonald		X		CV-T0266	Grade Sep	The new alignment near Buena Park Station will move HSR lines closer to residential properties to the south. What mitigation is anticipated in terms of acoustic treatment and/or potential purchase of some of the properties to provide credible offset between residents and the rail corridor?				
31	R. Vandenberg	Rheia Consulting		X		CV-T1267, CV-T1271, CV-T1302	Grade Sep	Beach Blvd / Dale St / Commonwealth Ave grade separation - min. vertical clearance for roadway below RR bridge matches existing (15.5 ft) but would be reduced by falsework during construction. What would vertical clearance be during construction?				
32	R. Vandenberg	Rheia Consulting		X		ST-K1266	Grade Sep	Buena Park Station Platform extends onto Beach Blvd grade separation structure - how will emergency egress be achieved?				

OCTA

COMMENT-RESPONSE LOG

Project: A4205 CHSRA LA to Anaheim
Submittal: Preliminary Engineering for Project Definition
Contract Reference: A4205-F18

Response Codes: **A**=Agreed and will comply/take action. **B**=Will investigate. **C**=Disagree for reasons noted in Response/Status Column. **D**=Will address in next phase.

REVIEWER RESPONSIBILITY								RESPONDER RESPONSIBILITY			
NO.	Reviewer	Agency	SPEC	DWG	REPORT	REF. PAGE	DISCIPLINE	COMMENT	RESPONDER	RESPONSE CODE	RESPONSE	RESOLUTION-ACTION ITEM
33	R. Vandenberg	Rheia Consulting		X		ST-K3266	Grade Sep	Proposed construction at Beach Blvd grade separation requires demolition of existing bridge parapet wall adjacent to track M1. This would need to be accomplished while maintaining existing M1 track in place until new M1 alignment is constructed to minimize impacts to train operations. What provisions are being taken for temporary parapet or other measures to retain CPUC walkway during construction?				
34	R. Vandenberg	Rheia Consulting		X		ST-K1269	Grade Sep	Proposed construction at Break Creek requires demolition of existing bridge parapet wall and raised walkway adjacent to track M3. This would need to be accomplished while maintaining existing M3 track in service to minimize impacts to train operations. What provisions are being taken for temporary parapet or other measures to retain CPUC walkway during construction?				
35	R. Vandenberg	Rheia Consulting		X		ST-K1271	Grade Sep	Proposed construction at Dale St grade separation requires demolition of existing bridge parapet and walkway adjacent to M1 (LA-A SB). This would need to be accomplished while maintaining existing LA-A SB track in place to minimize impacts to train operations. What provisions are being taken for temporary parapet or other measures to retain CPUC walkway during construction?				
36	R. Vandenberg	Rheia Consulting		X		CV-T3281	Grade Sep	What intrusion protection or other measures are being taken to avoid people/objects getting into trench section adjacent to Artesia Ave?				
37	R. Vandenberg	Rheia Consulting		X		ST-K1291	Grade Sep	Proposed construction at Gilbert St grade separation requires demolition of existing bridge parapet and walkway adjacent to M4. This would need to be accomplished while maintaining existing track in place to minimize impacts to train operations. What provisions are being taken for temporary parapet or other measures to retain CPUC walkway during construction?				
38	R. Vandenberg	Rheia Consulting		X		ST-K1291, ST-K1541	Grade Sep	Is 2' clearance sufficient for seismic interactions between two RR bridges? Provide relevant codes.				
39	R. Vandenberg	Rheia Consulting		X		ST-K3301	Grade Sep	Commonwealth Ave Section B and Section E - verify no ballast retainer is needed between M3 and LA-A NB due to difference in profile elevation				
40	R. Vandenberg	Rheia Consulting		X		ST-K1311	Grade Sep	Proposed construction at Euclid St requires demolition of existing single-track RR bridge to allow for construction of new 2 track shared bridge. While 5 tracks still available during construction, some of these are used by BNSF for storage. Storage of trains should be precluded during construction to minimize impacts to passenger train operations				
41	R. Vandenberg	Rheia Consulting		X		CV-T1322	Grade Sep	Walnut Ave grade separation proposes 15.67 ft min clearance. Point of measurement in cross section is at roadway crown, clearance at corner of RR bridge soffit should be verified/shown on drawing				
42	R. Vandenberg	Rheia Consulting		X		CV-T1351	Grade Sep	Highland Ave grade separation - min. 15.67 ft clearance matches existing but will be reduced by falsework during construction				
43	R. Vandenberg	Rheia Consulting		X		ST-K1361	Grade Sep	Proposed construction at Harbor Blvd grade separation requires removal of existing bridge fence/barrier next to existing m3 track and walkway next to existing m1 track. Provisions for temporary parapet or other measures to retain CPUC walkway during construction?				
44	R. Vandenberg	Rheia Consulting		X		ST-K1361	Grade Sep	Harbor Blvd grade separation typical section -- is HSR platform cantilevered over existing structure? What is interaction between two bridges?				
45	R. Vandenberg	Rheia Consulting		X		ST-K1571, ST-K1572	Grade Sep	Proposed construction Katella Ave requires construction of half of new RR bridge, demolition of existing RR bridge, then construction of second half of new RR bridge. Verify constructability and clearances between first half of new RR bridge and existing RR bridge. First half of new RR bridge would need to be able to support operation of two tracks but current construction staging concept only provides 6'10" horizontal clearance between M2 and temporary parapet wall.				
46	R. Vandenberg	Rheia Consulting		X		CV-T1583	Grade Sep	Douglass Service Rd proposes 13' minimum clearance under new RR bridge. Does that agree with Metrolink standards?				

COMMENT-RESPONSE LOG

Project: A4205 CHSRA LA to Anaheim
Submittal: Preliminary Engineering for Project Definition
Contract Reference: A4205-F18

Response Codes: **A**=Agreed and will comply/take action. **B**=Will investigate. **C**=Disagree for reasons noted in Response/Status Column. **D**=Will address in next phase.

REVIEWER RESPONSIBILITY								RESPONDER RESPONSIBILITY			
NO.	Reviewer	Agency	SPEC	DWG	REPORT	REF. PAGE	DISCIPLINE	COMMENT	RESPONDER	RESPONSE CODE	RESPONSE	RESOLUTION-ACTION ITEM
47	R. Vandenberg	Rheia Consulting		X		ST-K1582	Grade Sep	Please check vertical clearance labels and notes				
48	J. Lee	OCTA		X		General	Grade Sep	Construction phasing should be considered for grade separations to maintain full passenger operations during construction and minimize service disruptions				
PEDP VOLUME 3.4												
49	G. Jennings			X		UT-C1585, UT-C1597, UT-C1604, UT-C1621	Utilities	Utilities in close proximity to turnouts/crossovers. Potential for differential track stiffness leading to dynamic forces, voiding and subsequent component failures; and therefore to increased maintenance activity. Risk may be mitigated by utility depth (not indicated on plan) but how has the risk been considered/assessed/mitigated, as additional landtake may be required to relocate the turnout/crossover units?				
50	A. Shah	HDR Engineering		X		UT-C1599	Utilities	Need to detail with retaining wall				
51	J. Lee	OCTA		X		General	Utilities	Utilities under license proposed to be relocated should include relocation costs and potential ROW needed if relocation cannot stay within OCTA's ROW				
52	J. Lee	OCTA		X		General	Utilities	Confirm utility impacts from grade separations are also defined within the utility plans				
53	A. Evans	Mott MacDonald		X		UT-C1599	Utilities	Note largest utility for coordination is City of Fullerton 36" Storm Drain which will need asset protection during the works but not necessarily diversion. Provide guidance on how this line will be protected?				
PEDP VOLUME 3.5												
54	R. Vandenberg	Rheia Consulting		X		AR-B0201	Stations	Commerce Station - proposed orientation of Metrolink platform and station plaza/parking creates a long path of travel for Metrolink riders, with platform accessible only from one end. This does not seem to meet the standard. Metrolink criteria calls for access to be provided at the center of the platform or as close as possible to mini-high platform. Explain how HSR will meet the standard and what the provisions are for emergency egress from the far end of the platform.				
55	I. Watkins	Mott MacDonald		X		AR-B0601	Stations	Proposed relocation of Buena Park Station will include a 680' platform with accessible entrance to the transit plaza (via. pedestrian tunnel) and Beach Bvd (via. stair and lift). What ammenities will be provided at this relocated station similar to those provided at the existing Buena Park Station (including number of parking stalls, transit plaza, etc.)?				
56	I. Watkins	Mott MacDonald		X		AR-B0601	Stations	What phase of construction will the entrance to Beach Blvd. be completed as part of the station relocation? This entrance would be complex to retrofit once the station is operational.				
57	I. Watkins	Mott MacDonald		X		AR-B0601	Stations	Provide details for potential pedestrian connection to Tulare Street. What phase of construction will the underpass be completed as a part of the station relocation? This element would be complex to retrofit once the station is operational.				
58	I. Watkins	Mott MacDonald		X		AR-B0601	Stations	Provide details how staging of works between relocated station and existing station will be arranged to minimize disruption to the public across all transit modes. Details of staging for Metrolink operations, OCTA Buses and transit plaza amenities etc. to be agreed.				
59	J. Lee	OCTA		X		AR-B0601	Stations	With a planned year of construction, the parking capacity needs to be increased to accommodate the service improvements with the station relocation				
60	R. Vandenberg	Rheia Consulting		X		AR-B0601	Stations	What are provisions for emergency egress from south end of Buena Park station platform at Beach Blvd grade separation?				
61	R. Vandenberg	Rheia Consulting		X		AR-B0701	Stations	Offset of two Metrolink platforms creates a very long path of travel for SB Metrolink/Amtrak riders. More direct access should be provided between parking structure and SB platform.				
62	A. Shah	HDR Engineering		X		AR-B0701	Stations	Will there be any connection from the parking structure to the Amtrak/Metrolink center platform? What is the ped routing from the parking structure?				

COMMENT-RESPONSE LOG

Project: A4205 CHSRA LA to Anaheim
Submittal: Preliminary Engineering for Project Definition
Contract Reference: A4205-F18

Response Codes: **A**=Agreed and will comply/take action. **B**=Will investigate. **C**=Disagree for reasons noted in Response/Status Column. **D**=Will address in next phase.

REVIEWER RESPONSIBILITY								RESPONDER RESPONSIBILITY			
NO.	Reviewer	Agency	SPEC	DWG	REPORT	REF. PAGE	DISCIPLINE	COMMENT	RESPONDER	RESPONSE CODE	RESPONSE	RESOLUTION-ACTION ITEM
63	A. Shah	HDR Engineering		X		AR-B0701	Stations	Will passenger trains be on the BNSF Main Tracks to be able to utilize the existing platform?				
64	A. Shah	HDR Engineering		X		AR-B0701	Stations	Will any of the existing station parking lot on the south side of the station be salvaged?				
65	J. Lee	OCTA		X		AR-B0701	Stations	How will the enhanced sidewalk be accessed from Walnut? It appears there is a retaining wall along Walnut to support the track structure				
66	J. Lee	OCTA		X		AR-B0701	Stations	Loss of station and street parking with direct access from Walnut should be mitigated				
67	J. Lee	OCTA		X		AR-B0701	Stations	Should evaluate the passenger path of travel from the amenities on the north side to the new platform for added time and degradation of convenience. Mitigate as needed.				
	J. Lee	OCTA		X		AR-B0701	Stations	The new platform length should accommodate both future Amtrak and Metrolink services				
68	A. Shah	HDR Engineering		X		AR-B0701	Stations	What are the exit points off of the center platform? Need to consider NFPA 130				
69	A. Evans	Mott MacDonald		X		AR-B0701	Stations	Realignment to Fullerton Station configuration and termination of existing lines get connected through the new proposed 800' station length will require reconfiguration of Walnut Ave also required. Provide details of how this will be addressed.				
70	A. Evans	Mott MacDonald		X		AR-B0701	Stations	Enhancing the interface with the TOD neighborhood area, is there any consideration for additional infrastructure (e.g. parking) for increased ridership as a consequence of High Speed? What improvements and parking encroaches partially in OTCA land will require purchase from other land owners?				
71	A. Evans	Mott MacDonald		X		AR-B0701	Stations	Changes to overpass bridge for passengers to an underpass will require works during track realignment phase. How will HSR ensure existing service will be protected during construction works?				
72	A. Evans	Mott MacDonald		X		AR-B0701	Stations	Note large new bridging structures required over Harbor Rd. to support track and new platform.				
73	A. Evans	Mott MacDonald		X		AR-B0701	Stations	Anticipate that loss of parking for current revenue service will be required to support construction site in the temporary case. How will HSR mitigate this issue?				
74	A. Evans	Mott MacDonald		X		AR-Y9901	Stations	Note, all minimum public areas are met through proposed design for HSR requirements. However, it is unclear whether this includes interchange and/or increased ridership from Metrolink passengers as a consequence of the scheme, i.e. Will HSR improve current platform space/ticketing/amenties for the Metrolink ridership?				
75	A. Evans	Mott MacDonald		X		AR-Y9903	Stations	Parking set at 608 spaces. Is this current or forecasted to what year? Also, is there any consideration for increased ridership as a consequence of the interchange?				
76	A. Evans	Mott MacDonald		X		AR-B0901	Stations	Clarity required on pedestrian modelling for pedestrian link between existing Artic Station, new HSR/Metrolink/Amtrak parking structure and HSR Station facility. How will HSR ensure sufficient space to allow anticipated cross movements between assets?				
77	A. Evans	Mott MacDonald		X		AR-B0901	Stations	Proposed HSR alignment will require additional land purchase from adjacent stakeholders most noteably Angel Stadium. While consideration has been made to HSR drop off zone and assocaited road works, the environmental footprint terminates at North West corner of the site. What other road improvements are expected in order to complete the connection to E Katella Ave? Will HSR cover the cost for land acquisition?				
78	A. Evans	Mott MacDonald		X		AR-B0901	Stations	New HSR platform will require extensive works over Douglass Road and beneath the Orange Fwy 57. Provide explanation for how removal of ~15No support columns can be achieved whilst also maintaining the operation of the Fwy. Any additional bracing structure would likely reduce headrooms beneath the Fwy to both the HSR platforms and potentially existing Metrolink/Amtrak platform.				

COMMENT-RESPONSE LOG

Project: A4205 CHSRA LA to Anaheim
Submittal: Preliminary Engineering for Project Definition
Contract Reference: A4205-F18

Response Codes: **A**=Agreed and will comply/take action. **B**=Will investigate. **C**=Disagree for reasons noted in Response/Status Column. **D**=Will address in next phase.

REVIEWER RESPONSIBILITY								RESPONDER RESPONSIBILITY			
NO.	Reviewer	Agency	SPEC	DWG	REPORT	REF. PAGE	DISCIPLINE	COMMENT	RESPONDER	RESPONSE CODE	RESPONSE	RESOLUTION-ACTION ITEM
79	A. Evans	Mott MacDonald		X		AR-B0901	Stations	Creation of new platform (including new bridge over Douglass Rd) will likely have impact on existing Metrolink / Amtrak infrastructure. Can HSR provide asset protection to ensure stability of line? If so, how? If not, any loss of revenue until reinstatement of existing infrastructure must be compensated.				
80	A. Evans	Mott MacDonald		X		AR-B0901	Stations	Scheme appears to show curtailment of existing Metrolink/Amtrak platform. Provide possible mitigation efforts for potential impact on services based on this proposal.				
81	A. Evans	Mott MacDonald		X		AR-B0901	Stations	Extended pedestrain undercrossings to serve HSR platform. The proposal offers new elevator access which is seen as a benefit, but also requires new access ramps to be integrated within existing platform width. How will this impact the remaining width of the platforms to ensure safe operational width? Note that during construction this will likely also limit the available length of platform for passengers.				
82	A. Evans	Mott MacDonald		X		AR-B0901	Stations	New Station location will sever existing at grade access to Metrolink/Amtrak platforms (via stairs/ramps) from the south. How will HSR mitigate length of passenger travel routes to reach the new HSR platforms?				
83	A. Evans	Mott MacDonald		X		AR-B0901, AR-C1901	Stations	How will existing underpass between Artic bus terminal site for new station south of tracks be maintained to avoid excessive passenger travel routes for interchange?				
84	R. Vandenberg	Rheia Consulting		X		AR-B0901, AR-C1901, AR-J8901, AR-J8903	Stations	Coordinate ARTIC site plan as needed with ongoing final design efforts by City of Anaheim for "Building Bridges to Transit" project that includes new active transportation connections, ped bridges, and riverbank trail realignment. These ongoing improvements are not reflected in these drawings.				
PEDP VOLUME 3.6												
85	I. Watkins	Mott MacDonald		X		TT-D1598A	Track Alignment	What options other than the track alignment and ROW Impact have been considered? Provide details of those options and scoring criteria if implemented for review.				
86	I. Watkins	Mott MacDonald		X		TT-D1598A	Track Alignment	It is assumed that a new station entrance will be provided on to Highland Avenue if the Fullerton Station option is implemented. Provide details of secondary means of escape to the west (if required for fire egress). Also provide details of interchange between Metrolink and the proposed HSR station option.				
87	R. Vandenberg	Rheia Consulting		X		AR-B0701A	Stations	Site plan for "unpreferred" alternative at Fullerton Station includes new ped bridge from existing parking structure that improves access to SB Metrolink/Amtrak station as compared to the preferred site plan.				

OCTA

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transporation Service Agency

Congestion Management Agency

September 24, 2020

Mr. Mark McLoughlin
Attn: Los Angeles-Anaheim
California High-Speed Rail Authority
770 L Street, Suite 620, MS-2
Sacramento, CA 95814

Subject: **Revised Notice of Preparation and Notice of Intent for the Environmental Impact Report/Statement for the Los Angeles to Anaheim Project Section of the California High-Speed Rail Authority Project**

Dear Mr. McLoughlin:

Thank you for providing the Orange County Transportation Authority (OCTA) with the Revised Notice of Preparation (NOP) under the California Environmental Quality Act (CEQA) and Notice of Intent (NOI) under the National Environmental Policy Act (NEPA) for the Environmental Impact Report/Statement (EIR/EIS) for the Los Angeles (Union Station) to Anaheim (Anaheim Regional Transportation Intermodal Center) Project Section (Project) of the California High-Speed Rail Authority (CHSRA) Project. OCTA is a joint powers authority (JPA) member of the Southern California Regional Rail Authority (SCRRA), operated by Metrolink. The Project's intent to provide high-speed intrastate ground transportation should not negatively affect local and intercounty rail services such as Metrolink that serve approximately 2.9 million (fiscal year 2019) trips annually. The following comments are provided for your consideration:

- Current passenger rail services - OCTA retains certain rights over the Burlington Northern Santa Fe (BNSF) corridor in the Fullerton to Los Angeles section. These rights enable OCTA to sponsor critical commuter rail service between Orange County and Los Angeles. The ability to fully retain and realize these rights is crucial as any impairment could result in reduced commuter rail service, diverting trips to highways, and result in increases in highway traffic and vehicle miles traveled with associated negative environmental impacts. Furthermore, the rights and related commuter rail services are critical elements of a multimodal expenditure plan funded by the local sales tax measure. Regionally, the ability to continue to offer balanced multimodal solutions is a critical element of the OCTA Long-Range Transportation Plan. The EIR/EIS should thoroughly evaluate and address these issues and acknowledge OCTA's ownership of the railroad right-of-way between Fullerton and Anaheim, which was acquired for the purposes of providing expanded Metrolink service. These property rights and our objectives should not be undermined as a result of the Project.

- OCTA previously provided comments on the preliminary engineering for project definition for the CHSRA Los Angeles to Anaheim segment. Although CHSRA provided responses to OCTA's comments, we look forward to a mutually satisfactory resolution to the concerns previously raised by OCTA.
- In addition, BNSF, OCTA, and the Riverside County Transportation Commission (RCTC) are part of the San Bernardino Subdivision Shared-Use Agreement (SUA), which generally grants OCTA and RCTC exclusive rights for "passenger transportation uses." Any third party wishing to utilize the segment between Redondo Junction and Fullerton must obtain approval from OCTA and RCTC in addition to BNSF. A memorandum of understanding between CHSRA and BNSF does not supersede the terms of the SUA. Any impacts to the SUA must be thoroughly analyzed in the EIR/EIS.
- OCTA is a "responsible agency" under CEQA and a "cooperating agency" under NEPA for the Project. OCTA owns the railroad right-of-way between south of Fullerton to the Orange/San Diego county line, is a JPA member of SCRRA, as well as a party to the SUA. Accordingly, OCTA must be designated as a responsible agency and cooperating agency under CEQA and NEPA, respectively.
- OCTA is formally requesting to be added to the notification and distribution lists for all CEQA notices, public meeting notices, and public meeting/hearing notices relating to the Los Angeles to Anaheim segment of the Project under CEQA and local and state law, including the Ralph M. Brown Act and the Bagley-Keene Act.
- As a JPA member, OCTA is also partnering with Metrolink to implement the Southern California Optimized Rail Expansion Program. The CHSRA EIR/EIS must assess any potential impacts to these planned improvements.
- Future passenger rail capacity - OCTA has made significant investments including the purchase of right-of-way for capacity, track and rail communication enhancements, turnaround facilities, stations, and rolling stock to allow OCTA to offer up to 76 daily Metrolink trains in Orange County. OCTA and Metrolink have invested heavily on a future Metrolink Placentia Station that has been environmentally cleared and ready to be constructed.
- In addition, OCTA has supported publicly-funded triple track improvements and grade separations beyond the Orange/Los Angeles county line that enable the future expansion capacity to be realized. The EIR/EIS should assess the environmental impacts of any compromises to OCTA's ability to offer this level of service. Lastly, the EIR/EIS should clarify that the reliability of Metrolink operations in the Fullerton to Los Angeles segment will not be negatively affected by any added burdens on the constrained shared passenger and freight corridor.
- Incremental freight rail impacts - The proposed Colton Facility is anticipated to accommodate added freight trains from the Los Angeles/Long Beach ports

to Colton, which could increase over time. The added BNSF freight traffic would likely be travelling through the communities of Buena Park, Fullerton, Anaheim, Placentia, and Yorba Linda. OCTA recently completed a $650 million program consisting of seven grade separation projects that was partially necessitated to address the increase in freight movement related to the expansion of the Los Angeles/Long Beach ports. The EIR/EIS should thoroughly disclose, assess, and address any of the environmental impacts related to operation/queuing of additional freight trains through Orange County.

- Truck traffic – as noted by CHSRA, the purpose of the revised NOP/NOI was to solicit input on additional project components that would be required in Colton and Lenwood, which were not included when the project was initially scoped in 2007. The EIR/EIS should address the environmental effects of any potential for the shift from freight to truck traffic in Orange County that may be necessary to support the Project. It is not clear how existing truck freight traffic in Orange County would be affected as a result of the proposed changes to freight rail operations. Environmental impacts of any associated truck traffic movements shift should be studied and addressed.
- Throughout the construction of the Project, Metrolink will be expected to continue to provide uninterrupted service. Any impacts to Metrolink service during the construction or operation of the Project must be assessed and mitigated in the EIR/EIS.

OCTA appreciates the opportunity to provide meaningful input on the revised NOP/NOI scoping process, and we look forward to working with the CHSRA to integrate the aforementioned comments into the EIR/EIS analysis. Furthermore, OCTA looks forward to becoming a more active participant in the development of the EIR/EIS so that any impacts to Orange County will be adequately analyzed addressed and mitigated. OCTA understands our partner agencies, RCTC and the San Bernardino County Transportation Authority, have raised similar concerns regarding the Project. If you have any questions or comments, please contact Kia Mortazavi at (714) 560-5741 or at kmortazavi@octa.net.

Sincerely,



Darrell E. Johnson
Chief Executive Officer

DEJ:dp

January 22, 2024

Ms. LaDonna DiCamillo
Southern California Regional Director
California High Speed Rail Authority
Attn: Los Angeles-Anaheim
770 L Street, Suite 620, MS-2
Sacramento, CA 95814

Subject: **Los Angeles to Anaheim Project Section Supplemental Alternatives Analysis Report**

Dear Ms. DiCamillo:

The California High Speed Rail Authority (CHSRA) recently released the Los Angeles to Anaheim Project Section Supplemental Alternatives Analysis (SAA) Report proposing the Shared Passenger Track Alternative without sufficient consultation with the Orange County Transportation Authority (OCTA). OCTA, as the railroad owner and County Transportation Commission, has several concerns with the lack of coordination, the adequacy of the analysis, and inconsistent justifications used to support this alternative as described below.

- OCTA was not adequately consulted on the development of the Shared Passenger Track Alternative despite being Orange County's transportation planning agency and railroad owner.
- The Shared Passenger Track Alternative does not offer high-speed service, conflicting with legislative requirements. Compared to other alternatives, relying on reduced speeds and service levels contradicts the purpose of high-speed rail connectivity.
- Given the proximity of the Shared Passenger Track Alternative to disadvantaged communities, potential community and environmental impacts require more analysis. Changes in freight operations to accommodate the proposed alternative suggest consideration of cumulative impacts with emphasis on sensitive communities.
- Implications of the proposal on existing shared track agreements and current and planned passenger rails services must be more clearly analyzed and described.
- More detail is needed on the Buena Park station relocation, track reconfiguration, staging tracks, shared maintenance costs, and modeling assumptions.
- CHSRA appears to have delegated the Fullerton station improvements to the Southern California Regional Rail Authority (SCRRA) as part of the

Fullerton Interlocker Project that is currently led by SCRRA. The proposed changes require more discussion so impacts to current passenger rail services due to relocation of the platform can be better understood by OCTA and the City of Fullerton.

Please refer to the attachments for more details on OCTA's primary concerns. OCTA requests involvement as an active participant in developing alternatives. This will ensure that impacts to Orange County are fully analyzed and addressed. We look forward to meeting with you to discuss the rationale for the Shared Passenger Track Alternative and rejection of the other alternatives. Please contact me at (714) 560-5741 or kmortazavi@octa.net for follow-up. Thank you.

Sincerely,



Kia Mortazavi
Executive Director, Planning

KM:dp
Attachments

- The Orange County Transportation Authority (OCTA) was not adequately consulted on the development of the Shared Passenger Track Alternative. As the railroad owner and designated County Transportation Commission, OCTA is a key stakeholder who has sponsored commuter rail service in the corridor for more than three decades as well as the railroad owner for the Orange County portion of the Fullerton to Anaheim segment. We understand the California High Speed Rail Authority (CHSRA) and the Southern California Regional Rail Authority (SCRRA) have been in discussion regarding the project elements. OCTA must be directly involved in discussions of project alternatives that impact the Fullerton to Anaheim segment owned by OCTA.

- The proposed Shared Passenger Track Alternative does not offer high-speed service to Los Angeles. CHSRA staff has suggested a one-seat ride to the Bay Area as a substitute and indicated that CHSRA is not obligated to provide high-speed service to Anaheim. However, the enabling CHSRA statutes call for "constructing a high-speed train system that connects the San Francisco Transbay Terminal to Los Angeles Union Station and Anaheim." Therefore, the proposed alternative does not meet the legislative requirements.

The stated reasons for eliminating the Freeway Tunnel and the Union Pacific Railroad alternatives include cost, construction challenges, and short-term construction impacts related to tunneling. Cost should not be a factor to eliminate an alternative under the California Environmental Quality Act (CEQA) process. The purpose of CEQA analysis is to assess the potential environmental impacts. In this respect, the short-term and long-term environmental impacts of the Shared Passenger Track Alternative should be given equal consideration prior to any decision on a preferred alternative.

- Given the proximity of the Shared Passenger Track Alternative to disadvantaged communities, potential community and environmental impacts require more analysis. Without the proper community impacts assessment and environmental justice, and related Title VI analyses, the introduction and elimination of alternatives would not meet the spirit and intent of the CEQA public disclosure process. Furthermore, implementing the Shared Passenger Track Alternative has the potential to induce additional rail freight traffic as stated in the Supplemental Alternatives Analysis (SAA). This raises important questions about potential cumulative environmental, health, and community impacts, particularly to disadvantaged communities. Consequently, it is crucial to examine how these communities have been engaged in the public participation process to ensure their voices are heard and their concerns are adequately addressed. Please provide more information on how the Shared Passenger Track Alternative would mitigate the cumulative impacts of the induced rail freight traffic impacts in north Orange County.
- The analysis in the SAA fails to demonstrate how it would mitigate potential impacts to the shared use agreement between BNSF, OCTA, and the Riverside County Transportation Commission, which are part of the San Bernardino Subdivision Shared Use Agreement.

- The SAA document relies on the reduction of HSR passenger service levels and speeds as a mitigation strategy. This appears to conflict with the primary purpose of the project to connect the megaregions of the state through a high-speed rail system.

- The report states that track reconfiguration may be considered at the Fullerton station (to ensure BNSF access and/or to reduce project footprint or costs). The SAA needs to provide more information and details about the impacts of the track reconfiguration to Fullerton Station and the assumed plans for using the existing tracks at that location.

- The SAA relies on additional staging tracks outside the project corridor (considered freight rail mitigation). CHSRA must better analyze the viability and impacts of the staging tracks before selecting the Shared Passenger Track Alternative as the preferred alternative.

- CHSRA reports identify the potential for shared maintenance costs with other passenger rail services as a feature of the Shared Passenger Track Alternative. OCTA must review the information that supports this statement and is concerned with the implications of this concept on the maintenance cost shares of the other rail operators.

- CHSRA has not provided the modeling assumptions for the Shared Passenger Track Alternative. This information will assist OCTA to better assess:
  - Assumed operating speeds in relation to the project's legislative intent;
  - Freight utilization and maintaining capacity for future increases in Metrolink and Surfliner passenger service levels;
  - Impacts to Metrolink's Southern California Optimized Rail Expansion (SCORE) Program implementation; and
  - The effects of electrification on OCTA-owned tracks and the impact on intracounty commuter rail service between Fullerton and south Orange County.

OCTA

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transportation Service Agency

Congestion Management Agency

September 24, 2020

Mr. Mark McLoughlin
Attn: Los Angeles-Anaheim
California High-Speed Rail Authority
770 L Street, Suite 620, MS-2
Sacramento, CA 95814

Subject: **Revised Notice of Preparation and Notice of Intent for the Environmental Impact Report/Statement for the Los Angeles to Anaheim Project Section of the California High-Speed Rail Authority Project**

Dear Mr. McLoughlin:

Thank you for providing the Orange County Transportation Authority (OCTA) with the Revised Notice of Preparation (NOP) under the California Environmental Quality Act (CEQA) and Notice of Intent (NOI) under the National Environmental Policy Act (NEPA) for the Environmental Impact Report/Statement (EIR/EIS) for the Los Angeles (Union Station) to Anaheim (Anaheim Regional Transportation Intermodal Center) Project Section (Project) of the California High-Speed Rail Authority (CHSRA) Project. OCTA is a joint powers authority (JPA) member of the Southern California Regional Rail Authority (SCRRA), operated by Metrolink. The Project's intent to provide high-speed intrastate ground transportation should not negatively affect local and intercounty rail services such as Metrolink that serve approximately 2.9 million (fiscal year 2019) trips annually. The following comments are provided for your consideration:

- Current passenger rail services - OCTA retains certain rights over the Burlington Northern Santa Fe (BNSF) corridor in the Fullerton to Los Angeles section. These rights enable OCTA to sponsor critical commuter rail service between Orange County and Los Angeles. The ability to fully retain and realize these rights is crucial as any impairment could result in reduced commuter rail service, diverting trips to highways, and result in increases in highway traffic and vehicle miles traveled with associated negative environmental impacts. Furthermore, the rights and related commuter rail services are critical elements of a multimodal expenditure plan funded by the local sales tax measure. Regionally, the ability to continue to offer balanced multimodal solutions is a critical element of the OCTA Long-Range Transportation Plan. The EIR/EIS should thoroughly evaluate and address these issues and acknowledge OCTA's ownership of the railroad right-of-way between Fullerton and Anaheim, which was acquired for the purposes of providing expanded Metrolink service. These property rights and our objectives should not be undermined as a result of the Project.

- OCTA previously provided comments on the preliminary engineering for project definition for the CHSRA Los Angeles to Anaheim segment. Although CHSRA provided responses to OCTA's comments, we look forward to a mutually satisfactory resolution to the concerns previously raised by OCTA.
- In addition, BNSF, OCTA, and the Riverside County Transportation Commission (RCTC) are part of the San Bernardino Subdivision Shared-Use Agreement (SUA), which generally grants OCTA and RCTC exclusive rights for "passenger transportation uses." Any third party wishing to utilize the segment between Redondo Junction and Fullerton must obtain approval from OCTA and RCTC in addition to BNSF. A memorandum of understanding between CHSRA and BNSF does not supersede the terms of the SUA. Any impacts to the SUA must be thoroughly analyzed in the EIR/EIS.
- OCTA is a "responsible agency" under CEQA and a "cooperating agency" under NEPA for the Project. OCTA owns the railroad right-of-way between south of Fullerton to the Orange/San Diego county line, is a JPA member of SCRRA, as well as a party to the SUA. Accordingly, OCTA must be designated as a responsible agency and cooperating agency under CEQA and NEPA, respectively.
- OCTA is formally requesting to be added to the notification and distribution lists for all CEQA notices, public meeting notices, and public meeting/hearing notices relating to the Los Angeles to Anaheim segment of the Project under CEQA and local and state law, including the Ralph M. Brown Act and the Bagley-Keene Act.
- As a JPA member, OCTA is also partnering with Metrolink to implement the Southern California Optimized Rail Expansion Program. The CHSRA EIR/EIS must assess any potential impacts to these planned improvements.
- Future passenger rail capacity - OCTA has made significant investments including the purchase of right-of-way for capacity, track and rail communication enhancements, turnaround facilities, stations, and rolling stock to allow OCTA to offer up to 76 daily Metrolink trains in Orange County. OCTA and Metrolink have invested heavily on a future Metrolink Placentia Station that has been environmentally cleared and ready to be constructed.
- In addition, OCTA has supported publicly-funded triple track improvements and grade separations beyond the Orange/Los Angeles county line that enable the future expansion capacity to be realized. The EIR/EIS should assess the environmental impacts of any compromises to OCTA's ability to offer this level of service. Lastly, the EIR/EIS should clarify that the reliability of Metrolink operations in the Fullerton to Los Angeles segment will not be negatively affected by any added burdens on the constrained shared passenger and freight corridor.
- Incremental freight rail impacts - The proposed Colton Facility is anticipated to accommodate added freight trains from the Los Angeles/Long Beach ports

to Colton, which could increase over time. The added BNSF freight traffic would likely be travelling through the communities of Buena Park, Fullerton, Anaheim, Placentia, and Yorba Linda. OCTA recently completed a $650 million program consisting of seven grade separation projects that was partially necessitated to address the increase in freight movement related to the expansion of the Los Angeles/Long Beach ports. The EIR/EIS should thoroughly disclose, assess, and address any of the environmental impacts related to operation/queuing of additional freight trains through Orange County.

- Truck traffic – as noted by CHSRA, the purpose of the revised NOP/NOI was to solicit input on additional project components that would be required in Colton and Lenwood, which were not included when the project was initially scoped in 2007. The EIR/EIS should address the environmental effects of any potential for the shift from freight to truck traffic in Orange County that may be necessary to support the Project. It is not clear how existing truck freight traffic in Orange County would be affected as a result of the proposed changes to freight rail operations. Environmental impacts of any associated truck traffic movements shift should be studied and addressed.
- Throughout the construction of the Project, Metrolink will be expected to continue to provide uninterrupted service. Any impacts to Metrolink service during the construction or operation of the Project must be assessed and mitigated in the EIR/EIS.

OCTA appreciates the opportunity to provide meaningful input on the revised NOP/NOI scoping process, and we look forward to working with the CHSRA to integrate the aforementioned comments into the EIR/EIS analysis. Furthermore, OCTA looks forward to becoming a more active participant in the development of the EIR/EIS so that any impacts to Orange County will be adequately analyzed addressed and mitigated. OCTA understands our partner agencies, RCTC and the San Bernardino County Transportation Authority, have raised similar concerns regarding the Project. If you have any questions or comments, please contact Kia Mortazavi at (714) 560-5741 or at kmortazavi@octa.net.

Sincerely,



Darrell E. Johnson
Chief Executive Officer

DEJ:dp

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transportation Service Agency

Congestion Management Agency

November 15, 2024

Attn: Simon Tse and Amit Joshi
Los Angeles-Anaheim
California High Speed Rail Authority
770 L Street, Suite 620, MS-2
Sacramento, CA 95814

Via email: simon.tse@hsr.ca.gov and amit.joshi@hsr.ca.gov

Subject: Los Angeles to Anaheim Section Updated Preliminary Engineering for Project Definition

Dear Mr. Tse and Mr. Joshi,

On October 7, 2024, the California High Speed Rail Authority (CHSRA) provided the Orange County Transportation Authority (OCTA) with the updated Preliminary Engineering for Project Definition (PEPD) documents. OCTA is a Joint Powers Authority member of the Southern California Regional Rail Authority, operated by Metrolink. OCTA previously provided comments on the Supplemental Alternatives Analysis, the Revised Notice of Preparation (NOP), and the Notice of Intent (NOI) for the Environmental Impact Report/Statement (for the Los Angeles to Anaheim Project Section of the California High-Speed Rail Authority Project (see attached September 24, 2020, and January 22, 2024 letters). In addition, OCTA has reviewed the PEPD; see below for a summary of our comments. See Attachment A for more details.

- The Fullerton train station is the busiest passenger rail station in Orange County. OCTA would like to better understand how the station would be modified and addressed in the Draft Environmental Impact Report/Statement.
- Various XO (crossover) configurations appear to limit operational flexibility for Metrolink trains. OCTA requests further coordination with Metrolink to minimize potential impacts.
- Please confirm that Metrolink minimum clearance requirements will be met for the shared track concepts.
- Several concepts involve the demolition of existing railroad bridges and modifications of grade separations, such as those located at Beach Boulevard, Brea Creek, Dale Street, Gilbert Street, and Harbor Boulevard. Clarification is needed on provisions for temporary parapets or other measures to retain the California Public Utility Commission walkway during construction. Additionally, construction phasing should be considered to minimize impacts to passenger rail operations.
- Discuss and negotiate with OCTA on the shared use and right of way impacts south of Fullerton Junction to Anaheim Regional Transportation Intermodal Center (ARTIC) station.

- Evaluate the Fullerton Station passenger path of travel from the amenities on the north side of the station to the new proposed platform on the south side to compare the additional time and distance burden on the passengers, if any.
- Coordination should be conducted for the ARTIC site plan, as needed, with ongoing final design efforts by the City of Anaheim for the "Building Bridges to Transit" project which includes new active transportation connections, pedestrian bridges, and riverbank trail realignment.

OCTA appreciates the opportunity to provide meaningful input, and we look forward to working with the CHSRA to address the aforementioned comments. Furthermore, OCTA looks forward to continuing to be an active participant in the development of the Los Angeles to Anaheim updated PEPD so that any impacts to Orange County will be adequately analyzed, addressed, and mitigated. If you have any questions or comments, please contact me at 714-560-5729 or rcasey@octa.net or Dan Phu at 714-560-5907 or dphu@octa.net.

Sincerely,



Rose Casey
Planning, Executive Director

Attachments: Attachment A: PEPD Comments
Attachment B: Revised NOP and NOI for the EIR/EIS for the Los Angeles to Anaheim Project Section of the CHSRA Project dated September 24, 2020
Attachment C: Los Angeles to Anaheim Project Section Supplemental Alternative Analysis Report dated January 22, 2024

OCTA

COMMENT-RESPONSE LOG

Project: A4205 CHSRA LA to Anaheim
Submittal: Preliminary Engineering for Project Definition
Contract Reference: A4205-F18

Response Codes: **A**=Agreed and will comply/take action. **B**=Will investigate. **C**=Disagree for reasons noted in Response/Status Column. **D**=Will address in next phase.

REVIEWER RESPONSIBILITY								RESPONDER RESPONSIBILITY			
NO.	Reviewer	Agency	SPEC	DWG	REPORT	REF. PAGE	DISCIPLINE	COMMENT	RESPONDER	RESPONSE CODE	RESPONSE	RESOLUTION-ACTION ITEM
1	R. Vandenberg	Rheia Consulting				Transmittal Letter	NA	Preferred alternative does not include HSR Station at Fullerton. How will HSR Fullerton Station and Modified Metrolink Fullerton Station be addressed in the DEIS/DEIR?				
PEDP VOLUME 3.1												
2	A. Shah	HDR Engineering		X		GE-D0101	General	Suggest having sheet after symbols because it is unclear what the blue linework is				
3	A. Shah	HDR Engineering		X		GE-B0101	General	Metrolink design criteria requires 15' minimum track spacing. Need to review and file RFSDCs for where Metrolink commuter tracks are shown with reduced track spacing.				
4	A. Shah	HDR Engineering		X		GE-B0101	General	Max design speed for this corridor is 110mph				
5	R. Vandenberg	Rheia Consulting		X		GE-D6101	General	Fullerton Junction - viability of overall configuration needs to be confirmed with simulations that incorporate future Metrolink service plans for OC, IEOC, and Riverside Lines, allowing for normal variations in train operations				
6	R. Vandenberg	Rheia Consulting		X		GE-D6101	General	Certain XO configurations appear to limit operational flexibility for Metrolink trains, including: • No XO are provided on the north side of the Relocated Metrolink Commerce Station • XO configuration south of Relocated Buena Park Station • At CP Santa Fe Springs (MP 155.0), SB operation on M3 (if required) does not have access to the west Norwalk/Santa Fe Springs Metrolink Station platform • 2 LH XO rather than universal configuration north of Fullerton Station • CP Orangethorpe (MP 166.2) includes 2 LH crossovers rather than universal configuration				
7	R. Vandenberg	Rheia Consulting		X		GE-D6101	General	26th St LMF yard lead configuration could affect shared passenger track operations as: • NB access into 26th St LMF would require NB HSR trains to operate on M4 from CP Bandini (MP 148.9) to the LMF lead (approx MP 146) • NB access out of the 26th St LMF would require NB HSR trains to operate on M4 from the LMF lead (approx MP 144.5) to CP Olympic, north of the Redondo Jcn Flyover.				
8	R. Vandenberg	Rheia Consulting		X		TT-D3001	Track Alignment	In Section C-C, please demonstrate that proposed 10' horizontal clearance between M1 track and OCS poles will meet Metrolink's minimum clearance standards, in consideration of increased clearance required at curves.				
9	R. Vandenberg	Rheia Consulting		X		TT-D3003	Track Alignment	How will ROW access be controlled at industry sidings?				
10	R. Vandenberg	Rheia Consulting		X		TT-B3001, TT-D3005, TT-D3006, TT-D3015, TT-D3016, TT-D3029. TT-D3030, TT-D3031	Track Alignment	On aerial structure, please demonstrate that proposed min. 10.67' horizontal clearance to OCS poles will meet Metrolink's minimum clearance standards, in consideration of increased clearance required at curves.				
11	R. Vandenberg	Rheia Consulting		X		TT-D3008	Track Alignment	Section L-L: identify which station this is (Commerce Station)				
12	R. Vandenberg	Rheia Consulting		X		TT-D3011	Track Alignment	Section R-R at 605 Fwy: please clarify what 10' horizontal clearance is to… if to bridge pier, demonstrate that there is adequate clearance for pier protection that will be required for Caltrans structure				
13	R. Vandenberg	Rheia Consulting		X		TT-D3023	Track Alignment	At retained fill sections through Buena Park, can east (left) walkway be moved outside OCS poles (like at west/right)?				
14	A. Shah	HDR Engineering		X		TT-D3027	Track Alignment	Need a dimension to the intertrack fence from the CL of track				
15	R. Vandenberg	Rheia Consulting		X		TT-D3028	Track Alignment	Section NN-NN at Fullerton Jct: please explain clearance between BNSF M3 and SCRRA MT1 which is shown as 0' to 108'. Where 0', is this a shared track?				
16	R. Vandenberg	Rheia Consulting		X		TT-D1503, TT-D1603	Track Alignment	It would be useful to show in Plan and Profile sheets which tracks are intended solely for passenger train operations, which tracks are dedicated for freight use, and which tracks would support shared passenger / freight operations.				

OCTA

COMMENT-RESPONSE LOG

Project: A4205 CHSRA LA to Anaheim
Submittal: Preliminary Engineering for Project Definition
Contract Reference: A4205-F18

Response Codes: **A**=Agreed and will comply/take action. **B**=Will investigate. **C**=Disagree for reasons noted in Response/Status Column. **D**=Will address in next phase.

REVIEWER RESPONSIBILITY								RESPONDER RESPONSIBILITY			
NO.	Reviewer	Agency	SPEC	DWG	REPORT	REF. PAGE	DISCIPLINE	COMMENT	RESPONDER	RESPONSE CODE	RESPONSE	RESOLUTION-ACTION ITEM
17	G. Jennings	Mott MacDonald		X		TT-D1581	Track Alignment	NW end of new station platforms have horizontal/vertical curvature for New Metrolink Buena Park Station. Depending on train stopping positions, the risk to platform train interface (PTI) could be minimal but is there opportunity to remove curvature for a new station and de-risk construction and PTI? Note the platform location is not shown on the profile which would aid understanding (platforms are identified in other drawings)				
18	G. Jennings	Mott MacDonald		X		TT-D1584, TT-D1592, TT-D1621, TT-D1622	Track Alignment	There are a number of turnout/crossover units in a complex arrangement which are located on (or are in close proximity) to the underpasses. This imparts a risk in terms of differential track stiffness (due to the stiff bridge structure) for operationally critical assets with impacts on maintenance and the risk/consequence of derailment. How has the risk been considered/assessed/mitigated, as additonal landtake may be required to relocate the complex turnout/crossover units? Also relates to grade separation drawings ST-K1271, ST-K3301, ST-K1571 in volume 3.3 and drawing B-1 in volume 3.3A				
19	G. Jennings	Mott MacDonald		X		TT-D1599	Track Alignment	No.11 and No. 20 Turnout are located in close proximity to the Fullerton station platform ends. Noted that train control systems are not part of this contract but this distance may be a challenge for signal standback and overlaps, has this be considered?				
20	A. Shah	HDR Engineering		X		TT-D1599	Track Alignment	Will the existing ped bridge be protected in place or removed?				
21	R. Vandenberg	Rheia Consulting		X		TT-D1619	Track Alignment	Operational implications of shared use of proposed HST overnight storage lead with UPRR local freight movement needs to be better understood (connection to UP Tustin Branch)				
22	R. Vandenberg	Rheia Consulting		X		TT-D1604	Track Alignment	100-ft min. is required between #20 TO PS and Orangethorpe Ave GC				
23	R. Vandenberg	Rheia Consulting		X		TT-D1604	Track Alignment	Show PS to existing Metrolink storage track south of Orangethorpe Ave				
24	J. Lee	OCTA		X		General	Track Alignment	OCS poles shown throughout the plans will reduce the overall usable ROW for OCTA and the ability for expansion in the future				
25	J. Lee	OCTA		X		General	ROW	The dedicated HSR storage tracks proposed will occupy most of OCTA's ROW and prevent the owner from future service expansion and other uses				
26	J. Lee	OCTA		X		General	ROW	Use of OCTA's ROW for HSR as shared use including new improvements should be discussed and agreed upon				
27	J. Lee	OCTA		X		General	ROW	ROW discussions and negotiations between HSR and BNSF only apply to the corridor north of Fullerton Junction; need to add a note to discuss and negotiate with OCTA on the corridor south of Fullerton Junction to ARTIC Station				
28	I. Watkins	Mott MacDonald		X		RW-M1598-1560	ROW	Note that agreements will be required for rail and public ROW area adjustments around modified Metrolink Fullerton Station with OCTA. Who will be the lead agency for such agreements?				
29	I. Watkins	Mott MacDonald		X		RW-M1598-1623	ROW	Note that agreements will be required for rail ROW area adjustments around proposed HSR Anaheim Station with OCTA. Who will be the lead agency or such agreements?				
PEDP VOLUME 3.3												
30	A. Evans	Mott MacDonald		X		CV-T0266	Grade Sep	The new alignment near Buena Park Station will move HSR lines closer to residential properties to the south. What mitigation is anticipated in terms of acoustic treatment and/or potential purchase of some of the properties to provide credible offset between residents and the rail corridor?				
31	R. Vandenberg	Rheia Consulting		X		CV-T1267, CV-T1271, CV-T1302	Grade Sep	Beach Blvd / Dale St / Commonwealth Ave grade separation - min. vertical clearance for roadway below RR bridge matches existing (15.5 ft) but would be reduced by falsework during construction. What would vertical clearance be during construction?				
32	R. Vandenberg	Rheia Consulting		X		ST-K1266	Grade Sep	Buena Park Station Platform extends onto Beach Blvd grade separation structure - how will emergency egress be achieved?				

OCTA

COMMENT-RESPONSE LOG

Project: A4205 CHSRA LA to Anaheim
Submittal: Preliminary Engineering for Project Definition
Contract Reference: A4205-F18

Response Codes: **A**=Agreed and will comply/take action. **B**=Will investigate. **C**=Disagree for reasons noted in Response/Status Column. **D**=Will address in next phase.

REVIEWER RESPONSIBILITY								RESPONDER RESPONSIBILITY			
NO.	Reviewer	Agency	SPEC	DWG	REPORT	REF. PAGE	DISCIPLINE	COMMENT	RESPONDER	RESPONSE CODE	RESPONSE	RESOLUTION-ACTION ITEM
33	R. Vandenberg	Rheia Consulting		X		ST-K3266	Grade Sep	Proposed construction at Beach Blvd grade separation requires demolition of existing bridge parapet wall adjacent to track M1. This would need to be accomplished while maintaining existing M1 track in place until new M1 alignment is constructed to minimize impacts to train operations. What provisions are being taken for temporary parapet or other measures to retain CPUC walkway during construction?				
34	R. Vandenberg	Rheia Consulting		X		ST-K1269	Grade Sep	Proposed construction at Break Creek requires demolition of existing bridge parapet wall and raised walkway adjacent to track M3. This would need to be accomplished while maintaining existing M3 track in service to minimize impacts to train operations. What provisions are being taken for temporary parapet or other measures to retain CPUC walkway during construction?				
35	R. Vandenberg	Rheia Consulting		X		ST-K1271	Grade Sep	Proposed construction at Dale St grade separation requires demolition of existing bridge parapet and walkway adjacent to M1 (LA-A SB). This would need to be accomplished while maintaining existing LA-A SB track in place to minimize impacts to train operations. What provisions are being taken for temporary parapet or other measures to retain CPUC walkway during construction?				
36	R. Vandenberg	Rheia Consulting		X		CV-T3281	Grade Sep	What intrusion protection or other measures are being taken to avoid people/objects getting into trench section adjacent to Artesia Ave?				
37	R. Vandenberg	Rheia Consulting		X		ST-K1291	Grade Sep	Proposed construction at Gilbert St grade separation requires demolition of existing bridge parapet and walkway adjacent to M4. This would need to be accomplished while maintaining existing track in place to minimize impacts to train operations. What provisions are being taken for temporary parapet or other measures to retain CPUC walkway during construction?				
38	R. Vandenberg	Rheia Consulting		X		ST-K1291, ST-K1541	Grade Sep	Is 2' clearance sufficient for seismic interactions between two RR bridges? Provide relevant codes.				
39	R. Vandenberg	Rheia Consulting		X		ST-K3301	Grade Sep	Commonwealth Ave Section B and Section E - verify no ballast retainer is needed between M3 and LA-A NB due to difference in profile elevation				
40	R. Vandenberg	Rheia Consulting		X		ST-K1311	Grade Sep	Proposed construction at Euclid St requires demolition of existing single-track RR bridge to allow for construction of new 2 track shared bridge. While 5 tracks still available during construction, some of these are used by BNSF for storage. Storage of trains should be precluded during construction to minimize impacts to passenger train operations				
41	R. Vandenberg	Rheia Consulting		X		CV-T1322	Grade Sep	Walnut Ave grade separation proposes 15.67 ft min clearance. Point of measurement in cross section is at roadway crown, clearance at corner of RR bridge soffit should be verified/shown on drawing				
42	R. Vandenberg	Rheia Consulting		X		CV-T1351	Grade Sep	Highland Ave grade separation - min. 15.67 ft clearance matches existing but will be reduced by falsework during construction				
43	R. Vandenberg	Rheia Consulting		X		ST-K1361	Grade Sep	Proposed construction at Harbor Blvd grade separation requires removal of existing bridge fence/barrier next to existing m3 track and walkway next to existing m1 track. Provisions for temporary parapet or other measures to retain CPUC walkway during construction?				
44	R. Vandenberg	Rheia Consulting		X		ST-K1361	Grade Sep	Harbor Blvd grade separation typical section -- is HSR platform cantilevered over existing structure? What is interaction between two bridges?				
45	R. Vandenberg	Rheia Consulting		X		ST-K1571, ST-K1572	Grade Sep	Proposed construction Katella Ave requires construction of half of new RR bridge, demolition of existing RR bridge, then construction of second half of new RR bridge. Verify constructability and clearances between first half of new RR bridge and existing RR bridge. First half of new RR bridge would need to be able to support operation of two tracks but current construction staging concept only provides 6'10" horizontal clearance between M2 and temporary parapet wall.				
46	R. Vandenberg	Rheia Consulting		X		CV-T1583	Grade Sep	Douglass Service Rd proposes 13' minimum clearance under new RR bridge. Does that agree with Metrolink standards?				

COMMENT-RESPONSE LOG

Project: A4205 CHSRA LA to Anaheim
Submittal: Preliminary Engineering for Project Definition
Contract Reference: A4205-F18

Response Codes: **A**=Agreed and will comply/take action. **B**=Will investigate. **C**=Disagree for reasons noted in Response/Status Column. **D**=Will address in next phase.

REVIEWER RESPONSIBILITY									RESPONDER RESPONSIBILITY			
NO.	Reviewer	Agency	SPEC	DWG	REPORT	REF. PAGE	DISCIPLINE	COMMENT	RESPONDER	RESPONSE CODE	RESPONSE	RESOLUTION-ACTION ITEM
47	R. Vandenberg	Rheia Consulting		X		ST-K1582	Grade Sep	Please check vertical clearance labels and notes				
48	J. Lee	OCTA		X		General	Grade Sep	Construction phasing should be considered for grade separations to maintain full passenger operations during construction and minimize service disruptions				
PEDP VOLUME 3.4												
49	G. Jennings			X		UT-C1585, UT-C1597, UT-C1604, UT-C1621	Utilities	Utilities in close proximity to turnouts/crossovers. Potential for differential track stiffness leading to dynamic forces, voiding and subsequent component failures; and therefore to increased maintenance activity. Risk may be mitigated by utility depth (not indicated on plan) but how has the risk been considered/assessed/mitigated, as additional landtake may be required to relocate the turnout/crossover units?				
50	A. Shah	HDR Engineering		X		UT-C1599	Utilities	Need to detail with retaining wall				
51	J. Lee	OCTA		X		General	Utilities	Utilities under license proposed to be relocated should include relocation costs and potential ROW needed if relocation cannot stay within OCTA's ROW				
52	J. Lee	OCTA		X		General	Utilities	Confirm utility impacts from grade separations are also defined within the utility plans				
53	A. Evans	Mott MacDonald		X		UT-C1599	Utilities	Note largest utility for coordination is City of Fullerton 36" Storm Drain which will need asset protection during the works but not necessarily diversion. Provide guidance on how this line will be protected?				
PEDP VOLUME 3.5												
54	R. Vandenberg	Rheia Consulting		X		AR-B0201	Stations	Commerce Station - proposed orientation of Metrolink platform and station plaza/parking creates a long path of travel for Metrolink riders, with platform accessible only from one end. This does not seem to meet the standard. Metrolink criteria calls for access to be provided at the center of the platform or as close as possible to mini-high platform. Explain how HSR will meet the standard and what the provisions are for emergency egress from the far end of the platform.				
55	I. Watkins	Mott MacDonald		X		AR-B0601	Stations	Proposed relocation of Buena Park Station will include a 680' platform with accessible entrance to the transit plaza (via. pedestrian tunnel) and Beach Bvd (via. stair and lift). What ammenities will be provided at this relocated station similar to those provided at the existing Buena Park Station (including number of parking stalls, transit plaza, etc.)?				
56	I. Watkins	Mott MacDonald		X		AR-B0601	Stations	What phase of construction will the entrance to Beach Blvd. be completed as part of the station relocation? This entrance would be complex to retrofit once the station is operational.				
57	I. Watkins	Mott MacDonald		X		AR-B0601	Stations	Provide details for potential pedestrian connection to Tulare Street. What phase of construction will the underpass be completed as a part of the station relocation? This element would be complex to retrofit once the station is operational.				
58	I. Watkins	Mott MacDonald		X		AR-B0601	Stations	Provide details how staging of works between relocated station and existing station will be arranged to minimize disruption to the public across all transit modes. Details of staging for Metrolink operations, OCTA Buses and transit plaza amenities etc. to be agreed.				
59	J. Lee	OCTA		X		AR-B0601	Stations	With a planned year of construction, the parking capacity needs to be increased to accommodate the service improvements with the station relocation				
60	R. Vandenberg	Rheia Consulting		X		AR-B0601	Stations	What are provisions for emergency egress from south end of Buena Park station platform at Beach Blvd grade separation?				
61	R. Vandenberg	Rheia Consulting		X		AR-B0701	Stations	Offset of two Metrolink platforms creates a very long path of travel for SB Metrolink/Amtrak riders. More direct access should be provided between parking structure and SB platform.				
62	A. Shah	HDR Engineering		X		AR-B0701	Stations	Will there be any connection from the parking structure to the Amtrak/Metrolink center platform? What is the ped routing from the parking structure?				

COMMENT-RESPONSE LOG

Project: A4205 CHSRA LA to Anaheim
Submittal: Preliminary Engineering for Project Definition
Contract Reference: A4205-F18

Response Codes: **A**=Agreed and will comply/take action. **B**=Will investigate. **C**=Disagree for reasons noted in Response/Status Column. **D**=Will address in next phase.

REVIEWER RESPONSIBILITY								RESPONDER RESPONSIBILITY			
NO.	Reviewer	Agency	SPEC	DWG	REPORT	REF. PAGE	DISCIPLINE	COMMENT	RESPONDER	RESPONSE CODE	RESPONSE	RESOLUTION-ACTION ITEM
63	A. Shah	HDR Engineering		X		AR-B0701	Stations	Will passenger trains be on the BNSF Main Tracks to be able to utilize the existing platform?				
64	A. Shah	HDR Engineering		X		AR-B0701	Stations	Will any of the existing station parking lot on the south side of the station be salvaged?				
65	J. Lee	OCTA		X		AR-B0701	Stations	How will the enhanced sidewalk be accessed from Walnut? It appears there is a retaining wall along Walnut to support the track structure				
66	J. Lee	OCTA		X		AR-B0701	Stations	Loss of station and street parking with direct access from Walnut should be mitigated				
67	J. Lee	OCTA		X		AR-B0701	Stations	Should evaluate the passenger path of travel from the amenities on the north side to the new platform for added time and degradation of convenience. Mitigate as needed.				
	J. Lee	OCTA		X		AR-B0701	Stations	The new platform length should accommodate both future Amtrak and Metrolink services				
68	A. Shah	HDR Engineering		X		AR-B0701	Stations	What are the exit points off of the center platform? Need to consider NFPA 130				
69	A. Evans	Mott MacDonald		X		AR-B0701	Stations	Realignment to Fullerton Station configuration and termination of existing lines get connected through the new proposed 800' station length will require reconfiguration of Walnut Ave also required. Provide details of how this will be addressed.				
70	A. Evans	Mott MacDonald		X		AR-B0701	Stations	Enhancing the interface with the TOD neighborhood area, is there any consideration for additional infrastructure (e.g. parking) for increased ridership as a consequence of High Speed? What improvements and parking encroaches partially in OTCA land will require purchase from other land owners?				
71	A. Evans	Mott MacDonald		X		AR-B0701	Stations	Changes to overpass bridge for passengers to an underpass will require works during track realignment phase. How will HSR ensure existing service will be protected during construction works?				
72	A. Evans	Mott MacDonald		X		AR-B0701	Stations	Note large new bridging structures required over Harbor Rd. to support track and new platform.				
73	A. Evans	Mott MacDonald		X		AR-B0701	Stations	Anticipate that loss of parking for current revenue service will be required to support construction site in the temporary case. How will HSR mitigate this issue?				
74	A. Evans	Mott MacDonald		X		AR-Y9901	Stations	Note, all minimum public areas are met through proposed design for HSR requirements. However, it is unclear whether this includes interchange and/or increased ridership from Metrolink passengers as a consequence of the scheme, i.e. Will HSR improve current platform space/ticketing/amenties for the Metrolink ridership?				
75	A. Evans	Mott MacDonald		X		AR-Y9903	Stations	Parking set at 608 spaces. Is this current or forecasted to what year? Also, is there any consideration for increased ridership as a consequence of the interchange?				
76	A. Evans	Mott MacDonald		X		AR-B0901	Stations	Clarity required on pedestrian modelling for pedestrian link between existing Artic Station, new HSR/Metrolink/Amtrak parking structure and HSR Station facility. How will HSR ensure sufficient space to allow anticipated cross movements between assets?				
77	A. Evans	Mott MacDonald		X		AR-B0901	Stations	Proposed HSR alignment will require additional land purchase from adjacent stakeholders most noteably Angel Stadium. While consideration has been made to HSR drop off zone and assocaited road works, the environmental footprint terminates at North West corner of the site. What other road improvements are expected in order to complete the connection to E Katella Ave? Will HSR cover the cost for land acquisition?				
78	A. Evans	Mott MacDonald		X		AR-B0901	Stations	New HSR platform will require extensive works over Douglass Road and beneath the Orange Fwy 57. Provide explanation for how removal of ~15No support columns can be achieved whilst also maintaining the operation of the Fwy. Any additional bracing structure would likely reduce headrooms beneath the Fwy to both the HSR platforms and potentially existing Metrolink/Amtrak platform.				

OCTA

COMMENT-RESPONSE LOG

Project: A4205 CHSRA LA to Anaheim
Submittal: Preliminary Engineering for Project Definition
Contract Reference: A4205-F18

Response Codes: **A**=Agreed and will comply/take action. **B**=Will investigate. **C**=Disagree for reasons noted in Response/Status Column. **D**=Will address in next phase.

REVIEWER RESPONSIBILITY								RESPONDER RESPONSIBILITY			
NO.	Reviewer	Agency	SPEC	DWG	REPORT	REF. PAGE	DISCIPLINE	COMMENT	RESPONDER	RESPONSE CODE	RESPONSE	RESOLUTION-ACTION ITEM
79	A. Evans	Mott MacDonald		X		AR-B0901	Stations	Creation of new platform (including new bridge over Douglass Rd) will likely have impact on existing Metrolink / Amtrak infrastructure. Can HSR provide asset protection to ensure stability of line? If so, how? If not, any loss of revenue until reinstatement of existing infrastructure must be compensated.				
80	A. Evans	Mott MacDonald		X		AR-B0901	Stations	Scheme appears to show curtailment of existing Metrolink/Amtrak platform. Provide possible mitigation efforts for potential impact on services based on this proposal.				
81	A. Evans	Mott MacDonald		X		AR-B0901	Stations	Extended pedestrain undercrossings to serve HSR platform. The proposal offers new elevator access which is seen as a benefit, but also requires new access ramps to be integrated within existing platform width. How will this impact the remaining width of the platforms to ensure safe operational width? Note that during construction this will likely also limit the available length of platform for passengers.				
82	A. Evans	Mott MacDonald		X		AR-B0901	Stations	New Station location will sever existing at grade access to Metrolink/Amtrak platforms (via stairs/ramps) from the south. How will HSR mitigate length of passenger travel routes to reach the new HSR platforms?				
83	A. Evans	Mott MacDonald		X		AR-B0901, AR-C1901	Stations	How will existing underpass between Artic bus terminal site for new station south of tracks be maintained to avoid excessive passenger travel routes for interchange?				
84	R. Vandenberg	Rheia Consulting		X		AR-B0901, AR-C1901, AR-J8901, AR-J8903	Stations	Coordinate ARTIC site plan as needed with ongoing final design efforts by City of Anaheim for "Building Bridges to Transit" project that includes new active transportation connections, ped bridges, and riverbank trail realignment. These ongoing improvements are not reflected in these drawings.				
PEDP VOLUME 3.6												
85	I. Watkins	Mott MacDonald		X		TT-D1598A	Track Alignment	What options other than the track alignment and ROW Impact have been considered? Provide details of those options and scoring criteria if implemented for review.				
86	I. Watkins	Mott MacDonald		X		TT-D1598A	Track Alignment	It is assumed that a new station entrance will be provided on to Highland Avenue if the Fullerton Station option is implemented. Provide details of secondary means of escape to the west (if required for fire egress). Also provide details of interchange between Metrolink and the proposed HSR station option.				
87	R. Vandenberg	Rheia Consulting		X		AR-B0701A	Stations	Site plan for "unpreferred" alternative at Fullerton Station includes new ped bridge from existing parking structure that improves access to SB Metrolink/Amtrak station as compared to the preferred site plan.				

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transportation Service Agency

Congestion Management Agency

September 24, 2020

Mr. Mark McLoughlin
Attn: Los Angeles-Anaheim
California High-Speed Rail Authority
770 L Street, Suite 620, MS-2
Sacramento, CA 95814

Subject: **Revised Notice of Preparation and Notice of Intent for the Environmental Impact Report/Statement for the Los Angeles to Anaheim Project Section of the California High-Speed Rail Authority Project**

Dear Mr. McLoughlin:

Thank you for providing the Orange County Transportation Authority (OCTA) with the Revised Notice of Preparation (NOP) under the California Environmental Quality Act (CEQA) and Notice of Intent (NOI) under the National Environmental Policy Act (NEPA) for the Environmental Impact Report/Statement (EIR/EIS) for the Los Angeles (Union Station) to Anaheim (Anaheim Regional Transportation Intermodal Center) Project Section (Project) of the California High-Speed Rail Authority (CHSRA) Project. OCTA is a joint powers authority (JPA) member of the Southern California Regional Rail Authority (SCRRA), operated by Metrolink. The Project's intent to provide high-speed intrastate ground transportation should not negatively affect local and intercounty rail services such as Metrolink that serve approximately 2.9 million (fiscal year 2019) trips annually. The following comments are provided for your consideration:

- Current passenger rail services - OCTA retains certain rights over the Burlington Northern Santa Fe (BNSF) corridor in the Fullerton to Los Angeles section. These rights enable OCTA to sponsor critical commuter rail service between Orange County and Los Angeles. The ability to fully retain and realize these rights is crucial as any impairment could result in reduced commuter rail service, diverting trips to highways, and result in increases in highway traffic and vehicle miles traveled with associated negative environmental impacts. Furthermore, the rights and related commuter rail services are critical elements of a multimodal expenditure plan funded by the local sales tax measure. Regionally, the ability to continue to offer balanced multimodal solutions is a critical element of the OCTA Long-Range Transportation Plan. The EIR/EIS should thoroughly evaluate and address these issues and acknowledge OCTA's ownership of the railroad right-of-way between Fullerton and Anaheim, which was acquired for the purposes of providing expanded Metrolink service. These property rights and our objectives should not be undermined as a result of the Project.

- OCTA previously provided comments on the preliminary engineering for project definition for the CHSRA Los Angeles to Anaheim segment. Although CHSRA provided responses to OCTA's comments, we look forward to a mutually satisfactory resolution to the concerns previously raised by OCTA.
- In addition, BNSF, OCTA, and the Riverside County Transportation Commission (RCTC) are part of the San Bernardino Subdivision Shared-Use Agreement (SUA), which generally grants OCTA and RCTC exclusive rights for "passenger transportation uses." Any third party wishing to utilize the segment between Redondo Junction and Fullerton must obtain approval from OCTA and RCTC in addition to BNSF. A memorandum of understanding between CHSRA and BNSF does not supersede the terms of the SUA. Any impacts to the SUA must be thoroughly analyzed in the EIR/EIS.
- OCTA is a "responsible agency" under CEQA and a "cooperating agency" under NEPA for the Project. OCTA owns the railroad right-of-way between south of Fullerton to the Orange/San Diego county line, is a JPA member of SCRRA, as well as a party to the SUA. Accordingly, OCTA must be designated as a responsible agency and cooperating agency under CEQA and NEPA, respectively.
- OCTA is formally requesting to be added to the notification and distribution lists for all CEQA notices, public meeting notices, and public meeting/hearing notices relating to the Los Angeles to Anaheim segment of the Project under CEQA and local and state law, including the Ralph M. Brown Act and the Bagley-Keene Act.
- As a JPA member, OCTA is also partnering with Metrolink to implement the Southern California Optimized Rail Expansion Program. The CHSRA EIR/EIS must assess any potential impacts to these planned improvements.
- Future passenger rail capacity - OCTA has made significant investments including the purchase of right-of-way for capacity, track and rail communication enhancements, turnaround facilities, stations, and rolling stock to allow OCTA to offer up to 76 daily Metrolink trains in Orange County. OCTA and Metrolink have invested heavily on a future Metrolink Placentia Station that has been environmentally cleared and ready to be constructed.
- In addition, OCTA has supported publicly-funded triple track improvements and grade separations beyond the Orange/Los Angeles county line that enable the future expansion capacity to be realized. The EIR/EIS should assess the environmental impacts of any compromises to OCTA's ability to offer this level of service. Lastly, the EIR/EIS should clarify that the reliability of Metrolink operations in the Fullerton to Los Angeles segment will not be negatively affected by any added burdens on the constrained shared passenger and freight corridor.
- Incremental freight rail impacts - The proposed Colton Facility is anticipated to accommodate added freight trains from the Los Angeles/Long Beach ports

to Colton, which could increase over time. The added BNSF freight traffic would likely be travelling through the communities of Buena Park, Fullerton, Anaheim, Placentia, and Yorba Linda. OCTA recently completed a $650 million program consisting of seven grade separation projects that was partially necessitated to address the increase in freight movement related to the expansion of the Los Angeles/Long Beach ports. The EIR/EIS should thoroughly disclose, assess, and address any of the environmental impacts related to operation/queuing of additional freight trains through Orange County.

- Truck traffic – as noted by CHSRA, the purpose of the revised NOP/NOI was to solicit input on additional project components that would be required in Colton and Lenwood, which were not included when the project was initially scoped in 2007. The EIR/EIS should address the environmental effects of any potential for the shift from freight to truck traffic in Orange County that may be necessary to support the Project. It is not clear how existing truck freight traffic in Orange County would be affected as a result of the proposed changes to freight rail operations. Environmental impacts of any associated truck traffic movements shift should be studied and addressed.
- Throughout the construction of the Project, Metrolink will be expected to continue to provide uninterrupted service. Any impacts to Metrolink service during the construction or operation of the Project must be assessed and mitigated in the EIR/EIS.

OCTA appreciates the opportunity to provide meaningful input on the revised NOP/NOI scoping process, and we look forward to working with the CHSRA to integrate the aforementioned comments into the EIR/EIS analysis. Furthermore, OCTA looks forward to becoming a more active participant in the development of the EIR/EIS so that any impacts to Orange County will be adequately analyzed addressed and mitigated. OCTA understands our partner agencies, RCTC and the San Bernardino County Transportation Authority, have raised similar concerns regarding the Project. If you have any questions or comments, please contact Kia Mortazavi at (714) 560-5741 or at kmortazavi@octa.net.

Sincerely,



Darrell E. Johnson
Chief Executive Officer

DEJ:dp

OCTA

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transportation Service Agency

Congestion Management Agency

January 22, 2024

Ms. LaDonna DiCamillo
Southern California Regional Director
California High Speed Rail Authority
Attn: Los Angeles-Anaheim
770 L Street, Suite 620, MS-2
Sacramento, CA 95814

Subject: **Los Angeles to Anaheim Project Section Supplemental Alternatives Analysis Report**

Dear Ms. DiCamillo:

The California High Speed Rail Authority (CHSRA) recently released the Los Angeles to Anaheim Project Section Supplemental Alternatives Analysis (SAA) Report proposing the Shared Passenger Track Alternative without sufficient consultation with the Orange County Transportation Authority (OCTA). OCTA, as the railroad owner and County Transportation Commission, has several concerns with the lack of coordination, the adequacy of the analysis, and inconsistent justifications used to support this alternative as described below.

- OCTA was not adequately consulted on the development of the Shared Passenger Track Alternative despite being Orange County's transportation planning agency and railroad owner.
- The Shared Passenger Track Alternative does not offer high-speed service, conflicting with legislative requirements. Compared to other alternatives, relying on reduced speeds and service levels contradicts the purpose of high-speed rail connectivity.
- Given the proximity of the Shared Passenger Track Alternative to disadvantaged communities, potential community and environmental impacts require more analysis. Changes in freight operations to accommodate the proposed alternative suggest consideration of cumulative impacts with emphasis on sensitive communities.
- Implications of the proposal on existing shared track agreements and current and planned passenger rails services must be more clearly analyzed and described.
- More detail is needed on the Buena Park station relocation, track reconfiguration, staging tracks, shared maintenance costs, and modeling assumptions.
- CHSRA appears to have delegated the Fullerton station improvements to the Southern California Regional Rail Authority (SCRRA) as part of the

Fullerton Interlocker Project that is currently led by SCRRA. The proposed changes require more discussion so impacts to current passenger rail services due to relocation of the platform can be better understood by OCTA and the City of Fullerton.

Please refer to the attachments for more details on OCTA's primary concerns. OCTA requests involvement as an active participant in developing alternatives. This will ensure that impacts to Orange County are fully analyzed and addressed. We look forward to meeting with you to discuss the rationale for the Shared Passenger Track Alternative and rejection of the other alternatives. Please contact me at (714) 560-5741 or kmortazavi@octa.net for follow-up. Thank you.

Sincerely,



Kia Mortazavi
Executive Director, Planning

KM:dp
Attachments

- The Orange County Transportation Authority (OCTA) was not adequately consulted on the development of the Shared Passenger Track Alternative. As the railroad owner and designated County Transportation Commission, OCTA is a key stakeholder who has sponsored commuter rail service in the corridor for more than three decades as well as the railroad owner for the Orange County portion of the Fullerton to Anaheim segment. We understand the California High Speed Rail Authority (CHSRA) and the Southern California Regional Rail Authority (SCRRA) have been in discussion regarding the project elements. OCTA must be directly involved in discussions of project alternatives that impact the Fullerton to Anaheim segment owned by OCTA.

- The proposed Shared Passenger Track Alternative does not offer high-speed service to Los Angeles. CHSRA staff has suggested a one-seat ride to the Bay Area as a substitute and indicated that CHSRA is not obligated to provide high-speed service to Anaheim. However, the enabling CHSRA statutes call for "constructing a high-speed train system that connects the San Francisco Transbay Terminal to Los Angeles Union Station and Anaheim." Therefore, the proposed alternative does not meet the legislative requirements.

The stated reasons for eliminating the Freeway Tunnel and the Union Pacific Railroad alternatives include cost, construction challenges, and short-term construction impacts related to tunneling. Cost should not be a factor to eliminate an alternative under the California Environmental Quality Act (CEQA) process. The purpose of CEQA analysis is to assess the potential environmental impacts. In this respect, the short-term and long-term environmental impacts of the Shared Passenger Track Alternative should be given equal consideration prior to any decision on a preferred alternative.

- Given the proximity of the Shared Passenger Track Alternative to disadvantaged communities, potential community and environmental impacts require more analysis. Without the proper community impacts assessment and environmental justice, and related Title VI analyses, the introduction and elimination of alternatives would not meet the spirit and intent of the CEQA public disclosure process. Furthermore, implementing the Shared Passenger Track Alternative has the potential to induce additional rail freight traffic as stated in the Supplemental Alternatives Analysis (SAA). This raises important questions about potential cumulative environmental, health, and community impacts, particularly to disadvantaged communities. Consequently, it is crucial to examine how these communities have been engaged in the public participation process to ensure their voices are heard and their concerns are adequately addressed. Please provide more information on how the Shared Passenger Track Alternative would mitigate the cumulative impacts of the induced rail freight traffic impacts in north Orange County.
- The analysis in the SAA fails to demonstrate how it would mitigate potential impacts to the shared use agreement between BNSF, OCTA, and the Riverside County Transportation Commission, which are part of the San Bernardino Subdivision Shared Use Agreement.

- The SAA document relies on the reduction of HSR passenger service levels and speeds as a mitigation strategy. This appears to conflict with the primary purpose of the project to connect the megaregions of the state through a high-speed rail system.

- The report states that track reconfiguration may be considered at the Fullerton station (to ensure BNSF access and/or to reduce project footprint or costs). The SAA needs to provide more information and details about the impacts of the track reconfiguration to Fullerton Station and the assumed plans for using the existing tracks at that location.

- The SAA relies on additional staging tracks outside the project corridor (considered freight rail mitigation). CHSRA must better analyze the viability and impacts of the staging tracks before selecting the Shared Passenger Track Alternative as the preferred alternative.

- CHSRA reports identify the potential for shared maintenance costs with other passenger rail services as a feature of the Shared Passenger Track Alternative. OCTA must review the information that supports this statement and is concerned with the implications of this concept on the maintenance cost shares of the other rail operators.

- CHSRA has not provided the modeling assumptions for the Shared Passenger Track Alternative. This information will assist OCTA to better assess:
  - Assumed operating speeds in relation to the project's legislative intent;
  - Freight utilization and maintaining capacity for future increases in Metrolink and Surfliner passenger service levels;
  - Impacts to Metrolink's Southern California Optimized Rail Expansion (SCORE) Program implementation; and
  - The effects of electrification on OCTA-owned tracks and the impact on intracounty commuter rail service between Fullerton and south Orange County.

OCTA

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transportation Service Agency

Congestion Management Agency

September 24, 2020

Mr. Mark McLoughlin
Attn: Los Angeles-Anaheim
California High-Speed Rail Authority
770 L Street, Suite 620, MS-2
Sacramento, CA 95814

Subject: **Revised Notice of Preparation and Notice of Intent for the Environmental Impact Report/Statement for the Los Angeles to Anaheim Project Section of the California High-Speed Rail Authority Project**

Dear Mr. McLoughlin:

Thank you for providing the Orange County Transportation Authority (OCTA) with the Revised Notice of Preparation (NOP) under the California Environmental Quality Act (CEQA) and Notice of Intent (NOI) under the National Environmental Policy Act (NEPA) for the Environmental Impact Report/Statement (EIR/EIS) for the Los Angeles (Union Station) to Anaheim (Anaheim Regional Transportation Intermodal Center) Project Section (Project) of the California High-Speed Rail Authority (CHSRA) Project. OCTA is a joint powers authority (JPA) member of the Southern California Regional Rail Authority (SCRRA), operated by Metrolink. The Project's intent to provide high-speed intrastate ground transportation should not negatively affect local and intercounty rail services such as Metrolink that serve approximately 2.9 million (fiscal year 2019) trips annually. The following comments are provided for your consideration:

- Current passenger rail services - OCTA retains certain rights over the Burlington Northern Santa Fe (BNSF) corridor in the Fullerton to Los Angeles section. These rights enable OCTA to sponsor critical commuter rail service between Orange County and Los Angeles. The ability to fully retain and realize these rights is crucial as any impairment could result in reduced commuter rail service, diverting trips to highways, and result in increases in highway traffic and vehicle miles traveled with associated negative environmental impacts. Furthermore, the rights and related commuter rail services are critical elements of a multimodal expenditure plan funded by the local sales tax measure. Regionally, the ability to continue to offer balanced multimodal solutions is a critical element of the OCTA Long-Range Transportation Plan. The EIR/EIS should thoroughly evaluate and address these issues and acknowledge OCTA's ownership of the railroad right-of-way between Fullerton and Anaheim, which was acquired for the purposes of providing expanded Metrolink service. These property rights and our objectives should not be undermined as a result of the Project.

- OCTA previously provided comments on the preliminary engineering for project definition for the CHSRA Los Angeles to Anaheim segment. Although CHSRA provided responses to OCTA's comments, we look forward to a mutually satisfactory resolution to the concerns previously raised by OCTA.
- In addition, BNSF, OCTA, and the Riverside County Transportation Commission (RCTC) are part of the San Bernardino Subdivision Shared-Use Agreement (SUA), which generally grants OCTA and RCTC exclusive rights for "passenger transportation uses." Any third party wishing to utilize the segment between Redondo Junction and Fullerton must obtain approval from OCTA and RCTC in addition to BNSF. A memorandum of understanding between CHSRA and BNSF does not supersede the terms of the SUA. Any impacts to the SUA must be thoroughly analyzed in the EIR/EIS.
- OCTA is a "responsible agency" under CEQA and a "cooperating agency" under NEPA for the Project. OCTA owns the railroad right-of-way between south of Fullerton to the Orange/San Diego county line, is a JPA member of SCRRA, as well as a party to the SUA. Accordingly, OCTA must be designated as a responsible agency and cooperating agency under CEQA and NEPA, respectively.
- OCTA is formally requesting to be added to the notification and distribution lists for all CEQA notices, public meeting notices, and public meeting/hearing notices relating to the Los Angeles to Anaheim segment of the Project under CEQA and local and state law, including the Ralph M. Brown Act and the Bagley-Keene Act.
- As a JPA member, OCTA is also partnering with Metrolink to implement the Southern California Optimized Rail Expansion Program. The CHSRA EIR/EIS must assess any potential impacts to these planned improvements.
- Future passenger rail capacity - OCTA has made significant investments including the purchase of right-of-way for capacity, track and rail communication enhancements, turnaround facilities, stations, and rolling stock to allow OCTA to offer up to 76 daily Metrolink trains in Orange County. OCTA and Metrolink have invested heavily on a future Metrolink Placentia Station that has been environmentally cleared and ready to be constructed.
- In addition, OCTA has supported publicly-funded triple track improvements and grade separations beyond the Orange/Los Angeles county line that enable the future expansion capacity to be realized. The EIR/EIS should assess the environmental impacts of any compromises to OCTA's ability to offer this level of service. Lastly, the EIR/EIS should clarify that the reliability of Metrolink operations in the Fullerton to Los Angeles segment will not be negatively affected by any added burdens on the constrained shared passenger and freight corridor.
- Incremental freight rail impacts - The proposed Colton Facility is anticipated to accommodate added freight trains from the Los Angeles/Long Beach ports

to Colton, which could increase over time. The added BNSF freight traffic would likely be travelling through the communities of Buena Park, Fullerton, Anaheim, Placentia, and Yorba Linda. OCTA recently completed a $650 million program consisting of seven grade separation projects that was partially necessitated to address the increase in freight movement related to the expansion of the Los Angeles/Long Beach ports. The EIR/EIS should thoroughly disclose, assess, and address any of the environmental impacts related to operation/queuing of additional freight trains through Orange County.

- Truck traffic – as noted by CHSRA, the purpose of the revised NOP/NOI was to solicit input on additional project components that would be required in Colton and Lenwood, which were not included when the project was initially scoped in 2007. The EIR/EIS should address the environmental effects of any potential for the shift from freight to truck traffic in Orange County that may be necessary to support the Project. It is not clear how existing truck freight traffic in Orange County would be affected as a result of the proposed changes to freight rail operations. Environmental impacts of any associated truck traffic movements shift should be studied and addressed.
- Throughout the construction of the Project, Metrolink will be expected to continue to provide uninterrupted service. Any impacts to Metrolink service during the construction or operation of the Project must be assessed and mitigated in the EIR/EIS.

OCTA appreciates the opportunity to provide meaningful input on the revised NOP/NOI scoping process, and we look forward to working with the CHSRA to integrate the aforementioned comments into the EIR/EIS analysis. Furthermore, OCTA looks forward to becoming a more active participant in the development of the EIR/EIS so that any impacts to Orange County will be adequately analyzed addressed and mitigated. OCTA understands our partner agencies, RCTC and the San Bernardino County Transportation Authority, have raised similar concerns regarding the Project. If you have any questions or comments, please contact Kia Mortazavi at (714) 560-5741 or at kmortazavi@octa.net.

Sincerely,



Darrell E. Johnson
Chief Executive Officer

DEJ:dp

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transportation Service Agency

Congestion Management Agency

January 22, 2024

Ms. LaDonna DiCamillo
Southern California Regional Director
California High Speed Rail Authority
Attn: Los Angeles-Anaheim
770 L Street, Suite 620, MS-2
Sacramento, CA 95814

Subject: **Los Angeles to Anaheim Project Section Supplemental Alternatives Analysis Report**

Dear Ms. DiCamillo:

The California High Speed Rail Authority (CHSRA) recently released the Los Angeles to Anaheim Project Section Supplemental Alternatives Analysis (SAA) Report proposing the Shared Passenger Track Alternative without sufficient consultation with the Orange County Transportation Authority (OCTA). OCTA, as the railroad owner and County Transportation Commission, has several concerns with the lack of coordination, the adequacy of the analysis, and inconsistent justifications used to support this alternative as described below.

- OCTA was not adequately consulted on the development of the Shared Passenger Track Alternative despite being Orange County's transportation planning agency and railroad owner.
- The Shared Passenger Track Alternative does not offer high-speed service, conflicting with legislative requirements. Compared to other alternatives, relying on reduced speeds and service levels contradicts the purpose of high-speed rail connectivity.
- Given the proximity of the Shared Passenger Track Alternative to disadvantaged communities, potential community and environmental impacts require more analysis. Changes in freight operations to accommodate the proposed alternative suggest consideration of cumulative impacts with emphasis on sensitive communities.
- Implications of the proposal on existing shared track agreements and current and planned passenger rails services must be more clearly analyzed and described.
- More detail is needed on the Buena Park station relocation, track reconfiguration, staging tracks, shared maintenance costs, and modeling assumptions.
- CHSRA appears to have delegated the Fullerton station improvements to the Southern California Regional Rail Authority (SCRRA) as part of the

Fullerton Interlocker Project that is currently led by SCRRA. The proposed changes require more discussion so impacts to current passenger rail services due to relocation of the platform can be better understood by OCTA and the City of Fullerton.

Please refer to the attachments for more details on OCTA's primary concerns. OCTA requests involvement as an active participant in developing alternatives. This will ensure that impacts to Orange County are fully analyzed and addressed. We look forward to meeting with you to discuss the rationale for the Shared Passenger Track Alternative and rejection of the other alternatives. Please contact me at (714) 560-5741 or kmortazavi@octa.net for follow-up. Thank you.

Sincerely,



Kia Mortazavi
Executive Director, Planning

KM:dp
Attachments

- The Orange County Transportation Authority (OCTA) was not adequately consulted on the development of the Shared Passenger Track Alternative. As the railroad owner and designated County Transportation Commission, OCTA is a key stakeholder who has sponsored commuter rail service in the corridor for more than three decades as well as the railroad owner for the Orange County portion of the Fullerton to Anaheim segment. We understand the California High Speed Rail Authority (CHSRA) and the Southern California Regional Rail Authority (SCRRA) have been in discussion regarding the project elements. OCTA must be directly involved in discussions of project alternatives that impact the Fullerton to Anaheim segment owned by OCTA.

- The proposed Shared Passenger Track Alternative does not offer high-speed service to Los Angeles. CHSRA staff has suggested a one-seat ride to the Bay Area as a substitute and indicated that CHSRA is not obligated to provide high-speed service to Anaheim. However, the enabling CHSRA statutes call for "constructing a high-speed train system that connects the San Francisco Transbay Terminal to Los Angeles Union Station and Anaheim." Therefore, the proposed alternative does not meet the legislative requirements.

The stated reasons for eliminating the Freeway Tunnel and the Union Pacific Railroad alternatives include cost, construction challenges, and short-term construction impacts related to tunneling. Cost should not be a factor to eliminate an alternative under the California Environmental Quality Act (CEQA) process. The purpose of CEQA analysis is to assess the potential environmental impacts. In this respect, the short-term and long-term environmental impacts of the Shared Passenger Track Alternative should be given equal consideration prior to any decision on a preferred alternative.

- Given the proximity of the Shared Passenger Track Alternative to disadvantaged communities, potential community and environmental impacts require more analysis. Without the proper community impacts assessment and environmental justice, and related Title VI analyses, the introduction and elimination of alternatives would not meet the spirit and intent of the CEQA public disclosure process. Furthermore, implementing the Shared Passenger Track Alternative has the potential to induce additional rail freight traffic as stated in the Supplemental Alternatives Analysis (SAA). This raises important questions about potential cumulative environmental, health, and community impacts, particularly to disadvantaged communities. Consequently, it is crucial to examine how these communities have been engaged in the public participation process to ensure their voices are heard and their concerns are adequately addressed. Please provide more information on how the Shared Passenger Track Alternative would mitigate the cumulative impacts of the induced rail freight traffic impacts in north Orange County.
- The analysis in the SAA fails to demonstrate how it would mitigate potential impacts to the shared use agreement between BNSF, OCTA, and the Riverside County Transportation Commission, which are part of the San Bernardino Subdivision Shared Use Agreement.

- The SAA document relies on the reduction of HSR passenger service levels and speeds as a mitigation strategy. This appears to conflict with the primary purpose of the project to connect the megaregions of the state through a high-speed rail system.

- The report states that track reconfiguration may be considered at the Fullerton station (to ensure BNSF access and/or to reduce project footprint or costs). The SAA needs to provide more information and details about the impacts of the track reconfiguration to Fullerton Station and the assumed plans for using the existing tracks at that location.

- The SAA relies on additional staging tracks outside the project corridor (considered freight rail mitigation). CHSRA must better analyze the viability and impacts of the staging tracks before selecting the Shared Passenger Track Alternative as the preferred alternative.

- CHSRA reports identify the potential for shared maintenance costs with other passenger rail services as a feature of the Shared Passenger Track Alternative. OCTA must review the information that supports this statement and is concerned with the implications of this concept on the maintenance cost shares of the other rail operators.

- CHSRA has not provided the modeling assumptions for the Shared Passenger Track Alternative. This information will assist OCTA to better assess:
  - Assumed operating speeds in relation to the project's legislative intent;
  - Freight utilization and maintaining capacity for future increases in Metrolink and Surfliner passenger service levels;
  - Impacts to Metrolink's Southern California Optimized Rail Expansion (SCORE) Program implementation; and
  - The effects of electrification on OCTA-owned tracks and the impact on intracounty commuter rail service between Fullerton and south Orange County.

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transportation Service Agency

Congestion Management Agency

September 24, 2020

Mr. Mark McLoughlin
Attn: Los Angeles-Anaheim
California High-Speed Rail Authority
770 L Street, Suite 620, MS-2
Sacramento, CA 95814

Subject: **Revised Notice of Preparation and Notice of Intent for the Environmental Impact Report/Statement for the Los Angeles to Anaheim Project Section of the California High-Speed Rail Authority Project**

Dear Mr. McLoughlin:

Thank you for providing the Orange County Transportation Authority (OCTA) with the Revised Notice of Preparation (NOP) under the California Environmental Quality Act (CEQA) and Notice of Intent (NOI) under the National Environmental Policy Act (NEPA) for the Environmental Impact Report/Statement (EIR/EIS) for the Los Angeles (Union Station) to Anaheim (Anaheim Regional Transportation Intermodal Center) Project Section (Project) of the California High-Speed Rail Authority (CHSRA) Project. OCTA is a joint powers authority (JPA) member of the Southern California Regional Rail Authority (SCRRA), operated by Metrolink. The Project's intent to provide high-speed intrastate ground transportation should not negatively affect local and intercounty rail services such as Metrolink that serve approximately 2.9 million (fiscal year 2019) trips annually. The following comments are provided for your consideration:

- Current passenger rail services - OCTA retains certain rights over the Burlington Northern Santa Fe (BNSF) corridor in the Fullerton to Los Angeles section. These rights enable OCTA to sponsor critical commuter rail service between Orange County and Los Angeles. The ability to fully retain and realize these rights is crucial as any impairment could result in reduced commuter rail service, diverting trips to highways, and result in increases in highway traffic and vehicle miles traveled with associated negative environmental impacts. Furthermore, the rights and related commuter rail services are critical elements of a multimodal expenditure plan funded by the local sales tax measure. Regionally, the ability to continue to offer balanced multimodal solutions is a critical element of the OCTA Long-Range Transportation Plan. The EIR/EIS should thoroughly evaluate and address these issues and acknowledge OCTA's ownership of the railroad right-of-way between Fullerton and Anaheim, which was acquired for the purposes of providing expanded Metrolink service. These property rights and our objectives should not be undermined as a result of the Project.

- OCTA previously provided comments on the preliminary engineering for project definition for the CHSRA Los Angeles to Anaheim segment. Although CHSRA provided responses to OCTA's comments, we look forward to a mutually satisfactory resolution to the concerns previously raised by OCTA.
- In addition, BNSF, OCTA, and the Riverside County Transportation Commission (RCTC) are part of the San Bernardino Subdivision Shared-Use Agreement (SUA), which generally grants OCTA and RCTC exclusive rights for "passenger transportation uses." Any third party wishing to utilize the segment between Redondo Junction and Fullerton must obtain approval from OCTA and RCTC in addition to BNSF. A memorandum of understanding between CHSRA and BNSF does not supersede the terms of the SUA. Any impacts to the SUA must be thoroughly analyzed in the EIR/EIS.
- OCTA is a "responsible agency" under CEQA and a "cooperating agency" under NEPA for the Project. OCTA owns the railroad right-of-way between south of Fullerton to the Orange/San Diego county line, is a JPA member of SCRRA, as well as a party to the SUA. Accordingly, OCTA must be designated as a responsible agency and cooperating agency under CEQA and NEPA, respectively.
- OCTA is formally requesting to be added to the notification and distribution lists for all CEQA notices, public meeting notices, and public meeting/hearing notices relating to the Los Angeles to Anaheim segment of the Project under CEQA and local and state law, including the Ralph M. Brown Act and the Bagley-Keene Act.
- As a JPA member, OCTA is also partnering with Metrolink to implement the Southern California Optimized Rail Expansion Program. The CHSRA EIR/EIS must assess any potential impacts to these planned improvements.
- Future passenger rail capacity - OCTA has made significant investments including the purchase of right-of-way for capacity, track and rail communication enhancements, turnaround facilities, stations, and rolling stock to allow OCTA to offer up to 76 daily Metrolink trains in Orange County. OCTA and Metrolink have invested heavily on a future Metrolink Placentia Station that has been environmentally cleared and ready to be constructed.
- In addition, OCTA has supported publicly-funded triple track improvements and grade separations beyond the Orange/Los Angeles county line that enable the future expansion capacity to be realized. The EIR/EIS should assess the environmental impacts of any compromises to OCTA's ability to offer this level of service. Lastly, the EIR/EIS should clarify that the reliability of Metrolink operations in the Fullerton to Los Angeles segment will not be negatively affected by any added burdens on the constrained shared passenger and freight corridor.
- Incremental freight rail impacts - The proposed Colton Facility is anticipated to accommodate added freight trains from the Los Angeles/Long Beach ports

to Colton, which could increase over time. The added BNSF freight traffic would likely be travelling through the communities of Buena Park, Fullerton, Anaheim, Placentia, and Yorba Linda. OCTA recently completed a $650 million program consisting of seven grade separation projects that was partially necessitated to address the increase in freight movement related to the expansion of the Los Angeles/Long Beach ports. The EIR/EIS should thoroughly disclose, assess, and address any of the environmental impacts related to operation/queuing of additional freight trains through Orange County.

- Truck traffic – as noted by CHSRA, the purpose of the revised NOP/NOI was to solicit input on additional project components that would be required in Colton and Lenwood, which were not included when the project was initially scoped in 2007. The EIR/EIS should address the environmental effects of any potential for the shift from freight to truck traffic in Orange County that may be necessary to support the Project. It is not clear how existing truck freight traffic in Orange County would be affected as a result of the proposed changes to freight rail operations. Environmental impacts of any associated truck traffic movements shift should be studied and addressed.
- Throughout the construction of the Project, Metrolink will be expected to continue to provide uninterrupted service. Any impacts to Metrolink service during the construction or operation of the Project must be assessed and mitigated in the EIR/EIS.

OCTA appreciates the opportunity to provide meaningful input on the revised NOP/NOI scoping process, and we look forward to working with the CHSRA to integrate the aforementioned comments into the EIR/EIS analysis. Furthermore, OCTA looks forward to becoming a more active participant in the development of the EIR/EIS so that any impacts to Orange County will be adequately analyzed addressed and mitigated. OCTA understands our partner agencies, RCTC and the San Bernardino County Transportation Authority, have raised similar concerns regarding the Project. If you have any questions or comments, please contact Kia Mortazavi at (714) 560-5741 or at kmortazavi@octa.net.

Sincerely,



Darrell E. Johnson
Chief Executive Officer

DEJ:dp

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transportation Service Agency

Congestion Management Agency

September 24, 2020

Mr. Mark McLoughlin
Attn: Los Angeles-Anaheim
California High-Speed Rail Authority
770 L Street, Suite 620, MS-2
Sacramento, CA 95814

Subject: **Revised Notice of Preparation and Notice of Intent for the Environmental Impact Report/Statement for the Los Angeles to Anaheim Project Section of the California High-Speed Rail Authority Project**

Dear Mr. McLoughlin:

Thank you for providing the Orange County Transportation Authority (OCTA) with the Revised Notice of Preparation (NOP) under the California Environmental Quality Act (CEQA) and Notice of Intent (NOI) under the National Environmental Policy Act (NEPA) for the Environmental Impact Report/Statement (EIR/EIS) for the Los Angeles (Union Station) to Anaheim (Anaheim Regional Transportation Intermodal Center) Project Section (Project) of the California High-Speed Rail Authority (CHSRA) Project. OCTA is a joint powers authority (JPA) member of the Southern California Regional Rail Authority (SCRRA), operated by Metrolink. The Project's intent to provide high-speed intrastate ground transportation should not negatively affect local and intercounty rail services such as Metrolink that serve approximately 2.9 million (fiscal year 2019) trips annually. The following comments are provided for your consideration:

- Current passenger rail services - OCTA retains certain rights over the Burlington Northern Santa Fe (BNSF) corridor in the Fullerton to Los Angeles section. These rights enable OCTA to sponsor critical commuter rail service between Orange County and Los Angeles. The ability to fully retain and realize these rights is crucial as any impairment could result in reduced commuter rail service, diverting trips to highways, and result in increases in highway traffic and vehicle miles traveled with associated negative environmental impacts. Furthermore, the rights and related commuter rail services are critical elements of a multimodal expenditure plan funded by the local sales tax measure. Regionally, the ability to continue to offer balanced multimodal solutions is a critical element of the OCTA Long-Range Transportation Plan. The EIR/EIS should thoroughly evaluate and address these issues and acknowledge OCTA's ownership of the railroad right-of-way between Fullerton and Anaheim, which was acquired for the purposes of providing expanded Metrolink service. These property rights and our objectives should not be undermined as a result of the Project.

- OCTA previously provided comments on the preliminary engineering for project definition for the CHSRA Los Angeles to Anaheim segment. Although CHSRA provided responses to OCTA's comments, we look forward to a mutually satisfactory resolution to the concerns previously raised by OCTA.
- In addition, BNSF, OCTA, and the Riverside County Transportation Commission (RCTC) are part of the San Bernardino Subdivision Shared-Use Agreement (SUA), which generally grants OCTA and RCTC exclusive rights for "passenger transportation uses." Any third party wishing to utilize the segment between Redondo Junction and Fullerton must obtain approval from OCTA and RCTC in addition to BNSF. A memorandum of understanding between CHSRA and BNSF does not supersede the terms of the SUA. Any impacts to the SUA must be thoroughly analyzed in the EIR/EIS.
- OCTA is a "responsible agency" under CEQA and a "cooperating agency" under NEPA for the Project. OCTA owns the railroad right-of-way between south of Fullerton to the Orange/San Diego county line, is a JPA member of SCRRA, as well as a party to the SUA. Accordingly, OCTA must be designated as a responsible agency and cooperating agency under CEQA and NEPA, respectively.
- OCTA is formally requesting to be added to the notification and distribution lists for all CEQA notices, public meeting notices, and public meeting/hearing notices relating to the Los Angeles to Anaheim segment of the Project under CEQA and local and state law, including the Ralph M. Brown Act and the Bagley-Keene Act.
- As a JPA member, OCTA is also partnering with Metrolink to implement the Southern California Optimized Rail Expansion Program. The CHSRA EIR/EIS must assess any potential impacts to these planned improvements.
- Future passenger rail capacity - OCTA has made significant investments including the purchase of right-of-way for capacity, track and rail communication enhancements, turnaround facilities, stations, and rolling stock to allow OCTA to offer up to 76 daily Metrolink trains in Orange County. OCTA and Metrolink have invested heavily on a future Metrolink Placentia Station that has been environmentally cleared and ready to be constructed.
- In addition, OCTA has supported publicly-funded triple track improvements and grade separations beyond the Orange/Los Angeles county line that enable the future expansion capacity to be realized. The EIR/EIS should assess the environmental impacts of any compromises to OCTA's ability to offer this level of service. Lastly, the EIR/EIS should clarify that the reliability of Metrolink operations in the Fullerton to Los Angeles segment will not be negatively affected by any added burdens on the constrained shared passenger and freight corridor.
- Incremental freight rail impacts - The proposed Colton Facility is anticipated to accommodate added freight trains from the Los Angeles/Long Beach ports

to Colton, which could increase over time. The added BNSF freight traffic would likely be travelling through the communities of Buena Park, Fullerton, Anaheim, Placentia, and Yorba Linda. OCTA recently completed a $650 million program consisting of seven grade separation projects that was partially necessitated to address the increase in freight movement related to the expansion of the Los Angeles/Long Beach ports. The EIR/EIS should thoroughly disclose, assess, and address any of the environmental impacts related to operation/queuing of additional freight trains through Orange County.

- Truck traffic – as noted by CHSRA, the purpose of the revised NOP/NOI was to solicit input on additional project components that would be required in Colton and Lenwood, which were not included when the project was initially scoped in 2007. The EIR/EIS should address the environmental effects of any potential for the shift from freight to truck traffic in Orange County that may be necessary to support the Project. It is not clear how existing truck freight traffic in Orange County would be affected as a result of the proposed changes to freight rail operations. Environmental impacts of any associated truck traffic movements shift should be studied and addressed.
- Throughout the construction of the Project, Metrolink will be expected to continue to provide uninterrupted service. Any impacts to Metrolink service during the construction or operation of the Project must be assessed and mitigated in the EIR/EIS.

OCTA appreciates the opportunity to provide meaningful input on the revised NOP/NOI scoping process, and we look forward to working with the CHSRA to integrate the aforementioned comments into the EIR/EIS analysis. Furthermore, OCTA looks forward to becoming a more active participant in the development of the EIR/EIS so that any impacts to Orange County will be adequately analyzed addressed and mitigated. OCTA understands our partner agencies, RCTC and the San Bernardino County Transportation Authority, have raised similar concerns regarding the Project. If you have any questions or comments, please contact Kia Mortazavi at (714) 560-5741 or at kmortazavi@octa.net.

Sincerely,



Darrell E. Johnson
Chief Executive Officer

DEJ:dp

ATTACHMENT B

OCTA

COMMENT-RESPONSE LOG

Project: A4205 CHSRA LA to Anaheim
Submittal: EIR_EIS
Contract Reference: A4205-F18

Response Codes: **A**=Agreed and will comply/take action. **B**=Will investigate. **C**=Disagree for reasons noted in Response/Status Column. **D**=Will address in next phase.

REVIEWER RESPONSIBILITY								RESPONDER RESPONSIBILITY			
NO.	Reviewer	Agency	SPEC	DWG	REPORT	REF. PAGE	DISCIPLINE	COMMENT	RESPONDER	RESPONSE CODE	RESPONSE	RESOLUTION-ACTION ITEM
								This comment matrix is comprised of both new comments specific to the Draft EIR/EIS and the previously issued comments from prior reviews of the Administrative Draft EIR/EIS, PEPD, NOP, and NOI.				
1	E. Smith	Mott MacDonald			X	General	Service	The corridor is a critical goods/passenger artery. Coordination with OCTA/SCRRA/LOSSAN/BNSF will be needed to maintains minimum frequencies and time targets for Metrolink and Surfliner during HSR construction. Also, local plans and project related coordination (e.g., Santa Ana Boulevard Underpass, Coastal Rail Resiliency, OC Streetcar) must be continued to ensure compatibility between the construction, service, and future design plans.				
2	E. Smith	Mott MacDonald			X	General	Service	Confirm that the Preferred Alternative will not constrain the growth targets or future planning on the Orange County Line.				
3	R. Soto	OCTA			X	General	Operations	Shared Use Agreement Restrictions on Infrastructure Above Track The BNSF San Bernardino Subdivision Shared Use Agreement (SUA) defines Passenger Transportation Uses broadly to include multiple rail modes; however, it explicitly prohibits improvements constructed above the mainline tracks, with only narrow exceptions for two crossings less than 30 feet above rail. The Draft EIR/EIS does not explain how the proposed overhead catenary system (OCS), which constitutes infrastructure above the tracks, complies with this prohibition. The Draft EIR/EIS should clarify how CHSRA intends to reconcile the installation of OCS with the SUA's express limitations and identify the specific agreement amendments, waivers, redefinitions, or other contractual mechanisms that would be required to authorize OCS installation. In addition, the Draft EIR/EIS should clearly identify the corridor segments where such approvals are assumed. Absent this information, the environmental analysis relies on infrastructure that may not be contractually permissible.				
4	R. Soto	OCTA			X	General	Operations	Dispatching Rules and Blended Passenger/Freight Operations The Draft EIR/EIS states that the Shared Passenger Track Alternatives include blended operations and explicitly allow freight trains to operate on passenger rail tracks. However, the SUA limits the circumstances under which dispatching may delay a passenger train to permit freight movement during commuter periods, allowing such delays only in cases of defined "route conflict." The introduction of high-speed rail service would significantly increase the number of passenger train movements competing for dispatching priority. The Draft EIR/EIS does not explain whether CHSRA assumes that existing dispatching rules would be modified, nor does it describe how dispatching priority would be managed among high-speed rail, Metrolink/Amtrak, and freight trains during commuter periods. The Draft EIR/EIS should identify the assumed dispatching framework, clarify whether SUA provisions would be amended, and describe the pathway and timing for resolving these conflicts.				

5	R. Soto	OCTA			**X**	General	Operations	Electrification and Protection of Freight Service Quality The Draft EIR/EIS references corridor segments where existing tracks would be electrified for shared use, while the SUA repeatedly defines and protects the provision of "quality rail freight service." Even where freight can physically operate adjacent to electrified tracks, the presence of OCS introduces operational and maintenance constraints—such as clearance requirements, outage windows, work restrictions, and incident response limitations—that may materially affect freight reliability. The Draft EIR/EIS does not demonstrate how CHSRA would ensure no material impairment to freight or passenger service expectations protected under the SUA. The Draft EIR/EIS should identify the compatibility standards assumed for electrifying existing tracks, including clearances, maintenance and outage protocols, work windows, incident recovery times, and coordination procedures with freight operators.				
6	R. Soto	OCTA			**X**	General	Operations	Passenger Train Rights and Operating Slot Assumptions The Draft EIR/EIS assumes up to two high-speed rail trains per hour per direction and states that this level of service is necessary to maintain current and projected freight and passenger rail volumes. However, existing railroad agreements allocate passenger train rights contractually, and the construction of new infrastructure does not automatically confer the right to operate additional trains. The Draft EIR/EIS does not identify whether CHSRA would require new passenger train slots beyond those currently allocated, nor does it disclose the plan, schedule, or risk associated with renegotiating operating rights. Given the complexity and duration of such negotiations historically, the Draft EIR/EIS should identify when and how these discussions would occur and assess the associated implementation risk.				
7	R. Soto	OCTA			**X**	General	Operations	CHSRA's Contractual Role Under the Shared Use Agreement The SUA defines "Operator" as an entity appointed by the Agency or its assignees to operate Agency Trains and limits that role accordingly. The Draft EIR/EIS appears to presume that CHSRA would automatically qualify as an Agency Party and that high-speed rail service would therefore be included under the definition of Agency Trains. This presumption is not clearly supported by the current SUA language and presents a potential legal and operational mismatch. The Draft EIR/EIS should clarify under what contractual role CHSRA would operate—whether as an Agency Party, an Operator, or a new user requiring an amended or separate shared-use framework—and how that role would be formally established. If CHSRA is not an existing rights-holder, the Draft EIR/EIS must identify the mechanism by which operating rights would be obtained without violating the SUA principle that no rights exist beyond those expressly listed.				
8	R. Soto	OCTA			**X**	General	Operations	Maintenance and Outage Requirements The Draft EIR/EIS proposes major new systems, including overhead contact systems and traction power, as well as significant station and track reconfigurations. These systems will require routine and emergency maintenance and associated outages. The Draft EIR/EIS does not identify the maintenance or outage windows required by CHSRA, nor does it explain how those windows would align with freight and passenger train priority expectations and commuter-period dispatching rules under the SUA. This information is necessary to evaluate operational impacts and contractual feasibility.				
9	R. Soto	OCTA			**X**	General	Operations	Dispatching Authority and Cost Allocation The introduction of additional high-speed rail service would increase dispatching complexity and reliance on communications, signal systems, and interlockings, potentially triggering new cost allocation requirements. The Draft EIR/EIS does not disclose whether changes to dispatching authority boundaries are assumed (e.g., between Metro-, BNSF-, or OCTA-dispatched territory), nor does it explain the rationale for any such changes. Additionally, the Draft EIR/EIS does not identify CHSRA's assumed dispatching payment model for high-speed rail operations on shared territory, such as per-train-mile charges, flat fees, or bundled capital costs, or indicate when and how these issues would be resolved.				
10	R. Soto	OCTA			**X**	General	Operations	Contractual Compliance Versus Infrastructure Capacity The Draft EIR/EIS equates maintaining freight and passenger rail volumes with the ability to schedule those volumes; however, existing agreements impose limits on daily train movements and constrain passenger services beyond the listed rights. Maintaining volumes from an infrastructure standpoint does not equate to being contractually authorized to operate those volumes. The Draft EIR/EIS should identify where contractual compliance for train movement rights and operating slots—not merely physical capacity—is demonstrated. If such analysis exists in technical reports, it should be clearly referenced and summarized.				
11	R. Soto	OCTA			**X**	General	Operations	Freight Volume Assumptions The Draft EIR/EIS does not clearly disclose the freight volumes or time-of-day distributions assumed for BNSF operations on the shared corridor. If the assumed freight activity is lower than that analyzed in the LOSSAN PEIR, the Draft EIR/EIS should explicitly explain this assumption, as reduced freight baselines could have cascading implications for future passenger rail service expansion and operational reliability.				

12	R. Soto	OCTA			**X**	General	Operations	Definition of LOSSAN's Feeder Role The LOSSAN PEIR and Business Plan characterize corridor improvements as strengthening LOSSAN's role as a feeder network to the statewide high-speed rail system. The Draft EIR/EIS does not define this feeder role operationally. Specifically, the Draft EIR/EIS should clarify whether elements such as timed transfers, schedule coordination, fare integration, passenger wayfinding, platform adjacency, dwell times, and turnback strategies are binding commitments or aspirational concepts, and how CHSRA intends to implement and enforce these elements.				
13	R. Soto	OCTA			**X**	General	Operations	Grade Separations and Corridor-Wide Reliability The Draft EIR/EIS highlights five new full grade separations as a benefit of the Shared Passenger Track Alternatives. However, it is unclear whether these grade separations have been evaluated within a corridor-wide reliability framework or only in relation to the high-speed rail footprint. The Draft EIR/EIS should explain how the proposed grade separations align with LOSSAN PEIR and Metrolink corridor bottleneck priorities, particularly in areas where nighttime freight operations are expected, and whether they meaningfully improve overall corridor performance.				
EIR_EIS VOLUME 1												
14	E. Smith	Mott MacDonald			**X**	General	R/W Impacts	The project proposes five new grade separations, with eight existing crossings retained in Anaheim. OCTA will need to be involved in the discussions related to designs, traffic flow, and safety improvements from these changes.				
15	E. Smith	Mott MacDonald			**X**	General	Operations	Plans for light maintenance yards at 26th or 15th Street in Vernon must not interfere with freight or regional service operations nearby. Freight tracking, scheduling, and ensuring freight capacity is maintained alongside HSR will be critical during construction/operations.				
16	E. Smith	Mott MacDonald			**X**	General	Operations	Assess freight rail interoperability and the ability to maintain capacity during and after construction to avoid or mitigate access/service operation disruptions. The existing and future regional operations will need to maintain alignments with speed and frequency goals identified by OCTA.				
17	R. Vandenberg	Rheia Consulting			**X**	General, p. S-62	Operations	This should specifically address required coordination and analysis with respect to existing purchase and sale, shared use, railroad operating, and capital improvements agreements between and among BNSF, OCTA, RCTC, Metro, and SCRRA. Modification of these agreements terms would be required to allow for HSR train operation on shared tracks within the LOSSAN Corridor and through Fullerton Junction.				
18	R. Vandenberg	Rheia Consulting			**X**	General, p. S-77	Operations	This should acknowledge the potential impacts of HSR facilities at ARTIC with respect to the ongoing OC VIBE development, which includes the ARTIC site.				
19	R. Vandenberg	Rheia Consulting			**X**	Project Purpose, Need, and Objectives, p. 1-40	Operations	Add after last paragraph: This section should also acknowledge SCORE plans for increased service frequencies (30-minute headways) for OC Line and 91/Perris Valley Line that would be affected by the HSR operation.				
20	R. Vandenberg	Rheia Consulting			**X**	Project Purpose, Need, and Objectives, p. 1-41	Operations	Third bullet; edit to: "Expand Metrolink capacity and service to include 30-minute frequency, upgrade existing Metrolink station facilities.				
21	R. Vandenberg	Rheia Consulting			**X**	Project Purpose, Need, and Objectives, p. 1-24	Operations	Existing passenger rail operations are subject to existing railroad agreements that define rights and obligations with respect to passenger rail services along the LOSSAN Corridor. These should be acknowledged in the document.				
22	R. Vandenberg	Rheia Consulting			**X**	Alternatives, p. 2-2	Operations	The discussion of efforts required to maintain existing passenger and freight rail operation does not mention the additional coordination and collaboration required with LOSSAN, SCRRA and their member agencies to assure that planned shared use track configuration avoids impacts to planned intercity and regional rail service expansion in the shared corridor.				

23	R. Vandenberg	Rheia Consulting			**X**	Alternatives, p. 2-4	Operations	Add text following last paragraph: Existing railroad agreements establish rights and obligations of BNSF, RCTC, OCTA, and Metro in the operation of trains within defined rights of way and easements owned by these parties. The freight operator (BNSF) cannot unilaterally require changes to operational patterns outside of the parameters of these agreements. The document does not describe/proscribe how this operational planning and required modifications to existing agreements would happen. Also add footnote: Although freight rail would generally not operate on shared-track alignment, changes to operational patterns may be required by freight operators because of new and realigned tracks in the LOSSAN Corridor.				
24	R. Vandenberg	Rheia Consulting			**X**	Alternatives, p. 2-7	Operations	Operation of proposed HSR trainsets on shared tracks without temporal separation from conventional passenger and freight trains would require an exception from compliance with 49 CFR 238.				
25	R. Vandenberg	Rheia Consulting			**X**	Alternatives, p. 2-11	Operations	USDOT guidance calls for passenger rail facilities within urbanized areas to provide for 200-year flood protection.				
26	R. Vandenberg	Rheia Consulting			**X**	Alternatives, p. 2-21	Operations	Address how HSR PTC system will be integrated with the existing Metrolink PTC.				
27	R. Vandenberg	Rheia Consulting			**X**	Alternatives, p. 2-51	Operations	Because of the unique importance of the future planned regional and intercity rail service with which the HSR trains will share operating tracks, a table describing current and proposed passenger rail frequencies (Metrolink, Pacific Surfliner, Southwest Chief) between LA and Fullerton and Fullerton to Anaheim would provide greater clarity of the operational context within which the HSR trains would operate. This will need to include current/planned Metrolink OC Line and 92/Perris Valley Line trains that operate through Fullerton Junction.				
28	R. Vandenberg	Rheia Consulting			**X**	Alternatives, p. 2-59	Operations	Because of its critical importance in rail capacity, the modifications to the Fullerton Junction should be identified in the narrative.				
29	R. Vandenberg	Rheia Consulting			**X**	Alternatives, p. 2-91	Operations	Clarify how the HSR PTC and train control will be coordinated and interfaced with existing PTC system and train dispatch within the shared corridor.				
30	R. Vandenberg	Rheia Consulting			**X**	Alternatives, p. 2-143	Operations	The 2012 CHSRA MOU with So Cal Agencies also identified the following early action grade separations: Ball Road and Orangethorpe Ave.				
31	R. Vandenberg	Rheia Consulting			**X**	Alternatives, p. 2-143	Operations	MOU(s) and modification of standing agreements among existing rail operators will be required in the shared use corridor to define/update maintenance responsibilities of each rail operator.				
32	R. Vandenberg	Rheia Consulting			**X**	Alternatives, p. 2-156	Operations	Allowable train volumes in the SBS are also addressed in the subsequent Capital Improvements Agreement (2nd amendment in 2000) and Purchase and Sale Agreement (5th amendment in 1993). The Shared Used Agreement for the San Diego Sub & Olive Sub (1992) governs allowable train operations south of Fullerton Junction.				
33	R. Vandenberg	Rheia Consulting			**X**	Introduction, p. 3.1-14	Operations	Operational Impacts: Should also note potential impacts of HSR operations on other rail operators as this is a key consideration in the proposed shared track alternative.				
34	K. Khouri	OCTA				Transportation, p. 3.2-12-14	Operations	Many of the routes listed in Section 3.2, Transportation, in tables 3.2-12, 3.2-13, and 3.2-14 are discontinued or do not serve the outlined project area. Please refer to the current OCTA system map for bus routes that enter the project area and serve proposed stations.				
35	R. Vandenberg	Rheia Consulting			**X**	Transportation, p. 3.2-43	Operations	Consistent with definition for significant impacts to transit, clarify that the project would have a significant impact it if would conflict with established plans and programs or otherwise decrease the performance of existing rail service.				
36	R. Vandenberg	Rheia Consulting			**X**	Transportation, p. 3.2-68	Operations	Confirm that this is complete and up to date (reference older plans).				

37	R. Vandenberg	Rheia Consulting			X	Hydrology and Water Resources, p. 3.8-46	Operations	How does the project address FEMA and USDOT policies for protection of rail facilities against 200-year flood?				
38	R. Vandenberg	Rheia Consulting			X	Safety and Security, p. 3.11-125	Operations	How does the DEIS/EIR address coordination with existing safety and security plans of rail operators and ROW owners within the shared corridor and at shared station sites?				
39	R. Vandenberg	Rheia Consulting			X	Safety and Security, p. 3.11-37	Operations	Under Operational impacts, second bullet, add "operating within the shared HSR corridor".				
40	R. Vandenberg	Rheia Consulting			X	Safety and Security, p. 3.11-66	Operations	Address also how HSR safety and security will be coordinated with SCRRA plans and Amtrak (SW Chief)`				
41	R. Vandenberg	Rheia Consulting			X	Safety and Security, p. 3.11-105	Operations	Document should recognize distinct roles of Amtrak and LOSSAN Agency for operation of long distance and intercity Amtrak service, respectively.				
42	R. Vandenberg	Rheia Consulting			X	Safety and Security, p. 3.11-106	Operations	Portions of the proposed shared corridor are unique that there are adjacent industry tracks and spurs that are not consistency with typical HSR access controls. What measures will be taken at those locations to prevent intrusion?				
43	R. Vandenberg	Rheia Consulting			X	Socioeconomics and Community, p. 3.12.20	Operations	Anaheim Municipal Code Title 18 includes specific policies and zoning requirements for the Platinum Triangle, including the ARTIC site (Platinum Triangle Mixed Use Overlay Zone).				
44	R. Vandenberg	Rheia Consulting			X	Socioeconomics and Community, p. 3.12.22	Operations	Anaheim Municipal Code Chapter 18.20 addresses specific intent and requirements for Platinum Triangle, including ARTIC station site.				
45	R. Vandenberg	Rheia Consulting			X	Cumulative Impacts, p. 3.19.31	Operations	Regarding first sentence of last paragraph: The shared track alternative would add new passenger train service to the LOSSAN Corridor and, as such, clearly affect existing railroad agreements, including the joint and inseverable easement held by OCTA and RCTC for exclusive passenger operation within the BNSF SBS between Redondo Junction and Fullerton Junction. OCTA obligations to support BNSF operations within the OCTA-owned corridor south of Fullerton Junction may also be affected. Impacts may include constraints on the number of new passenger train slots and prioritization of trains				
46	R. Vandenberg	Rheia Consulting			X	Other CEQA NEPA Considerations, p. 7-1	Operations	The document does not identify specific mitigation measures that memorialize the need for critical MOUs and amendments to standing railroad agreements to incorporate new HSR passenger trains and define/update railroad operator rights and obligations with overlay of HSR operations on existing shared use rail corridor.				
47	R. Vandenberg	Rheia Consulting			X	Preferred Alternative, p. 8-30	Operations	Proposed HSR improvements at ARTIC would also need to be coordinated with OC VIBE development, existing transit operators, "Building Bridges to Transit" project (2023 RAISE grant), and OCTA OC Mobility Hubs Strategy.				
48	R. Vandenberg	Rheia Consulting		X		GE-D6101	BoD	Fullerton Junction - viability of overall configuration needs to be confirmed with simulations that incorporate future Metrolink service plans for OC, IEOC, and Riverside Lines, allowing for normal variations in train operations				
49	R. Vandenberg	Rheia Consulting		X		GE-D6101	BoD	Do crossover configurations provide adequate operational flexibility for Metrolink trains serving relocated Commerce Station, relocated Buena Park Station, and reconfigured Fullerton Station?				
50	R. Vandenberg	Rheia Consulting		X		GE-D6101	BoD	26th St LMF yard lead configuration could affect shared passenger operation. NB access into yard required HSR trains to operate on M4 from CP Bandini; NB access out of yard would require HSR to operate on M4 to CP Olympic (north of Redondo Junction flyover).				
51	R. Vandenberg	Rheia Consulting		X		TT-B3001	BoD	Does 10.67' clearance meet Metrolink requirements for increased horizontal clearance through curves? (typ all locations)				

52	R. Vandenberg	Rheia Consulting		**X**		TT-D3003	BoD	Does access control fence at sidings extend across siding tracks? How is access control maintained without interfering with regular freight operation into adjacent industry properties?				
53	R. Vandenberg	Rheia Consulting		**X**		TT-D3011	BoD	Clarify 10' horizontal clearance. Is this to existing bridge pier? If so, confirm that there is adequate clearance for pier protection.				
54	R. Vandenberg	Rheia Consulting		**X**		TT-D3023	BoD	Would walkway more appropriately be placed on outside of catenary pole line as is shown on other side of ROW? (typ)				
55	R. Vandenberg	Rheia Consulting		**X**		TT-D1604	BoD	Verify clearance from PS to GC is at least 100 ft.				
EIR_EIS VOLUME 2												
56	R. Vandenberg	Rheia Consulting	**X**			Project Description p. 2-9	Operations	Does not acknowledge or address how the HSR PTC will integrate with existing Metrolink PTC system.				
57	R. Vandenberg	Rheia Consulting	**X**			Project Description p. 2-35, Section 2.3.3	Operations	Should acknowledge the need to also coordinate with OCTA and RCTC, who together have exclusive easement for passenger rail operations under established purchase and sale agreements and shared use agreement.				
58		OCTA			**X**	Appendix 2-A, p. 2-A-24	Stormwater Management	HYD-IAMF#1: To comply with SCRRA design standards to be reviewed and approved by SCRRA and OCTA within the Orange Sub and OCTA owned right of way.				
59		OCTA			**X**	Appendix 2-A, p. 2-A-24	Flood Protection	HYD-IAMF#2: To comply with SCRRA design standards to be reviewed and approved by SCRRA and OCTA within the Orange Sub and OCTA owned right of way.				
60		OCTA			**X**	Appendix 2-A, p. 2-A-27	Land Use	LU-IAMF#3: Authority needed TCEs need to be acquired prior to construction and the conditions including costs to be negotiated with property owners.				
61		OCTA			**X**	Appendix 2-A, p. 2-A-38	Public Notifications	PUE-IAMF#3: Notifications need to be coordinated with SCRRA, OCTA, and impacted Cities; some utility outage will required much longer coordination with each impacted agencies as critical infrastructure depends on the utility service.				
62		OCTA			**X**	Appendix 2-A, p. 2-A-29	Safety & Security	All construction safety and security must comply with SCRRA's latest right of entry permit requirements and must have property RWP safety training and appropriate railroad flagging support; additional OCTA safety and liability requirements may apply.				
63		OCTA			**X**	Appendix 2-A, p. 2-A-36	Operations	TR-IAMF#8: Liquidated damages may be assessed by SCRRA if the contractor damages or impacts the operations of the RR service. Special provisions are required to be included in the contract.				
64	R. Vandenberg	Rheia Consulting			**X**	Appendix 2-E, Section 6.1, p. 14	Operations	This high-level statewide discussion of operations does not address the specific requirements of the LA-Anaheim shared corridor.				
65	R. Vandenberg	Rheia Consulting			**X**	Appendix 3.2-D-1	Transportation	What traffic analysis / mitigation measures / traffic operational improvements have been identified and incorporated to address relocation of the Buena Park Metrolink Station?				

EIR_EIS VOLUME 3												
54	A. Shah	HDR Engineering		**X**		TT-D1598	R/W Impacts	Intersection of Highland and Walnut Ave will need to be reviewed. There is traffic signal equipment where the bridge is being proposed. Any modifications to the intersection and R/W impacts need to be included in the design.				
55	A. Shah	HDR Engineering		**X**		TT-D1599	Station	Will there be a pedestrian overpass from the parking structure to the platform?				
56	A. Shah	HDR Engineering	**X**			GE-B0101	BoD	2. Design Speeds: SCRRA maximum allowable speed for passenger trains is 90mph				
57	A. Shah	HDR Engineering	**X**			GE-B0101	BoD	3. Track Center Spacing: need RFSDC				
58	A. Shah	HDR Engineering	**X**			GE-_0110	All	State College Grade Separation is not being built by OCTA.				
59	A. Shah	HDR Engineering		**X**		RW-M1591	R/W Impacts	These R/W drawings do not show all of the improvements being proposed by CHS, therefore making it difficult to assess whether adequate R/W acquisition is shown. Further, these colored maps do not indicate what R/W is being acquired, what is needed for easement, and what is needed for TCE. This does not set the R/W footprint adequately. Critical rail assets such as signals are not shown anywhere on the plans, and will likely have additional R/W impacts that should be determined now.				
60	R. Vandenberg	Rheia Consulting		**X**		GE-D6101	Service	26th St LMF yard lead configuration could affect shared passenger operation. NB access into yard required HSR trains to operate on M4 from CP Bandini; NB access out of yard would require HSR to operate on M4 to CP Olympic (north of Redondo Junction flyover). Do crossover configurations provide adequate operational flexibility for Metrolink trains serving relocated Commerce Station, relocated Buena Park Station, and reconfigured Fullerton Station? Fullerton Junction - viability of overall configuration needs to be confirmed with simulations that incorporate future Metrolink service plans for OC, IEOC, and				
61	R. Vandenberg	Rheia Consulting		**X**		TT-D3003	Design	Does access control fence at sidings extend across siding tracks? How is access control maintained without interfering with regular freight operation into adjacent industry properties?				
62	R. Vandenberg	Rheia Consulting		**X**		TT-B3001	Design	Does 10.67' clearance meet Metrolink requirements for increased horizontal clearance through curves? (typ all locations).				
63	R. Vandenberg	Rheia Consulting		**X**		TT-D3011	Design	Clarify 10' horizontal clearance. Is this to existing bridge pier? If so, confirm that there is adequate clearance for pier protection.				
64	R. Vandenberg	Rheia Consulting		**X**		TT-D3023	R/W Impacts	Would walkway more appropriately be placed on outside of catenary pole line as is shown on other side of ROW? (typ)				
65	R. Vandenberg	Rheia Consulting		**X**		TT-D1604	Design	Verify clearance from PS to GC is at least 100 ft.				

66	R. Vandenberg	Rheia Consulting		**X**		CV-T1267	Design	How will required min. clearance of 15.5 ft be maintained during construction of RR bridge modifications?					
67	R. Vandenberg	Rheia Consulting		**X**		ST-K1266	Design	How will emergency egress be provided for Buena Park Station platform under the Beach Blvd bridge?					
68	R. Vandenberg	Rheia Consulting		**X**		ST-K3266	Design	Typical Section: Construction of widened bridge requires elimination of one existing operating track during construction. How will this impact be mitigated?					
69	R. Vandenberg	Rheia Consulting		**X**		ST-K1269	Design	Construction of bridge widening will require work within what appears to be 10' of centerline of active track (dimension not shown).					
70	R. Vandenberg	Rheia Consulting		**X**		CV-T1271	Design	How will min. 15.5 ft clearance be maintained during bridge construction?					
71	R. Vandenberg	Rheia Consulting		**X**		ST-K1271	Design	Typical Section: Construction of bridge widening requires work within what appears to be 8 ft from active tracks (dimension not shown).					
72	R. Vandenberg	Rheia Consulting		**X**		CV-T1302	Design	How will min. vertical clearance be maintained during construction? (typ both sides of bridge)?					
73	R. Vandenberg	Rheia Consulting		**X**		ST-K3301	Design	Show clearance between existing active track and proposed new construction. Differential in elevation of M3 and LA-A NB tracks appears would require ballast retainer.					
74	R. Vandenberg	Rheia Consulting		**X**		ST-K3301	Design	Show clearance between existing active track and proposed new construction. Differential in elevation of M3 and LA-A NB tracks appears would require ballast retainer.					
75	R. Vandenberg	Rheia Consulting		**X**		ST-K1311	Design	Typical Section: Construction of new proposed shared bridge will first require removal of the existing single track RR bridge. How will operating impacts be mitigated during construction?					
76	R. Vandenberg	Rheia Consulting		**X**		CV-T1351	Design	How will min. clearance be maintained during construction?					

77	R. Vandenberg	Rheia Consulting		**X**		ST-K1361	Design	Typical Section: Unique Metrolink platform structure would straddle two bridges.				
78	R. Vandenberg	Rheia Consulting		**X**		AR-B0900	Access	Very long path of travel from parking structure to center Amtrak/Metrolink platform. Metrolink standards call for platform access close to center of platform, while proposed solution provides access only from one end of platform. How will emergency egress be provided from the end of center platform.				
79	R. Vandenberg	Rheia Consulting		**X**		AR-B0901	All	Note 1: Note should include coordination with OCTA and other transit providers.				
Technical Reports												
80	J. Lee	OCTA			**X**	2-A-24	Stormwater Management	To comply with SCRRA design standards to be reviewed and approved by SCRRA and OCTA within the Orange Sub and OCTA owned right of way.				
81	J. Lee	OCTA			**X**	2-A-24	Flood Protection	Same comment as above.				
82	J. Lee	OCTA			**X**	2-A-27	Land Use	Authority needed TCEs need to be acquired prior to construction and the conditions including costs to be negotiated with property owners.				
83	J. Lee	OCTA			**X**	2-A-28	Public Notifications	Notifications need to be coordinated with SCRRA, OCTA, and impacted Cities; some utility outage will required much longer coordination with each impacted agencies as critical infrastructure depends on the utility service.				
84	J. Lee	OCTA			**X**	2-A-29	Safety & Security	All construction safety and security must comply with SCRRA latest right of entry permit requirements and must have property RWP safety training and appropriate railroad flagging support; additional OCTA safety and liability requirements may apply.				
85	J. Lee	OCTA			**X**	2-A-36	Transportation	Liquidated damages may be assessed by SCRRA if the contractor damages or impacts the operations of the RR service. Special provisions are required in be included in the contract.				
86	R. Vandenberg	Rheia Consulting			**X**	2-4	Aesthetics &Visual Quality	Fullerton row, 4th bullet: Confirm that this is consistent with existing purchase & sale and shared use agreements, or what modification to those agreements would be required as a result of the project.				
87	R. Vandenberg	Rheia Consulting			**X**	2-12	Aesthetics &Visual Quality	Section 2.2.1.5: There seems to be a typo here - are the two mainline tracks shared by passenger rail and freight operators to be electrified or non-electrified?				
88	R. Vandenberg	Rheia Consulting			**X**	2-13	Aesthetics &Visual Quality	Figure 2-10: Confirm that HSR Yard lead tracks are long enough to avoid impacts of slowing HSR trains on other passenger train operations.				
89	R. Vandenberg	Rheia Consulting			**X**	2-18	Aesthetics &Visual Quality	An 800-foot center platform does not match Amtrak standard platform length of 1,000 feet.				
90	R. Vandenberg	Rheia Consulting			**X**	2-19	Aesthetics &Visual Quality	Figure 2-14: Clarify access between platforms - grade-separated ped access?				

91	R. Vandenberg	Rheia Consulting			X	2-20	Aesthetics &Visual Quality	Figure 2-15: See comments on other sections re long path of travel, platform length, and emergency egress.					
92	R. Vandenberg	Rheia Consulting			X	2-21	Aesthetics &Visual Quality	What traffic analysis was conducted to identify traffic operational impacts, improvements, and mitigations related to Buena Park Station relocation?					
93	R. Vandenberg	Rheia Consulting			X	2-34	Aesthetics &Visual Quality	Section 2.3.1: The 2012 HSR MOU with So Cal Agencies included as early action projects additional OC grade separations at Ball Rd and Orangethorpe Ave; these should be added to this list					
94	R. Vandenberg	Rheia Consulting			X	2-38	Transportation	Figure 2-24: See comments elsewhere re: long path of travel, platform length, and emergency egress					
95	R. Vandenberg	Rheia Consulting			X	2-40	Transportation	Table 2-7: This schedule doesn't prioritize early works grade separation.					
96	R. Vandenberg	Rheia Consulting			X	2-38	Transportation	Figure 2-24: See comments elsewhere re: long path of travel, platform length, and emergency egress.					
97	R. Vandenberg	Rheia Consulting			X	2-41	Transportation	Section 2-7: This report should also address whether HSR plans would preclude or impact planned passenger train service and frequency improvements planned for Metrolink and LOSSAN services. Similar to as stated for freight, the HSR solution should commit to maintain current and projected passenger train volume. Existing railroad agreements (re purchase & sale, shared use, capital improvements) that establish railroad operator rights and obligations should be acknowledged and described. The overlay of HSR service within the LOSSAN corridor would require modification or renegotiation of these agreements and concurrence among all parties to those standing agreements that would be affected by HSR operation in the LOSSAN corridor (Metro, OCTA, RCTC, SBCTA, NCTD, LOSSAN Agency, SCRRA, and BNSF). A stand-alone MOU between BNSF and HSR would not supplant or take precedence over these standings.					
98	R. Vandenberg	Rheia Consulting			X	3-21	Transportation	Section 3.3.4.2: This narrative is not up to date. The "forthcoming" Transit Master Plan was released as the 2024 OC Transit Vision in May 2025. This master plan document places heavy emphasis on "transit opportunity corridors" that will connect to Metrolink stations and complement planned increases to Metrolink service frequencies. The plan also identified the Metrolink Buena Park and Fullerton Stations for pilot projects to improve first-and last-mile connections to Metrolink. The potential impacts of station modifications to these plans and pilot projects should be addressed.					
99	R. Vandenberg	Rheia Consulting			X	3-22	Transportation	Section 3.3.4.2: This discussion does not accurately reflect the conclusions and recommendations of the 2017 State of OC Transit document, nor the resulting strategies that are presented in the 2024 Transit Vision, which presents service expansion plans for Metrolink and transit improvements along and connecting to high-demand corridors including the LOSSAN Corridor					
100	R. Vandenberg	Rheia Consulting			X	4-3	Transportation	Traffic impacts due to relocation of Buena Park Metrolink station do not appear to be addressed.					
101	R. Vandenberg	Rheia Consulting			X	5-28	Transportation	Should acknowledge clearly-defined objective for 30 min. all-day frequency OC Line ridership is out of date (5,116 in most recent Metrolink fact sheet)					
102	R. Vandenberg	Rheia Consulting			X	5-94	Transportation	Figure 5-20: Should show OC River Walk.					
103	R. Vandenberg	Rheia Consulting			X	5-95	Transportation	Figure 5-21: Map is not reflective of all existing and planned bike facilities. See City of Anaheim GIS mapping: https://www.arcgis.com/apps/View/index.html?appid=f8b43cf542324de2baac76aad0558bd3&utm					

104	R. Vandenberg	Rheia Consulting			X	6-5	Transportation	Table 6-1: Check Metro is the lead agency for Project #s: ORA020113 and ORA120531. Remove duplicated projects.				
105	R. Vandenberg	Rheia Consulting			X	6-6	Transportation	Table 6-1: List does not appear to be up to date.				
106	R. Vandenberg	Rheia Consulting			X	6-25	Transportation	ARTIC Station Area: Does analysis reflect OC VIBE build-out?				
107	R. Vandenberg	Rheia Consulting			X	6-48	Transportation	Section 6.3.1.4: Does ARTIC trip data reflect OC VIBE build-out?				
108	R. Vandenberg	Rheia Consulting			X	6-226	Operations	This section does not address the localized effects of the rearrangement of freight rail yards, which could impact the availability of passenger train slots that were identified and modeled based on specific capital improvements as input to existing shared use agreements. Results of railroad modeling performed by CHSRA along the LOSSAN Corridor and through the Fullerton Interlocker are not provided.				#NAME?

OCTA

COMMENT-RESPONSE LOG

Project: A4205 CHSRA LA to Anaheim
Submittal: Preliminary Engineering for Project Definition
Contract Reference: A4205-F18

Response Codes: **A**=Agreed and will comply/take action. **B**=Will investigate. **C**=Disagree for reasons noted in Response/Status Column. **D**=Will address in next phase.

REVIEWER RESPONSIBILITY									RESPONDER RESPONSIBILITY			
NO.	Reviewer	Agency	SPEC	DWG	REPORT	REF. PAGE	DISCIPLINE	COMMENT	RESPONDER	RESPONSE CODE	RESPONSE	RESOLUTION-ACTION ITEM
1	R. Vandenberg	Rheia Consulting				Transmittal Letter	NA	Preferred alternative does not include HSR Station at Fullerton. How will HSR Fullerton Station and Modified Metrolink Fullerton Station be addressed in the				
PEDP VOLUME 3.1												
2	A. Shah	HDR Engineering		X		GE-D0101	General	Suggest having sheet after symbols because it is unclear what the blue linework is				
3	A. Shah	HDR Engineering		X		GE-B0101	General	Metrolink design criteria requires 15' minimum track spacing. Need to review and file RFSDCs for where Metrolink commuter tracks are shown with reduced track spacing.			Close	
4	A. Shah	HDR Engineering		X		GE-B0101	General	Max design speed for this corridor is 110mph				
5	R. Vandenberg	Rheia Consulting		X		GE-D6101	General	Fullerton Junction - viability of overall configuration needs to be confirmed with simulations that incorporate future Metrolink service plans for OC, IEOC, and Riverside Lines, allowing for normal variations in train operations			Close	
6	R. Vandenberg	Rheia Consulting		X		GE-D6101	General	Certain XO configurations appear to limit operational flexibility for Metrolink trains, including: • No XO are provided on the north side of the Relocated Metrolink Commerce Station • XO configuration south of Relocated Buena Park Station • At CP Santa Fe Springs (MP 155.0), SB operation on M3 (if required) does not have access to the west Norwalk/Santa Fe Springs Metrolink Station platform • 2 LH XO rather than universal configuration north of Fullerton Station • CP Orangethorpe (MP 166.2) includes 2 LH crossovers rather than universal configuration				
7	R. Vandenberg	Rheia Consulting		X		GE-D6101	General	26th St LMF yard lead configuration could affect shared passenger track operations as: • NB access into 26th St LMF would require NB HSR trains to operate on M4 from CP Bandini (MP 148.9) to the LMF lead (approx MP 146) • NB access out of the 26th St LMF would require NB HSR trains to operate on M4				
8	R. Vandenberg	Rheia Consulting		X		TT-D3001	Track Alignment	In Section C-C, please demonstrate that proposed 10' horizontal clearance between M1 track and OCS poles will meet Metrolink's minimum clearance standards, in consideration of increased clearance required at curves.				
9	R. Vandenberg	Rheia Consulting		X		TT-D3003	Track Alignment	How will ROW access be controlled at industry sidings?				
10	R. Vandenberg	Rheia Consulting		X		TT-B3001, TT-D3005, TT-D3006, TT-D3015, TT-D3016, TT-D3029. TT-D3030, TT-D3031	Track Alignment	On aerial structure, please demonstrate that proposed min. 10.67' horizontal clearance to OCS poles will meet Metrolink's minimum clearance standards, in consideration of increased clearance required at curves.				
11	R. Vandenberg	Rheia Consulting		X		TT-D3008	Track Alignment	Section L-L: identify which station this is (Commerce Station)				
12	R. Vandenberg	Rheia Consulting		X		TT-D3011	Track Alignment	Section R-R at 605 Fwy: please clarify what 10' horizontal clearance is to… if to bridge pier, demonstrate that there is adequate clearance for pier protection that will be required for Caltrans structure				
13	R. Vandenberg	Rheia Consulting		X		TT-D3023	Track Alignment	At retained fill sections through Buena Park, can east (left) walkway be moved outside OCS poles (like at west/right)?				
14	A. Shah	HDR Engineering		X		TT-D3027	Track Alignment	Need a dimension to the intertrack fence from the CL of track				
15	R. Vandenberg	Rheia Consulting		X		TT-D3028	Track Alignment	Section NN-NN at Fullerton Jct: please explain clearance between BNSF M3 and SCRRA MT1 which is shown as 0' to 108'. Where 0', is this a shared track?				
16	R. Vandenberg	Rheia Consulting		X		TT-D1503, TT-D1603	Track Alignment	It would be useful to show in Plan and Profile sheets which tracks are intended solely for passenger train operations, which tracks are dedicated for freight use, and which tracks would support shared passenger / freight operations.				
17	G. Jennings	Mott MacDonald		X		TT-D1581	Track Alignment	NW end of new station platforms have horizontal/vertical curvature for New Metrolink Buena Park Station. Depending on train stopping positions, the risk to platform train interface (PTI) could be minimal but is there opportunity to remove curvature for a new station and de-risk construction and PTI? Note the platform location is not shown on the profile which would aid understanding (platforms are identified in other drawings)				

Mott MacDonald Restricted

OCTA

COMMENT-RESPONSE LOG

Project: A4205 CHSRA LA to Anaheim
Submittal: Preliminary Engineering for Project Definition
Contract Reference: A4205-F18

Response Codes: **A**=Agreed and will comply/take action. **B**=Will investigate. **C**=Disagree for reasons noted in Response/Status Column. **D**=Will address in next phase.

REVIEWER RESPONSIBILITY									RESPONDER RESPONSIBILITY			
NO.	Reviewer	Agency	SPEC	DWG	REPORT	REF. PAGE	DISCIPLINE	COMMENT	RESPONDER	RESPONSE CODE	RESPONSE	RESOLUTION-ACTION ITEM
18	G. Jennings	Mott MacDonald		X		TT-D1584, TT-D1592, TT-D1621, TT-D1622	Track Alignment	There are a number of turnout/crossover units in a complex arrangement which are located on (or are in close proximity) to the underpasses. This imparts a risk in terms of differential track stiffness (due to the stiff bridge structure) for operationally critical assets with impacts on maintenance and the risk/consequence of derailment. How has the risk been considered/assessed/mitigated, as additonal landtake may be required to relocate the complex turnout/crossover units? Also relates to grade separation drawings ST-K1271, ST-K3301, ST-K1571 in volume 3.3 and drawing B-1 in volume 3.3A				
19	G. Jennings	Mott MacDonald		X		TT-D1599	Track Alignment	No.11 and No. 20 Turnout are located in close proximity to the Fullerton station platform ends. Noted that train control systems are not part of this contract but this distance may be a challenge for signal standback and overlaps, has this be				
20	A. Shah	HDR Engineering		X		TT-D1599	Track Alignment	Will the existing ped bridge be protected in place or removed?				
21	R. Vandenberg	Rheia Consulting		X		TT-D1619	Track Alignment	Operational implications of shared use of proposed HST overnight storage lead with UPRR local freight movement needs to be better understood (connection to UP Tustin Branch)				
22	R. Vandenberg	Rheia Consulting		X		TT-D1604	Track Alignment	100-ft min. is required between #20 TO PS and Orangethorpe Ave GC				
23	R. Vandenberg	Rheia Consulting		X		TT-D1604	Track Alignment	Show PS to existing Metrolink storage track south of Orangethorpe Ave				
24	J. Lee	OCTA		X		General	Track Alignment	OCS poles shown throughout the plans will reduce the overall usable ROW for OCTA and the ability for expansion in the future				
25	J. Lee	OCTA		X		General	ROW	The dedicated HSR storage tracks proposed will occupy most of OCTA's ROW and prevent the owner from future service expansion and other uses				
26	J. Lee	OCTA		X		General	ROW	Use of OCTA's ROW for HSR as shared use including new improvements should be discussed and agreed upon				
27	J. Lee	OCTA		X		General	ROW	ROW discussions and negotiations between HSR and BNSF only apply to the corridor north of Fullerton Junction; need to add a note to discuss and negotiate with OCTA on the corridor south of Fullerton Junction to ARTIC Station				
28	I. Watkins	Mott MacDonald		X		RW-M1598-1560	ROW	Note that agreements will be required for rail and public ROW area adjustments around modified Metrolink Fullerton Station with OCTA. Who will be the lead agency for such agreements?				
29	I. Watkins	Mott MacDonald		X		RW-M1598-1623	ROW	Note that agreements will be required for rail ROW area adjustments around proposed HSR Anaheim Station with OCTA. Who will be the lead agency or such agreements?				
PEDP VOLUME 3.3												
30	A. Evans	Mott MacDonald		X		CV-T0266	Grade Sep	The new alignment near Buena Park Station will move HSR lines closer to residential properties to the south. What mitigation is anticipated in terms of acoustic treatment and/or potential purchase of some of the properties to provide credible offset between residents and the rail corridor?				
31	R. Vandenberg	Rheia Consulting		X		CV-T1267, CV-T1271, CV-T1302	Grade Sep	Beach Blvd / Dale St / Commonwealth Ave grade separation - min. vertical clearance for roadway below RR bridge matches existing (15.5 ft) but would be reduced by falsework during construction. What would vertical clearance be during construction?				
32	R. Vandenberg	Rheia Consulting		X		ST-K1266	Grade Sep	Buena Park Station Platform extends onto Beach Blvd grade separation structure - how will emergency egress be achieved?				
33	R. Vandenberg	Rheia Consulting		X		ST-K3266	Grade Sep	Proposed construction at Beach Blvd grade separation requires demolition of existing bridge parapet wall adjacent to track M1. This would need to be accomplished while maintaining existing M1 track in place until new M1 alignment is constructed to minimize impacts to train operations. What provisions are being taken for temporary parapet or other measures to retain CPUC walkway during construction?				

Mott MacDonald Restricted

OCTA

COMMENT-RESPONSE LOG

Project: A4205 CHSRA LA to Anaheim
Submittal: Preliminary Engineering for Project Definition
Contract Reference: A4205-F18

Response Codes: **A**=Agreed and will comply/take action. **B**=Will investigate. **C**=Disagree for reasons noted in Response/Status Column. **D**=Will address in next phase.

REVIEWER RESPONSIBILITY								RESPONDER RESPONSIBILITY			
NO.	Reviewer	Agency	SPEC	DWG	REPORT	REF. PAGE	DISCIPLINE	COMMENT	RESPONDER	RESPONSE CODE	RESPONSE	RESOLUTION-ACTION ITEM
34	R. Vandenberg	Rheia Consulting		X		ST-K1269	Grade Sep	Proposed construction at Break Creek requires demolition of existing bridge parapet wall and raised walkway adjacent to track M3. This would need to be accomplished while maintaining existing M3 track in service to minimize impacts to train operations. What provisions are being taken for temporary parapet or other measures to retain CPUC walkway during construction?				
35	R. Vandenberg	Rheia Consulting		X		ST-K1271	Grade Sep	Proposed construction at Dale St grade separation requires demolition of existing bridge parapet and walkway adjacent to M1 (LA-A SB). This would need to be accomplished while maintaining existing LA-A SB track in place to minimize impacts to train operations. What provisions are being taken for temporary parapet or other measures to retain CPUC walkway during construction?				
36	R. Vandenberg	Rheia Consulting		X		CV-T3281	Grade Sep	What intrusion protection or other measures are being taken to avoid people/objects getting into trench section adjacent to Artesia Ave?				
37	R. Vandenberg	Rheia Consulting		X		ST-K1291	Grade Sep	Proposed construction at Gilbert St grade separation requires demolition of existing bridge parapet and walkway adjacent to M4. This would need to be accomplished while maintaining existing track in place to minimize impacts to train operations. What provisions are being taken for temporary parapet or other measures to retain CPUC walkway during construction?				
38	R. Vandenberg	Rheia Consulting		X		ST-K1291, ST-K1541	Grade Sep	Is 2' clearance sufficient for seismic interactions between two RR bridges? Provide relevant codes.				
39	R. Vandenberg	Rheia Consulting		X		ST-K3301	Grade Sep	Commonwealth Ave Section B and Section E - verify no ballast retainer is needed between M3 and LA-A NB due to difference in profile elevation				
40	R. Vandenberg	Rheia Consulting		X		ST-K1311	Grade Sep	Proposed construction at Euclid St requires demolition of existing single-track RR bridge to allow for construction of new 2 track shared bridge. While 5 tracks still available during construction, some of these are used by BNSF for storage. Storage of trains should be precluded during construction to minimize impacts to passenger train operations				
41	R. Vandenberg	Rheia Consulting		X		CV-T1322	Grade Sep	Walnut Ave grade separation proposes 15.67 ft min clearance. Point of measurement in cross section is at roadway crown, clearance at corner of RR bridge soffit should be verified/shown on drawing				
42	R. Vandenberg	Rheia Consulting		X		CV-T1351	Grade Sep	Highland Ave grade separation - min. 15.67 ft clearance matches existing but will be reduced by falsework during construction				
43	R. Vandenberg	Rheia Consulting		X		ST-K1361	Grade Sep	Proposed construction at Harbor Blvd grade separation requires removal of existing bridge fence/barrier next to existing m3 track and walkway next to existing m1 track. Provisions for temporary parapet or other measures to retain CPUC walkway during construction?				
44	R. Vandenberg	Rheia Consulting		X		ST-K1361	Grade Sep	Harbor Blvd grade separation typical section -- is HSR platform cantilevered over existing structure? What is interaction between two bridges?				
45	R. Vandenberg	Rheia Consulting		X		ST-K1571, ST-K1572	Grade Sep	Proposed construction Katella Ave requires construction of half of new RR bridge, demolition of existing RR bridge, then construction of second half of new RR bridge. Verify constructability and clearances between first half of new RR bridge and existing RR bridge. First half of new RR bridge would need to be able to support operation of two tracks but current construction staging concept only provides 6'10" horizontal clearance between M2 and temporary parapet wall.				
46	R. Vandenberg	Rheia Consulting		X		CV-T1583	Grade Sep	Douglass Service Rd proposes 13' minimum clearance under new RR bridge. Does that agree with Metrolink standards?				
47	R. Vandenberg	Rheia Consulting		X		ST-K1582	Grade Sep	Please check vertical clearance labels and notes				
48	J. Lee	OCTA		X		General	Grade Sep	Construction phasing should be considered for grade separations to maintain full passenger operations during construction and minimize service disruptions				

Mott MacDonald Restricted

OCTA

COMMENT-RESPONSE LOG

Project: A4205 CHSRA LA to Anaheim
Submittal: Preliminary Engineering for Project Definition
Contract Reference: A4205-F18

Response Codes: **A**=Agreed and will comply/take action. **B**=Will investigate. **C**=Disagree for reasons noted in Response/Status Column. **D**=Will address in next phase.

REVIEWER RESPONSIBILITY									RESPONDER RESPONSIBILITY			
NO.	Reviewer	Agency	SPEC	DWG	REPORT	REF. PAGE	DISCIPLINE	COMMENT	RESPONDER	RESPONSE CODE	RESPONSE	RESOLUTION-ACTION ITEM
PEDP VOLUME 3.4												
49	G. Jennings			X		UT-C1585, UT-C1597, UT-C1604, UT-C1621	Utilities	Utilities in close proximity to turnouts/crossovers. Potential for differential track stiffness leading to dynamic forces, voiding and subsequent component failures; and therefore to increased maintenance activity. Risk may be mitigated by utility depth (not indicated on plan) but how has the risk been considered/assessed/mitigated, as additional landtake may be required to relocate the turnout/crossover units?				
50	A. Shah	HDR Engineering		X		UT-C1599	Utilities	Need to detail with retaining wall				
51	J. Lee	OCTA		X		General	Utilities	Utilities under license proposed to be relocated should include relocation costs and potential ROW needed if relocation cannot stay within OCTA's ROW				
52	J. Lee	OCTA		X		General	Utilities	Confirm utility impacts from grade separations are also defined within the utility plans				
53	A. Evans	Mott MacDonald		X		UT-C1599	Utilities	Note largest utility for coordination is City of Fullerton 36" Storm Drain which will need asset protection during the works but not necessarily diversion. Provide guidance on how this line will be protected?				
PEDP VOLUME 3.5												
54	R. Vandenberg	Rheia Consulting		X		AR-B0201	Stations	Commerce Station - proposed orientation of Metrolink platform and station plaza/parking creates a long path of travel for Metrolink riders, with platform accessible only from one end. This does not seem to meet the standard. Metrolink criteria calls for access to be provided at the center of the platform or as close as possible to mini-high platform. Explain how HSR will meet the standard and what the provisions are for emergency egress from the far end of the platform.				
55	I. Watkins	Mott MacDonald		X		AR-B0601	Stations	Proposed relocation of Buena Park Station will include a 680' platform with accessible entrance to the transit plaza (via. pedestrian tunnel) and Beach Bvd (via. stair and lift). What ammenities will be provided at this relocated station similar to those provided at the existing Buena Park Station (including number of parking stalls, transit plaza,				
56	I. Watkins	Mott MacDonald		X		AR-B0601	Stations	What phase of construction will the entrance to Beach Blvd. be completed as part of the station relocation? This entrance would be complex to retrofit once the station is operational.				
57	I. Watkins	Mott MacDonald		X		AR-B0601	Stations	Provide details for potential pedestrian connection to Tulare Street. What phase of construction will the underpass be completed as a part of the station relocation? This element would be complex to retrofit once the station is operational.				
58	I. Watkins	Mott MacDonald		X		AR-B0601	Stations	Provide details how staging of works between relocated station and existing station will be arranged to minimize disruption to the public across all transit modes. Details of staging for Metrolink operations, OCTA Buses and transit plaza amenities etc. to be agreed.				
59	J. Lee	OCTA		X		AR-B0601	Stations	With a planned year of construction, the parking capacity needs to be increased to accommodate the service improvements with the station relocation				
60	R. Vandenberg	Rheia Consulting		X		AR-B0601	Stations	What are provisions for emergency egress from south end of Buena Park station platform at Beach Blvd grade separation?				
61	R. Vandenberg	Rheia Consulting		X		AR-B0701	Stations	Offset of two Metrolink platforms creates a very long path of travel for SB Metrolink/Amtrak riders. More direct access should be provided between parking structure and SB platform.				
62	A. Shah	HDR Engineering		X		AR-B0701	Stations	Will there be any connection from the parking structure to the Amtrak/Metrolink center platform? What is the ped routing from the parking structure?				
63	A. Shah	HDR Engineering		X		AR-B0701	Stations	Will passenger trains be on the BNSF Main Tracks to be able to utilize the existing platform?				
64	A. Shah	HDR Engineering		X		AR-B0701	Stations	Will any of the existing station parking lot on the south side of the station be salvaged?				
65	J. Lee	OCTA		X		AR-B0701	Stations	How will the enhanced sidewalk be accessed from Walnut? It appears there is a retaining wall along Walnut to support the track structure				

Mott MacDonald Restricted

OCTA

COMMENT-RESPONSE LOG

Project: A4205 CHSRA LA to Anaheim
Submittal: Preliminary Engineering for Project Definition
Contract Reference: A4205-F18

Response Codes: **A**=Agreed and will comply/take action. **B**=Will investigate. **C**=Disagree for reasons noted in Response/Status Column. **D**=Will address in next phase.

REVIEWER RESPONSIBILITY									RESPONDER RESPONSIBILITY			
NO.	Reviewer	Agency	SPEC	DWG	REPORT	REF. PAGE	DISCIPLINE	COMMENT	RESPONDER	RESPONSE CODE	RESPONSE	RESOLUTION-ACTION ITEM
66	J. Lee	OCTA		X		AR-B0701	Stations	Loss of station and street parking with direct access from Walnut should be mitigated				
67	J. Lee	OCTA		X		AR-B0701	Stations	Should evaluate the passenger path of travel from the amenities on the north side to the new platform for added time and degradation of convenience. Mitigate as needed.				
	J. Lee	OCTA		X		AR-B0701	Stations	The new platform length should accommodate both future Amtrak and Metrolink services				
68	A. Shah	HDR Engineering		X		AR-B0701	Stations	What are the exit points off of the center platform? Need to consider NFPA 130				
69	A. Evans	Mott MacDonald		X		AR-B0701	Stations	Realignment to Fullerton Station configuration and termination of existing lines get connected through the new proposed 800' station length will require reconfiguration of Walnut Ave also required. Provide details of how this will be addressed.				
70	A. Evans	Mott MacDonald		X		AR-B0701	Stations	Enhancing the interface with the TOD neighborhood area, is there any consideration for additional infrastructure (e.g. parking) for increased ridership as a consequence of High Speed? What improvements and parking encroaches partially in OTCA land will require purchase from other land owners?				
71	A. Evans	Mott MacDonald		X		AR-B0701	Stations	Changes to overpass bridge for passengers to an underpass will require works during track realignment phase. How will HSR ensure existing service will be protected during construction works?				
72	A. Evans	Mott MacDonald		X		AR-B0701	Stations	Note large new bridging structures required over Harbor Rd. to support track and new platform.				
73	A. Evans	Mott MacDonald		X		AR-B0701	Stations	Anticipate that loss of parking for current revenue service will be required to support construction site in the temporary case. How will HSR mitigate this issue?				
74	A. Evans	Mott MacDonald		X		AR-Y9901	Stations	Note, all minimum public areas are met through proposed design for HSR requirements. However, it is unclear whether this includes interchange and/or increased ridership from Metrolink passengers as a consequence of the scheme, i.e. Will HSR improve current platform space/ticketing/amenties for the Metrolink				
75	A. Evans	Mott MacDonald		X		AR-Y9903	Stations	Parking set at 608 spaces. Is this current or forecasted to what year? Also, is there any consideration for increased ridership as a consequence of the interchange?				
76	A. Evans	Mott MacDonald		X		AR-B0901	Stations	Clarity required on pedestrian modelling for pedestrian link between existing Artic Station, new HSR/Metrolink/Amtrak parking structure and HSR Station facility. How will HSR ensure sufficient space to allow anticipated cross movements between assets?				
77	A. Evans	Mott MacDonald		X		AR-B0901	Stations	Proposed HSR alignment will require additional land purchase from adjacent stakeholders most noteably Angel Stadium. While consideration has been made to HSR drop off zone and assocaited road works, the environmental footprint terminates at North West corner of the site. What other road improvements are expected in order to complete the connection to E Katella Ave? Will HSR cover the cost for land acquisition?				
78	A. Evans	Mott MacDonald		X		AR-B0901	Stations	New HSR platform will require extensive works over Douglass Road and beneath the Orange Fwy 57. Provide explanation for how removal of ~15No support columns can be achieved whilst also maintaining the operation of the Fwy. Any additional bracing structure would likely reduce headrooms beneath the Fwy to both the HSR platforms and potentially existing Metrolink/Amtrak platform.				
79	A. Evans	Mott MacDonald		X		AR-B0901	Stations	Creation of new platform (including new bridge over Douglass Rd) will likely have impact on existing Metrolink / Amtrak infrastructure. Can HSR provide asset protection to ensure stability of line? If so, how? If not, any loss of revenue until reinstatement of existing infrastructure must be compensated.				
80	A. Evans	Mott MacDonald		X		AR-B0901	Stations	Scheme appears to show curtailment of existing Metrolink/Amtrak platform. Provide possible mitigation efforts for potential impact on services based on this proposal.				

Mott MacDonald Restricted

OCTA

COMMENT-RESPONSE LOG

Project: A4205 CHSRA LA to Anaheim
Submittal: Preliminary Engineering for Project Definition
Contract Reference: A4205-F18

Response Codes: **A**=Agreed and will comply/take action. **B**=Will investigate. **C**=Disagree for reasons noted in Response/Status Column. **D**=Will address in next phase.

REVIEWER RESPONSIBILITY								RESPONDER RESPONSIBILITY			
NO.	Reviewer	Agency	SPEC	DWG	REPORT	REF. PAGE	DISCIPLINE	COMMENT	RESPONDER	RESPONSE CODE	RESPONSE	RESOLUTION-ACTION ITEM
81	A. Evans	Mott MacDonald		X		AR-B0901	Stations	Extended pedestrain undercrossings to serve HSR platform. The proposal offers new elevator access which is seen as a benefit, but also requires new access ramps to be integrated within existing platform width. How will this impact the remaining width of the platforms to ensure safe operational width? Note that during construction this will likely also limit the available length of platform for passengers.				
82	A. Evans	Mott MacDonald		X		AR-B0901	Stations	New Station location will sever existing at grade access to Metrolink/Amtrak platforms (via stairs/ramps) from the south. How will HSR mitigate length of passenger travel routes to reach the new HSR platforms?				
83	A. Evans	Mott MacDonald		X		AR-B0901, AR-C1901	Stations	How will existing underpass between Artic bus terminal site for new station south of tracks be maintained to avoid excessive passenger travel routes for interchange?				
84	R. Vandenberg	Rheia Consulting		X		AR-B0901, AR-C1901, AR-J8901, AR-J8903	Stations	Coordinate ARTIC site plan as needed with ongoing final design efforts by City of Anaheim for "Building Bridges to Transit" project that includes new active transportation connections, ped bridges, and riverbank trail realignment. These ongoing improvements are not reflected in these drawings.				
PEDP VOLUME 3.6												
85	I. Watkins	Mott MacDonald		X		TT-D1598A	Track Alignment	What options other than the track alignment and ROW Impact have been considered? Provide details of those options and scoring criteria if implemented for review.				
86	I. Watkins	Mott MacDonald		X		TT-D1598A	Track Alignment	It is assumed that a new station entrance will be provided on to Highland Avenue if the Fullerton Station option is implemented. Provide details of secondary means of escape to the west (if required for fire egress). Also provide details of interchange between Metrolink and the proposed HSR station option.				
87	R. Vandenberg	Rheia Consulting		X		AR-B0701A	Stations	Site plan for "unpreferred" alternative at Fullerton Station includes new ped bridge from existing parking structure that improves access to SB Metrolink/Amtrak station as compared to the preferred site plan.				

Mott MacDonald Restricted

COMMENT-RESPONSE LOG

Project: A4205 CHSRA LA to Anaheim
Submittal: 15% Preliminary Engineering for Project Definition
Contract Reference: A4205-F18

Response Codes: **A**=Agreed and will comply/take action. **B**=Will investigate. **C**=Disagree for reasons noted in Response/Status Column. **D**=Will address in next phase.

REVIEWER RESPONSIBILITY									RESPONDER RESPONSIBILITY			
NO.	Reviewer	Agency	SPEC	DWG	REPORT	REF. PAGE	DISCIPLINE	COMMENT	RESPONDER	RESPONSE CODE	RESPONSE (Provided to OCTA 12/20/19)	RESOLUTION-ACTION ITEM
1	J. Gallardo	OCTA				General	R/W Impacts	From a right-of-way (ROW) perspective, OCTA owns the Orange subdivision south of Fullerton junction. The HSR requires a lot of new property in the segment from Anaheim to Fullerton for the rail infrastructure. Is this ROW acquired by HSR intended to be consolidated into the Orange Subdivision operating ROW owned by OCTA?		D	Yes, HSR intends to operate as a tenant railroad in the So Cal Shared Corridors. ~~Any~~ ROW acquired would likely be consolidated into the Orange subdivision. Agreement to be negotiated as project advances.	
2	N. Barrett	OCTA		X		General	Highway Impacts	At the Katella Avenue NB Off-Ramp, Alts 2 and 2B widen the existing bridge and because of the alignment of the existing bridge columns and the need to keep the same alignment, there is a conflict with the bent #2 column and the rail bridge for HSR. In addition, whereas the new-off-ramp structure in Alt. 2A spans the proposed service road, for Alts. 2 and 2B, there's a slight conflict with the proposed alignment of the service road and the width of the HSR bridge over Douglass Road. The service road could be realigned to avoid both abutment #1 and bent #2, possibly requiring that the bridge over Douglass Road be a little longer.		D	During PEPD design phase, SR-57 alternatives were not available. Lengthening the bridge over Douglass road would require the deck to be expanded, either increasing re-profiling on Douglass or pushing the tracks into conflict with existing SR-57 and the proposed underpass. Coordination will be required in future phase to resolve potential conflicts.	
3	N. Patel	OCTA		X		General	Plan & Profile	There will be Metrolink, Amtrak, California High Speed Rail (CHSR), OCTA 30-minutes trains between Fullerton Station and Anaheim ARTIC Station. The train traffic will be increased for the future based on projections. How is it possible to run all these trains on the proposed tracks? There are only two tracks at certain locations. A modeling shall be carried out to determine the facilities that are needed for the future train services. The modeling is very necessary and will be done prior to any decision by OCTA to approve CHSR project. Any additional improvements necessary to accommodate all train services and required by modeling will be included as a part of the CHSR project.		A	CHSRA have been working jointly with all operators – passenger and freight – that may be impacted by the plans to introduce high-speed services into Southern California. The joint schedule planning and modelling work to date been used to inform development of the Authority's plans as shown in the PEPD and EIR/EIS documents. The investments proposed by the Authority in track layouts and signal system upgrades are sufficient to accommodate the introduction of the proposed levels of high-speed service, whilst still allowing for growth of service levels for Metrolink and Amtrak services consistent with the levels outlined in the State Rail Plan. CHSRA would be happy to provide a briefing to OCTA on the plans developed to date if that is required. Note from Avi Shah (HDR) on 1/19/2026: Comment is still open - no modeling provided	This answer appears to be generic. The answer do not make it clear if the modeling included OCTA 30-minutes train service or any other commuter or freight services or emergency situations. Modeling data used for this project shall be submitted for review by OCTA. OCTA will also like to have an independent review, conducted by another consultant (either hired by CHSR or OCTSA), of the data and modeling summary to ascertain that the facilities to be constructed by CHSRA will not require additional right-of-ways to be purchased by OCTA for their future service expansion. OCTA also wants to make sure the proposed two tracks at certain locations will be sufficient for existing and future rail services of all carriers. Does the modeling take into account any disruption to one track as a result of any emergency and still be able to continue with the expected rail services?
4	N. Patel	OCTA		X		General	Plan & Profile	OCTA and other SCRRA member agencies are responsible for providing funding for the maintenance and operation of the Metrolink train services on Metrolink system, especially on the Orange Subdivision. Since it is proposed by CHSR to share the tracks for Metrolink, Amtrak, and CHSR trains, who will maintain and operate the train services? Who will be responsible to pay for the cost of maintenance and operation? Who will maintain the catenary? An agreement or agreements will be necessary to clearly delineate responsibility of each organization.		A	CHSRA plans to run as a tenant railroad on this corridor under agreement with the existing operators and will be responsible for their share of the cost for maintenance and operations. Most likely they will negotiate an agreement with the existing operators to provide the maintenance including for the catenary system. Note from Avi Shah (HDR) on 1/19/2026: Comment is still open - no agreements developed yet	Is there a timetable for completing the agreements? Did CHSRA had any preliminary discussions with SCRRA and OCTA for sharing the costs and the mechanism to come to an agreement?
5	N. Patel	OCTA		X		General	Plan & Profile	Since both BNSF and UP has rights to use the track for their freight services on OCTA right-of-way, written approval from both of the freight railroad will be necessary for the revised freight operations. Any modifications to existing Purchase and Sales agreements or any other agreements necessary for the project must be obtained by CHSR prior to OCTA approval of the project.		A	CHSRA is coordinating with both UP and BNSF for future plans to run in So Cal Urban Corridor with all other operators and plans modifications to the infrastructure for increased service and future HSR service. Note from Avi Shah (HDR) on 1/19/2026: Comment is still open - modified agrewements have not been shared. It seems BNSF is proceeding with projects that support CHRS such as Fullerton 3rd MT and Station Redevelopment.	Can CHSRA provide a summary of what has been discussed and what has been finalized with freight railroads? What steps has been taken to continue with the HSR services if the freight railroads are not in agreement with any of the assumptions made by CHSRA?
6	N. Patel	OCTA		X		General	Plan & Profile	As per SCRRA Grade Separation Guidelines, Section 6.0, it is necessary to preserve the utility of the operating system, and have ability for future expansion of at least one additional track. The proposed grade separation structures shall be designed to provide one additional track.		C	In order to minimize ROW takes and impacts, HSR policy is to only environmentally clearing what is necessary to provide the safe and efficient operation of HSR trains and other operators. This does not preclude future expansion. Note from Avi Shah (HDR) on 1/19/2026: Comment is still open - we need to see that SCRRA agrees to this design deviation.	The response does not make it clear if CHSRA is going to follow SCRRA criteria. The preliminary plans and environmental clearance can not be completed unless a decision is obtained in writing from OCTA and SCRRA on their willingness to agree with CHSRA decision not to follow the SCRRA requirement.

7	N. Patel	OCTA		**X**		General	Plan & Profile	A plan showing the feasibility to locate one additional track in the OCTA right-of-way will be prepared and submitted for acceptance. Any right-of-way necessary for the expansion will be obtained as a part of your project.		D	Current HSR policy is to minimize ROW impacts for a shared corridor from LA to Anaheim. If additional ROW is needed HSR will acquire any ROW required for the project.Note from Avi Shah (HDR) on 1/19/2026: Comment is still open - it does not appear the R/W acquisition accounts for any expansion.	OCTA wants to make sure that their ability to expand the services in the future will not be affected by the introduction of CHSRA services. OCTA can not be held liable for the cost for obtaining right-of-way for future expansion if the existing ROW is used up by CHSRA for their own services. OCTA wants to know at this time what are their liabilities and the plan showing the feasibility for the future expansion will help in understanding this liability.
8	N. Patel	OCTA		**X**		General	Plan & Profile	Has blended services been accepted in writing by Metrolink, BNSF, UP, Amtrak, and LA Metro? An agreement accepting this type of blended service will be provided to OCTA for review and approval.		A	CHSR has included blended service for So Cal Urban corridor since 2014. It has held coordination meetings with BNSF, UP, Metro and SCRRA. Has previously reached out to OCTA to schedule meetings. ~~CHSR would like to have coordination meetings with OCTA.~~ Agreement to be negotiated as project advances. Note from Avi Shah (HDR) on 1/19/2026: Comment is still open - agreement is needed	OCTA can not agree to any plans prepared by CHSRA that are not approved by all affected agencies. It is CHSRA responsibility to obtain approval from all affected agencies prior to making their decision on blended services. OCTA is willing to work with CHSRA if they negotiate with all affected agencies who has inherent rights to operate the rail services based on existing agreements.
9	N. Patel	OCTA		**X**		General	Plan & Profile	The Technical Working Group (TWG) established by the U.S. Department of Transportation and led by representatives from the Federal Highway (FRA), Federal Transit Administration, and National Highway Traffic Safety Administration recommend grade separations for trains exceeding 100 mph speed. What measures has been taken to meet these recommendations?		A	LA-A corridor will be design up to 110 mph where applicable. CHSR plans to run their high-speed trains at reduced speeds, in the urban corridor, at similar speeds as other passenger trains.	
10	N. Patel	OCTA		**X**		General	Plan & Profile	Fiber optic line(s) dedicated for Metrolink services for tracks, stations, signals, communications, and PTC services will be designed and constructed as a part of the CHSR project. The design will be coordinated with SCRRA and OCTA.		D	This type of coordination and design is beyond scope of 15% PEPD design and will be done in future designs after environmental clearance. Note from Avi Shah (HDR) on 1/19/2026: Comment is still open - design details are still needed	Fiber optic lines are located in OCTA right-of-way under existing agreements with BNSF and fiber optic companies. There are certain requirements that must be met to relocate or replace the fiber optic lines, including ten feet easement area. It is necessary to provide ten feet easement for these lines. The 15% PEPD must determine of there is sufficient room the fiber optic lines in the ROW. If not, provisions has to be made at this time for any other solution.
11	N. Patel	OCTA		**X**		General	Plan & Profile	The construction of all the improvements between Fullerton Station and Anaheim will adversely affect the operations of the Metrolink, BNSF, and Amtrak trains. In order to minimize the disruption to the existing train service, it may be necessary to run more trans on the Olive Subdivisions. CHSR will prepare a report on the operation of the trains during construction and any necessary modifications to the Olive Subdivision infrastructure. If it is necessary to make changes to existing rail infrastructures on the Olive Subdivision, the changes will be carried out as a part of the CHSR project.		A	Currently, CHSR doesn't intend to run trains on the Olive subdivision, but does intend to improve the infrastructure of the OC Line. Staff would like to discuss this issue with OCTA and SCRRA. Note from Avi Shah (HDR) on 1/19/2026: Comment is still open - meetings are still needed to discuss	The 15% PEPD must include the operation plans that affect the existing services. A solution that is acceptable to all affected railroads will be negotiated as a part of the 15% design. It is the CHSR responsibility to come to a solution. OCTA is willing to review and attend any coordination done by CHSR.
12	N. Patel	OCTA		**X**		GE-A0101	Location Map	What is Tongva Subdivision? Is this separate from SCRRA Subdivision names? What will be the name of the subdivision in Orange County?		D	This is old CAHSR's designation for the LA - Anaheim line segment in their operating documents which is no longer applicable. Will revise as needed. Note from Avi Shah (HDR) on 1/19/2026: Comment is still open - cover sheet still says Tongva Subdivision	
13	N. Patel	OCTA		**X**		GE-B0101	Basis of Design	As per SCRRA's DCM, Section 5.3, the maximum speed in the segment from Fullerton to Anaheim is 90 mph. SCRRA approval is necessary for 110 mph speed in this segment. An exception approved by SCRRA will be provided to OCTA.		A	Design criteria is up to 110 mph (where applicable) but HSR trains will be restricted to speeds of other passenger trains.	comment closed
14	N. Patel	OCTA		**X**		GE-B0101	Basis of Design	As per SCRRA's DCM, Section 5.4.3, the minimum distance between the main line tracks is 15 feet. The 14'-0" shown in this plan should be revised as per this criteria on OCTA Orange Subdivision.		C	This is driven by constraints and legacy track spacing on the BNSF and does not apply to the OCTA Orange Subdivision. However, we agree track center spacing could be included in future design phase. Note from Avi Shah	
15	N. Patel	OCTA		**X**		GE-B0101	Basis of Design	Remove Note No. 14 from Basis of Design Summary for OCTA property.		C	Note 14 has been approved by Metrolink and BNSF for use at three other locations where grade-separation of diamond crossings is infeasible. OWL (One way Low Speed) diamonds are also a existing condition. Note from Avi Shah (HDR) on 1/19/2026: Comment is still open	A copy of the agreement from Metrolink and BNSF will be provided to OCTA. OCTA is not in agreement with diamond crossings. All other feasible alternatives will be explored to eliminate diamond crossings.
16	N. Patel	OCTA		**X**		GE-D6101	Track Schematic	The two tracks between Lewis Street and ARTIC Station and located geographic north are not the New HSR Tracks. They are Metrolink operated tracks. The schematic color is wrong for this segment. Revise the schematic as necessary.		C	The two new tracks are HSR, to be used for over-night storage.	I am not sure if this comment is understood. The main two tracks are Metrolink tracks and it should be shown in light blue color as per legend. The main tracks are Metrolink tracks from Orangethorpe Avenue.
17	N. Patel	OCTA		**X**		TT-D3025 & ST-G0021	Cross Sections	Section in Drawing TT-D3026 indicates that the distance between the track and the electrical pole is typically 12 feet. Section in Drawing ST-G0021 indicate a distance of only 10'-8". This is confusing and misleading. 12 feet clearance should be used for all cross-sections.		C	10'-8" is required in constrained areas. 12' would incur additional ROW encroachments and HSR policy is to minimize ROW impacts. Note from Avi Shah (HDR) on 1/19/2026: Comment is still open - approval of RFSDC required	CAHSR policy is in conflict with minimum requirements. Approval is required if the policy and requirements are in conflict. Any exception to the requirements will be conveyed as a part of the design submittal.

18	N. Patel	OCTA		**X**		TT-B3001	Typical X-Section	The overhead wire clearance is 25.5 feet. The existing vertical clearances for many of the bridges in the Orange Subdivision are less than this. For example, the vertical clearance for CA-91 bridge 22.45 feet. How do you plan to meet your, CPUC, and SCRRA requirement?		C	As note #4 indicates on sheet TT-B3001, wire height to clear double stack (plate H) clearances on the BNSF is 23'-6", all other areas (which includes the OCTA section) the wire height will be set at HSR standard of 18'-9". Use of a Rigid overhead contact system (ROCS) is also proposed where physical constraints deem it necessary. Note from Avi Shah (HDR) on 1/19/2026: Comment is still open	Orange Subdivision is also used by BNSF. If exception is granted by BNSF in this area, OCTA will be provided with proof of approval from BNSF. Also if an approval from Metrolink to use 18'-9" is obtained, a copy will be provided to OCTA.
19	N. Patel	OCTA		**X**		TT-D1581 & AR-B0601	Plan & Profile	Only 313 parking spaces are provided at Buena Park Station. Minimum number of 500 parking spaces as required by SCRRA's Design Criteria Manual (DCM) - Section 7.5 (Page 31), will be provided.		D	HSR is only environmental clearing a station design that matches the existing Buena Park station but there sufficient space for more parking which can be coordinated in future design phase. Note from Avi Shah (HDR) on 1/19/2026: Comment is still open	Any exception to Metrolink criteria will be cleared from Metrolink and the approval of exception will be provided to OCTA. The 15% design can not be considered complete if there is not agreement on the design criteria exception.
20	N. Patel	OCTA		**X**		TT-D1581 & AR-B0601	Plan & Profile	Any required property for the access Road and the parking spaces will be obtained as a part of the California High Speed Train Project. Any and all property agreements necessary for the proposed station facilities will be prepared by CHSR to the satisfaction of the affected cities and OCTA.		A	Property acquisitions needed due to the HSR project will be obtained by HSR. In future phases HSR will draft and negotiate agreements necessary for station facilities. Note from Avi Shah (HDR) on 1/19/2026: Comment is still open	
21	N. Patel	OCTA		**X**		TT-D1581 & AR-B0601	Plan & Profile	There is a drainage channel on north side of the proposed Buena Park Station. How deep will be the passenger tunnel to avoid the channel? The passenger tunnel will be designed to provide clear view from the existing ground surface.		D	The drainage channel begins west of the pedestrian underpass and therefore at a 15% design level doesn't appear to conflict with the proposed pedestrian tunnel. Future final design will be coordinated with stakeholders.	
22	N. Patel	OCTA		**X**		TT-D1584	Plan & Profile	All costs related to removal of existing Buena Park Station facilities will be included as a part of the CHSR project.		A	Agree that costs related to removal of existing Buena Park Station facilities will be part of the CHSR project. Agreement to be negotiated as project advances. Note from Avi Shah (HDR) on 1/19/2026: Comment partially addressed - need to see agreement.	
23	N. Patel	OCTA		**X**		TT-D1584	Plan & Profile	The disposition of the existing parking lot and its future use will be discussed, finalized, and approved by the City of Buena Park and OCTA.	A	D	The PEPD plans include station areas for platforms and parking. Design will be done in future phases in coordination with Buena Park and OCTA. Note from Avi Shah (HDR) on 1/19/2026: Comment open until	
24	N. Patel	OCTA		**X**		TT-D1587	Plan & Profile	There are series of double slip turnouts around Station SNB 1141+79 and SBN 1142.89. SCRRA does not allow these types of turnouts. Does BNSF accepted these types of turnouts? Please elaborate.		C	This is a grade separation, not a double-slip switch. Please refer to profile, the two passenger tracks will go under the BNSF mainline tracks.	comment closed
25	N. Patel	OCTA		**X**		TT-D1599	Plan & Profile	Any modifications and constructions to the existing Fullerton Station platform, pedestrian bridge, Harbor Blvd. bridge, and other facilities will be a part of the CHSR project.		A	Agree modifications are part of CHSR Project as shown in the PEPD plans. Note from Avi Shah (HDR) on 1/19/2026: Comment open until coordination is completed.	
26	N. Patel	OCTA		**X**		TT-D1599	Plan & Profile	An inter-track fences between the Metrolink platforms shall be provided to prevent trespassing.		A	Space has been provided to allow for inter-track fences which will be shown in future design phase. Note from Avi Shah (HDR) on 1/19/2026: Comment open - inter-track fence not shown on track plans	
27	N. Patel	OCTA		**X**		TT-D1599	Plan & Profile	OCTA spent about 90 million on construction of stations, main line tracks, sidings, signals, communication, and bridges in 1990 to have 30-minute service between Fullerton Station and Irvine Station. OCTA and SCRRA also have a new project to expand Irvine Station for this additional service. There is an existing platform at Fullerton Station dedicated to 30-minute OCTA train service. No provisions has been made to replace this platform and tracks. This will severely affect the future plans of OCTA. A report will be prepared to study the effect of CHSR project on the existing and future services of Metrolink, Amtrak and OCTA's 30-minute train service. Any improvements studied as a part of the study and necessary to meet this requirement will be a included in the CHSR project. OCTA can not approve the proposed design at the Fullerton Station until a very comprehensive report is prepared by CHSR.		A	During development of PEPD record set, HSR operations indicated that all OC intercounty trains will be interlining with CAHSR to Los Angeles. In future phases an operational report will be prepared, shared and coordinated with OCTA and Metrolink and other operators. Note from Avi Shah (HDR) on 1/19/2026: Comment still open	Do not agree with the response. All the modifications necessary at the Fullerton Station to accommodate HSR will severely affect OCTA services. No attempt has been made to address OCTA existing and future services at Fullerton Station. The 15% report must address any and all existing OCTA facilities and any mitigation necessary to continue the services that will be affected by HSR.
28	N. Patel	OCTA		**X**		TT-D1599 thro TT-1602	Plan & Profile	It appears from the track alignments in these drawings that the Orange County trains will not be able to use the northern most platform at Fullerton Station. Also the 91 line trains may not be able to use the southern platform. Is this the case? Do you have a plan of how to use the platforms at Fullerton Station for Orange County Trains and 91 Trains? What can be used in emergency?		C	At the time of the development of the PEPD, the operational intent of the HSR design between LA-A is to eliminate all existing cross-plant passenger movements that currently cause considerable delays today and in future (The N/B OC cross plant movement at Fullerton being a prime example of this). The PEPD design proposes that OC N/B trains will use the new center platform on the LA-A NB track (or can use the LA-A SB track and southerly platform in case of emergency). 91 trains will have three options to use existing platform on north side as well as both platform faces on new center platform. Due to physical constraints, there is no viable way to provide all the movements described in comment with turnouts that meet track speeds required at this location; however, the proposed layout meets the stated HSR operational intent and provides far greater operational flexibility than exists today. Note from Avi Shah (HDR) on 1/19/2026: Comment still open	Has this plan approved by Metrolink, BNSF, and Amtrak? Provide copy of written approval of this plan from these three agencies to OCTA.

29	N. Patel	OCTA		**X**		TT-D1600	Plan & Profile	The drawings do not show the locations of railroad wayside signal locations. It appears that there may not be sufficient right-of-way to locate the foundations for the railroad signals. It is suggested that the railroad signal locations be shown in this and other drawings.		D	This type of coordination and design is beyond scope of 15% PEPD design and will be done in future designs after environmental clearance Note from Avi Shah (HDR) on 1/19/2026: Comment still open - not addressed	If there is a need for additional ROW to locate the railroad signals, to meet existing railroad criteria, it should be indicated. How is it possible to obtain environmental clearance when the design could be affected to meet design criteria? Once the environmental clearance is obtained for a project, the design is set. If additional Right-of-ways are required for the project, it may not possible to modify the environmental report. CHSRA will argue, during the design and construction, that the additional ROW is not a part of the past environmental clearance so it is not possible to acquire additional right-of-ways. This will result in inadequate project which will not meet railroad agency design and operation requirements. All such issues shall be resolved at this stage to avoid future problems and prior to this environmental clearance phase and this 15% design.
30	N. Patel	OCTA		**X**		TT-D1600	Plan & Profile	Where do you plan to locate the railroad signal for the No. 20 turnout located at Station 1308+94.45?		D	This type of coordination and design is beyond scope of 15% PEPD design and will be done in future designs after environmental clearance Note from Avi Shah (HDR) on 1/19/2026: Comment still open - not addressed	If there is a need for additional ROW to locate the railroad signals, to meet existing railroad criteria, it should be indicated. How is it possible to obtain environmental clearance when the design could be affected to meet design criteria? If additional Right-of-ways are required for the project, it may not possible to modify the environmental report. CHSRA will argue, during the design and construction, that the additional ROW is not a part of the past environmental clearance so it is not possible to acquire additional right-of-ways.
31	N. Patel	OCTA		**X**		TT-D1601	Plan & Profile	The LA-A SB track location appears to be too close to the property line near Station 1325+00. There is not sufficient room for the CPUC clearance requirements from the property line. How will you resolve this condition?		A	ROW acquisitions will be a part of the DRAFT Environmental document submittal Note from Avi Shah (HDR) on 1/19/2026: Comment still open - not addressed	Understood, however, the plans must show the boundaries of the proposed right-of-way. Revise the plans to show the additional ROW.
32	N. Patel	OCTA		**X**		TT-D1603	Plan & Profile	The label indicating Ex BNSF Industry Spur tracks appears to be in error. These two are Metrolink tracks at this time.		C	The existing tracks will become the BNSF industrial tracks. Metrolink and HSR will share new tracks as shown on plan.	If this is the case, why these tracks are labeled as existing BNSF tracks? Comment closed
33	N. Patel	OCTA		**X**		TT-D1603	Plan & Profile	SCRRA does not allow #9 turnouts on the system. The smallest turnout on Metrolink for spur track is #10.		A	Noted. CAHSR is clearing a #9; however, this can be modified in the final the next set of PEPD plans to a #10, but note this is on a spur track.	Comment closed
34	N. Patel	OCTA		**X**		TT-D1604	Plan & Profile	#11 turnout are not allowed on Metrolink territory. They should be #14 turnouts.		A	Will be changed to #14, but note that this is on a spur track.	Comment closed
35	N. Patel	OCTA		**X**		TT-D1604 & TT-1605	Plan & Profile	The area on the west side of the tracks between Orangethorpe Avenue and CA-91 was reserved for Anaheim Layover Facility as per Metrolink Service Expansion project. Refer to this project plan and revise these drawings to include the layover facility as designed previously.		D	All OC intercounty trains will be interlining with CAHSR to Los Angeles. HSR does replace the existing storage siding south of the existing location.	Comment closed
36	N. Patel	OCTA		**X**		TT-D1606 & TT-D1608 & ST-K1421	Plan & Profile	As per SCRRA PTC requirements, a power derail is necessary to connect industry/freight track to the main line track. The connection of the BNSF track at Station 1384+50 and 1413+43.09 shall be revised as per this requirement.		D	This type of coordination and design is beyond scope of 15% PEPD design and will be done in future designs after environmental clearance Note from Avi Shah (HDR) on 1/19/2026: Comment still open - not addressed	
37	N. Patel	OCTA		**X**		TT-D1619 & GE-B0101	Plan & Profile	No diamonds will be allowed for the UP Tustin Branch. The UP Track should be grade separated or other arrangement will be made that makes it possible to remove the diamonds.		C	Noted - HSR is using the existing OWLS diamond crossing and adding a new track to the west. The OWLS diamonds are in existence today. A grade separation is not viable here. This was presented to UP and HSR also provided copy of the PEPD plans for review. Note from Avi Shah (HDR) on 1/19/2026: Comment still open	A copy of the agreement from Metrolink and BNSF will be provided to OCTA. OCTA is not in agreement with diamond crossings. All other feasible alternatives will be explored to eliminate diamond crossings.
38	N. Patel	OCTA		**X**		TT-D1621 & TT-D1622	Plan & Profile	The drawings do not show the locations of railroad wayside signal locations. It appears that there may not be sufficient right-of-way to locate the foundations for the railroad signals. It is suggested that the railroad signal locations be shown in this and other drawings.		C	This type of coordination and design is beyond scope of 15% PEPD design and will be done in future designs after environmental clearance Note from Avi Shah (HDR) on 1/19/2026: Comment still open	If there is a need for additional ROW to locate the railroad signals, to meet existing railroad criteria, it should be indicated. How is it possible to obtain environmental clearance when the design could be affected to meet design criteria? If additional Right-of-ways are required for the project, it may not possible to modify the environmental report. CHSRA will argue, during the design and construction, that the additional ROW is not a part of the past environmental clearance so it is not possible to acquire additional right-of-ways.
39	N. Patel	OCTA		**X**		TT-D1621 & TT-D1622	Plan & Profile	#11 turnout are not allowed on Metrolink territory. They should be #14 turnouts.		D	Will be changed to #14, but note that this is on a spur track. Note from Avi Shah (HDR) on 1/19/2026: Comment still open - plans still show #11 turnouts	
40	N. Patel	OCTA		**X**		TT-D1623 & TT-D1624	Plan & Profile	An inter-track fence shall be provided between the Metrolink platform and the CHSR track to prevent trespassing.		D	Fence will be provided at back of platform, but is not shown at this level of design. Note from Avi Shah (HDR) on 1/19/2026: Comment still open	
41	N. Patel	OCTA		**X**		TT-D1623 & AR-B0901	Plan & Profile	Existing Anaheim Station Platform not used by Metrolink and Amtrak will be removed as part of the CHSR project.		D	Agree. This type of coordination and design is beyond scope of 15% PEPD design and will be done in future designs after environmental clearance	

42	N. Patel	OCTA		**X**		AR-B0601	Plan & Profile	A switchback ramps used for Buena Park Station center platform shall be avoided to provide more space for platform circulation.		D	This type of coordination and design is beyond scope of 15% PEPD design and will be done in future designs after environmental clearance	
43	N. Patel	OCTA		**X**		TT-D1581 & AR-B0601	Plan & Profile	Have you prepared, submitted, and obtained approval of a level-entry boarding report for FTA and FRA for the new Buena Park Station? The draft report shall be approved by SCRRA and OCTA prior to submittal to FTA and FRA.		D	Metrolink stations that will be relocated by HSR will be designed further in future design phases when level boarding requirements will be followed.	
44	N. Patel	OCTA		**X**		TT-D1599 & AR-B0701	Plan & Profile	Have you prepared, submitted, and obtained approval of a level-entry boarding report for FTA and FRA for the Fullerton Station? The draft report shall be approved by SCRRA and OCTA prior to submittal to FTA and FRA.		A	HSR Trains will be level boarding not requiring a report at this time. Metrolink stations that will be relocated by HSR will be designed further in future design phases when level boarding requirements will be followed.	
45	N. Patel	OCTA		**X**		ST-K1411	Plan & Profile	The bridges span for Orangethorpe Avenue are 56' and 63'. The section on this drawings indicates PC/PS box girders for superstructures. As per SCRRA Grade Separation Guidelines, Table 8.1, steel beam superstructure is necessary. The bridge design will be changed to use steel beams.		D	This type of coordination and design is beyond scope of 15% PEPD design and will be done in future designs after environmental clearance.	The drawings will be revised to show steel girders, not concrete girders.
46	N. Patel	OCTA		**X**		ST-K1411	Plan & Profile	Refer to PSR prepared by OCTA for this street grade separation and revise this concept plan unless this concept is better.		D	At such time that HSR is working on a supplemental EIR/EIS for LA-A, if the grade separation has been CEQA cleared in time to be incorporated, then HSR will NEPA clear it in the supplemental EIR/EIS.	
47	N. Patel	OCTA		**X**		Grade Separation General Plans	Plan & Profile	Traffic forecast for train volume on this drawing does not account for 30-minutes train service between Fullerton and Irvine. The forecast will be changed. All tracks, stations, and other facilities design will be revised if they are based on the criteria shown here which needs revisions.		D	During development of design, HSR operations indicated that all OC intercounty trains will be interlining with CAHSR to Los Angeles.	Provide modeling information to show if this will work.
48	N. Patel	OCTA		**X**		Grade Separation General Plans	Plan & Profile	What is the basis for 118 future freight trains forecast?		D	At time of design, this was just used as a general forecast to provide basis of structural design. Will update data obtained from operators and as shown in the environmental documents.	
49	N. Patel	OCTA		**X**		ST-K1451	Plan & Profile	The bridges span for La Palma Avenue are 56'-8" and 70'. The section on this drawings indicates PC/PS box girders for superstructures. As per SCRRA Grade Separation Guidelines, Table 8.1, steel beam superstructure is necessary. The bridge design will be changed to use steel beams.		D	This type of coordination and design is beyond scope of 15% PEPD design and will be done in future designs with coordination with key stakeholders after environmental clearance	The drawings will be revised to show steel girders, not concrete girders.
50	N. Patel	OCTA		**X**		CV-T1521	Plan & Profile	Refer to PSR prepared by OCTA for this street grade separation and revise this concept plan unless this concept is better.		D	At such time that HSR is working on a supplemental EIR/EIS for LA-A, if the grade separation has been CEQA cleared in time to be incorporated, then HSR will NEPA clear it in the supplemental EIR/EIS.	
51	N. Patel	OCTA		**X**		CV-T1581	Plan & Profile	The Douglas Road underpass will be lowered by about 9 feet under the existing bridge foundation. The structural capability of the existing bridge foundation to withstand the proposed depth will be analyzed and any necessary modifications necessary will be included as a part of the CHSR project.		D	Agree. This type of coordination and design is beyond scope of 15% PEPD design and will be done in future designs after environmental clearance	Once the environmental clearance is obtained for a project, the design is set. If additional Right-of-ways are required for the project, it may not possible to modify the environmental report. CHSRA will argue, during the design and construction, that the additional ROW is not a part of the past environmental clearance so it is not possible to acquire additional right-of-ways. This will result in inadequate project which will not meet railroad agency design and operation requirements. All such issues shall be resolved at this stage to avoid future problems and prior to this environmental clearance phase and this 15% design.
52	N. Patel	OCTA		**X**		UT-D1609	Plan & Profile	Is there any study done as a part of this project that justify the decision to keep at-grade crossings or provide a pedestrian overhead?		D	A letter was received from the City of Anaheim to the HSR Authority, dated Nov. 3, 2014, defined what action to be taken at each road/rail crossing	Please provide a copy of the letter to OCTA.
53	N. Patel	OCTA		**X**		TN-C3587	Section	Is railing or fencing necessary at the top of the trench structure walls?		D	Railing and fencing can be accommodated in future designs	
54	M.Shaver	OCTA		**X**		RW-M1581 & RW-M1582	R/W Impacts	3ft acquisition shown on Section DD-DD (LT side) on TT-D3021 may not be adequate for footing dimensions of Type 1 wall for station range shown in Section DD-DD. See Ret Wall plans ST-G1089 & ST-G1090. Avoid existing parking spaces. Consider Type 3 wall.		D	This type of coordination and design is beyond scope of 15% PEPD design and will be done in future designs after environmental clearance	
55	M.Shaver	OCTA		**X**		General	R/W Impacts	Not all TCE's are shown. Recommend revisit R/W Requirements at PE (30%) and later at 60% to define TCE's. Also Contractor access, material delivery access, staging/laydown and vehicle maint areas to be shown in later milestones.		D	Agree. This will be done in a future design phase.	
56	M.Shaver	OCTA		**X**		General	Utilities	Significant lead times required for planning, coordination, negotiation, and design of relocation plans for stakeholder utilities. Include impacts in project schedule		D	This will be handled in future project phase.	
57	M.Shaver	OCTA		**X**		RW-M1592	R/W Impacts	R/W impact due to prop ret wall SBN 1201+50 RT. Not shown		D	Based on a 15% design level, the prop ret wall falls within BNSF and public ROW. Future project phases will finalize design and ultimate ROW requirements.	
58	M.Shaver	OCTA		**X**		RW-M1598	R/W Impacts	R/W Requirements for prop 10" sewer + MH at 1287+00 RT. APN 032-251-42 (ignore if Public R/W)		D	Based on a 15% assumption design level, the proposed ROW requirements are sufficient. Future project phases will be coordinated with stakeholders to finalize design and ultimate ROW requirements.	

59	M.Shaver	OCTA		**X**		RW-M1604	R/W Impacts	Insufficient R/W Requirements for prop 12" sewer SBN 1361+70 RT. APN 073-100-39 (Mas' Chinese Islamic Restaurant)		D	Based on a 15% assumption design level, the proposed ROW requirements are sufficient. Future project phases will be coordinated with stakeholders to finalize design and ultimate ROW requirements.	
60	M.Shaver	OCTA		**X**		RW-M1616	R/W Impacts	Wall shown on either side of Ball Rd (UT-D1616), R/W Requirements here?		D	Based on a 15% assumption design level, the proposed ROW requirements are sufficient. Future project phases will be coordinated with stakeholders to finalize design and ultimate ROW requirements.	
61	M.Shaver	OCTA		**X**		RW-M1616	R/W Impacts	SD from catch basin in parking lot on Ball Rd - SOC 1517+25, 110ft LT. See UT-D1616; R/W Requirements here? This is temp environmental impact.		D	Based on a 15% assumption design level, the proposed ROW requirements are sufficient. Future project phases will be coordinated with stakeholders to finalize design and ultimate ROW requirements.	
62	M.Shaver	OCTA		**X**		CV-T1276	Grade Sep	Potential impact to existing pump station from prop Ret Wall at back of sidewalk at 39+00 RT Dale St. See also Section D CV-T3271.		D	Based on a 15% assumption design level, the proposed ROW requirements are sufficient. Future project phases will be coordinated with stakeholders to finalize design and ultimate ROW requirements.	
63	M.Shaver	OCTA		**X**		CV-T1282	Grade Sep	Potential impact to existing building from prop Ret Wall at 73+25 RT Artesia St. (SBN 1161+75 RT). Eliminates ground floor access to existing industrial building from Artesia side of building. Will City Planning Dept. allow face of building 2 ft off City R/W? See also Section D CV-T3281. Check wall proximity to building footing to confirm there is enough room to locate wall so close to existing building.		D	Based on a 15% assumption design level, the proposed ROW requirements are sufficient. Future project phases will be coordinated with stakeholders to finalize design and ultimate ROW requirements.	
64	M.Shaver	OCTA		**X**		CV-T1282	Grade Sep	Potential impact to existing building from prop Ret Wall at 74+50 RT Artesia St. (SBN 1163+00 RT). Impacts Arteisa side of existing industrial building. See comment No 21 above. See also Section D CV-T3281.		D	Based on a 15% assumption design level, the proposed ROW requirements are sufficient. Future project phases will be coordinated with stakeholders to finalize design and ultimate ROW requirements.	
65	M.Shaver	OCTA		**X**		CV-T3411	Grade Sep - Cross Sections	Prop ret walls are shown abutting exist/prop City R/W. Consider dimensions of wall footings when acquiring R/W. Typical all locations where walls are planned to be located close to R/W.		D	Based on a 15% assumption design level, the proposed ROW requirements are sufficient. Future project phases will be coordinated with stakeholders to finalize design and ultimate ROW requirements.	
66	M.Shaver	OCTA		**X**		UT-Y1416	Grade Sep - Utilities	R/W requirements (util easement or other) needed for prop realignment of 12 in sewer through restaurant property (and other properties?) at NW quadrant Orangethorpe and RR R/W? SOC 1360+50 RT.		D	Based on a 15% assumption design level, the proposed ROW requirements are sufficient. Future project phases will be coordinated with stakeholders to finalize design and ultimate ROW requirements.	
67	M.Shaver	OCTA		**X**		UT-Y1456	Grade Sep - Utilities	R/W requirements (util easement or other) needed for prop realignment of 10 in sewer through private property NW quadrant La Palma St and RR R/W? SOC 1406+00 RT. Missing RW Impact sheet covering properties along La Palma St; e.g. between Pauline St and N. Sabina St.		D	Based on a 15% assumption design level, the proposed ROW requirements are sufficient. Future project phases will be coordinated with stakeholders to finalize design and ultimate ROW requirements.	
68	M.Shaver	OCTA		**X**		CV-T1511 & RW-M1762	R/W Impacts	R/W requirements shown on RW-M1762 don't match the property take areas shown on CV-T1511. NW quadrant Vermont Ave and S. Dakota St. See also CV-T1513 along S Dakota St		D	Based on a 15% assumption design level, the proposed ROW requirements are sufficient. Future project phases will be coordinated with stakeholders to finalize design and ultimate ROW requirements.	
69	M.Shaver	OCTA		**X**		RW-M1762 & UT-Y1516	R/W Impacts	R/W requirements shown on RW-M1762 don't match the sewer alignment on UT-Y1516. At cul-de-asac north of Olive Elementary School.		D	Based on a 15% assumption design level, the proposed ROW requirements are sufficient. Future project phases will be coordinated with stakeholders to finalize design and ultimate ROW requirements.	
70	M.Shaver	OCTA		**X**		RW-M1761 & CV-T1517	R/W Impacts	R/W requirements shown on RW-M1761 don't seem to cover the ret wall at 21+00 RT Vermont Ave. See CV-T1517.		D	Based on a 15% assumption design level, the proposed ROW requirements are sufficient. Future project phases will be coordinated with stakeholders to finalize design and ultimate ROW requirements.	
71	J. Lee	OCTA		**X**		General		Upon entry into Orange Sub where tracks are shared between various services, how will PTC and other safety considerations be addressed?		A	The current hand-off of dispatching will continue but with modernized system to handle new train volumes.	
72	J. Lee	OCTA		**X**		General		Has HSR studied risks associated with high speed derailments in the shared corridor with adjacent rail operations and shared tracks?		A	CHSR trains will be traveling at the similar speed as other operators and will not be traveling at high speeds in this corridor.	
73	J. Lee	OCTA		**X**		TT-D1599	Plan & Profile	How will the ped bridge across Harbor be modified to accommodate both passenger boarding/alighting and serves as ped bridge to connect to parking structure		D	This will be determined in future design phases; however, the 15% PEPD is proposing that the existing ped bridge be reconstructed such that the new platform also serves as ped bridge to the parking structure.	
74	J. Lee	OCTA		**X**		TT-D1599	Plan & Profile	The pick up / drop off area along Walnut Ave will be removed, and it appears there will be new retaining walls along Walnut, this will impact passenger access from Walnut Street.		C	A new pedestrian underpass is proposed that will provide access from Walnut	
75	J. Lee	OCTA		**X**		TT-D1600	Plan & Profile	The existing turnback track is on OCTA ROW is being displaced by new HSR tracks in it's place, where will the turnback track be relocated to serve Orange County Line?		D	During development of design, HSR operations indicated that all OC intercounty trains will be interlining with CAHSR to Los Angeles. Will coordinate as project advances.	
76	J. Lee	OCTA		**X**		TT-D1604	Plan & Profile	The identified Ex BNSF Industry Tracks are actually SCRRA ML #1 and #2		D	Correct, SCRRA will operate shared with HSR on the new tracks adjacent to the existing.	
77	J. Lee	OCTA		**X**		TT-D1605	Plan & Profile	Please note the proposed BNSF Industry Track extension are in both OCTA and private ROW		D	Noted	

78	J. Lee	OCTA		**X**		TT-D1608	Plan & Profile	Why is BNSF Industry Track extended within OCTA ROW?		D	At time of PEPD preparation, this to provide additional storage capacity for industry and to allow ability of BNSF to switch industry off of mainline tracks thus eliminating existing operational conflicts. Necessity of this arrangement will be further evaluated in future design phases.	
79	J. Lee	OCTA		**X**		TT-D1609	Plan & Profile	The proposed HSR track configuration limits OCTA/SCRRA future growth and expansion		D	The HSR plan to share the tracks in the corridor minimizes impacts to the community in an already constrained corridor where potential for growth is limited. However, modernization of the signal system will provide shorter headways for all service providers. Will coordinate as project advances.	
80	J. Lee	OCTA		**X**		TT-D1613	Plan & Profile	Is the City of Anaheim agreeable to the closure of South Street at-grade crossing?			A letter from City of Anaheim, dated Nov. 3, 2014 requested closure of South St. and Sycamore. Need for Ped. grade separation only.	
81	J. Lee	OCTA		**X**		TT-D1617	Plan & Profile	Will SCRRA be allowed to utilize the HST storage yard in OCTA ROW? If exclusive to HSR use, this proposed track configuration does not allow for any OCTA/SCRRA future growth and expansion		D	A configuration can be considered in future design phase that improves sharing facilities. Will coordinate as project advances.	
82	J. Lee	OCTA		**X**		TT-D1621	Plan & Profile	The proposed HSR track configuration is different from the 30% grade separation design approved by the City, OCTA/SCRRA, and HSR where two tracks are for SCRRA services with space for a third track and one for HSR.		D	HSR plans to share tracks in the corridor. A configuration can be considered in future design phase that improves sharing the facilities. Will coordinate as project advances.	
83	J. Lee	OCTA		**X**		AR-C1701	Plan & Profile	How will the fare gates function with passengers coming in from Harbor Blvd stairs as both Amtrak and Metrolink service not verifying fares until after boarding?		D	Station design details will be developed in future design phase.	
84	J. Lee	OCTA		**X**		AR-B0601	Plan & Profile	The parking demand projection is 1,000 spaces by 2030, the proposed 313 stalls is not sufficient for the future service		D	As indicated on sheet, HSR is only clearing a design that matches existing current station. But the amount of space that is being cleared allows for additional expansion. Coordination of future number of parking spaces will be done in a future design phase.	
85	J. Lee	OCTA		**X**		AR-B0701	Plan & Profile	Reminder to transition platform height from HSR to Metrolink/Amtrak (15" ATR) if different for level boarding.		D	Transitions between platform height will be developed in future designs. HSR platform is 51" high	
86	J. Lee	OCTA		**X**		AR-J1901	Plan & Profile	Will HSR allow the service road to be used as a kiss and ride area for all passengers?		D	This will be coordinated and handled in future project phase.	
87	J. Lee	OCTA		**X**		RW-M1599 to RW-M1624	R/W Impacts	Please verify ROW information presented from Fullerton Station to Anaheim Station. Most of the ROW information within the Orange Sub is not accurately shown.		D	Based on a 15% design level, the proposed ROW requirements are sufficient. Future project design phases will finalize the ultimate ROW requirements.	
88	J. Lee	OCTA		**X**		CV-T1527	Plan & Profile	Previous grade separation study prepared for Ball Rd shows two track alignment to the west of OCTA ROW to accommodate a future bridge and track with expansion of service. The proposed track and bridge alignment limits OCTA's future service expansion		D	In order to minimize ROW takes and impacts, HSR policy is to environmentally clear what is necessary to provide the safe and efficient operation of HSR trains and other operators with minimal impacts to communities. This does not preclude future expansion or revised designs that will be coordinated in future design phase.	
89	J. Lee	OCTA		**X**		CV-T1416	Grade Sep	Previous grade separation study prepared for Orangethorpe Ave shows two mainline tracks being realigned to the east edge of OCTA ROW and other modifications including the Kimberly-Clark lead, Anaheim layover track, and freight siding track.		D	In order to minimize ROW takes and impacts, HSR policy is to environmentally clear what is necessary to provide the safe and efficient operation of HSR trains and other operators with minimal impacts to communities. This does not preclude future expansion or revised designs that will be coordinated in future design phase.	
90	J. Lee	OCTA		**X**		General		For all grade separations, please show the proposed shoofly tracks and associated property impacts. Please also identify how these grade separations will be constructed and how it will be phased. Will each crossing be closed during construction with detours or a bypass road be constructed?		D	Shoofly designs are not part of HSR PEPD 15% design scope; however, ROW takes shown allots space for them. It is proposed that each crossing will be closed on the roadway side, but phased such that adjacent grade separations are not closed at the same time.	
91	J. Lee	OCTA		**X**		General		Please provide HSR vehicle dynamic envelope for SCRRA review to ensure compatibility with existing operating conditions		D	HSR will operate within the current railroad operating conditions at speeds restricted to other passenger services and not at high speeds.	
92	J. Lee	OCTA		**X**		General		Please coordinate with OCTA/SCRRA on the proposed commuter track alignment in Orange County, specifically how existing and future improvements will be accommodated		A	Coordination is occurring and will continue until HSR operates in the corridor.	
93	J. Lee	OCTA		**X**		General		Can HSR share the rail modeling performed with OCTA/SCRRA to understand how the proposed improvements and any future improvements could be accommodated within the Orange Subdivision		A	Yes, HSR will meet with OCTA and share the modeling when available.	
94	J. Lee	OCTA		**X**		General		State College Grade Separation is not shown in PEPD Vol 3. Is HSR assuming the project will be completed by the others before the LA to Anaheim segment begins construction?		D	Stage College based on the existing 35% PSE will now be included in the final HSR PEPD plans. HSR initially assumed that it will be completed by others but after further discussion with the City, HSR will now include it in the final PEPD Submittal.	

COMMITTEE TRANSMITTAL

June 8, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Consultant Selection for the Move OC Active Transportation Plan

Regional Transportation Planning Committee Meeting of June 1, 2026

Present: Directors Go, Harper, Kleiman, Klopfenstein, Tavoularis, and Tettemer
Absent: Director Foley

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

A. Approve the selection of Alta Planning + Design, Inc. as the firm to deliver the Move OC Active Transportation Plan.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250113 between the Orange County Transportation Authority and Alta Planning + Design, Inc., in the amount of $996,576, for a three-year term to deliver the Move OC Active Transportation Plan.

June 1, 2026

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Consultant Selection for the Move OC Active Transportation Plan

Overview

On January 6, 2026, the Orange County Transportation Authority released a request for proposals to retain a consultant to develop the Move OC Active Transportation Plan. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

A. Approve the selection of Alta Planning + Design, Inc. as the firm to deliver the Move OC Active Transportation Plan.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250113 between the Orange County Transportation Authority and Alta Planning + Design, Inc., in the amount of $996,576, for a three-year term to deliver the Move OC Active Transportation Plan.

Discussion

The Orange County Transportation Authority's (OCTA) 2019 active transportation plan, OC Active, serves as a resource for OCTA and local jurisdictions' pursuit of active transportation funding. OC Active is a compilation of OCTA's four District Bikeways Strategies, existing pedestrian and bikeway infrastructure, local active transportation planning data, and analyses, including the development of pedestrian focus areas, a sidewalk gap inventory, and rough cost-per-mile estimates for bikeways in Orange County. Following the completion of the Bikeways Strategies and OC Active, developed between 2011 and 2019 for a total cost of $1,302,000, successful grant pursuits by OCTA and local jurisdictions increased dramatically. Orange County jurisdictions have been awarded over $200 million in funding for active transportation projects since the

beginning of those planning efforts in 2011. Additionally, mid-size and small cities have expressed the need and value of this study because they often do not have the resources to develop the innovative planning tools and conduct the robust public outreach included in Move OC. These cities use the tools developed and the outreach events held by Move OC both to develop local active transportation projects and apply for competitive grant pursuits because they typically do not have the resources to do so as a standalone effort.

Since OC Active's completion, there have been many changes in active transportation mobility types, general transportation patterns, analysis methods, funding availability and competitiveness, and transportation priorities within implementing agencies. The Move OC Active Transportation Plan (Plan) will respond to these changes by replacing OC Active and the Bikeway Strategies and by developing additional innovative planning and analysis tools for use by OCTA and Orange County cities. The planning, outreach, analysis, and recommendations developed will help OCTA and Orange County make sound planning decisions to address emerging opportunities and challenges, as well as improve competitiveness for future planning and implementation grant funding.

The Plan, funded through a $600,000 California Department of Transportation (Caltrans) Planning Grant and a $400,000 Southern California Association of Governments (SCAG) Sustainable Communities Program Grant, will help guide the future development of active transportation infrastructure, programs, policies, and funding strategies that advance efforts to create a countywide active transportation system. This system will allow people of all ages and abilities to safely and easily choose walking, bicycling, and rolling for their everyday trips. The Plan will develop a goal-driven framework, analysis, and recommendations to improve the accessibility, safety, and convenience of active transportation across Orange County. Planning and outreach efforts will be organized around four geographic subregions within the County to ensure the Plan reflects the unique needs of each of the communities within these regions. A robust, coordinated, and multi-phase public outreach process will shape the development of the Plan's vision, goals, objectives, and performance metrics, as well as provide feedback on the Plan's recommendations. The scope of work and cost estimate for that work were used to apply for the Caltrans and SCAG competitive grant programs, and the grant funds were incorporated into and approved through the OCTA fiscal year 2025-26 budget, and the OCTA Board of Directors (Board) approved acceptance of the two grants at the September 8, 2025, Board meeting.

OCTA will coordinate with city and County staff to compile and analyze a detailed inventory of existing infrastructure, plans, programs, and key data, such as demographics, land use, safety data, and mode share. City and other key stakeholder staff will also be included in the project team to guide the development of the Plan. This information and guidance, combined with public and stakeholder input, will inform recommendations that are practical, equitable, and aligned with the Plan's long-term vision.

OCTA has two full-time employees dedicated to all aspects of active transportation within the County, utilizing consultant support is necessary in order to access subject matter expertise and to ensure timely completion of the Move OC. The consultant will support OCTA in developing the Plan by conducting public and stakeholder engagement, coordinating with local jurisdictions and partner agencies, and developing the Plan's vision, goals, objectives, and performance metrics. The consultant will evaluate existing and planned active transportation networks, identify gaps, barriers, and opportunities, and develop prioritized recommendations for infrastructure, programs, policies, and funding strategies. This effort will also include assessing implementation considerations, evaluating funding opportunities, and preparing draft and final plan documents.

Move OC is anticipated to be completed by 2029, and its development will include updates to the Board to support ongoing input, decision-making, and final plan adoption.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for professional and technical services. Various factors are considered in the award for professional and technical services. Award is recommended to the firm offering the most comprehensive overall proposal considering such factors as prior experience with similar projects, staffing and project organization, work plan, as well as cost and price.

On January 6, 2026, Request for Proposals (RFP) 250113 was issued electronically on OCTA's e-procurement platform, OpenGov. The RFP was advertised in a newspaper of general circulation on January 6 and January 12, 2026. A pre-proposal conference was held on January 14, 2026, with five attendees representing five firms. Three addenda were issued to make available the pre-proposal conference presentation and registration sheets, as well as respond to written questions.

On February 4, 2026, five proposals were received. An evaluation committee consisting of OCTA staff from the Contracts Administration and Materials Management, Planning and Analysis, Public Outreach, and Transit Service Planning departments, as well as an external representative from the Southern California Association of Governments (SCAG), met to review all the proposals received.

The proposals were evaluated based on the following evaluation criteria and weightings:

- Qualifications of the Firm 20 percent
- Staffing and Project Organization 25 percent
- Work Plan 30 percent
- Cost and Price 25 percent

Several factors were considered in developing the evaluation criteria weightings. Qualifications of the firm criterion was weighted at 20 percent as the proposing firms had to demonstrate experience in performing relevant work of similar scope, size, and complexity. Staffing and project organization criterion was weighted at 25 percent as the qualifications of the proposed project manager and other key task leaders, as well as resource allocation, are critical to understanding the project requirements and ensuring successful performance of the work. Work plan criterion was weighted highest at 30 percent as the firms' proposed technical approach had to demonstrate a comprehensive strategy to meet the project requirements and ensure timely delivery of the work. Cost and price criterion was weighted at 25 percent to ensure that OCTA receives value for the services provided.

On February 18, 2026, the evaluation committee reviewed all proposals based on the above evaluation criteria and short-listed three firms listed below in alphabetical order:

<u>Firm and Location</u>

Alta Planning + Design, Inc. (Alta)
Headquarters: Portland, Oregon
Project Office: Los Angeles, California

Nelson\Nygaard Consulting Associates, Inc. (Nelson)
Headquarters: San Francisco, California
Project Office: Los Angeles, California

TDG Engineering, Inc., an affiliate of Toole Design Group, LLC (Toole)
Headquarters: Silver Spring, Maryland
Project Office: Los Angeles, California

The evaluation committee conducted interviews on February 26, 2026. The interviews consisted of a presentation allowing each firm to demonstrate its understanding of OCTA's requirements. The firms' project managers and key team members had an opportunity to present their qualifications and respond to the evaluation committee's questions. Questions were related to potential challenges in the outreach process, strategies for delivering a successful project, meeting funding and deadline requirements, as well as specific clarification questions related to each firm's proposal.

After considering responses to the questions asked during the interviews, the evaluation committee reviewed the preliminary ranking and made adjustments to individual scores.

Based on the evaluation of the written proposals and the information obtained from the interviews, as well as cost and price, the evaluation committee recommends Alta for consideration of the award to develop the Move OC Active Transportation Plan. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

Alta, founded in 1996, is a transportation consulting firm with approximately 200 employees across 14 offices nationwide. The firm proposed its office in the City of Los Angeles for this project. Alta demonstrated relevant experience managing projects of similar size and scale, including several in the Southern California region focused on delivering goal-driven planning efforts. Alta delivered these planning efforts using integrated innovative planning approaches with targeted community engagement and stakeholder input to deliver a range of active transportation planning products. Alta's projects include the Orange County Active Transportation Plan with Orange County Public Works, the Disadvantaged Communities Active Transportation Planning Initiative with SCAG, OCTA's Mobility Hubs Concepts of Operation Study, the Los Angeles County Unincorporated Pedestrian Plans (Rounds 1 and 2), and the Yorba Linda-Placentia Active Transportation Plan. Alta proposed two subcontractors to support public and stakeholder engagement and data analytics. The firm received positive feedback from its references.

Nelson, founded in 1987, has 160 employees across 13 offices, and proposed its office in the City of Los Angeles for this project. The firm demonstrated relevant experience delivering plans focused on developing safe, comfortable, and convenient walking and bicycling networks for people of all ages and abilities. The firm's projects include the Ventura Active Transportation Plan, the Santa Monica Bike Action Plan Update, the Denver Regional Active Transportation Plan Update, OCTA's Systemic Safety Report, and the Mobility Equity Investment Plan for Los Angeles County. Nelson proposed two

subcontractors to support modeling and safety analysis, as well as public and stakeholder engagement. The firm received positive feedback from its references.

Toole was founded in 2003 with 353 employees across 22 offices nationwide with a proposed project office in the City of Los Angeles. The firm demonstrated experience in delivering active transportation plans of similar size and scope to communities around the country. These included common elements such as analysis of bikeway networks, safety analysis, safe routes to school, and regional active transportation network planning. Toole developed OCTA's Orange County E-Bike Safety Action Plan, OCTA's Orange County Bikeways Connectivity Study, the Los Angeles County Unincorporated Bike Plan, the Santa Cruz Active Transportation Plan and Safety Action Plan, and the Austin Urban Trails and Sidewalk Plans. Toole proposed two subcontractors to support public and stakeholder engagement and modeling and analytics. The firm received positive feedback from its references.

Staffing and Project Organization

Alta proposed a project team with extensive experience. The proposed project manager has 13 years of experience delivering active transportation planning and analysis projects. The individual served as a project manager on the Los Angeles County Unincorporated Pedestrian Plans (Rounds one and two) and as a planner on the OCTA Mobility Hubs Concepts of Operations Study. The project team also includes a proposed principal-in-charge with 27 years of experience. The proposed project team demonstrated direct experience with delivery of active transportation planning and analysis efforts as well as tools and approaches that supplemented their primary scope elements. Roles and responsibilities were clearly defined, with the project manager focused on overall project oversight, schedule, and coordination with OCTA and jurisdictions. Technical leads were assigned to stakeholder engagement, data analysis, infrastructure prioritization, and funding strategy development related to their level of expertise. During the interview, the project team discussed its approach, which demonstrated the team's expertise and understanding of the project requirements. Additionally, the project team provided detailed responses to the interview questions, which reinforced confidence in the proposed project team's readiness to deliver the project.

Nelson proposed an experienced and knowledgeable project team. The proposed project manager has 35 years of experience delivering both regional and city active transportation plans. The proposed deputy project manager has 12 years of experience delivering active transportation plans for cities in Orange County. During the interview, the project team discussed their approach to meeting the project goals and objectives, as well as responded to the evaluation committee's questions. The evaluation committee requested

clarification regarding the project manager's level of involvement, as the individual is located out of state, in consideration of the scope's coordination and stakeholder engagement requirements. The project team generally described its experience managing projects across multiple time zones; however, the evaluation committee noted potential challenges related to the proposed availability and anticipated level of involvement of the project team.

Toole proposed an experienced and knowledgeable project team. The proposed project manager has 21 years of experience in multimodal planning and active transportation plan development. Toole proposed a principal-in-charge with 22 years of experience and a deputy project manager with 14 years of experience. The project team includes dedicated leads for modeling and analytics, stakeholder engagement, and infrastructure planning, with executive oversight provided by the principal-in-charge. During the interview, the project team presented their approach to meeting the project goals and objectives, as well as responded to the evaluation committee's questions. The evaluation committee requested clarification regarding the project manager's level of involvement as the individual is located out of state, given the scope's coordination and stakeholder engagement requirements. While the project team responded with experience delivering similar efforts nationwide, the proposed project manager's availability was not thoroughly addressed considering the project's complexity and the need for consistent coordination throughout the project.

Work Plan

Alta presented a comprehensive work plan that demonstrated a clear understanding of the scope of work, project timeline, and required deliverables. The firm described its phased approach beginning with a baseline analysis and the development of the vision, goals, objectives, and metrics (VGOM), supported by tools and methodologies designed to both inform and support the plan's recommendations, as well as serve as a resource to local jurisdictions in their future planning work. Key deliverables, including an active transportation demand and behavior analysis, a safety performance analysis dashboard, and a bicycle and pedestrian network level of traffic stress analysis, are network-level tools that will guide the development of recommendations within Move OC and provide Orange County cities and OCTA staff with valuable insight into how the roadway and active transportation system functions and how it can be improved. Tools such as the budget prioritization toolbox, recommendation scenario modeling, and active transportation network implementation framework will help OCTA and Orange County cities make more informed decisions when pursuing grant funding or programming local dollars, while also improving competitiveness for grant opportunities.

Alta also detailed its approach to public outreach and stakeholder engagement emphasizing that the project will be responsive to the needs of Orange County residents and will reliably and consistently provide information on the project's progress. Alta's strategy integrates digital tools, interactive mapping, and targeted outreach through community-based organizations to ensure broad and geographically balanced participation across Orange County's 35 jurisdictions. The firm detailed how its analysis and recommendations will be both qualitatively and quantitatively tied to the VGOMs and grounded in the feedback received during the public and stakeholder outreach portion of the project. Alta's presentation and responses to the interview questions further highlighted the firm's approach and capabilities to meet the project requirements and be an extension of the OCTA team.

Nelson presented a sufficient work plan and demonstrated an understanding of the scope of work requirements. The firm's approach recognized the diversity of needs and priorities represented by the different areas within the County and emphasized tailored strategies. The firm detailed how it would use the public and stakeholder input processes to iteratively inform the baseline and analysis portions of the project. The firm's work plan outlined VGOM development, prioritization, and structured engagement methods such as one-on-one jurisdictional meetings and outreach approaches to support the development of recommendations.

Toole presented a detailed work plan that addressed all elements of the scope of work. The firm demonstrated an understanding of the project requirements and described VGOMs as an operating system to guide infrastructure, policy, and program recommendations. The firm's approach includes a baseline analysis utilizing existing sources, propensity modeling, and scenario evaluation tools to support data-driven decision making. Toole also discussed a public and stakeholder engagement strategy incorporating digital mapping tools, targeted outreach, and tailored engagement approaches from stakeholders and residents to ensure input from diverse communities across Orange County. Toole provided a large suite of analysis options that could be utilized as a part of their baseline analysis in support of the Plan's recommendations. Toole's presentation and responses to the interview questions were consistent with the information provided in their proposal.

Cost and Price

Pricing scores were based on a formula, which assigned the highest score to the firm with the lowest total firm-fixed price and scored the other proposals' total firm-fixed price on its relation to the lowest total firm-fixed price. Alta's proposed firm-fixed price was deemed fair and reasonable as it is competitive among the proposing firms and less than the OCTA project manager's independent cost estimate.

Procurement Summary

Based on the evaluation of the written proposals, the firms' qualifications, work plan approach, the information obtained from the interviews, as well as cost and price, the evaluation committee recommends the selection of Alta as the top-ranked firm to develop the Move OC Active Transportation Plan. Alta delivered a thorough and comprehensive proposal and an interview that was responsive to all the requirements of the RFP.

Fiscal Impact

Funding for this project is included in OCTA's Fiscal Year 2025-26 Budget, Planning Division, Account No. 1531-7519-A4530-0ZO and will be funded using California Department of Transportation Sustainable Transportation Planning Grant and SCAG Sustainable Communities Program funds.

Summary

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C250113 between the Orange County Transportation Authority and Alta Planning + Design, Inc., in the amount of $996,576, for a three-year term to develop the Move OC Active Transportation Plan.

Attachments

A. Review of Proposals, RFP 250113: Move OC Active Transportation Plan
B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 250113: Move OC Active Transportation Plan
C. Contract History for the Past Two Years, RFP 250113: Move OC Active Transportation Plan
D. Scope of Work, Move OC: A Vibrant Path to Active Transportation

Prepared by:

Peter Sotherland
Section Manager II,
Planning and Analysis
(714) 560-5386

Pia Veesapen
Director, Contracts Administration and
Materials Management
(714) 560-5619

Approved by:

Rose Casey
Executive Director,
Planning
(714) 560-5741

ATTACHMENT A

Review of Proposals
RFP 250113: Move OC Active Transportation Plan

Presented to Regional Transportation Planning Committee - June 1, 2026

Five firms proposed, three firms were interviewed, one firm is being recommended.

Overall Ranking	Proposal Score	Firm and Location	Sub-Contractors	Evaluation Committee Comments	Total Firm-Fixed Price
1	92	**Alta Planning + Design, Inc.** Los Angeles, California	Arellano Associates Fehr and Peers	Demonstrated extensive experience preparing regional and countywide active transportation plans. Demonstrated a strong understanding of project requirements. Proposed a highly qualified and experienced project team. Detailed and action-oriented work plan that addressed all the elements of the scope of work. Received positive responses from references. Excellent responses to interview questions reflecting depth of experience and knowledge. Proposed lowest firm-fixed price of the short-listed firms.	$996,576
2	87	**TDG Engineering, Inc., an affiliate of Toole Design Group, LLC** Los Angeles, California	Arellano Associates Cambridge Systematics	Demonstrated strong qualifications in active transportation planning and national leadership in multimodal planning. Demonstrated a strong understanding of project requirements. Proposed a highly qualified and experienced project team. Detailed work plan addressed all the elements of the scope of work. Received positive responses from references. Good responses to interview questions reflecting depth of experience and knowledge. Proposed highest firm-fixed price.	$999,981
3	83	**Nelson\Nygaard Consulting Associates, Inc.** Los Angeles, California	Arellano Associates Kittleson and Associates, Inc.	Demonstrated experience preparing regional and countywide active transportation plans. Demonstrated a good understanding of project requirements. Proposed a qualified and experienced project team. Good work plan addressing all the elements of the scope of work. Received positive responses from references. Good responses to interview questions reflecting depth of experience and knowledge. Proposed competitive firm-fixed price.	$999,912

Evaluation Panel:

Internal
- Contracts Administration and Materials Management (1)
- Planning and Analysis (1)
- Public Outreach (1)
- Transit Service Planning (1)

External
- Southern California Association of Governments (1)

Proposal Criteria	Weight Factors
Qualifications of the Firm	20 percent
Staffing and Project Organization	25 percent
Work Plan	30 percent
Cost and Price	25 percent

ATTACHMENT B

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)
RFP 250113: MOVE OC ACTIVE TRANSPORTATION PLAN

Alta Planning + Design, Inc.						Weights	Overall Score
Eval. Number	1	2	3	4	5		
Qualifications of Firm	5.0	4.5	4.5	4.5	4.5	4	18.4
Staffing/Proj. Organization	4.5	4.5	4.5	4.5	4.5	5	22.5
Work Plan	4.0	4.5	4.5	4.5	4.0	6	25.8
Cost and Price	4.97	4.97	4.97	4.97	4.97	5	24.9
Overall Score	91.4	92.4	92.4	92.4	89.4		92

Toole Design Group, LLC						Weights	Overall Score
Eval. Number	1	2	3	4	5		
Qualifications of Firm	4.5	4.5	4.5	4.0	4.5	4	17.6
Staffing/Proj. Organization	4.0	4.0	4.0	4.0	4.0	5	20.0
Work Plan	4.0	4.0	4.5	4.0	4.0	6	24.6
Cost and Price	4.96	4.96	4.96	4.96	4.96	5	24.8
Overall Score	86.8	86.8	89.8	84.8	86.8		87

Nelson\Nygaard Consulting Associates, Inc.						Weights	Overall Score
Eval. Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.0	4.5	4.0	4	16.4
Staffing/Proj. Organization	3.0	3.5	3.5	4.0	3.5	5	17.5
Work Plan	4.0	4.0	4.0	4.0	4.0	6	24.0
Cost and Price	4.96	4.96	4.96	4.96	4.96	5	24.8
Overall Score	79.8	82.3	82.3	86.8	82.3		83

Range of scores for non-short-listed firms was 67 to 78.

Eval. - Evaluation
Inc. - Incorporated
LLC - Limited Liability Company
OC - Orange County
Proj. - Project
RFP - Request for Proposals

ATTACHMENT C

CONTRACT HISTORY FOR THE PAST TWO YEARS
RFP 250113: Move OC Active Transportation Plan

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Alta Planning + Design, Inc.						
Contract Type: Firm-Fixed Price	C-2-2595	Preliminary Engineering and Environmental Services for	June 26, 2023	June 30, 2026		$ 2,983,582
		the Garden Grove to Santa Ana Rails to Trails				
Subconsultants:						
Arellano Associates					$ 230,065	
Bess Testlab, Inc.					$ 29,960	
Coast Surveying					$ 214,520	
Epic Land Solutions, Inc.					$ 23,788	
F P L and Associates Inc.					$ 183,099	
GHD					$ 49,911	
Jacobs Engineering Group Inc.					$ 1,003,299	
T.Y. Lin International					$ 198,970	
Contract Type: Firm-Fixed Price	C-3-2896	Next Safe Travels Education Program	June 27, 2024	June 30, 2027		$ 2,100,000
Subconsultants:						
Walk 'n Rollers					$ 250,000	
Contract Type: Firm-Fixed Price	C-5-3914	Mobility Hubs Concept of Operations	June 25, 2025	June 30, 2027		$ 291,501
Subconsultants:						
Fehr and Peers					$ 61,058	
				Total		**$ 5,375,083**
Nelson/Nygaard Consulting Associates, Inc.						
Contract Type: Time and Expense	C-3-2324	Consultant Services For Transportation Improvement	June 13, 2023	May 31, 2026		$ 230,000
Subconsultants:						
None						
				Total		**$ 230,000**
Toole Design Group, LLC						
Contract Type: Time and Expense	C-1-3637	Consultant for Support of Active Transportation Initiative	October 4, 2021	August 31, 2024		$ 225,000
Subconsultants:						
Kittelson and Associates, Inc.						
Leslie Scott Consulting						
Rock E Miller and Associates						
Safe Routes To School National Partnership						
Steer Davies and Gleave Inc.						
Walk 'n Rollers						
				Total		**$ 225,000**

Inc. - Incorporated
LLC - Limited Liability Company
No. - Number
OC _ Orange County
RFP - Request for Proposals

SCOPE OF WORK

Move OC: A Vibrant Path to Active Transportation

INTRODUCTION:

The Orange County Transportation Authority (OCTA) is seeking a consultant team to aid in the preparation of its next active transportation plan: Move OC (Plan). This Plan shall guide future investments in infrastructure, programs, policies, and funding strategies that advance the vision of a county where people of all ages and abilities can safely and easily choose walking, bicycling, and rolling for their everyday trips. The Plan shall provide a goal-driven framework to improve the accessibility, safety, and convenience of active transportation across Orange County. To ensure the Plan reflects the unique needs of communities, planning and outreach efforts shall be organized around four geographic subregions within the county.

A robust, multi-phase public outreach process shall shape the development of the Plan's vision, goals, objectives, and performance metrics. Outreach methods shall include in-person events, virtual workshops, interactive pop-ups, surveys, social media campaigns, and educational activities focused on pedestrian and bicycle safety, social media, and open feedback.

In addition, OCTA shall coordinate with local jurisdictions to compile a detailed inventory of existing infrastructure, plans, programs, and key data such as demographics, land use, safety records, and mode share. These inventories, combined with public input, will inform recommendations that are practical, equitable, and aligned with the Plan's long-term vision.

All elements of the Plan shall be grounded in the Plan's goals and objectives. The outcome shall be a comprehensive, actionable roadmap to build a more inclusive, connected, and user-friendly active transportation network for Orange County.

OVERALL PROJECT OBJECTIVES:

- Identify the existing components of Orange County's active transportation network.
- Conduct an extensive, multi-phase public outreach campaign to understand the active transportation needs, priorities, and concerns of residents in each geographic area of Orange County.
- Collaborate with institutional stakeholders to ensure the Plan aligns with existing local and regional goals, plans, and initiatives.
- Develop a cohesive vision, goals, objectives, and metrics (VGOMs) that center around the idea that residents of all ages and abilities can easily choose active transportation as a primary mode of travel for everyday trips. The consultant shall be responsible for developing the VGOMS and ensuring they guide all analysis, findings, and recommendations throughout the Plan.

- Guidance for use of VGOMS in project, policy, and funding development.
- Evaluate current and anticipated funding opportunities at local, state, and federal levels to ensure the Plan's recommendations are financially sustainable and adaptable to future conditions.

Task 01: Grant Kickoff and Quarterly Invoicing/Reporting
OCTA shall hold a kick-off meeting with California Department of Transportation (Caltrans) and Southern California Association of Governments (SCAG) staff to coordinate project initiation. OCTA shall undertake quarterly invoicing and reporting to Caltrans staff throughout the project. This task is for OCTA use only.

PROJECT TASKS:

TASK 1: Project Management and Meetings

Task 1.1: Project Kick-off Meeting with consultant
The consultant team shall hold an initiation meeting with OCTA staff to discuss the project, schedule, potential Project Development Team (PDT) members, coordination with the grant and oversite agencies, SCAG and Caltrans, as well as other relevant administrative matters.

OCTA and the consultant staff (collectively referenced as the Project Team) shall discuss items such as communication protocol, meeting frequency, progress reporting, scheduling and invoicing, and other relevant project information. The consultant shall also be ready to discuss the initial PDT membership list for discussion at this meeting (See Task 1.3). The consultant staff shall summarize the meeting(s) with key action items identified. SCAG/Caltrans staff shall be invited to attend as appropriate.

Task 1.2: Project Coordination and Team Meetings
The consultant team staff shall lead virtual bi-weekly (with the option to move to monthly, if appropriate) meetings with the Project Management Team (PMT), consisting of the OCTA Project Manager and consultant Project Manager and support staff, to ensure effective communication on upcoming tasks and verify the project is proceeding on schedule and within budget.

The Consultant shall develop topics for discussion and provide an online tracking sheet with meeting notes and key actions accessible for viewing by the PMT. The duration of this project is assumed to be up to but not exceeding thirty (30) months.

Task 1.3: Project Development Team and Meetings
The project shall leverage existing and grow new partnerships among countywide stakeholders to build momentum and sustain efforts to develop a new active transportation plan for the County. A diverse PDT shall provide general feedback, guide

analysis, help facilitate stakeholder and public engagement, and provide comments on draft documents.

Based on the draft list of stakeholders developed in Task 1.1, the PMT shall establish the PDT to guide development of the project. Anticipated involvement in the project by the PDT entails the following:

1. **Advise** the PMT on the development of project vision/goals/objectives/metrics, data needs, outreach and engagement efforts, and project team deliverables.
2. **Identify** opportunities to cross-leverage the Plan activities with local/regional agency, advocate, and enforcement activities and programs.
3. **Engage** directly with residents and other stakeholders in support of developing the Plan.
4. **Provide Feedback on** the project's progression to ensure effective use of grant funds and develop a comprehensive and actionable active transportation plan.

Task	Task Deliverable (*deliverable specifics)*
1.1	*Consultant Kick-off (Agenda and notes)*
1.2	*Project Management, Invoicing, and Meetings (Agenda and notes for all meetings)*
1.3	*PDT and Meetings (Agenda and notes for all meetings)*

TASK 2: Public and Stakeholder Engagement

Engaging the public and key stakeholders is an important component for the Plan planning process. This engagement ensures that the community and stakeholders are informed about the project, have opportunities to provide input on their experience with active transportation, and share the direction of the Plan. Through public feedback, OCTA will gain valuable insight on how people currently walk, bike, and roll in Orange County, what barriers they face, and what improvements they want to see.

The engagement process will be multi-faceted and well documented to ensure that all input is captured and reflected in the Plan. Activities shall include community events, virtual and in-person workshops, surveys, and coordination with community-based organizations. These efforts will ensure that input from residents and stakeholders meaningfully informs the plan's analysis and recommendations.

Task 2.1: Public Engagement Plan

The consultant team shall develop a two-phase Public Engagement Plan (PEP) in consultation with the OCTA project team. The PEP shall outline the outreach approach using the tools and strategies outlined in tasks 2.2 – 2.9. This subtask includes the development of the PEP, as well as summary reports for both phases of outreach and a final report on the Public and Stakeholder Engagement task. These documents shall be included as an appendix of the Plan.

Task 2.2: Institutional Engagement

The project shall require regular updates to OCTA's standing committees. This will include preparing presentation materials to be delivered by the OCTA project manager for two presentations (six total) at each of the following OCTA standing committees: Technical Advisory Committee, bicycle and pedestrian subcommittee, and OCTA Regional Transportation Planning Committee and Board of Directors meeting.

Task 2.3: Stakeholder Survey

In coordination with the PMT, the consultant shall develop and conduct up to two online surveys targeting institutional active transportation stakeholders in Orange County. This may include Caltrans, cities, County of Orange, SCAG, and other active transportation stakeholders as necessary. This survey will be in support of the development of the Plan VGOMs, potential recommendations or areas of analysis, as well to gather infrastructure and non-infrastructure existing conditions data. The consultant shall provide analysis and an infographic of the survey results.

Task 2.4: Public Survey

In coordination with the PMT, the consultant shall develop and conduct up to two online community surveys of residents of Orange County. The survey shall target the general public to assess needs, desires, behaviors, and attitudes relating to active transportation. Timing, exact content, distribution, and method shall be developed and finalized in coordination with the PMT. The consultant shall provide analysis and an infographic of the survey results.

Task 2.5: Targeted Interaction

The consultant shall employ various in-person targeted interaction methods to engage with the public at existing local events. Tactics such as pop-ups and intercept teams for outreach targeting specific events, neighborhoods, or geographic areas will likely be used but the consultant team is encouraged to explore all options to drive engagement with the project.

Task 2.6: Virtual Engagement

The consultant shall host two virtual open house/webinar events per phase with the purpose of the events being to inform the public of the project and solicit feedback during key points of the project. The Consultant shall provide a draft and final version of meeting notes for each of the outreach meetings.

Task 2.7: In-Person Engagement

The consultant shall conduct one in-person event per geographic planning area per phase (eight total events) with the goal of providing information on the Plan planning effort, soliciting feedback on plan elements, and delivering bicycle and pedestrian safety education in the form of an interactive event. The consultant shall provide a draft and final version of meeting notes for each of the outreach meetings.

Task 2.8: Community-Based Organization (CBO) Coordination/Stipend
The consultant shall use existing/develop CBO partnerships for the project and utilize the CBOs to engage with the public and residents directly. The consultant shall provide a stipend for outreach efforts undertaken by the CBOs on behalf of the project.

Task 2.9: Digital Media Content
The consultant shall assist the OCTA Outreach Team in the development of content used to keep the OCTA project website and social media channel updated. This may include regular project updates, webpage copy, and social media copy. The consultant shall draft and distribute digital communications toolkits, ads and eblasts.

Task 2.10: Collateral Development and Branding
The consultant shall develop and produce all collateral materials like flyers, fact sheets, and infographics and ensure all materials and digital media are multilingual (Spanish and Vietnamese and other languages upon request). The consultant shall develop branding concepts for the Plan.

Task	Deliverable
2.1	*Community Engagement Plan (memo), phase summary memos (two memos), and final community and stakeholder engagement report (Final report section)*
2.2	*Institutional Engagement, six presentations, (Draft and final)*
2.3	*Stakeholder Survey (Draft survey, final survey, survey summary)*
2.4	*Public Survey (Draft survey, final survey, survey summary)*
2.5	*Targeted Interaction (Notes/summary)*
2.6	*Virtual Engagement (Notes/summary)*
2.7	*In-person Engagement (Notes/summary)*
2.8	*CBO Coordination/Stipend*
2.9	*Digital Media (Content and support)*
2.10	*Collateral Development and Branding*

TASK 3: VGOMs and Baseline Data
The preliminary vision of the Plan is to establish a path to a transportation future where residents of all ages and abilities can easily choose active transportation as a mode of travel for everyday trips. Task 3 lays the foundation for the Plan by focusing on two critical elements:

1) Establishing VGOMs for the Plan that are clear and actionable, and

2) Gathering data and insights that create a comprehensive picture of current active transportation conditions in Orange County.

To accomplish this, the consultant shall be responsible for refining the preliminary vision, noted above, and creating measurable VGOMs in collaboration with OCTA and stakeholders. At the same time, the consultant shall gather and analyze data on current

infrastructure, demographics, land use, and travel behavior. This data shall serve as the baseline for all recommendations made in later tasks.

It is essential that the VGOMs are not developed in isolation. Instead, they should be directly informed by the existing conditions and used as the foundation for evaluation and shaping the recommendation in Task 4. The work in Task 3 will not only support technical analysis but also serve as a long-term resource for OCTA during implementation of the final Plan. The consultant shall be expected to propose innovative approaches, appropriate to Orange County, and develop the VGOMs that are actionable, equitable, and implementable.

Task 3.1: Develop and Draft VGOMs

The consultant shall develop draft VGOMs building off the preliminary vision statement. This process shall be documented and synthesized into a Draft VGOMs Memo for review and comment by OCTA and PDT. The development of the VGOMs shall be done in close collaboration with and vetted through OCTA staff, as well as the PDT as they will be the foundation of the analysis and recommendations done within the Plan. The VGOMs shall be based in the baseline data gathered in Tasks 3.3 – 3.5 as the analysis and recommendations undertaken in Task 4 will be contingent on Task 3.

Task 3.2: Final VGOMs

Incorporating feedback from the project team and PDT, the consultant shall refine the VGOMs. The consultant shall develop a Final VGOMs Memo for review and approval by the project team. Content from the Final VGOMs memo shall be incorporated into the draft/final plan documents.

Task 3.3: Existing Conditions: Infrastructure/Non-infrastructure

- The consultant shall gather and inventory existing bicycle and pedestrian infrastructure including but not limited to bikeways, sidewalks, end-of-trip facilities, school locations, transit stops, and other facilities pertinent to the evaluation of active transportation travel behavior and infrastructure availability.
- The consultant shall gather and inventory pertinent local, regional, and state active transportation planning documents and policy guidance including but not limited to active transportation plans, bikeway plans, pedestrian plans, and active transportation policy related documentation.
- The consultant shall work with the PDT and project stakeholders to gather and inventory active transportation non-infrastructure education, encouragement, safety related programming efforts and initiatives.

Task 3.4: Existing Conditions: Demographics and Land-use Data

- Gather and inventory demographics and land-use data in support of the Plan's existing conditions, transportation and safety, and analysis sections.
- Work with the PDT and project stakeholders to gather and inventory any data that is not readily publicly available.

- The goal of this subtask is to develop an accurate picture of land-use and demographics in Orange County such that the analysis done and recommendations made in Task 4 are responsive to existing conditions. This data will be used in the analysis portion of the project as well as a resource for OCTA and the implementation of the Plan.

Task 3.5: Existing Conditions: Transportation and Safety Data

- Gather and inventory available active transportation travel models, as well as other travel and safety data to evaluate travel behavior such as streetlight, crash data, near-miss data, and other appropriate sources.
- The goal of this subtask is to develop an accurate representation of active transportation activities in Orange County such that the analysis and recommendations made in Task 4 are grounded in accurate existing conditions. This data will be used in the analysis portion of the project as well as a resource for OCTA and the implementation of the Plan.

Task	Deliverable
3.1	*Draft VGOMs Memo*
3.2	*Final VGOMs Memo*
3.3	*Draft and final findings summary memo*
3.4	*Draft and final findings summary memo*
3.5	*Draft and final findings summary memo*

TASK 4: Analysis and Recommendations

The consultant shall ensure that all recommendations developed in Task 4 are clearly and directly aligned with the VGOMs established in Task 3. VGOMs should serve as the guiding framework for evaluating alternatives, prioritizing actions, and justifying all proposed strategies. For each recommendation, the consultant shall describe how it supports and advances the overarching vision of the Plan.

Task 4.1: Infrastructure

Incorporating feedback from the project team and PDT, the consultant shall evaluate outcomes from Tasks 2 and 3 and make active transportation network development and prioritization recommendations to achieve the Plan VGOMs. Task shall include one draft iteration for PMT and PDT review, and a second draft for public comment.

Task 4.2: Programs

Incorporating feedback from the project team and PDT, the consultant shall evaluate outcomes from Tasks 2 and 3 and recommend a systematic approach for active transportation educational and other non-infrastructure programs to achieve the Plan VGOMs. Task shall include one draft iteration for OCTA and PDT review, and a second draft for public comment.

Task 4.3: Policies

Incorporating feedback from the project team and PDT, the consultant shall evaluate outcomes from Tasks 2 and 3 and recommend systematic approach for active transportation policy to achieve the Plan VGOMs. Task shall include one (1) draft iteration for OCTA and PDT review, and a second draft for public comment.

Task 4.4: Funding

Incorporating feedback from the project team and PDT, the consultant shall evaluate outcomes from Tasks 2 and 3 and recommend systematic approach for active transportation funding to achieve the Plan VGOMs. May include scenario planning to compare approaches or alternatives. Task shall include one draft iteration for OCTA and PDT review, and a second draft for public comment.

Optional Task 4.5 Modeling

In support of the analysis being completed to generate infrastructure, programs, policy, and funding recommendations, both traffic modeling and scenario planning may be needed to compare and evaluate approaches or alternatives. This work shall be coordinated with the OCTA modelling team who will undertake any modeling efforts to address the needs of the project. The consultant shall be responsible for supporting modeling efforts and analyzing results in support of the project.

Task	Deliverable
4.1	*Infrastructure recommendations (Administrative draft, public draft, and comment summary)*
4.2	*Programming recommendations (Administrative draft, public draft, and comment summary)*
4.3	*Policy recommendations (Administrative draft, public draft, and comment summary)*
4.4	*Funding recommendations (Administrative draft, public draft, and comment summary)*

TASK 5: Reporting

Task 5.1: Draft Report

The final report outline shall be developed by the consultant and provided to the project team for review and comment. The administrative draft report shall be drafted by the consultant team and delivered for review and comment by the PDT. The consultant shall log comments in a response to comment matrix showing how comments are addressed. Based on feedback provided in the administrative draft, the public draft report shall be developed by the consultant team and delivered for review and comment by the general public (e.g., Orange County residents and community organizations). The consultant shall log comments in a response to comment matrix showing how comments are addressed. The consultant shall ensure that the structure and content of the draft and final reports clearly trace how the recommendations presented in the Plan relate to the VGOMs and overall vision. Each section of the report shall include summary statements or visual cues

that reinforce how the data, findings, and strategies support the Plan's stated goals and objectives.

Task 5.2 Final Report

Based on feedback provided in Task 5.1, the final report shall be developed by the consultant team and delivered to OCTA in PDF and Microsoft Word form accompanying the final presentation.

Task	Deliverable
5.1	*Draft Report Document (Final report outline, administrative draft and response to comment matrix, public draft and comment, summary of public comments and response to comment matrix)*
5.2	*Final Report Document and final presentation*

Limitation on Governmental Decisions

Nothing contained in this scope of work permits the consultant's personnel to authorize or direct any actions, votes, appoint any person, obligate, or commit OCTA to any course of action or enter into any contractual agreement on behalf of OCTA. In addition, consultant's personnel shall not provide information, an opinion, or a recommendation for the purpose of affecting a decision without significant intervening substantive review by OCTA personnel, counsel, and management.

Consultant Selection for the Move OC Active Transportation Plan

Existing Plans

Planning documents that Move OC will be updating/replacing

OC Active (2017-2019)
- Cost: $350,000

District 1 and 2 Bikeway Strategy (2012-2014)
- Cost: $299,000

District 3 Bikeway Strategy (2014-2016)
- Cost: $274,000

District 4 Bikeway Strategy (2011-2013)
- Cost: $83,000 (done as a contract task order at a smaller scale)

District 5 Bikeway Strategy (2011-2013)
- Cost: $296,000

Total cost: $1,302,000

OC – Orange County

OC Active (2017-2019)

Plan Overview

- Orange County's first county-wide active transportation plan
- Compilation of four separate bikeway strategy plans
- Inventory focused

Key Deliverables

- Public and stakeholder engagement
- Infrastructure and data inventory
- Analysis
  - Pedestrian focus areas
  - Sidewalk gap inventory
  - District bikeway strategies segment prioritization
  - Rough bicycle facility cost per mile
  - Funding sources summary

Move OC

Plan Overview

- Funding:
  - $600,000 Caltrans Sustainable Transportation Planning Grant
  - $400,000 SCAG Sustainable Communities Program Grant
- Anticipated schedule: July 2026 – June 2028
- Focus of plan:
  - Collaboration with stakeholders and public
  - Develop VGOs guiding planning tools, analysis, and recommendations for local and regional active transportation needs

Grant Development

- Three-year transparent process
  - 2023/24: Scope, budget, schedule development, and grant application
  - June 2025: OCTA budget approval
  - June 2025: SCAG award posted public
  - July 2025: Caltrans award posted public
  - September 8, 2025: OCTA Board of Directors grants acceptance

Caltrans – California Department of Transportation
OCTA – Orange County Transportation Authority
SCAG – Southern California Association of Governments
VGOs – Vision, Goals, Objectives

Move OC Scope and Deliverables

Outreach and Engagement

- Two outreach phases serving four geographic planning areas

Key Deliverables

- *Two public surveys*
- *Two stakeholder surveys*
- *Targeted county-wide in-community outreach*
- *Four virtual workshops*
- *Eight in-person workshops*

VGOs and Project Baseline

- VGO development
- Existing conditions assessment

Key Deliverables:

- *Active transportation demand and behavior analysis*
- *Safety performance analysis dashboard*
- *Bicycle and pedestrian network level of traffic stress analysis*

Analysis and Recommendations

- Areas of focus: infrastructure, programs, policy, and funding

Key Deliverables:

- *Budget prioritization toolbox*
- *VGO/recommendation scenario modeling*
- *Active transportation network implementation framework*

Move OC

Benefits to OCTA and local implementing agencies

- Updates and improves OCTA planning documents that are 7-15 years old
- Aligns local and regional priorities
- Develops planning and implementation tools and resources
- Establishes a vision for the region supporting local efforts
- Improves competitiveness for funding opportunities
- Actively addresses safety at a county-wide level
- Actively addresses evolving mobility options
- Resource and tools for local agencies to implement mobility solutions
- Not a one-size-fits-all approach

COMMITTEE TRANSMITTAL

June 8, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: 2026 State Transportation Improvement Program Update

Regional Transportation Planning Committee Meeting of June 1, 2026

Present: Directors Go, Harper, Kleiman, Klopfenstein, Tavoularis, and Tettemer
Absent: Director Foley

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Receive and file as an information item.

OCTA

June 1, 2026

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 2026 State Transportation Improvement Program Update

Overview

On March 19, 2026, the California Transportation Commission approved the final 2026 State Transportation Improvement Program, which will provide $151.742 million to eight high-priority projects throughout Orange County. This report provides an update on the approved program, including minor project-specific funding changes for Board of Directors' information purposes.

Recommendation

Receive and file as an information item.

Background

The State Transportation Improvement Program (STIP) is a significant source of funding for transportation improvements throughout the State. State transportation revenues are forecasted and programmed every two years for the subsequent five-year period. STIP revenues are derived from the state gas tax.

The STIP is divided into two funding programs. The Regional Transportation Improvement Program (RTIP) provides 75 percent of the funding to the county transportation commissions (Commissions) based on a formula that considers a north-south split, population, and centerline road mileage. The remaining 25 percent of the funding is for the Interregional Transportation Improvement Program (ITIP) which is directed by the California Department of Transportation (Caltrans).

Every two years, the Commissions are provided with an estimated funding share of the RTIP and must submit a project or program of projects to the California Transportation Commission (CTC) for approval and inclusion in the STIP.

On October 13, 2025, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved OCTA's 2026 STIP submittal requesting $151.742 million to fund eight multimodal projects. The submittal included five carry-over projects from the 2024 STIP totaling $116.982 million and three new projects totaling $34.760 million.

OCTA's 2026 STIP submittal requesting $151.742 million was $21.022 million over the County target. Typically, the CTC can accommodate an over-target request if another agency requests funding that is under their target. This is not an uncommon practice and helps the CTC to balance the STIP and ensure timely use of the funding.

Following submittal, OCTA staff collaborates with CTC staff to refine funding requests based on funding or timing constraints. Changes may be required to balance the overall program which are then reported to the Board through a status update.

Discussion

The CTC adopted the statewide 2026 STIP on March 19, 2026. The final program included OCTA's entire request of $151.742 million for eight projects. Attachment A provides a map of the approved projects, and Attachment B provides project descriptions.

The approved projects, funding amounts, and funding years (FY) are provided in the table below:

OCTA Projects Approved by the CTC for 2026 STIP			
Project	2026 STIP ($000s)	Fiscal Year	Project Type
I-5 Improvement from County Line to Avenida Pico (ROW)	$13,611	FY 30/31	Freeway
SR-74 Ortega Highway Gap Closure & Multimodal Improvements (CON)	$24,600	FY 26/27	Freeway
Planning, Programming, & Monitoring	$6,993	FY 26/27-FY 30/31	Study
OC Maintenance Facility (Phase 1) (CON)	$20,000	FY 29/30	Rail & Transit
SR-57 Truck Climbing Lane Phase II - Lambert Road to County Line (PS&E & ROW)	$23,000	FY 28/29 & FY 30/31	Freeway & Local
OC Loop Segment B - (City of Brea) (CON)	$6,149	FY 29/30	Active Transportation
OC Loop Segment A - (City of La Habra) (ROW & CON)	$42,389	FY 26/27 & FY 27/28	Active Transportation
PCH Coastal Rail Bridge (CON)	$15,000	FY 30/31	Rail & Transit
Total:	$151,742		

CON – Construction
I-5 – Interstate 5
OC – Orange County
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 CTC requested two minor changes from what was approved by the Board in October: the STIP funding for the I-5 Improvements from County Line to Avenida Pico and the SR-57 Truck Climbing Lane Phase II – Lambert Road to County Line was delayed from FY 2029-30 to FY 2030-31. Programming staff discussed the delay with OCTA project managers and determined that the funding delay does not present a significant issue. Additionally, if the projects are ready to advance, OCTA could request an early allocation.

Staff will be seeking Board approval for additional federal funding for the I-5 Improvement from County Line to Avenida Pico PS&E phase in the concurrent Capital Programming Update staff report. Attachment C provides the updated Capital Funding Plan, which provides summarized funding information for all OCTA capital projects.

Separately, Caltrans submitted the I-5 Managed Lanes Project for funding in the ITIP. This project is proposed to upgrade high-occupancy vehicle lanes to express lanes, upgrade signs and median barriers, install pavement delineation, replace signs, relocate retaining walls and sound walls, and implement a toll system over 15.5 miles from Red Hill Avenue to the Los Angeles County Line. The CTC approved $72.600 million in FY 2028-29 for construction. This is not sufficient funding to fully support construction, but Caltrans continues to submit grant applications and funding requests through multiple programs. OCTA will continue to monitor the progress of this project with Caltrans.

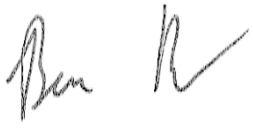
Summary

The California Transportation Commission adopted the 2026 State Transportation Improvement Program on March 19, 2026, including the program of projects approved by the Board of Directors in October 2025, with minor changes to the timing of funds for two freeway projects. The information is provided as a receive and file item.

Attachments

A. OCTA 2026 State Transportation Improvement Program Map
B. 2026 State Transportation Improvement Program Project Descriptions
C. Capital Funding Program Report

Prepared by:



Ben Ku
Section Manager,
Formula Funding Programs
(714) 560-5473

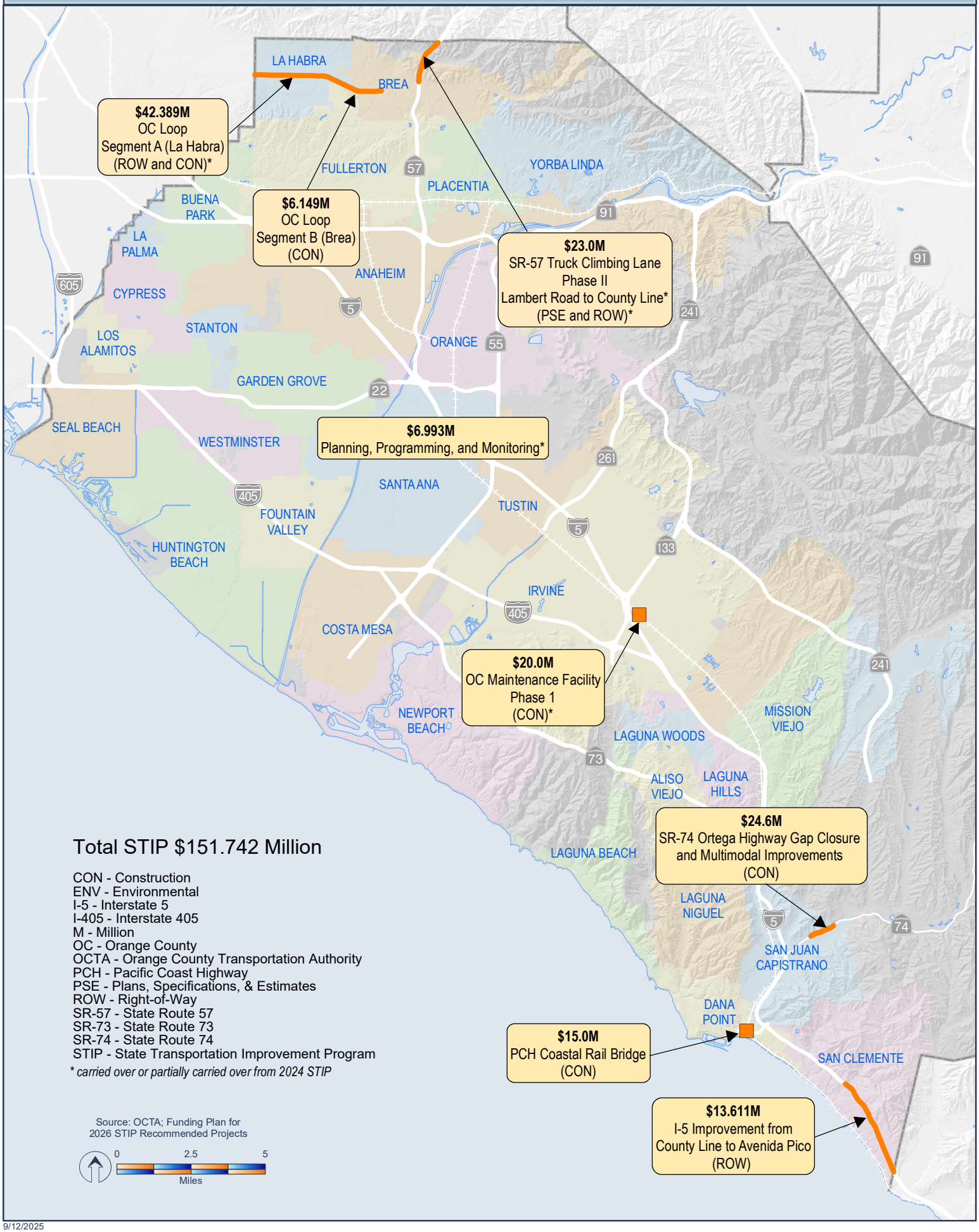
Approved by:



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

OCTA 2026 State Transportation Improvement Program

ATTACHMENT A



Total STIP $151.742 Million

CON - Construction
ENV - Environmental
I-5 - Interstate 5
I-405 - Interstate 405
M - Million
OC - Orange County
OCTA - Orange County Transportation Authority
PCH - Pacific Coast Highway
PSE - Plans, Specifications, & Estimates
ROW - Right-of-Way
SR-57 - State Route 57
SR-73 - State Route 73
SR-74 - State Route 74
STIP - State Transportation Improvement Program

** carried over or partially carried over from 2024 STIP*

Source: OCTA; Funding Plan for
2026 STIP Recommended Projects

0 2.5 5
Miles

W:\Requests\PDCS\SP\PDCR\STIP\mxd\2026STIP_2025-0821.mxd

9/12/2025

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.

Existing funding is shown in the table below.

Existing Funding (in $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
STIP – State Transportation Improvement Program
ROW – Right-of-Way
SHOPP – State Highway Operation and Protection Program
STBG – Surface Transportation Block Grant

OC Loop - Segment A (La Habra) (ROW and 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 utilize existing off-street trails along the San Gabriel River, Coyote Creek, Santa Ana River, and the coastal/beach trail. The 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 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.

Existing funding is shown in the table 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	$ 4,156	$ 11,000
CON	$ -	$ -	$ -	$ 38,233	$ 38,233
TOTAL	**$ 340**	**$ 5,402**	**$ 2,023**	**$ 42,389**	**$ 50,154**

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 northbound SR-57. The overall project length is approximately 2.5 miles.

Existing funding is shown in the table below:

Existing 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**

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.

Existing funding is shown in the table below:

Existing 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**

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 Transportation Support.

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.

Existing funding is shown in the table below:

Existing 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**

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.

Existing funding is shown in the table below:

Existing 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**

*Unfunded need is addressed in the concurrent Capital Programming Update staff report

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.

Existing funding is shown in the table below:

Existing 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**

ATTACHMENT C

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - June 8, 2026

Bus Transit 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
Go Local - Step 1	S	$5,730							$5,730		
Mobile ticketing equipment	S	$4,036						$4,036			
M2 Project V Community Circulators	V	$53,767								$53,767	
M2 Project W Safe Transit Stops (City)	W	$1,708								$1,708	
M2 Project W Safe Transit Stops (OCTA)	W	$370								$370	
40 Hydrogen Fuel-Cell 40-Foot Buses		$65,595	$29,831					$35,764			
Alternate Fuel Replacement Buses (20) 60'		$55,605	$42,224					$13,381			
Anaheim Transportation Network suballocation		$9,493		$9,493							
Associated Transportation Improvements		$556		$556							
Bike Lockers at Santa Ana Regional Transportation Center (SARTC)		$2,000						$2,000			
Bravo! 553 (operating costs)		$7,275	$5,721					$1,554			
Bus engine repowers (173)		$12,365	$12,365								
Capitalized cost of contracted services FY 2021-22 to FY 2025-26 (ACCESS and contracted fixed-route contracts)		$463,410		$365,958							$97,452
DCFC Charging at Fullerton Transportation Center and SARTC		$1,250						$1,250			
Digital bus stop sign 13" along high quality transit corridors (143 sign)		$2,500				$2,500					
Enhanced Mobility for Seniors and Disabled (EMSD) Call		$2,280									$2,280
Facilities upgrades, modifications, and replacement projects		$1,739					$1,739				
Harbor Blvd. dynamic bus lane (env./engineering)		$5,100						$5,100			
Harbor Boulevard Connected Bus Pilot Stage I		$2,000		$1,600				$400			
Harbor Boulevard Connected Bus Pilot Stage II		$6,776						$6,776			
Harbor Boulevard high-capacity transit expansion environmental		$14,000	$14,000								
Heating-Ventilation Replacement at Santa Ana Bus Base		$4,593					$4,593				
Hydrogen Fueling Station at Garden Grove Bus Base		$22,080					$8,156	$13,924			
Installation of Battery-Electric Chargers at Santa Ana Bus Base		$2,790					$2,790				
Non-fixed-route paratransit operations assistance - FY 2021-22 to FY 2025-26		$257,046		$97,682							$159,364
OC Bus Operations - Connections to OC Streetcar		$6,072						$6,072			
OC Connections for LA28		$4,400						$4,000			$400
OC Mobility Hubs Strategy		$297	$263			$34					
Open payment system and smart fareboxes		$26,500						$26,500			
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)		$327,556		$327,556							
Purchase 117 replacement paratransit vehicles		$14,995		$14,995							
Purchase 131 replacement paratransit vehicles		$29,023		$29,023							
Rehabilitation and renovation at OCTA bus facilities		$1,509		$1,207							$302
Rideshare/vanpool		$20,232	$20,232								
Safety Projects		$565		$565							
Security Cameras and Access Controls at OCTA Transportation Centers		$1,200		$960							$240

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - June 8, 2026

Bus Transit 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
Security Gates at Garden Grove, Santa Ana, Anaheim bases		$5,859					$5,859				
Transit Security and Operations Center		$68,261			$3,660	$10,381	$43,828	$5,603			$4,789
Transit service expansion planning		$9,000	$9,000								
Vanpool Program - capital lease		$12,999	$12,999								
Zero emission bus (future)		$34,084	$22,624					$11,460			
Zero emission bus and bus facility		$142,955	$115,594					$27,361			
Zero-Emission Paratransit Vehicle Pilot		$5,016		$2,508				$2,507			$1
		$1,714,587	**$284,853**	**$852,103**	**$3,660**	**$12,915**	**$66,965**	**$167,688**	**$5,730**	**$55,845**	**$264,828**

Bus Transit Project Totals	
Federal Funding Total	$1,140,616
State Funding Total	$247,568
Local Funding Total	$326,403
Total Funding (000's)	$1,714,587

Bus Transit 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
ACCESS and fixed-route radio systems upgrade		$22,465		$4,434	$341			$16,239			$1,451
Bravo! 529 buses (six)		$3,595	$549					$3,046			
Bus replacement - articulated alternative fuel buses (60')		$31,105	$22,250	$8,855							
Bus replacement (40' and ACCESS)		$149,009	$29,198	$68,139							$51,672
Engine rebuild		$16,294		$14,824				$1,470			
FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities		$3,657		$3,657							
FTA Section 5316 Jobs Access and Reverse Commute		$13,962		$13,962							
FTA Section 5317 New Freedom		$6,388		$6,388							
Goldenwest Transportation Center parking structure		$4,000	$3,400								$600
Goldenwest Transportation Center surface lot		$2,000						$1,200			$800
Heating ventilation unit replacements		$92					$92				
iShuttle replacement buses (12)		$6,760					$6,084				$676
MSRC County Transportation Commission Partnership Program		$2,761						$1,924			$837
Purchase 201 40-foot alternative fuel replacement buses (OCTA)		$124,221		$124,221							
Standby backup generators at Anaheim and IRCC bases		$1,601					$1,601				
Transit Security Program		$3,167						$3,167			
VSS upgrades at OCTA facilities		$1,159		$960				$199			
Zero-emission Bravo! buses (ten-battery electric) and bus infrastructure		$11,289					$6,295	$4,994			
Zero-emission hydrogen fuel cell buses (ten)		$12,978					$5,640	$7,338			

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - June 8, 2026

Bus Transit 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
Bus Transit Project Completed Totals		$416,503	$55,397	$245,440	$341		$19,712	$39,577			$56,036

Federal Funding Total	$301,178
State Funding Total	$59,289
Local Funding Total	$56,036
Total Funding (000's)	$416,503

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - June 8, 2026

Acronyms:

ATN - Anaheim Transportation Network

Board - Board of Directors

CMAQ - Congestion Mitigation Air Quality Improvement Program

DCFC - Direct Current Fast Charging

FTA - Federal Transit Administration

FY - Fiscal Year

IRCC - Irvine Construction Circle

M Code - Project Codes in Measure M1 and M2

M1 - Measure M1

M2 - Measure M2

MSRC - Mobile Source Air Pollution Reduction Review Committee

OCTA - Orange County Transportation Authority

SB 1 - SB 1 (Chapter 5, Statutes of 2017)

STBG - Surface Transportation Block Grant

STIP - State Transportation Improvement Program

VSS - Video Surveillance System

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - June 8, 2026

State Highway 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
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	$290,041	$32,527				$9,780			$247,734	
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	$135,400	$11,500		$3,240					$120,660	
SR-57 truck climbing lane phase II: Lambert Road to LA County Line	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		$53,050	$53,050								
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		$37,859			$27,861			$9,998			
SR-74 - Ortega Highway Gap Closure and Multimodal Improvements		$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						
		$5,726,891	**$552,793**		**$197,907**	**$338,486**	**$245,518**	**$152,370**		**$2,688,514**	**$1,551,303**

State Highway Project Totals	
Federal Funding Total	$750,700
State Funding Total	$736,374
Local Funding Total	$4,239,817
Total Funding (000's)	$5,726,891

State Highway 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

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - June 8, 2026

State Highway 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
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 - June 8, 2026

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 - June 8, 2026

Local Road 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
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 Avenue, MacArthur Boulevard/Talbert Avenue, and Warner Avenue)	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 Complete Streets and Transit Signal Priority		$6,559	$2,000					$4,300			$259
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		$22,070	$14,420		$3,750	$3,900					
OC Loop - Segment A (City of La Habra)		$50,154	$2,402		$3,340	$42,389					$2,023
OC Loop - Segment B (City of Brea)		$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		**$1,692,426**	**$182,564**		**$101,584**	**$139,235**	**$13,557**	**$74,716**	**$39,826**	**$995,476**	**$145,468**

Federal Funding Total	**$284,148**
State Funding Total	**$227,508**
Local Funding Total	**$1,180,770**
Total Funding (000's)	**$1,692,426**

Local Road 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

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - June 8, 2026

Local Road 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
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 rehabiliation 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 - June 8, 2026

Acronyms:

ARRA - American Recovery and Reinvestment Act of 2009
Call - Call for Projects
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

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - June 8, 2026

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	$720,705	$130,132	$171,961				$175,427		$243,185	
OC Streetcar (non-New Starts)	M1/S	$16,702		$342					$6,904	$9,313	$143
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	R	$231,117	$22,000	$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	R	$91,230				$20,000		$71,230			
Pacific Coast Highway Coastal Rail Bridge	R	$21,263				$15,000					$6,263
Pedestrian Audible Warning System (PAWS)	R	$2,036						$1,818			$218
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	$65,581	$945	$38,513	$913		$5,578	$18,253		$1,379	
SCRRA operating subsidy assistance	R	$2,510								$2,510	
OC Streetcar operations	S	$166,938	$26,682					$80,731		$35,396	$24,129
		$2,110,988	**$187,930**	**$513,792**	**$114,123**	**$55,700**	**$90,478**	**$705,402**	**$6,904**	**$380,542**	**$56,117**

Rail Project Totals	
Federal Funding Total	**$815,845**
State Funding Total	**$851,580**
Local Funding Total	**$443,563**
Total Funding (000's)	**$2,110,988**

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
Metrolink rolling stock	M1/R	$158,009	$42,230	$35,390				$36,300	$44,089		

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - June 8, 2026

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
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 - June 8, 2026

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

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 - June 8, 2026

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

COMMITTEE TRANSMITTAL

June 8, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Capital Programming Update

Regional Transportation Planning Committee Meeting of June 1, 2026

Present: Directors Go, Harper, Kleiman, Klopfenstein, Tavoularis, and Tettemer
Absent: Director Foley

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

A. Authorize the use of $12.224 million in Congestion Mitigation and Air Quality Improvement Program project savings from 40-foot Compressed-Natural-Gas Replacement Buses and local complete streets projects to the Alternative Fuel 60-Foot Replacement Buses Project.

B. Authorize the reallocation of $6.072 million in SB 125 (Chapter 54, Statutes of 2023) Transit Program funds from OC Bus Operations Startup - Connections to OC Streetcar Project for OC Streetcar operations.

C. Authorize the reallocation of $6.072 million in Congestion Mitigation and Air Quality Improvement Program savings from OC Streetcar operations to the Interstate 5 Improvement from County Line to Avenida Pico Project.

D. Authorize the use of an additional $71.705 million in Measure M2, Project S funds for OC Streetcar capital projects.

E. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute all necessary agreements.

OCTA

June 1, 2026

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Capital Programming Update

Overview

The Orange County Transportation Authority uses a combination of federal, state, and local funding sources to plan and deliver Orange County Transportation Authority Board of Directors-approved capital improvement and transit projects, including those promised in the voter-approved sales tax program, Measure M2. As projects advance through the various stages of development, funding sources and amounts are updated and adjusted to reflect the most current cost estimates and to maximize the benefit of local sales tax dollars and the use of external state and federal revenues. Board of Directors' authorization is requested to program federal, state and local funding for existing Board of Directors-approved projects as further described herein.

Recommendations

A. Authorize the use of $12.224 million in Congestion Mitigation and Air Quality Improvement Program project savings from 40-foot Compressed-Natural-Gas Replacement Buses and local complete streets projects to the Alternative Fuel 60-Foot Replacement Buses Project.

B. Authorize the reallocation of $6.072 million in SB 125 (Chapter 54, Statutes of 2023) Transit Program funds from OC Bus Operations Startup - Connections to OC Streetcar Project for OC Streetcar operations.

C. Authorize the reallocation of $6.072 million in Congestion Mitigation and Air Quality Improvement Program savings from OC Streetcar operations to the Interstate 5 Improvement from County Line to Avenida Pico Project.

D. Authorize the use of an additional $71.705 million in Measure M2, Project S funds for OC Streetcar capital projects.

E. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute all necessary agreements.

Background

The Orange County Transportation Authority (OCTA) is underway with a robust program of Board of Directors (Board)-approved capital projects that support OCTA's mission to develop and deliver transportation solutions to enhance the quality of life and keep Orange County moving, and to continue delivering on promises made to voters through the Measure M2 (M2) one-half-cent sales tax program. As projects advance through development, costs and funding requirements may change, requiring periodic updates to funding. Regular project updates are provided for specific freeway and transit project costs through the quarterly Capital Action Plan (CAP), which highlights project costs, schedules, and status.

Board approval to update funding amounts and sources for projects is periodically requested, consistent with revised needs as projects advance to the next phase of delivery. This item seeks approval to adjust federal, state, and local funding allocations necessary for transit, highway, and local complete streets projects. These recommended actions are consistent with the Board-approved Capital Programming Policies (CPP) that direct how OCTA uses federal, state, and local funds (Attachment A) and the Policy to Guide Redistribution of Savings for Federal Funds (Federal Savings Policy) approved by the Board on April 13, 2026, that guides how OCTA directs federal Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) savings.

SB 125 (Chapter 54, Statutes of 2023) amended the Budget Act of 2023, creating a formula funding program using a combination of the state general fund, greenhouse gas reduction fund, and public transportation account revenues to support transit operations and capital needs through two funding programs: the Transit and Intercity Rail Capital Program (TIRCP), which has a very broad use for transit and rail projects, and the Zero-Emission Transit Capital Program (ZETCP), which was developed specifically to support zero-emission bus needs. The funds are distributed to Regional Transportation Planning Agencies (RTPA) by the California State Transportation Agency (CalSTA) and are referred to as the SB 125 Transit Program. Designated as an RTPA for this purpose, OCTA is responsible for using or further distributing these funds to qualifying transit operators. On July 8, 2024, CalSTA approved OCTA's submittal for $380.916 million for three broad categories of projects: Stabilize Rail and Bus Operations, Construction of Critical Rail Infrastructure, and Deploy Zero-Emission Buses and Clean Energy. On August 12, 2024, the Board approved authorization of these funds.

At the OCTA Board meeting on February 23, 2026, staff presented the State Legislative Status Report which summarized Governor Gavin Newsom's proposed fiscal year (FY) 2026-27 state budget. ZETCP funding for FY 2026-27 and 2027-28 was not included in the Governor's budget proposal. The recommended funding changes to SB 125 Transit Program TIRCP-funded projects proposed in this item are partially funded with the ZETCP and therefore may be impacted by the Governor's proposed budget. Staff will continue to monitor the FY 2026-27 state budget development process and evaluate potential impacts to OCTA's SB 125 Transit Program projects and the ZETCP as additional details become available.

The above noted factors require OCTA to adjust funding allocations across federal and local programs to ensure that projects remain fully funded and consistent with funding eligibility requirements.

Discussion

This report includes the redirection of STBG/CMAQ savings based on the Federal Savings Policy which advises staff to consider the use of STBG/CMAQ savings twice a year. The first priority for STBG/CMAQ savings is for OCTA projects that have a regional benefit. The second priority is for Metrolink projects or local agency projects. Only projects that have been selected by the Southern California Association of Governments (SCAG) can be considered for STBG/CMAQ savings, per the SCAG guidelines.

Staff has reviewed STBG- and CMAQ-funded completed projects and has identified STBG and CMAQ savings, as follows:

Project	**CMAQ ($000s)**
40-Foot Compressed-Natural-Gas Replacement Buses	$ 10,449
Peters Canyon Extension	$ 884
Bristol Street from Civic Center Drive to Washington Avenue	$ 794
Utica Avenue Bicycle Boulevard	$ 77
Previously Unprogrammed Funding	$ 16
District 5 Regional Bikeways - Mission Viejo North-South Corridor and Jeronimo Road/Chrisanta Trail	$ 4
Total	**$ 12,224**

Consistent with the Federal Savings Policy, staff is recommending that the savings of $12.224 million be used for the purchase of alternative fuel 60-foot replacement buses, which is an OCTA project with regional benefit and a SCAG-selected project. CMAQ funds can be used for either zero-emission buses or buses that run on compressed natural gas. The additional funds will increase the project funding from $43.381 million to $55.605 million.

The added CMAQ will help support a cost increase that is tied to tariffs and the sunset of the sales tax exemption as well as the purchase of two additional 60-foot buses to replace a total of 20 existing 60-foot buses that have reached the end of their useful life. The use of CMAQ funds for alternative fuel 60-foot replacement buses is consistent with the CPP that states external fund sources should be used whenever possible to decrease the need for local funds. The CPP also lists bus purchases as an eligible use for CMAQ funds. The existing funding, project descriptions, and the recommended funding changes for this project and the projects described later in this staff report are outlined in Attachment B.

Staff is also requesting Board approval to reprogram $6.072 million of SB 125 Transit Program funding from OC Bus operations to OC Streetcar operations. These funds were previously approved to support new OC Bus connections to the OC Streetcar but after a Bus Rail Interface Plan was conducted, it was determined that the funding was not needed and use of the funds for OC Bus would be difficult to track for grant reporting purposes. OC Streetcar operations is already part of the SB 125 Transit Program and is eligible for these funds.

Concurrently, staff recommends moving $6.072 million in CMAQ funds currently programmed to OC Streetcar operations and offset by the SB 125 funds noted above to the plans, specifications, and estimates (PS&E) phase for the Interstate 5 Improvement Project from the San Diego County Line to Avenida Pico (I-5 Project). The I-5 Project was selected and partially funded by SCAG for PS&E in the latest STBG/CMAQ call for projects nominations cycle. Programming these funds to the I-5 Project may help to expedite the start of the PS&E phase. The use of CMAQ for the I-5 Project is consistent with the Federal Savings Policy because it is a project with regional benefit with a funding need. It is also consistent with the CPP that states CMAQ may be used for construction of high-occupancy vehicle lanes.

Finally, in the Capital Action Plan item that was presented to the Board on May 11, 2026, the forecasted project completion for the OC Streetcar Project was revised to early 2027 in consideration of ongoing mediation of contractor disputes and litigation. The revised completion date also impacts the overall cost of the project. A new cost estimate of $720.705 million was developed, which includes current litigation-related mediation efforts and additional professional service support costs and related project extension costs based on the revised completion date. The current estimate for these costs results in the need for additional funding of $71.705 million to support the OC Streetcar Project. Staff is recommending the use of Measure M2 Project S Transit Extensions to Metrolink funds to meet the funding need. Use of Measure M2, Project S funding for this purpose is consistent with both the Measure M2 Ordinance No. 3 and the CPP.

Next Steps

All federally funded or regionally significant projects must be included in the Federal Transportation Improvement Program. Upon Board approval, staff will coordinate with SCAG and appropriate agencies to implement the recommended funding adjustments. These changes are all reflected in the Capital Funding Program (Attachment C). In addition, as part of this semi-annual item, OCTA typically provides a comprehensive list of the prior Board programming actions to provide context for these requested changes. The list is included as Attachment D.

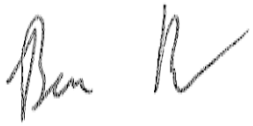
Summary

To ensure that OCTA projects remain fully funded, savings are reprogrammed and that external funding is maximized, staff recommends adjustments to federal, state and local funding allocations. The proposed actions reallocate CMAQ funding to bus replacement and HOV lane projects, utilize SB 125 Transit Program funding for OC Streetcar operations, and provide support for the OC Streetcar capital projects. The recommended funding adjustments ensure that funding is used in a manner consistent with eligibility requirements and that OCTA projects remain fully funded.

Attachments

A. Capital Programming Policies by Fund Source, December 2021
B. Capital Programming Update Project Descriptions
C. Capital Funding Program Report
D. List of Board of Directors Reports with Programming Actions - January 2025 – June 2026

Prepared by:



Ben Ku
Section Manager,
Formula Funding Programs
(714) 560-5473

Approved by:



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

Capital Programming Policies by Fund Source
December 2021

Equity Consideration for All Funding Programs: In addressing the mobility needs of the County, the Orange County Transportation Authority (OCTA) will consider both benefits and impacts of improvements to low-income and disadvantaged communities, with the goal of improving transportation and mobility options.	
Funding Source	Updated Measure M2 (M2) Programming Policies
M2 Programs	
Projects A-M (Freeway projects on Interstate 5, State Route 22, State Route 55, State Route 57, State Route 91, Interstate 405, and Interstate 605)	Use projects A-M M2 funding consistent with the M2 Transportation Investment Plan (TIP), the M2020 Plan, and subsequent Board of Directors (Board)-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.
Freeway Environmental Mitigation Program (Tied to projects A-M)	Utilize five percent net revenues derived from M2 funding for projects A-M consistent with the M2 TIP, the M2020 Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through Board-approved actions for needed environmental mitigation projects.
Project N (Freeway Service Patrol)	Use Project N funds for the Freeway Service Patrol Program. Funds are programmed through the annual budget process.
Project O (Regional Capacity Program) and Project P (Regional Traffic Signal Synchronization Program)	Use Project O and Project P M2 funding consistent with Measure M Ordinance No. 3, and consistent with the Comprehensive Transportation Funding Programs (CTFP) guidelines. Program funds to projects through the cyclical CTFP call for projects (call) programming recommendations
Project R (High-Frequency Metrolink Service)	Use Project R M2 funding consistent with the M2 TIP, with the latest Next 10 Delivery Plan (Next 10 Plan), the Comprehensive Business Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.
Project S (Transit Extensions to Metrolink) and Project T (Metrolink Gateways)	Use Project S and Project T M2 funding consistent with the M2 TIP, and consistent with CTFP guidelines. Program funds to projects through formal call awards. Supplemental funds for approved competitive projects may be changed through Board action.
Project U (Expand Mobility Choices for Seniors and Persons with Disabilities)	Use Project U M2 funds, consistent with Measure M Ordinance No. 3, the Comprehensive Business Plan, and subsequent Board-approved plansand updates to the M2 Program. Funds are programmed through the annual budget process.

Capital Programming Policies by Fund Source
December 2021

Funding Source	Updated Measure M2 (M2) Programming Policies
Project V (Community-Based Transit Circulators) and Project W (Safe Transit Stops)	Use Project V and Project W M2 funding consistent with the M2 TIP, and consistent with CTFP guidelines. Program funds to projects through formal call awards and/or Board action. Funds for the OCTA-approved projects may be programmed through Board action.
Project X (Environmental Cleanup)	Use Project X M2 funding consistent with the M2 TIP and consistent with CTFP guidelines. Program funds to projects through the CTFP call. The Environmental Cleanup Program consists of two programs. The Tier 1 Grant Program is designed to mitigate the more visible forms of pollution. Tier 1 consists of funding for equipment purchases and upgrades to existing catch basins and related devices such as screens, filters, and inserts. The Tier 2 Grant Program consists of funding regional, multi-jurisdictional, and capital-intensive projects, such as constructed wetlands, detention/infiltration basins, and bioswales.
Funding Source/Agency	Other Local Funding Programming Policies
91 Express Lanes Excess Revenues/OCTA	Please see the Policy for the Use of Excess 91 Express Lanes Toll Revenue finalized through Board action on June 9, 2014.
County Transportation Commission/Mobile Source Air Pollution Reduction Review Committee (MSRC)	Prioritize activities that encourage transit ridership and support zero-emission bus initiatives. Depending on work program criteria, submit OCTA priority projects that meet program criteria, and work to support a return to source program for Orange County through all MSRC programs, including but not limited to freight focused programs. Funds are programmed through formal programming action.
Funding Source/Agency	State and Federal Programming Policies
All State and Federal Fund Sources and New Funding Programs	OCTA's goal for external funding is to be successful in increasing the use of external funds and decrease the use of local funds, when possible. First priority of all funding sources, when consistent with the funding agency priority and policies, is to fulfill commitments to the latest Next 10 Plan, specifically M2 projects, and to maintain existing OCTA assets in a state of good repair and support OCTA priorities. Consideration will be given to use state and federal funds for projects that are complementary to M2 projects and that share the M2 Program goals to reduce congestion, strengthen the economy, and improve the quality of life. All fund sources must be programmed through formal programming actions.

Capital Programming Policies by Fund Source
December 2021

State	
Funding Source/Agency	State Programming Policies
Active Transportation Program (ATP) – Southern California Association of Governments (SCAG) Regional Selection (Formula)/California Transportation Commission (CTC)/SCAG	OCTA, through Board action, will establish prioritization criteria, based on regional planning for SCAG regional call through Board action with every cycle.
Cap-and-Trade (Formula) – Low Carbon Transit Operations Program (LCTOP)/California Department of Transportation (Caltrans)	Use LCTOP for transit operations or capital for expansion of bus transit service, fare reduction programs, and other bus and commuter rail transit efforts that increase ridership and reduce greenhouse gas (GHG) emissions, where 50 percent of the funds provide benefit for passengers in disadvantaged communities, as appropriate. Funds generated from commuter rail service in Orange County may be used in Orange County for the expansion of commuter rail service, fare reduction programs for commuter rail, and other eligible commuter rail efforts that increase ridership and reduce GHG emissions.
SB 1 (Chapter 5, Statutes of 2017)- Local Partnership Program (LPP) – Formula/CTC	Use LPP for ready-to-deliver committed and prioritized projects which are compatible with state goals and seek to balance funds between freeways, streets and roads, transit capital, and eligible environmental clean-up and based on the timing for the request for project nominations.
SB 1 - State of Good Repair (SGR)/Caltrans	Use funds for bus transit capital projects and for maintenance, rehabilitation, and replacement of existing OCTA transit assets. Funds may be used for transit operations, if allowed by the state.
SB 1 - Trade Corridors Enhancement Program (TCEP)/CTC	Use TCEP for eligible trade corridor projects that meet the requirements and goals of the program.
State Transportation Improvement Program (STIP)/CTC	Use STIP for eligible transit capital, freeway, traffic system management, complete streets, commuter rail, fixed-guideway projects, planning/programming, and complementary activities, which seek an equitable balance among all modes and are consistent with state goals.

Capital Programming Policies by Fund Source
December 2021

Funding Source/Agency	State and Federal Programming Policies
Federal	
Congestion Mitigation and Air Quality (CMAQ)/Caltrans for Federal Highways Administration (FHWA)	Use CMAQ funding for: • Fixed-guideway and/or high-occupancy vehicle or high-occupancy toll operational improvements, • vanpool program and rideshare services, • rail and bus transit capital projects, • traffic light synchronization projects, • new or expanded transit operations (three years of CMAQ funding may be used for the first five years), and • eligible bicycle and pedestrian projects. All projects that use CMAQ funds must demonstrate a quantifiable air quality benefit. Projects must be recommended based on performance.
Federal Transit Administration (FTA) Section 5307 Formula/FTA	Use funds to support ongoing transit operations and SGR through (not in priority order): • Preventive maintenance, • capital cost of contracting, and • bus replacement. Lower priority but eligible if funding available: • Other priority capital projects that are consistent with the Comprehensive Business Plan. Set-Asides: Up to 20 percent for paratransit operating assistance, one percent for transit security (unless funded using local, state, or other federal funds), and percent of funds generated by rail operations to be used for rail operations and capital projects.
FTA Section 5310 Formula/FTA	Use funds for eligible enhancements to paratransit capital and operations.

Capital Programming Policies by Fund Source
December 2021

Funding Source/Agency	Federal Programming Policies
FTA Section 5337 Formula/FTA	Use funds for commuter rail rehabilitation and/or renovation projects, for capital projects that maintain and/or replace equipment and facilities to keep the commuter rail system in a state of good repair, and for preventive maintenance. Use funds generated by express bus transit for bus transit capital maintenance. Use of funding must also benefit OCTA Express bus services.
FTA Section 5339 Formula/FTA	Use funds for: • Capital maintenance, • capital cost of contracting, • bus replacement, and • other bus capital projects as identified in the Transit Asset Management Plan.
Highway Infrastructure Program/Caltrans for FHWA	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan).
National Highway Freight Program/CTC for FHWA	These funds are administered by the state through the TCEP (see TCEP above).
Surface Transportation Block Grant Program - Formerly the Regional Surface Transportation Program/Caltrans for FHWA	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan) and for other non-M2 freeway projects that are complementary with the M2 freeway program, local streets and roads, and bicycle, pedestrian, and/or Complete Streets projects. Funds may also be used for countywide planning activities up to five percent annually Projects will be recommended based on performance.
Transportation Alternatives Program – CTC/SCAG through ATP	These funds are administered by the state through the ATP. See ATP above.

ATTACHMENT B

Capital Programming Update
Project Descriptions

Alternate Fuel 60-foot Replacement Buses (approximately 20)

OCTA has committed to converting the entire OC Bus fleet of 463 fixed-route buses to zero-emission by 2040, consistent with the California Air Resources Board-adopted Innovative Clean Transit Rule. The funding that is currently noted in the table below would replace approximately 20 compressed-natural-gas 60-foot articulated buses as they reach the end of their useful life of 18 years or 500,000 miles. The buses will be equipped with seating for 59 passengers or 57 passengers and two wheelchairs, an internal and external camera system, Wi-Fi and mobile routers, a farebox equipped for mobile ticketing, radio system, automatic vehicle locator, and a three-position bicycle rack.

Staff is recommending Orange County Transportation Authority's (OCTA) Board of Directors (Board) approval to add $12.224 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) savings to be used for the Alternative Fuel 60-foot Replacement Bus Project. Recently, the cost per bus increased from $2.500 million to $2.875 million due to tariffs and the expiration of the sales tax exemption. The revised funding of $55.605 million would support purchase of up to approximately 20 zero-emission buses.

Existing Funding ($000s)	**CMAQ**	**SB 125**	**Total**
Bus Purchase	$30,000	$13,381	$43,381
TOTAL	**$30,000**	**$13,381**	**$43,381**

Proposed Funding ($000s)	**CMAQ**	**SB 125**	**Total**
Bus Purchase	$42,224	$13,381	$55,605
TOTAL	**$42,224**	**$13,381**	**$55,605**
CHANGE	$12,224	$-	**$12,224**

SB 125 – Senate Bill (SB) 125 (Chapter 54, Statutes of 2023) Transit Program

40-Foot Compressed-Natural-Gas Replacement Buses

This completed project funded the replacement of 201 existing 40-foot compressed-natural-gas buses that had reached the end of their useful life with 201 new and more efficient compressed-natural-gas 40-foot buses which will help OCTA to maintain service reliability and ensure the OCTA bus fleet remains in a state of good repair.

Staff is recommending Board approval for the reallocation of $10.449 million in CMAQ funds from this project to the Alternative Fuel 60-Foot Replacement Buses Project

described above. The final cost for the project is reduced from $134.670 million to $124.221 million.

40-Foot Compressed Natural Gas Replacement Buses (201)		
Existing Funding ($000s)	**CMAQ**	**Total**
Bus Purchase	$134,670	$134,670
TOTAL	**$134,670**	**$134,670**

Proposed Funding ($000s)	**CMAQ**	**Total**
Bus Purchase	124,221	124,221
TOTAL	**124,221**	**124,221**
CHANGE	**($10,449)**	**($10,449)**

Local Complete Streets Project Savings

The California Department of Transportation publishes monthly reports that detail obligations and de-obligations of Surface Transportation Block Grant (STBG)/CMAQ funding for all STBG/CMAQ-funded projects in Orange County. The following table depicts funding that was made available through project savings or project cancellations. Staff is recommending Board approval to use these funds for the Alternative Fuel 60-Foot Replacement Buses Project described above.

Local Complete Streets Projects	
Projects	**CMAQ Savings ($000s)**
Peters Canyon Extension	$884
Bristol Street from Civic Center Drive to Washington Avenue	$794
Utica Avenue Bicycle Boulevard	$77
Previously Unprogrammed Funding	$16
District 5 Regional Bikeways - Mission Viejo North-South Corridor and Jeronimo Road/Chrisanta Trail	$4
TOTAL	**$1,775**

OC Streetcar Operations

OC Streetcar service, the first streetcar service in Orange County, will operate along a 4.15-mile route from the Santa Ana Regional Transportation Center to a new transit hub at Harbor Boulevard and Westminster Avenue in the City of Garden Grove. Service is planned to operate at headways of ten to 15 minutes. OC Streetcar is projected to begin operations early in 2027. The operations funding plan provided below is for the first seven years of service.

Staff is requesting Board approval to reprogram approximately $6.072 million of SB 125 Transit Program funds from OC Bus Operations to OC Streetcar Operations. To replace

these SB 125 Transit Program funds, staff is requesting Board approval to re-program $6.072 million of CMAQ funding to the Interstate 5 (I-5) Improvements from County Line to Avenida Pico Project. It was recently determined the SB 125 funds were not needed for the OC Bus Operations Startup Project and the I-5 Project had a shortfall, so an exchange of funding is recommended.

OC Streetcar Operations for First Seven Years						
Existing Funding ($000s) 4/13/2026 (1)	**CMAQ (2)**	**SB 125**	**LCTOP**	**M2 (2)**	**Other (3)**	**Total Funding**
OC Streetcar Operations	$32,754	$59,374	$15,285	$41,468	$24,501	$173,382
TOTAL	**$32,754**	**$59,374**	**$15,285**	**$41,468**	**$24,501**	**$173,382**

Proposed Funding ($000s)	**CMAQ (2)**	**SB 125**	**LCTOP**	**M2 (2)**	**Other (3)**	**Total Funding**
OC Streetcar Operations	$26,682	$65,446	$15,285	$35,396	$24,501	$167,310
TOTAL	**$26,682**	**$65,446**	**$15,285**	**$35,396**	**$24,501**	**$167,310**
CHANGE	($6,072)	$6,072		($6,072)		($6,072)

LCTOP – Low Carbon Transit Operations Program

(1) Funding table included in April 13, 2026, included CMAQ assumptions that did not materialize. Staff is reverting programming to reference the Board approved changes relative to the February 9, 2026, funding table.

(2) Some of the CMAQ funds may not be eligible for use on this project. If this CMAQ is found to be eligible for additional costs, the need for M2 funds will decrease.

(3) Others include OC Streetcar fares and City of Santa Ana and City of Garden Grove local contributions.

OC Streetcar Capital

A new cost estimate of $720.705 million was developed, which includes current litigation-related mediation efforts and additional professional service support costs and related project extension costs based on the revised completion date. The current estimate for these costs results in the need for additional funding of $71.705 million to support the OC Streetcar Project and staff is recommending the use of Measure M2 Project S Transit Extensions to Metrolink funds to meet the funding need.

OC Streetcar Capital							
Existing Funding ($000s)	**CMAQ**	**FTA 5309**	**FTA 5307**	**TIRCP**	**M2**	**ARPA CIG**	**Total**
OC Streetcar Capital Project	$130,132	$148,955	$13,599	$175,427	$171,480	$9,407	$649,000
TOTAL	**$130,132**	**$148,955**	**$13,599**	**$175,427**	**$171,480**	**$9,407**	**$649,000**

Proposed Funding ($000s)	CMAQ	FTA 5309	FTA 5307	TIRCP	M2	ARPA CIG	Total
OC Streetcar Capital Project	$130,132	$148,955	$13,599	$175,427	$243,185	$9,407	$720,705
TOTAL	**$130,132**	**$148,955**	**$13,599**	**$175,427**	**$243,185**	**$9,407**	**$720,705**
CHANGE					$71,705		$71,705

FTA 5309 – Federal Transit Administration, Section 5309 Capital Investment Grant
FTA 5307 – FTA Section 5307
TIRCP – Transit and Intercity Rail Capital Program
ARPA CIG – American Rescue Plan Act of 2021, Capital Investment Grants Program

OC Bus Operations Startup – Connections to OC Streetcar Project

This OC Bus Operations Project was developed for the SB 125 Transit Program so that OCTA could use $6.072 million to pay for OC Bus service that connected to the OC Streetcar over a four-year period. The OC Bus connections that would have been supported through this funding primarily will occur at the Santa Ana Regional Transportation Center and the new transit hub at Harbor Boulevard and Westminster Avenue in the City of Garden Grove. While OC Bus service will provide connections at these locations which could be eligible for this funding, tracking and reporting on just this specific service connection was not manageable. Also, a Bus/Rail Interface Plan indicated that the funding was not necessary. Therefore, staff is recommending that the funds be used for OC Streetcar Operations instead.

Interstate 5 Improvements from County Line to Avenida Pico

Interstate 5 (I-5) San Diego Freeway is the major north-south route that is used for inter-regional, interstate, and international travel and goods movement. It connects Orange County with San Diego County to the south and to Los Angeles County to the north. The I-5 corridor is also the main route to beaches and tourist attractions in the City of San Clemente, San Onofre State Beach, and the United States Marine Corps Base Camp Pendleton. Additionally, I-5 provides critical access to Trestles State Beach, which is scheduled to host surfing events during the 2028 Summer Olympics, further highlighting the corridor's role in supporting regional mobility, tourism, and international event coordination. The project is proposed to extend the existing high-occupancy vehicle (HOV) lane, reestablish existing auxiliary lanes, widen existing under crossings, and replace two existing overcrossings to accommodate the proposed HOV lanes.

Staff is requesting Board approval to reallocate approximately $6.072 million in CMAQ funding from the OC Streetcar Operations Project to Interstate 5 Improvements from County Line to Avenida Pico Project. The Interstate 5 Improvements from County Line to Avenida Pico Project was selected by the Southern California Association of Governments in the latest STBG/CMAQ call for the plans, specifications, and estimates (PS&E) phase. At the time of submittal, staff indicated that the PS&E phase would require an additional $6.072 million and would seek funding from a future call for projects. Staff is now recommending reprogramming to expedite the completion of PS&E.

Interstate 5 Improvements from County Line to Avenida Pico				
Existing Funding ($000s)	**STBG**	**CMAQ**	**Future Application or Programming of Non-Federal Funds**	**Total**
PSR	$121	$450		$571
PA/ED	$6,407			$6,407
PS&E	$40,000		$6,072	$46,072
TOTAL	**$46,528**	**$450**	**$6,072**	**$53,050**

Proposed Funding ($000s)	**STBG**	**CMAQ**	**Future Application or Programming of Non-Federal Funds**	**Total**
PSR	$121	$450		$571
PA/ED	$6,407			$6,407
PS&E	$40,000	$6,072	$-	$46,072
TOTAL	**$46,528**	**$6,522**	**$-**	**$53,050**
Change		$6,072	($6,072)	

PSR – Project Study Report PA/ED – Project Approval/Environmental Document

Capital Funding Program Report

ATTACHMENT C

Pending Approval by OCTA Board of Directors - June 8, 2026

Bus Transit 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
Go Local - Step 1	S	$5,730							$5,730		
Mobile ticketing equipment	S	$4,036						$4,036			
M2 Project V Community Circulators	V	$53,767								$53,767	
M2 Project W Safe Transit Stops (City)	W	$1,708								$1,708	
M2 Project W Safe Transit Stops (OCTA)	W	$370								$370	
40 Hydrogen Fuel-Cell 40-Foot Buses		$65,595	$29,831					$35,764			
Alternate Fuel Replacement 60-Foot Buses (20)		$55,605	$42,224					$13,381			
Anaheim Transportation Network suballocation		$9,493		$9,493							
Associated Transportation Improvements		$556		$556							
Bike Lockers at Santa Ana Regional Transportation Center (SARTC)		$2,000						$2,000			
Bravo! 553 (operating costs)		$7,275	$5,721					$1,554			
Bus engine repowers (173)		$12,365	$12,365								
Capitalized cost of contracted services FY 2021-22 to FY 2025-26 (ACCESS and contracted fixed-route contracts)		$463,410		$365,958							$97,452
DCFC Charging at Fullerton Transportation Center and SARTC		$1,250						$1,250			
Digital bus stop sign 13" along high quality transit corridors (143 signs)		$2,500				$2,500					
Enhanced Mobility for Seniors and Disabled (EMSD) Call		$2,280									$2,280
Facilities upgrades, modifications, and replacement projects		$1,739					$1,739				
Harbor Boulevard Connected Bus Pilot Stage I		$2,000		$1,600				$400			
Harbor Boulevard Connected Bus Pilot Stage II		$6,776						$6,776			
Harbor Boulevard dynamic bus lane (environmental/engineering)		$5,100						$5,100			
Harbor Boulevard high-capacity transit expansion environmental		$14,000	$14,000								
Heating-Ventilation Replacement at Santa Ana Bus Base		$4,593					$4,593				
Hydrogen Fueling Station at Garden Grove Bus Base		$22,080					$8,156	$13,924			
Installation of Battery-Electric Chargers at Santa Ana Bus Base		$2,790					$2,790				
Non-fixed-route paratransit operations assistance - FY 2021-22 to FY 2025-26		$257,046		$97,682							$159,364
OC Bus Operations - Connections to OC Streetcar		$6,072						$6,072			
OC Connections for LA28		$4,400						$4,000			$400
OC Mobility Hubs Strategy		$297	$263			$34					
Open payment system and smart fareboxes		$26,500						$26,500			
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)		$327,556		$327,556							
Purchase 117 replacement paratransit vehicles		$14,995		$14,995							
Purchase 131 replacement paratransit vehicles		$29,023		$29,023							
Rehabilitation and renovation at OCTA bus facilities		$1,509		$1,207							$302
Rideshare/vanpool		$20,232	$20,232								
Safety Projects		$565		$565							
Security Cameras and Access Controls at OCTA Transportation Centers		$1,200		$960							$240

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - June 8, 2026

Bus Transit 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
Security Gates at Garden Grove, Santa Ana, Anaheim bus bases		$5,859					$5,859				
Transit Security and Operations Center		$68,261			$3,660	$10,381	$43,828	$5,603			$4,789
Transit service expansion planning		$9,000	$9,000								
Vanpool Program - capital lease		$12,999	$12,999								
Zero-emission bus (future)		$34,084	$22,624					$11,460			
Zero-emission bus and bus facility		$142,955	$115,594					$27,361			
Zero-emission Paratransit Vehicle Pilot		$5,016		$2,508				$2,507			$1
Bus Transit Project Totals		**$1,714,587**	**$284,853**	**$852,103**	**$3,660**	**$12,915**	**$66,965**	**$167,688**	**$5,730**	**$55,845**	**$264,828**

Federal Funding Total	**$1,140,616**
State Funding Total	**$247,568**
Local Funding Total	**$326,403**
Total Funding (000's)	**$1,714,587**

Bus Transit 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
ACCESS and fixed-route radio systems upgrade		$22,465		$4,434	$341			$16,239			$1,451
Bravo! 529 buses (six)		$3,595	$549					$3,046			
Bus replacement - articulated alternative fuel buses (60-Foot)		$31,105	$22,250	$8,855							
Bus replacement (40-Foot and ACCESS)		$149,009	$29,198	$68,139							$51,672
Engine rebuild		$16,294		$14,824				$1,470			
FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities		$3,657		$3,657							
FTA Section 5316 Jobs Access and Reverse Commute		$13,962		$13,962							
FTA Section 5317 New Freedom		$6,388		$6,388							
Goldenwest Transportation Center parking structure		$4,000	$3,400								$600
Goldenwest Transportation Center surface lot		$2,000						$1,200			$800
Heating ventilation unit replacements		$92					$92				
iShuttle replacement buses (12)		$6,760					$6,084				$676
MSRC County Transportation Commission Partnership Program		$2,761						$1,924			$837
Purchase 201 40-foot alternative fuel replacement buses (OCTA)		$124,221		$124,221							
Standby backup generators at Anaheim and IRCC bases		$1,601					$1,601				
Transit Security Program		$3,167						$3,167			
VSS upgrades at OCTA facilities		$1,159		$960				$199			
Zero-emission Bravo! buses (ten-battery electric) and bus infrastructure		$11,289					$6,295	$4,994			
Zero-emission hydrogen fuel cell buses (ten)		$12,978					$5,640	$7,338			

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - June 8, 2026

Bus Transit 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
Bus Transit Project Completed Totals		$416,503	$55,397	$245,440	$341		$19,712	$39,577			$56,036

Federal Funding Total	$301,178
State Funding Total	$59,289
Local Funding Total	$56,036
Total Funding (000's)	$416,503

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - June 8, 2026

1.Authorize the use of $12.224 million in Congestion Mitigation and Air Quality Improvement Program project savings from 40-foot Compressed-Natural-Gas Replacement Buses and local complete streets projects to the Alternative Fuel 60-Foot Replacement Buses project.

Acronyms:

ATN - Anaheim Transportation Network
Board - Board of Directors
CMAQ - Congestion Mitigation Air Quality Improvement Program
DCFC - Direct Current Fast Charging
Fed - Federal
FTA - Federal Transit Administration
FY - Fiscal Year
IRCC - Irvine Construction Circle
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
MSRC - Mobile Source Air Pollution Reduction Review Committee
OCTA - Orange County Transportation Authority
SB 1 - SB 1 (Chapter 5, Statutes of 2017)
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
VSS - Video Surveillance System

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - June 8, 2026

State Highway 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
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	$290,041	$32,527				$9,780			$247,734	
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	$135,400	$11,500		$3,240					$120,660	
SR-57 truck climbing lane phase II: Lambert Road to LA County Line	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]		$53,050	$53,050								
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		$37,859			$27,861			$9,998			
SR-74 - Ortega Highway Gap Closure and Multimodal Improvements		$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		**$5,726,891**	**$552,793**		**$197,907**	**$338,486**	**$245,518**	**$152,370**		**$2,688,514**	**$1,551,303**

Federal Funding Total	**$750,700**
State Funding Total	**$736,374**
Local Funding Total	**$4,239,817**
Total Funding (000's)	**$5,726,891**

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - June 8, 2026

State Highway 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
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 Boulevard to Lambert Road	G	$52,871						$41,250		$11,621	
SR-57 n/b widening, Yorba Linda Boulevard 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 - June 8, 2026

1. Authorize the reallocation of $6.072 million in Congestion Mitigation and Air Quality Improvement Program savings from OC Streetcar Operations Project to Interstate 5 Improvement from County Line to Avenida Pico project.

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-15 - Interstate 15
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 - June 8, 2026

Local Road 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
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 Synchronization (Edinger Avenue, MacArthur Boulevard/Talbert Avenue, and Warner Avenue)	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) [1]		$63,128	$43,755								$19,373
Bristol Street widening		$44,750									$44,750
Countywide Signal Synchronization Baseline		$15,000	$15,000								
First Street Complete Streets and Transit Signal Priority		$6,559	$2,000					$4,300			$259
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		$22,070	$14,420		$3,750	$3,900					
OC Loop - Segment A (City of La Habra)		$50,154	$2,402		$3,340	$42,389					$2,023
OC Loop - Segment B (City of Brea)		$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		**$1,692,426**	**$182,564**		**$101,584**	**$139,235**	**$13,557**	**$74,716**	**$39,826**	**$995,476**	**$145,468**

Federal Funding Total	**$284,148**
State Funding Total	**$227,508**
Local Funding Total	**$1,180,770**
Total Funding (000's)	**$1,692,426**

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - June 8, 2026

Local Road 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
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 rehabiliation projects		$32,369			$32,369						
Del Obispo Street widening	M1	$6,419	$3,740								$2,679
I-5 at La Paz Road 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 - June 8, 2026

1. Authorize the use of $12.224 million in Congestion Mitigation and Air Quality Improvement Program project savings from 40-foot Compressed-Natural Gas Replacement Buses and local complete streets projects to the Alternative Fuel 60-Foot Replacement Buses project.

Acronyms:

ARRA - American Recovery and Reinvestment Act of 2009
Call - Call for Projects
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

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - June 8, 2026

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)[3]	M1/S	$720,705	$130,132	$171,961				$175,427		$243,185	
OC Streetcar (non-New Starts)	M1/S	$16,702		$342					$6,904	$9,313	$143
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	R	$231,117	$22,000	$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	R	$91,230				$20,000		$71,230			
Pacific Coast Highway Coastal Rail Bridge	R	$21,263				$15,000					$6,263
Pedestrian Audible Warning System (PAWS)	R	$2,036						$1,818			$218
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	$65,581	$945	$38,513	$913		$5,578	$18,253		$1,379	
SCRRA operating subsidy assistance	R	$2,510								$2,510	
OC Streetcar operations[1,2]	S	$166,938	$26,682					$80,731		$35,396	$24,129
		$2,110,988	**$187,930**	**$513,792**	**$114,123**	**$55,700**	**$90,478**	**$705,402**	**$6,904**	**$380,542**	**$56,117**

Rail Project Totals	
Federal Funding Total	$815,845
State Funding Total	$851,580
Local Funding Total	$443,563
Total Funding (000's)	$2,110,988

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
Metrolink rolling stock	M1/R	$158,009	$42,230	$35,390				$36,300	$44,089		

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - June 8, 2026

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
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 the Cities of 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 (Cities of 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 - June 8, 2026

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 - June 8, 2026

1. Authorize the reallocation of $6.072 million in SB 125 (Chapter 54, Statutes of 2023) Transit Program funds from OC Bus Operations Startup -Connections to OC Streetcar Project to the OC Streetcar Operations Project.
2. Authorize the reallocation of $6.072 million in Congestion Mitigation and Air Quality Improvement Program savings from OC Streetcar Operations Project to Interstate 5 Improvement from County Line to Avenida Pico Project.
3. Authorize the use of an additional $71.705 million in Measure M2, Project S funds for OC Streetcar Capital Project.

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

ATTACHMENT D

List of Board of Directors Reports with Programming Actions
January 2025 – June 2026

Date	Report Title	Fund Source(s) Affected
2/10/25	Competitive Grant Programs – Updates and Recommendation	EMSD, STBG, CMAQ
2/10/25	Amendment to Agreement for Additional Design Services for State Route 55 Improvement Project Between Interstate 5 and State Route 91	M2
2/24/25	OC Streetcar Funding and Schedule Update and Amendments to Supporting Agreements	CMAQ, M2
3/10/25	Federal Fiscal Year 2026–2027 and 2027–2028 STBG/CMAQ Prioritization Guidance	STBG, CMAQ
4/14/25	Capital Programming Update	91 EL, SB 1 LPP-F, CPF/CDS, CMAQ, M2
4/14/25	Low Carbon Transit Operations Program Recommendations for OC Bus Transit Projects	LCTOP
4/14/25	Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between Acacia Street and La Palma Avenue	91 EL
4/14/25	Amendment to Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 5 and State Route 91	M2
4/14/25	Comprehensive Transportation Funding Programs – 2025 Call for Projects Programming Recommendations	M2 Project O and Project P
4/28/25	Agreement for Replacement of Mechanical Units at the Santa Ana Bus Base	SB 1 SGR
5/27/25	Consultant Selection for On-Call Architectural and Engineering Design and Construction Support Services for Transit Facility Projects	LTF
6/23/25	Agreement for Installation of Battery Electric Bus Chargers and Electrical Infrastructure at the Santa Ana Bus Base	SB 1 SGR, LTF
7/14/25	Cooperative Agreement with the Southern California Regional Rail Authority and the City of San Clemente to Replace and Rehabilitate the Pedestrian Audible Warning System	SB 125
7/14/25	STBG/CMAQ Project Prioritization Recommendations	STBG, CMAQ
8/25/25	SB 1 State of Good Repair Program and SB 125 Transit Program Funding Recommendations	SB 1 SGR SB 125
8/25/25	Measure M2 Community-Based Transit Circulators Program Project V Ridership Report and Grant Confirmation for the 2024 Balboa Peninsula Trolley	M2 Project V

	Report Title	Fund Source(s) Affected
9/8/25	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	M2
9/8/25	Acceptance of Grant Awards from the Southern California Association of Governments and the California Department of Transportation	SCAG Sustainable Communities, Caltrans Planning Grant
9/22/25	Federal Transit Administration Program of Projects (FFY 2024–25)	FTA 5307, FTA 5310, FTA 5337, FTA 5339
10/13/25	2026 State Transportation Improvement Program	STIP
10/13/25	Agreement for the Construction of the Inland Slope Rehabilitation Phase II Project	SB 1 LPP-F, M2
10/13/25	Comprehensive Transportation Funding Programs – Project X Tier 1 2025 Call for Projects Programming Recommendations	M2 Project X
10/27/25	SB 1 State of Good Repair Claims for FY 2025–26	SB 1 SGR
10/27/25	Programming Recommendation for the City of Newport Beach Project V Service	M2 Project V
11/24/25	Amendment to Cooperative Agreement with the Southern California Regional Rail Authority for the San Juan Creek Bridge Replacement Project	SB 125
12/8/25	Capital Programming Update	M2
12/8/25	Competitive Grant Programs – Updates and Recommendation	EMSD, STBG, CMAQ
12/8/25	Acceptance of Grant Award from Department of Homeland Security Transit Security Grant Program	TSGP
1/12/26	Agreement for Installation of Battery Electric Vehicle Chargers at Irvine Construction Circle Bus Base	FTA 5339
2/9/26	2027 Federal Transportation Improvement Program and Financial Plan	Various
3/9/26	Agreement for the Harbor Boulevard Transit Signal Priority Deployment	REAP 2.0
4/13/26	Funding Updates for Capital Projects and Creation of a Policy to Guide Redistribution of Savings for Federal Funds	STBG, CMAQ, SB 125, M2
4/27/26	Amendment to Measure M2 Project U Senior Non-Emergency Medical Transportation Program	M2 Project U

Date	Report Title	Fund Source(s) Affected
5/26/26	Acceptance of Grant Awards from the Mobile Source Air Pollution Reduction Review Committee and the Federal Transit Administration	MSRC FTA 5339
6/1/2026	2026 State Transportation Improvement Program Update Report	STIP
6/22/26	2026 Enhanced Mobility for Seniors and Individuals with Disabilities Program and Call for Projects	EMSD

Acronyms:
91 EL – State Route 91 Express Lane net excess revenue
Caltrans – California Department of Transportation
CPF/CDS - Community Project Funding / Congressionally Directed Spending
CMAQ – Congestion Mitigation and Air Quality Improvement Program
EMSD – Enhanced Mobility for Seniors and Individuals with Disabilities Program
FTA 5307 – Federal Transit Administration Section 5307 Urbanized Area Formula
FTA 5310 – Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
FTA 5337 – Federal Transit Administration Section 5337 State of Good Repair
FTA 5339 – Federal Transit Administration Section 5339 Bus and Bus Facilities
FY – Fiscal Year
FFY – Federal Fiscal Year
LCTOP - Low Carbon Transit Operations Program
LPP-F – Local Partnership Program – Formulaic
LTF – Local Transportation Fund
M2 – Measure M2
MSRC - Mobile Source Air Pollution Reduction Review Committee
REAP - Regional Early Action Planning
SCAG – Southern California Association of Governments
STBG – Surface Transportation Block Grant
SB 1 – Senate Bill 1 (Chapter 5, Statues of 2017)
SB 1 LPP-F – Senate Bill 1 (Chapter 5, Statues of 2017) Local Partnership Program - Formula
SB 1 SGR – Senate Bill 1 (Chapter 5, Statues of 2017) State of Good Repair
SB 125 – Senate Bill 125 (Chapter 54, Statutes of 2023) Transit Program
STIP – State Transportation Improvement Program
TSGP – Department of Homeland Security, Transit Security Grant Program

COMMITTEE TRANSMITTAL

June 8, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Amendment to Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue

Regional Transportation Planning Committee Meeting of June 1, 2026

Present: Directors Go, Harper, Kleiman, Klopfenstein, Tavoularis, and Tettemer
Absent: Director Foley

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-3-2655 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of $8 million, for additional construction capital costs for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of $109,988,000.

OCTA

June 1, 2026

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue

Overview

On July 10, 2023, Orange County Transportation Authority Board of Directors approved a cooperative agreement between the Orange County Transportation Authority and the California Department of Transportation for construction capital and construction management support services for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue. Board of Directors' approval is requested to amend the cooperative agreement to address additional construction capital costs.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-3-2655 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of $8 million, for additional construction capital costs for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of $109,988,000.

Discussion

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the State Route 91 (SR-91) Improvement Project between State Route 57 and State Route 55 (SR-55) (Project). Measure M2 Project I was advanced as part of the updated Next 10 Delivery Plan approved by the OCTA Board of Directors (Board) in November 2023.

The Project will make general purpose lane improvements in the eastbound direction between La Palma Avenue and SR-55 and provide westbound (WB) operational improvements between Acacia Street and La Palma Avenue and between SR-55 and Lakeview Avenue. Construction is underway for the Project in three segments with the following limits:

- Segment 1 extends from SR-55 to Lakeview Avenue
- Segment 2 extends from La Palma Avenue to SR-55
- Segment 3 extends from Acacia Street to La Palma Avenue

Segment 1 will realign the existing WB SR-91 Lakeview Avenue on- and off-ramps to direct traffic to WB SR-91 and add a new drop on-ramp from the middle of the Lakeview Avenue overcrossing bridge that connects directly to southbound (SB) SR-55, separating WB SR-91 traffic from merging SB SR-55 traffic. The existing Lakeview Avenue bridge will be replaced with a new six lane bridge with shoulders and sidewalks. Separately, Caltrans has developed the plans, specifications, and estimates for a multi-asset project (MAP) within the same project limits, which includes pavement rehabilitation, safety device upgrades, census stations, updated smart street lighting, and electrical conduit replacements. The MAP scope is funded by the State Highway Operation and Protection Program (SHOPP), and the design plans were combined with the Segment 1 plans, with all improvements advertised in one construction bid package. This ensured efficient construction of all improvements and will minimize disruption to the traveling public, construction fatigue, potential construction conflicts, and redundant work.

On July 10, 2023, the OCTA Board authorized Cooperative Agreement No. C-3-2655 with Caltrans to provide construction capital and construction support services for Segment 1.

On November 28, 2024, the Board authorized Amendment No. 1 to Cooperative Agreement No. C-3-2655 with Caltrans to provide additional construction capital funding, enabling Caltrans to award the Segment 1 contract to the apparent low bidder after bids slightly higher than the engineer's estimate were received.

Additional construction funding for capital costs is now required due to a variety of issues that have emerged during construction. The following describes the specific construction issues which have been encountered and require additional funding:

- During the installation of pile foundations for one of the soundwalls, it was discovered that an existing reinforced concrete pipe (RCP) was in conflict with the piles. This conflict required redesigning the drainage system to avoid conflicting piles.

- The National Pollution Discharge Elimination System under the Clean Water Act requires the Project to filter runoff water from the freeway prior to discharging it to local drainage systems. During construction, it was identified that the designed freeway water discharge system did not adequately convey water to the designated existing drainage system. This resulted in a new drainage design to effectively filter the water from the freeway and redirect it to new drainage system.

- Three private properties sustained damage from flooding due to incomplete drainage and temporary drainage system designs. The property owners are being compensated by the contractor for their damages.

- During the construction of Segment 1, 91 Express Lane delineators and crash cushions located near the connector between SR-91 and SR-55 have been damaged multiple times by vehicles. As a result, delineators and crash cushions were required to be removed and replaced by the contractor at a rate higher than anticipated.

- The contractor encountered buried asbestos pipes within the excavation limits along SR-91 that had to be removed and disposed of by a certified hazardous waste subcontractor. This removal and disposal resulted in additional costs.

- For bridge pile driving, noise and vibration monitoring were not identified for some of the private properties. As a result, additional noise and vibration monitoring is needed during construction of the west side of Lakeview Avenue bridge.

Additionally, due to changes and the increased scope of work, delays have extended the duration of the construction contract by 22 working days. At this time, Segment 1 construction is scheduled to be completed in late 2028. These changes to the scope of work, and the associated extended construction schedule, have resulted in the need for additional construction capital costs of $8 million.

The total construction capital funding previously approved by the OCTA Board for Segment 1 was $101,358,000 comprised of $42,566,000 in Trade Corridor Enhancement Program funds, $5 million in Federal Earmark, $7,070,000 in SHOPP, and $46,722,000 in SR-91 Express Lanes excess revenues (SR-91 EL revenues). The total increase to Cooperative Agreement No. C-3-2655 is $8 million, proposed to be funded with $7,700,000 of SR-91 EL revenues and

$300,000 with SHOPP funds, and the total construction capital and construction management support cost is revised from $101,358,000 to $109,358,000.

This amendment will increase the total cooperative agreement value to $109,358,000, which includes SR-91 EL revenues revised from $46,722,000 to $54,422,000 and Caltrans SHOPP from $ 7,070,000 to $7,370,000 (Attachment A).

Fiscal Impact

Funding for the Project will be included in the proposed OCTA's Fiscal Year 2026-27 Budget, Capital Programs Division, Account No. 0017-9084-FI106-1OQ, and will be funded with a combination of federal, state, and local funds.

Summary

Staff requests Board approval for the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-3-2655 with Caltrans, in the amount of $8 million, for additional construction capital cost for the Project. This will increase the maximum obligation of the cooperative agreement to a total contract value of $109,358,000.

Attachment

A. California Department of Transportation, Cooperative Agreement No. C-3-2655 Fact Sheet

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

ATTACHMENT A

California Department of Transportation
Cooperative Agreement No. C-3-2655 Fact Sheet

1. July 10, 2023, Cooperative Agreement No. C-3-2655, $98,965,000 approved by the Board of Directors (Board).

   - To define the roles and responsibilities of the California Department of Transportation (Caltrans) and Orange County Transportation Authority for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue.

2. November 25, 2024, Amendment No. 1 to Cooperative Agreement No. C-3-2655, $2,393,000 approved by the Board.

   - To increase 91 Express Lanes Excess revenues funds by $2,393,000 to account for an increase in construction capital cost.

3. June 8, 2026, Amendment No. 2 to Cooperative Agreement No. C-3-2655, $8 million pending Board approval.

   - To increase 91 Express Lanes Excess revenues funds by $7,700,000 to account for an increase in construction capital costs.

   - To increase SHOPP funds by $300,000 to account for increase in construction capital costs.

Total committed to Caltrans after approval of Amendment No. 2 to Cooperative Agreement No. C-3-2655: $109,358,000.

COMMITTEE TRANSMITTAL

June 8, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between La Palma Avenue and State Route 55

Regional Transportation Planning Committee Meeting of June 1, 2026

Present: Directors Go, Harper, Kleiman, Klopfenstein, Tavoularis, and Tettemer
Absent: Director Foley

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-9-1557 between the Orange County Transportation Authority and WKE, Inc., in the amount of $895,987, for additional design services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55. This will increase the maximum cumulative obligation of the agreement to a total contract value of $18,244,877.

OCTA

June 1, 2026

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between La Palma Avenue and State Route 55

Overview

On February 10, 2020, the Orange County Transportation Authority Board of Directors authorized an agreement with WKE, Inc. for the preparation of plans, specifications, and estimates for the State Route 91 Improvement Project between La Palma Avenue and State Route 55. An amendment to the existing agreement is necessary for additional design services.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-9-1557 between the Orange County Transportation Authority and WKE, Inc., in the amount of $895,987, for additional design services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55. This will increase the maximum cumulative obligation of the agreement to a total contract value of $18,244,877.

Discussion

The State Route 91 (SR-91) Improvement Project between La Palma Avenue and State Route 55 (SR-55) (Project) is part of Project I in the Measure M2 (M2) freeway program. This Project is being advanced through the updated Next 10 Delivery Plan that was approved in December 2025 by the Orange County Transportation Authority (OCTA) Board of Directors (Board).

The Project includes the addition of a general-purpose lane in the eastbound direction between La Palma Avenue and SR-55, bridge widening over the Santa Ana River and the reconstruction of the Glassell Street-Kraemer Boulevard and Tustin Avenue interchanges. As part of this interchange reconstruction, the existing Glassell Street-Kraemer Boulevard and Tustin Avenue bridges over SR-91 will be replaced with new bridges that provide standard vertical clearance below the bridge, standard width lanes, and

sidewalks and bikeways to enhance active transportation options. The plans, specifications, and estimates (PS&E) for the Project are currently being prepared by WKE, Inc. (WKE).

Additional Project scope has been identified which requires additional work from WKE to complete the design on schedule. An amendment to this agreement is recommended for the following additional services:

Roadway Design

The California Department of Transportation (Caltrans) updates their standard plans and standard specifications every year, and roadway and structure designs need to conform to the new Caltrans standards. Design plans and specifications need to be updated and reviewed by various departments at Caltrans to obtain approval.

Right-of-Way (ROW) Engineering Services

As part of the Project, the current access route for the Orange County Flood Control District facilities will be impacted by the realignment of the eastbound off- and on-ramp at Glassell Street. This realignment requires additional ROW acquisition. The effort includes the development of new ROW mapping and documentation of the ROW needs.

The City of Anaheim (City) requested to change the access control line along Frontera Street, which is the private property that requires documents and mapping to be updated to reflect the access control needed.

Reports

Additional work is needed to update the supplemental design standard decision document (SDSDD) to document additional design exceptions due to updates from design changes. Caltrans also requested to update the accident data and analysis based on the recently available collision data, which is also included in the SDSDD.

Environmental Services

During project delivery, Caltrans requested additional information, including detailed environmental listings and analysis for the environmental revalidation. In addition, the California Department of Fish and Wildlife requested hydroacoustic monitoring be included in the project construction to monitor and mitigate impacts to aquatic wildlife during construction within the Santa Ana River.

Encroachment Permits

The City Development Services Department requested a separate plan set for the construction encroachment permit review. The revised plans need to be developed and incorporate appropriate City standards within the City's ROW for the City review to obtain a construction encroachment permit.

The Orange County Public Works Department requires plan review for an encroachment permit within the Carbon Canyon Diversion Channel and Santa Ana River.

Metrolink requires an application review of General Order 88 Form to obtain an encroachment permit within the railroad ROW.

Procurement Approach

The original procurement was managed in accordance with OCTA's Board-approved policies and procedures for architectural and engineering services, which conform to both state and federal laws. The original firm-fixed price agreement was issued on June 17, 2020, in the amount of $13,867,796, for the preparation of the PS&E. This agreement has previously been amended as shown in Attachment A. It is necessary to amend the existing agreement to include additional design services.

OCTA staff negotiated the required level of effort with WKE to provide the additional design services described above. Staff found WKE's price proposal, in the amount of $895,987, to be fair and reasonable relative to the negotiated level of effort and the independent cost estimate prepared by the OCTA project manager. Proposed Amendment No. 6 to Agreement No. C-9-1557 will increase the total contract value to $18,244,877.

Fiscal Impact

The extra funding for the Project is included in OCTA's Fiscal Year 2025-26 Budget, Capital Programs Division, Account No. 0017-7519-FI105-NA6, and will be funded through the net 91 Express Lanes excess revenues.

Summary

Staff requests Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-9-1557 between the Orange County Transportation Authority and WKE, Inc., in the amount of $895,987, for additional design services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55.

Attachment

A. WKE, Inc., Agreement No. C-9-1557 Fact Sheet

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



Pia Veesapen
Director, Contracts Administration and Materials Management
(714) 560-5619

ATTACHMENT A

WKE, Inc.
Agreement No. C-9-1557 Fact Sheet

1. February 10, 2020, Agreement No. C-9-1557, $13,867,796, approved by the Board of Directors (Board).

   - Agreement was executed on June 17, 2020, with WKE, Inc. to provide plans, specifications, and estimates for the State Route 91 Improvement Project between La Palma Avenue and State Route 55.

2. November 17, 2020, Amendment No. 1 to Agreement No. C-9-1557, $0, approved by the Contracts Administration and Materials Management (CAMM) Department.

   - Changed key personnel.

3. June 28, 2022, Amendment No. 2 to Agreement No. C-9-1557, $247,054, approved by the CAMM Department.

   - Additional design services, including field surveys, roadway plans, utility analysis and investigation, hazardous waste testing, right-of-way (ROW) design support, and geotechnical tests.

4. April 10, 2023, Amendment No. 3 to Agreement No. C-9-1557, $1,193,698, approved by the Board.

   - Additional design services for roadway design and environmental services.

5. November 13, 2023, Amendment No. 4 to Agreement No. C-9-1557, $1,180,336, approved by the Board.

   - Additional design services related to ROW engineering services, median barrier replacement, utilities, a new masonry block wall, and final reports.

6. December 9, 2024, Amendment No. 5 to Agreement No. C-9-1557, $860,006, approved by the Board.

   - Additional design services are associated with ROW engineering services, ramp redesign, ramp gore redesign, traffic signal and curb ramps, smart lighting, and reports.

7. June 8, 2026, Amendment No. 6 to Agreement No. C-9-1557, $895,987, pending approval by the Board.

   - Additional design services associated with ROW engineering services, environmental services, reports, and encroachment permits.

Total funds committed to WKE, Inc., after approval of Amendment No. 6: $18,244,877.

COMMITTEE TRANSMITTAL

June 8, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Resolution to Establish the Orange County Local Transportation Authority/Measure M2 Appropriations Limit for Fiscal Year 2026-27

Finance and Administration Committee Meeting of May 21, 2026

Present: Directors Federico, Go, Hennessey, Leon, and Tettemer
Absent: Directors Harper and Sarmiento

Committee Vote

This item was passed by the Members present.

Director Leon was not present to vote on this item.

Committee Recommendation(s)

Adopt Orange County Local Transportation Authority/Measure M2 Resolution No. 2026-020 to establish the Orange County Local Transportation Authority/Measure M2 appropriations limit at $2,561,703,810, for fiscal year 2026-27.

OCTA

May 21, 2026

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Resolution to Establish the Orange County Local Transportation Authority/Measure M2 Appropriations Limit for Fiscal Year 2026-27

Overview

The State Constitution requires that each year the governing body of each local jurisdiction shall, by resolution, establish its appropriations limit for the following year pursuant to Article XIIIB.

Recommendation

Adopt Orange County Local Transportation Authority/Measure M2 Resolution No. 2026-020 to establish the Orange County Local Transportation Authority/Measure M2 appropriations limit at $2,561,703,810, for fiscal year 2026-27.

Background

In November 1979, the voters of the State of California approved Proposition 4, commonly known as the Gann Initiative. The proposition created Article XIIIB of the California Constitution, which is also known as the Gann Appropriations Limit.

Both the Article XIIIB appropriations limit and its implementing legislation were modified by Proposition 111, approved by voters in 1990. The law specifies that the appropriations of revenues, “proceeds of taxes” by state and local governments, may only increase annually by a limit based on a factor comprised of the change in population and the change in California per capita personal income. The appropriation limit includes any interest earned from the investment of the proceeds of taxes and must be reviewed during the annual financial audit.

Discussion

In accordance with the requirements of Article XIIIB, a resolution has been prepared and is attached for review and approval (Attachment A). The resolution establishes the Orange County Local Transportation Authority (LTA)/Measure M2 (M2) appropriations limit for fiscal year (FY) 2026-27 at $2,561,703,810, excluding federal grant funds and other funds to be received from sources not subject to the appropriations limit.

Attachment B shows the calculation of the FY 2026-27 Orange County LTA/M2 appropriations limit. Appropriations subject to limits do not include appropriations for debt service, costs of complying with the mandates of the courts, federal government, or capital outlay projects. The change in population and change in California per capita personal income rates were obtained from the State of California, Department of Finance.

Summary

Staff recommends adoption of the Orange County Local Transportation Authority/Measure M2 Resolution No. 2026-020, which will establish the fiscal year 2026-27 appropriation limit at $2,561,703,810, for the Orange County Local Transportation Authority.

Attachments

A. Resolution No. 2026-020 of the Orange County Local Transportation Authority/Measure M2 Establishing Appropriations Limit for Fiscal Year 2026-27
B. Orange County Local Transportation Authority/Measure M2 GANN Appropriations Limit Calculation for Fiscal Year 2026-27

Prepared by:



Sam Kaur
Department Manager,
Revenue Administration
(714) 560-5889

Approved by:



Andrew Oftelie
Chief Financial Officer,
Finance and Administration
(714) 560-5649

ATTACHMENT A

RESOLUTION No. 2026-020 OF THE
ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY/MEASURE M2
ESTABLISHING APPROPRIATIONS LIMIT FOR
FISCAL YEAR 2026-27

WHEREAS, Article XIIIB of the California Constitution and Sections 7900 through 7913 of the California Government Code require the establishment of an appropriations limit; and

WHEREAS, appropriations limits are applicable to funds received from the proceeds of taxes and interest earned on such proceeds.

NOW, THEREFORE, BE IT RESOLVED as follows:

1. The Orange County Local Transportation Authority/Measure M2 hereby determines that pursuant to Section 7902b of the California Government Code, the appropriations limit for the Orange County Local Transportation Authority/Measure M2 for fiscal year 2026-27 is $2,561,703,810.

2. The total amount authorized to be expended by the Orange County Local Transportation Authority/Measure M2 during the fiscal year 2026-27 from the proceeds of taxes, including interest earned from the investment of the proceeds of taxes, is $480,333,516.

3. The appropriations limit for fiscal year 2026-27 exceeds proceeds of taxes for fiscal year 2026-27 by $2,081,370,294.

ADOPTED SIGNED AND APPROVED on this 8th day of June 2026.

AYES:

NOES:

ABSENT:

ATTEST:

_____	_____
Andrea West	Jamey M. Federico, Chair
Clerk of the Board	Orange County Local Transportation Authority

ATTACHMENT B

Orange County Local Transportation Authority/Measure M2
GANN Appropriations Limit Calculation for
Fiscal Year 2026-27

GANN FACTOR

PER CAPITA CHANGE[1]	**%**		**RATIO**		**GANN FACTOR**
California per capita personal income change	4.95%		1.0495		
POPULATION CHANGE[2]					
County of Orange	-0.37%		0.9963		
GANN FACTOR	1.0495	x	0.9963	=	1.0456

FY 2026-27 APPROPRIATIONS LIMIT

Prior Year Appropriations Limit	$	2,449,984,516
GANN Factor (Rounded)	x	1.0456
	$	**2,561,703,810**

ITEMS SUBJECT TO GANN LIMIT[3]

Line Item		***Amount***
1/2 cent sales tax (Measure M2)	$	446,173,664
CDTFA Fees	$	4,461,737
Interest Revenue	$	29,698,115
	$	**480,333,516**

FY 2026-27 APPROPRIATIONS LIMIT

		Amount
FY 2026-27 Appropriations Limit	$	2,561,703,810
Less Items Subject to GANN Limit		(480,333,516)
Appropriation Limit that exceeds the proceeds of taxes:	**$**	**2,081,370,294**

Note:
CDTFA - California Department of Tax and Fee Administration
FY - Fiscal Year

[1,2]Price Factor and Population Information provided by the Department of Finance.

[3]Items subject to GANN Limit provided from proposed FY 2026-27 budget.

COMMITTEE TRANSMITTAL

June 8, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Membership Appointments for the Measure M2 Environmental Oversight Committee

Executive Committee Meeting of June 1, 2026

Present: Chair Federico, Vice Chair Jung, Directors Chaffee, Hennessey, Klopfenstein, and Wagner
Absent: None

Committee Vote

This item was passed by the Members present.

Director Wagner was not present to vote on this item.

Committee Recommendation(s)

A. Approve the reappointment of 10 current committee members serving on the Measure M2 Environmental Mitigation Program Environmental Oversight Committee for an additional three-year term beginning July 1, 2026.

B. Appoint two committee members to replace outgoing members on the Measure M2 Environmental Mitigation Program Environmental Oversight Committee.

OCTA

June 1, 2026

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Membership Appointments for the Measure M2 Environmental Oversight Committee

Overview

The Measure M2 Ordinance No. 3 requires the establishment of a 12-member Environmental Oversight Committee as part of the Measure M2 Environmental Mitigation Program. The committee is responsible for making recommendations to the Orange County Transportation Authority Board of Directors on the allocation of revenues for programmatic mitigation and for monitoring implementation. The three-year terms have expired for all members. Ten of the existing committee members have expressed a desire to continue to serve and replacements are recommended for two open seats.

Recommendations

A. Approve the reappointment of ten current committee members serving on the Measure M2 Environmental Mitigation Program Environmental Oversight Committee for an additional three-year term beginning July 1, 2026.

B. Appoint two committee members to replace outgoing members on the Measure M2 Environmental Mitigation Program Environmental Oversight Committee.

Background

Measure M2 (M2) includes a provision to provide comprehensive mitigation to offset environmental impacts of freeway improvement projects through the M2 Environmental Mitigation Program (Mitigation Program). In exchange, state and federal resources agencies, consisting of the California Department of Fish and Wildlife (CDFW) and the United States Fish and Wildlife Service (USFWS), agreed to fast-track the permitting process and entered into a master agreement for the M2 freeway projects. The goal of the Mitigation Program is to deliver more

effective mitigation while supporting expedited delivery of M2 freeway improvements.

The Mitigation Program was launched in fall 2007 with the creation of the Environmental Oversight Committee (EOC). The EOC makes technical and policy recommendations to the Orange County Transportation Authority (OCTA) Board of Directors (Board) related to the implementation of the Mitigation Program. M2 Ordinance No. 3 (M2 Ordinance) defines the role and composition of the EOC, a 12-member committee that includes two representatives of the Board, Director Mark Tettemer as EOC Chair and Board Chair Jamey M. Federico. The other members of the committee include one representative each from the California Department of Transportation, USFWS, CDFW, California Wildlife Conservation Board, Army Corps of Engineers, and the OCTA Taxpayer Oversight Committee. In addition, two public members and two members from a non-governmental environmental organization serve on the committee (Attachment A). The M2 Ordinance further stipulates the terms of service are three years with no term limits.

Discussion

The M2 Ordinance established the EOC and requires the Board to appoint the committee members. One public member has chosen not to seek reappointment to the EOC and a candidate is being recommended to fill the open position. In addition, the USFWS, which has a permanent seat on the EOC, recommended a new member.

In April 2026, a Board ad hoc committee was established to review the applicants and propose a recommendation to the full Board, as has been the case for all past recruitments. Chair Federico formed the Board ad hoc committee, which included Board Chair Federico and Vice Chair Fred Jung, and EOC Chair Tettemer. A total of 26 candidates who had backgrounds in environmental preservation, development, and civic services were considered for the public member open seat.

The Board ad hoc committee is recommending Janet Fordunski (Attachment B) to fill the open public member position. Ms. Fordunski is a retired civil engineer with 30 years of experience specializing in water resources, including planning, design, and permitting, and compliance for water, wastewater, and stormwater infrastructure projects. She has over 20 years of community service experience as an environmental volunteer, including ecological restoration, invasive species removal, and public outreach for organizations including the Newport Bay Conservancy and Orange County Parks.

The USFWS has recommended Senior Fish and Wildlife Biologist Lauren Kershek as the new USFWS representative to serve on the EOC (Attachment C). Ms. Kershek has extensive experience managing complex, time-sensitive projects across diverse habitats, with expertise in Endangered Species Act implementation, regional conservation planning, and interagency coordination on large-scale infrastructure and habitat restoration efforts. In addition to her regulatory and partnership work, she leads recovery and conservation efforts for the federally endangered light-footed Ridgway's rail, including population monitoring and captive breeding programs in collaboration with regional partners.

The ten other EOC members have expressed their desire to continue serving on the committee for an additional three-year term. This term will begin on July 1, 2026. The proposed EOC roster is enclosed as Attachment D.

Summary

The three-year term for members of the M2 EOC has expired. Ten existing committee members have expressed interest in serving another term and are being recommended for reappointment, and replacements are recommended for two open seats.

Attachments

A. Orange County Local Transportation Authority Ordinance No. 3 July 24, 2006 (pages B-5 through B-6)
B. Janet Fordunksi, PE - Resume
C. Lauren A. Kershek Biography
D. Recommended Environmental Oversight Committee 2026 Roster

Prepared by:

Marissa Espino
Section Manager III,
Public Outreach
714-560-5607

Approved by:

Maggie McJilton
Executive Director,
People and Community Engagement
714-560-5824

ATTACHMENT A

ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY

ORDINANCE NO. 3

JULY 24, 2006

AMENDED:

November 9, 2012
November 25, 2013
December 14, 2015 *(corrected March 14, 2016)*
June 22, 2020
May 24, 2021

Orange County Local Transportation Authority
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584
Tel: (714) 560-6282

Context Sensitive Design, as described in the nationally recognized Federal Highway Administration (FHWA) Principles of Context Sensitive Design Standards. Freeway Projects will be planned, designed and constructed using a flexible community-responsive and collaborative approach to balance aesthetic, historic and environmental values with transportation safety, mobility, maintenance and performance goals. Context Sensitive Design features include: parkway-style designs; environmentally friendly, locally native landscaping; sound reduction; improved wildlife passage and aesthetic treatments, designs and themes that are in harmony with the surrounding communities.

5. At least five percent (5%) of the Net Revenues allocated for Freeway Projects shall fund Programmatic Mitigation for Freeway Projects. These funds shall be derived by pooling funds from the mitigation budgets of individual Freeway Projects, and shall only be allocated subject to the following:

a. Development of a Master Environmental Mitigation and Resource Protection Plan and Agreement (Master Agreement) between the Authority and state and federal resource agencies that includes:

(i) commitments by the Authority to provide for programmatic environmental mitigation of the Freeway Projects,

(ii) commitments by state and federal resource agencies to reduce project delays associated with permitting and streamline the permit process for Freeway Projects,

(iii) an accounting process for mitigation obligations and credits that will document net environmental benefit from regional, programmatic mitigation in exchange for net benefit in the delivery of transportation improvements through streamlined and timely approvals and permitting, and

(iv) a description of the specific mitigation actions and expenditures to be undertaken and a phasing, implementation and maintenance plan.

(v) appointment by the Authority of a Mitigation and Resource Protection Program Oversight Committee (“Environmental Oversight

Committee") to make recommendations to the Authority on the allocation of the Net Revenues for programmatic mitigation, and to monitor implementation of the Master Agreement. The Environmental Oversight Committee shall consist of no more than twelve members and be comprised of representatives of the Authority, Caltrans, state and federal resource agencies, non-governmental environmental organizations, the public and the Taxpayers Oversight Committee.

b. A Master Agreement shall be developed as soon as practicable following the approval of the ballot proposition by the electors. It is the intent of the Authority and state and federal resource agencies to develop a Master Agreement prior to the implementation of Freeway Projects.

c. Expenditures of Net Revenues made subject to a Master Agreement shall be considered a Freeway Project and may be funded from the proceeds of bonds issued subject to Section 5 of the Ordinance.

B. Transit Projects

1. The Authority shall make every effort to maximize state and federal funding for Transit Projects. No Net Revenues shall be allocated in any year for any Transit Project if the Authority has made findings at a public meeting that the state or the federal government has reduced any allocations of state funds or federal funds to the Authority as the result of the addition of any Revenues.

2. Prior to the allocation of Net Revenues for a Transit Project, the Authority shall obtain a written agreement from the appropriate jurisdiction that the Transit Project will be constructed, operated and maintained to minimum standards acceptable to the Authority.

C. Street and Road Projects

Prior to the allocation of Net Revenues for any Street and Road Project, the Authority, in cooperation with affected agencies, shall determine the entity(ies) to be responsible for the maintenance and operation thereof.

///

ATTACHMENT B

JANET FORDUNSKI, PE

(949) 750-9525
j4dunski@gmail.com

411B Avenida Castilla
Laguna Woods 92637

Profile

- 30 years Professional Civil Engineering experience:
  - Water resources: water resource planning, public grant funding applications, regulatory permitting, and compliance for potable water, recycled water, and wastewater systems
  - Geotechnical engineering: slope stability analysis, settlement analysis, forensic engineering, geologic mapping
- 20 years of community service: water reuse, HOAs, public outreach, ecological restoration, and education
- Sole proprietor of Strong.Garden specializing in sustainable landscape design utilizing California native plants and rainwater capture

Registrations

- California Registered Civil Engineer, RCE 51493 (current)
- Certified Water Treatment Operator II 33293 (expired)

Education

- Massachusetts Institute of Technology 1990 Bachelors Civil Engineering
- California State University Long Beach 1999 Masters Civil Engineering
- Saddleback College: Associates of Arts degrees in Dance and Social & Behavioral Science anticipated December 2026

Notable Community Service

- Watereuse President and Secretary, Inland Empire Chapter, 2016 - 2023
- Orange County Parks Volunteer/Laguna Canyon Foundation:
  - Ecological restoration: Invasive plant removal; native plant restoration
- Orange County Parks Volunteer/Naturalist, Newport Bay Conservancy:
  - Public outreach: Kayak tour lead; special event support for fundraisers and special events
- Lakeside Park Community Association, Board President, Lake Forest, 2016 - 2019
- Lake Forest II Master HOA, Architectural Committee / Board member, 2003 - 2022
- El Toro High School PSTO, President, Lake Forest, 2013
- Serrano Intermediate School, Lake Forest, Future City Team Mentor, 2008
- La Madera Elementary PTA, Walk to School Day Coordinator, Lake Forest, 2004

JANET FORDUNSKI, PE

(949) 750-9525
j4dunski@gmail.com
411B Avenida Castilla
Laguna Woods 92637

Professional Engineering Work Experience in Water Resources

- **Woodard & Curran - Laguna Hills, CA 2016 - 2023**
  - Project manager for contracts totalling $1.5M annually for municipal clients in California
  - Successfully assisted the City of Oceanside obtain $8M USBR grant funding for Pure Water Oceanside potable reuse project
  - Coordinated master planning and design of wastewater treatment expansions in City of San Bernardino and Kern County
  - Conducted water well feasibility analysis for Trabuco Canyon Water District
  - Managed sewer capacity modeling for redevelopment in City of Santa Ana
  - Proposal preparation and marketing

- **Pacific Advanced Civil Engineering (PACE) - Fountain Valley, CA 2006 - 2016**
  - Managed potable water system operations and compliance services for Native American reservation in San Diego County, receiving commendations from EPA Region 9 for meeting the water system treatment safety goals
  - Design, permitting, and installation of standby diesel generator for Eastside Water Mutual in unincorporated Midway City, Orange County
  - Stormwater management analysis within ETWD boundaries in Lake Forest
  - Prepared Aquifer Protection Permit (APP) applications for wastewater treatment and recycled water projects, Pima County, Arizona.

Recent Training

- CPR/AED/First Aid, 2025

References

- Scott Goldman, BCEE, former ETWD Director, 2001 - 2019
  sgoldman@woodardcurran.com (714) 292-6488

- Hilary Cunningham, Newport Bay Conservancy Volunteer Coordinator
  hilary.cunningham@newportbay.org (949) 923-2296

- Sam Ali, ASCE Orange County Sustainability Committee Chair
  hariri@cox.net (949) 444-4742

ATTACHMENT C

Lauren A. Kershek Biography
Fish and Wildlife Biologist
Carlsbad Fish and Wildlife Office
U.S. Fish and Wildlife Service
(760)306-5920
Lauren_Kershek@fws.gov

Lauren Kershek is a Senior Fish and Wildlife Biologist with the U.S. Fish and Wildlife Service's Carlsbad Fish and Wildlife Office (CFWO). Lauren began her career with the CFWO as a student intern in 2006 while completing her Bachelor of Science in Marine Biology at UCLA. Lauren continued her internship while completing a Masters of Science in Biological Sciences at CSU San Marcos. She has a long-standing record of managing high-volume, time-sensitive, and complex workloads across marine, coastal, riparian, and upland habitats. Her expertise includes Endangered Species Act implementation under Section 7 and Section 10, large-scale regional conservation planning, and partnerships with federal agencies, local jurisdictions, and regional partners. She has served for over a decade as the CFWO's partnership liaison with the San Diego Association of Governments (SANDAG), completing Section 7 consultations and supporting project implementation across a broad range of transportation and habitat restoration projects. She has also spent years in partnership with multiple Caltrans districts throughout Southern California. She has led several large-scale consultations with the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, the Federal Transit Administration, and the Federal Railroad Administration. She has recently taken over implementation of three Habitat Conservation Plans in Orange County: the Central-Coastal HCP, the Southern Subregion HCP, and the OCTA Measure M2 HCP.

In addition to Section 7 and Section 10 implementation, Lauren is the lead CFWO biologist for recovery and conservation of the federally endangered light-footed Ridgway's rail. This year, Lauren has been leading and implementing a new range-wide population monitoring protocol that will help inform recovery progress and conservation priorities for the species range-wide. She is also a lead biologist for the LFRR captive breeding program in partnership with the Living Coast Discovery Center, SeaWorld San Diego, and the San Diego Zoo Wildlife Alliance.

ATTACHMENT D

Recommended Environmental Oversight Committee
2026 Roster

Chairman Mark Tettemer
OCTA Board of Directors
Council Member, 3rd District

Vice Chair Melanie Schlotterbeck
Conservation Consultant
Hills for Everyone

Jeniffer (Jenny) Aleman-Zometa
Senior Project Manager
US Army Corps of Engineers

Jamey M. Federico
OCTA Board of Directors
Council Member, 5th District

Janet Fordunksi*
Public Member

Lauren Kershek*
Fish and Wildlife Biologist
US Fish and Wildlife Service

Derek McGregor
Public Member

Joe Navari
Acquisition Manager
California Wildlife Conservation Board

Michael Neben
Representative
Taxpayer Oversight Committee

Alben Phung
Branch Chief, Senior Environmental Scientist, Environmental Analysis, Specialist Branch
California Department of Transportation, District 12

Dan Silver
Chief Executive Officer
Endangered Habitats League

Jennifer Turner
Senior Environmental Scientist
CA Department of Fish & Wildlife

*Recommended new members

COMMITTEE TRANSMITTAL

June 8, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Membership Appointments for the Measure M2 Environmental Cleanup Allocation Committee

Executive Committee Meeting of June 1, 2026

Present: Chair Federico, Vice Chair Jung, Directors Chaffee, Hennessey, Klopfenstein, and Wagner
Absent: None

Committee Vote

This item was passed by the Members present.

Director Wagner was not present to vote on this item.

Committee Recommendation(s)

A. Approve the reappointment of current committee members serving on the Measure M2 Environmental Cleanup Allocation Committee for an additional three-year term.

B. Appoint two committee members to replace outgoing members on the Measure M2 Environmental Cleanup Allocation Committee Orange County.

OCTA

June 1, 2026

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Membership Appointments for the Measure M2 Environmental Cleanup Allocation Committee

Overview

As part of the Measure M2 Environmental Cleanup Program, the Measure M2 Ordinance No. 3 requires a 14-member Environmental Cleanup Allocation Committee to make recommendations to the Orange County Transportation Authority Board of Directors on the allocation of revenues for transportation-related water quality programs. The current three-year terms for all members will expire on June 30, 2026. Twelve of the existing committee members have expressed their desire to continue to serve, and replacements are recommended for two open seats.

Recommendations

A. Approve the reappointment of current committee members serving on the Measure M2 Environmental Cleanup Allocation Committee for an additional three-year term.

B. Appoint two committee members to replace outgoing members on the Measure M2 Environmental Cleanup Allocation Committee.

Background

The Environmental Cleanup Program (ECP), Project X, provides Measure M2 (M2) revenues to local jurisdictions to help improve overall water quality in Orange County from transportation-generated pollution. Funds are allocated on a countywide competitive basis and are intended to supplement, not supplant, existing transportation-generated water quality programs. Consistent with the Orange County Transportation Authority's (OCTA) M2 Ordinance No. 3 (M2 Ordinance), these grants are awarded to priority projects improving water quality that have a nexus to transportation-related pollution.

The ECP was launched in fall 2007 with the creation of the Environmental Cleanup Allocation Committee (ECAC). The ECAC is responsible for developing the guidelines for the administration of the program and making funding recommendations for consideration and approval by the OCTA Board of Directors (Board). The M2 Ordinance defines the role and composition of the ECAC, a 14-member committee that includes one representative from the County of Orange, the California Department of Transportation (Caltrans), the development industry, the scientific/academic community, and a private or non-profit organization involved in environmental and water quality protection/enforcement matters (Attachment A). The ECAC also includes a city representative from each of the five supervisorial districts and two representatives from a water or wastewater public entity. In addition, a representative from the Santa Ana Regional Water Quality Control Board and the San Diego Regional Water Quality Control Board are designated to serve on the ECAC as non-voting members.

Discussion

The M2 Ordinance requires the Board to appoint ECAC members. Terms of service are three years, with no term limits. The committee members representing the Santa Ana Regional Water Quality Control Board and Caltrans have chosen not to seek reappointment for the ECAC and candidates for those seats have been recommended.

The water quality control boards and Caltrans are required to each have a representative serving on the ECAC. As routinely done in the past when filling vacant agency seats, OCTA requested a recommendation from the specific agency. Both agencies made the following recommendations: Emily Yagi, Water Resource Control Engineer for the San Diego Water Board and Arvin Cuevas, Branch Chief, National Pollutant Discharge Elimination System Unit, Division of Environmental Analysis. Ms. Yagi is a civil/structural engineer with more than ten years of experience in design, construction, and regulatory compliance of development in environmentally sensitive areas. Mr. Cuevas brings more than 25 years of experience in transportation engineering and environmental compliance.

The remaining 12 existing ECAC members have expressed a desire to continue to serve on the committee for an additional three-year term. The recommended ECAC roster is enclosed (Attachment B).

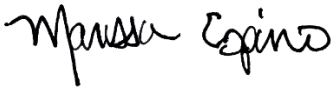
Summary

The three-year term for members of the M2 ECAC will end on June 30, 2026. There are no term limits. Twelve existing committee members have expressed interest in serving another term and are being recommended for reappointment, and replacements are recommended for the two open seats.

Attachments

A. Orange County Local Transportation Authority Ordinance No. 3 July 24, 2006 (pages B-17 and B-18)
B. Recommended Environmental Cleanup Allocation Committee 2026 Roster

Prepared by:



Marissa Espino
Section Manager III,
Public Outreach
714-560-5607

Approved by:



Maggie McJilton
Executive Director,
People and Community Engagement
714-560-5824

ATTACHMENT A

ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY

ORDINANCE NO. 3

JULY 24, 2006

AMENDED:

November 9, 2012
November 25, 2013
December 14, 2015 *(corrected March 14, 2016)*
June 22, 2020
May 24, 2021

Orange County Local Transportation Authority
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584
Tel: (714) 560-6282

designing Community Based Transit/Circulators projects to provide effective and user-friendly transit connections to countywide bus transit and Metrolink services.

2. To be eligible to receive Net Revenues for Community Based Transit/Circulators projects, an Eligible Jurisdiction must execute a written agreement with the Authority regarding the respective roles and responsibilities pertaining to construction, ownership, operation and maintenance of the Community Based Transit/Circulators project.

3. Allocations of Net Revenues shall be determined pursuant to a countywide competitive procedure adopted by the Authority. This procedure shall include an evaluation process and methodology applied equally to all candidate Community Based Transit/Circulator projects. Eligible Jurisdictions shall be consulted by the Authority in the development of the evaluation process and methodology.

4. An Eligible Jurisdiction may contract with another entity to perform all or part of a Community Based Transit/Circulators project.

VII. ALLOCATION OF NET REVENUES; ENVIRONMENTAL CLEANUP PROGRAMS/PROJECTS.

A. An Eligible Jurisdiction may contract with any other public entity to perform all or any part of an Environmental Cleanup project.

B. Allocation Committee.

1. The Allocation Committee shall not include any elected public officer and shall include the following twelve (12) voting members:

(i) one (1) representative of the County of Orange;

(ii) five (5) representatives of cities, subject to the requirement for one (1) representative for the cities in each supervisorial district;

(iii) one (1) representative of the California Department of Transportation;

(iv) two (2) representatives of water or wastewater public entities;

(v) one (1) representative of the development industry;

(vi) one (1) representative of the scientific or academic community;

(vii) one (1) representative of private or non-profit organizations involved in environmental and water quality protection/enforcement matters;

In addition, one (1) representative of the Santa Ana Regional Water Quality Control Board and one (1) representative of the San Diego Regional Water Quality Control Board shall be non-voting members of the Allocation Committee.

2. The Allocation Committee shall recommend to the Authority for adoption by the Authority the following:

a. A competitive grant process for the allocation of Environmental Cleanup Revenues, including the highest priority to capital improvement projects included in a Watershed Management Area. The process shall give priority to cost-effective projects and programs that offer opportunities to leverage other funds for maximum benefit.

b. A process requiring that Environmental Cleanup Revenues allocated for projects and programs shall supplement and not supplant funding from other sources for transportation related water quality projects and programs.

c. Allocation of Environmental Cleanup Revenues for proposed projects and programs.

d. An annual reporting procedure and a method to assess the water quality benefits provided by completed projects and programs.

ATTACHMENT B

Recommended Environmental Cleanup Allocation Committee 2026 Roster

Chairman Garry Brown
Executive Director & Chief Executive Officer
Orange County Coastkeeper

Joe Ames (5th District)
Assistant City Manager
City of Laguna Hills

Matt Collings
Assistant General Manager
Moulton Niguel Water District

Arvin Cuevas*
Branch Chief, NPDES Unit
Division of Environmental Analysis
Caltrans

Tyler Holst
Senior Vice President of Infrastructure Engineering
Rancho Mission Viejo, LLC

Gaurav Rajen (Raj)
Water Resource Control Engineer
Santa Ana Regional Water Quality Control Board

Danny Kim
Associate Professor
California State University
Fullerton Department of Public Health

Lorrie Lausten
District Engineer
Trabuco Canyon Water District

Keith Linker (4th District)
Principal Civil Engineer, Dept. of Public Works
City of Anaheim

Adolfo Ozaeta (1st District)
Assistant City Manager
City of Westminster

Debra Rose (3rd District)
City Manager
City of Lake Forest

Grant Sharp
Manager of the Environmental Monitoring Division of OC Public Works
County of Orange

Alex Waite (2nd District)
Senior Management Analyst
Public Works and Engineering
City of Tustin

Emily Yagi*
Water Resource Control Engineer
San Diego Regional Water Quality Control Board

*Recommended new members

COMMITTEE TRANSMITTAL

June 8, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Measure M2 Environmental Mitigation Program Update

Regional Transportation Planning Committee Meeting of June 1, 2026

Present: Directors Go, Harper, Kleiman, Klopfenstein, Tavoularis, and Tettemer
Absent: Director Foley

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Receive and file as an information item.

OCTA

June 1, 2026

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Environmental Mitigation Program Update

Overview

Measure M2 includes an Environmental Mitigation Program to deliver comprehensive mitigation for biological impacts of 13 freeway projects in exchange for streamlined project approvals from state and federal resource agencies. A summary of recent Environmental Mitigation Program activities is provided for informational purposes.

Recommendation

Receive and file as an information item.

Background

Measure M2 (M2) includes the Environmental Mitigation Program (EMP), which is intended to mitigate biological resource impacts of 13 M2 freeway projects and streamline approval processes with state and federal resource agencies. This is achieved through the development of a Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan), approved by the California Department of Fish and Wildlife (CDFW) and the United States Fish and Wildlife Service (collectively referred to as the Wildlife Agencies). To maximize the benefits of the investments, the Orange County Transportation Authority (OCTA) has utilized some of those same mitigation assets to obtain Clean Water Act permits. Consistent with the Conservation Plan, OCTA has acquired seven conservation properties (Preserves) and funded 13 habitat restoration projects, depicted in Attachment A. To date, ten of the restoration projects have been completed and have met the requirements of the Wildlife Agencies. Two additional OCTA-funded restoration projects are being reviewed for completeness this year.

To support the Preserves and the program goals, and through direction from the OCTA Board of Directors (Board), staff and external agencies are continuing to work on various activities tied to the program. As outlined in the Conservation Plan, an endowment is being established to support the long-term management of the Preserves.

The accomplishments of the EMP have largely fulfilled the program's intended goals. These achievements reflect years of collaboration among OCTA, partner agencies, stakeholders, and the public. The program's success has been recognized at both regional and national levels. As a result of these efforts, pre-negotiated permit terms have facilitated more efficient project implementation and reduced the scope of required mitigation. Absent the EMP's structured approach, additional mitigation obligations could have been imposed, leading to higher project costs and increased project schedule risks.

Discussion

Conservation Properties and Endowment Update

In November 2010, the Board allocated $42 million to purchase open space in Orange County. To date, OCTA has acquired more than 1,300 acres in the cities of Brea, Laguna Beach, Silverado Canyon, and Trabuco Canyon, collectively named the Preserves. A summary of these Preserves is included in Attachment B. This report provides updates for activities in the Trabuco Rose Preserve located in Trabuco Canyon and the Pacific Horizon Preserve located in the City of Laguna Beach. It also provides an update on the endowment that will support the long-term management of all seven Preserves indefinitely once the endowment target has been achieved.

Trabuco Rose Gully Project Update

The OCTA Trabuco Rose Preserve, acquired in 2011, encompasses approximately 400 acres of open space in Trabuco Canyon. OCTA is responsible for its maintenance, security, and biological monitoring in accordance with Conservation Plan requirements. Within the Preserve, an approximately 150-linear-foot unnamed gully has experienced active erosion, posing a risk of sediment discharge to downstream resources and potential impacts to nearby infrastructure.

In 2021, OCTA completed emergency stabilization of the upstream portion of the gully using fabric and rock armoring to halt slope failure and reduce sediment transport. Subsequent design and procurement efforts were undertaken to address the remaining stretch of the gully. The current project will extend stabilization downstream and enhance the previously repaired area incorporating rock intended to mimic natural drainage conditions and improve channel stability. Due to the presence of sensitive biological resources, construction is being

implemented with biological monitoring and coordination to avoid and minimize impacts. The contractor has installed environmentally sensitive area (ESA) fencing to delineate and protect sensitive resources within and adjacent to the work area. Work is being conducted in close coordination with qualified biological monitors to ensure compliance with environmental commitments, with particular attention to avoiding and minimizing impacts to nesting birds. Active bird nests have been identified near the work area and are being monitored; construction is anticipated to take approximately four weeks and will commence once nesting activity has concluded.

Pacific Horizon Many-Stemmed Dudleya Project Update

The OCTA Pacific Horizon Preserve, acquired in 2015, encompasses approximately 150 acres of open space in the City of Laguna Beach. OCTA is responsible for its maintenance, security, and biological monitoring in accordance with Conservation Plan requirements. As part of the Conservation Plan, additional measures were required to achieve full coverage for two of the OCTA covered species: arroyo chub (*Gila orcutti*) and many-stemmed dudleya (MSD) (*Dudleya multicaulis*). OCTA has since completed the actions needed to fully address the arroyo chub requirements.

For MSD, the Conservation Plan requires establishment or maintenance of at least 500 individuals within OCTA Preserves or through an OCTA-funded restoration project. To date, MSD has only been documented at Pacific Horizon Preserve, with 127 individuals observed in 2019 and 57 in 2022, with occurrence varying based on precipitation.

To achieve the 500-individual target, OCTA developed and initiated a restoration plan. Since 2020, efforts have included habitat enhancement through removal of invasive species and unauthorized features, installation of fencing and signage, and planting of native species to improve site conditions. In 2023, MSD individuals were mapped and seed was collected, followed by a two-year nursery propagation period. The propagated plants were transplanted at discrete locations within the Pacific Horizon Preserve in October 2025 (Attachment C) with approximately 30 percent retained as nursery stock for future restoration efforts. Planning and implementation have been conducted in coordination with our Wildlife Agency partners, OCTA restoration ecologists, and contractors. Ongoing activities include hand watering to supplement natural rainfall and continued control of non-native invasive plant species, with additional MSD plantings anticipated in fall 2026. Many-stemmed dudleya population enhancement activities will be documented and reported to OCTA as part of the annual report describing stewardship activities on the Preserve.

Environmental Mitigation Program Endowment Fund Investment Report

The Conservation Plan requires the establishment of an endowment to fund the long-term management of the Preserves. The Environmental Mitigation Program Endowment Fund Statement for March 31, 2026, is provided as Attachment D.

As of March 31, 2026, the endowment balance was $ 38,797,315, which is slightly above the target of $ 36,628,220 for the third quarter of fiscal year (FY) 2025-26. Based on the performance to date, current projections indicate that OCTA remains on track to meet the endowment target of $46.2 million (including interest earnings) in FY 2027-28; however, future performance of the endowment fund may affect the timeframe. A separate quarterly investment report summarizing the status of the endowment will be provided to the Finance and Administration (F&A) Committee and Board in June 2026. Staff will continue to assess market conditions and provide regular endowment updates to the Board, the F&A Committee, and the Environmental Oversight Committee (EOC).

Habitat Restoration Projects

OCTA has approved funding for 13 restoration projects (including a dam removal project) that will result in over 350 acres of restored habitats. Previous annual reporting stated that there were 12 restoration projects. One restoration project (Irvine Ranch Conservancy) comprises two distinct geographical areas and thus is reported as two projects. The restoration projects occur throughout Orange County (Attachment A and Attachment E). OCTA is working with the restoration project sponsors to complete implementation and monitoring of the restoration activities. At completion, the restoration projects must meet their success criteria to achieve sign-off from the Wildlife Agencies. To date, ten of the 13 restoration projects have obtained sign-off. The remaining three restoration projects are at different stages of this process. This report focuses on one of the three remaining projects, the Fairview Park Restoration Project.

Fairview Park Restoration Project

In February 2011, OCTA awarded the City of Costa Mesa (City) $2 million to implement a 23-acre habitat restoration project at Fairview Regional Park; see Attachment A for the location. Since then, the City has coordinated with OCTA, the Wildlife Agencies, and its restoration contractor over several years to address shortfalls in completed acreage and outstanding requirements, including the conservation easement. This coordination led to identification of the Fairview Park Mesa Flower Fields Restoration Area as the supplemental site (Attachment F) needed to fulfill the remaining restoration commitments, along with development of a funding and implementation approach supported by City and state resources.

Since late 2025, the City's restoration contractor has been implementing the Fairview Park Mesa Flower Fields restoration project. Recent activities include installation of temporary irrigation, site dethatching, and ongoing weed management to reduce the non-native seed bank in preparation for planting and hydroseeding. The temporary irrigation system is being used to stimulate germination of non-native species as part of planned grow-and-kill cycles and will also support irrigation following native seed installation. In consideration of nesting season constraints, certain vegetation removal activities have been modified to avoid impacts to active nesting areas. Coordination efforts have also addressed regulatory compliance following the 2024 identification of a state-protected species on-site, including securing required permits from the CDFW and implementing avoidance and minimization measures, which have resulted in adjustments to the project schedule.

2025 Conservation Plan Annual Report

As required under the Conservation Plan, OCTA prepares an annual report documenting implementation activities. The report compiles and synthesizes information provided by OCTA consultants, contractors, and restoration project managers. Data is collected for the calendar year and summarized in individual technical reports, which are completed early in the next calendar year and subsequently integrated into a comprehensive annual report by OCTA. The report is considered final upon completion of Wildlife Agency review, a process that typically extends into mid-year. The executive summary for the 2025 Conservation Plan Annual Report is included as Attachment G, and the full report is available on the OCTA website.

The 2025 annual report documents OCTA's activities from January 1 through December 31, 2025, and demonstrates that implementation remains consistent with Conservation Plan commitments. The report includes tracking of biological impacts associated with covered freeway improvement projects, preserve management, monitoring, and status, restoration project progress, and plan administration and public outreach activities. The report has been reviewed by the Wildlife Agencies, provided to the EOC, and made available for public review. The annual report for calendar year 2026 is anticipated to be presented to the EOC and the Board in mid-2027.

Summary

Updates on activities at two of the seven preserves, the Environmental Mitigation Program Endowment Fund Investment Report, an update on one restoration project in the City of Costa Mesa, and the 2025 Conservation Plan annual report are presented to the Board as receive and file information.

Attachments

A. OCTA Preserves and Funded Restoration Projects
B. Acquired Properties Summary
C. Pacific Horizon Preserve Many-stemmed Dudleya Enhancement Area Map
D. OCTA Measure M2 Environmental Mitigation Program Fund (V398) Statement as of March 31, 2026
E. OCTA M2 EMP-Funded Restoration Projects Status Table
F. Fairview Park Mesa Flower Fields Restoration Project Map
G. M2 Natural Community Conservation Plan/Habitat Conservation Plan – 2025 Annual Report

Prepared by:



Lesley Hill
Environmental Mitigation Program
Project Manager
(714) 560-5759

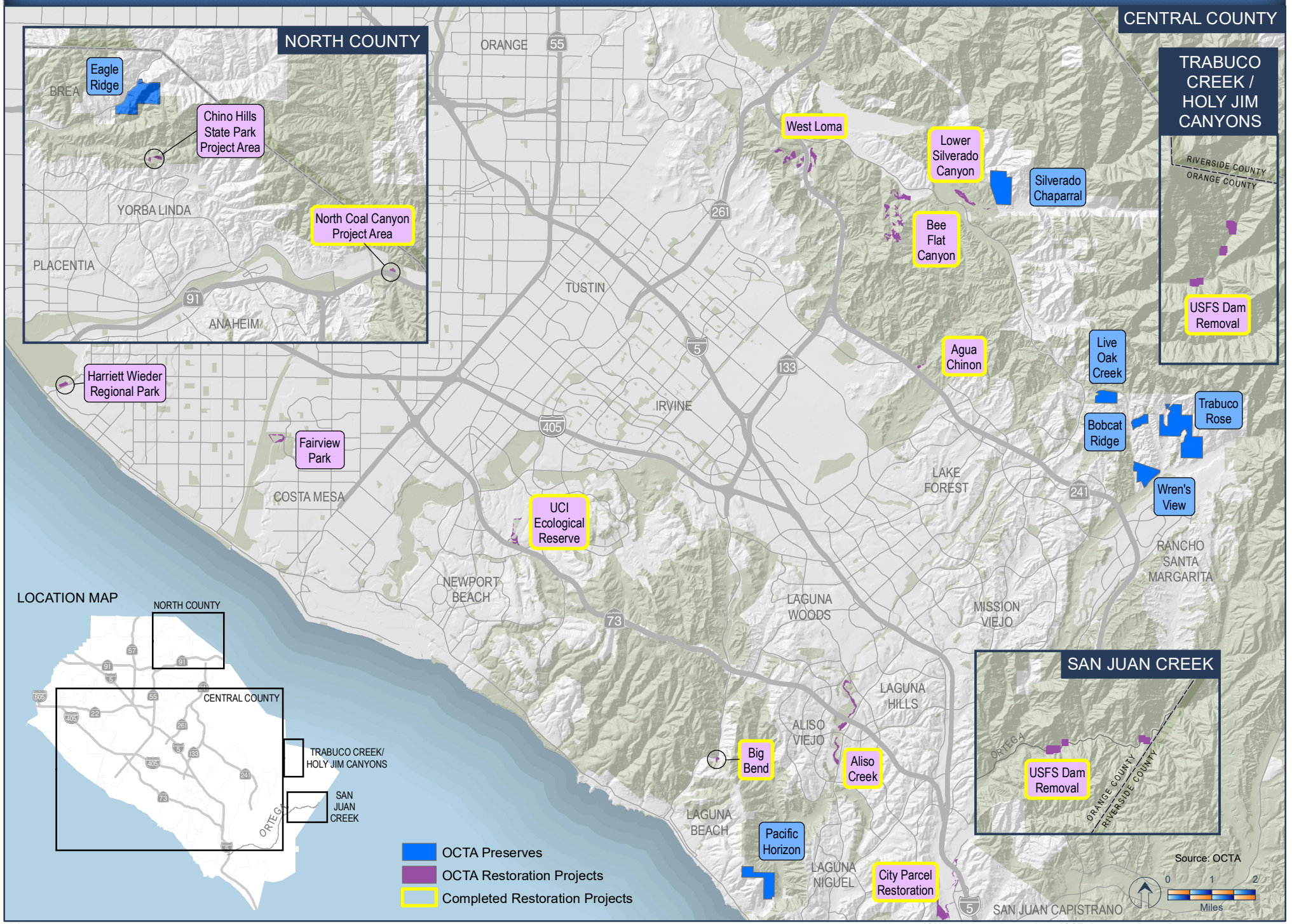
Approved by:



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

OCTA Preserves and Funded Restoration Projects

ATTACHMENT A



5/4/2026

W:\projects\SP\EnviMitigationProgram\Maps\OCTAPreserves_FundedRestoration_2025-0605.mxd

ATTACHMENT B

Acquired Properties Summary

Preserve Name	Location	Purchased Date	Acreage	Total Acquisition Cost
Eagle Ridge (Hayashi)	Carbon Canyon Road	5/18/2011	301	$ 2,960,000
Trabuco Rose (Ferber Ranch)	Trabuco Oaks Drive & Rose Canyon Drive	5/31/2011	397	$ 12,760,576
Wren's View (O'Neill Oaks)	Trabuco Oaks Drive & Live Oaks Canyon Road	5/31/2011	119	$ 4,290,408
Live Oak Creek (Saddle Creek South)	Live Oaks Canyon Road	4/29/2011	84	$ 3,178,662
Bobcat Ridge (Hafen)	Live Oaks Canyon Road	11/30/2011	48	$ 1,705,075
Silverado Chaparral (MacPherson)	North of Silverado Canyon Road West of Ladd Canyon Road	12/24/2013	204	$ 2,497,787
Pacific Horizon (Aliso Canyon)	Northwest Adjacent to Barracuda Way	4/22/2015	151	$ 2,226,897

PACIFIC HORIZON PRESERVE MANY-STEMMED DUDLEYA ENHANCEMENT AREA MAP

ATTACHMENT C





Pacific Horizon Preserve

Many-stemmed Dudleya Enhancement Area

N

0 500 1,000 2,000

Feet

1 inch = 1,000 feet

Coordinate System: State Plane 6 NAD 83
Projection: Lambert Conformal Conic
Datum: NAD 1983 2011
Map Prepared by: B. Gale, GLA
Date Prepared: August 12, 2022

PACIFIC HORIZON PRESERVE

Vicinity Map

GLENN LUKOS ASSOCIATES

X:\1100 AFTER THE REST\1184-2MONI\1184-2_GIS\PacificHorizonGIS\MSDEnhancementPlanGIS\1184-2_PacificHorizon_MSDEnhancementPlan_Vicinity.mxd

ATTACHMENT D

California COMMUNITY Foundation

Fund Name	OCTA - Measure M2 Environmental Mitigation Program Fund
Fund Start Date	2/28/2017
Investment Pool(s)	Endowment Pool

FUND STATEMENT

OCTA - Measure M2 Environmental Mitigation Program Fund (V398)

1/1/2026 - 3/31/2026

Fund Summary

	Report Period 1/1/2026 - 3/31/2026	Calendar YTD 1/1/2026 - 3/31/2026
Opening Fund Balance	$39,898,925.35	$39,898,925.35
Contributions	0.00	0.00
Investment Activity, net	(1,002,874.90)	(1,002,874.90)
Administration & Grant Management Fees	(98,735.61)	(98,735.61)
Net Changes to Fund	(1,101,610.51)	(1,101,610.51)
Ending Balance	**$38,797,314.84**	**$38,797,314.84**

Investment Pool Performance as of 3/31/2026

	1-Year	3-Years	5-Years	10-Years
Endowment Pool	10.3%	8.1%	4.1%	6.9%
Social Impact Endowment Pool	12.0%	13.1%	7.5%	9.2%
Conservative Balanced Pool	8.4%	8.4%	4.5%	5.5%
Short Duration Bond Pool	4.1%	4.3%	1.7%	2.0%
Capital Preservation Pool	4.0%	4.9%	3.4%	2.3%

Endowment Pool - Invested for long-term growth and appreciation across multiple investment managers. It seeks to preserve the purchasing power of assets over an indefinite time horizon through long-term investment opportunities, while providing a relatively predictable and stable stream of distributions that keeps pace with inflation.

Social Impact Endowment Pool - Invested in a diversified pool of equities and fixed income aiming to offer capital growth for long-term grantmaking. It seeks to preserve the purchasing power of assets over an indefinite time horizon by following a sustainable investing approach that combines rigorous financial, environmental, social and governance (ESG) analysis, while providing a relatively predictable and stable stream of distributions that keeps pace with inflation.

Conservative Balanced Pool - Invested to strike a balance between growth and liquidity by combining current income with an opportunity for moderate capital appreciation. It seeks to offer diversified exposure to fixed income with maturities from 1-5 years as well as the entire U.S. equity market for purposes of grantmaking over an intermediate horizon.

Short Duration Bond Pool - Invested to offer diversified exposure to fixed income with maturities from one to five years for the purposes of grants over a near-term one to four year horizon.

Capital Preservation Pool - Invested to meet the needs of funds with short-term grant objectives. It seeks to preserve principal and provide liquidity and working funds for present and future needs through investment in high-quality, short-term fixed income and cash instruments.

OCTA M2 EMP-Funded Restoration Projects Status Table

Project Name	Sponsor/ Geographic Area	Cost	Approximate Acreage and Habitat Types	Land Protection Document Type/Status	Year Began	Project Status
Big Bend	Laguna Canyon Foundation/ Laguna Beach	$87,500	3.7 coastal sage scrub (CSS) and riparian woodland	Restrictive Covenant/ Complete	2011	Signed off 2017
City Parcel/ 2C Ranch	City of San Juan Capistrano/ San Juan Capistrano	$1,500,000	53 CSS, native grassland, oak woodland, and riparian	Restrictive Covenant/ Complete	2011	Signed off 2018
UCI Ecological Reserve	Natural Community Coalition/ Irvine	$325,000	8.5 cactus scrub	Central/Coastal NCCP/HCP Reserve	2011	Signed off 2021
United States Forest Service Dam Removal	United States Forest Service/ San Juan Capistrano and Trabuco Canyon	$185,000	31* Dams, creek bed and riparian	USFS Protected Lands	2018	Signed off 2022
Bee Flat Canyon	Irvine Ranch Conservancy/ Irvine	$1,597,860*	90.1* (84 acres Bee Flat/6.1 acres Agua Chinon) chaparral, CSS, native grassland, riparian, and woodland	Restrictive Covenant/Complete	2011	84 acres signed off 2020
Agua Chinon				Central/Coastal NCCP/HCP Reserve Land Protection Document Pending Corps Approval (County area 0.31 acre)	2011	6.1 acres signed off 2023 (Wildlife Agencies) 0.83 acres (The Irvine Company portion) signed off 2023 (Corps) 0.31 acres (County) pending Corps legal requirements

Updated May 2026

OCTA M2 EMP Funded Restoration Projects Status Table

Project Name	Sponsor/ Geographic Area	Cost	Approximate Acreage and Habitat Types	Land Protection Document Type/Status	Year Began	Project Status
Lower Silverado Canyon	Irvine Ranch Conservancy/ County of Orange	$1,414,435*	28.4* Riparian	Conservation Easement/ Complete	2014	Signed off 2023
West Loma	Irvine Ranch Conservancy/ County of Orange	$1,454,570*	62.4* CSS and riparian	Conservation Easement/portion covered by a Restrictive Covenant/ Complete	2013	Signed off 2024
North Coal Canyon	RECON Environmental/ Yorba Linda	$247,500	5.5 CSS	Restrictive Covenant/ Conserved by the Land and Water Conservation Fund (LWCF)	2019	Signed off 2025
Aliso Creek	Laguna Canyon Foundation/ Laguna Niguel	$1,482,100*	55 riparian	Restricted Covenant/Complete	2015	Signed off 2025
Harriett Weider Regional Park	Bolsa Chica Conservancy/ Huntington Beach	$475,000	8.2 CSS, native grassland, and riparian	Restrictive Covenant/ Complete	2016	Pending (anticipated 2026)
Fairview Park	City of Costa Mesa/ Costa Mesa	$2,000,000	23 CSS, native grassland, riparian, and wetland	Needed	2011	Pending
Chino Hills State Park	Habitat Restoration Sciences, Inc./ Yorba Linda	$193,000	11 cactus scrub	Conserved by the LWCF	2020	Pending (anticipated 2026)

Approximate acreage is subject to change and may be adjusted slightly once the restoration work is completed.
Shaded cells indicate the project is complete and has obtained “sign off” from the Wildlife Agencies.
*Amounts depicted in the table were revised/amended pursuant to the OCTA Board approved contracting procedures.

Acronyms
Board – Board of Directors
Corps - United States Army Corps of Engineers
EMP - Environmental Mitigation Program
M2 – Measure M2
NCCP/HCP - Natural Community Conservation Plan/Habitat Conservation Plan
OCTA – Orange County Transportation Authority
UCI – University of California, Irvine
USFS – United States Forest Service

Updated October 2025

Fairview Park Mesa Flower Fields Restoration Project Map

ATTACHMENT F



5/4/2026

W:\projects\SP\EnvMitigationProgram\Maps\FairviewPark_ExistingProposed_2024-1104.mxd

ATTACHMENT G

M2 Natural Community Conservation Plan/Habitat Conservation Plan – 2025 Annual Report



Prepared by:
Orange County Transportation Authority
550 South Main Street, PO Box 14184
Orange, CA 92863
Contact: Lesley Hill
714-560-5759

May 2026

Orange County Transportation Authority (OCTA). 2026. *M2 Natural Community Conservation Plan/Habitat Conservation Plan – 2025 Annual Report*. Orange, CA.

Contents

Page

Executive Summary **1**

Tracking Impacts from Covered Activities 1

OCTA Preserves 2

OCTA-Funded Restoration Projects 3

Additional Conditions for Coverage 5

Public Outreach 5

Plan Funding 5

Plan Administration 5

Chapter 1 Background and Introduction **1-1**

1.1 Background 1-1

1.2 Introduction 1-1

1.3 Compliance Matrix 1-1

Chapter 2 Tracking Impacts from Covered Activities **2-1**

2.1 Covered Freeway Improvement Projects 2-1

2.1.1 Status of OCTA M2 Freeway Improvement Projects 2-1

2.1.2 Tracking of Habitat Impacts from Covered Freeway Improvement Projects 2-6

2.1.3 Consistency Determinations for Covered Freeway Improvement Projects 2-7

2.2 Tracking for Covered Plant Species Policy 2-8

2.2.1 Covered Plant Species Credits/Debits Ledger 2-8

2.3 Tracking Impacts on Habitat Types Resulting from Covered Activities within Preserves 2-11

2.4 Maintaining Rough Proportionality 2-11

Chapter 3 OCTA Preserves **3-1**

3.1 Introduction 3-1

3.2 Preserve Status 3-5

3.2.1 Bobcat Ridge Preserve 3-5

3.2.2 Eagle Ridge Preserve 3-7

3.2.3 Live Oak Creek Preserve 3-9

3.2.4 Pacific Horizon Preserve 3-11

3.2.5 Silverado Chaparral Preserve 3-14

3.2.6 Trabuco Rose Preserve 3-16

3.2.7 Wren's View Preserve 3-19

Chapter 4 OCTA-Funded Restoration Projects **4-1**

4.1 Introduction 4-1
4.2 Restoration Project Status 4-2
4.2.1 Agua Chinon/Bee Flat Canyon 4-2
4.2.2 Big Bend 4-4
4.2.3 City Parcel 4-5
4.2.4 Fairview Park 4-7
4.2.5 UCI Ecological Reserve 4-9
4.2.6 Aliso Creek 4-10
4.2.7 Chino Hills State Park 4-12
4.2.8 Harriet Wieder Regional Park 4-14
4.2.9 Lower Silverado Canyon 4-16
4.2.10 North Coal Canyon 4-18
4.2.11 West Loma 4-20
4.2.12 USFS Dam Removal 4-22
Chapter 5 Additional Conditions for Coverage 5-1
5.1 Introduction 5-1
5.1.1 Arroyo Chub 5-1
5.1.2 Many-stemmed Dudleya 5-1
Chapter 6 Public Outreach 6-1
6.1 Public Outreach Overview 6-1
6.1.1 EMP Public Outreach Events and Meetings 6-1
6.1.2 Preserve-Specific Public Outreach Events 6-1
6.1.3 Regional Coordination and Collaboration 6-2
Chapter 7 Plan Funding 7-1
7.1 Summary of Endowment Process 7-1
7.2 Current Status of Endowment Funding 7-2
Chapter 8 Plan Administration 8-1
8.1 NCCP/HCP Administrator 8-1
8.2 Minor Modifications to Plan, Permits, and Implementing Agreement 8-1
8.2.1 Fairview Park Restoration Project Modification 6-1
8.3 Minor or Major Amendments to the Plan 8-2
8.4 Changed Circumstances 8-2
Chapter 9 References 9-1

Appendix A Covered Freeway Improvement Projects Habitat Tracking Ledger

Appendix B Annual Schedule for Effectiveness Monitoring

Appendix C Biological Monitoring Report for OCTA M2 Preserves: Trabuco Rose, Pacific Horizon, Bobcat Ridge, Silverado Chaparral, Wren's View, Live Oak Creek, and Eagle Ridge, 2026

Appendix D 2025 Summary Letter for Maintenance Activities Performed on OCTA Preserves (RECON Number 9779), March 2026

Tables

Table		Page
1-1	M2 NCCP/HCP Compliance Matrix	1-2
2-1	OCTA M2 Freeway Improvement Projects Status	2-2
2-2	OCTA M2 Freeway Improvement Project Program-to-Date Habitat Impact Tracking Sheet	2-7
2-3	OCTA M2 Freeway Improvement Project Consistency Determinations	2-8
2-4	Focused Plant Survey Data	2-9
2-5	Covered Plant Species Credits and Debits Ledger	2-10
2-6	Rough Proportionality of Impacts and Conservation Credits Ledger	2-13
2-7	Conservation Credits Achieved to Date	2-14
3-1	OCTA Preserves	3-1
3-2	OCTA Preserve Wide Actions	3-2
4-1	OCTA-Funded Restoration Projects – Rounds 1 and 2	4-1
6-1	EMP Public Outreach Events 2020	6-1
6-2	Preserve-Specific Public Outreach Events 2020	6-2
6-3	Collaboration with Regional Management and Monitoring Programs 2020	6-2
A-1	Covered Freeway Project Habitat Impact Tracking Ledger	A-1
A-2	Status of Restoration Activities for Temporary Impacts from Covered Freeway Projects	A-2
B-1	Annual Schedule for Effectiveness Monitoring on OCTA Preserves	B-1

Figures

Figure		Page
1	OCTA M2 NCCP/HCP Preserves and Funded Restoration Projects	ES-5

Acronyms and Definitions

ACOE – Army Corps of Engineers

CAGN – Coastal California gnatcatcher

Caltrans – California Department of Transportation

CBB – Crotch's bumble bee

CCC - California Coastal Commission

CCW – Coastal cactus wren

CDFW – California Department of Fish and Wildlife

CEs – Conservation Easements

CHL – Coast horned lizard

CHSP – Chino Hills State Park

CNDDB – California Natural Diversity Database

COI – Certificate of Inclusion

CSS – Coastal sage scrub

ECR – Environmental Commitment Record

EMP – Environmental Mitigation Program

EOC – Environmental Oversight Committee. The EOC is made up of two OCTA Board members and representatives from Caltrans, the Wildlife Agencies, ACOE, environmental groups, and the public. The EOC makes recommendations on the allocation of environmental freeway mitigation funds and monitors the execution of a master agreement between OCTA and state and federal resource agencies.

ESA – Endangered Species Act

FMP – Fire Management Plan

GLA – Glenn Lukos Associates

GSOB – Gold spotted oak borer (beetle)

HCP – Habitat Conservation Plan

HMMP – Habitat Mitigation Monitoring Plan

I – Interstate

IA – Implementing Agreement

IML – Intermediate mariposa lily

IRC – Irvine Ranch Conservancy

ISHB – Invasive shot hole borer

ISMP – Invasive Species Management Plan

MSD – Many-stemmed dudleya

M2 – The renewed Measure M (or Measure M2)

M2 NCCP/HCP – OCTA M2 Natural Communities Conservation Plan / Habitat Conservation Plan adopted on November 2017. Also referred to as Plan.

NCCP – Natural Community Conservation Plan

NCCPA – Natural Community Conservation Plan Act

OC Parks – Orange County Parks

OCTA – Orange County Transportation Authority

OTW – Orangethroat whiptail

RMP – Resource Management Plan

SCAG – Southern California Association of Governments

SCE – Southern California Edison

SR – State Route

UCI – University of California, Irvine

USFS – United States Forest Service

USFWS – U.S. Fish and Wildlife Service

Wildlife Agencies – the California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife Service (USFWS), collectively referred to as the Wildlife Agencies

Executive Summary

This is the eighth Annual Report for the Orange County Transportation Authority (OCTA) renewed Measure M (M2) Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP or Plan), covering all activities between January 1, 2025, and December 31, 2025. This report summarizes the tracking of impacts associated with covered freeway improvement projects and other management and monitoring activities on Preserves (Covered Activities). It also provides an update of the status and activities on the OCTA Preserves, progress on the implementation of OCTA-funded restoration projects, and additional Plan administration and public outreach activities. This Annual Report has been prepared to comply with the state NCCP and federal HCP annual reporting requirements and will be submitted to the California Department of Fish and Wildlife (CDFW) and the United States Fish and Wildlife Service (USFWS), collectively referred to as the Wildlife Agencies, for review. Once the Annual Report has been finalized, it will be presented to the OCTA Environmental Oversight Committee (EOC) and will be available for public review.

Tracking Impacts from Covered Activities

OCTA keeps account of the Plan-to-date impacts on habitat types from all covered freeway improvement projects to ensure impacts stay within the caps established within the Plan. To date, a total of **9.2 acres of habitat impacts have been authorized relative to a cap of 141.0 acres**. In addition, OCTA uses a consistency determination checklist to evaluate how and when avoidance and minimization measures are implemented on covered freeway improvement projects. No projects had consistency determinations drafted, modified, or completed within the timeframe of this Annual Report. Other tracking requirements include:

- *Tracking for Covered Plant Species Policy* – OCTA tracks the credits for covered plant species protection (on Preserves) and restoration/enhancement (restoration projects) relative to allowable impacts. The Plan-to-date balance for each plant species is net positive (intermediate mariposa lily (*Calochortus weedii* var*. intermedius*, IML) [+933], many-stemmed dudleya (*Dudleya multicaulis*, MSD) [+57], southern tarplant (*Centromadia parryi* ssp*. australis*, ST) [+59,377]).
- *Tracking Impacts on Habitat Types Resulting from Covered Activities within Preserves* – The Plan establishes a cap that no more than 13 acres (approximately 1%) of the natural habitat within the OCTA Preserves will be impacted by Preserve management activities. To date, no measurable permanent impacts have been recorded on the Preserves.
- *Maintaining Rough Proportionality* – The Plan requires implementation of conservation measures roughly proportional in time and extent to impacts on natural communities and Covered Species. To date, eight restoration projects, Big Bend, City Parcel, Bee Flat, University of California, Irvine (UCI) Ecological Reserve, United States Forest Service (USFS) Dam Removal, Agua Chinon, Lower Silverado Canyon, West Loma, North Coal Canyon, and Aliso Creek have received sign-off from the Wildlife Agencies as meeting their success criteria and have achieved conservation credits that keeps the Plan ahead of allowable impacts.

OCTA Preserves

OCTA acquired seven properties resulting in the protection of 1,236[1] acres of natural habitat (see Figure 1). In all instances, the seven Preserves are located within priority conservation areas and immediately adjacent to other protected lands. These Preserves add to the protection of large blocks of natural open space in areas important for regional conservation. OCTA has completed Resource Management Plans (RMPs) for each Preserve that includes Preserve-specific goals and objectives and defines an appropriate level of public access and trail use consistent with protection of biological resources. An update to the RMPs is currently underway. OCTA will be coordinating the updated language with the Wildlife Agencies. It is anticipated that Conservation Easements (CEs) will be established and recorded in the near future. Templates have been developed and are currently under review with CDFW legal counsel. Currently, each Preserve is managed by OCTA. OCTA is considering potentially transitioning to a long-term Preserve Manager and is working to identify potential Preserve Managers. Ideally, the potential long-term Preserve Manager will be included in the review and discussions of the CEs before they are recorded to help avoid management limitations and keep selection opportunities open.

OCTA has contracted the following consulting firms to support Preserve management:

(1) Glenn Lukos Associates (GLA) to provide biological monitoring, oversee implementation of the approved invasive species management plans (ISMPs), assist with public outreach events, and general program needs including CE support.

(2) RECON Environmental to support general Preserve stewardship including maintenance of access roads, tree trimming, and control of public access. RECON will also be assisting with updating the RMPs.

(3) High Level Security Services (HLSS) to assist with patrol of the Preserves to help deter trespassing, vandalism and provide enforcement as needed.

(4) Guida Surveying Inc. to perform property surveying services.

Most notably, focused surveys for covered bird species and covered mammal monitoring were conducted in 2025. In addition, focused monitoring efforts concluded for the 2022 Coastal Fire burn area at the Pacific Horizon Preserve. GLA also analyzed several years of mammal camera data to describe the movement of the OCTA covered mammals within each Preserve. An access agreement and easements for all existing Southern California Edison (SCE) infrastructure (excluding Bobcat Ridge) were recorded in 2025. Maintenance activities included (but were not limited to) annual vegetation maintenance (related to fire prevention and invasive species removal), and fencing, gate and sign repairs. In addition, OCTA hosted numerous Preserve-specific outreach events to educate the public about property value and public access. OCTA will continue to offer managed access for many of its Preserves consistent with the approved RMPs.

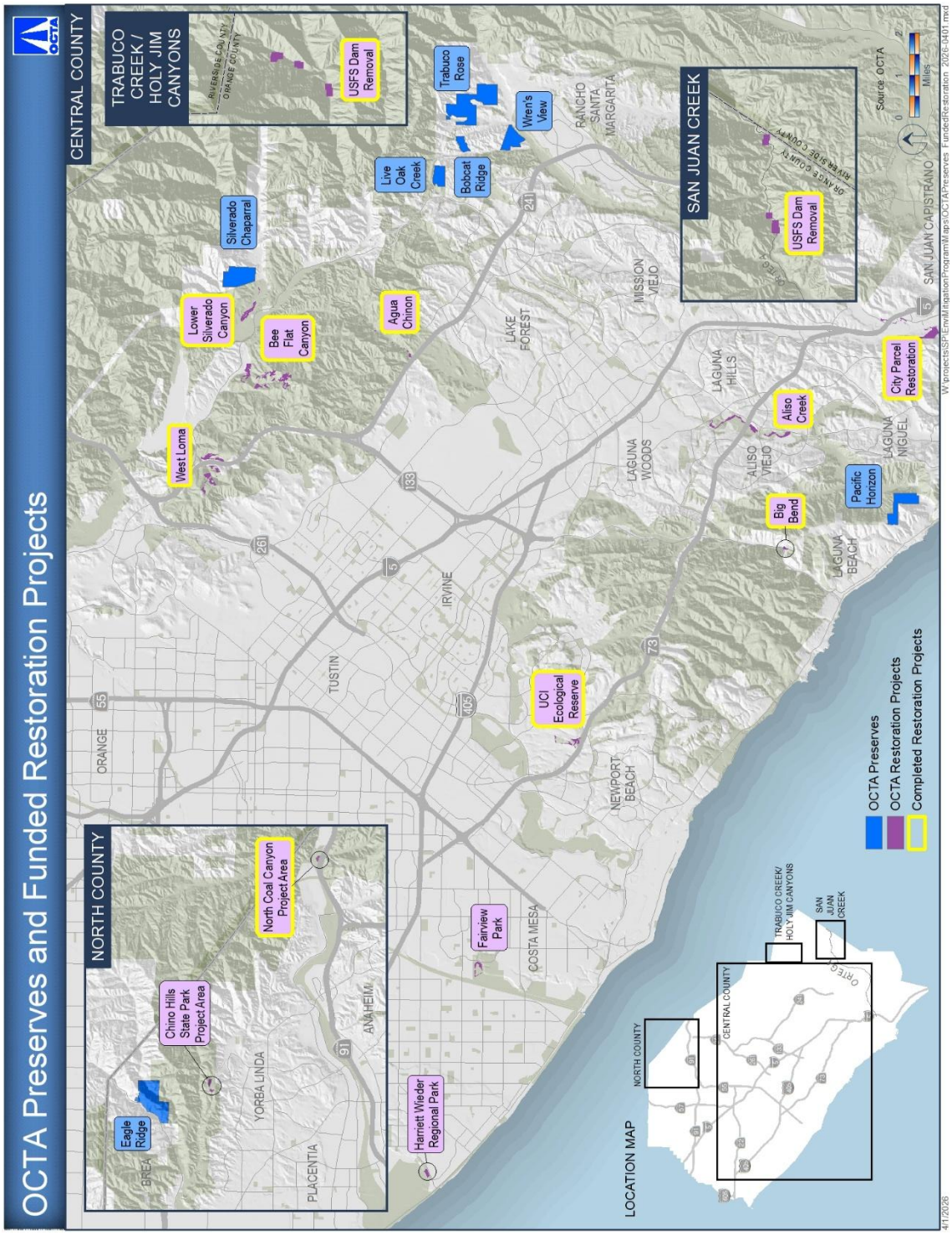
[1] The acreage of natural habitat preserved is based on best available information used during the preparation of RMPs and may be slightly different from acreages reported in the M2 NCCP/HCP.

OCTA-Funded Restoration Projects

OCTA has approved funding for 13[2] restoration projects (including a dam removal project) that will result in over 350 acres of restored habitats and improvements to habitat functions for Covered Species. The restoration projects occur throughout the Plan Area in core habitat areas and within key habitat linkages and riparian corridors (see Figure 1). The restoration projects are on lands that are currently managed and will enhance habitat for Covered Species. OCTA is working with the restoration project sponsors to complete implementation and monitoring of the restoration activities. At completion, the restoration projects must meet their success criteria to achieve sign-off from the Wildlife Agencies. To date, ten of the 13 restoration projects have obtained sign-off. The remaining three restoration projects are at different stages of this process.

[2] Previous annual reporting stated that there were 12 restoration projects. One of the restoration projects (Irvine Ranch Conservancy) is comprised of two distinct geographical areas and thus are reported as two projects. Moving forward, 13 restoration projects will be referenced to keep consistent with other OCTA reports.

Figure 1 – OCTA M2 NCCP/HCP Preserves and Funded Restoration Projects



Additional Conditions for Coverage

As part of the Conservation Analysis (Chapter 6) in the Plan, there are two Covered Species, arroyo chub (*Gila orcutti*) and MSD, noted for additional conditions for coverage which are above and beyond the acquisition of the OCTA Preserves and funding of restoration projects. In 2022, the OCTA-funded USFS Dam Removal restoration project was completed and approved. This restoration project satisfied the conditions for coverage of arroyo chub.

OCTA is currently implementing an MSD restoration/enhancement project at the Pacific Horizon Preserve. This project is intended to expand the existing population and meet the criteria needed to achieve coverage for this species. Additional information pertaining to these efforts is included in Chapter 3.2.4.1 Pacific Horizon Management and Monitoring Summary. If this project does not successfully meet the MSD set requirements, OCTA will fund a separate restoration project within Orange County.

Public Outreach

OCTA is committed to transparency in how the M2 funds have been and are being used to implement the Plan and the broader Environmental Mitigation Program (EMP). OCTA has conducted a variety of public outreach activities aimed at informing and engaging the public on the overall EMP as well as Preserve-specific issues and events. These have included public meetings during the preparation of the Preserve RMPs, maintaining a website with information and documents related to the program, and engaging in various outreach efforts. In 2025, OCTA participated in six Preserve-specific public outreach events.

Plan Funding

The primary source of funding for the Plan derives from the M2 transportation sales tax designed to raise money to improve Orange County's transportation system. As part of the M2 sales tax initiative, at least five percent of the revenues from the freeway program will be set aside for the M2 EMP revenues. There are sufficient funds available through the M2 EMP to cover the implementation of the Plan. OCTA is currently in the final years of a 12- to 15-year process (target of fiscal year 2027/2028) to accumulate and establish, in perpetuity, an endowment that will provide a long-term funding source to cover ongoing Preserve management and monitoring, adaptive management, and responses to changed circumstances. The current M2 EMP revenue stream is used to cover Plan implementation and administration until the endowment is fully funded.

Plan Administration

OCTA is responsible for implementing the Plan and staffing an NCCP/HCP Administrator position. OCTA has designated Lesley Hill as the NCCP/HCP Administrator. Her role includes overseeing Preserve management and monitoring, coordinating with restoration project sponsors, serving as the primary point of contact with the Wildlife Agencies, ensuring avoidance and minimization measures are implemented pursuant to the Plan, tracking impacts and conservation, assisting with public outreach, and preparing this annual report.

The Plan outlines how modifications and minor/major amendments can be made to the Plan. In response to unauthorized maintenance activities by SCE on two OCTA Preserves, a minor amendment to the Plan has been proposed to document utility poles and maintenance areas within various Preserves. Coordination with SCE began in 2020, resulting in an access agreement and easements for all infrastructure (excluding Bobcat Ridge) which were recorded in 2025. Additionally, SCE is in the process of obtaining a Coastal Development Permit (CDP) from the California Coastal Commission (CCC) for past and ongoing activities at the Pacific Horizon Preserve (and adjacent properties). The CDP process, delayed by the 2022 Coastal Fire, is ongoing as SCE continues to collaborate with the CCC, Wildlife Agencies and OCTA. Additional information regarding this coordination can be found in Section 3.2.4.1 of this report. No major amendments to the Plan are proposed.

COMMITTEE TRANSMITTAL

June 8, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Measure M2 Quarterly Progress Report for the Period of January 2026 through March 2026

Executive Committee Meeting of June 1, 2026

Present: Chair Federico, Vice Chair Jung, Directors Chaffee, Hennessey, Klopfenstein, and Wagner
Absent: None

Committee Vote

This item was passed by the Members present.

Director Wagner was not present to vote on this item.

Committee Recommendation(s)

Receive and file as an information item.

OCTA

June 1, 2026

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Quarterly Progress Report for the Period of January 2026 through March 2026

Overview

Staff has prepared the Measure M2 Quarterly Progress Report for the third quarter of fiscal year 2025-26 as information for the Orange County Transportation Authority Board of Directors. This progress report highlights the delivery of Measure M2 projects and programs as promised to voters and the monitoring of external challenges. The full report will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Background

On November 7, 2006, Orange County voters, by nearly 70 percent, approved the Renewed Measure M (M2) Transportation Investment Plan (Plan), a one-half-cent sales tax for transportation improvements. Effective in 2011, the Plan provides a 30-year program of investments across a broad range of transportation and environmental initiatives and a governing ordinance, Ordinance No. 3 (M2 Ordinance), that defines the requirements for implementing the Plan. The M2 Ordinance designates the Orange County Transportation Authority (OCTA) as responsible for administering the Plan and ensuring that OCTA's contract with the voters is followed. The M2 Ordinance also charges OCTA to provide for a number of transparency measures and safeguards to uphold and reciprocate the public's trust in OCTA.

OCTA is committed to fulfilling the promises made to secure voter approval of the M2 initiative. This means completing the projects described in the Plan and adhering to numerous specific requirements, safeguards, and transparency provisions identified in the M2 Ordinance. One such requirement is the publication of quarterly status reports on the projects detailed in the Plan and its presentation to the OCTA Board of Directors (Board).

This report is built on individual project- and program-level staff reports that are regularly presented to the Board, covering the status of various activities in the Plan.

Discussion

This quarterly report (Attachment A) reflects activities and progress across all M2 programs for the period of January 1, 2026, through March 31, 2026. The quarterly report also includes project budget and schedule information as provided in the Capital Action Plan reports to the Board. Additionally, information on the Local Fair Share (LFS) and Senior Mobility Program (SMP) payments made to cities during the quarter is also included.

OCTA has established the M2 Program Management Office (PMO), charged with providing unified oversight to ensure compliance, fiscal responsibility, transparency, and accountability as laid out in the M2 Ordinance and Plan. Attachment A also includes a summary of PMO activities.

The following provides highlights of M2 accomplishments during the quarter by mode, notable items under the PMO activities, and key challenges that OCTA is monitoring and working to address.

Freeway Program

The M2 Freeway Program consists of 30 project segments to be delivered by 2041. To date, 17 project segments are completed, and another ten are underway and expected to be completed by 2030. The ten project segments that are underway include seven projects that are in construction, two that are in final design, and a joint project with the Riverside County Transportation Commission that will be delivered via progressive design-build. The joint project – the 91 Eastbound Corridor Operations Project – will improve State Route 91 (SR-91) eastbound between State Route 241 and State Route 71. Completing these ten projects would bring the total number of completed projects to 27 by 2030, equating to approximately 90 percent of the M2 Freeway Program. The remaining three project segments are in various stages of project development. One notable freeway program highlight that occurred during the quarter is below.

- Interstate 5 (I-5) between Interstate 405 (I-405) and State Route 55 (SR-55) – This project is comprised of two segments. The southerly segment, from I-405 to Yale Avenue, was advertised for construction on August 18, 2025, and bids were opened on November 18, 2025. The contract was awarded on January 29, 2026, with a bid approximately 18.5 percent below the engineer's estimate. On January 23, 2026, a groundbreaking event was held, marking the start of construction in the corridor. On February 9, 2026, an update was presented to the Board

providing information on project background, improvements, along with schedule and costs for both segments (Project B).

Streets and Roads

Since 2011, more than $1.3 billion[1] has been allocated to local jurisdictions for transportation improvements through M2 streets and roads programs, which include two competitive and one formula-based funding programs. In addition, OCTA was able to leverage nearly $53.9 million in external funding to support these programs. To date, 509 project phases have been allocated through M2 competitive streets and roads funding programs, of which 363 phases, or approximately 71 percent, have been completed.

- Through the LFS Program, 18 percent of M2 net revenues are allocated by formula to eligible local jurisdictions. During the quarter, more than $25.7 million was disbursed, bringing the total provided through March 2026 to approximately $861 million.[1] (Project Q)

Transit

The M2 transit mode includes several programs designed to provide expanded transportation options. M2 is the primary funding source for Metrolink commuter rail service in Orange County and includes funding for rail projects to improve operations and transit connections to extend the reach of the service. On October 21, 2024, Metrolink implemented Metrolink Reimagined, a service change that increased weekday train frequency and expanded midday and evening service to better accommodate evolving travel patterns, including alternative work schedules. Compared to the same quarter last year, ridership levels on all three lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) increased by approximately seven percent but remain 35 percent lower compared to the same quarter in fiscal year (FY) 2018-19 (used as a pre-pandemic data set).

More recently, Metrolink has experienced operational challenges related to mechanical issues. On March 23, 2026, Metrolink implemented a temporary seven-week service reduction, resulting in a 14 percent reduction in Orange County service levels. On April 27, 2026, Metrolink announced that the reduced service levels would remain in place indefinitely. The three Metrolink lines serving Orange County currently operate 50 weekday trains, down from 58 prior to March 23, 2026. Additional Metrolink challenges are discussed in the challenges section of this report.

[1] Only includes disbursed funds. Pursuant to Section 10.4 of the M2 Ordinance, the Board determined the City of Buena Park (on May 28, 2024) and the City of Huntington Beach (on May 12, 2025) ineligible to receive net M2 revenues for five years. Disbursements have been suspended until each city reestablishes eligibility.

Since 2011, M2 has provided competitive multi-year transit funding commitments for bus and station van services connecting to Metrolink ($298,333 to date), community-based transit circulators ($81.1 million to date), and transit stop improvements ($2.9 million to date). In addition, M2 provides a set amount of funding to support three programs (SMP, Senior Non-Emergency Medical Transportation Program, and Fare Stabilization Program), intended to expand mobility options for seniors and persons with disabilities ($159.3 million[2] to date). Other notable transit program activities from the quarter are highlighted below.

- Community-Based Transit Circulators – A ridership report covering April 2025 through September 2025 was provided to the Board on February 12, 2026. The report noted that nearly all 21 services in operation successfully met the cost per boarding, on-time performance, and customer satisfaction standards. (Project V)

Environmental Programs

The M2 program includes two innovative programs: the Environmental Cleanup Program (ECP) and the Environmental Mitigation Program (EMP). The ECP improves water quality by addressing transportation-related pollutants, while the EMP offsets the biological habitat impacts of M2 freeway projects.

Since 2011, the ECP has allocated approximately $66.6 million to local jurisdictions for 224 projects for trash removal devices (Tier 1) and 22 projects for large-scale water quality best management practices projects (Tier 2). It is estimated that 91.7 million gallons of trash have been captured since the inception of the program, which equates to over 16,200 trash truck loads of garbage that could have been deposited in Orange County streams and waters. On March 9, 2026, the Board released the 2026 call for projects. Programming recommendations are anticipated in fall 2026. (Project X)

Additionally, the Board has authorized $55 million for the EMP to acquire conservation lands and fund habitat restoration projects. OCTA has acquired more than 1,300 acres and funded 13 projects to restore habitat on 350 acres of open space across Orange County to fulfill the necessary M2 Freeway Program mitigation needs.

The wildlife and habitat on the acquired lands are protected in perpetuity, and long-term management of the properties will be funded by an endowment that is being established. OCTA has made ten deposits of approximately $2.9 million

[2] Only includes disbursed funds. Pursuant to Section 10.4 of the M2 Ordinance, the Board determined the City of Buena Park (on May 28, 2024) and the City of Huntington Beach (on May 12, 2025) ineligible to receive net M2 revenues for five years. Disbursements have been suspended until each city reestablishes eligibility.

into the endowment. As of March 2026, the balance of the endowment was $38,797,315. Current projections indicate that OCTA remains on track to meet the endowment target of $46.2 million in FY 2027-28; however, the performance of the fund may affect the timeframe for full funding of the endowment.

PMO

Ten-Year Review

The M2 Ordinance includes a provision to conduct a ten-year comprehensive review of all projects and programs. While the Next 10 Delivery Plan (Next 10 Plan) is focused on Plan delivery, the Ten-Year Review focuses on Plan performance. The first Ten-Year Review was completed in 2015, and the second report and accompanying Action Plan were approved by the Board on April 27, 2026. Staff is working to implement the Action Plan, and progress will be reported through regular M2 Quarterly Reports and at key milestones.

Challenges

As with all major programs, challenges arise and need to be monitored and addressed. A few key challenges are highlighted below.

- Active management of Metrolink operations and capital rehabilitation projects is necessary to ensure sustainability through 2041. Due to ongoing mechanical issues and equipment availability, service reductions were implemented on March 23, 2026, resulting in a 14 percent reduction in Orange County and 20 percent systemwide. These reductions have resulted in ridership declines of approximately five percent in Orange County and eight percent systemwide, further impacting farebox revenues and cost recovery. Metrolink ridership recovery continues to struggle, compounding broader financial challenges amid rising operating and rehabilitation costs. Without improvements in ridership growth, cost containment, or additional external funding, the 2025 Next 10 Plan projects that current service levels cannot be sustained beyond FY 2033-34. To address this shortfall, the Board directed staff to work with Metrolink to develop a financially sustainable service plan with a targeted funding level as part of the FY 2026-27 budget development process. OCTA will continue to actively engage with Metrolink and the other member agencies, assess impacts to Orange County riders, and keep the Board informed as conditions evolve.

- Over the past several years, coastal storm surges, combined with several other environmental factors, have damaged the Los Angeles – San Diego – San Luis Obispo Rail Corridor. These events have required increased maintenance and emergency repairs to stabilize the rail infrastructure.

The emergency repairs have also led to intermittent service loss and delays. Although the affected portion of the railroad tracks in the City of San Clemente is located within Orange County, this rail corridor is vital for Metrolink and state-supported intercity rail (Pacific Surfliner), freight connection to the Port of San Diego, and is part of the Strategic Rail Corridor Network that supports national defense operations. In partnership with key stakeholders, a comprehensive plan to integrate engineering and sand nourishment solutions was developed to protect the coastal segment of the rail corridor in south Orange County in the immediate timeframe. To address the ongoing threats to a critical link in Southern California's rail network, emergency riprap repair activities in two of the four reinforcement areas were completed in June 2025. During the quarter, work continued to construct a catchment structure to protect the rail infrastructure from potential slope failure. Additional work to protect the rail line on the remaining segment continues with parallel efforts underway for sand nourishment. Updates will be provided to the Board as appropriate.

Staff will continue to monitor these challenges to ensure M2 remains deliverable as promised to voters and provide updates to the Board as appropriate.

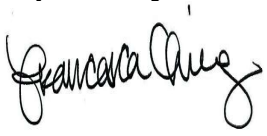
Summary

A quarterly report covering activities from January 2026 through March 2026, is provided to update progress in implementing the Plan. The above information and the attached details indicate significant progress on the overall M2 Program despite facing challenges. To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 Quarterly Progress Report is made available through the OCTA website.

Attachment

A. Measure M2 Quarterly Progress Report, Third Quarter of Fiscal Year 2025 - 26, January 1, 2026 through March 31, 2026

Prepared by:



Francesca Ching
Manager, Measure M2
Program Management Office
(714) 560-5625

Approved by:



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

ATTACHMENT A



OCTA

MEASURE M2 QUARTERLY PROGRESS REPORT

Third Quarter of Fiscal Year 2025–26
January 1, 2026 through March 31, 2026

Third Quarter Highlights:

- Freeway Projects
- Streets and Roads
- Environmental Cleanup & Water Quality
- Freeway Mitigation Program
- Finance Matters
- Program Management Office
- Summary















OCTA

MEASURE M2 PROGRESS REPORT

SUMMARY

On November 7, 2006, Orange County voters, by a margin of nearly 70 percent, approved the Renewed Measure M (M2) Transportation Investment Plan (Plan), a one-half cent sales tax for transportation improvements. Voters originally endorsed Measure M (M1) in 1990 with a sunset in 2011. The renewal of Measure M continues the investment of local tax dollars in Orange County's transportation infrastructure for another 30 years to 2041.

As required by M2 Ordinance No. 3 (M2 Ordinance), a quarterly report covering activities from January 1, 2026, through March 31, 2026, is provided to update progress in implementing the Plan. To be cost-effective and to facilitate accessibility and transparency of information to stakeholders and the public, M2 progress reports are available on the Orange County Transportation Authority (OCTA) website.



The cover photo is from the groundbreaking event for the Interstate 5 Improvement Project, between Interstate 405 and State Route 55, held on January 23, 2026. This project will be built in two segments and will improve mobility and safety in the corridor through the cities of Irvine and Tustin. Both segments are anticipated to be opened to traffic in 2030.



OCTA

MEASURE M2 PROGRESS REPORT

TABLE OF CONTENTS

Section	Project	Page
Project Schedules		i
M2 Delivery Risk Update		1
Next 10 Delivery Plan Update		4
Freeway Program (Projects A-N)		9
Interstate 5 (I-5) Projects	[A-D]	9
State Route 22 (SR-22) Projects	[E]	13
State Route 55 (SR-55) Projects	[F]	13
State Route 57 (SR-57) Projects	[G]	14
State Route 91 (SR-91) Projects	[H-J]	16
Interstate 405 (I-405) Projects	[K-L]	19
Interstate 605 (I-605) Projects	[M]	20
Freeway Service Patrol	[N]	20
Streets and Roads Programs (Projects O, P and Q)		21
Regional Capacity Program and OC Bridges Railroad Program	[O]	21
Regional Traffic Signal Synchronization Program	[P]	23
Local Fair Share Program	[Q]	26
Transit Programs (Projects R, S, T, U, V and W)		27
High Frequency Metrolink Service	[R]	27
Transit Extensions to Metrolink	[S]	32
Metrolink Gateways	[T]	33
Expand Mobility Choices for Seniors and Persons with Disabilities	[U]	34
Community Based Transit/Circulators	[V]	35
Safe Transit Stops	[W]	36
Environmental Programs (Project X and Freeway Mitigation Program)		37
Environmental Cleanup	[X]	37
Freeway Mitigation Program (part of Projects A - M)		38
Program Management Office		41
M2 Financing and Schedule of Funding		47
Local Fair Share - M2 Funding by Agency		51
Capital Action Plan - Capital Project Status		53
Common Abbreviations		59



MEASURE M2 PROJECT SCHEDULES

Environmental | Design, Advertise, & Award | Design-Build | Construction | Complete

Measure M2 Projects and Programs

		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
A	I-5, SR-55 to SR-57																	
B	I-5, I-405 to Yale Avenue																	
B	I-5, Yale Avenue to SR-55																	
C,D	I-5, Avenida Pico to Avenida Vista Hermosa/ Avenida Pico Interchange	*Completed in 2018*																
C	I-5, Avenida Vista Hermosa to Pacific Coast Highway	*Completed in 2017*																
C	I-5, Pacific Coast Highway to San Juan Creek Road	*Completed in 2018*																
C,D	I-5, SR-73 to Oso Parkway/ Avery Parkway Interchange																	
C,D	I-5, Oso Parkway to Alicia Parkway/ La Paz Road Interchange																	
C	I-5, Alicia Parkway to El Toro Road																	
D	I-5, El Toro Road Interchange (Further Schedule TBD)																	
D	I-5, Ortega Highway Interchange	*Completed in 2016*																
E	SR-22, Access Improvements	*Completed in 2008*																
F	SR-55, I-405 to I-5																	
F	SR-55, I-5 to SR-91																	
G	SR-57 NB, Orangewood Avenue to Katella Avenue																	
G	SR-57 NB, Katella Avenue to Lincoln Avenue	*Completed in 2015*																
G	SR-57 NB, Orangethorpe Avenue to Yorba Linda Boulevard	*Completed in 2014*																
G	SR-57 NB, Yorba Linda Boulevard to Lambert Road	*Completed in 2014*																
G	SR-57 NB, Lambert Road to Orange/Los Angeles County Line (Further Schedule TBD)																	
H	SR-91 WB, I-5 to SR-57	*Completed in 2016*																
I	SR-91 WB, SR-55 to Tustin Avenue Interchange	*Completed in 2016*																
I	SR-91, SR-55 to Lakeview Avenue																	
I	SR-91, La Palma Avenue to SR-55																	
I	SR-91, Acacia Street to La Palma Avenue																	

Project schedules are based on phase start dates. Shown schedules are subject to change.
[1] Projects managed by local agencies
See https://octa.net/programs-projects/programs/measure-m/programs-projects#/schedule for full project schedules.



OCTA

MEASURE M2 PROJECT SCHEDULES

Measure M2 Projects and Programs

		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
J	SR-91, SR-55 to SR-241	*Completed in 2013*																
J	SR-91 EB, SR-241 to SR-71	*Completed in 2011*																
J	SR-91, SR-241 to Orange/Riverside County Line (Led by RCTC)																	
K	I-405, SR-73 to I-605																	
L	I-405, I-5 to SR-55 (Further Schedule TBD)	*Environmental Completed in 2018*																
M	I-605, Katella Avenue Interchange																	
O	Kraemer Boulevard Grade Separation (Placentia)	*Completed in 2014*																
O	Lakeview Avenue Grade Separation (Anaheim/Placentia)	*Completed in 2017*																
O	Orangethorpe Avenue Grade Separation (Anaheim/Placentia)	*Completed in 2016*																
O	Placentia Avenue Grade Separation (Placentia)	*Completed in 2014*																
O	Raymond Avenue Grade Separation (Fullerton)[1]	*Completed in 2018*																
O	State College Boulevard Grade Separation (Fullerton)[1]	*Completed in 2018*																
O	Tustin Avenue/Rose Drive Grade Separation (Anaheim/Placentia)	*Completed in 2016*																
R	Sand Canyon Grade Separation (Irvine)	*Completed in 2016*																
R	Rail-Highway Grade Crossing Safety Enhancement	*Completed in 2011*																
R	San Clemente Beach Trail Safety Enhancements	*Completed in 2014*																
R	Anaheim Canyon Metrolink Station Improvements																	
R	Fullerton Transportation Center Improvements																	
R	Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps	*Completed in 2017*																
R	Orange Transportation Center Metrolink Parking Structure																	
R	Placentia Metrolink Station Improvements and Parking Structure (Further Schedule TBD)	*Design Completed in 2017*																
R	San Clemente Pier Station Lighting	*Completed in 2017*																
R	Laguna Niguel to San Juan Capistrano Metrolink Station Passing Siding Project																	
R	Tustin Metrolink Station Parking Structure	*Completed in 2011*																
R,T	Anaheim Regional Transportation Intermodal Center (ARTIC)[1]	*Completed in 2014*																
S	OC Streetcar																	

Project schedules are based on phase start dates. Shown schedules are subject to change.

[1] Projects managed by local agencies

See https://octa.net/programs-projects/programs/measure-m/programs-projects#/schedule for full project schedules.



OCTA

MEASURE M2 PROGRESS REPORT

M2 DELIVERY RISK UPDATE

This section discusses the risks and challenges related to Measure M2 and the updated Next 10 Delivery Plan (Next 10 Plan) that the M2 Program Management Office (PMO) is monitoring with associated explanations and proposed actions.

	Delivery Risk	Explanation	Proposed Action
Financial			
1	Sales tax revenues are driven by economic conditions. The 2025 M2 revenue forecast is $13.2 billion, which is a $800 million (-5.7 percent) year-over-year decrease from the 2024 forecast.	While the 2025 M2 sales tax revenue forecast is lower, in most areas of the M2 Plan, programs can be scaled to available revenues. Additionally, 16 years of M2 delivery remain and fluctuations in economic conditions may affect future revenue projections.	Staff will continue to monitor sales tax revenue receipts to ensure that M2 is delivered as promised to voters.
2	Reduced external funding opportunities for the M2 freeway program.	State and federal priorities continue to shift and favor projects that reduce automobile travel, which could affect access to currently programmed as well as future external funding opportunities for the M2 freeway projects.	Current external funding commitments are assumed in the M2 cash flow for the 2025 Next 10 Plan, but prospects of future revenues for highway projects are low.
3	Potential for an environment of increasing cost for M2 capital projects.	The fall 2025 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis anticipates an uptick in inflationary pressures in 2026, 2027, and 2028. This is due to a rise in building permits, California unemployment rates, and construction wages. Additionally, all construction material costs have increased.	The Next 10 Plan Market Conditions Forecast and Risk Analysis report is updated biannually and provides a three-year lookahead. OCTA will continue to monitor bid results and market conditions affecting project costs.

Moderate One to Watch



Delivery Risk		Explanation	Proposed Action
4	Schedule and scope changes on capital projects that impact delivery and project costs.	Changes as a result of updated highway standards, new regulatory requirements, or issues identified in the field may impact scope, schedule, and costs substantially.	OCTA will work closely with project partners and project contractors to limit changes in scope and schedules.
5	Support Southern California Regional Rail Authority (Metrolink) train service as an alternative to driving within the limits of available revenue.	The coronavirus (COVID-19) altered travel behavior, which has affected ridership and farebox revenues. The cost of Metrolink service continues to grow as contracted rates increase, the system ages, track-sharing arrangements with BNSF Railway Company (BNSF) are revised, and new air quality requirements are implemented. Without changes in service levels, ridership growth, and operations and rehabilitation costs, the current service cannot be sustained beyond FY 2033-34.	External funding (one-time federal funds through the Coronavirus Aid, Relief and Economic Security Act, Coronavirus Response and Relief Supplemental Appropriations Act, and Infrastructure Investment and Jobs Act) helped alleviate some near-term financial concerns, but increasing operational costs and slow ridership recovery affect long-term sustainability. To address this shortfall, the Board directed staff to work with Metrolink to develop a financially sustainable service plan with a targeted funding level as part of the FY 2026-27 budget development process. OCTA will continue to actively engage with Metrolink and the other member agencies and assess impacts to Orange County riders.
Resource			
6	Substantial work underway in the region has resulted in significant demand for professional and skilled labor which may impact delivery given the volume of the M2 capital program.	The fall 2025 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis reflects an increase in unemployment rates. This may temper costs and reduce delivery risk.	OCTA will monitor resources for professional and skilled labor needed for project delivery. Expert and timely coordination between OCTA and project partners is imperative to manage this risk.



Delivery Risk		Explanation	Proposed Action
7	New operational responsibilities with the OC Streetcar.	With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations.	To ensure the success of the OC Streetcar, OCTA hired a streetcar operations manager with proven start-up experience to oversee start-up and daily operations. A contractor with extensive experience in operations of rail systems was selected to handle the startup and revenue operation phases.
Climate			
8	Climate-related hazards could affect M2 investments.	OCTA has experienced hazards affecting M2 investments. Wildfires present a continual risk to the M2 Environmental Mitigation Program (EMP) Preserves and resoration projects that have not been completed and approved by the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) (collectively, Wildlife Agencies). Additionally, tidal events, ocean currents and waves, storm surges, and slope movement affect OCTA's railroad track in the south Orange County.	OCTA has developed Fire Management Plans (FMP) for the seven properties purchased as part of the M2 Freeway EMP. External funding SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program, Transit Intercity Rail Capital Program (TIRCP), and Consolidated Rail Infrastructure and Safety Improvements Grant Program is helping implement immediate protective measures to protect the rail infrastructure in south Orange County. Additionally, OCTA is leading a planning study to identify immediate as well as near- and mid-term solutions.
Regulatory			
9	Changing federal and state directives could affect M2 freeway project approvals.	Current state planning and project approval policies place great emphasis on reducing travel by automobile and encourage project alternatives that promote short trips where possible, travel by transit, bicycling or walking, and use of zero-emission vehicles. These requirements will affect the project environmental review process.	The majority of M2 freeway projects, where this risk would manifest itself, have obtained the necessary approvals. If the approvals require a review or revision, these new requirements could impact delivery.

Moderate One to Watch



NEXT 10 DELIVERY PLAN

Contact: Francesca Ching, M2 PMO Manager • (714) 560-5625

The Next 10 Plan sets priorities and funding commitments over a ten-year period, providing guidance to staff on the delivery of M2 projects and programs. Annually, staff reviews the Board-adopted commitments in the Next 10 Plan to ensure it remains deliverable with updated revenues and project costs.

On December 8, 2025, the Board adopted the 2025 Next 10 Plan, which spans fiscal year (FY) 2025-26 through FY 2034-35. The update incorporated the $13.2 billion sales tax revenue forecast, revised project estimates and schedules, as well as the fall market conditions forecast and risk analysis. As a result of OCTA's strategic planning to date, the 2025 Next 10 Plan continues to demonstrate that the Plan remains deliverable.

Next 10 Plan Deliverables

Significant progress continues with projects in and advancing towards construction, as well as funding allocations to local jurisdictions through competitive and formula funding programs.

1. Deliver 11 freeway improvement projects through construction (Projects A-M).

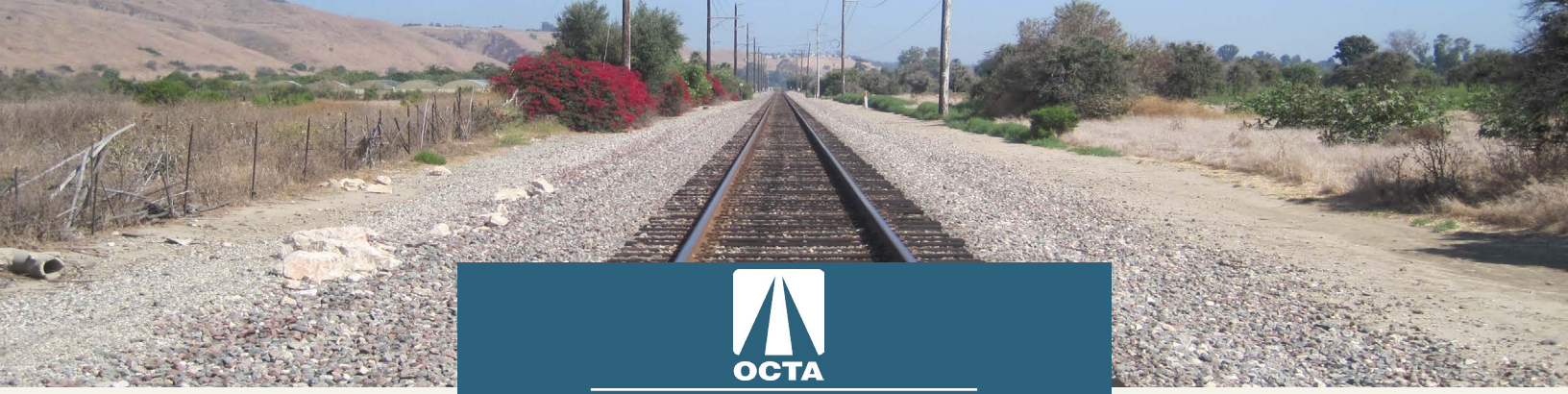
The M2 Freeway Program is currently made up of 30 projects/project segments. This deliverable includes 11 projects to be delivered through construction by FY 2034-35. Of the 11 projects to be delivered, seven are in construction, two are in final design, one project is in the environmental phase, and a joint project with the Riverside County Transportation Commission (RCTC), was advertised as a progressive design-build contract. The joint project will improve SR-91 eastbound between SR-241 and SR-71 (also known as the SR-91 East Corridor Operations Project). Completion of these projects will bring the total number of completed projects to 28 by 2033, which equates to approximately 93 percent of the M2 Freeway Program. For more details, see pages i-ii (Project Schedules) and the project updates contained in their respective sections.

Upcoming activities:

- SR-91, La Palma Avenue to SR-55 – Advertise for Construction
- SR-91 Eastbound Corridor Operations Project – Award Progressive Design-Build Contract

2. Prepare remaining freeway improvement projects for delivery (Projects A-M).

The two remaining projects (of the 30 total) are environmentally cleared or on track to be environmentally cleared by 2028, making them shelf-ready for further advancement. The remaining projects include Project G (SR-57 northbound from Lambert Road to Orange/Los Angeles County Line), and Project L (I-405 between I-5 and SR-55). These projects will continue to be reevaluated for earlier delivery as part of the annual Next 10 Plan review. For more details, see pages i-ii (Project Schedules) and the project updates contained in their respective sections.



3. Provide annual competitive funding opportunities for local jurisdictions to address bottlenecks and gaps in the street system (Project O), synchronize signals (Project P), and continue flexible funding to local jurisdictions to support pavement rehabilitation or other transportation needs as appropriate (Project Q).

As of December 2025, OCTA has awarded approximately $594.4 million in competitive funding through the Regional Capacity Program (RCP) (Project O) and Regional Traffic Signal Synchronization Program (RTSSP) (Project P) annual calls. Additionally, approximately $861 million[1] in Local Fair Share (LFS) (Project Q) funds have been distributed to local jurisdictions.

On September 8, 2025, the Board authorized the 16th call for projects (call) to support local streets and roads improvement projects throughout Orange County. Applications were received on November 20, 2025, and are under review. Based on the project selection criteria in CTFP guidelines, projects will be prioritized for Board consideration in spring 2026. For more details, see the project updates on page 21 and page 23.

[1] Only includes disbursed funds. Pursuant to Section 10.4 of the M2 Ordinance, the Board determined the City of Buena Park (on May 28, 2024) and the City of Huntington Beach (on May 12, 2025) ineligible to receive net M2 revenues for five years. Disbursements have been suspended until each city reestablishes eligibility.

Upcoming activities:

- Project O and P – Programming recommendations for the 16th call

4. Maintain Metrolink service (Project R).

Project R provides funding for Metrolink operations and aims to increase rail services within the County and provide additional Metrolink service north of the City of Fullerton to the Los Angeles County Line. The program also provides for track improvements, the addition of trains and parking capacity, upgraded stations, and safety enhancements to allow cities to establish quiet zones along the tracks.

Close monitoring of Metrolink operations is necessary to ensure sustainability through 2041. In October 2024, Metrolink implemented Metrolink Reimagined, a service change that increased weekday train frequency and expanded midday and evening train service to better accommodate evolving travel patterns. However, on March 23, 2026, Metrolink implemented a seven-week temporary service reduction due to ongoing mechanical issues, resulting in a 14 percent reduction in service. The three lines serving Orange County currently operate 50 weekday trains, down from 58 prior to March 23, 2026. Metrolink ridership recovery continues to struggle, impacting farebox revenues and cost recovery, while operating costs have also increased. Without changes in service levels, ridership growth, and operations and rehabilitation costs or additional external funds, service cannot be sustained beyond FY 2033-34. To address this shortfall, the Board directed staff to work with Metrolink to develop a financially sustainable service plan with a targeted funding level as part of the FY 2026-27 budget process. OCTA will continue to actively engage with Metrolink and the other member agencies and monitor impacts to Orange County riders. For more details, see project updates on page 27.



Railroad track stabilization in south Orange County remains a major focus to ensure continued Metrolink operations. While emergency work has kept the rail line open, longer-term solutions are needed to provide reliable rail service. A planning study is underway with key stakeholders, to evaluate immediate, near-, and mid-term solutions to protect the rail line in place, while a separate study will assess potential long-term solutions, which may include relocation. The California State Transportation Agency has committed to lead the long-term study to support a resilient Los Angeles–San Diego–San Luis Obispo (LOSSAN) corridor. As these studies progress, future updates to the Next 10 Plan will incorporate more current information. For more details, see the project updates on page 29.

Additionally, OCTA remains committed to advancing the development of the Placentia Metrolink Station Project. However, project advancement beyond the environmental phase is dependent on a shared-use agreement between Metrolink and BNSF prior to advertisement and construction, as well as Metrolink's long-term fiscal sustainability and ability to support continued operations. For more details, see project updates on page 29.

5. Complete construction and begin operating the OC Streetcar. Additionally, work with local jurisdictions to consider recommendations from planning studies to guide development of future high-quality transit connections (Project S).

The 4.15-mile OC Streetcar will serve the Santa Ana Regional Transportation Center (SARTC) through Downtown Santa Ana and the Civic Center to Harbor Boulevard in the City of Garden Grove. Activities underway include continued overhead contact system (OCS) adjustments, construction of the Maintenance and Storage Facility (MSF) interior, and testing of the vehicles. For more details, see the project updates on page 32.

6. Support expanded mobility choices for seniors and persons with disabilities (Project U).

Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, approximately $159.4 million[2] has been provided to these three programs. The SMP provides funding to participating cities to design and implement transit service that best fits the needs of seniors (60 and above) in their communities.

[2] *Only includes disbursed funds. Pursuant to Section 10.4 of the M2 Ordinance, the Board determined the City of Buena Park (on May 28, 2024) and the City of Huntington Beach (on May 12, 2025) ineligible to receive net M2 revenues for five years. Disbursements have been suspended until each city reestablishes eligibility.*

The SNEMT Program provides funding to the County of Orange Office on Aging for senior transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health-related trips at a low cost to the rider than would otherwise be available. The Fare Stabilization Program provides stable discounted fares for seniors and persons with disabilities by lowering the cost of riding transit. For more details, see the program updates on page 34.



7. Work with local agencies to maintain successful community circulator projects and potentially provide grant opportunities for expanded or new local transit services (Project V).

Since inception, OCTA has approved 50 projects and ten planning studies totaling over $96.8 million through five calls. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of awarded services against performance measures adopted by the Board. To date, 17 projects are active, three are planned, 13 have been cancelled (primarily due to low ridership), and 17 have been completed. Staff continues to work with local jurisdictions through letters of interest requests, workshops, CTFP guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation. For more details, see the program updates on page 35.

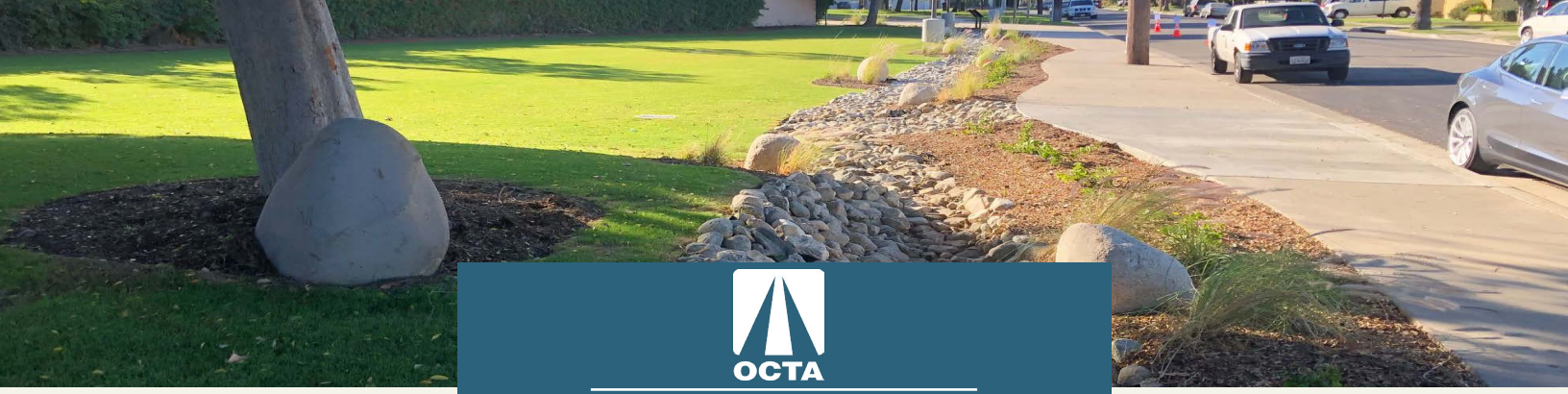
8. Continue to improve the top 100 busiest transit stops to enhance the customer experience (Project W).

Through three calls, the Board has approved $3.1 million to improve 122 city-initiated improvement projects at the busiest OCTA transit stops. The program is designed to ease transfers between bus lines and provide improvements such as the installation of bus benches or seating, shelters, improved lighting, and other passenger-related amenities. To date, 94 improvements have been completed, 18 improvements are in various stages of implementation, and ten improvements have been cancelled by the awarded agency. For more details, see the program updates on page 36.

9. Ensure the ongoing preservation of purchased open space, which provides comprehensive mitigation of the environmental impacts of freeway improvements and higher-value environmental benefits in exchange for streamlined project approvals (Projects A-M).

The M2 freeway EMP includes seven conservation properties (Preserves) totaling more than 1,300 acres and 13 restoration projects covering nearly 350 acres. In 2017, OCTA received biological resource permits after completing a state and federal Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan) for the EMP, allowing streamlined project approvals for the M2 freeway improvement projects. The Conservation Plan also includes a streamlined process for coordination of streambed alteration agreements. In 2018, OCTA secured programmatic permits and assurances for federal and state clean water permitting requirements. Receipt of these permits represents the culmination of years of collaboration and support by the Board, environmental community, and regulatory agencies.

To protect the Preserves in perpetuity, a non-wasting endowment was established. To date, OCTA has made ten annual deposits of approximately $2.9 million. As of March 31, 2026, the balance of the endowment was $38,797,315. While the performance of the endowment fund will affect the timeframe for full funding, current projections indicate that OCTA is still on track to meet the target of $46.2 million in FY 2027-28. For more details, see the program updates on page 38.



10. Work with the Environmental Cleanup Allocation Committee (ECAC) to develop the next tiers of water quality programs to prevent the flow of trash, pollutants, and debris into waterways from transportation facilities. In addition, focus on improving water quality on a regional scale that encourages partnerships among the local agencies as part of the Environmental Cleanup Program (ECP {Project X}).

In May 2010, the Board approved a two-tier approach to funding Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since inception, the Board has awarded approximately $43.4 million in funding for 241 Tier 1 projects through 15 calls and approximately $34.9 million for 26 Tier 2 projects through three calls. On March 9, 2026, the Board released the 16th Tier 1 call. Applications are due on May 7, 2026. Based on the project selection criteria in the CTFP guidelines, projects will be prioritized for Board consideration in fall 2026. For more details, see the program updates on page 37.

Upcoming activities:

- Project X Tier 1 – Programming recommendations for the 16th call



FREEWAYS

PROJECT A

INTERSTATE 5 (I-5) PROJECTS

Segment: **I-5, SR-55 to SR-57**

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project added a second high-occupancy vehicle (HOV) lane (approximately three miles) in both directions along I-5 between SR-55 and SR-57 in the City of Santa Ana. The final Environmental Document (ED) and Project Report (PR) were approved on April 27, 2015. Construction began on December 27, 2019, and the improvements opened to traffic on August 24, 2020. The total cost is measured against an amended baseline cost established in the first quarter of FY 2017-18; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2018-19. The project was officially completed three months ahead of schedule on January 6, 2021, and plant establishment was completed in May 2021.

PROJECT B

I-5, I-405 to SR-55 is one project broken into two segments. The final ED and PR were approved on January 7, 2020. Each segment was combined with the Caltrans Multi-Asset project during the design phase.

Segment: **I-5, I-405 to Yale Avenue**

Status: Construction Underway – Two Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will add an additional general-purpose lane (approximately 4.5 miles) in both directions of I-5 between I-405 and Yale Avenue, improve interchanges, and replace and add new auxiliary lanes in the City of Irvine. The forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2025-26; the forecasted cost is measured against an amended baseline cost established in the second quarter of FY 2024-25. The project was advertised for construction on August 18, 2025; bids were opened on November 18, 2025, and the construction contract was awarded on January 29, 2026. This quarter, the contractor began submitting various submittals for review and approval by the construction management team.

Segment: **I-5, Yale Avenue to SR-55**

Status: Construction Underway – Three Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will add an additional general-purpose lane (approximately 4.5 miles) in both directions of I-5 between Yale Avenue and SR-55, improve interchanges, and replace and add new auxiliary lanes in the cities of Irvine and Tustin. The forecasted schedule is measured against an amended



baseline schedule established in the second quarter of FY 2025-26; the forecasted cost is measured against an amended baseline cost established in the second quarter of FY 2024-25. Construction began on December 10, 2025. This quarter, the contractor began pre-construction activities to prepare the area for construction.

PROJECT C AND PART OF PROJECT D

I-5, Avenida Pico to San Juan Creek Road is one project broken into three segments. The final ED and PR were approved on October 26, 2011. All three segments were completed, and the improvements opened to traffic on March 13, 2019.

Segment: **I-5, Avenida Pico to Avenida Vista Hermosa/Avenida Pico Interchange**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: This project added a carpool lane (approximately 0.7 miles) in both directions of I-5 between Avenida Pico and Avenida Vista Hermosa in the City of San Clemente, included major improvements through reconstruction of the Avenida Pico Interchange (part of Project D), and added bicycle lanes in both directions on Avenida Pico. Construction began on December 22, 2014. The total cost is measured against an amended baseline cost established in the second quarter of FY 2011-12; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2014-15. The project was officially completed on August 23, 2018, and plant establishment was completed in January 2021.

Segment: **I-5, Avenida Vista Hermosa to Pacific Coast Highway**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: This project added a carpool lane (approximately 2.5 miles) in both directions of I-5 between Avenida Vista Hermosa and Pacific Coast Highway (PCH) in the City of San Clemente and reconstructed on- and off-ramps at Avenida Vista Hermosa and Camino de Estrella. Construction began on July 3, 2014. The total cost is measured against an amended baseline cost established in the second quarter of FY 2011-12; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2013-14. The project was officially completed on July 31, 2017, and plant establishment was completed in May 2018.

Segment: **I-5, Pacific Coast Highway to San Juan Creek Road**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: This project added a carpool lane (approximately 2.5 miles) in both directions of I-5 between PCH and San Juan Creek Road in the cities of Dana Point, San Clemente, and San Juan Capistrano and reconstructed the on- and off-ramps at PCH/Camino Las Ramblas. Construction began on December 20, 2013. The total cost is measured against an amended baseline cost established in



the second quarter of FY 2011-12; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2013-14. The project was officially completed on July 3, 2018, and plant establishment was completed in March 2019.

I-5, SR-73 to El Toro Road is one project broken into three segments. The final ED and PR for all three segments were approved on May 6, 2014. Improvements for the three segments opened to traffic in March 2025. A separate landscape contractor began plant establishment efforts for all three segments on June 10, 2025, with completion anticipated by December 2026.

Segment: **I-5, SR-73 to Oso Parkway/Avery Parkway Interchange**



Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project added a general-purpose lane (approximately 2.2 miles) in both directions of I-5 between Avery Parkway and Oso Parkway and reconstructed the Avery Parkway Interchange (part of Project D) in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. Construction began on January 15, 2020, and was completed on July 30, 2025. The total cost is measured against an amended baseline cost established in the third quarter of FY 2014-15; the final schedule is measured against an amended baseline schedule established in the third quarter of FY 2019-20.

Segment: **I-5, Oso Parkway to Alicia Parkway/La Paz Road Interchange**



Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project added a general-purpose lane (approximately 2.6 miles) in both directions along I-5 between Oso Parkway and Alicia Parkway and reconstructed the La Paz Road Interchange (part of Project D) in the cities of Laguna Hills and Mission Viejo. Construction began on April 4, 2019, and was completed on December 19, 2024. The total cost is measured against an amended baseline cost established in FY 2014-15; the final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2018-19.

Segment: **I-5, Alicia Parkway to El Toro Road**



Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project added a general-purpose lane in the southbound direction (approximately 1.7 miles) and extended the second HOV lane (approximately one mile) in both directions along I-5 between Alicia Parkway to El Toro Road in the cities of Laguna Hills, Laguna Woods, Lake Forest, and Mission Viejo. Construction began on October 13, 2020, and was completed on July 9, 2025. The total cost is measured against an amended baseline cost established in the third quarter of FY 2014-15; the final schedule is measured against an amended baseline schedule established in the first quarter of FY 2020-21. This quarter, the contractor continued slope erosion control and staff continued project closeout activities.



FREEWAYS

PROJECT D

This project will update and improve key I-5 interchanges at Avenida Pico, Ortega Highway, Avery Parkway, La Paz, and El Toro Road. Three interchange improvements at La Paz, Avery Parkway, and Avenida Pico are included and discussed as part of the respective segments in Project C.

Segment: **I-5, Ortega Highway Interchange**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: This project widened and reconstructed the SR-74 Ortega Highway bridge over I-5 and improved local traffic flow along SR-74 and Del Obispo Street in the City of San Juan Capistrano. The final ED and PR were approved on June 1, 2009. Construction began on September 18, 2012, and all lanes on the new bridge opened to traffic on September 4, 2015. The final schedule is measured against an amended baseline scheduled established in the fourth quarter of FY 2011-12. The project was officially completed on January 15, 2016, and plant establishment was completed in August 2019.

Segment: **I-5, El Toro Road Interchange**
Status: Environmental Phase Two Underway – 90 Percent Complete
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: Caltrans is the lead for the environmental phase of this project. The project area includes the cities of Laguna Hills, Laguna Woods, and Lake Forest, which are direct stakeholders of the project improvements. The study began in April 2017 and the draft Initial Study/Environmental Assessment was completed in March 2019. The three stakeholder cities were not in consensus on a preferred alternative, and costs identified for the remaining alternatives were significantly higher than the assumed cost in the Next 10 Plan, which created additional challenges. The environmental phase was anticipated to be completed in late 2019; however, without the cities' consensus, OCTA does not support the finalization of the document. OCTA requested Caltrans put completion of the ED on hold until a consultant, retained by OCTA, provides a further assessment of the alternatives to help facilitate reaching an agreement. The three cities reached a consensus to add two new alternatives from the assessment into the environmental process. The environmental phase was reinitiated in January 2023 to incorporate feedback from the cities on the proposed alternatives. The forecasted cost and schedule are measured against an amended baseline cost and schedule established in the fourth quarter of FY 2022-23. This quarter, OCTA and Caltrans continued coordination with the cities of Laguna Hills, Laguna Woods, and Lake Forest on the proposed alternatives, preliminary design, and environmental phase studies.



FREEWAYS

PROJECT E

STATE ROUTE 22 (SR-22) PROJECTS

Segment: **SR-22 Access Improvements**

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: Completed in 2008, this project made improvements at three key SR-22 interchanges (Brookhurst Street, Euclid Street, and Harbor Boulevard) in the City of Garden Grove to reduce freeway and street congestion. This M2 project was completed early as a "bonus project" provided by the original M1.

PROJECT F

STATE ROUTE 55 (SR-55) PROJECTS

Segment: **SR-55, I-405 to I-5**

Status: Construction Underway – 68 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will add a general-purpose lane (approximately four miles) and a second HOV lane (approximately four miles) in both directions between I-405 and I-5 in the cities of Irvine, Santa Ana, and Tustin. Auxiliary lanes will be added and extended in some segments within the project limits. The final ED and PR were approved on August 31, 2017. The forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2017-18; the forecasted schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2021-22. Construction began on August 10, 2022. This quarter, work continued with roadway, retaining wall, bridge widening, electrical, and drainage construction activities.

Segment: **SR-55, I-5 to SR-91**

Status: Design Phase Underway – 90 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 4560-5925

Summary: This project includes the addition of a general-purpose lane (approximately two miles) in both directions between I-5 and SR-22 and operational improvements between SR-22 and SR-91 in the cities of Anaheim, Orange, Santa Ana, and Tustin. The project limits span approximately 7.5 miles. The final ED and PR were approved on March 30, 2020. The forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2020-21; the forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2022-23. The design of this project was initiated on August 8, 2022. This quarter, the design team submitted the structures design package to Caltrans for review and received comments. Right-of-way (ROW) and utility relocation activities are underway.



FREEWAYS

PROJECT G

STATE ROUTE 57 (SR-57) PROJECTS

Segment: **SR-57 Northbound, Orangewood Avenue to Katella Avenue**

Status: Construction Underway – Nine Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will add a new northbound general-purpose lane (approximately one mile) on SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. The new northbound general-purpose lane will join the completed Project G segments between Katella Avenue and Lambert Road, which opened to traffic in 2014. The final ED and PR were approved on March 29, 2019. The forecasted cost is measured against an amended baseline cost established in the second quarter of FY 2025-26; the forecasted schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2022-23. Construction began on October 13, 2025. This quarter, the contractor began preparation of the soil for bridge widening. The construction team also coordinated with several regulatory agencies to begin pile driving in the Santa Ana River next quarter.

Segment: **SR-57 Northbound, Katella Avenue to Lincoln Avenue**

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project increased capacity by adding a new general-purpose lane (approximately 2.8 miles) and improved on- and off-ramps and soundwalls on northbound SR-57 between Katella Avenue and Lincoln Avenue in the City of Anaheim. Bridges at Katella Avenue and Douglas Road were also widened in the northbound direction. The final ED was approved on September 30, 2009, and the final PR was approved on November 25, 2009. Construction began on November 17, 2011, and the improvements opened to traffic on November 19, 2014. The final schedule is measured against an amended baseline schedule established in the second quarter of FY 2011-12. The project was officially completed on April 21, 2015, and plant establishment was completed in June 2021.

Segment: **SR-57 Northbound, Orangethorpe Avenue to Yorba Linda Boulevard**

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project increased capacity by adding a northbound general-purpose lane (approximately 2.4 miles) between Orangethorpe Avenue in the City of Placentia to Yorba Linda Boulevard in the City of Fullerton and improved operations with the reconstruction of northbound on- and off-ramps, widening of seven bridges, and the addition of soundwalls. The final ED and PR were approved on November 30, 2007. Construction began on October 26, 2010, and the improvements opened to traffic on April 28, 2014. The final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2013-14. The project was officially completed on November 6, 2014, and plant establishment was completed in July 2022.



FREEWAYS

Segment: **SR-57 Northbound, Yorba Linda Boulevard to Lambert Road**

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project improved capacity, operations, and traffic flow on SR-57 with the addition of a new northbound general-purpose lane (approximately 2.5 miles) between Yorba Linda Boulevard in the City of Fullerton and Lambert Road in the City of Brea. Additional project benefits included on- and off-ramp improvements, the widening and seismic retrofit (as required) of six bridges in the northbound direction, and the addition of soundwalls. Existing lanes and shoulders were also widened to standard widths, enhancing safety for motorists. The final ED and PR were approved on November 30, 2007. Construction began on November 2, 2010, and the improvements opened to traffic on September 23, 2013. The total cost is measured against an amended baseline cost established in the second quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2013-14. The project was officially completed on May 2, 2014, and the plant establishment was completed in July 2022.

Segment: **SR-57 Northbound, Lambert Road to Orange/Los Angeles County Line**

Status: Environmental Phase Underway – Eight Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: The proposed project includes mainline and interchange improvements at Lambert Road. Through the SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program, funds were allocated to construct the interchange improvements at Lambert Road, which complemented and served as the first phase to the improvement project. Construction began in mid-2019, opened to traffic in December 2023, and construction was completed in early 2024. Preparation of the new PSR-PDS for the second phase began in August 2023, utilizing State Transportation Investment Program funding, to study potential northbound mainline improvements from Lambert Road to Orange/Los Angeles County Line (up to two miles). Caltrans approved the final PSR-PDS in October 2025 and is leading the environmental phase, which began on November 25, 2025. The environmental phase baseline cost and schedule were established in the third quarter of FY 2025-26. This quarter, Caltrans began several technical and environmental studies required for the Project Approval/Environmental Document (PA/ED) phase of the project.

PROJECT H

STATE ROUTE 91 (SR-91) PROJECTS

Segment: **SR-91 Westbound, I-5 to SR-57**

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project increased capacity by adding a general-purpose lane (approximately 4.5 miles) in the westbound direction between the cities of Anaheim and Fullerton and provided operational improvements at on- and off-ramps between Brookhurst Street and State College Boulevard. The final ED



was approved on May 20, 2010, and the final PR was approved on June 16, 2010. Construction began on February 6, 2013, and the improvements opened to traffic on March 7, 2016. The final schedule is measured against an amended baseline schedule established in the third quarter of FY 2012-13. The project was officially completed on June 23, 2016, and plant establishment was completed in November 2020.

PROJECT I

Segment: **SR-91, SR-55 to Tustin Avenue Interchange**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: This project improved traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane (approximately two miles) beginning at northbound SR-55 to the westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim. The project reduced weaving congestion in the area and included reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. The final ED was approved on May 11, 2011, and the final PR was approved on May 19, 2011. Construction began on November 1, 2013, and the improvements opened to traffic on May 14, 2016. The total cost is measured against an amended baseline cost established in the fourth quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2012-13. The project was officially completed on July 15, 2016, and plant establishment was completed in July 2017.

SR-91, between SR-57 and SR-55 is one project broken into three segments. To augment the decrease in projected M2 revenues, on September 12, 2016, the Board approved to use 91 Express Lanes excess revenue to fund this project. The final ED and PR were approved on June 22, 2020.

Segment: **SR-91, SR-55 to Lakeview Avenue**
Status: Construction Underway - 36 Percent Complete
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: This project will provide westbound operational improvements (approximately 2.2 miles), which includes the realignment of the existing westbound SR-91 on- and off-ramps, the addition of a new on-ramp from the Lakeview Avenue overcrossing bridge to connect directly to southbound SR-55, and construction of a barrier to separate westbound SR-91 from SR-55. With the proposed improvements, the existing Lakeview Avenue overcrossing bridge is anticipated to be replaced with a new bridge. The forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2024-25; the forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2023-24. This project was combined with the Caltrans multi-asset project during the design phase. Construction activities began on April 8, 2025. This quarter, the contractor continued installation of retaining walls, drainage systems, and construction of superstructures for the first phase of the Lakeview Avenue bridge reconstruction.



FREEWAYS

Segment: **SR-91, La Palma Avenue to SR-55**
Status: Design Phase Underway - 98 Percent Complete
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: This project will provide an additional eastbound general-purpose lane (approximately 2.7 miles), replace the eastbound shoulder, and restore auxiliary lanes as needed throughout the project limits. With the proposed improvements, the existing Kraemer Boulevard and Tustin Avenue overcrossing bridges are anticipated to be replaced with new bridges and the Santa Ana River bridge will be widened. The forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2019-20; the forecasted scheduled is measured against an amended baseline schedule established in the first quarter of FY 2020-21. The design of this project was initiated on June 17, 2020. This quarter, the design team obtained approval on the final design package submittal. Caltrans headquarters requested additional ROW documents for the ROW certification which were submitted to Caltrans for review. Due to risks identified during the ROW phase, there is potential for delay to the construction schedule with additional time needed to incorporate the design standard plans update.

Segment: **SR-91, Acacia Street to La Palma Avenue**
Status: Construction Underway - One Percent Complete
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: This project will provide westbound operational improvements (approximately 1.8 miles) by adding a fourth general-purpose lane along westbound SR-91 from the northbound SR-57 to the westbound SR-91 connector, extending the southbound SR-57 to westbound SR-91 connector auxiliary lane through the State College Boulevard interchange, tying into the existing westbound SR-91 auxiliary lane west of State College Boulevard, and reconfiguring the westbound SR-91 to SR-57 connector to provide dedicated exits to SR-57. With the proposed improvements, the existing La Palma Avenue overcrossing bridge will be replaced with a new bridge. The forecasted schedule is measured against an amended baseline schedule established in the second quarter of FY 2025-26; the forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2023-24. This project was combined with the Caltrans multi-asset project during the design phase. The project was advertised for construction on May 12, 2025, and bids were opened on August 12, 2025. The contract was awarded on October 20, 2025, and approved on December 1, 2025. Pre-construction activities began in January 2026. This quarter, the contractors applied for permits, obtained approvals on submittals, and prepared closures prior to construction.

PROJECT J

Segment: **SR-91, SR-55 to SR-241**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: This project added a general-purpose lane (approximately six miles) in both directions of SR-91 between SR-55 and SR-241 in the cities of Anaheim and Yorba Linda. In addition to adding 12 lane miles to SR-91, the project also delivered a second eastbound exit lane at Lakeview Avenue,



FREEWAYS

Imperial Highway, and Yorba Linda Boulevard/Weir Canyon Road off-ramps. Beyond these capital improvements, crews completed work on safety barriers, lane striping, and soundwalls. The final ED and PR were approved on April 24, 2009. Construction began on May 27, 2011, and opened to traffic in December 2012. The final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2010-11. The project was officially completed on March 5, 2013, and plant establishment was completed in February 2018.

Segment: **SR-91 Eastbound, SR-241 to SR-71**

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project improved mobility and operations by adding an eastbound lane (approximately six miles) through a key stretch of SR-91 between Orange County's SR-241 and Riverside County's SR-71, widened existing eastbound lanes and shoulders, and reduced traffic weaving as a result of traffic exiting at SR-71 and Green River Road. The final ED and PR were approved on December 28, 2007. Construction began on September 16, 2009, and the improvements opened to traffic on December 2, 2010. The final schedule is measured against an amended baseline schedule established in the second quarter of FY 2010-11. The project was officially completed on January 31, 2011, and plant establishment was completed in May 2011. Because this project was shovel-ready, OCTA was able to obtain American Recovery and Reinvestment Act funding for this M2 project, saving M2 revenues for future projects.

Segment: **SR-91, SR-241 to Orange/Riverside County Line**

Status: RCTC's Westbound Corridor Operation Project – Completed in January 2022; Eastbound Corridor Operation Project Environmental Phase Underway – 80 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: Since the SR-91 corridor is one of the busiest in the region, implementation of this project requires coordinating and constructing the improvements in multiple segments and capitalizing on available funding. Freeway improvements that cross county lines require close coordination to maintain seamless travel. This project plans to add a general-purpose lane on SR-91 between SR-241 and SR-71. While the portion of this project between SR-241 and the Orange/Riverside County Line is part of OCTA's M2 Project J, the matching segment between the county line and SR-71 is part of RCTC's Measure A. The sixth lane addition requires joint implementation to ensure smooth delivery of the project. With significant SR-91 freeway improvements taking place as a result of both counties' sales tax measures, the construction timing of the additional general-purpose lane between SR-241 and SR-71 was anticipated to take place post-2035. However, RCTC requested OCTA's support to accelerate a portion of the ultimate project in the westbound direction (in Orange County) to address a bottleneck issue affecting the City of Corona. With OCTA's support, RCTC developed the 91 Westbound Corridor Operation Project (approximately 2.1 miles), which began construction in late 2020 and was completed in January 2022.

In addition, OCTA and RCTC conducted a feasibility study to determine how best to implement the sixth general-purpose lane while minimizing environmental and construction impacts in the eastbound direction between SR-241 and SR-71. The final alternatives analysis report was completed in April 2022. RCTC is leading the effort to proceed with the environmental phase of the project, to be referred to as the 91



Eastbound Corridor Operation Project (approximately three miles). This effort began in June 2023 and is anticipated to be completed by mid-2026. This quarter, the project team continued working on preliminary engineering for geometric approval drawings, as well as updating cost estimates, environmental revalidation, environmental technical studies, and a supplemental project report. RCTC plans to utilize progressive design-build as the project delivery approach that will include preliminary design (Phase I) followed by final design and construction (Phase II). RCTC released the request for qualifications for a progressive design-build contract on November 13, 2025. Proposals were received in January 2026 and a shortlist of firms was released in March 2026. Phase I is anticipated to begin in late 2026, followed by Phase II in late 2027.

PROJECT K

INTERSTATE 405 (I-405) PROJECTS

Segment: **I-405, SR-73 to I-605**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project added a general-purpose lane (approximately 16 miles) between Euclid Street and I-605 in both directions and a second HOV lane (approximately 14 miles) combined with the existing HOV lane to provide dual express lanes in both directions of I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes.[3] Additional improvements included reconstruction of local interchanges and enhancements to freeway entrances and exits along the corridor from SR-73 to I-605 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster. The final ED and PR were approved on June 15, 2015. Construction activities began on January 31, 2017, and the project fully opened to traffic on December 1, 2023. The final schedule is measured against an amended baseline schedule established in the second quarter of FY 2020-21; the total cost is measured against an amended baseline cost established in the fourth quarter of FY 2022-23. During the quarter, work continued on remaining miscellaneous construction activities including landscaping and punch-list items. Final acceptance and relief of maintenance is expected in 2026, and plant establishment is anticipated to be complete in February 2027.

[3] The general-purpose lane portion of the project is an M2 project and was funded by a combination of local, state, and federal funds. The express lanes portion of the project was financed and will be paid for by those who choose to pay a toll and use the 405 Express Lanes.

PROJECT L

Segment: **I-405, I-5 to SR-55**
Status: Environmental Phase Complete
Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project studied potential improvements along approximately 8.5 miles of I-405 between I-5 and SR-55 in the City of Irvine. The project development team reviewed the alternatives and public



comments received during public circulation, and as a result of the effort, recommended adding one general-purpose lane in both directions. The forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2015-16. The final ED and PR were approved on August 31, 2018. The design phase is anticipated to begin in 2030.

PROJECT M

INTERSTATE 605 (I-605) PROJECTS

Segment: **I-605, Katella Avenue Interchange Improvements**

Status: Construction Underway – 35 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will make enhancements to the on- and off-ramps and operational improvements on Katella Avenue at the I-605 Interchange in the City of Los Alamitos. In addition, pedestrian and bicycle improvements will incorporate complete streets components, including enhanced safety for all modes of travel. The final ED and PR were approved on October 3, 2018. The forecasted cost is measured against an amended baseline cost established in the third quarter of FY 2019-20; the forecasted schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2024-25. The project was awarded and construction activities began on April 3, 2025. This quarter, the contractor continued to work on roadway and drainage improvements along Katella Avenue. Grading operations for the re-aligned northbound on-ramp continued, and work commenced on foundations and footings for the structural walls. In addition, the construction management team continued to coordinate with the design team and utility companies on timing of final utility relocations, including streetlight removals along Katella Avenue.

PROJECT N

FREEWAY SERVICE PATROL

Status: Service Ongoing

Contact: Patrick Sampson, Motorist Services • (714) 560-5435

Summary: The Freeway Service Patrol (FSP) assists motorists whose vehicles become disabled along Orange County freeways and removes congestion-causing debris from traffic lanes to reduce freeway congestion and collisions. In June 2012, M2 began supporting FSP with local funds to maintain existing service levels and expand services through 2041. During the quarter, FSP provided 14,331 services.[6] Since June 2012, FSP has provided 903,498 services[4] on the Orange County freeway system.

[4]Service calculations are based on all services provided as FSP is funded by M2 and external sources.



STREETS AND ROADS

PROJECT O

REGIONAL CAPACITY PROGRAM

Status: 16th Call Applications Under Review

Contact: Charvalen Alacar, Planning • (714) 560-5401

Summary: This program, in combination with required local matching funds, provides funding for improvements on Orange County's Master Plan of Arterial Highways. Since 2011, through 15 calls, the Board has awarded 195 projects (237 project phases) totaling more than $432 million, including $23.4 million in external funding. To date, 156 project phases have been completed, 54 are in various stages of implementation, and 27 have been cancelled by the awarded local jurisdictions. On September 8, 2025, the Board approved the release of the 16th call. Applications were received on November 20, 2025, and are under review. Based on the project selection criteria in the CTFP guidelines, projects will be prioritized for Board consideration in spring 2026.

OC Bridges Railroad Program

This program built seven grade separations (either under or overpasses) where high-volume streets are impacted by freight trains along the BNSF railroad in north Orange County. On September 13, 2021, the Board approved program closeout and budget adjustment to approximately $666.55 million for all the OC Bridges grade separation projects, of which $152.6 million was committed M2 and $513.9 million in leveraged external funding. Funding reimbursement and closeout for all seven grade separation projects have been completed.

Segment: **Kraemer Boulevard Grade Separation**

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the cities of Anaheim and Placentia. Construction began on November 9, 2012, and the improvements opened to traffic on June 28, 2014. The final schedule is measured against an amended baseline schedule established in the second quarter of FY 2011-12. Construction acceptance was obtained in December 2014. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty in December 2015 with no issues or claims identified. Funding reimbursement and closeout have been completed.



STREETS AND ROADS

Segment: **Lakeview Avenue Grade Separation**

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project grade separated the local street from railroad tracks by building a bridge for vehicular traffic over the railroad crossing and reconfiguring the intersection of Lakeview Avenue and Orangethorpe Avenue in the cities of Anaheim and Placentia. Construction began on March 3, 2014, and the improvements opened to traffic on June 6, 2017. The final schedule is measured against an amended baseline schedule established in the first quarter of FY 2013-14. Construction acceptance was obtained in June 2018. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to July 2019 for some minor repair items. The Board approved a final claim resolution in July 2019. Funding reimbursement and closeout have been completed.

Segment: **Orangethorpe Avenue Grade Separation**

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project grade separated the local street from railroad tracks by building a bridge for vehicular traffic over the railroad crossing in the cities of Anaheim and Placentia. Construction began on April 25, 2013, and the improvements opened to traffic on June 23, 2016. The final schedule is measured against an amended baseline schedule established in the third quarter of FY 2012-13. Construction acceptance was obtained in October 2016. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to June 2019 for some minor repair items. No additional issues or repairs were identified. Funding reimbursement and closeout have been completed.

Segment: **Placentia Avenue Grade Separation**

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Placentia. Construction began on October 5, 2011, and the improvements opened to traffic on March 12, 2014. The total cost is measured against an amended baseline cost established in the fourth quarter of FY 2009-10; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2011-12. Construction acceptance was obtained in December 2014. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty in December 2015 with no issues or repairs identified. Funding reimbursement and closeout have been completed.



STREETS AND ROADS

Segment: **Raymond Avenue Grade Separation**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Fullerton. The City of Fullerton managed construction while OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. Construction began on March 27, 2014, and the improvements opened to traffic on October 2, 2017. The total cost is measured against an amended baseline cost established in the first quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the third quarter of FY 2013-14. Construction acceptance was obtained in May 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Funding reimbursement and closeout have been completed.

Segment: **State College Boulevard Grade Separation**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Fullerton. The City of Fullerton managed construction while OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. Construction began on March 27, 2014, and the improvements opened to traffic on November 1, 2017. The total cost is measured against an amended baseline cost established in the second quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the third quarter of FY 2013-14. Construction acceptance was obtained in March 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Funding reimbursement and closeout have been completed.

Segment: **Tustin Avenue/Rose Drive Grade Separation**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: This project grade separated the local street from railroad tracks by building a bridge over the railroad crossing for vehicular traffic in the cities of Anaheim and Placentia. Construction began on April 22, 2013, and the improvements opened to traffic on December 7, 2015. The total cost is measured against an amended baseline cost established in the first quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the third quarter of FY 2012-13. Construction acceptance was obtained in October 2016. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to November 2018 for some minor repair items. No additional issues or repairs were identified. Funding reimbursement and closeout have been completed.



PROJECT P

REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM

Status: 16th Call Applications Under Review

Contact: Anup Kulkarni, Planning • (714) 560-5867

Summary: This program provides funding and assistance to implement multi-agency signal synchronization. The target of the program is to regularly coordinate a network of over 2,000 signalized intersections along 750 miles of roadway within Orange County. OCTA also leverages external funding to further enhance the efficiency of the street grid and reduce travel delays.

To date, OCTA and local agencies have synchronized 3,789 intersections over 979 miles of streets (109 completed projects). Through 15 calls, 123 projects[5] totaling approximately $162.3 million have been awarded. Overall, OCTA has funded 143 projects[5] totaling nearly $196.8 million, including $40.1 million in leveraged external funding. On September 8, 2025, the Board approved the release of the 16th call. Applications were received on November 20, 2025, and are under review. Based on the project selection criteria in the CTFP guidelines, projects will be prioritized for Board consideration in spring 2026.

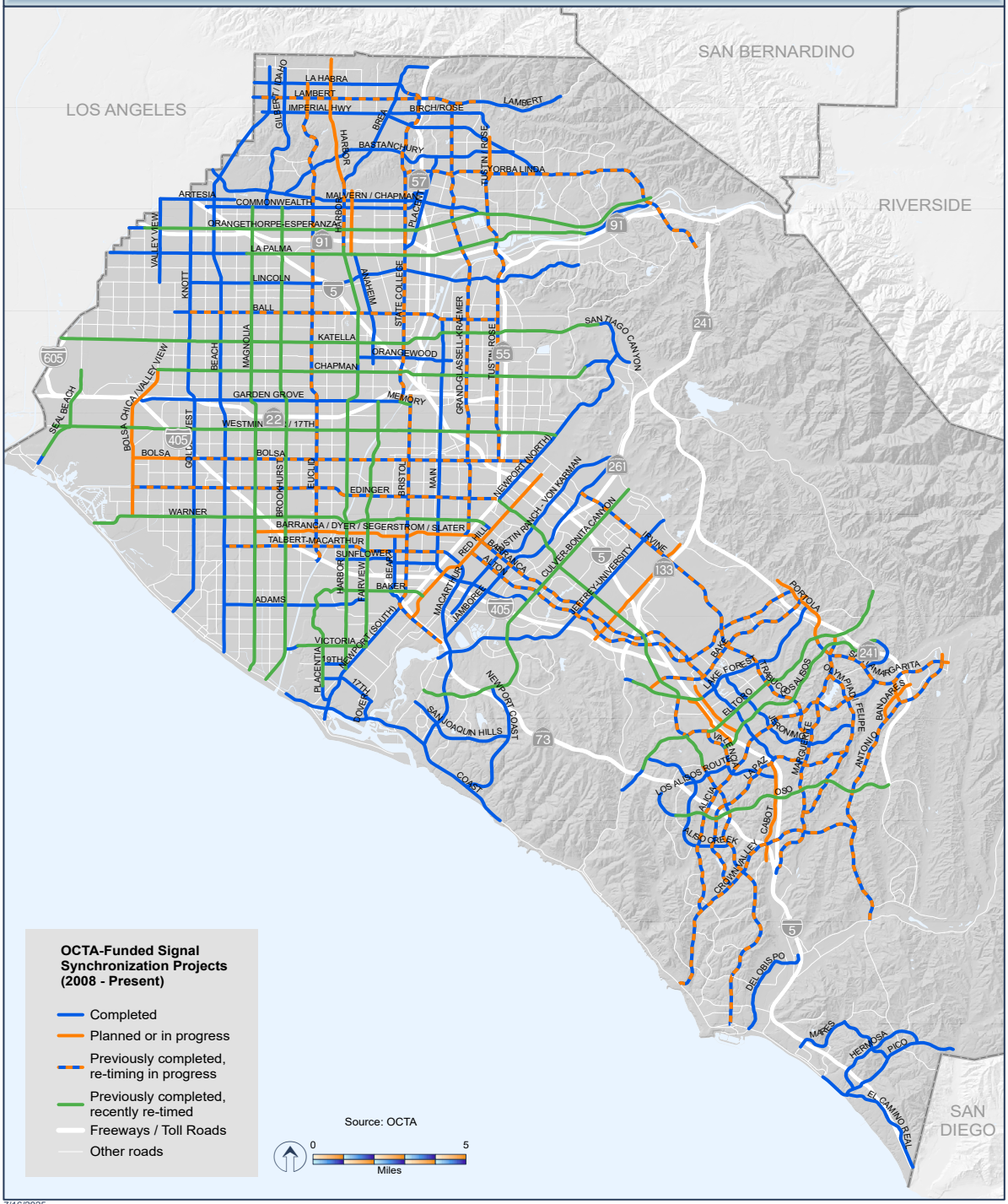
In parallel with the annual call, OCTA is leading the Countywide Signal Synchronization Baseline Project. The project aims to develop and implement a countywide signal synchronization network for Orange County and will consist of approximately 2,500 retimed signals along regionally significant corridors to ensure seamless travel across the County. This effort began in June 2024 with data collection ongoing. While this innovative project is entirely externally funded, the results will benefit and shape the future of the M2 Regional Traffic Signal Synchronization Program.

[5] *To date, three projects totaling approximately $1.6 million have been cancelled by the awarded local jurisdictions.*



STREETS AND ROADS

OCTA-Funded Signal Synchronization Projects (2008 - Present)





STREETS AND ROADS

PROJECT Q

LOCAL FAIR SHARE

Status: Ongoing

Contact: Sean Murdock, Finance • (714) 560-5685

Summary: To help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures by the cities and the County. On a bimonthly basis, 18 percent of net revenues are allocated by formula. Since 2011, approximately $861 million[6] in LFS payments have been provided to local jurisdictions, of which more than $25.7 million[6] was provided this quarter.

For more details, see funding allocation by local agency on pages 51-52.

[6] Only includes disbursed funds. Pursuant to Section 10.4 of the M2 Ordinance, the Board determined the City of Buena Park (on May 28, 2024) and the City of Huntington Beach (on May 12, 2025) ineligible to receive net M2 revenues for five years. Disbursements have been suspended until each city reestablishes eligibility.



TRANSIT

PROJECT R

HIGH FREQUENCY METROLINK SERVICE

Project R provides funding for Metrolink operations and aims to increase rail services within the County and provide additional Metrolink service north of the City of Fullerton to the Los Angeles County Line. The program provides for track improvements, the addition of trains and parking capacity, upgraded stations, and safety enhancements to allow cities to establish quiet zones along the tracks. This program also includes funding for grade crossing improvements at high-volume arterial streets, which cross Metrolink tracks.

Project: **Metrolink Grade Crossing Improvements**
Status: **PROJECT COMPLETE**
Contact: Megan Taylor, Operations • (714) 560-5601
Summary: Enhancements at 50 of the designated 52 Orange County at-grade rail-highway crossings were completed in support of the Metrolink Service Expansion Program (MSEP) in October 2012. The total cost is measured against an amended baseline cost established in the fourth quarter of FY 2010-11. As a result of one private crossing, which did not allow OCTA to make enhancements, and one street closure, which eliminated the need for enhancements, the final count of enhanced rail-highway crossings was 50. Completion of the safety improvements provided each corridor city with the opportunity to establish a "quiet zone" at their respective crossings. Quiet zones are intended to prohibit the sounding of train horns through designated crossings, except in the case of emergencies, construction work, or safety concerns identified by the train engineer. The cities of Anaheim, Dana Point, Irvine, Orange, San Clemente, San Juan Capistrano, Santa Ana, and Tustin have established quiet zones within their communities.

Project: **Metrolink Service Expansion Program**
Status: **PROJECT COMPLETE**
Contact: Megan Taylor, Operations • (714) 560-5601
Summary: Following the completion of the MSEP improvements in 2012, OCTA deployed a total of ten new Metrolink intracounty trains operating between the cities of Fullerton and Laguna Niguel/Mission Viejo, primarily during the midday and evening hours.

On October 21, 2024, Metrolink implemented Metrolink Reimagined, a service change that increased weekday train frequency and expanded midday and evening service to better accommodate new travel patterns resulting from alternative work schedules. However, on March 23, 2026, Metrolink implemented a seven-week temporary service reduction due to ongoing mechanical issues, resulting in a 14 percent reduction in service. The three Metrolink lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) currently operate 50 weekday trains, down from 58 prior to March 23, 2026. Compared to the same quarter last year, ridership levels on all three lines increased by approximately seven percent but remain 35 percent lower compared to the same quarter in FY 2018-19 (used as a pre-pandemic data set).



TRANSIT

However, Metrolink ridership recovery continues to struggle, impacting farebox revenues and cost recovery. To exacerbate this shortfall, operating costs have also increased. While TIRCP formula funds will help sustain Metrolink operations in the near-term, without changes in service levels, ridership growth, and operations and rehabilitation costs or additional external funds, the current service cannot be sustained beyond FY 2033-34. To address this shortfall, the Board directed staff to work with Metrolink to develop a financially sustainable service plan with a targeted funding level as part of the FY 2026-27 budget development process. OCTA will continue to actively engage with Metrolink and the other member agencies and assess impacts to Orange County riders.

Rail Corridor and Station Improvements

Additionally, under MSEP, funding is provided for rail line and station improvements to accommodate increased service. Rail station parking lot expansions and better access to platforms, among other improvements have been made or are underway. For schedule information on station improvement projects, please see the Capital Action Plan on pages 53-57.

Project: **Anaheim Canyon Metrolink Station Improvements**

Status: **PROJECT COMPLETE**

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This project added a second main track and passenger platform, extended the existing passenger platform, added improvements to at-grade crossings for pedestrian circulation, and installed new station amenities including benches, shade structures, and ticket vending machines. The improvements were completed on January 30, 2023. The total cost is measured against an amended baseline cost established in the third quarter of FY 2016-17; the final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2020-21.

Project: **Fullerton Transportation Center Improvements**

Status: **PROJECT COMPLETE**

Contact: Jim Beil, Capital Programs • (714) 560-5646

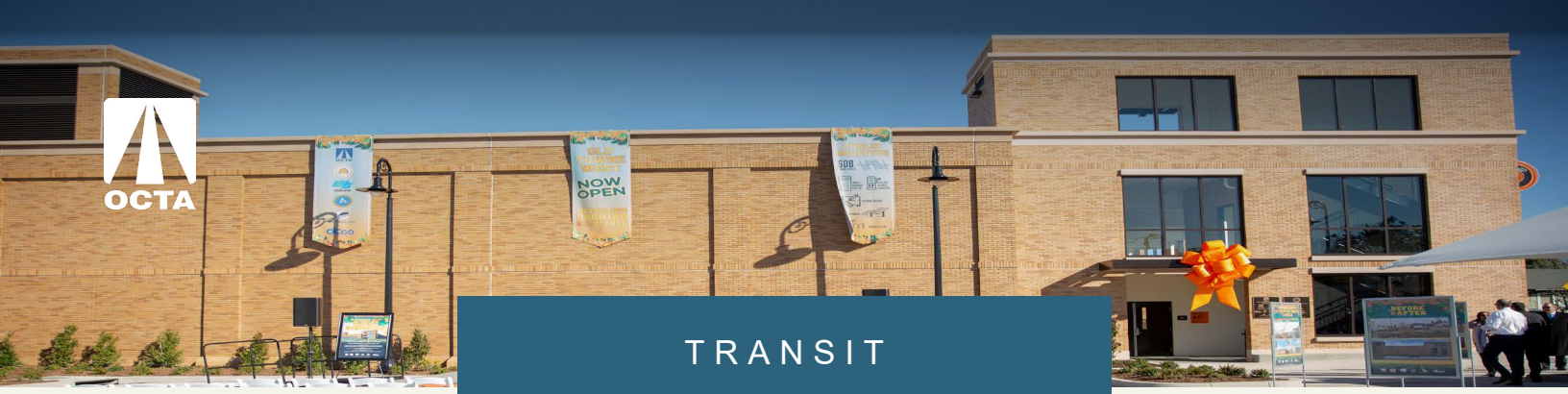
Summary: Completed early on, this project constructed a new five-level parking structure to provide additional transit parking at the Fullerton Transportation Center for both intercity rail service and commuter rail passengers. Construction on this city-led project began on October 18, 2010, and the improvements were completed on June 19, 2012. After completion, an elevator upgrade project was initiated with leftover savings. The elevator project modified the existing pedestrian bridge to add two new traction elevators, one on each side. The City of Fullerton was the lead on this project, which was completed on May 1, 2019.

Project: **Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps**

Status: **PROJECT COMPLETE**

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This project added new ADA-compliant access ramps on either side of the pedestrian undercrossing and a unisex ADA-compliant restroom, vending machine room, and three passenger



TRANSIT

canopies. Construction began on February 23, 2016, and the improvements were completed on September 20, 2017. The final schedule is measured against an amended baseline schedule established in the third quarter of FY 2018-19.

Project: **Orange Transportation Center Metrolink Parking Structure**
Status: **PROJECT COMPLETE**
Contact: Jim Beil, Capital Programs • (714) 560-5646
Summary: This project constructed a 608-space, five-level, shared-use parking structure that is located on Lemon Street between Chapman Avenue and Maple Street in the City of Orange. Per a cooperative agreement between OCTA and the City of Orange, the City of Orange led the design phase, and OCTA led the construction phase of the project. Construction began on July 17, 2017, and the improvements were completed on February 15, 2019. The total cost is measured against an amended baseline cost established in the fourth quarter of FY 2015-16; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2017-18.

Project: **New Placentia Metrolink Station and Parking Structure**
Status: Design Complete; Ready for Advertisement subject to BNSF construction and maintenance (C&M) agreement
Contact: Jim Beil, Capital Programs • (714) 560-5646
Summary: This project will construct a new Metrolink station to include a platform, parking, a new bus stop, and passenger amenities in the City of Placentia. Plans for the proposed Placentia Metrolink Station Project were near completion when the City of Placentia requested to modify them to include a parking structure to be built where surface parking had been designed. On June 27, 2016, the Board approved a cooperative agreement with the City of Placentia that revised the project's scope and budget, and with the changes, the City of Placentia will contribute towards the cost. The project will also include a third track which should assist with the on-time performance of train operations and provide operational flexibility for both freight and passenger trains. OCTA is the lead agency for design and construction and BNSF will be the lead on rail construction. The initial final design was completed on July 22, 2017, based on a previously agreed layout. The forecasted cost and schedule is measured against an amended baseline cost and schedule established in the first quarter of FY 2016-17. OCTA remains committed to delivering the Placentia Metrolink Station Project. However, the project is on hold pending a shared-use agreement between Metrolink and BNSF and potential design layout reconfiguration.

Project: **San Clemente Pier Station Lighting**
Status: **PROJECT COMPLETE**
Contact: Jim Beil, Capital Programs • (714) 560-5646
Summary: This OCTA-led project resurfaced and added lighting to the existing platform, new ticket station, and new decorative handrails at the San Clemente Pier Station in the City of San Clemente. The improvements were completed on March 17, 2017, and project closeout was completed in the same month.



TRANSIT

Additional Rail Corridor Improvements

In September 2021, a failing slope severely degraded the railroad track structure in the City of San Clemente in the Cyprus Shore area south of the San Clemente Pier [Mile Post (MP) 206.8]. Emergency repair efforts were taken between late 2021 and early 2022. However, higher tidal events coupled with the movement of an ancient slide impacted the stability of the track, leading to a temporary suspension of rail service. Funded by the commuter rail fund and some State emergency funds, emergency work to stabilize the railroad track was sufficiently completed to allow full passenger rail service resumption on April 2023. The track stabilization efforts were substantially completed in August 2023.

During this time, a hillside owned by the City of San Clemente at the Casa Romantica Cultural Center and Gardens (MP 204.6) failed and continued to move incrementally. Landslide debris continued to crumble down the slope and foul the tracks owned by OCTA, which led to the suspension of all passenger rail services in the City of San Clemente and south Orange County in April 2023. A temporary barrier wall at the bottom of the slope was constructed and service resumed in July 2023, to protect the railroad track while the City of San Clemente continued construction of the long-term slope stabilization repairs. OCTA continues to work with partners to seek additional funding as needed.

In January 2024, landslide movement caused debris from the hillside slope along the Mariposa Trail Bridge (Mariposa Point [MP 204.2]) in the City of San Clemente to fall onto the ROW and railroad tracks, including dislodging two spans of the city-owned pedestrian bridge, which temporary suspended rail service in the area. As the hillside continued experience movement, a catchment wall was designed and constructed and resumed passenger rail service in March 2024.

A comprehensive plan to integrate engineering and sand nourishment solutions is underway to protect the coastal segment of the rail corridor in south Orange County in the immediate timeframe. In December 2024, OCTA received $305 million in state and federal funding to implement the necessary immediate protective solutions for inland slope stability and coastal erosion, identified as Areas 1 through 4 for the rail corridor within the City of San Clemente. While the rail line is currently open as a result of ongoing emergency work, longer-term solutions must be developed to ensure the ability to provide reliable rail service in this portion of the County. In partnership with key stakeholders, a planning study is currently underway to identify and evaluate immediate short- and medium-term solutions with the goal of protecting the rail line in place for approximately the next 30 years. A separate long-term study will assess potential long-term solutions, which may include relocation of the rail line. OCTA is leading the effort on the near-term resiliency measures. The State will lead the long-term study, but the lead state agency has not been identified; OCTA will remain an active participant in the study. Future implications to M2 with respect to service levels or project costs are unknown at this time.

Completed:

- Constructed surface parking lot at the Laguna Niguel/Mission Viejo Station
- Constructed safety enhancements at seven pedestrian railroad crossings along the beach trail
- Installation of the Control Point project at Fourth Street in the City of Santa Ana, and Control Point project by the stadium in the City of Anaheim, which provided greater efficiency and reliability for passenger rail service



TRANSIT

- Implementation of Positive Train Control system, which improves rail safety by monitoring and controlling train movement
- Implementation of video surveillance systems at the Fullerton, Irvine, Laguna Niguel, Mission Viejo, Orange, Santa Ana, and Tustin stations
- Railroad ROW Slope Stabilization project at eight locations within the rail corridor to prevent future erosion and slope instability
- Replacement of detectable tiles and painted guidelines at six stations
- Replacement of stairs at the Fullerton Transportation Center
- ROW acquisition to replace the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will not preclude a future bicycle trail on the south end along the creek
- Emergency track stabilization in the City of San Clemente at Cyprus Shore, Casa Romantica, and Mariposa Point
- Repair riprap in Areas 1 and 2 and remove the pedestrian bridge in Area 3 in the City of San Clemente as identified in the Coastal Rail Resiliency Study
- Six project study reports for potential grade separations
- Approximately 2,500 cubic yards of sand were placed at North Beach in the City of San Clemente

Underway:

- Construction of slope stabilization and drainage improvements in the cities of Lake Forest, Mission Viejo, and Laguna Niguel
- Construction of the San Juan Creek railroad bridge replacement in the City of San Juan Capistrano, led by Metrolink
- Construction of Area 3 catchment wall and restoration of the coastal trail in the City of San Clemente
- Rehabilitation of pedestrian audible warning system in the City of San Clemente
- Alternative analyses to evaluate solutions for coastal protective measures for Area 4 in the City of San Clemente as identified in the Coastal Rail Resiliency Study; associated environmental studies, conceptual designs, and permit preparation for Area 4
- Continue to seek inland and offshore sand sources to be environmentally cleared and permitted for placement on the beach for Areas 1, 2, and 4

Project: **Sand Canyon Grade Separation**

Status: **PROJECT COMPLETE**

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This project separated the local street from railroad tracks in the City of Irvine by constructing an underpass for vehicular traffic. Construction began on May 3, 2011, and the improvements opened to traffic on July 14, 2014. The project was completed, and construction acceptance was obtained from the City of Irvine on January 15, 2016. The final schedule is measured against an amended baseline scheduled established in the second quarter of FY 2010-11. The project completed the one-year warranty period, and no repairs were identified. The project closed out in January 2017.



TRANSIT

Project: **Tustin Metrolink Station Parking Structure**
Status: **PROJECT COMPLETE**
Contact: Jim Beil, Capital Programs • (714) 560-5646
Summary: This early completion project provided additional parking at the Tustin Metrolink Station to meet requirements associated with MSEP by constructing a new four-story parking structure with approximately 735 spaces and on-site surface parking. Construction on the parking structure began on October 27, 2010, and opened to the public on September 22, 2011.

Project: **Laguna Niguel to San Juan Capistrano Passing Siding Project**
Status: **PROJECT COMPLETE**
Contact: Jim Beil, Capital Programs • (714) 560-5646
Summary: This project added a new passing siding railroad track (approximately 1.8 miles) adjacent to the existing mainline track, which enhanced the operational efficiency of passenger services within the LOSSAN rail corridor. Construction began on March 12, 2019, and the improvements were completed on November 17, 2020. The final schedule is measured against an amended baseline schedule established in the third quarter of FY 2018-19.

PROJECT S

TRANSIT EXTENSIONS TO METROLINK

To broaden the reach of Metrolink to other Orange County cities, communities, and activity centers, Project S includes a competitive program that allows cities to apply for funding to connect passengers to their final destination via transit extensions. There are currently two categories for this program: a fixed-guideway program (streetcar) and a rubber tire transit program.

Project: **OC Streetcar**
Status: Full Funding Grant Agreement Executed November 30, 2018; Construction Work Ongoing, All Eight Vehicles Completed and Delivered, Systems Integrated Testing Underway
Contact: Jeff Mills, Rail • (714) 560-5925
Kelly Hart, Rail • (714) 560-5725
Summary: The OC Streetcar will serve the SARTC through Downtown Santa Ana, and the Civic Center to Harbor Boulevard in the City of Garden Grove. At the request of the two cities, OCTA is serving as the lead agency for the project. Construction on the project began on November 19, 2018.

Construction

Construction is 97 percent complete. During the quarter, work was completed on the emergency walkway ramps at the Santa Ana River Bridge, blank-out sign testing, and OCS wire installation. Ongoing construction activities include final OCS adjustments and registration throughout the project, train signal control, station



TRANSIT

platform communications systems testing, and conflict utility adjustments. In addition, work at the MSF interior continued with the preparations for installation of fall protection step plates and gate extensions, and delivery and installation of the turntables and installation of the overhead cranes and monorail interlock. The permanent Certificate of Occupancy for the MSF was issued on January 15, 2026.

Vehicles

All eight vehicles have been delivered to the MSF. Bumper installation has been completed on five of the eight vehicles, with installations for the remaining vehicles ongoing. The vehicle manufacturer continued static and dynamic testing to ensure the vehicles are prepared and available for systems integration testing and completed brake testing.

Operations

During the quarter, OCTA made significant progress toward system start-up and operational readiness through close coordination with various stakeholders. The Operations and Maintenance (O&M) contractor supported several system integration testing activities, including a series of clearance tests conducted for the first time within the street-running portion of the alignment. O&M staff continued comprehensive training activities, including hands-on operating time to qualify streetcar operators.

Cost and Schedule

The baseline cost and schedule are measured against an amended baseline cost and schedule established during the second quarter of FY 2025-26. In February 2025, the Board approved a revised project budget of $649 million. The project revenue service date is under review as testing progresses and key milestones are reached.

Project: **Bus and Station Van Extension Projects**

Status: Last Service Completed on June 30, 2020; No Future Calls Anticipated

Contact: Charvalen Alacar, Planning • (714) 560-5401

Summary: Bus and station van extension projects help enhance the frequency of service in the Metrolink corridor by linking communities within the central core of Orange County to commuter rail. To date, the Board has approved one round of funding for bus and van extension projects, totaling over $732,000. On July 23, 2012, the Board approved funding for one project in the City of Anaheim and three projects in the City of Lake Forest. The City of Lake Forest has cancelled all three projects. The Anaheim Canyon Metrolink Station Bus Connection project provided service between the Anaheim Canyon Metrolink station and the Anaheim Resort area; this project was completed on June 30, 2020, under Project S. The service continues under a Project V grant and is subject to meeting minimum performance requirements as part of the Project V program.



TRANSIT

PROJECT T

METROLINK GATEWAYS

Project: **Anaheim Regional Transportation Intermodal Center**

Status: **PROJECT COMPLETE**

Contact: George Olivo, Capital Programs • (714) 560-5872

Summary: This project constructed the ARTIC located at 2626 East Katella Avenue in the City of Anaheim. ARTIC is a major multimodal transportation hub serving commuters and residents in the City of Anaheim. In addition to OCTA buses and Metrolink trains, ARTIC provides transit connections to Pacific Surfliner Amtrak, Anaheim Resort Transit, shuttle and charter bus service, taxis, bicycles, other private transportation services available, and accommodates future high-speed rail trains. The City of Anaheim, which led the construction effort, began construction on September 24, 2012, and opened the facility to rail and bus service on December 6, 2014. This facility replaced the former Anaheim Metrolink Station that was located on the opposite side of the freeway in the Los Angeles Angels of Anaheim Stadium parking lot.

PROJECT U

EXPAND MOBILITY CHOICES FOR SENIORS AND PERSONS WITH DISABILITIES

Project U expands mobility choices for seniors and persons with disabilities, and includes the SMP, the SNEMT Program, and the Fare Stabilization Program. Since inception, approximately $159.4 million[7,8] in Project U funding has been provided under M2.

[7] *Payments are made every other month (January, March, May, July, September, and November). July payments are based on June accruals, and therefore counted as June payments. The amount totaled for one FY quarter either covers one or two payments, depending on the months that fall within that quarter.*

[8] *Only includes disbursed funds. Pursuant to Section 10.4 of the M2 Ordinance, the Board determined the City of Buena Park (on May 28, 2024) and the City of Huntington Beach (on May 12, 2025) ineligible to receive net M2 revenues for five years. Disbursements have been suspended until each city reestablishes eligibility.*

Project: **Senior Mobility Program**

Status: Ongoing

Contact: Jack Garate, Transit • (714) 560-5387

Summary: The SMP provides one percent of net M2 revenues to eligible local jurisdictions to provide transit services that best meet the needs of seniors living in their community. According to the SMP Funding and Policy Guidelines, M2 revenue is allocated to local jurisdictions proportionally, relative to the total county's senior population, by the residents aged 60 and above multiplied by available revenues. The remaining unallocated funds are distributed to the M2 Project U Fare Stabilization Program.



TRANSIT

Since inception, more than $45 million[7,8] has been provided to support nearly 3.5 million boardings for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, approximately $1.3 million[7,8] was paid out to 30 of the 32 participating cities that are currently active.

Project: **Senior Non-Emergency Medical Transportation Program**
Status: Ongoing
Contact: Jack Garate, Transit • (714) 560-5387
Summary: This program provides one percent of net M2 revenues to supplement existing countywide SNEMT services. Since inception, more than $48.5 million has been allocated to support more than 1.79 million SNEMT boardings[9]. This quarter, approximately $1.6 million[7] in SNEMT funding was paid to the County of Orange.

[9] The SNEMT program is operated by the County of Orange Office on Aging. Total boardings are calculated based on all services funded by M2 and the County of Orange.

Project: **Fare Stabilization Program**
Status: Ongoing
Contact: Sean Murdock, Finance • (714) 560-5685
Summary: From 2011 to 2015, one percent of net M2 revenues was dedicated to stabilizing fares and providing fare discounts for bus services and specialized ACCESS services for seniors and persons with disabilities. Effective January 28, 2016, an amendment to the M2 Ordinance adjusted this amount to 1.47 percent of net M2 revenues to be dedicated to the Fare Stabilization Program.

Approximately $2.3 million in revenue was allocated this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During the quarter, based on nearly 2.0 million program-related boardings recorded on fixed-route and ACCESS services, approximately $641,000 was utilized. The senior and disabled boardings recorded are based on pass sales and ACCESS boardings figures. Since inception, nearly $65.8 million has been allocated to support more than 168 million program-related boardings.

PROJECT V

COMMUNITY-BASED TRANSIT/CIRCULATORS

Status: Service Updates
Contact: Charvalen Alacar, Planning • (714) 560-5401
Summary: This program provides funding for local jurisdictions to develop local bus transit services, such as community-based circulators and shuttles, which complement regional bus and rail services to



meet needs in areas not adequately served by regional transit. To date, through five calls, the Board has awarded 50 projects and ten planning studies totaling approximately $99.4 million[10]. Of the 50 transit circulator projects[11], 17 are currently active, three are planned, 13 have been cancelled (primarily due to low ridership), and 17 have been completed.

On January 25, 2021, the Board approved changes to the Project V program guidelines to better support these key community services in a post-COVID-19 environment. Key revisions included modifying minimum performance standards and allowing for escalation in the subsidy per boarding and annual FY funding caps. Staff continued to work with local jurisdictions to update existing cooperative agreements to incorporate these programmatic changes.

[10] Includes a $700,000 programming increase to the 2024 call Balboa Peninsula Trolley Service Continuation project, approved by the Board on September 23, 2024, and confirmed on August 25, 2025, and a $2,624,060 programming increase to the 2024 call for the Balboa Island-Corona del Mar Local Area Transit Service project, approved by the Board on October 27, 2025.

[11] Includes reinstatement of the $1.65 million award from the 2018 Project V call to the City of San Clemente for the existing San Clemente Rides ride-hailing service. The 2018 Project V award was cancelled by the Board on December 10, 2018, and reinstated on August 14, 2023, to correct for issues in the service model that were encountered during the pandemic.

OCTA receives ridership reports from local agencies on a regular basis to monitor the success of these services against performance measures adopted by the Board. The most recent Project V ridership report was presented to the Board on February 23, 2026. The report identified that all of the active services met the ridership and service performance standards. The next ridership report is anticipated to be presented to the Board in July 2026. Lessons learned from the success of implemented services are incorporated into recommendations for future funding guidelines and programming recommendations.

PROJECT W

SAFE TRANSIT STOPS

Status: City-Initiated Improvements Underway or Completed

Contact: Charvalen Alacar, Planning • (714) 560-5401

Summary: This program provides funding for passenger amenities at the busiest transit stops across Orange County. Stop improvements are designed to ease transfers between bus lines and provide passenger amenities such as the installation of bus benches or seating, shelters, and lighting.

To date, through a competitive process, OCTA has issued three calls (July 2014, June 2019, and September 2020), which have awarded just over $3.1 million to support improvements at 122 locations. Of the 122 projects, 94 have been completed, 18 are in various stages of implementation, and ten have been cancelled. Staff is reviewing M2 revenues and assessing the appropriate timing for the next call.



ENVIRONMENTAL

PROJECT X

CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES

Project: **Environmental Cleanup Program**

Status: 16th Tier 1 Call Underway

Contact: Dan Phu, Planning • (714) 560-5907

Summary: This program implements street and highway-related water quality improvement programs and projects that assist agencies countywide with federal Clean Water Act standards for urban runoff. It is intended to augment, not replace, existing transportation-related water quality expenditures and to emphasize high-impact capital improvements over local operations and maintenance costs. The ECAC is charged with making recommendations to the Board on the allocation of funds. These funds are allocated on a countywide, competitive basis to assist agencies in meeting the Clean Water Act standards for controlling transportation-related pollution.

The ECP is composed of a two-tiered funding process focusing on early priorities (Tier 1), and a second program designed to prepare for more comprehensive capital investments (Tier 2). All Orange County cities plus the County of Orange have received funding under this program. To date, there have been 15 rounds of funding under the Tier 1 grants program.

To date, 241 Tier 1 projects, totaling over $43 million, have been awarded by the Board since 2011. Of the 241 projects, construction on 206 projects have been completed, 18 are in various stages of implementation, and 17 have been cancelled by the awarded agency. On March 9, 2026, the Board released the 16th Tier 1 call. Applications are due on May 7, 2026. Based on the project selection criteria in the CTFP guidelines, projects will be prioritized for Board consideration in fall 2026.

It is estimated that approximately 91.7 million gallons of trash have been captured since the inception of the program, which equates to over 16,200 trash truck loads of garbage that could have been deposited in Orange County streams and waters. Over time, the volume of trash captured is expected to increase.

To date, 26 Tier 2 projects totaling approximately $35 million have been awarded by the Board since 2013. Of the 26 projects, construction on 18 projects have been completed, four projects are in progress, and four projects have been cancelled by the awarded agency. It is estimated that Tier 2-funded projects, once fully functional, will have an annual groundwater recharge and water savings potential of approximately 352 million gallons of water from infiltration, recharge facilities, and diversion to recycled water supply. The appropriate timing of the next Tier 2 call will be assessed and determined by funding availability as well as the number of viable projects from eligible agencies.



ENVIRONMENTAL

FREEWAY MITIGATION

Segment: **Environmental Mitigation Program**

Status: Biological Permits Issued and Conservation Plan in Place

Contact: Adriann Cardoso, Planning • (714) 560-5915

Summary: Working in collaboration with the Wildlife Agencies, this program allocates funds to acquire land and fund habitat restoration projects to offset the environmental impacts of M2 freeway projects. In June 2017, OCTA received biological resource permits after completing a state and federal Conservation Plan. This Conservation Plan commits to protecting the natural habitat and wildlife on OCTA's Preserves, funding multiple habitat restoration projects, and minimizing impacts to resources during construction of M2 freeway projects, allowing streamlined project approvals for the M2 freeway projects with little additional coordination from the Wildlife Agencies. This program represents the culmination of years of collaboration and support by the Board, environmental community, and Wildlife Agencies. The OCTA Conservation Plan is unique, as it is only the second state/federal conservation plan approved in Orange County.

The Conservation Plan includes a streamlined process for coordination for streambed alteration agreements for portions of freeway projects that cross through streams and riverbeds. In 2017, the United States Army Corps of Engineers issued a programmatic permit to OCTA and Caltrans (as owner/operator of the state highway system). The State Board provided a letter to OCTA in 2018, which further secured assurances related to advanced mitigation and freeway project permit issuance. These efforts are the result of years of collaboration and constitute another groundbreaking milestone for the M2 EMP.

The Board has approved the acquisition of seven properties (Preserves) totaling 1,300 acres and 13 restoration projects totaling 350 acres. To date, ten restoration projects (one of these projects has two distinct areas) have been completed and have been approved by the Wildlife Agencies. The Board authorized $42 million (inclusive of setting aside funds for long-term land management) for property acquisitions, $10.5 million to fund habitat restoration activities, and $2.5 million for conservation plan development and program support, for a total of approximately $55 million.

The Conservation Plan requires the establishment of an endowment to fund the long-term management of the Preserves. The most recent Board-adopted 2025 Next 10 Plan confirms that OCTA will be able to continue endowment deposits of $2.9 million annually. To date, OCTA has made ten endowment deposits. As of March 31, 2026, the endowment balance was $38,797,315, which is above the target of $36,628,220 for the third quarter of FY 2025-26. Based on the performance to date, current projections indicate that OCTA remains on track to meet the endowment target of $46.2 million in FY 2027-28; however, the performance of the endowment fund could influence the timeframe for achieving this goal. The next report summarizing the status of the endowment is anticipated to be presented to the Board in June 2026. Staff will continue to oversee and provide endowment updates to the Board, Finance and Administration (F&A) Committee and the Environmental Oversight Committee (EOC) on a regular basis.



ENVIRONMENTAL

Resource management plans (RMP) for the Preserves were completed in 2018. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. The RMPs will be reviewed and updated as necessary, approximately every five years. Updates to the documents are currently underway and are anticipated to include new figures depicting more recent plant and animal species information, documentation of completed management tasks, potential new tasks identified, and the incorporation of the recently completed FMPs. All revisions will be coordinated with the Wildlife Agencies, shared with the EOC, and posted on OCTA's website. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established.

Conservation Plan reports are completed annually. These reports include the tracking of impacts associated with covered freeway improvement projects, other management and monitoring activities on Preserves, status and activities, the progress of the restoration projects, plan administration, and public outreach activities. These reports take time to develop as they fold in multiple reports from various consultants and contractors working on the OCTA Preserves and the funded restoration projects through the end of every calendar year. Annual reports to date document that OCTA's activities are in compliance and on target with the Conservation Plan commitments. The 2025 annual report is anticipated to be completed and approved by the Wildlife Agencies in mid-2026 and will subsequently be shared with the EOC, Board, and posted on the OCTA website.

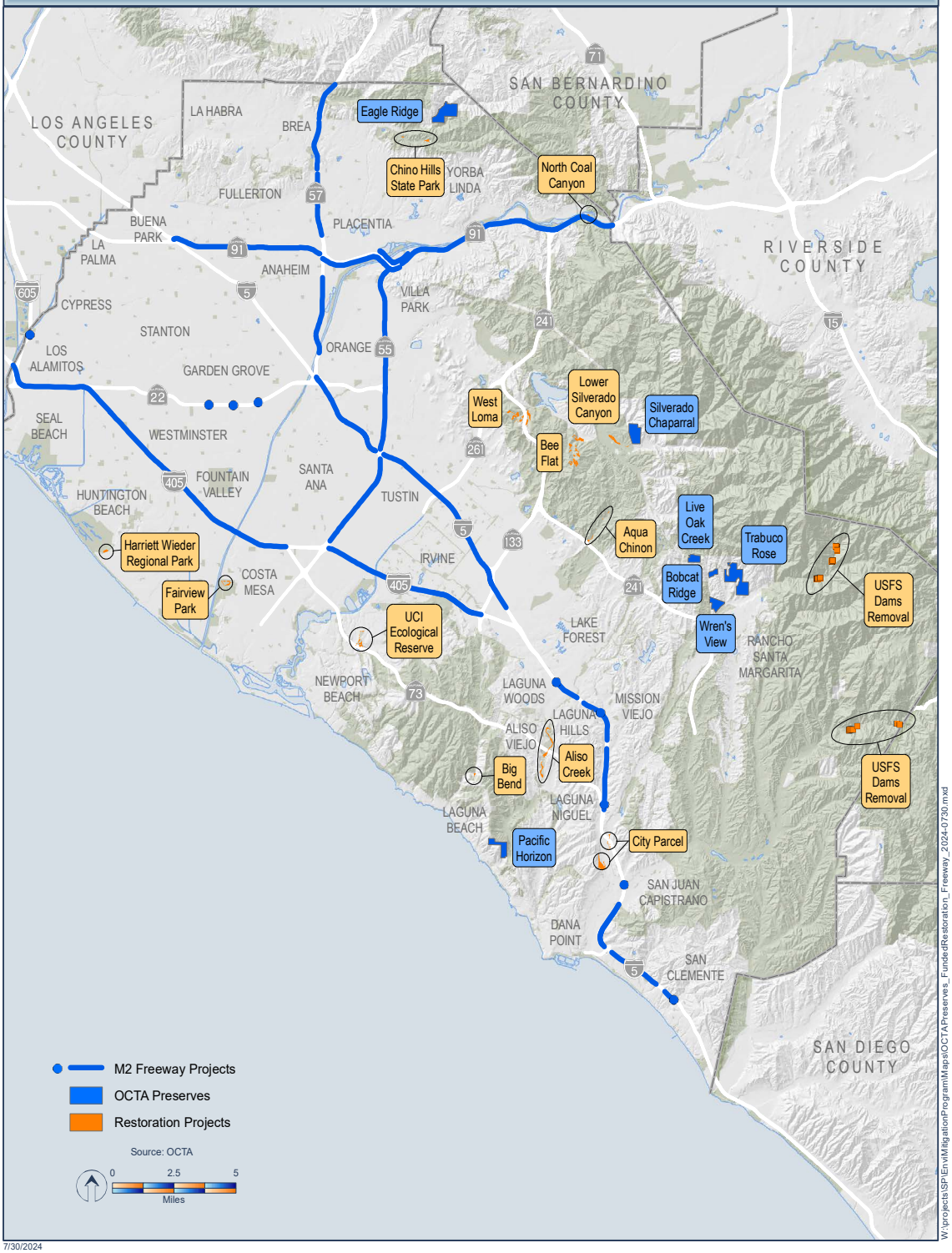
The EMP accomplishments have largely met the intent of the program. These efforts are the result of years of positive collaboration between OCTA and the aforementioned agencies, stakeholders, and the public. The success of this program has been recognized at the regional and national level. Through these efforts, pre-negotiated permit terms have helped streamline project implementation and reduce the required mitigation needs. Without the EMP's established process, additional mitigation-related requirements could have been incurred, resulting in increased project costs and schedule risks. The established permits and partnerships have also enabled swift response to other OCTA project needs.

Docent-led hikes and equestrian ride tours are offered throughout the year at various OCTA Preserves. The 2026 hike and ride schedules are available at www.PreservingOurLegacy.org.

As part of the safeguards in place for the M2 Program, a 12-member EOC makes recommendations on the allocation of environmental freeway mitigation funds and monitors the implementation of the Conservation Plan between OCTA and state and federal Wildlife Agencies. The EOC has led efforts with policy recommendations to the Board and has operated in an open and transparent manner which has garnered the trust of stakeholders, ranging from the environmental community to the recreational community to Orange County citizens. See the map of Preserves and funded restoration properties on the following page.

ENVIRONMENTAL

OCTA Preserves and Funded Restoration Projects



7/30/2024

W:\projects\SP\EnvMitigationProgram\Maps\OCTAPreserves_FundedRestoration_Freeway_2024-0730.mxd



PROGRAM MANAGEMENT

PROGRAM MANAGEMENT OFFICE

Contact: Francesca Ching, M2 PMO Manager • (714) 560-5625

The M2 PMO provides inter-divisional coordination for all Measure M-related projects and programs. To ensure agency-wide compliance, the PMO holds a bimonthly committee meeting comprised of executive directors and key staff from each of the divisions, who meet to review significant issues and activities within the M2 programs. This quarter, the focus of the PMO has been on several major items, including the following:

Market Conditions Forecast and Risk Analysis

On September 11, 2017, the Board was presented with a Next 10 Plan Market Conditions Forecast and Risk Analysis Report conducted by Dr. Wallace Walrod and Dr. Marlon Boarnet through a contract with the Orange County Business Council. The consultant team's analysis identified strong potential for OCTA to experience an increasing cost environment during the Next 10 Plan delivery years. This, coupled with a reduction in revenue, could present the potential for significant challenges in the delivery of M2 and the Next 10 Plan.

The Board directed staff to continue to work with the consultant team to monitor and track key early warning indicators and provide the Board with updates in a timeline consistent with updates on the M2 sales tax revenue forecast. The consultant team continues to analyze trends in material costs, labor costs, and general economic conditions to determine a range of potential cost impacts providing insight on OCTA's capital program twice a year.

On October 13, 2025, the consultant team presented the results of the 2025 fall analysis to the Board. The analysis identified that OCTA may experience an uptick in inflationary pressures with the most recent data available. Major drivers include a rise in building permits, California unemployment rates, and construction wages. Additionally, the cost of all construction materials increased on an annualized basis. Staff incorporated information from this analysis into the M2 cash flow for the 2025 update of the Next 10 Plan and will provide future updates to the Board as appropriate. The spring analysis is underway and anticipated to be shared with OCTA in April 2026.

Next 10 Delivery Plan

On November 14, 2016, the Board adopted the Next 10 Plan, which provides guidance on the delivery of M2 projects and programs between FY 2016-17 and FY 2025-26. In December 2020, the Board approved to shift the timeframe to FY 2020-21 through FY 2029-30. The intent is for the Next 10 Plan to be a living document with delivery timeframes shifted to ensure revenue and project information stay current. The PMO monitors progress on the ten deliverables identified in the Next 10 Plan and provides status updates.



PROGRAM MANAGEMENT

Annually, OCTA reviews the Next 10 Plan and M2 program assumptions based on changes to the revenue forecast and updated project cost and schedules. On December 8, 2025, the Board approved the 2025 Next 10 Plan, which spans FY 2025-26 to FY 2034-35. The 2025 update of the Next 10 Plan incorporated an updated sales tax revenue forecast of $13.2 billion (supplemented with external revenue – federal, state, and local dollars), insight from the updated construction market forecast, current programmed external revenues, revised bonding assumptions, and refined project information. Through this process, staff confirms that the M2 Program remains deliverable; however, this update continues to emphasize that Metrolink operations requires close monitoring.

M2 Performance Assessment

The M2 Ordinance includes a requirement for a performance assessment to be conducted at least once every three years to evaluate OCTA's efficiency and effectiveness in the delivery of M2 as committed to the voters. Five performance assessments have been completed covering FY 2006-07 through FY 2008-09, FY 2009-10 through FY 2011-12, FY 2012-13 through FY 2014-15, FY 2015-16 through FY 2017-18, and FY 2018-19 through FY 2020-21. Findings and recommendations are implemented as appropriate. The sixth assessment began in July 2024 and covers the period between July 1, 2021, and June 30, 2024. The consultant team presented the final report to the Board on March 10, 2025. The consultant's report reflected a positive assessment of OCTA's efficiency and effectiveness in the delivery of M2 projects and programs. While there were no significant findings, four recommendations for enhancements were made: improving transparency in project reporting, strengthening E-procurement evaluation processes, clarifying internal procedures related to contract approvals, and addressing the timeliness of grant payments.

Several actions have been completed to address these recommendations. To improve transparency in project reporting, staff incorporated details on how capital project costs and schedules are measured into the M2 Quarterly Report. The new e-procurement system was launched in September 2025, which included enhanced evaluation processes. Internal procedures related to contract approvals were updated in January 2025, and steps recommended by the payment process consultant have been initiated to improve the timeliness of grant payments. This quarter, staff shared a payment process update with the Technical Steering Committee. Actions to complete the remaining recommendations are underway and are anticipated to be completed by the end of FY 2025-26.

M2 Ten-Year Review

The M2 Ordinance includes a provision to conduct a ten-year comprehensive review of M2 programs and projects. The ten-year review is intended to evaluate the performance of the overall program and may result in revisions to further improve performance. Due to the early initiation of project development activities prior to the start-up of revenue collection in 2011, the first review was completed in 2015. The second effort is underway. During the quarter, staff focused on finalizing the Ten-Year Review report and developing the accompanying staff report. This included incorporating feedback from prior outreach efforts, refining key findings and recommendations, and coordinating internal reviews. Both documents underwent internal review and approval processes in preparation for presentation to the Board. The final comprehensive report and accompanying Action Plan will be presented to the Board in April 2026.



PROGRAM MANAGEMENT

M2 Ordinance Tracking Matrix

The M2 Ordinance includes numerous requirements that staff must follow to keep the commitment to Orange County voters through the passage of M2. The PMO annually updates the M2 Ordinance Tracking Matrix to verify that OCTA complies with all requirements detailed in the M2 Ordinance. The tracking matrix was finalized and shared with the TOC on June 10, 2025. This document is for PMO tracking purposes, but is also helpful to Taxpayer Oversight Committee (TOC) members during their annual compliance finding. During the quarter, staff continued efforts to update the tracking matrix for calendar year 2025 which is anticipated to be complete in spring 2025.

PMO M2 Tracking Tools

The PMO has developed several tracking tools to assist in reporting consistency and increased transparency of the M2 program. See the following for a brief explanation of PMO M2 tracking tools and their current status:

Local Jurisdiction Fact Sheets

Fact sheets have been created for the County of Orange and each of Orange County's 34 cities. The city fact sheets provide data on transportation and transit projects (funded through M2, state, and federal grants) in a format that emphasizes key points concisely on a single printed page. The city fact sheets are utilized when speaking with the jurisdictions to provide a summary overview of how OCTA has provided the local agency with funding (M2 and other) and transportation improvements. This quarter, the fact sheets through December 2025 were completed and uploaded to the OCTA website. The update incorporated the 2025 ECP Tier 1 projects approved by the Board on October 13, 2025, the community-based transit circulator projects approved by the Board on October 27, 2025, the September 2025 semi-annual review of CTFP projects approved by the Board on December 8, 2025, and programming updates.

Engineer's Estimate versus Bids Tracking

The estimate versus bid tracking process allows the PMO to monitor the bidding environment for capital projects in the M2 Program. Capital projects that were planned for and began construction early in the M2 Program have shown cost savings due to a favorable bidding environment during the recession. For these earlier M2 projects, savings can be primarily traced back to construction costs.

There are continued concerns regarding workforce availability in construction and manufacturing labor markets, and there is uncertainty regarding tariffs and the potential impacts they may have. While recent market conditions analyses have indicated that OCTA may experience a tempering of cost pressures related to decreased demand for construction services, a lack of labor resources, and high construction material and labor costs still remain. It should be noted that the engineer's estimate is based on several factors – such as bidding history and historical and current market rates (materials, labor, equipment, etc.) – and adjusted accordingly for the project's conditions. Because the estimate uses prior information, there may be a lag between an uptick or a downtick in the market.



The southerly segment of Project B (I-5, I-405 to Yale Avenue) was advertised for construction on August 18, 2025, bids were opened on November 18, 2025, and the contract was awarded on January 29, 2026. The lowest responsive and responsible bidder was approximately 18.5 percent below the engineer's estimate. Staff will continue to monitor the construction market and update the spreadsheet as appropriate.

M2 Administrative Safeguards

M2 includes a one percent cap on administrative expenses for salaries and benefits of OCTA administrative staff on an annual basis. In a legal opinion on M2, it was determined that in years where administrative salaries and benefits are above one percent, only one percent can be allocated with the difference borrowed from other non-M2 fund sources. Conversely, in years where administrative salaries and benefits are below one percent, OCTA can still allocate the full one percent for administrative salaries and benefits but may use the unused portion to repay the amount borrowed from prior years in which administrative salaries and benefits were above one percent.

Based on the original M2 revenue projections, OCTA expected to receive $24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined ($13.2 billion or 45.6 percent lower as of December 31, 2025) because of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the aforementioned factors, OCTA has incurred higher than one percent administrative costs. OCTA has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, and to repay those funds with interest in future years when OCTA administrative costs fall below the one percent cap. OCTA has borrowed approximately $5.3 million from OCUTT to date. As of March 31, 2026, the total borrowings to date from OCUTT, along with accrued interest, have been paid off.

Staff meets quarterly to review all labor costs to ensure costs attributed to the one percent cap are accurately reported and that there are no misplaced project-related costs.



PROGRAM MANAGEMENT

Taxpayer Oversight Committee

The M2 Ordinance requires a TOC to oversee compliance with the M2 Ordinance. With the exception of the elected Auditor Controller of Orange County, who is identified as the chair in the M2 Ordinance, all other members cannot be elected or appointed officials. Members are recruited and screened for expertise and experience independently by the Grand Jurors Association of Orange County and are selected from the qualified pool by lottery. The TOC used to meet every other month, but the TOC voted on April 11, 2023, to meet quarterly beginning in FY 2023-24. The responsibilities of the 11-member M2 TOC are to:

- Approve, by a vote of no less than two-thirds of all committee members, any amendments to the Plan proposed by OCTA which changes funding categories, programs, or projects identified on page 31 of the Plan
- Receive and review the following documents submitted by each eligible jurisdiction:
  - Congestion Management Program
  - Mitigation Fee Program
  - Expenditure Report
  - Local Traffic Signal Synchronization Plan
  - Pavement Management Plan
- Review yearly audits and hold an annual public hearing to determine whether OCTA is proceeding in accordance with the Plan
- Receive and review the triennial performance assessments of the Orange County Local Transportation Authority to assess the performance of OCTA in carrying out the purposes of the Ordinance
- The TOC Chair shall annually certify whether M2 funds have been spent in compliance with the Plan

On March 10, 2026, the TOC voted to receive and file the M2 Quarterly Revenue and Expenditure Report. In addition, the TOC received presentations on the community-based transit circulators and capital projects. They also received an overview of the annual public hearing that will take place in June 2026.

Two subcommittees assist the TOC with their safeguard responsibilities—the AER Subcommittee and the Audit Subcommittee:

- The AER Subcommittee meets a few times per year, as needed, to receive and review the following documents submitted by local jurisdictions to be deemed eligible to receive M2 funding: Congestion Management Program, Mitigation Fee Program, Local Signal Synchronization Plan, Pavement Management Plan, and Expenditure Reports.
- The Audit Subcommittee meets as needed and is responsible for reviewing the quarterly M2 Revenue and Expenditure Reports and the annual M2 Audit, as well as any other items related to M2 audits.

M2 FINANCING AND SCHEDULE OF FUNDING

Contact: Sam Kaur, Revenue and Grants • (714) 560-5889

Revenue Forecast and Collection

OCTA contracts with three universities (Chapman University; California State University, Fullerton; and University of California, Los Angeles) to provide a long-range forecast of taxable sales to forecast M2 revenues for purposes of planning projects and program expenditures.

In the past, OCTA averaged the three university taxable sales projections to develop a long-range forecast of M2 taxable sales. On March 28, 2016, the Board approved a revised sales tax forecast methodology as part of the FY 2016-17 budget development process. This methodology includes a more conservative approach by utilizing the MuniServices, LLC forecast for the first five years, and the three-university average for the remaining years.

OCTA continuously monitors actual sales tax receipts, and revenue forecast information is provided by MuniServices, LLC quarterly. As required by law, OCTA pays the California Department of Tax and Fee Administration a fee to collect the sales tax. The M2 Ordinance estimated this fee to be 1.5 percent of the revenues collected over the life of the program.

Current Forecast

Originally, the 2005 projections for M2 sales tax collections were anticipated at $24.3 billion. The 2025 M2 sales tax revenue forecast update was presented to the Board on October 27, 2025. The revised total nominal sales tax collections over the life of M2 is estimated to be $13.2 billion, which represents a year-over-year decrease of $800 million in forecasted sales tax when compared to last year's forecast.

OCTA remains in a strong financial position, supported by healthy agency-wide reserve levels. The M2 program incorporates its own consideration of economic uncertainties to address potential revenue shortfalls or cost increases. The agency is actively monitoring various factors, including inflation, interest rates, and demographic changes in Orange County to assess their potential impact on sales tax revenues. In light of the observed revenue decline and economic uncertainties, OCTA prioritizes fiscal stewardship and proactive financial planning to ensure our commitment to the public; promises made, promises kept.

MuniServices, LLC and the three universities are scheduled to present their sales tax forecast updates to the F&A committee starting from June 2026 through September 2026. The next updated forecast is anticipated to be presented to the Board in October 2026. As a reference, there is no projected growth for FY 2025-26.

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2026 (Unaudited)

Schedule 1

($ in thousands)	Quarter Ended Jan 1, 2026 - Mar 31, 2026	Year to Date Jul 1, 2025 - Mar 31, 2026 (A)	Period from Inception to Mar 31, 2026 (B)
Revenues:			
Sales taxes	$ 123,408	$ 338,291	$ 5,142,604
Other agencies' share of Measure M2 costs:			
Project related	10,046	27,643	923,711
Non-project related	-	-	454
Interest:			
Operating:			
Project related	365	3,169	13,228
Non-project related	9,762	29,981	182,987
Bond proceeds	-	-	104,570
Debt service	165	561	4,727
Commercial paper	-	-	393
Right-of-way leases			
Project related	83	276	2,370
Non-project related	-	-	17
Proceeds on sale of assets held for resale	-	-	17,597
Donated assets held for resale			
Project related	-	-	2,071
Miscellaneous:			
Project related	-	-	331
Non-project related	-	-	125
Total revenues	143,829	399,921	6,395,185
Expenditures:			
Supplies and services:			
Sales tax administration fees	915	2,746	48,050
Professional services:			
Project related	8,571	13,783	636,491
Non-project related	610	1,017	43,170
Administration costs:			
Project related	3,205	9,618	153,054
Non-project related:			
Salaries and Benefits	1,332	3,683	53,256
Other	2,302	6,906	92,351
Other:			
Project related	136	349	8,264
Non-project related	8	58	6,441
Payments to local agencies:			
Project related	49,082	89,615	1,637,328
Capital outlay:			
Project related	7,371	33,677	2,565,023
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	20,395	20,395	158,750
Interest on long-term debt and commercial paper	13,072	24,847	411,283
Total expenditures	106,999	206,694	5,813,492
Excess (deficiency) of revenues over (under) expenditures	36,830	193,227	581,693
Other financing sources (uses):			
Transfers out:			
Project related	(54,053)	(70,520)	(903,629)
Transfers in:			
Project related	28,830	35,351	629,869
Bond proceeds	-	-	1,068,603
Payment to refunded bond escrow agent	-	-	(312,829)
Total other financing sources (uses)	(25,223)	(35,169)	482,014
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	$ 11,607	$ 158,058	$ 1,063,707

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2026 (Unaudited)

Schedule 2

($ in thousands)	Quarter Ended Jan 1, 2026 - Mar 31, 2026 (actual)	Year to Date Jul 1, 2025 - Mar 31, 2026 (actual)	Period from Inception through Mar 31, 2026 (actual)	Period from April 1, 2026 through March 31, 2041 (forecast)	Total
		(C.1)	*(D.1)*	*(E.1)*	*(F.1)*
Revenues:					
Sales taxes	$ 123,408	$ 338,291	$ 5,142,604	$ 8,084,185	$ 13,226,789
Operating interest	9,762	29,981	182,987	417,426	600,413
Subtotal	133,170	368,272	5,325,591	8,501,611	13,827,202
Other agencies share of M2 costs	-	-	454	-	454
Right-of-way leases	-	-	17	-	17
Miscellaneous	-	-	125	-	125
Total revenues	133,170	368,272	5,326,187	8,501,611	13,827,798
Administrative expenditures:					
Sales tax administration fees	915	2,746	48,050	60,694	108,744
Professional services	610	1,017	39,395	62,469	101,864
Administration costs:					
Salaries and Benefits	1,332	3,683	53,256	83,632	136,888
Other	2,302	6,906	92,351	145,038	237,389
Other	8	58	2,605	4,183	6,788
Payments to local agencies:					
Capital outlay	-	-	31	-	31
Environmental cleanup	69	1,791	57,300	161,658	218,958
Total expenditures	5,236	16,201	292,988	517,674	810,662
Net revenues	$ 127,934	$ 352,071	$ 5,033,199	$ 7,983,937	$ 13,017,136
		(C.2)	*(D.2)*	*(E.2)*	*(F.2)*
Financing expenditures:					
Debt interest expense	13,072	24,847	411,283	228,776	640,059
Professional services	-	-	3,775	-	3,775
Other	-	-	3,836	-	3,836
Total financing expenditures	13,072	24,847	418,894	228,776	647,670
Interest revenue:					
Interest revenue from bond proceeds	-	-	104,570	-	104,570
Interest revenue from debt service funds	165	561	4,727	11,484	16,211
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	165	561	109,690	11,484	121,174
Net financing expenditures:	$ 12,907	$ 24,286	$ 309,204	$ 217,292	$ 526,496

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2026 (Unaudited)

Schedule 3

Project	Description	Total Net Revenues Inception to March 31, 2041 (actual) + (forecast)	Net Revenues Inception to Mar 31, 2026 (actual)	Expenditures Inception to Mar 31, 2026 (actual)	Reimbursements Inception to Mar 31, 2026 (actual)	(J) - (K) = (L) Net M2 Cost Inception to Mar 31, 2026 (actual)
	(G)	*(H)*	*(I)*	*(J)*	*(K)*	*(L)*
	($ in thousands)					
	Freeways (43% of Net Revenues)					
A	I-5 Santa Ana Freeway Interchange Improvements	$ 513,072	$ 198,384	$ 10,908	$ 8,786	$ 2,122
B	I-5 Santa Ana/SR-55 to El Toro	327,711	126,713	73,412	36,816	36,596
C	I-5 San Diego/South of El Toro	684,460	264,653	471,874	53,084	418,790
D	I-5 Santa Ana/San Diego Interchange Upgrades	281,644	108,900	3,323	527	2,796
E	SR-22 Garden Grove Freeway Access Improvements	130,997	50,651	5	-	5
F	SR-55 Costa Mesa Freeway Improvements	399,541	154,486	178,575	85,731	92,844
G	SR-57 Orange Freeway Improvements	282,408	109,196	67,733	15,083	52,650
H	SR-91 Improvements from I-5 to SR-57	152,830	59,093	34,961	824	34,137
I	SR-91 Improvements from SR-57 to SR-55	454,669	175,802	92,122	89,267	2,855
J	SR-91 Improvements from SR-55 to County Line	384,477	148,661	18,694	17,218	1,476
K	I-405 Improvements between I-605 to SR-55	1,171,114	452,824	1,713,311	380,541	1,332,770
L	I-405 Improvements between SR-55 to I-5	348,998	134,943	9,249	6,954	2,295
M	I-605 Freeway Access Improvements	21,833	8,442	13,753	16	13,737
N	All Freeway Service Patrol	163,746	63,314	17,098	-	17,098
	Freeway Mitigation	279,868	108,214	65,532	14,076	51,456
	Subtotal Projects	5,597,368	2,164,276	2,770,550	708,923	2,061,627
	Net Finance Expenditures	-	-	212,240	-	212,240
	Total Freeways	$ 5,597,368	$ 2,164,276	$ 2,982,790	$ 708,923	$ 2,273,867
	%					49.8%
	Street and Roads Projects (32% of Net Revenues)					
O	Regional Capacity Program	$ 1,301,730	$ 503,326	$ 853,075	$ 507,884	$ 345,191
P	Regional Traffic Signal Synchronization Program	520,669	201,322	155,764	33,423	122,341
Q	Local Fair Share Program	2,343,084	905,976	874,908	77	874,831
	Subtotal Projects	4,165,483	1,610,624	1,883,747	541,384	1,342,363
	Net Finance Expenditures	-	-	62,186	-	62,186
	Total Street and Roads Projects	$ 4,165,483	$ 1,610,624	$ 1,945,933	$ 541,384	$ 1,404,549
	%					30.8%

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2026 (Unaudited)

Schedule 3

Project	Description	Total Net Revenues Inception to March 31, 2041 (actual) + (forecast)	Net Revenues Inception to Mar 31, 2026 (actual)	Expenditures Inception to Mar 31, 2026 (actual)	Reimbursements Inception to Mar 31, 2026 (actual)	(J) - (K) = (L) Net M2 Cost Inception to Mar 31, 2026 (actual)
	(G)	*(H)*	*(I)*	*(J)*	*(K)*	*(L)*
	($ in thousands)					
	Transit Projects (25% of Net Revenues)					
R	High Frequency Metrolink Service	$ 1,298,266	$ 489,398	$ 572,976	$ 123,818	$ 449,158
S	Transit Extensions to Metrolink	1,149,112	444,315	330,688	151,974	178,714
T	Metrolink Gateways	66,534	44,081	98,220	60,956	37,264
U	Expand Mobility Choices for Seniors and Persons with Disabilities	451,371	168,760	162,842	88	162,754
V	Community Based Transit/Circulators	260,274	100,637	25,331	1,697	23,634
W	Safe Transit Stops	28,728	11,108	2,135	26	2,109
	Subtotal Projects	3,254,285	1,258,299	1,192,192	338,559	853,633
	Net Finance Expenditures	-	-	34,778	-	34,778
	Total Transit Projects	$ 3,254,285	$ 1,258,299	$ 1,226,970	$ 338,559	$ 888,411
	%					19.5%
	Measure M2 Program	$ 13,017,136	$ 5,033,199	$ 6,155,693	$ 1,588,866	$ 4,566,827

Project	Description	Total Revenues Inception to March 31, 2041 (actual) + (forecast)	Revenues Inception to Mar 31, 2026 (actual)	Expenditures Inception to Mar 31, 2026 (actual)	Reimbursements Inception to Mar 31, 2026 (actual)	Net M2 Cost Inception to Mar 31, 2026 (actual)
	(G)	*(H.1)*	*(I.1)*	*(J)*	*(K)*	*(L)*
	($ in thousands)					
	Environmental Cleanup (2% of Revenues)					
X	Clean Up Highway and Street Runoff that Pollutes Beaches	$ 276,544	$ 106,512	$ 57,300	$ 311	$ 56,989
	Net Finance Expenditures	-	-	-	-	-
	Total Environmental Cleanup	$ 276,544	$ 106,512	$ 57,300	$ 311	$ 56,989
	%					1.1%
	Taxpayer Safeguards and Audits					
	Collect Sales Taxes (1.5% of Sales Taxes)	$ 198,402	$ 77,139	$ 48,050	$ -	$ 48,050
	%					0.9%
	Oversight and Annual Audits (1% of Revenues)	$ 138,272	$ 53,256	$ 53,256	$ 0	$ 53,256
	%					1.0%



LOCAL FAIR SHARE

M2 Funds		
ENTITY	3RD QUARTER FY 2025-26	FUNDS TO DATE*
ALISO VIEJO	$362,128	$10,808,029
ANAHEIM	$3,020,045	$91,038,354
BREA	$489,284	$15,498,198
BUENA PARK	$0**	$20,145,666**
COSTA MESA	$1,257,459	$39,625,267
CYPRESS	$436,865	$14,088,307
DANA POINT	$292,512	$9,113,088
FOUNTAIN VALLEY	$536,442	$16,813,906
FULLERTON	$1,138,290	$35,489,945
GARDEN GROVE	$1,280,604	$40,362,226
HUNTINGTON BEACH	$0**	$47,954,002**
IRVINE	$2,746,508	$77,653,851
LAGUNA BEACH	$216,777	$6,837,325
LAGUNA HILLS	$280,443	$9,118,095
LAGUNA NIGUEL	$565,425	$17,968,383
LAGUNA WOODS	$113,081	$3,485,385
LA HABRA	$451,047	$14,366,103
LAKE FOREST	$699,551	$21,799,378
LA PALMA	$121,296	$4,135,143
LOS ALAMITOS	$110,265	$3,506,792
MISSION VIEJO	$773,356	$24,854,480
NEWPORT BEACH	$918,314	$29,558,500
ORANGE	$1,427,595	$44,943,984
PLACENTIA	$419,571	$12,671,186
RANCHO SANTA MARGARITA	$354,186	$11,400,328



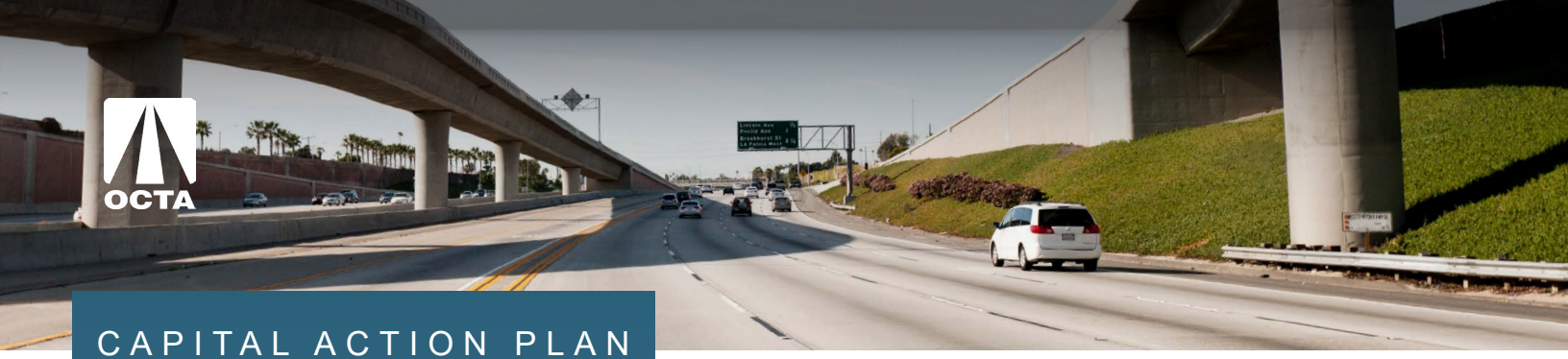
LOCAL FAIR SHARE

M2 Funds		
ENTITY	**3RD QUARTER FY 2025-26**	**FUNDS TO DATE***
SAN CLEMENTE	$489,773	$15,401,290
SAN JUAN CAPISTRANO	$335,508	$10,352,084
SANTA ANA	$2,298,891	$74,191,126
SEAL BEACH	$203,448	$6,605,686
STANTON	$265,041	$8,137,467
TUSTIN	$807,574	$24,655,164
VILLA PARK	$44,908	$1,414,964
WESTMINSTER	$702,041	$22,839,458
YORBA LINDA	$519,206	$16,375,628
COUNTY UNINCORPORATED	$2,084,970	$57,856,286
TOTAL M2 FUNDS	**$25,762,405**	**$861,065,075**

** Only includes disbursed funds.*
*** Only includes disbursed funds. Pursuant to Section 10.4 of the M2 Ordinance, the Board determined the City of Buena Park (on May 28, 2024) and the City of Huntington Beach (on May 12, 2025) ineligible to receive net M2 revenues for five years. Disbursements have been suspended until each city reestablishes eligibility.*

Withheld funds are listed below:

ENTITY	**3RD QUARTER FY 2025-26**	**FUNDS TO DATE**
BUENA PARK	$778,366	$4,051,166
HUNTINGTON BEACH	$1,642,871	$4,678,537
TOTAL M2 FUNDS WITHHELD	**$2,421,237**	**$8,729,703**



CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

Yellow = Forecast milestone is one to three months later than plan

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline **Bold = Forecasted/Actual**

Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast Complete Environmental	Complete Design	Award Contract	Complete Construction
Freeway Projects:					
I-5, SR-55 to SR-57	$38.1	Jun-13	Mar-17	Dec-17	Apr-21
Project A	$38.9	**Apr-15**	**Jun-17**	**Nov-18**	**Jan-21**
I-5, I-405 to Yale Avenue	$280.6	Aug-18	May-24	Feb-26	Aug-30
Project B	$388.1	**Jan-20**	**Nov-24**	**Jan-26**	Aug-30
I-5, Yale Avenue to SR-55	$238.3	Aug-18	Feb-25	Dec-25	Feb-31
Project B	$327.9	**Jan-20**	**Aug-24**	**Nov-25**	Feb-31
I-5, Pico to Vista Hermosa	$113.0	Dec-11	Oct-13	Dec-14	Aug-18
Project C	$83.6	**Oct-11**	**Oct-13**	**Dec-14**	**Aug-18**
I-5, Vista Hermosa to Pacific Coast Highway	$75.6	Dec-11	Feb-13	Dec-13	Mar-17
Project C	$75.3	**Oct-11**	**May-13**	**Jun-14**	**Jul-17**
I-5, Pacific Coast Highway to San Juan Creek Road	$70.7	Dec-11	Jan-13	Oct-13	Sep-16
Project C	$74.3	**Oct-11**	**Jan-13**	**Dec-13**	**Jul-18**
I-5, SR-73 to Oso Parkway	$151.9	Jun-14	Jan-18	Dec-18	Apr-25
Project C & D	$229.4	**May-14**	**Aug-18**	**Dec-19**	**Jul-25**
I-5, Oso Parkway to Alicia Parkway	$196.2	Jun-14	Jun-17	Jun-18	Nov-23
Project C & D	$230.3	**May-14**	**Dec-17**	**Mar-19**	**Dec-24**
I-5, Alicia Parkway to El Toro Road	$133.6	Jun-14	Jun-18	May-19	Oct-24
Project C	$227.3	**May-14**	**May-19**	**Sep-20**	**Jul-25**
I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	N/A	N/A	N/A
Project C	$12.4	N/A	**Oct-24**	**May-25**	Dec-26
I-5, I-5/El Toro Road Interchange	TBD	Apr-26	TBD	TBD	TBD
Project D	TBD	Dec-26	TBD	TBD	TBD

*Status through March 2026. For detailed project information, please refer to the individual project section within this report.



CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

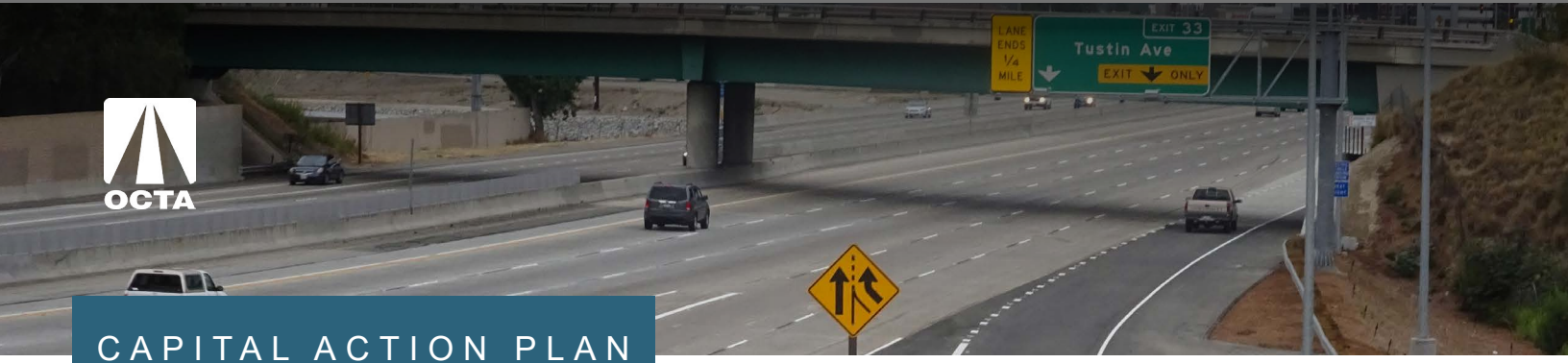
Yellow = Forecast milestone is one to three months later than plan

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline **Bold = Forecasted/Actual**

Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast Complete Environmental	Complete Design	Award Contract	Complete Construction
I-5, I-5/Ortega Interchange	$90.9	Jun-09	Nov-11	Aug-12	Sep-15
Project D	$79.8	**Jun-09**	**Dec-11**	**Aug-12**	**Jan-16**
I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	**Oct-14**	**Sep-15**	**Sep-16**
SR-55, I-405 to I-5	$410.9	Nov-13	Apr-20	May-22	Feb-27
Project F	$505.7	**Aug-17**	**Apr-20**	**May-22**	May-27
SR-55, I-5 to SR-91	$131.3	Jan-20	Jul-25	Jul-26	Oct-29
Project F	$202.1	**Mar-20**	**Feb-26**	Jun-27	Sep-30
SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue	$71.8	Dec-18	Jul-24	Nov-25	Apr-29
Project G	$135.4	**Mar-19**	**Aug-24**	**Sep-25**	Jun-28
SR-57 (NB), Katella Avenue to Lincoln Avenue	$78.7	Jul-09	Nov-10	Aug-11	Sep-14
Project G	$38.0	**Nov-09**	**Dec-10**	**Oct-11**	**Apr-15**
SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	**Jul-10**	**Sep-17**	**Jun-18**
SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard	$80.2	Dec-07	Dec-09	Oct-10	May-14
Project G	$52.3	**Dec-07**	**Jul-09**	**Oct-10**	**Nov-14**
SR-57 (NB), Yorba Linda Boulevard to Lambert Road	$79.3	Dec-07	Dec-09	Oct-10	Sep-14
Project G	$54.1	**Dec-07**	**Jul-09**	**Oct-10**	**May-14**
SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	**Aug-17**	**Feb-18**	**Apr-19**
SR-57 (NB), Lambert Road to Tonner Canyon	TBD	Jan-29	TBD	TBD	TBD
Project G	TBD	Jan-29	TBD	TBD	TBD

*Status through March 2026. For detailed project information, please refer to the individual project section within this report.



CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

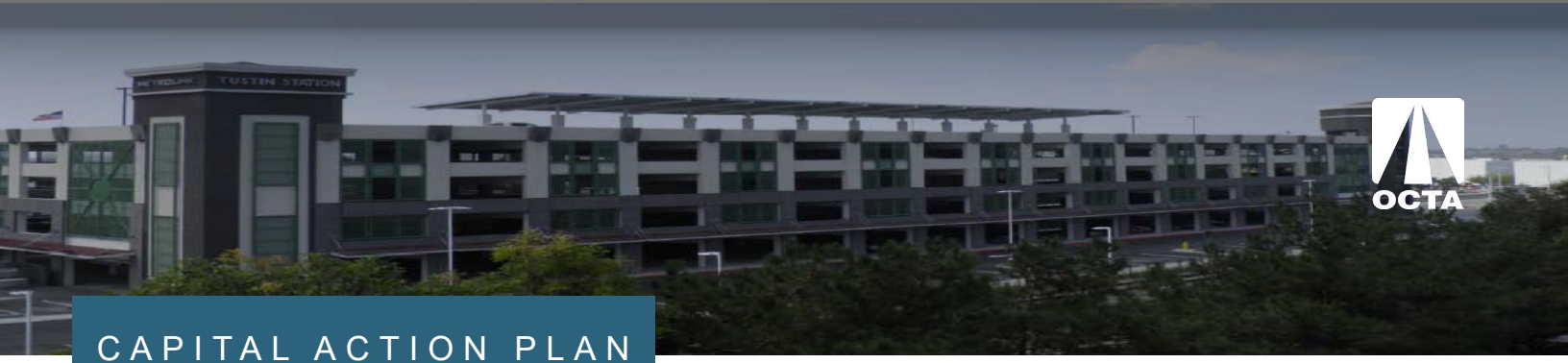
Yellow = Forecast milestone is one to three months later than plan

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline **Bold = Forecasted/Actual**

Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast Complete Environmental	Complete Design	Award Contract	Complete Construction
SR-91 Westbound (WB), I-5 to SR-57	$78.1	Apr-10	Feb-12	Nov-12	Apr-16
Project H	$59.2	**Jun-10**	**Apr-12**	**Jan-13**	**Jun-16**
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	**Aug-16**	**Mar-17**	**Nov-17**
SR-91, SR-55 to Lakeview Avenue (Segment 1)	$108.6	Oct-18	Jan-23	Feb-24	Mar-28
Project I	$140.7	**Jun-20**	**Mar-23**	**Jan-25**	Mar-28
SR-91, La Palma Avenue to SR-55 (Segment 2)	$208.4	Oct-18	Jul-23	Jul-24	Mar-28
Project I	$380.7	**Jun-20**	**Jan-25**	Mar-27	Mar-31
SR-91, Acacia Street to La Palma Ave (Segment 3)	$147.7	Oct-18	Apr-24	Dec-25	Sep-30
Project I	$257.5	**Jun-20**	**Oct-24**	**Oct-25**	Sep-30
SR-91 (WB), Tustin Interchange to SR-55	$49.9	Jul-11	Mar-13	Oct-13	Jul-16
Project I	$42.5	**May-11**	**Feb-13**	**Oct-13**	**Jul-16**
SR-91, SR-55 to SR-241	$128.4	Jul-09	Jan-11	Sep-11	Dec-12
Project J	$79.7	**Apr-09**	**Aug-10**	**May-11**	**Mar-13**
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	**Feb-13**	**Oct-13**	**Feb-15**
SR-91 Eastbound, SR-241 to SR-71	$104.5	Dec-07	Dec-08	Jul-09	Nov-10
Project J	$57.8	**Dec-07**	**Dec-08**	**Aug-09**	**Jan-11**
SR-91 EB Corridor Operations Project (SR-241 to SR-71) (PDB)	N/A	N/A	N/A	N/A	N/A
Project J	$222.2	Aug-26	Sep-27	N/A	Sep-30
I-405, SR-55 to I-605 (Design-Build)	$2,160.0	Mar-13	Nov-15	Nov-16	Feb-24
Project K	$2,160.0	**May-15**	**Nov-15**	**Nov-16**	**Feb-24**

*Status through March 2026. For detailed project information, please refer to the individual project section within this report.



CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

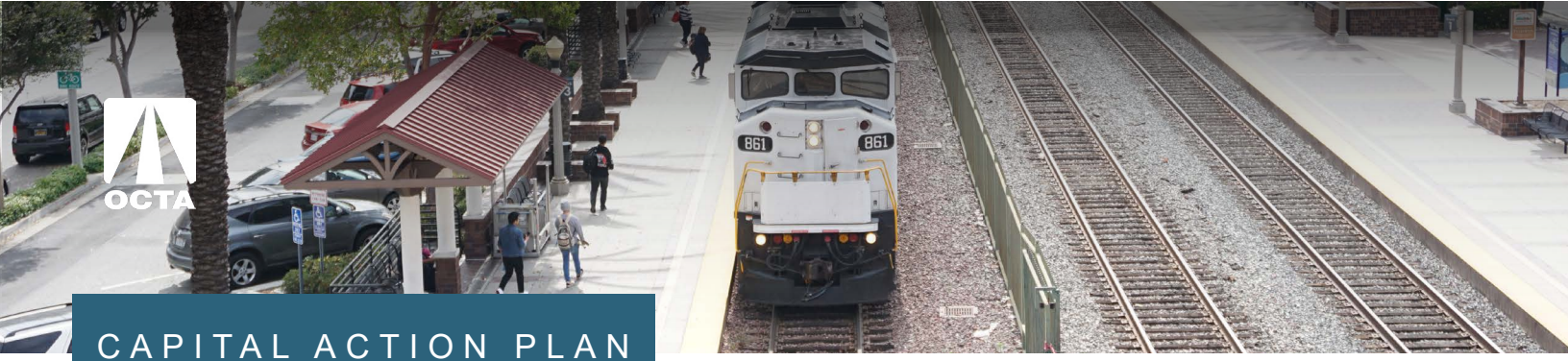
Yellow = Forecast milestone is one to three months later than plan

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline **Bold = Forecasted/Actual**

Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast Complete Environmental	Complete Design	Award Contract	Complete Construction
I-405, I-5 to SR-55	TBD	Jul-18	TBD	TBD	TBD
Project L	TBD	**Aug-18**	TBD	TBD	TBD
I-605, I-605/Katella Interchange	$29.0	Nov-18	Mar-23	Feb-24	Jul-27
Project M	$53.0	**Oct-18**	**Jan-23**	**Apr-25**	Jul-27
Grade Separation Projects:					
Raymond Avenue Railroad Grade Separation	$77.2	Nov-09	Aug-12	May-13	Aug-18
Project O	$126.2	**Nov-09**	**Dec-12**	**Feb-14**	**May-18**
State College Boulevard Railroad Grade Separation (Fullerton)	$73.6	Jan-11	Aug-12	May-13	May-18
Project O	$99.6	**Apr-11**	**Feb-13**	**Feb-14**	**Mar-18**
Placentia Avenue Railroad Grade Separation	$78.2	May-01	Mar-10	Jun-11	Nov-14
Project O	$64.5	**May-01**	**Jun-10**	**Jul-11**	**Dec-14**
Kraemer Boulevard Railroad Grade Separation	$70.4	Sep-09	Jul-10	Aug-11	Oct-14
Project O	$63.8	**Sep-09**	**Jul-10**	**Sep-11**	**Dec-14**
Orangethorpe Avenue Railroad Grade Separation	$117.4	Sep-09	Dec-11	May-12	Sep-16
Project O	$105.9	**Sep-09**	**Oct-11**	**Jan-13**	**Oct-16**
Tustin Avenue/Rose Drive Railroad Grade Separation	$103.0	Sep-09	Dec-11	Aug-12	May-16
Project O	$96.6	**Sep-09**	**Jul-11**	**Feb-13**	**Oct-16**
Lakeview Avenue Railroad Grade Separation	$70.2	Sep-09	Oct-11	May-13	Mar-17
Project O	$110.9	**Sep-09**	**Jan-13**	**Nov-13**	**Jun-17**
17th Street Railroad Grade Separation	TBD	Jun-16	TBD	TBD	TBD
Project R	TBD	**Nov-17**	TBD	TBD	TBD
Sand Canyon Avenue Railroad Grade Separation	$55.6	Sep-03	Jul-10	Feb-11	May-14
Project R	$61.9	**Sep-03**	**Jul-10**	**Feb-11**	**Jan-16**

*Status through March 2026. For detailed project information, please refer to the individual project section within this report.



CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

Yellow = Forecast milestone is one to three months later than plan

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline **Bold = Forecasted/Actual**

Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast Complete Environmental	Complete Design	Award Contract	Complete Construction
Transit Projects:					
Rail-Highway Grade Crossing Safety Enhancement	$94.4	Oct-08	Sep-08	Aug-09	Dec-11
Project R	$90.4	**Oct-08**	**Sep-08**	**Aug-09**	**Dec-11**
San Clemente Beach Trail Safety Enhancements	$6.0	Jul-11	Apr-12	Oct-12	Jan-14
Project R	$5.0	**Jul-11**	**Jun-12**	**May-13**	**Mar-14**
Emergency Track Stabilization at MP206.8	N/A	N/A	N/A	N/A	N/A
Project R	$23.3	N/A	N/A	**Oct-22**	**Aug-23**
Placentia Metrolink Station and Parking Structure	$34.8	May-07	Jan-11	TBD	TBD
Project R	$40.1	**May-07**	**Feb-11**	TBD	TBD
San Juan Capistrano Passing Siding	$25.3	Jan-13	May-16	Dec-16	Feb-21
	$33.2	**Mar-14**	**Aug-18**	**Mar-19**	**Nov-20**
Anaheim Canyon Station	$27.9	Dec-16	May-19	Nov-19	Jan-23
	$34.2	**Jun-17**	**Oct-20**	**Mar-21**	**Jan-23**
Orange Station Parking Expansion	$33.2	Dec-12	Apr-13	Nov-16	Feb-19
	$30.9	**May-16**	**Apr-16**	**Jun-17**	**Feb-19**
Fullerton Transportation Center - Elevator Upgrades	$3.5	N/A	Dec-13	Sep-14	Mar-17
	$4.2	N/A	**Dec-13**	**Apr-15**	**May-19**
Laguna Niguel/Mission Viejo Station ADA Ramps	$3.5	Jan-14	Aug-14	Jan-15	Apr-17
	$5.2	**Feb-14**	**Jul-15**	**Oct-15**	**Sep-17**
OC Streetcar	$671.4	Mar-12	Sep-17	Aug-18	Jul-26
Project S	$671.4	**Mar-15**	**Nov-17**	**Sep-18**	Jul-26
Anaheim Regional Transportation Intermodal Center	$227.4	Feb-11	Feb-12	Jul-12	Nov-14
Project R & T	$232.2	**Feb-12**	**May-12**	**Sep-12**	**Dec-14**

*Status through March 2026. For detailed project information, please refer to the individual project section within this report.

This Page Intentionally Left Blank



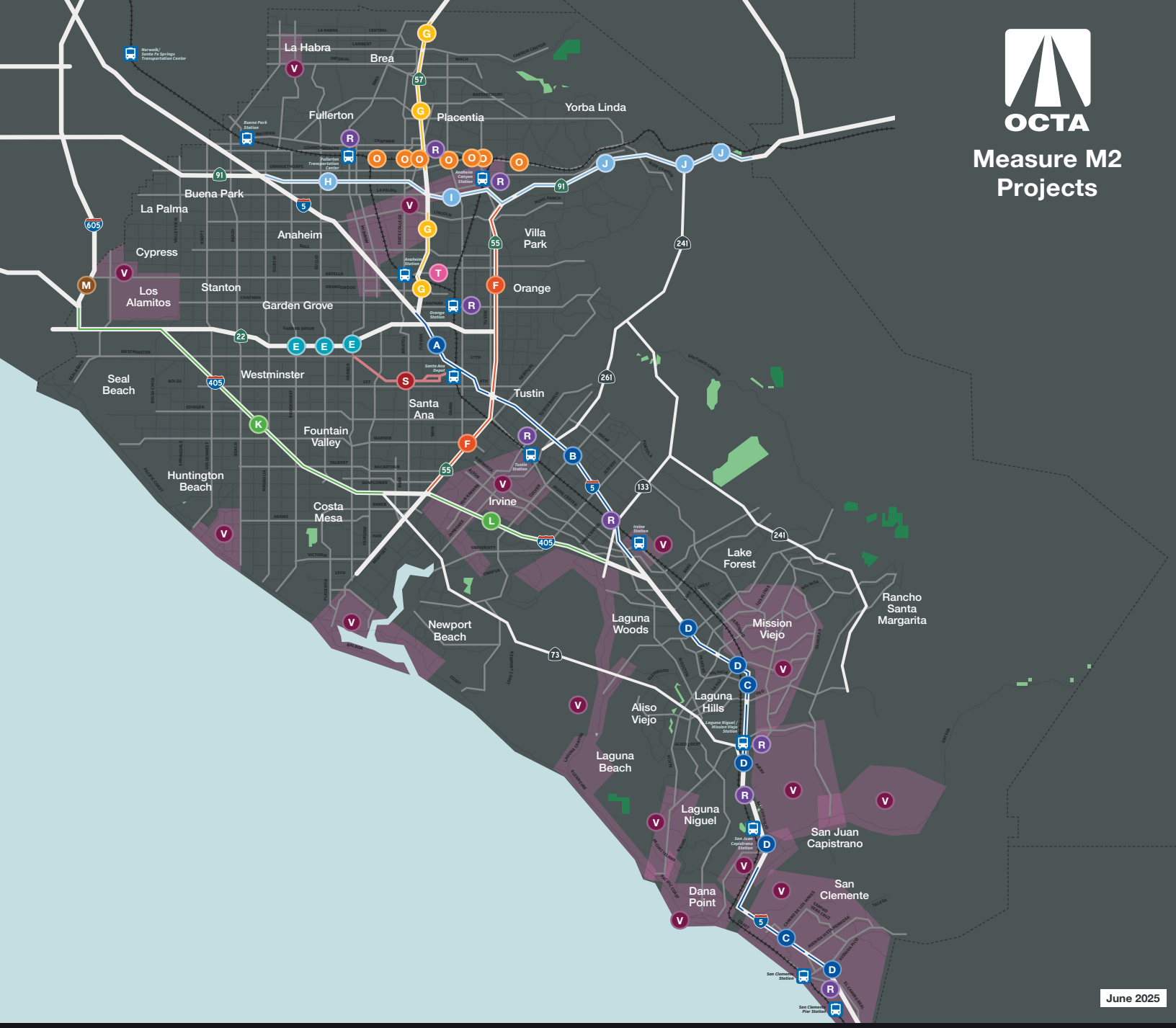
COMMON ABBREVIATIONS

Americans with Disabilities Act	ADA
Anaheim Regional Transportation Intermodal Center	ARTIC
Annual Eligibility Review	AER
Board of Directors	Board
BNSF Railway Company	BNSF
California Department of Transportation	Caltrans
Conservation Properties	Preserves
Construction and Maintenance	C&M
Coronavirus	COVID-19
Comprehensive Transportation Funding Program	CTFP
Early Action Plan	EAP
Environmental Cleanup Allocation Committee	ECAC
Environmental Cleanup Program	ECP
Environmental Document	ED
Environmental Mitigation Program	EMP
Environmental Oversight Committee	EOC
Fire Management Plan	FMP
Fiscal Year	FY
Freeway Service Patrol	FSP
High-Occupancy Vehicle	HOV
Interstate 5	I-5
Interstate 405	I-405
Interstate 605	I-605
Local Fair Share	LFS
Los Angeles – San Diego – San Luis Obispo	LOSSAN
Maintenance and Storage Facility	MSF
Measure M	M1
Measure M2 or Renewed Measure M	M2
Metrolink Service Expansion Program	MSEP
Mile Post	MP
Next 10 Delivery Plan	Next 10 Plan
Natural Community Conservation Plan/Habitat Conservation Plan	Conservation Plan



COMMON ABBREVIATIONS

Orange County Flood Control District	OCFCD
Orange County Transportation Authority	OCTA
Orange County Unified Transportation Trust	OCUTT
Ordinance No. 3	M2 Ordinance
Overhead Contact System	OCS
Pacific Coast Highway	PCH
Program Management Office	PMO
Project Study Report-Project Development Support	PSR-PDS
Project Report	PR
Regional Capacity Program	RCP
Regional Traffic Signal Synchronization Program	RTSSP
Resource Management Plan	RMP
Right-of-Way	ROW
Riverside County Transportation Commission	RCTC
Santa Ana Regional Transportation Center	SARTC
Senior Mobility Program	SMP
Senior Non-Emergency Medical Transportation	SNEMT
Interregional Transportation Improvement Plan	ITIP
State Route 22	SR-22
State Route 55	SR-55
State Route 57	SR-57
State Route 71	SR-71
State Route 74	SR-74
State Route 91	SR-91
State Route 241	SR-241
Southern California Regional Rail Authority	Metrolink
Taxpayer Oversight Committee	TOC
To Be Determined	TBD
Transit and Intercity Rail Capital Program	TIRCP
Transportation Investment Plan	Plan



Freeway Improvement Program

Interstate 5 (I-5) Projects

- A SR-55 to SR-57
- B I-405 to SR-55
- C SR-73 to El Toro Road
- C Avenida Pico to San Juan Creek Road
- D Highway Interchanges

State Route 22 (SR-22) Projects

- E Access Improvements

State Route 55 (SR-55) Projects

- F I-405 to I-5
- F I-5 to SR-91

State Route 57 (SR-57) Projects

- G Northbound, Orangewood Avenue to Katella Avenue
- G Northbound, Katella Avenue to Lincoln Avenue
- G Northbound, Orangethorpe Avenue to Lambert Road
- G Northbound, Lambert Road to Tonner Canyon Road

State Route 91 (SR-91) Projects

- H Westbound, I-5 to SR-57
- I SR-57 to SR-55
- J SR-55 to Riverside County Line

Interstate 405 (I-405) Projects

- K SR-73 to I-605
- L I-5 to SR-55

Interstate 605 (I-605) Projects

- M Katella Avenue Interchange Improvements

Freeway Mitigation Program

- Restoration Projects (Part of Projects A-M)
- Acquisition Projects (Part of Projects A-M)

Streets & Roads

- O Grade Separation Program
- P Signal Synchronization Project Corridors

Rail

- Metrolink Rail Line
- Metrolink Station

Transit Projects

- R Grade Separation and Station Improvement Projects
- S Transit Extensions to Metrolink
- T Metrolink Station Conversion to accept Future High-Speed Rail Systems
- V Community Based Transit/Circulators

Other Projects Not Shown

Project N:
- Freeway Service Patrol

Project O:
- Regional Capacity Program

Project Q:
- Local Fair Share Program

Project R:
- Grade Crossing & Trail Safety Enhancements
- Metrolink Service Expansion Program

Project U:
- Senior Mobility Program
- Senior Non-Emergency Medical Transportation Program
- Fare Stabilization Program

Project W:
- Safe Transit Stops

Project X:
- Environmental Cleanup Program

COMMITTEE TRANSMITTAL

June 8, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Comprehensive Transportation Funding Programs Semi-Annual Review – March 2026

Regional Transportation Planning Committee Meeting of June 1, 2026

Present: Directors Go, Harper, Kleiman, Klopfenstein, Tavoularis, and Tettemer
Absent: Director Foley

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

A. Approve the requested adjustments to Comprehensive Transportation Funding Programs projects, Local Fair Share funds, and Senior Mobility Program funds.

B. Authorize the Chief Executive Officer, or designee, to negotiate and execute an amendment to Cooperative Agreement No. C-3-2753 between the Orange County Transportation Authority and the City of Dana Point for the Dana Point Trolley Continuity Program in order to establish a single aggregate reimbursement match rate for the multi-year Project V grant.

OCTA

June 1, 2026

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Comprehensive Transportation Funding Programs Semi-Annual Review – March 2026

Overview

The Orange County Transportation Authority recently completed the March 2025 semi-annual review of projects funded through the Comprehensive Transportation Funding Programs. This process includes a review of the delivery status of Measure M2 grant-funded projects and provides an opportunity for local jurisdictions to update project information and request project modifications. Staff has evaluated the requests, and the recommended project adjustments are presented for Board of Directors' review and approval.

Recommendations

A. Approve the requested adjustments to Comprehensive Transportation Funding Programs projects, Local Fair Share funds, and Senior Mobility Program funds.

B. Authorize the Chief Executive Officer, or designee, to negotiate and execute an amendment to Cooperative Agreement No. C-3-2753 between the Orange County Transportation Authority and the City of Dana Point for the Dana Point Trolley Continuity Program in order to establish a single aggregate reimbursement match rate for the multi-year Project V grant.

Background

The Comprehensive Transportation Funding Programs (CTFP) is the mechanism which the Orange County Transportation Authority (OCTA) uses to administer funding for streets and roads (Projects O and Q), signal synchronization (Project P), transit (Projects S, U, V, and W), and transportation-related water quality projects (Project X). The CTFP contains a variety of competitive funding programs, which are funded through Measure M2

(M2) revenues. The CTFP provides local jurisdictions with a comprehensive set of guidelines for administration and delivery of various transportation funding grants. A summary of the basic program objectives within the CTFP guidelines is provided in Attachment A.

Every six months, OCTA works with representatives from local jurisdictions, as needed, to review the status of projects and proposed project change requests. This process is known as the semi-annual review. The primary purpose of the semi-annual review process is to promote the timely use of M2 grants awarded to support local projects. This is achieved by reviewing individual project status, assessing the continued viability of projects, addressing local jurisdiction concerns, confirming availability of local matching funds, and ensure timely closeout of all projects funded through the CTFP. For this review period, local jurisdictions were required to submit updates and requests for project changes by March 13, 2026.

Discussion

The March 2026 semi-annual review project adjustments include the following:

- Four requests for project cancellations for Community-Based Transit Circulators Program (Project V), Environmental Cleanup Program (Project X) Tier 2, and Regional Capacity Program (Project O) projects;
- Four requests for project delays for Project O and Regional Traffic Signal Synchronization Program (Project P) projects;
- Three timely use of funds extensions for Project O and Project P projects;
- 43 timely use of funds extensions for the Local Fair Share program;
- 26 timely use of funds extensions for the Senior Mobility Program;
- 13 project scope changes for Project V, Project X Tier 1, and Project P projects;
- One project funds transfer for a Project P project;
- One OCTA-initiated transfer for a Project V project; and
- Two OCTA-initiated technical adjustments for Project P and Project V projects.

Local jurisdictions identified several reasons justifying the need for project adjustments, including cost inflations, changes to state guidelines, right-of-way acquisition delays, procurement delays, project design changes, construction challenges, federal clearance process delays, coordination with concurrent projects, enhanced project benefits, and cost savings.

Staff is recommending OCTA Board of Directors' (Board) approval of the project adjustments listed above. Additional information on the 97 proposed adjustments is included in Attachment B, which outlines all local jurisdiction requests and Attachment C, which provides a narrative of the requests. The number of changes requested for competitively funded grants represent 31 percent of the active projects funded through the CTFP call for projects (call) process.

Board approval is also requested for three OCTA-initiated adjustments. These include one transfer for savings for a Project V grant awarded through the 2024 call to preserve unspent funds for use in subsequent fiscal years, and a technical clarification to ensure previously approved CTFP project information is accurately reflected and administered consistently with program guidelines. In addition, one technical adjustment is recommended for Cooperative Agreement No. C-3-2753 with the City of Dana Point (City) for the Dana Point Trolley Continuity Program. The Project V reimbursement match rates for this grant vary by fiscal year and project phase, which complicates reimbursement processing and local match tracking over the six-year grant term. To address this, the proposed adjustment would establish a single aggregate reimbursement match rate for the multi-year grant, with no change to the City's overall local match obligation or the total M2 grant amount.

M2 CTFP Summary

The M2 CTFP summary table provided below includes an overview of the status of M2 CTFP-funded projects by phase and funding allocation amount. The table also documents the same information that was provided based on the September 2024 semi-annual review, for comparison purposes.

M2 CTFP Summary Table				
Project Status	September 2025 Semi-Annual Review		March 2026 Semi-Annual Review	
	Project Phases	Allocations (in millions)	Project Phases	Allocations [1] (after adjustments)
Planned [2]	73	$ 104.6	61	$ 86.7
Started [3]	120	$ 201.8	135	$ 219.5
Pending [4]	115	$ 111.2	117	$ 111.4
Completed [5]	506	$ 273.5	512	$ 279.1
Cancelled [6]	78	$ 88.7	78	$ 88.7
Total	**892**	**$ 779.8**	**903**	**$ 785.4**

1. Allocations in millions, subject to change pending final reconciliation.

2. Planned - indicates that funds have not been obligated and/or are pending contract award.

3. Started - indicates that the phase is underway, and funds are obligated.

4. Pending - indicates that phase work is completed, and final report submittal/approval is pending.

5. Completed - indicates that phase work is complete, the final report is approved, and final payment has been made.
6. Cancelled - indicates that the phase work will not be completed, and project savings will be returned to the program.

* Note: the project phase and allocations listed above are subject to frequent and regular changes primarily due to project status updates, final reconciliations, and project closeout processes.

Key items of note are:

- Since M2 inception, OCTA has programmed over $785.4 million in competitive funds through the March 2026 semi-annual review period, including approximately $37.8 million in state and federal funds.
- Total accumulated project savings, since inception, are estimated to be approximately $109.8 million. These savings have been returned to M2 source programs and are used to support future funding cycles, as appropriate. Cost savings from delivered projects are realized for various reasons such as quantity adjustments and minor construction modifications.
- As of the drafting of this report, 629 individual project phases (117 pending, plus 512 completed from the table) are open to the public. This represents a 76 percent project delivery rate (excluding cancelled projects), for all projects that have been granted funds.
- In the last six months, eight project phases were completed while 15 project phases were started.
- Another 196 project phases, or 24 percent, are considered currently active (135 started and 61 planned).

Based on the CTFP guidelines, the recommended project adjustments identified in this staff report are appropriate and necessary. The local jurisdiction-requested adjustments have also been reviewed and approved by the OCTA Technical Advisory Committee.

Next Steps

Pending approval by the Board, staff will monitor the implementation of the actions included in this report through future semi-annual review cycles, typically reported biannually. A Project V cooperative agreement amendment will also be processed for a technical adjustment, which is further described in Attachments B and C.

Summary

Consistent with the semi-annual review process, staff has reviewed all active M2 CTFP-funded project phases and is recommending approval of all proposed project adjustments. Authorization is also requested for the Chief Executive Officer, or designee, to negotiate and execute updates to the applicable Project V cooperative agreement.

Attachments

A. Measure M2 Comprehensive Transportation Funding Programs and Local Formula Programs Summary
B. Comprehensive Transportation Funding Programs, March 2026 Semi-Annual Review Adjustment Requests
C. Comprehensive Transportation Funding Programs, March 2026 Semi-Annual Review Adjustment Requests Descriptions

Prepared by:

Chance Groom
Senior Transportation Funding Analyst
(714) 560-5372

Approved by:

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

ATTACHMENT A

Measure M2 Comprehensive Transportation Funding Programs and Local Formula Programs Summary

Comprehensive Transportation Funding Programs (CTFP)

The Orange County Transportation Authority (OCTA) CTFP represents a collection of competitive Measure M2 (M2) funding programs, which are available to Orange County local jurisdictions to assist in funding streets and roads, transit, and transportation-related environmental cleanup and improvement efforts.

Each program within the CTFP has a specific objective, funding source, and set of selection criteria. Applications for CTFP competitive programs are submitted during calls for projects (call). Each funding program has its own call cycle with some calls occurring annually (and others occurring less frequently), depending upon local jurisdiction interest, funding availability, and transportation needs. OCTA staff and various technical review committees review, vet, and develop funding recommendations for each call prior to submittal to the OCTA Board of Directors for final input, review, and approval of programming recommendations.

A brief summary of each of the competitive M2 funding programs included in the CTFP is provided below.

Regional Capacity Program

The Regional Capacity Program (Project O) is a competitive program, which funds improvements to the County's Master Plan of Arterial Highways (MPAH). The MPAH is the County's backbone arterial highway network, and Project O supports roadway construction and widenings, intersection improvements, and arterial highway to freeway transitions.

Regional Traffic Signal Synchronization Program

The Regional Traffic Signal Synchronization Program (Project P) is a competitive program, which provides funding to implement multi-jurisdictional signal synchronization projects in order to provide drivers a better travel experience by providing reduced travel times, stops, and delays. The overall goal of the program is to regularly coordinate 2,000 signals along 750 miles of the County's roadway network.

Transit Extensions to Metrolink

The Transit Extensions to Metrolink Program (Project S) is a competitive program, which provides funds to local jurisdictions in order to enhance their regional transit capabilities through creation of new connections between residential/employment centers and the existing Metrolink system.

Community-Based Transit Circulators

The Community-Based Transit Circulators Program (Project V) provides competitive funds to local jurisdictions to develop and implement local transit services, such as community-based circulators, shuttles, bus trolleys, and other shared-ride services, which both complement regional bus and rail services, and also meet needs in areas not adequately served by regional transit.

Safe Transit Stops

The Safe Transit Stops Program (Project W) allocates funds to eligible local jurisdictions so they can implement passenger amenity improvements (i.e., constructing or improving shelters, providing new and/or additional seating, waste receptacles, signage, etc.) at the 100 busiest bus stops in the County.

Environmental Cleanup Program

The Environmental Cleanup Program (Project X) provides competitive funds for water quality improvement projects that address transportation-generated pollution. Project X is a two-tiered funding program with Tier 1 projects mitigating the more visible forms of pollution (i.e., trash and debris) that accumulate on County roadways. The Tier 2 component of the program provides funding for multi-jurisdictional projects focused on implementing large-scale best management practices construction projects.

Local Formula Funding Programs

Formula funds are distributed to local jurisdictions by OCTA on a regular basis, so long as local jurisdictions are eligible to receive M2 funds (and meet other program-specific criteria). A brief summary of the formula-based programs is provided below.

Local Fair Share Program

The Local Fair Share Program (Project Q) provides flexible formula funds to help local jurisdictions pay for the escalating cost of restoring aging street systems. These funds may be used for other local transportation needs as well, so long as the Local Fair Share funds are supplementing and not supplanting local jurisdictions' transportation expenditures.

Senior Mobility Program

The Senior Mobility Program (Project U) provides formula funds to fill in gaps between local fixed-route buses and OC ACCESS services. Under this program, participating local jurisdictions are eligible to receive funds and vehicles from OCTA to assist in operating local transit systems, which best fit the needs of older adults in their communities.

ATTACHMENT B

Comprehensive Transportation Funding Programs

March 2026 Semi-Annual Review Adjustment Requests

Cancellation Requests							
No.	Jurisdiction	Project Number	Project	Project Title	Phase	Current FY	Current Grant
1	Anaheim	20-ANAH-CBT-3958[1]	V	Anaheim Canyon Circulator	CAP	20/21M	$ 9,000
					O&M	20/21M	$ 1,132,864
2	Anaheim	24-ANAH-CBT-4071[1]	V	Anaheim Canyon Circulator	O&M	25/26M	$ 331,714
3	Brea	22-BREA-FAST-4015[2]	O	SR-90 at SR-57 Southbound On-Ramp Project	ENG	22/23	$ 476,150
4	Newport Beach	24-NBCH-ECP-4096[3]	X†	Newport Dunes Water Quality Improvement Project	CON	25/26	$ 467,250
Cancellations (4) - Total Phase Grants							**$ 2,416,978**

†ECP Tier 2

Reasons for Project Adjustments

1. Vendor operating service ceased operations, with service concluded as of March 31, 2026
2. Cost increases due to Caltrans alternative analysis
3. Necessary consensus to begin procurement could not be reached between stakeholders, Orange County Parks and Orange County Sanitation District

Acronyms

Caltrans - California Department of Transportation
CAP - Capital
CON - Construction
ECP - Environmental Cleanup Program
ENG - Engineering
FY - Fiscal Year
M - Multiple Years
O&M - Operations and Maintenance
SR-90 - State Route 90
SR-57 - State Route 57

Comprehensive Transportation Funding Programs

March 2026 Semi-Annual Review Adjustment Requests

Delay Requests*

No.	Jurisdiction	Project Number	Project	Project Title	Phase	Current FY	Current Grant	Proposed Delay (Months)	Proposed FY
1	Irvine	24-IRVN-ICE-4062[1]	O	Jeffrey Road and Barranca Parkway Intersection Improvements	CON	25/26	$926,065	24	27/28
2	Laguna Hills	24-LHLL-TSP-4067[2]	P	Paseo De Valencia - Moulton Parkway Confluence Bypass Corridor	O&M	25/26	$73,440	12	26/27
3	Laguna Nigel	24-LNIG-ACE-4063[1]	O	Crown Valley Parkway Westbound Improvement Project	CON	25/26	$7,671,014	24	27/28
4	Yorba Linda	25-YLND-ICE-5007[1]	O	Yorba Linda Boulevard/Savi Ranch Parkway Improvements - Construction (Phase 1)	CON	25/26	$6,904,350	24	27/28
						Delays (4) - Total Phase Grants	**$15,574,869**		

*Once obligated, Comprehensive Transportation Funding Programs funds typically expire 36 months from the contract award date. Local jurisdictions may request up to an additional 24 months to obligate funds.

Reasons for Project Adjustments

1. Delay in right-of-way acquistions
2. Construction disruption from related capital improvement project in corridor

Acronyms

FY - Fiscal Year

CON - Construction

O&M - Operations and Maintenance

Comprehensive Transportation Funding Programs

March 2026 Semi-Annual Review Adjustment Requests

Timely Use of Funds Extension Requests - Comprehensive Transportation Funding Programs*

No.	Jurisdiction	Project Number	Project	Project Title	Phase	Current FY	Current Grant	Proposed Time Extension (Months)
1	Anaheim	22-ANAH-ICE-4013[1]	O	Lincoln Avenue and Harbor Boulevard Intersection Improvements	ENG	22/23	$ 78,750	24
2	Huntington Beach	20-HBCH-TSP-3973[2]	P	Bolsa Chica Street TSSP (Chapman Avenue to Warner Avenue)	IMP	22/23	$ 1,198,563	24
					O&M	23/24	$ 42,240	24
3	Santa Ana	22-SNTA-ACE-4020[3]	O	Fairview Street Improvements - Monte Carlo Drive to Trask Avenue	ENG	24/25	$ 825,000	24
Comprehensive Transportation Funding Programs Timely Use of Funds Extensions (3) - Total Phase Grants							**$ 2,144,553**	

*Once obligated, Comprehensive Transportation Funding Programs funds expire 36 months from the contract award date. Local jurisdictions may request extension(s) of up to an additional 24 months.

Reasons for Project Adjustments

1. Align with concurrent right-of-way services
2. Traffic equipment delivery delays and inflation of project costs
3. Incorporate engineering design revisions from the right-of-way acquisition process

Acronyms

ENG - Engineering
FY - Fiscal Year
IMP - Primary Implementation
O&M - Operations and Maintenance
TSSP - Traffic Signal Synchronization Program

Comprehensive Transportation Funding Programs

March 2026 Semi-Annual Review Adjustment Requests

Timely Use of Funds Extension Requests - Local Fair Share*					
No.	Jurisdiction	FY of Disbursement	Disbursement	Proposed Extension Amount	FY Extension Deadline for Tracking^
1-4	Aliso Viejo	2023-24	$ 150,885	$ 37,503	6/30/2027
			$ 162,969	$ 162,969	6/30/2027
			$ 154,919	$ 154,919	6/30/2027
			$ 149,643	$ 149,643	6/30/2027
5-10	Brea	2023-24	$ 229,169	$ 229,169	6/30/2028
			$ 238,803	$ 238,803	6/30/2028
			$ 220,787	$ 220,787	6/30/2028
			$ 238,468	$ 238,468	6/30/2028
			$ 226,689	$ 226,689	6/30/2028
			$ 218,969	$ 218,969	6/30/2028
11-14	Costa Mesa	2023-24	$ 560,612	$ 560,612	6/30/2028
			$ 605,507	$ 605,507	6/30/2028
			$ 575,599	$ 575,599	6/30/2028
			$ 555,997	$ 555,997	6/30/2028
15-19	Dana Point	2023-24	$ 141,072	$ 42,877	6/30/2028
			$ 130,429	$ 130,429	6/30/2028
			$ 140,874	$ 140,874	6/30/2028
			$ 133,915	$ 133,915	6/30/2028
			$ 129,355	$ 129,355	6/30/2028
20-23	Irvine	2023-24	$ 1,163,313	$ 714,801	6/30/2028
			$ 1,256,473	$ 1,256,473	6/30/2028
			$ 1,194,411	$ 1,194,411	6/30/2028
			$ 1,153,735	$ 1,153,735	6/30/2028
24-29	La Habra	2023-24	$ 211,827	$ 211,827	6/30/2028
			$ 220,067	$ 220,067	6/30/2028
			$ 203,464	$ 203,464	6/30/2028
			$ 219,758	$ 219,758	6/30/2028
			$ 208,903	$ 208,903	6/30/2028
			$ 201,789	$ 201,789	6/30/2028
30-34	Santa Ana	2023-24	$ 1,072,792	$ 503,675	6/30/2028
			$ 991,854	$ 991,854	6/30/2028
			$ 1,071,284	$ 1,071,284	6/30/2028
			$ 1,018,368	$ 1,018,368	6/30/2028
			$ 983,688	$ 983,688	6/30/2028
35-40	Seal Beach	2023-24	$ 93,750	$ 9,077	6/30/2028
			$ 97,061	$ 97,061	6/30/2028
			$ 89,739	$ 89,739	6/30/2028
			$ 96,925	$ 96,925	6/30/2028
			$ 92,137	$ 92,137	6/30/2028
			$ 89,000	$ 89,000	6/30/2028
41-42	Stanton	2023-24	$ 116,805	$ 11,183	6/30/2028
			$ 112,827	$ 112,827	6/30/2028
43	Villa Park	2023-24	$ 19,846	$ 19,846	6/30/2028
LFS Timely Use of Funds Extensions (43) - Total				**$ 15,524,976**	

*Net Revenues received by local jurisdictions through the LFS Program shall be expended within three years of receipt. An extension may be granted but is limited to a total of five years from the date of receipt of funds.

^The Orange County Transportation Authority tracks expenditures based on the FY of receipt and processes extension requests in FY increments for uniform review purposes. However, the local jurisdiction has three years from the disbursement date to expend funds and with approval of this action, will have an additional two-year extension. The disbursements in this table are recommended to be approved for a two year extension, which may result in eligible expenditures occurring after the FY extension tracking date, which falls at the end of the FY (June 30). For expenses incurred after the June 30 FY extension tracking deadline, the local jurisdiction will be responsible for providing appropriate back-up, as requested, to demonstrate that the funds were spent within the three years from date of disbursement if no extension is requested, or the three years plus two additional years if an extension is requested. Requests for extensions should be submitted as part of the semi-annual review process prior to the end of the second FY in which the funds were received. Requests for extensions must also include a plan of expenditure.

Acronyms

FY - Fiscal Year

LFS - Local Fair Share

M2 - Measure M2

Comprehensive Transportation Funding Programs

March 2026 Semi-Annual Review Adjustment Requests

Timely Use of Funds Extension Requests - Senior Mobility Program*					
No.	Jurisdiction	FY of Disbursement	Disbursement	Proposed Extension Amount	FY Extension Deadline for Tracking^
1-5	Aliso Viejo	2023-24	$ 3,531	$ 1,353	6/30/2028
			$ 5,819	$ 5,819	6/30/2028
			$ 6,285	$ 6,285	6/30/2028
			$ 5,975	$ 5,975	6/30/2028
			$ 5,771	$ 5,771	6/30/2028
6-11	Dana Point	2023-24	$ 11,455	$ 11,455	6/30/2028
			$ 13,033	$ 13,033	6/30/2028
			$ 11,517	$ 11,517	6/30/2028
			$ 12,439	$ 12,439	6/30/2028
			$ 11,825	$ 11,825	6/30/2028
			$ 11,422	$ 11,422	6/30/2028
12-17	Laguna Niguel	2023-24	$ 19,955	$ 19,955	6/30/2028
			$ 16,731	$ 16,731	6/30/2028
			$ 17,254	$ 17,254	6/30/2028
			$ 18,635	$ 18,635	6/30/2028
			$ 17,715	$ 17,715	6/30/2028
			$ 17,111	$ 17,111	6/30/2028
18-23	San Clemente	2023-24	$ 17,830	$ 17,830	6/30/2028
			$ 17,991	$ 17,991	6/30/2028
			$ 16,847	$ 16,847	6/30/2028
			$ 18,196	$ 18,196	6/30/2028
			$ 17,297	$ 17,297	6/30/2028
			$ 16,708	$ 16,708	6/30/2028
24-26	Villa Park	2023-24	$ 2,777	$ 2,777	6/30/2028
			$ 2,640	$ 2,640	6/30/2028
			$ 2,550	$ 2,550	6/30/2028
SMP Timely Use of Funds Extensions (26) - Total				**$ 317,131**	

*Net revenues received by local jurisdictions through the SMP shall be expended within three years. An extension may be granted but is limited to a total of five years from the date of receipt of funds.

^The Orange County Transportation Authority tracks expenditures based on the FY of receipt and processes extension requests in FY increments for uniform review purposes. However, the local jurisdiction has three years from the disbursement date to expend funds and with approval of this action, will have an additional two-year extension. The disbursements in this table are recommended to be approved for a two year extension, which may result in eligible expenditures occurring after the FY extension tracking date, which falls at the end of the FY (June 30). For expenses incurred after the June 30 FY extension tracking deadline, the local jurisdiction will be responsible for providing appropriate back-up as requested to demonstrate that the funds were spent within the three years from date of disbursement if no extension is requested, or the three years plus two additional years if an extension is requested. Requests for extensions should be submitted as part of the semi-annual review process prior to the end of the second FY in which funds were received. Requests for extensions must also include a service plan.

Acronyms

FY - Fiscal Year

M2 - Measure M2

SMP - Senior Mobility Program

Comprehensive Transportation Funding Programs
March 2026 Semi-Annual Review Adjustment Requests

Scope Change Requests*

No.	Jurisdiction	Project Number	Project	Project Title	Summary of Scope Change	Phase	Current FY	Current Grant	Proposed Grant
1	County of Orange	24-ORCO-CBT-4072[1]	V	Expanded RanchRide Transit Service Program	Reduce vehicle size from 22-passenger vehicle to a 20-passenger vehicle.	CAP	25/26	$339,660	$339,660
2	La Habra	20-LHAB-CBT-3961[2]	V	La Habra Community Special Event Shuttle	Remove service days for "Our Lady of Guadalupe Church La Fiesta". Add service days for "4th of July" at La Bonita Park and "Summer Concert in the Park" at Vin Scully Centennial Park.	O&M	20/21	$53,725	$53,725
3	La Habra	20-LHAB-TSP-3975[3]	P	Lambert Road Corridor	Remove 28 ADA push buttons and Signal Performance Measure System. Add 3,750 linear feet of 72 single mode fiber optic cable, five uniterrupted power supplies, five controller units, three CCTV cameras, four fiber switches, and one signal cabinet. Add two video detection systems, 562 linear feet of 72 single mode fiber optic cable, one connector housing, three layer-three switches, 13 pedestrian countdown heads/modules, and three adaptive systems.	IMP	20/21	$1,813,074	$1,813,074
4	Mission Viejo	24-MJVO-CBT-4079[2]	V	Mission Viejo Circulator and Special Event	Add service hours for Arbor Day, National Night Out, Furever Friends Fall Fest, Library Reading Program, and the America 250 Parade, including shuttle operations ranging from one to four shuttles and four to 16 service hours per event.	O&M	25/26	$4,372,445	$4,372,445
5	Newport Beach	24-NBCH-CBT-4080[4]	V	Balboa Peninsula Trolley Continuation Grant	Delay compressed nautral gas conversion of five new trolley vehicles until after the conclusion of the 2026 summer program. Meanwhile the City will use the vehicles for this service.	CAP, O&M	24/25	$4,423,545	$4,423,545
6	OCTA[†]	21-OCTA-TSP-4000[5]	P	Alton Parkway RTSSP	Remove installation of eight pedestrian modules at five intersections, 4-inch conduit at six locations, #6 pullboxes at six locations, CCTV equipment and corresponding licenses at five locations, all CCTV and ATMS licenses, 72-single-mode fiber optic cable, 2-inch conduit, and #10 tracer wire, Caltrans oversight fee, and detection loops at five locations. Add installation of a video detection system at one location, rewiring at one location, 11 video processor cards across three locations, 150 linear feet of four-inch conduit, 2,030 linear feet of 72-single-mode fiber optic cable across five locations, installation of advanced loops at two locations, provision of drop cable between one location pair, ATSPM hardware, a workstation, server, and television monitor. Relocate three video detection systems.	IMP	21/22	$3,290,603	$3,290,603
7	OCTA[††]	21-OCTA-TSP-4001[5]	P	Portola Parkway/Santa Margarita Parkway TSSP	Remove the video detection system, 316 linear feet of detector lead-in cable, one bike button, emergency vehicle pre-emption systems, 3-inch conduit, Type III electrical service, #6 pullboxes, four #6E pullboxes in landscaped areas, Caltrans fee, ADA ramps, one Ethernet switch with power supply, multiple fiber-optic components including cable, testing, break-out cable, splice enclosures, patch panels, and SFP modules, fiber optic break-out cable, splice closures and splice-through points, and 100-megabyte SFP modules. Add 1,005 linear feet of 2-inch conduit, 2,593 linear feet of detector lead-in cable, labor to install a city-procured radar detection system, one controller, two B40 pullboxes, eight N40 pullboxes, one #6 pullbox, three #6E pullboxes, multiple SFPs and duplex fiber jumpers, removal of twisted-pair copper communication, 500 linear feet of fiber in new conduit, 10,685 linear feet of fiber in existing conduit, fiber optic cable testing, and a 65-inch monitor. Relocate a battery backup system cabinet, an Ethernet switch with power supply, one bike button, and one controller, and adjust the number of #6E pullboxes and sidewalk panels to seven along one segment and 22 along another, with all EVP systems installed excluding the infrared component.	IMP	21/22	$2,491,864	$2,491,864
8	OCTA[†††]	22-OCTA-TSP-4022[5]	P	Bake Parkway and Rockfield Boulevard RTSSP Project	Remove pedestrian modules, accessible pedestrian push-button systems, a camera system, fusion splice work, CCTV equipment and licenses, fiber-optic cable, conduit, splice enclosures, patch panels, Ethernet switches, and SFP modules. Add new fiber-optic cable, conduit segments, pull boxes, splice and patch equipment, SFP modules, a workstation upgrade for the Traffic Management Center, and other minor infrastructure needed to support updated communication requirements. Replace outdated EdgeConnect cards with new video detection systems and updates #6E pullboxes to #6 pullboxes based on field conditions.	IMP	22/23	$2,340,580	$2,340,580

Comprehensive Transportation Funding Programs
March 2026 Semi-Annual Review Adjustment Requests

No.	Jurisdiction	Project Number	Project	Project Title	Summary of Scope Change	Phase	Current FY	Current Grant	Proposed Grant
9	Orange	20-ORNG-TSP-3976[6]	P	Tustin Avenue - Rose Drive RTSSP	Remove pedestrian signals, CPUs, various fiber-optic components, conduit, pull boxes, controller cabinet work, emergency signal systems, ATMS modules, and several service and communication elements. Add new traffic signal controllers, replacement fiber-optic systems, conduit installations, pull boxes, splice enclosures, fiber distribution units/patch panels, wireless radio systems, pedestrian system hardware, and removal and reinstallation of existing cables needed to support updated communication requirements. Modify fiber-optic splice enclosure work and adjustments to conduit and fiber quantities where existing infrastructure can be reused to meet updated design and field conditions.	IMP	23/24	$2,663,153	$2,663,153
10	Placentia	20-PLAC-ECP-3988[7]	X	Catch Basin Insert Project - Phase 6	Add 12 additional ARS and remove 31 CPS. Reduce the amount of catch basins serviced from 108 to 91.	CON	20/21	$160,000	$158,376
11	San Clemente	24-SCLM-CBT-4082[8]	V	On-Demand Transit Programs	Cancel the new First/Last Mile microtransit service portion of the project which also results in reduced funding.	CAP, O&M	Multiple	$2,858,480	$1,057,500
12	San Clemente	24-SCLM-ECP-4091[9]	X	El Camino Real Vicinity Runoff Corridor Project	Remove three catch basin locations, reducing the total from 74 to 71. Remove three CPS and four ARS.	CON	24/25	$328,000	$328,000
13	San Juan Capistrano	24-SJCP-CBT-4083[10]	V	Expanded Summer Weekend and Special Event Trolley Service	Increase operating hours for the Christmas Tree Lighting Ceremony special event on 12/6/2025 by expanding service from seven hours, 3:00PM to 10:00pm, to 11 hours, from 11:00 a.m. to 10:00 p.m.	O&M	25/26	$1,921,212	$1,921,212
							Scope Changes (13) - Total Phase Grants	**$27,056,341**	**$25,253,737**

*Jurisdiction may request scope changes for Comprehensive Transportation Funding Programs projects so long as the jurisdiction can demonstrate substantial consistency and attainment of proposed transportation benefits compared to the original project scope as committed to in the project application. No additional funding is being requested to effectuate the recommended modifications.

†Project led by OCTA as requested by participating agencies: Irvine and Lake Forest
††Project led by OCTA as requested by participating agencies: Lake Forest, Mission Viejo, and Rancho Santa Margarita
†††Project led by OCTA as requested by participating agencies: Irvine and Lake Forest

Reasons for Project Adjustments

1. Inventory only includes 20- or 24-passenger ADA vehicles. The 20-passenger shuttle maintains grant funding limits and vehicle maneuverability
2. Remove service for a special event no longer behind held and replace with alternative special events within approved scope and budget
3. Traffic signal and communications improvements no longer needed due to planned future upgrades by partner agencies and equivalent functionality already included in existing or adaptive systems
4. Trolley manufacturer and production delays
5. Design refinements, field conditions, and coordination with parallel agency projects
6. Design changes, construction conditions, cost escalation, technology compatibility, and coordination with parallel agency projects require deleting redundant improvements and reallocating savings
7. Locations unsuitable due to existing installations or physical constraints identified during construction
8. Overlap in function and service delivery with existing Project V SC Rideshare service and new Clean Mobility Options Shuttle Program
9. Constructability constraints identified during construction and certain locations confirmed to be outside city jurisdiction
10. Additional service hours within approved scope and budget

Acronyms

ADA - Americans with Disabilities Act of 1990
ARS - Automatic Retractable Screens
ATMS - Advanced Transportation Management Systems
ATSPM - Automated Signal Performance Measures
CAP - Capital
Caltrans - California Department of Transportation
CCTV - Closed Circuit Television
CON - Construction
CPS - Connector Pipe Screens
CPU - Central Processing Unit
EVP - Emergency Vehicle Preempt
GITS - Grated Inlet Trash Screens
IMP - Primary Implementation
OCTA - Orange County Transportation Authority
O&M - Operations and Maintenance
RTSSP - Regional Traffic Signal Synchronization Program
SC - San Clemente
SFP - Small Form-Factor Pluggable
TSSP - Traffic Signal Synchronization Program

Comprehensive Transportation Funding Programs

March 2026 Semi-Annual Review Adjustment Requests

Transfer Requests*									
No.	Jurisdiction	Project Number	Project	Project Title	Phase	Current FY	Current Grant	Transfer Amount	Proposed Grant
1	OCTA[†]	19-OCTA-TSP-3939	P	Red Hill Avenue RTSSP Project	IMP	20/21	$ 1,613,352	$ (3,673)	$ 1,609,679
					O&M	23/24	$ 62,720	$ 3,673	$ 66,393
Transfer Requests (1) - Total Project Grant							**$ 1,676,072**		**$ 1,676,072**

*An implementing jurisdiction may request to transfer 100 percent of savings between subsequent phases (or years) within a project. Funds can only be transferred to a phase that has already been awarded competitive funds. Such requests must be made prior to the acceptance of a final report and submitted as part of a semi-annual review process.

[†] Project led by OCTA as requested by participating agencies: Cities of Costa Mesa, Irvine, and Tustin

Reasons for Project Adjustments

1. Project savings

Acronyms

FY - Fiscal year

IMP - Primary Implementation

OCTA - Orange County Transportation Authority

O&M - Operations and Maintenance

RTSSP - Regional Traffic Signal Synchronization Program

Comprehensive Transportation Funding Programs
March 2026 Semi-Annual Review Adjustment Requests

OCTA-Initiated Request: Transfer of Savings									
No.	Jurisdiction	Project Number	Project	Project Title	Phase	Current FY	Current Grant	Transfer Amount	Proposed Grant
1	Newport Beach	25-NBCH-CBT-5022	V	Newport Beach Balboa Island-Corona del Mar Local Area Transit Service	Initial Marketing	25/26M	$ 18,000	TBD	TBD
					CAP	25/26M	$ 1,620,000	TBD	TBD
					O&M	25/26M	$ 986,060	TBD	TBD

*Up to 100 percent of savings between subsequent phases (or years) within a project may be transferred. Funds can only be transferred to a phase that has already been awarded competitve funds. Such requests must be made prior to acceptance of a final report and submitted as part of a semi-annual review process.

Reason for Project Adjustment

1. Project savings in earlier phases or fiscal years can support work in later awarded phases or Fys

Acronyms

CAP - Capital
FYs - Fiscal Years
M - Multiple Years
O&M - Operations and Maintenance
TBD - To Be Determined

Comprehensive Transportation Funding Programs

March 2026 Semi-Annual Review Adjustment Requests

OCTA-Initiated Request: Technical Adjustment							
Jurisdiction	Project Number	Project	Project Title	Summary of Scope Change	FY	Phase	Current Grant
Dana Point	20-DNPT-CBT-3959[1]	V	Dana Point Trolley Continuity Program	Combine the match rate for all phases across all fiscal years to apply one consistent overall match rate of 35.13 percent (35.13%).	24/25M	Initial Marketing	$ 45,000
					24/25M	CAP	$ 171,810
					24/25M	O&M	$ 1,992,929

OCTA-Initiated Request: Timely Use of Funds Extension Update									
Jurisdiction	Project Number	Project	Project Title	Phase	Initial Contract Award Date [2]	NTP Date [3]	Expenditure Deadline (Based off NTP Date)	Board Aproved Time Extension (Months)	Updated Expenditure Deadline
Fullerton	18-FULL-TSP-3896[2]	P	Orangethorpe Avenue/Esperanza Road Corridor RTSSP	IMP	2/20/2019	6/1/2019	6/1/2022	24 [4]	6/1/2024

1. Prior Board of Directors (Board) action on July 7, 2025, during the March 2025 semi-annual review aligned funding allocations with the revised service implementation timeline; however, subsequent action needed to address the varied match rate across fiscal years for all phases without changing total grant amount and overall match requirement
2. Initial contract award date based off contract effective date of February 2, 2019
3. Per CTFP Guidelines, funds will expire after 36 months from encumbrance. The term "encumbrance, or any variation thereof, shall mean the execution of a contract or other action such as the issuance of an NTP"
4. Approved by the Board on June 14, 2021, during the March 2021 semi-annual review

Acronyms

CAP - Capital
CTFP - Comprehensive Transportation Funding Programs
FY - Fiscal Years
IMP - Primary Implementation
M - Multiple Years
NTP - Notice to Proceed
O&M - Operations and Maintenance
OCTA - Orange County Transportation Authority
TBD - To be determined
RTSSP - Regional Traffic Signal Synchronization Program

ATTACHMENT C

Comprehensive Transportation Funding Programs
March 2026 Semi-Annual Review Adjustment Requests Descriptions

Cancellations

Local jurisdictions may request to cancel Comprehensive Transportation Funding Programs (CTFP) projects at any time for any reason. Cancelled projects are eligible to reapply upon resolution of the issues that led to the original project cancellation. During this semi-annual review cycle, the following cancellation requests were submitted:

The City of Anaheim (Anaheim) is requesting cancellation of the capital (CAP) and operations and maintenance (O&M) phases of the Anaheim Canyon Circulator Service (20-ANAH-CBT-3958) and (24-ANAH-CBT-4071) due to the service vendor abruptly ceasing operations, which eliminated the ability to continue the project as originally planned. Service was cancelled by Anaheim as of March 31, 2026.

The City of Brea (Brea) is requesting cancellation of the engineering (ENG) phase of the State Route 90 at State Route 57 Southbound On-Ramp Project (22-BREA-FAST-4015) due to significant cost increases associated with guidelines changes to the California Department of Transportation (Caltrans) Quality Management Assessment Process and the required project alternative analysis through the standard project study report-project development support project initiation document process.

The City of Newport Beach (Newport Beach) is requesting cancellation of the construction (CON) phase of the Newport Dunes Water Quality Improvement Project (24-NBCH-ECP-4096) because the necessary consensus to proceed with procurement could not be reached amongst project stakeholders, which included Orange County Parks and Orange County Sanitation District.

Delays

Local jurisdictions may request a one-time delay of up to 24 months to obligate funds. During the March 2026 semi-annual review cycle, the following delay requests were submitted.

The City of Irvine (Irvine) is requesting a 24-month delay for the CON phase of the Jeffrey Road and Barranca Parkway Intersection Improvements Project (24-IRVN-ICE-4062) due to unforeseen delays completing the right-of-way (ROW) acquisition process.

The City of Laguna Hills (Laguna Hills) is requesting a 12-month delay for the O&M phase of the Paseo de Valencia–Moulton Parkway Confluence Bypass Corridor Project (24-LHLL-TSP-4067) due to construction delays caused by a related capital improvement project within the corridor, which has created a need to align construction schedules of both projects to improve construction efficiency, reduce potential conflicts, and minimize disruptions to the traveling public and surrounding community.

The City of Laguna Niguel (Laguna Niguel) is requesting a 24-month delay for the CON phase of the Crown Valley Parkway Westbound Improvement Project (24-LNIG-ACE-4063) due to delays in completing the ROW acquisition process.

The City of Yorba Linda (Yorba Linda) is requesting a 24-month delay for the CON phase of the Yorba Linda Boulevard/Savi Ranch Parkway Widening – Phase 1 Project (25-YLND-ICE-5007) due to delays in completing the ROW acquisition process.

CTFP Timely-Use of Funds Extensions

CTFP funds typically expire 36 months from the contract award date. Local jurisdictions may request an extension(s) of up to 24 months. During this semi-annual review cycle, the following CTFP timely use of funds extension requests were submitted.

Anaheim is requesting a 24-month timely use of funds extension for the ENG phase of the Lincoln Avenue and Harbor Boulevard Intersection Improvements Project (22-ANAH-ICE-4013) in order to align with ROW services occurring concurrently for the project.

The City of Huntington Beach (Huntington Beach) is requesting a 24-month timely use of funds extension for the primary implementation (IMP) and O&M phases of the Bolsa Chica Street Traffic Signal Synchronization Program Project from Chapman Avenue to Warner Avenue, (20-HBCH-TSP-3973) due to the inflation of project costs and delivery delays of traffic equipment, which have delayed project completion.

The City of Santa Ana (Santa Ana) is requesting a 24-month timely use of funds extension for the ENG phase of the Fairview Street Improvements Project from Monte Carlo Drive to Trask Avenue (22-SNTA-ACE-4020) due to additional time needed to incorporate engineering design revisions resulting from the ROW acquisition process.

Local Fair Share (LFS) Timely Use of Funds Extensions

Once issued, LFS funds expire three years from the check-issuance date. An extension may be granted but is limited to a total of five years from the date of disbursement. For review purposes, the Orange County Transportation Authority (OCTA) tracks expenditures based on the fiscal year[1] (FY) of receipt. Requests for extensions must be submitted prior to expiration and should be submitted as part of the semi-annual review process prior to the end of the second FY funds were disbursed. Local jurisdictions may request an extension(s) of up to two years for OCTA Board of Directors' (Board) consideration; however, OCTA will track Board-approved extensions in FY increments. During this semi-annual review cycle, the following LFS timely use of funds extension requests were submitted.

The City of Aliso Viejo (Aliso Viejo) is requesting a 12-month timely use of funds extension for $505,034. The funds being considered for extensions were disbursed in FY 2023-24 through four separate installments and should be expended by the FY extension deadlines provided in Attachment A. Aliso Viejo indicated that these funds will be directed toward pavement rehabilitation and maintenance.

[1] FY means July 1 through June 30. For example, funds received in March 2024, tracked by FY, should be spent by June 30, 2026.

- $37,503, from June 2026 to June 2027
- $162,969, from June 2026 to June 2027
- $154,919, from June 2026 to June 2027
- $149,643, from June 2026 to June 2027

Brea is requesting a 24-month timely use of funds extension for $1,372,884. The funds being considered for extensions were disbursed in FY 2023-24 through six separate installments and should be expended by the FY extension deadlines provided in Attachment A. Brea indicated that these funds will be directed toward street paving and roadway rehabilitation.

- $229,169, from June 2026 to June 2028
- $238,803, from June 2026 to June 2028
- $220,787, from June 2026 to June 2028
- $238,468, from June 2026 to June 2028
- $226,689, from June 2026 to June 2028
- $218,969, from June 2026 to June 2028

The City of Costa Mesa (Costa Mesa) is requesting a 24-month timely use of funds extension for $2,297,715. The funds being considered for extensions were disbursed in FY 2023-24 through four separate installments and should be expended by the FY extension deadlines. Costa Mesa indicated that these funds will be directed toward road improvements and citywide street maintenance.

- $560,612, from June 2026 to June 2028
- $605,507, from June 2026 to June 2028
- $575,599, from June 2026 to June 2028
- $555,997, from June 2026 to June 2028

The City of Dana Point (Dana Point) is requesting a 24-month timely use of funds extension for $577,450. The funds being considered for extensions were disbursed in FY 2023-24 through five separate installments and should be expended by the FY extension deadlines. Dana Point indicated that these funds will be directed toward pavement rehabilitation and maintenance.

- $42,877, from June 2026 to June 2028
- $130,429, from June 2026 to June 2028
- $140,874, from June 2026 to June 2028
- $133,915, from June 2026 to June 2028
- $129,355, from June 2026 to June 2028

Irvine is requesting a 24-month timely use of funds extension for $4,319,420. The funds being considered for extensions were disbursed in FY 2023-24 through four separate installments and should be expended by the FY extension deadlines. Irvine indicated that these funds will be directed toward pavement rehabilitation and maintenance.

- $714,801, from June 2026 to June 2028

- $1,256,473, from June 2026 to June 2028
- $1,194,411, from June 2026 to June 2028
- $1,153,735, from June 2026 to June 2028

The City of La Habra (La Habra) is requesting a 24-month timely use of funds extension for $1,265,809. The funds being considered for extensions were disbursed in FY 2023-24 through six separate installments and should be expended by the FY extension deadlines. La Habra indicated that these funds will be directed toward pavement rehabilitation and maintenance.

- $211,827, from June 2026 to June 2028
- $220,067, from June 2026 to June 2028
- $203,464, from June 2026 to June 2028
- $219,758, from June 2026 to June 2028
- $208,903, from June 2026 to June 2028
- $201,789, from June 2026 to June 2028

Santa Ana is requesting a 24-month timely use of funds extension for $4,568,869. The funds being considered for extensions were disbursed in FY 2023-24 through five separate installments and should be expended by the FY extension deadlines. Santa Ana indicated that these funds will be directed toward major roadway improvements, street rehabilitation, traffic operations, safety improvements, and bicycle lanes.

- $503,675, from June 2026 to June 2028
- $991,854, from June 2026 to June 2028
- $1,071,284, from June 2026 to June 2028
- $1,018,368, from June 2026 to June 2028
- $983,688, from June 2026 to June 2028

The City of Seal Beach (Seal Beach) is requesting a 24-month timely use of funds extension for $473,939. The funds being considered for extensions were disbursed in FY 2023-24 through six separate installments and should be expended by the FY extension deadlines. Seal Beach indicated that these funds will be directed toward pavement maintenance, Americans with Disabilities Act of 1990 (ADA) accessibility, traffic signal improvements, and environmental infrastructure.

- $9,077, from June 2026 to June 2028
- $97,061, from June 2026 to June 2028
- $89,739, from June 2026 to June 2028
- $96,925, from June 2026 to June 2028
- $92,137, from June 2026 to June 2028
- $89,000, from June 2026 to June 2028

The City of Stanton (Stanton) is requesting a 24-month timely use of funds extension for $124,010. The funds being considered for extensions were disbursed in FY 2023-24 through two separate installments and should be expended by the FY extension deadlines.

Stanton indicated that these funds will be directed toward alley resurfacing and maintenance.

- $11,183 from June 2026 to June 2028
- $112,827 from June 2026 to June 2028

The City of Villa Park (Villa Park) is requesting a 24-month timely use of funds extension for $19,846. The funds being considered for extensions were disbursed in FY 2023-24 in one installment and should be expended by the FY extension deadlines. Villa Park indicated that these funds will be directed toward street improvements and roadway construction.

- $19,846, from June 2026 to June 2028

Senior Mobility Program (SMP) Timely Use of Funds Extensions

Once issued, SMP funds expire 36 months from the check-issuance date. An extension may be granted but is limited to a total of five years from the date of disbursement. For review purposes, OCTA tracks expenditures based on the FY of receipt. Requests for extensions must be submitted prior to expiration and should be submitted as part of the semi-annual review process prior to the end of the second FY funds were disbursed. Local jurisdictions may request an extension(s) of up to two years for Board consideration; however, OCTA will track Board-approved extensions in FY increments. During this review cycle, the following SMP timely use of funds extension requests were submitted:

Aliso Viejo is requesting a 24-month timely use of funds extension for $25,204. The funds being considered for extension were disbursed in FY 2023-24 as five separate installments and should be expended by the FY extension deadline.

- $1,353, from June 2026 to June 2028
- $5,819, from June 2026 to June 2028
- $6,285, from June 2026 to June 2028
- $5,975, from June 2026 to June 2028
- $5,771, from June 2026 to June 2028

Dana Point is requesting a 24-month timely use of funds extension for $71,691. The funds being considered for extension were disbursed in FY 2023-24 as six separate installments and should be expended by the FY extension deadline.

- $11,455, from June 2026 to June 2028
- $13,033, from June 2026 to June 2028
- $11,517, from June 2026 to June 2028
- $12,439, from June 2026 to June 2028
- $11,825, from June 2026 to June 2028
- $11,422, from June 2026 to June 2028

Laguna Niguel is requesting a 24-month timely use of funds extension for $107,401. The funds being considered for extension were disbursed in FY 2023-24 as six separate installments and should be expended by the FY extension deadline.

- $19,955, from June 2026 to June 2028
- $16,731, from June 2026 to June 2028
- $17,254, from June 2026 to June 2028
- $18,635, from June 2026 to June 2028
- $17,715, from June 2026 to June 2028
- $17,111, from June 2026 to June 2028

The City of San Clemente (San Clemente) is requesting a 24-month timely use of funds extension for $104,868. The funds being considered for extension were disbursed in FY 2023-24 as six separate installments and should be expended by the FY extension deadline.

- $17,830, from June 2026 to June 2028
- $17,991, from June 2026 to June 2028
- $16,847, from June 2026 to June 2028
- $18,196, from June 2026 to June 2028
- $17,297, from June 2026 to June 2028
- $16,708, from June 2026 to June 2028

Villa Park is requesting a 24-month timely use of funds extension for $7,967. The funds being considered for extension were disbursed in FY 2023-24 as three separate installments and should be expended by the FY extension deadline.

- $2,777, from June 2026 to June 2028
- $2,640, from June 2026 to June 2028
- $2,550, from June 2026 to June 2028

Scope Changes

Local jurisdictions may request scope changes for CTFP projects if they can assure that the project benefits as committed to in the initial application can still be delivered. During this semi-annual review cycle, the following scope change requests were submitted. OCTA staff reviewed each scope change to ensure that the adjustments meet the scoring criteria of the original applications.

The County of Orange (County) is requesting a scope change for the Expanded RanchRide Transit Service Program (24-ORCO-CBT-4072) to reduce the vehicle size from a 22-passenger ADA-accessible shuttle to a 20-passenger ADA-accessible shuttle due to vendor inventory availability of only 24 and 20-passenger ADA-accessible shuttles. The vehicle size change maintains comparable vehicle maneuverability. No additional funding is being requested.

La Habra is requesting a scope change for the La Habra Community Special Event Shuttle (20-LHAB-CBT-3961) to remove service for the Our Lady of Guadalupe Church La Fiesta due to the special event no longer being held. In lieu of the removed special event, La Habra is proposing to add service for a Fourth of July event at La Bonita Park and an August Summer Concert in the Park event at Vin Scully Centennial Park within approved grant funding. No additional funding is being requested.

La Habra is requesting a scope change for the Lambert Road Corridor Regional Traffic Signal Synchronization Program Project (20-LHAB-TSP-3975) to remove items no longer needed due to being installed as part of another project, specifically 28 ADA push button assemblies, the Signal Performance Measure System, and 3,750 linear feet of new 72 single mode fiber optic (SMFO) cable, uninterrupted power supplies, controller units, close caption television (CCTV) cameras, fiber switches, and a signal cabinet due to installations being implemented or expected to be implemented in other projects. Savings from the deleted scope will be used to enhance the project by adding and modifying two video detection systems, 562 linear feet of 72 SMFO in existing conduit, adding a connector housing, three layer 3 switches, 13 pedestrian countdown heads/modules, and adding three adaptive systems to support updated field conditions and agency needs while staying within the approved grant budget. No additional funding is being requested.

The City of Mission Viejo (Mission Viejo) is requesting a scope change for the Mission Viejo Circulator and Special Event Program (24-MVJO-CBT-4079) to add new service days for alternative community events, including Arbor Day in April, for two shuttles used to transport attendees from an offsite parking location to the event venue, for a total of ten service hours, a Reading Program in April for one shuttle supporting the Library Services Reading Program by transporting participants between City Hall and Saddleback College for a total of four service hours, in July or August for National Night Out for two shuttles operating from 4:00 p.m. to 8:00 p.m. to move attendees between City Hall and the Youth Athletic Park for a total of eight service hours, in July for America 250 Parade for four shuttles operating from 8:00 a.m. to 12:00 p.m. to transport participants from Newhart Middle School and the Norman P. Murray Community Center to Saint Kilian Church for a total of 16 service hours, and in October for the Annual Furever Friends Fall Fest for two shuttles for six-hour shifts to transport attendees from the Animal Shelter to an offsite event location for a total of 12 service hours. Added special events will remain within the approved grant scope and budget. No additional funding is being requested.

Newport Beach is requesting a scope change for the Balboa Peninsula Trolley Continuation Grant (24-NBCH-CBT-4080) to delay the compressed-natural-gas (CNG) conversion on the five new trolley vehicles until September 2026 and allow for the vehicles to be operated as standard gasoline trolleys for the summer 2026 season. Due to

production and delivery delays from the trolley manufacturer resulting from issues with the trolley paint facility, water main break, and inclement weather disruptions, the vehicles are anticipated to be delivered between April and May 2026 but without the CNG conversion in place. CNG conversion is estimated to take at least a month to complete, and seasonal service begins Memorial Day weekend. In order to initiate service by the Memorial Day weekend start date, CNG conversion would take place after the summer 2026 season, with the CNG vehicles starting operations by the summer 2027 season.

OCTA, as administrative lead for the cities of Irvine and Lake Forest, is requesting a scope change for the Alton Parkway Regional Traffic Signal Synchronization Program Project (21-OCTA-TSP-4000) to remove pedestrian modules at Von Karman Avenue, Jamboree Road, Murphy, Jeffrey Road, and Muirlands Boulevard; conduit, pullboxes, CCTV equipment, and associated licenses at multiple locations including Telemetry, Fairbanks, Foster, Culver Drive, Sand Canyon Avenue, Meridian, and Muirlands Boulevard, fiber optic cable and related infrastructure at the Lake Forest Traffic Management Center (TMC), vehicle detection loops at Commercentre Drive, Monarch Boulevard, Catalina, Sunflower, and Town Centre Drive North, and a Caltrans oversight fee at Enterprise Drive and the Interstate 5 northbound ramps. Savings from the deleted scope will be used to add new and relocated video detection systems at Murphy, San Marino, West Yale Loop, and Hospital, rewiring at Hospital, video processor cards at Technology Drive West, Ada, and Muirlands Boulevard, new conduit at Towne Center Drive North, single-mode fiber optic cable at Monarch Boulevard, Catalina, Towne Center Drive South/Rancho Parkway South, Sunflower, and Town Center Drive North, advance detection loops at Fairbanks and Foster, a new drop cable between Monarch and Town Center Drive North, and install Automated Traffic Signal Performance Measures software, workstation, server, and monitor at the Lake Forest TMC. The requested adjustments are needed to address field conditions and maintain corridor functionality. No additional funding is being requested.

OCTA, as administrative lead for the cities of Lake Forest, Mission Viejo, and Rancho Santa Margarita, is requesting a scope change for the Portola Parkway/ Santa Margarita Parkway Regional Traffic Signal Synchronization Program Project (21-OCTA-TSP-4001) to remove video detection at Avenida de Las Flores, detector lead-in cable, a bicycle button at Promenade, emergency vehicle pre-emption systems at Los Alisos Boulevard, Portola Plaza/Trabuco Hills Center, and Marguerite Parkway, conduit at San Sebastian, Alicia Parkway, Avenida Empressa, Interchange Plaza, Avenida de Las Flores, El Paseo, Alma Aldea, Avenida de Los Fundadores, and Antonio Parkway, Type III electrical service at El Paseo and Alma Aldea, pullboxes at Melinda Road, San Sebastian, Interchange Plaza, El Paseo, Buena Suerta, Alma Aldea, Avenida de Los Fundadores, Antonio Parkway, Plano Trabuco Road, and landscaped areas at Los Alisos and Portola Plaza/Trabuco Hills Center, a Caltrans cooperative agreement and fee at Auto Center Drive and State Route 241 northbound ramps, ADA ramps at Marguerite Parkway, ethernet switch and power supply at Antonio Parkway, and various fiber optic, splice, patch panel, and small form-factor pluggable (SFP) components at Rancho Parkway, Saddleback Parkway, Lake Forest Drive, Antonio Parkway, and Glenn Ranch Road due to redesigns and concurrent city projects. Savings from the deleted scope will be used to add conduit, detector lead-in cable, fiber optic cable and testing at numerous locations along the corridor, labor to install

city-procured radar detection systems, controllers at Alma Aldea; new and upgraded pullboxes at multiple intersections including Monterey, Promenade, Paloma, Alton Parkway, Market Street, Bake Parkway, Auto Center Drive, Town Center Drive/Pauling, Glenn Ranch Road, and Avenida de Las Flores, upgraded SFP modules to increase communications bandwidth; removal of existing copper communication lines, a monitor at the Rancho Santa Margarita Traffic Management Center, and relocation of equipment including battery backup systems, Ethernet switches, bicycle buttons, and controllers. The requested adjustments are needed to address field conditions and equipment life-cycle issues. No additional funding is being requested.

OCTA, as administrative lead for the cities of Irvine and Lake Forest, is requesting a scope change for the Bake Parkway and Rockfield Boulevard Regional Traffic Signal Synchronization Program Project (22-OCTA-TSP-4022) to remove improvements now provided under city projects, including pedestrian modules, accessible pedestrian push buttons, quad camera systems, fusion splicing, CCTV equipment and licenses at specified intersections, Ethernet switches, splice enclosures, patch panels, SFP modules, 1,464 linear feet of 72-count single-mode fiber and 440 linear feet of 2-inch conduit at Harvest Way, and 5,259 linear feet of 72-count single-mode fiber between Artist Way/Cape May and Los Alisos Boulevard. Savings from the deleted scope will be used to add installation of 900 linear feet of 60-hybrid fiber optic cable, additional pullboxes (six #6 pullboxes between Boeing Lane and Harvest Way, 13 B40 pullboxes between Toledo Way and Los Alisos Boulevard, and one No. 5 pullbox between Artist Way/Cape May and South Point Drive), new conduit segments totaling 145 linear feet at specified locations, a splice enclosure at Toledo Way, a patch panel at Portola Parkway, two 1-gigabyte SFP modules at Centre Drive, two workstations for the City of Irvine Traffic Management Center, and adjustments to 4-inch conduit quantities at Research Drive, Irvine Center Drive, and Cromwell/Calle Entrada. The scope change also replaces proposed No. 6E pullboxes with No. 6 pullboxes due to space constraints and substitutes new video detection systems for obsolete EdgeConnect cards. The requested adjustments are needed due to concurrent city projects, field conditions, and updated communications needs while maintaining corridor functionality. No additional funding is being requested.

The City of Orange (Orange) is requesting a scope change for the Tustin Avenue–Rose Drive Regional Traffic Signal Synchronization Program Project (20-ORNG-TSP-3976) to remove previously installed improvements including Accessible Pedestrian Signals at Irvine Boulevard/Yorba Street, remove Central Processing Units at Tustin Avenue/Wellington Avenue, Tustin Avenue/Tustin Centre, and Tustin Avenue/ Santa Clara Avenue with the addition of one new EOS-compatible traffic signal controller at each of those three intersections, revise fiber infrastructure by replacing 144-count single-mode fiber with 120-count single-mode fiber between Santa Clara Avenue and 17th Street, deleting 645 linear feet of new fiber in that segment, removing 2,390 linear feet of signal interconnect cable between Santa Clara Avenue and 17th Street, reinstalling 45 linear feet of existing single-mode fiber at Tustin Avenue/Fruit Street and 45 linear feet at Tustin Avenue/Tustin Centre, adding one Fiber Distribution Unit (FDU) at each of those two intersections, and modifying fiber splicing at Tustin Avenue/17th Street by deleting a new FDU and adding one Closet Connector Housing panel to the existing FDU. The

scope change reallocates traffic signal controller cabinets, foundations, conduits, and Southern California Edison services by deleting those improvements at Tustin Avenue/ 4th Street and adding a Type II dual service cabinet and Southern California Edison service at Tustin Avenue/Tustin Centre, and by converting the planned Type II service at Tustin Avenue/Fruit Street to a Type III service installed on a new foundation. Remove three years of Signal Performance Measures at 20 intersections along Tustin Street including Santa Ana Canyon Road, Lincoln Avenue, State Route 55 southbound on-ramp, Heim Avenue, Village Town Center, East Village Way, Meats Avenue, Briardale Avenue, Taft Avenue, Van Owen Avenue, Katella Avenue, Quincy Avenue, Collins Avenue, Mayfair Avenue, Walnut Avenue, Palm Avenue, Chapman Avenue, Palmyra Avenue, La Veta Avenue, and Fairhaven Avenue, deletes vehicle video detection at Tustin Street/Chapman Avenue and Tustin Street/Katella Avenue, deletes emergency vehicle preemption at Tustin Street/Katella Avenue and Tustin Street/Meats Avenue, deletes a traffic signal controller at Tustin Street/Katella Avenue, modifies existing controller cabinet foundations at Tustin Street/Walnut Avenue, Quincy Avenue, Taft Avenue, Heim Avenue, and Santa Ana Canyon Road, installs 50 linear feet of conduit at Tustin Street/East Village Way, removes the proposed cell modem at Tustin Street/ Santa Ana Canyon Road, adds wireless radio systems at Tustin Street/ Santa Ana Canyon Road, Tustin Street/Lincoln Avenue, and a midpoint location between those intersections, and adds closed-circuit television camera systems at Tustin Street/ Meats Avenue, Briardale Avenue, Collins Avenue, and Fairhaven Avenue. Replace Active Pedestrian Safety Systems with ADA-compliant pedestrian push buttons at Rose Drive/ Yorba Linda Boulevard (four crosswalks), Rose Drive/Buena Vista Avenue (three crosswalks), and Rose Drive/Alta Vista Street (four crosswalks), adding 1,080 linear feet of 72-count single-mode fiber and deleting 165 linear feet of 12-count single-mode fiber between Rose Drive/Yorba Linda Boulevard and Orangethorpe Boulevard, removing 9,970 linear feet of signal interconnect cable, installing 120 linear feet of conduit, installing six No. 6E pullboxes and six fiber patch panels at specified Rose Drive intersections, adding eight additional No. 6 pullboxes due to conduit capacity issues, modifying splice enclosures at six Rose Drive intersections, and installing housing and frames for countdown pedestrian heads at Rose Drive/Buena Vista Avenue. Remove 2,800 linear feet of fiber and associated conduit between Wabash Avenue, Imperial Highway, and Bastanchury Road, adding wireless radio systems at Rose Drive/Wabash Avenue and Rose Drive/Bastanchury Road, modifying fiber and conduit installations between Bastanchury Road, Equestrian Xing, and Pedestrian Xing with specific quantities of conduit, 72-count and 12-count fiber, and adding a new fiber segment along Bastanchury Road consisting of 3,660 linear feet of 72-count single-mode fiber, 95 linear feet of 12-count single-mode fiber, 1,370 linear feet of signal interconnect cable removal, 895 linear feet of conduit, four pullboxes, two splice enclosures, and one Fiber Distribution Unit/Fiber Patch Panel. Cost savings from deleted or modified items will be applied to complete essential communications and signal system improvements. The requested adjustments avoid duplicating improvements already installed through other projects, address traffic system and software compatibility issues, accommodate field constructability constraints and revised utility requirements, and respond to Caltrans ROW limitations. No additional funding is being requested.

The City of Placentia (Placentia) is requesting a scope change for the Catch Basin Insert Project – Phase 6 (20-PLAC-ECP-3988) to omit installation of connector pipe screen devices at 32 catch basin locations out of the 108 catch basin locations identified in the project application. 17 of those 32 catch basin locations did not receive any automated retractable screens which were determined to be infeasible during construction. Savings from the deleted scope will be used to add installation of 12 automated retractable screens across 13 catch basins and one additional connector pipe screen device at one catch basin location. The adjustments address field-verified constructability constraints, existing infrastructure conflicts, and hydraulic limitations identified during construction while maintaining trash capture effectiveness and reducing pollutant discharge to the storm drain system. The project was completed on October 5, 2021, with a final cost of $197,972, which reduces the full eligible CTFP grant amount from $160,000 to $158,376.

San Clemente is requesting a scope change for the On-Demand Transit Programs (24-SCLM-CBT-4082), which includes Project V funding to continue the San Clemente Rideshare (SC Rideshare) Service and implement the new First/Last Mile microtransit service. The City proposes to cancel the first/last mile program from the project to avoid duplicative services with the existing SC Rideshare program and the forthcoming Clean Mobility Options program, which could create confusion for riders and the public, and add unnecessary administrative complexity. With the removal of the first/last mile service, the grant amount is reduced to $1,057,500, reflecting the funding allocated solely for the SC Rideshare Service.

San Clemente is requesting a scope change for the El Camino Real Vicinity Runoff Corridor Project (24-SCLM-ECP-4091) to reduce the number of connector pipe screens (CPS) from 47 to 44, ARS from 208 to 204, and catch basin locations receiving improvements from 74 to 71. Savings from the deleted scope will be used to add side deflectors, custom design drawings, extra bracing, one CPS-Mod 9.0, and asphalt removal and preparation work. The adjustments address site-specific constructability constraints and jurisdictional findings identified during construction to maintain full-capture or equivalent trash treatment at all remaining San Clemente-owned catch basins and remove three catch basins located outside San Clemente jurisdiction.

The City of San Juan Capistrano (San Juan Capistrano) is requesting a scope change for the Expanded Summer Weekend and Special Event Trolley Service (24-SJCP-CBT-4083) to expand the operating hours for the Project V trolley service on December 6, 2025, in conjunction with San Juan Capistrano's annual Christmas Tree Lighting Ceremony from 3:00 p.m. to 10:00 p.m. to operate from 11:00 a.m. to 10:00 p.m., adding four additional hours of service to better accommodate increased travel demand associated with the event. The proposed modification does not change the approved service area, route, vehicle type, or existing connections to OCTA transit services and remains consistent with the approved funding allocation. The expanded service hours are intended to reduce traffic and parking impacts, improve access to the event, and respond to demonstrated ridership demand, and have been confirmed as operationally feasible by the service operator.

Transfers

The CTFP guidelines allow jurisdictions to request to transfer up to 100 percent of savings of funds between subsequent phases or years within a project. Funds can only be transferred to a phase or year that has already been awarded competitive funds. Such requests must be made prior to the acceptance of a final report and submitted as part of the semi-annual review process. During this semi-annual review cycle, the following transfer request was submitted due to the need to utilize project savings:

OCTA, as the administrative lead for the cities of Costa Mesa, Irvine, and Tustin, is requesting a transfer of project savings of $3,673 from the IMP phase to the O&M phase of the Red Hill Avenue Regional Traffic Signal Synchronization Program Project (19-OCTA-TSP-3939).

Additionally, approval is requested for an OCTA-initiated transfer of savings for the Project V Newport Beach Balboa Island/Corona del Mar Local Area Transit Service (25-NBCH-CBT-5022). Staff is requesting project savings from all FYs moving forward from the initial marketing, capital, and O&M phases in amounts to be determined to be distributed to the immediate subsequent year on a go forward basis.

OCTA-Initiated Request: Technical Adjustment

The CTFP guidelines advises local agencies to issue separate Notice-to-Proceed (NTP) while combining contracts for both the IMP and O&M phases. If a local agency follows the stated advice, then the NTP date will be considered the date of encumbrance. Local agencies are provided an initial 36 months to expend grant funds with opportunities to request timely use of funds extensions through the semi-annual review in accordance with the CTFP guidelines. During this review cycle, the following timely use of funds extension request needs to be adjusted.

As a part of the March 2021 semi-annual review, the City of Fullerton (Fullerton) submitted a timely use of funds extension for the IMP and O&M phases of the Orangethorpe Avenue/Esperanza Road Regional Traffic Signal Synchronization Program Project (18-FULL-TSP-3896) for 24 months. In the CTFP June 14, 2021, OCTA Board report for the March 2021 semi-annual review the Attachment B incorrectly listed the proposed expenditure deadline for the IMP phase as February 2, 2019, which was based off the contract effective date. Following the CTFP guidelines, the proposed expenditure deadline should have been listed as June 1, 2019, to correspond with Fullerton's issued NTP for the IMP phase. Approval of this technical adjustment revises the proposed expenditure deadline of the IMP phase to June 1, 2019.

Approval of a technical adjustment is also requested for the Dana Point Trolley Continuity Program (20-DNPT-CBT-3959) in order to simplify the varied match rates utilized when processing reimbursement. As part of the March 2025 semi-annual review, the Board approved a technical adjustment to combine the funding for FY 2021-22, FY 2022-23, and FY2023-24 into one aggregate allocation for FY 2023-24 to be consistent with the start of the project. However, the original Project V funds were awarded with varying annual match rates (ranging from ten percent to 100 percent local match), which now creates administrative complexity when processing reimbursements under the

consolidated allocation. To address this, staff proposes applying a single aggregate reimbursement match rate of 64.87 percent for OCTA and 35.13 percent for Dana Point, which would be applied consistently to the Initial Marketing, CAP, and O&M phases across all fiscal years of the grant. This adjustment simplifies administration and allows Dana Point to maximize use of CTFP funds within the existing 2020 approved grant programming and limits. The adjustment does not modify fund sources or the total OCTA grant amount.

OCTA

COMMITTEE TRANSMITTAL

June 8, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Comprehensive Transportation Funding Programs – 2026 Call for Projects Programming Recommendations

Regional Transportation Planning Committee Meeting of June 1, 2026

Present: Directors Go, Harper, Kleiman, Klopfenstein, Tavoularis, and Tettemer
Absent: Director Foley

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

A. Approve the award of $55.67 million in 2026 Regional Capacity Program (Project O) funds to eight local jurisdiction projects.

B. Approve the award of $12.29 million in 2026 Regional Traffic Signal Synchronization Program (Project P) funds to six local jurisdiction projects.

OCTA

June 1, 2026

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Comprehensive Transportation Funding Programs – 2026 Call for Projects Programming Recommendations

Overview

The Orange County Transportation Authority issued the 2026 annual Measure M2 Comprehensive Transportation Funding Programs Regional Capacity Program and Regional Traffic Signal Synchronization Program call for projects in September 2025. Project applications were due in November 2025. A list of projects recommended for funding is presented for the Orange County Transportation Authority Board of Directors' review and approval.

Recommendations

A. Approve the award of $55.67 million in 2026 Regional Capacity Program (Project O) funds to eight local jurisdiction projects.

B. Approve the award of $12.29 million in 2026 Regional Traffic Signal Synchronization Program (Project P) funds to six local jurisdiction projects.

Background

The Regional Capacity Program (RCP), Project O, is the Measure M2 (M2) competitive funding program through which the Orange County Transportation Authority (OCTA) supports streets and roads capital projects. The Regional Traffic Signal Synchronization Program (RTSSP), Project P, is the M2 competitive program which provides funding for signal synchronization projects.

Both programs are included in the Comprehensive Transportation Funding Programs (CTFP), which includes all the competitive M2 programs that provide grants to local jurisdictions for transit, streets and roads, and environmental cleanup. These programs are subject to a call for projects (call), which is guided by the Board of Directors (Board)-approved CTFP guidelines. The CTFP

guidelines are updated before each call and include scoring criteria developed in collaboration with the OCTA Technical Advisory Committee (TAC), which is comprised of representatives from the 35 local jurisdictions.

The CTFP guidelines for the 2026 call were approved by the Board on September 8, 2025. At that meeting, the Board also authorized issuance of the current call. Based on the cash flow assumptions available at that time, the anticipated combined annual funding level for these programs was approximately $42 million, with additional funding subject to availability. The deadline to submit projects for consideration for the 2026 CTFP call was November 20, 2025.

Discussion

RCP

OCTA received nine applications from seven local jurisdictions requesting a total of $97.05 million in RCP funding as further detailed in Attachment A. During the application process, one project application was withdrawn by the City of Fullerton to allow for further refinement of the project scope, reducing the total requested funding for this call to $94.40 million. The remaining eight applications were reviewed for eligibility, consistency, adherence to the guidelines, and overall M2 program objectives. Applications were evaluated and ranked based on the scoring criteria identified in the guidelines. During the review process, staff worked with the local jurisdictions to address technical issues such as application scoring corrections, scope of work clarifications, and refinement of final project funding requests.

Based upon these reviews, funding is recommended for eight projects, totaling $55.67 million (inflationary adjustments added, as appropriate). The recommended amount differs from what was originally requested by the local jurisdictions due to the removal of ineligible costs identified in the applications, reductions in project cost estimates, and adjustments to local match contributions. The revised recommended grant amounts reflect only the project scope components and costs that appear to be eligible or potentially eligible under the guidelines. Attachment B provides additional detail on the programming recommendations.

The recommended RCP funding will support projects in the cities of Anaheim, Irvine, Orange, Santa Ana, San Juan Capistrano, and the County of Orange. Of the eight recommended projects, six will provide arterial capacity improvements, including completion of a new roadway to close a network gap, while two will provide enhancements to freeway-to-arterial/street transitions.

Implementation of these projects in aggregate is anticipated to produce notable congestion-reducing benefits in Orange County, while enhancing the arterial system overall.

RTSSP

With respect to the RTSSP, OCTA received seven applications requesting a total of $12.75 million in funding. During the technical review process, one project was deemed ineligible for this cycle because it did not meet the CTFP guidelines requirement that projects be included in the applicable Local Signal Synchronization Plans. With the removal of the ineligible application, the total requested funding for this call was reduced to $12.29 million. Staff worked with the remaining local jurisdictions to address technical issues related to construction unit cost refinements and project scope of work clarifications. Attachment A provides additional details on the submitted projects.

Based on these reviews, awards totaling $12.29 million are recommended to fund six RTSSP projects. All six of the recommended RTSSP projects are anticipated to be initiated by the local jurisdiction in fiscal year 2026-27. Together, these projects will improve throughput on six arterial roadways in the cities of Aliso Viejo, Anaheim, Dana Point, Fullerton, Irvine, Laguna Hills, Laguna Niguel, Mission Viejo, Placentia, Santa Ana, Tustin, Yorba Linda, and the County of Orange. Additional details on the recommended RTSSP projects are provided in Attachment C.

The table below provides an overall summary of the funding recommendations:

2026 CTFP Call Summary ($ in millions)			
	RCP	**RTSSP**	**Total**
Number of Applications Recommended for Approval	8	6	14
Amount Recommended for Approval (escalated)	$55.67	$12.29	$67.96

Staff recommends the award of $67.96 million for 14 projects under the RCP and RTSSP. This recommended amount exceeds the typical annual funding range previously identified for these programs, as updated cash flow assumptions support a higher funding level in this cycle. The updated assumptions considered existing program requirements, anticipated project delivery schedules, and available RCP and RTSSP cash flow. While the most recent cash flow report shared with the Board in October 2025 reflected a

reduction in overall M2 sales tax revenue assumptions, the timing of current commitments and projected expenditures supports funding all eligible projects submitted in the 2026 call. Funding all eligible projects in the 2026 call will reduce flexibility for future cycles; however, currently assumed future call amounts remain supportable, and future call cycles are expected to return to levels more consistent with the long-term program plan.

The CTFP guidelines include a tiered funding approach that prioritizes projects for funding when available revenues are insufficient to fund all eligible projects. However, because all eligible RCP and RTSSP projects submitted in this cycle are recommended for funding, the tiered funding approach was not applied.

These recommendations will support 14 local jurisdiction projects that are expected to provide meaningful regional mobility benefits, reduce congestion, improve arterial operations, and enhance the efficiency of Orange County's roadway network. A map displaying the 2026 RCP and RTSSP recommended projects is provided in Attachment D.

The OCTA Technical Steering Committee and TAC reviewed and recommended the RCP and RTSSP awards for Board approval at their meetings in April 2026.

Next Steps

With Board approval of these recommendations, staff will initiate letter agreements between OCTA and the appropriate local jurisdictions. As these projects advance, staff will continue to monitor their status and project delivery through the semi-annual review process.

Summary

Programming recommendations to award $67.96 million to 14 projects in M2 2026 RCP and RTSSP funds are presented for Board approval.

Attachments

A. 2026 Measure M2 Call for Projects – Applications Received
B. 2026 M2 Regional Capacity Program (Project O) Call for Projects – Programming Recommendations
C. 2026 M2 Regional Traffic Signal Synchronization Program (Project P) Call for Projects – Programming Recommendations
D. 2026 Project O and P Awards

Prepared by:

Cynthia Morales
Principal Transportation Funding Analyst
(714) 560-5905

Approved by:

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

ATTACHMENT A

2026 Measure M2 Call for Projects – Applications Received

Regional Capacity Program (Project O) Applications

Jurisdiction	Project [1]	Fund	Phase	Local Match Rate	Total M2 Request	Local Match	Total Cost
Anaheim	Lincoln Avenue Improvements from Euclid Street to Interstate 5	ACE	ENG	25%	$ 510,000	$ 170,000	$ 680,000
Anaheim	Orangewood Avenue at State Route 57 Undercrossing Improvements	FAST	ENG	25%	$ 330,000	$ 110,000	$ 440,000
County of Orange	Cow Camp Road Completion Project	ACE	CON	25%	$ 73,722,675	$ 24,574,225	$ 98,296,900
Irvine	Sand Canyon Avenue Enhancements (Alton Parkway to Quail Hill Parkway)	ACE	ENG	25%	$ 792,000	$ 263,000	$ 1,055,000
Orange	Cannon Street Improvements - Santiago Road to Serrano Avenue	ACE	CON	25%	$ 6,105,092	$ 2,035,031	$ 8,140,123
San Juan Capistrano	La Novia Avenue Bridge Replacement Project	ACE	ENG	40%	$ 1,458,000	$ 972,000	$ 2,430,000
Santa Ana	Fairview Street Improvements (Monte Carlo Drive to Trask Street)	ACE	CON	25%	$ 4,559,522	$ 1,519,841	$ 6,079,363
Santa Ana	Fairview Street Improvements (9th Street to 16th Street)	ACE	CON	87%	$ 6,920,000	$ 47,868,000	$ 54,788,000
				PROJECT O REQUESTED TOTALS	**$ 97,045,189**	**$ 78,394,697**	**$ 175,439,886**

Regional Traffic Signal Synchronization Program (Project P) Applications

Jurisdiction	Project	Fund	Signals	Local Match Rate	Total M2 Request	Local Match	Total Cost
Aliso Viejo	Oso Parkway / Pacific Park Drive / Glenwood Drive RTSSP	RTSSP	52	20%	$ 3,065,208	$ 766,302	$ 3,831,510
Irvine	Jeffrey Road/University Drive RTSSP	RTSSP	33	20%	$ 1,979,509	$ 494,877	$ 2,474,387
Laguna Niguel	Niguel Road RTSSP	RTSSP	17	20%	$ 1,265,666	$ 316,417	$ 1,582,083
Placentia	Alta Vista Street RTSSP	RTSSP	6	20%	$ 449,984	$ 112,496	$ 562,480
Placentia	Placentia Avenue RTSSP	RTSSP	16	20%	$ 1,199,912	$ 299,978	$ 1,499,890
Tustin	Irvine Boulevard-4th Street RTSSP	RTSSP	26	20%	$ 1,948,092	$ 487,023	$ 2,435,116
Yorba Linda	Bastanchury Road RTSSP	RTSSP	36	20%	$ 2,842,505	$ 710,626	$ 3,553,131
				PROJECT P REQUESTED TOTALS	**$ 12,750,876**	**$ 3,187,719**	**$ 15,938,595**

1. The City of Fullerton withdrew their submitted Project O application totaling $2,647,900 for planning work on Bastanchury Road.

Acronyms:

ACE - Arterial Capacity Enhancements
CON - Construction
ENG - Engineering
FAST - Freeway Arterial/Streets Transitions
M2 - Measure M2
RTSSP - Regional Traffic Signal Synchronization Program

ATTACHMENT B

2026 M2 Regional Capacity Program (Project O)
Call for Projects - Programming Recommendations

RECOMMENDED FOR FUNDING

No	Jurisdiction	Fiscal Year	Project	Fund	Phase	Total M2 Grant*	Estimated Local Match**	Local Match Rate	Total Programming
1	County of Orange†	26/27	Cow Camp Road Completion Project[1]	ACE	CON	$ 5,030,827	$ 5,030,827	50%	$ 10,061,654
		27/28				$ 27,414,303	$ 27,414,303	50%	$ 54,828,606
		28/29				$ 5,682,098	$ 5,682,098	50%	$ 11,364,196
			Cow Camp Road Completion Project Subtotal			**$ 38,127,228**	$ 38,127,228	50%	$ 76,254,456
2	Anaheim	26/27	Lincoln Avenue Improvements from Euclid Street to Interstate 5	ACE	ENG	**$ 510,000**	$ 170,000	25%	$ 680,000
3	Anaheim	26/27	Orangewood Avenue at State Route 57 Undercrossing Improvements	FAST	ENG	**$ 330,000**	$ 110,000	25%	$ 440,000
4	Irvine†	26/27	Sand Canyon Avenue Enhancements (Alton Parkway to Quail Hill Parkway)[2]	FAST	ENG	**$ 866,250**	$ 288,750	25%	$ 1,155,000
5	Orange	27/28	Cannon Street Improvements - Santiago Road to Serrano Avenue[3]	ACE	CON	**$ 3,034,007**	$ 1,357,377	31%	$ 4,391,384
6	San Juan Capistrano	26/27	La Novia Avenue Bridge Replacement Project[4]	ACE	ENG	**$ 1,399,900**	$ 1,030,480	42%	$ 2,430,380
7	Santa Ana†	27/28	Fairview Street Improvements (Monte Carlo Drive to Trask Street)	ACE	CON	**$ 4,570,575**	$ 1,523,525	25%	$ 6,094,100
8	Santa Ana†	26/27	Fairview Street Improvements (9th Street to 16th Street)[4]	ACE	CON	**$ 6,837,500**	$ 2,279,750	25%	$ 9,117,250
			PROJECT O PROGRAMMING TOTALS			**$ 55,675,460**	$ 44,887,110		$ 100,562,570

**Includes escalation of 2.8 percent for all construction phases programmed for fiscal years 2027/28 and 2028/29.*

***Actual match amount is determined by the match rate percentage. Dollar amount is listed for estimate purposes.*

† *Pre-award authority requested.*

1. Applicant requested additional funding; however, the award has been reduced to reflect revised cost estimates and increased local match. The total project cost is $79.75 million for CON. The total M2 grant plus local match is $76.25 million; an additional $5.60 million to come from local sources (Rancho Mission Viejo). Applicant original request was submitted as one CON phase; however, the award has been programmed across three FYs as the project will be delivered in three distinct segments to close the existing gap between Cow Camp Road and Ortega Highway. With funding programmed in FY 26/27 for Segment 2C-2, FY 27/28 for Segment 2D-1, and FY 28/29 for 2D-2, applicant will be required to award three separate CON contracts with individual timely use of funds deadlines and project final reports.

2. Applicant original request was submitted under the ACE Program. Project moved under the FAST Program due to project scope improving connections to the Interstate 405 interchange. Applicant initially requested less funding; however, the award has been increased to reflect eligibility of Caltrans oversight fee due to FAST improvements requiring Caltrans coordination.

3. Applicant requested additional funding; however, the award has been reduced to reflect the eligibility of project components, primarily the removal of a Class I bicycle facility. Additionally, the match rate was revised in accordance to the impact fee report. Total project cost is $8.03 million. The total M2 grant plus local match is $4.39 million; an additional $3.64 million to come from local sources.

4. Applicant requested additional funding; however, the award has been reduced to reflect refinements to the revised cost estimate.

Acronyms:

ACE - Arterial Capacity Enhancements
Caltrans - California Department of Transportation
CON - Construction
ENG - Engineering
FAST - Freeway Arterial/Street Transitions
FY - Fiscal Year
M2 - Measure M2
No. - Number

ATTACHMENT C

2026 M2 Regional Traffic Signal Synchronization Program (Project P) Call for Projects - Programming Recommendations

RECOMMENDED FOR FUNDING

No	Jurisdiction	Fiscal Year	Project	M2 Funding Primary Implementation	M2 Funding Operations & Maintenance	Total M2 Grant	Estimated Local Match*	Local Match Rate	Total Programming
1	Aliso Viejo	26/27	Oso Parkway/Pacific Park Drive/Glenwood Drive RTSSP	$ 2,877,208	$ 188,000	**$ 3,065,208**	$ 766,302	20%	$ 3,831,510
2	Irvine†	26/27	Jeffrey Road/University Drive RTSSP	$ 1,834,309	$ 145,200	**$ 1,979,509**	$ 494,877	20%	$ 2,474,387
3	Laguna Niguel	26/27	Niguel Road RTSSP[1]	$ 1,177,226	$ 82,720	**$ 1,259,946**	$ 314,987	20%	$ 1,574,933
4	Placentia	26/27	Placentia Avenue RTSSP	$ 1,138,472	$ 61,440	**$ 1,199,912**	$ 299,978	20%	$ 1,499,890
5	Tustin	26/27	Irvine Boulevard - 4th Street RTSSP	$ 1,824,012	$ 124,080	**$ 1,948,092**	$ 487,023	20%	$ 2,435,116
6	Yorba Linda	26/27	Bastanchury Road RTSSP	$ 2,699,625	$ 142,880	**$ 2,842,505**	$ 710,626	20%	$ 3,553,131
			PROJECT P PROGRAMMING TOTALS	$ 11,550,852	$ 744,320	**$ 12,295,172**	$ 3,073,793		$ 15,368,965

**Actual match amount is determined by the match rate percentage. Dollar amount is listed for estimate purposes.*

† *Pre-award authority requested.*

1. Applicant original request was higher; however, the M2 grant has been reduced to reflect the revised cost estimate.

NOT RECOMMENDED FOR FUNDING (Ineligible - Does Not Meet Project P Eligibility Requirements Based Upon Local Signal Synchronization Plan Consistency)

No	Jurisdiction	Fiscal Year	Project	M2 Funding Primary Implementation	M2 Funding Operations & Maintenance	Total M2 Grant	Estimated Local Match*	Local Match Rate	Total Programming
1	Placentia^	26/27	Alta Vista Street RTSSP	$ 414,592	$ 35,392	**$ 449,984**	$ 112,496	20%	$ 562,480

^Project is not recommended for programming due to not complying with CTFP Guidelines minimum requirements, specifically with respect to the project being consistent with Local Signal Synchronization Plans. Corridor not included on adopted local synchronization network or identified as a future coordinated roadway on jurisdiction's Local Signal Synchronization Plan.

Acronyms:

CTFP - Comprehensive Transportation Funding Programs

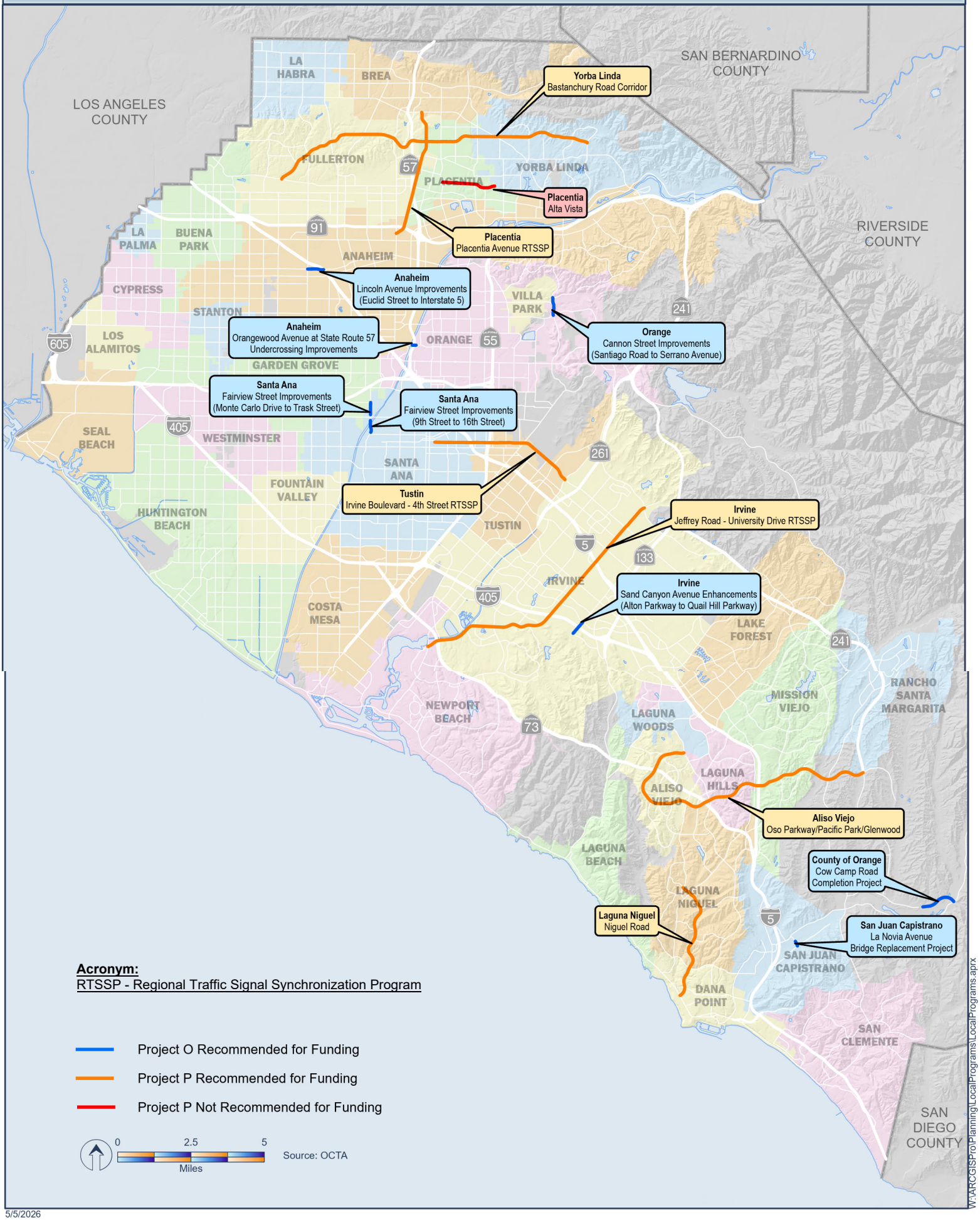
M2 - Measure M2

No. - Number

RTSSP - Regional Traffic Signal Synchronization Program

2026 Project O and P Awards

ATTACHMENT D



Acronym:
RTSSP - Regional Traffic Signal Synchronization Program

Project O Recommended for Funding

Project P Recommended for Funding

Project P Not Recommended for Funding

0 2.5 5
Miles

Source: OCTA

W:\ARCGISProPlanning\LocalPrograms\LocalPrograms.aprx

5/5/2026

Comprehensive Transportation Funding Programs
2026 Call for Projects
Programming Recommendations

Background

Program	Project O	Project P
Goals and Objective	Project O provides funding to complete the MPAH. In addition, the program provides for intersection improvements and other projects to help improve street operations and reduce congestion	Project P targets to coordinate over 2,000 signalized intersections in the County across jurisdictional boundaries including cities, the County of Orange, and Caltrans
Percent of M2 Allocation	Ten percent of M2 Net Revenues	Four percent of M2 Net Revenues
Call Amount (on average)	Approximately $27 million awarded per call	Approximately $10.3 million awarded per call
Impact	Through 15 calls, 195 projects awarded, more than $432 million (includes leveraged external funds)	Through 15 calls, 138 projects awarded, more than $172 million (includes leveraged external funds)

Call – Call for projects
Caltrans – California Department of Transportation
MPAH - Master Plan of Arterial Highways
M2 – Measure M2

Regional Capacity Program

- Closes gaps in the local road network
- Improves intersections to enhance street operations
- Provides better interfaces with the highway system
- Project O funds awarded to date: $407.8 million

Project O Examples



Bastanchury Road Improvements
City of Yorba Linda



Grand Avenue Improvements
City of Santa Ana



Oso Parkway Improvements
City of Mission Viejo



Newport Boulevard Improvements
City of Newport Beach

Regional Traffic Signal Synchronization

- Reduces travel times, stops and delays
- Invests in future-proofing the systems
- Improves traffic flow and makes the system more efficient
- Project P funds awarded to date: $154.2 million

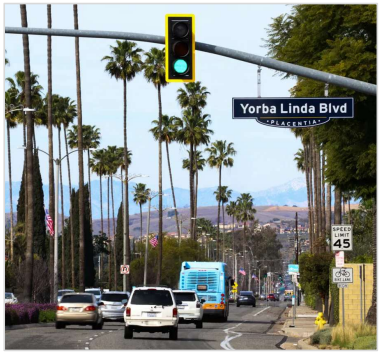
Project P Examples



Golden Lantern/
Moulton Parkway
City of Laguna Niguel



Marguerite Parkway
City of Mission Viejo

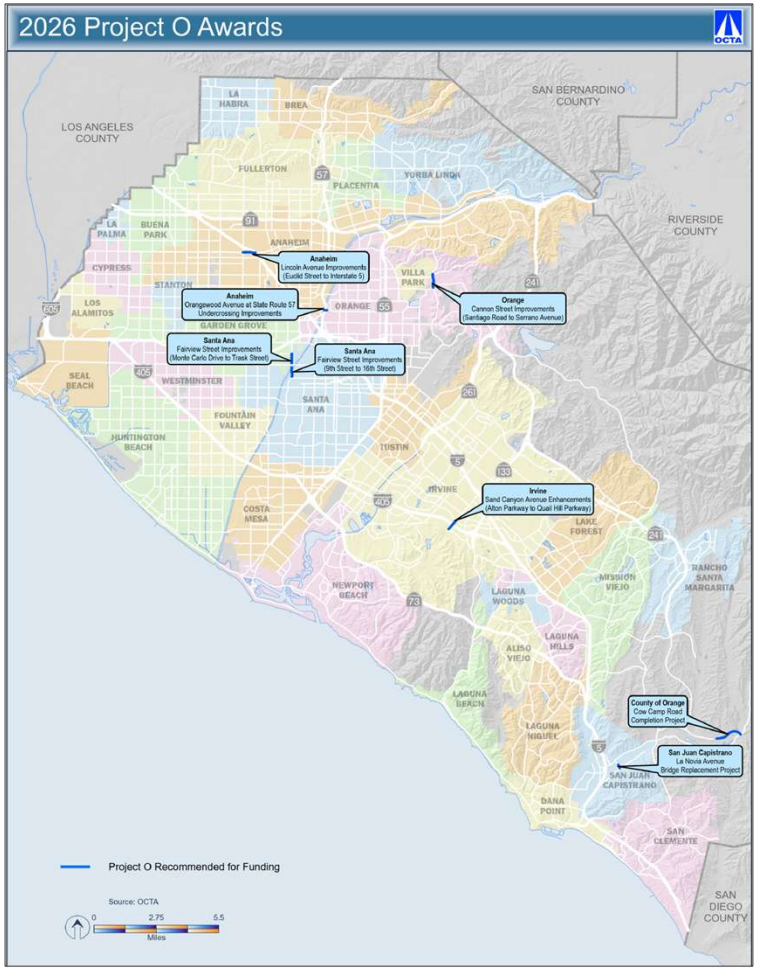


Kramer Boulevard/
Yorba Linda Boulevard
City of Placentia



Seal Beach Boulevard/
Bolsa Avenue
City of Seal Beach

Staff Recommendations: Project O

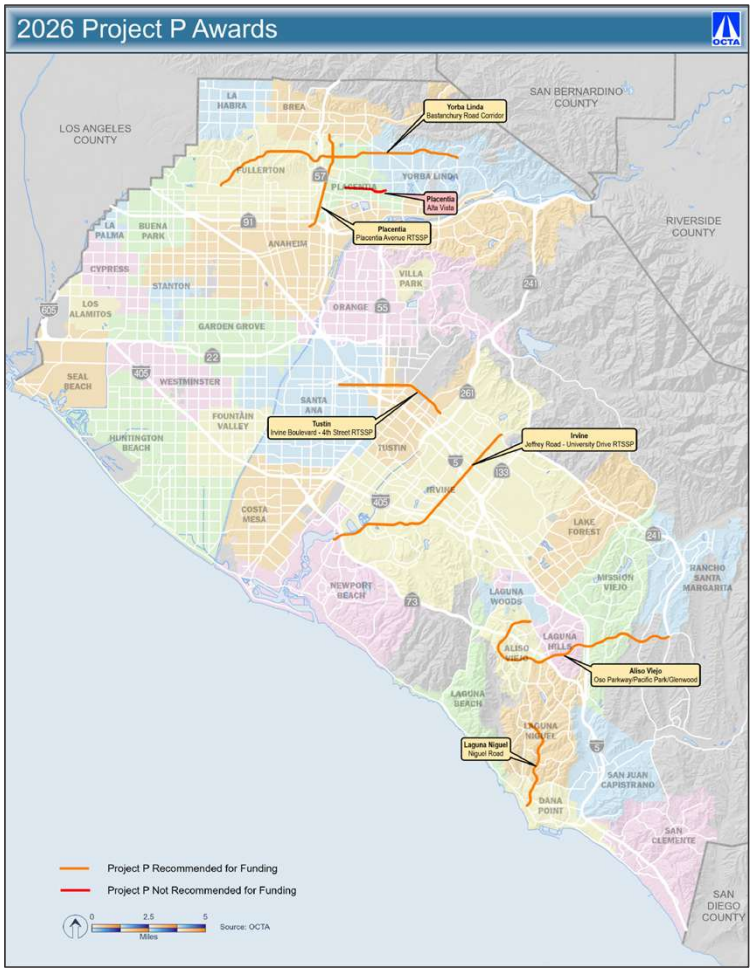


Approve eight projects totaling $55.67 million in RCP Funds

- $3.10 million for four design phases
  - Funds for added through lanes, turn lanes, Class IV bicycle facilities, and enhancements to the SR-57 and I-405 ramp intersections
- $52.57 million for four construction phases
  - Funds for added through lanes, mixed-use path, sidewalks, Class II bicycle lanes, roundabout, signalized intersections, and completion of a new MPAH roadway

I-405 – Interstate 405
MPAH – Master Plan of Arterial Highways
RCP - Regional Capacity Program
SR-57 – State Route 57

Staff Recommendations: Project P



Approve six projects totaling $12.29 million in RTSSP Funds

- Improvements to 169 signals along 44.65 miles of streets
- Coordination of traffic flow across 13 local jurisdictions

RTSSP - Regional Traffic Signal Synchronization Program

2026 Call Timeline and Milestones

- September 8, 2025 – OCTA Board Call Authorization and CTFP Guidelines Approval
- November 20, 2025 – Application Deadline
- April 22, 2026 – Technical Advisory Committee
- June 1, 2026 – Regional Transportation Planning Committee
- June 8, 2026 – OCTA Board Final Approval
- July 1, 2026 – Programming of Project O and Project P Grants *(subject to Board approval)*

Board – Board of Directors
CTFP – Comprehensive Transportation Funding Programs
OCTA – Orange County Transportation Authority

COMMITTEE TRANSMITTAL

June 8, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan

Executive Committee Meeting of June 1, 2026

Present: Chair Federico, Vice Chair Jung, Directors Chaffee, Hennessey, Klopfenstein, and Wagner
Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

A. Approve the development of the 405 Corridor Plan as the only expenditure in the Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan.

B. Approve the charter for and the establishment of the 405 Corridor Technical Advisory Committee.

C. Direct staff to return with a draft 405 Express Lanes Excess Toll Revenue Expenditure Plan to prioritize capital projects for future spending following completion of the 405 Corridor Plan as identified in the Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan.

OCTA

June 1, 2026

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan

Overview

The 405 Express Lanes, implemented through the Interstate 405 Improvement Project, opened on December 1, 2023. The Orange County Transportation Authority operates the lanes through tolling authority provided by the California Transportation Commission and under a 40-year lease with the California Department of Transportation. In November 2025, the Orange County Transportation Authority Board of Directors approved the Policy and Framework for the Use of 405 Express Lanes Excess Toll Revenue. Board of Directors' approval is now requested for the Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan to guide the future use of excess toll revenue, which may be available beginning in 2029.

Recommendations

A. Approve the development of the 405 Corridor Plan as the only expenditure in the Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan.

B. Approve the charter for and the establishment of the 405 Corridor Technical Advisory Committee.

C. Direct staff to return with a draft 405 Express Lanes Excess Toll Revenue Expenditure Plan to prioritize capital projects for future spending following completion of the 405 Corridor Plan as identified in the Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan.

Background

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans) and the cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster, implemented the Interstate 405 (I-405) Improvement Project (Project). The Project spans the

corridor between State Route 73 and Interstate 605 (I-605), for approximately 14 miles in length.

Key Project improvements included:

- One general purpose lane in each direction from Euclid Street to I-605, consistent with Measure M2 Project K.
- One additional lane in each direction, that combines with the existing high-occupancy vehicle lane to create the 405 Express Lanes – dual express lanes in each direction.
- The 405 Express Lanes started operations on December 1, 2023.

The Board of Directors (Board) first approved the 405 Express Lanes Toll Policy (Toll Policy) in 2016 and subsequently updated it in July 2023, when opening toll rates were also established. The Toll Policy emphasizes safety, performance, throughput, and financial viability, and is guided by the following goals:

- Ensure a safe, reliable, and congestion-free commute for express lanes users.
- Maintain optimal traffic flow at free-flow speeds.
- Encourage higher average vehicle occupancy.
- Balance capacity and demand to serve customers who pay tolls as well as people who rideshare or use transit.
- Generate enough revenue to maintain financial sustainability of the 405 Express Lanes.
- Fulfill all financial covenants.
- Allocate any net excess toll revenue toward improvements along the I-405 freeway corridor, after meeting all debt and reserve obligations and in accordance with legal requirements.

OCTA operates and maintains the 405 Express Lanes under a toll operating and lease agreement with Caltrans, executed in March 2017. The term of the agreement is 40 years, which started when the 405 Express Lanes opened on December 1, 2023, and will conclude on November 30, 2063.

The agreement outlines how excess toll revenue, which are funds that remain after covering operations, maintenance, debt repayment costs, enforcement, repair, rehabilitation, reserves, and administrative costs, can be used. The funds become accessible only after the development of an expenditure plan, created in partnership with Caltrans and approved by the Board. The agreement further states that beginning five years before any excess toll revenue is expected to be available, OCTA, in partnership with Caltrans, shall develop and annually update a ten-year expenditure plan. Based on recent projections, the excess toll revenue could be available as early as 2029. Accordingly, work began on developing principles and a framework for the expenditure plan in 2024.

In addition to the aforementioned agreement, in 2017, OCTA entered into a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan agreement with the federal government to construct the 405 Express Lanes. This agreement also includes requirements for the use of excess toll revenues:

- For the first five years after tolling begins, any excess toll revenue must be held in a distribution lock-up fund managed by a trustee bank.
- After this period, if all loan conditions are met, 50 percent of excess toll revenue must go toward repaying the TIFIA loan.
- The remaining 50 percent may be directed by OCTA to transportation improvements within the I-405 freeway corridor.
- Once the loan is fully repaid, OCTA will have access to 100 percent of the excess toll revenue until the end of tolling authority on November 30, 2063.

An update to the traffic and revenue forecast was completed in May 2025. The new forecast incorporated the first full year of operational data from the 405 Express Lanes to derive the updated figures. OCTA's cash flow model has been updated to reflect the new 405 Express Lanes revenue forecast. The current model projects that there would be approximately $168 million in excess revenue available in 2029. Per the TIFIA loan, half of the excess revenue must be utilized to pay down the loan while the other half of the revenue can be utilized for transportation improvements within the corridor.

Beyond the terms of the TIFIA loan, the use of excess toll revenue must also comply with other statutory requirements detailed in state and federal law, including:

- Streets and Highways Code Section 149.7, created by AB 194 (Chapter 687, Statutes of 2015), is the primary authorizing legislation for the 405 Express Lanes. The provisions require excess revenue to be used in the corridor where they are generated, pursuant to an expenditure plan adopted by the sponsoring agency's governing board.
- Government Code Section 14106, as created by AB 2250 (Chapter 500, Statutes of 2014), which again emphasizes that the toll revenue from an express toll lane must be expended only within the respective corridor in which the managed lane is located.
- 23 USC 129(a)(3), the primary federal authority for toll facilities on the interstate system, which restricts excess toll revenue to purposes authorized under Title 23, governing federal-aid highway programs.

On November 24, 2025, the Board approved the Policy and Framework for the Use of 405 Express Lanes Excess Toll Revenue (Policy and Framework) which is included as Attachment A. The Policy and Framework laid the foundation for the future expenditure plan and defined the 405 Corridor Investment Zone

(Attachment B). The Board also directed staff to develop a draft 405 Express Lanes Excess Toll Revenue Expenditure Plan (Expenditure Plan).

This report presents the draft Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan (Initial Expenditure Plan).

Discussion

To inform the development of the Initial Expenditure Plan, staff considered the Policy and Framework approved by the Board in November 2025. OCTA met individually with Caltrans, the County of Orange, and the 405 Corridor Investment Zone primary stakeholder cities, including the cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster, to help inform the content and direction for the Initial Expenditure Plan. OCTA also held a stakeholder meeting that included all these agencies so that a group discussion could take place. Separately, OCTA staff met with the other cities that may have an interest in the 405 Investment Corridor to inform them of the progress to date and the recommendations outlined in this report.

Through the primary stakeholder meetings, which focused on eligible project types, the limits of the 405 Investment Zone, and criteria for prioritizing the future projects for funding consideration, it became clear that an Initial Expenditure Plan should address these questions. As part of the Policy and Framework item, the Board approved the concept of developing a 405 Corridor Plan every three years, which is separate from the Expenditure Plan. The 405 Corridor Plan would focus on understanding the transportation needs in the corridor, identifying a comprehensive list of OCTA, Caltrans and local agency projects and developing criteria for prioritizing regional projects as well as for the competitive call for local agency projects. The 405 Corridor Plan is critical to fully understanding how certain project types would benefit the I-405 freeway system. Therefore, staff recommends that the Initial Expenditure Plan focus solely on the 405 Corridor Plan, which will help guide future expenditure plans to prioritize transportation investments that benefit the I-405 freeway system.

<u>Initial Expenditure Plan/405 Corridor Plan</u>

The Initial Expenditure Plan is provided as Attachment C, and the only initial expenditure identified is for the 405 Corridor Plan. The Policy and Framework describes the 405 Corridor Plan as follows.

The Policy and Framework states:

“A comprehensive 405 Corridor Plan will guide the identification of investment needs and priorities across freeway, local streets and roads, and transit networks

within the 405 Corridor Investment Zone. The plan will be developed and updated every three years and will include:

- Freeway improvements (e.g., capacity, connectors, and traffic flow).
- Local streets and roads (e.g., capacity, active transportation, complete streets, and signal or pavement upgrades).
- Transit investments (e.g., capital, operations, transit incentives, and first/last-mile connections).

All funded projects must demonstrate direct benefits to the I-405 freeway system and be consistent with OCTA's Long-Range Transportation Plan and the Southern California Association of Governments' Regional Transportation Plan (currently titled Connect SoCal 2024) as informed by the California Transportation Plan."

The proposed fiscal year (FY) 2026-27 budget includes funding to procure a consultant for development of the 405 Corridor Plan. The 405 Corridor Plan will take approximately 18 to 20 months to complete. The scope of work for the first 405 Corridor Plan includes working directly with OCTA, Caltrans and the local jurisdictions to develop a comprehensive list of projects. The list will consider all potential projects but would focus on projects that first benefit the I-405 freeway corridor, consistent with the Policy and Framework, and those that could likely be delivered or would need funding between 2029 and 2036.The 405 Corridor Plan will be updated every three years focusing initially on a seven-year period while also considering beyond that period to aid in future project planning. The scope of work also includes developing criteria to evaluate and prioritize OCTA and Caltrans projects, as well as developing separate or additional criteria for use in the call for projects for local jurisdictions. Finally, the 405 Corridor Plan will outline potential transportation needs and opportunities for improvements within the corridor.

Establishment of the 405 Corridor Technical Advisory Committee (405 TAC)

Consistent with the Policy and Framework, the Board approval of the draft 405 TAC Charter is requested. The draft charter for the 405 TAC is provided in Attachment D. Based on what is outlined in the Board-approved Policy and Framework, the 405 TAC will provide technical guidance and review for both the 405 Corridor Plan as well as the annual Expenditure Plan. It will make recommendations through the appropriate Board committee and to the Board. Consistent with AB 194, while the 405 TAC will provide review and guidance, the Board has ultimate decision making related to the Expenditure Plan. The 405 TAC voting members will include the public works directors from the cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster. Also consistent with AB 194, which requires the Board to approve the Expenditure Plan in consultation with Caltrans, OCTA will have three voting

members on the 405 TAC, the Chief Financial Officer, the Express Lanes General Manager, and the Executive Director of Planning, who will also serve as the chair, and Caltrans will have two voting members, the Deputy District Director, Planning & Local Assistance and the Deputy District Director, Strategic Portfolio Management.

The 405 TAC will also include non-voting ex-officio members made up of the public works directors from the County of Orange and the cities of Cypress, Garden Grove, Irvine, Los Alamitos, Newport Beach, Santa Ana, and Stanton. The 405 TAC will meet quarterly and will continue as long as excess revenues are available or until the OCTA Board decides to change the charter.

Next Steps

With Board direction, a request for proposals for consultant services to develop the 405 Corridor Plan will be issued with a goal of awarding a consultant contract in the fall. The work on the 405 Corridor Plan is expected to be completed in mid-2028, at which point the 405 TAC will begin the work of developing draft guidelines for a call for projects (call) for local jurisdictions and prioritizing regional projects for inclusion in the Expenditure Plan. The draft Guidelines and overall Expenditure Plan are expected to be presented to the Board for approval in early 2029, immediately following when the excess toll revenue would first be released from the required TIFIA distribution lock-up fund.

Summary

The draft Initial Expenditure Plan for the 405 Express Lanes excess revenues, which focuses solely on the first 405 Corridor Plan, and the draft charter for the 405 TAC are presented for Board consideration and approval. The draft Initial Expenditure Plan is consistent with provisions within the Caltrans/OCTA toll operating agreement to start developing an expenditure plan for 405 Express Lanes excess revenue five years before excess revenues are expected to be available. The draft Initial Expenditure Plan also lays the groundwork for future expenditure plans that will support significant transportation investments in the 405 Corridor Investment Zone.

Attachments

A. Policy and Framework for the Use of 405 Express Lanes Excess Toll Revenue
B. Map of 405 Corridor Investment Zone
C. 405 Express Lanes Excess Toll Revenue Initial Expenditure Plan
D. Draft 405 Corridor Technical Advisory Committee Charter

Prepared by:



Adriann Cardoso
Capital Programming Manager
(714) 560-5915

Approved by:



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

ATTACHMENT A

Policy and Framework for the Use of 405 Express Lanes Excess Toll Revenue

Approved 11/24/25

POLICY

Orange County Transportation Authority (OCTA) Definition of 405 Corridor Investment Zone

The 405 Corridor Investment Zone will encompass a three-mile buffer within Orange County along the span of Interstate 405 (I-405), including OCTA's 405 Express Lanes. The investment zone will extend beyond this three-mile buffer to include only the I-405 (does not include city streets or other facilities for this section of the I-405), from the southern terminus of the 405 Express Lanes to its connection with Interstate 5 within Orange County.

General Policy

The Orange County Transportation Authority (OCTA) is committed to reinvesting toll revenue from the 405 Express Lanes in ways that benefit all who travel the I-405 freeway corridor. In accordance with California state law, including the requirements of AB 194 (Chapter 687, Statutes of 2015), excess toll revenue – defined as funds remaining after covering the costs of operations, maintenance, 405 Express Lanes improvements, and debt service – will be used to support a balanced and sustainable transportation system within the 405 Corridor Investment Zone. Transportation investment priorities are expected to be developed and refined through 405 corridor plan(s).

Generally, priority will be given to projects that:

- Relieve congestion on the I-405, ensuring that toll revenue benefits all corridor users, not just 405 Express Lanes customers;
- Advance currently planned and future freeway and roadway improvement projects within the 405 Corridor Investment Zone;
- Invest in transit, signal synchronization, active transportation, and first/last-mile improvements that strengthen corridor-wide mobility options and encourage ridesharing; and
- Improve the 405 Express Lanes driver experience, including enhanced access, connectivity, safety, and travel-time reliability.

All funded transportation improvements should demonstrate benefits to the I-405 freeway system and align with OCTA's adopted planning documents, such as the Renewed Measure M Transportation Investment Plan, the Long-Range Transportation Plan, and Regional Transportation Plan as informed by the California Transportation Plan, as well as the agency's goals for equitable, sustainable, and efficient transportation. This

approach ensures that toll revenue serves the broader public interest, consistent with the intent of AB 194 and state oversight.

FRAMEWORK

Precepts for the 405 Express Lanes Excess Toll Revenue Expenditure Plan

1. Definition and Use of Excess Toll Revenue

Excess toll revenue from the 405 Express Lanes is defined as the remaining funds after meeting all financial obligations for operations, maintenance, enforcement, debt repayment, rehabilitation, reserves, and administrative costs. Through the general policy stated above, OCTA is also including improvements to the 405 Express Lanes as a primary use of 405 Express Lanes toll revenue prior to determining excess toll revenue. The excess toll revenue will be calculated annually and prioritized for reinvestment in the 405 Corridor Investment Zone through the 405 Express Lanes Excess Toll Revenue Expenditure Plan to benefit the overall transportation system, consistent with the requirements of AB 194 and OCTA's adopted policies.

2. Corridor-Based Investment Planning

A comprehensive 405 Corridor Plan will guide the identification of investment needs and priorities across freeway, local streets and roads, and transit networks within the 405 Corridor Investment Zone. The plan will be developed and updated every three years and will include:

- Freeway improvements (e.g., capacity, connectors, and traffic flow)
- Local streets and roads (e.g., capacity, active transportation, complete streets, and signal or pavement upgrades)
- Transit investments (e.g., capital, operations, transit incentives, and first/last-mile connections)

All funded projects must demonstrate direct benefits to the I-405 freeway system and be consistent with OCTA's Long-Range Transportation Plan and the Regional Transportation Plan (currently titled Connect SoCal 2024) as informed by the California Transportation Plan and should be included in the 405 Corridor Plan.

3. Project Eligibility and Planning Alignment

Local jurisdiction transportation improvements considered for funding must originate from the 405 Corridor Plan and be reflected in the jurisdiction's capital improvement program and, where applicable, the Master Plan of Arterial Highways. The goal is to ensure alignment with regional planning efforts and long-term mobility objectives.

4. Technical Advisory Committee (TAC)

A Technical Advisory Committee will be established to provide technical guidance and review. The committee will include Public Works directors or city engineers from cities that are immediately adjacent to the 405 Express Lanes segment of the I-405 freeway system (Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster), the County of Orange, the California Department of Transportation (Caltrans), and OCTA. This group will advise on both the Corridor Plan and the Expenditure Plan.

5. Revenue Set-Asides

Two specific set-asides from excess toll revenue will be maintained:

- Eight percent for project and program reserve, consistent with OCTA's Reserve Policy.
- Two percent for planning purposes, including the development and periodic update of the 405 Corridor Plan.

6. Proposed Transportation Improvement Selection and Approval Process

All transportation improvements must be formally reviewed and approved by the OCTA Board of Directors as part of the annual expenditure plan. Local jurisdiction nominated projects within the 405 Corridor Investment Zone will be selected through a competitive process. Local jurisdictions (including those within the 405 Corridor Investment Zone beyond the TAC) may apply for funding, provided their projects meet the eligibility criteria and offer at least a 20 percent funding match.

7. Proposed Transportation Improvement Evaluation Criteria

Selection of transportation improvements for funding will be based on transparent and performance-based criteria:

- Freeway/tollway projects: Emphasis on congestion relief, relationship to Measure M2, cost-benefit analysis, and readiness.
- Transit (bus/rail) projects: Emphasis on usage potential, cost-effectiveness, regional/local benefits, and intermodal integration.
- Local streets, roads, and active transportation projects: Evaluated based on congestion relief to the I-405 freeway system, cost-effectiveness, project readiness, and leveraging of local, state, or federal funds.

All funded transportation improvements must demonstrate direct benefits to the I-405 freeway system.

8. Caltrans Project Participation Requirements

Caltrans may submit enhancement projects for consideration only if:

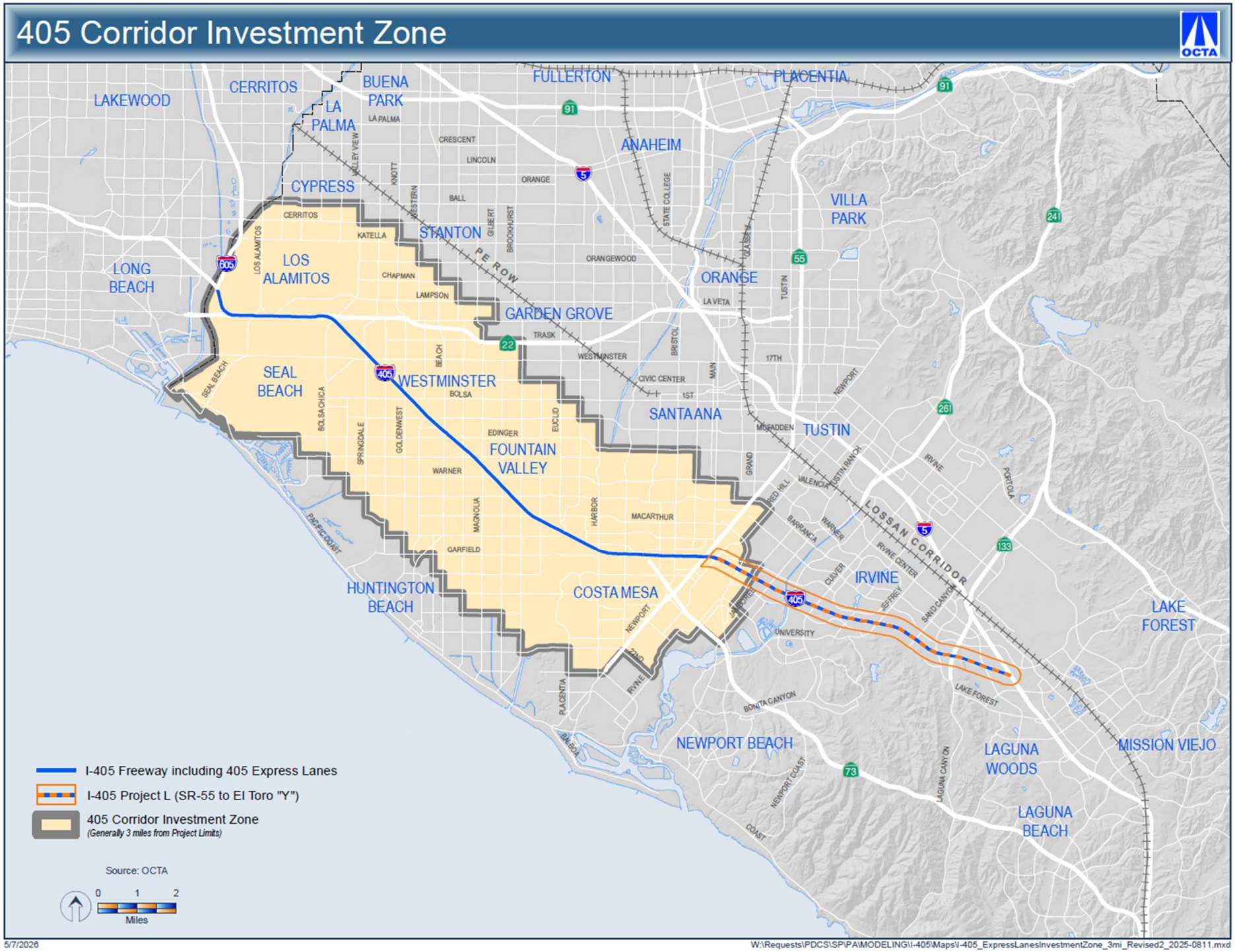
- Caltrans adheres to a maintenance of effort commitment that is currently being developed.
- Caltrans charges the lowest functional rate possible for oversight and project delivery. This is also currently under development.
- The projects or improvements are considered enhancements above and beyond what would have been provided through the State Highway Operation and Protection Program and other regular Caltrans maintenance funding programs.

9. Oversight and Transparency

All transportation improvements funded through the 405 Express Lanes Excess Toll Revenue Expenditure Plan will be subject to audits to ensure transparency, accountability, and appropriate use of funds.

ATTACHMENT B

MAP of 405 Corridor Investment Zone



ATTACHMENT C

405 Express Lanes Excess Toll Revenue Initial Expenditure Plan

	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	FY 2030-31	FY 2031-32	FY 2032-33	FY 2033-34	FY 2034-35	FY 2035-36	FY 2036-37
Available Excess Toll Revenue[1]:			$ 168,000,000	$ 33,000,000	$ 33,000,000	$ 33,000,000	$ 33,000,000	$ 33,000,000	$ 33,000,000	$ 33,000,000	$ 33,000,000
50 Percent to TIFIA Loan Payback:			$ 84,000,000	$ 16,500,000	$ 16,500,000	$ 16,500,000	$ 16,500,000	$ 16,500,000	$ 16,500,000	$ 16,500,000	$ 16,500,000
Available Excess Toll Revenue:			**$ 84,000,000**	**$ 16,500,000**	**$ 16,500,000**	**$ 16,500,000**	**$ 16,500,000**	**$ 16,500,000**	**$ 16,500,000**	**$ 16,500,000**	**$ 16,500,000**
Annual Capital Reserve Set Aside:			$ 6,720,000	$ 1,320,000	$ 1,320,000	$ 1,320,000	$ 1,320,000	$ 1,320,000	$ 1,320,000	$ 1,320,000	$ 1,320,000
Future Use of Capital Reserve:											
Cumulative Capital Reserve:			$ 6,720,000	$ 8,040,000	$ 9,360,000	$ 10,680,000	$ 12,000,000	$ 13,320,000	$ 14,640,000	$ 15,960,000	$ 17,280,000
Planning Set Aside:			$ 1,680,000	$ 330,000	$ 330,000	$ 330,000	$ 330,000	$ 330,000	$ 330,000	$ 330,000	$ 330,000
405 Corridor Plan (Initial and OngoingTBD):	**$ 600,000**	**$ 250,000**									
405 Corridor Technical Advisory Committee Estimated Administration TBD:											
Future Planning Projects TBD:											
Planning Subtotal:	$ (600,000)	$ (250,000)	$ 1,680,000	$ 330,000	$ 330,000	$ 330,000	$ 330,000	$ 330,000	$ 330,000	$ 330,000	$ 330,000
Planning Cumulative:	$ (600,000)	$ (250,000)	$ 830,000	$ 1,160,000	$ 1,490,000	$ 1,820,000	$ 2,150,000	$ 2,480,000	$ 2,810,000	$ 3,140,000	$ 3,470,000
Excess Toll Revenue for Capital Projects:			$ 75,600,000	$ 14,850,000	$ 14,850,000	$ 14,850,000	$ 14,850,000	$ 14,850,000	$ 14,850,000	$ 14,850,000	$ 14,850,000
Future Capital Projects TBD:											
Capital Subtotal:			$ 75,600,000	$ 14,850,000	$ 14,850,000	$ 14,850,000	$ 14,850,000	$ 14,850,000	$ 14,850,000	$ 14,850,000	$ 14,850,000
Capital Cumulative:			$ 75,600,000	$ 90,450,000	$ 105,300,000	$ 120,150,000	$ 135,000,000	$ 149,850,000	$ 164,700,000	$ 179,550,000	$ 194,400,000

1 - Conservative estimate based on the following: The initial five-year estimate of $168 million, based on the 2025 Traffic and Revenue Study, with no additional funding added for FY 2028-29. Future funding is based on the average per year collected during the first five years and does not include escalation or growth.

Acronyms:

FY - Fiscal Year

TIFIA - Transportation Infrastructure Finance and Innovation Act

TBD - To be determined

Draft
405 Corridor Technical Advisory Committee Charter

Enabling Legislation/Purpose

The Orange County Transportation Authority (OCTA) is committed to reinvesting toll revenue from the 405 Express Lanes in ways that benefit all who travel the Interstate 405 (I-405) freeway corridor. In accordance with California state law, including the requirements of AB 194 (Chapter 687, Statutes of 2015), excess toll revenue – defined as funds remaining after covering the costs of operations, maintenance, 405 Express Lanes improvements, and debt service – will be used to support a balanced and sustainable transportation system within the 405 Corridor Investment Zone. Transportation investment priorities are expected to be developed and refined through 405 corridor plan(s).

Generally, priority will be given to projects that:

- Relieve congestion on the I-405, ensuring that toll revenue benefits all corridor users, not just 405 Express Lanes customers;
- Advance currently planned and future freeway and roadway improvement projects within the 405 Corridor Investment Zone (see map at the end of the document);
- Invest in transit, signal synchronization, active transportation, and first/last-mile improvements that strengthen corridor-wide mobility options and encourage ridesharing; and
- Improve the 405 Express Lanes driver experience, including enhanced access, connectivity, safety, and travel-time reliability.

All funded transportation improvements should demonstrate benefits to the I-405 freeway system and align with OCTA's adopted planning documents, such as the Renewed Measure M Transportation Investment Plan, the current Long-Range Transportation Plan (LRTP), and the current Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) as informed by the California Transportation Plan (CTP), as well as the agency's goals for equitable, sustainable, and efficient transportation. This approach ensures that toll revenue serves the broader public interest, consistent with the intent of AB 194 and state oversight.

Starting in 2029, an annual expenditure plan must be developed for the use of 405 Express Lanes excess toll revenue for projects, programs or services that meet the Policy and Framework for the Use of 405 Express Lanes Excess Toll Revenue (Policy) that was approved by the OCTA Board of Directors (Board) on November 24, 2025.

Also, as noted in the Policy, a comprehensive 405 Corridor Plan will guide the identification of investment needs and priorities across freeway, local streets and roads, and transit networks within the 405 Corridor Investment Zone. The plan will be developed and updated at least every three years and will include:

- Freeway improvements (e.g., capacity, connectors, and traffic flow)
- Local streets and roads improvements (e.g., capacity, active transportation, complete streets, and signal or pavement upgrades)
- Transit investments (e.g., capital, operations, transit incentives, and first/last-mile connections)

All funded projects must demonstrate direct benefits to the I-405 freeway system and be consistent with OCTA's current LRTP and the SCAG/RTP (currently titled Connect SoCal 2024) as informed by the CTP and should be included in the 405 Corridor Plan.

The 405 Corridor Technical Advisory Committee (405 TAC) will provide technical guidance and review and will advise staff on the 405 Corridor Plan and the Board on the 405 Express Lanes Excess Toll Revenue Expenditure Plan, consistent with the Policy.

Line of Reporting

The 405 TAC will provide recommendations to the Board. Typically, matters that go to the Board are first considered by a board committee. Recommendations that are made by the 405 TAC would first be considered by the most appropriate board committee. Currently, this would be the Executive Committee or the Regional Transportation Planning Committee.

Membership

The 405 Corridor TAC shall consist of ten voting members and eight non-voting ex-officio members, as follows:

- OCTA, Executive Director of Planning (one vote) who shall also serve as the Chair
- OCTA, Chief Financial Officer (one vote)
- OCTA, General Manager, Express Lanes (one vote)
- California Department of Transportation (Caltrans), the Deputy District Director, Planning & Local Assistance (one vote)
- Caltrans, Deputy District Director, Strategic Portfolio Management (one vote)
- City of Costa Mesa, the Public Works Director (one vote)

- City of Fountain Valley, the Public Works Director (one vote)
- City of Huntington Beach, the Public Works Director (one vote)
- City of Seal Beach, the Public Works Directo (one vote)
- City of Westminster, the Public Works Director (one vote)
- Non-voting Ex-Officio members include the Public Works Director from each of the following local jurisdictions:
    - City of Cypress
    - City of Garden Grove
    - City of Irvine
    - City of Los Alamitos
    - City of Newport Beach
    - City of Santa Ana
    - City of Stanton
    - County of Orange

The city engineer from each city may serve as the alternate for the public works director from that city. Any member of the OCTA executive team may serve as an alternate for an OCTA member. Additionally, the individual delegated signing authority for the OCTA position listed above may serve as an alternate for that OCTA member during the meeting.

Members are expected to be able to devote at least 25 hours per year to committee business and not miss more than one out of four meetings per year.

Quorum is achieved with a simple majority of voting members.

Meeting Time and Location

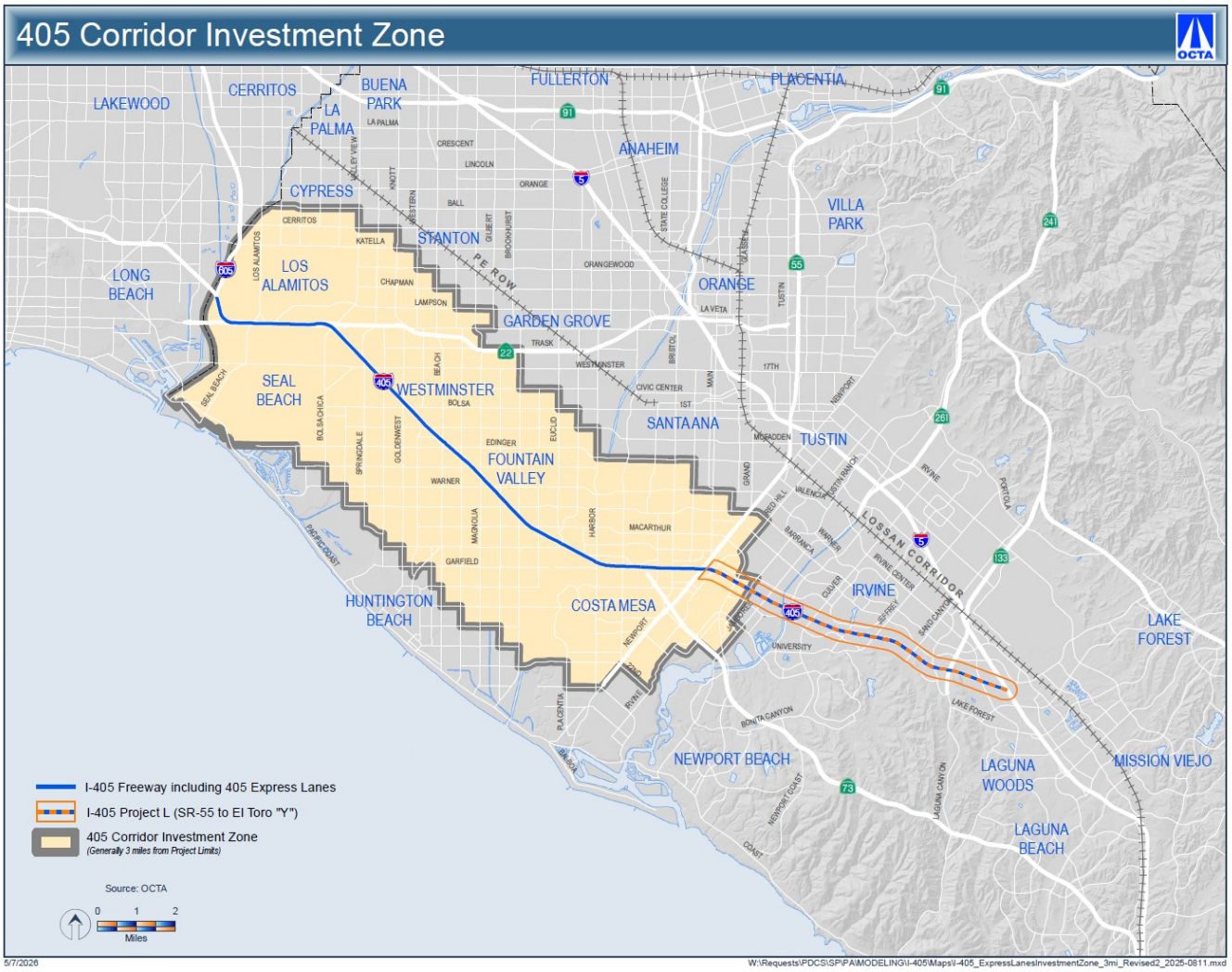
The committee meeting will generally take place quarterly on the first Thursday of January, April, July, and October, commencing at 10 a.m., at the OCTA offices, currently located at 550 South Main Street, in the City of Orange and soon to move to 2677 North Main Street in the City of Santa Ana, or at such other times as the committee shall designate. All meetings will be announced on the OCTA website.

Chair

OCTA Executive Director of Planning shall serve as the Chair position. The Vice Chair shall be a member from either OCTA or Caltrans, with the first Vice Chair being the General Manager, Express Lanes.

Duration of Existence

The 405 Corridor TAC will continue as long as the 405 Corridor is generating excess revenue plus at least one year following the generation of excess revenue.



Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan



405 Express Lanes Background



I-405 – Interstate 405
SR-22 – State Route 22

- Opened December 2023
- Part of the I-405 Improvement Project, which included improvements to general-purpose lanes, interchanges, streets, sidewalks, and bicycle lanes
- Two express lanes in each direction across 14 miles
- Tolls vary by hour, day of the week, direction of travel, and distance traveled
- Tolls adjusted regularly to ensure a free-flowing commute
- Toll-free travel available for carpoolers, motorcycles, designated veterans, and disabled persons' license plates
- Promise made to keep any excess toll revenue within the I-405 freeway corridor

Requirements for Toll Revenue Expenditure Plan

Tolling authority through AB 194 (Chapter 687, Statutes of 2015) – CTC approval May 2016

- Excess revenues to be used in the corridor pursuant to an expenditure plan adopted by the sponsoring agency's governing Board
- Required consultation on excess toll revenue expenditure plan with the Caltrans
- Annual report to the CTC, which the CTC uses in its annual report to the Legislature

Title 23 of United States Code 129 (Title 23): Toll roads, bridges, tunnels, and ferries

- Restricts excess toll revenue to purposes authorized under Title 23, governing federal aid highway programs

Toll operating agreement - Caltrans

- OCTA responsible for operations and maintenance using express lanes revenue
- Develop excess toll revenue expenditure plan five years before excess revenues available in partnership with Caltrans

Transportation Infrastructure Finance and Innovation Act

- Toll revenues used first for operations and maintenance and for loan repayment based on payment schedule
- Excess toll held in distribution lock-up for first five years
- 50 percent of excess revenues go toward loan repayment until paid off

Caltrans – California Department of Transportation
CTC – California Transportation Commission
OCTA – Orange County Transportation Authority

Excess Toll Revenue Expenditure Plan

Plan is Required to:

- Establish policy guidance for reinvestment of future net toll revenue
- Ensure consistency with state law and OCTA planning goals
- Prepare for transparent and equitable future decision making

Why Now?

- Net excess toll revenue anticipated in 2029
- OCTA must start to develop an expenditure plan at least five years before excess toll revenues become available, as required by the toll operating agreement with Caltrans



Approved Excess Toll Revenue Principles

Corridor Mobility and User Experience

- OCTA Board-selected improvements for the I-405 freeway corridor
- Improve experience, relieve congestion, and enhance safety
- Improve toll lane technology and other enhancements
- Public transportation that reduces congestion in the corridor

Multimodal and Inclusive Planning

- Use of OCTA-developed multimodal plans
- Consideration of stakeholder and community input
- Where applicable, policies and programs should support equity

Financial Stewardship

- Pay-as-you-go financing preferred, but bond financing can be considered
- Supplement, not supplant, state and federal revenues
- Maintenance of effort commitment by the State

Board – Board of Directors

Approved Excess Toll Revenue Policy/Framework

Planning and Project Development

- Development of a 405 Corridor Plan
- Align with Long-Range Transportation Plan, Regional Transportation Plan, city Capital Improvement Program, and the Master Plan of Arterial Highways
- Project list development through established process
- Competitive process for local agencies
- Formation of I-405 TAC

Financial Structure and Accountability

- Establishment of a reserve (eight percent) and planning (two percent) set-aside
- Expenditure Plan updated annually and approved through OCTA's established committee and Board process
- Requirements for matching funds and leveraging other resources
- Maintenance of effort expectations through focus on enhancements

Oversight and Transparency

- Audits and other oversight tools will ensure transparency and accountability

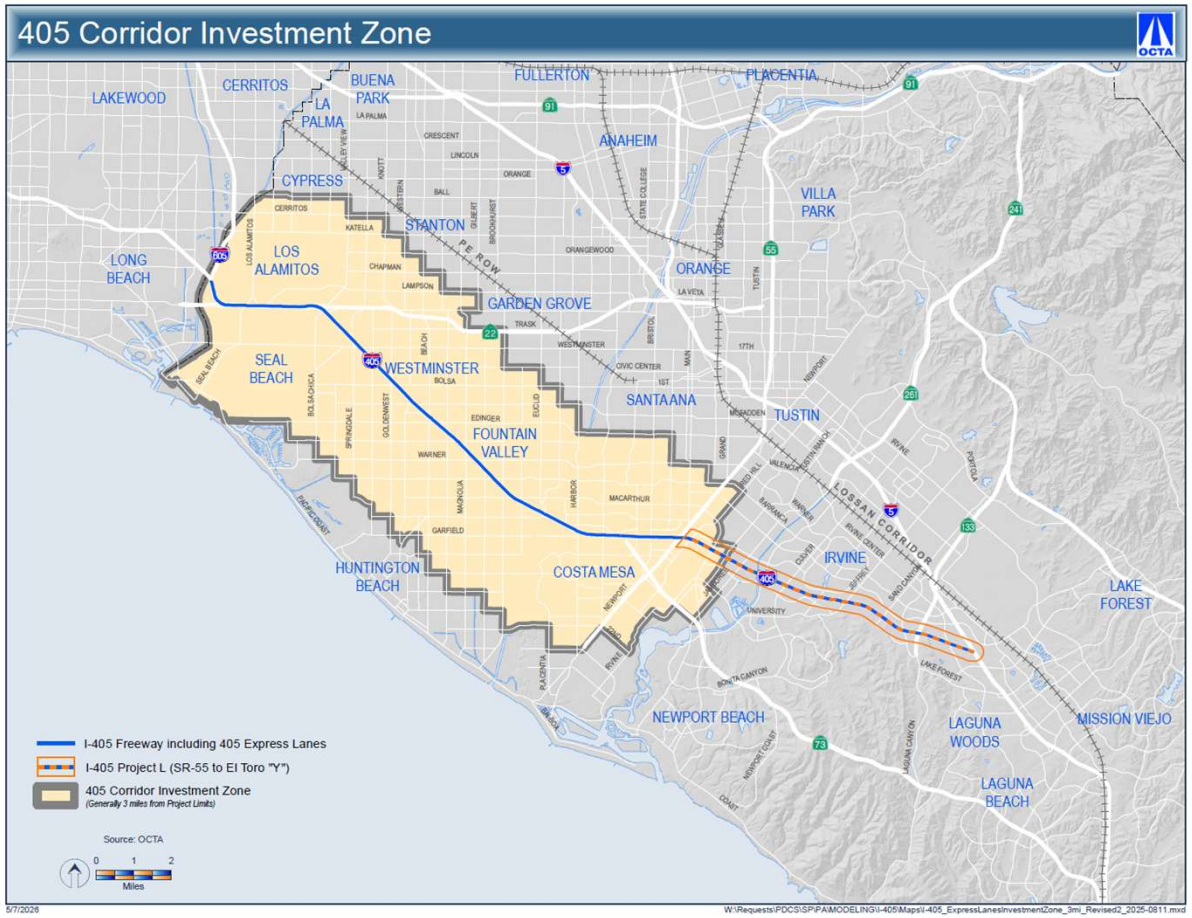


TAC – Technical Advisory Committee

Investment Zone

405 Corridor Investment Zone

- Within Orange County
- Three-mile buffer around 405 Express Lanes
- I-405 freeway only extension to the south where it connects to I-5
- Developed based on 405 Express Lanes driver origin and destination data



I-5 – Interstate 5
SR-55 – State Route 55

405 Corridor Plan – Initial Expenditure Plan

Purpose

- Identify multimodal projects that best benefit the I-405 freeway corridor
- Develop criteria to prioritize investments in regional projects
- Develop criteria for competitive call for projects for local projects
- Sets a comprehensive baseline of corridor-wide transportation needs for OCTA, local jurisdictions, and Caltrans

Key Features

- Inclusive of all travel modes: freeway, transit, active transportation, first/last-mile improvements
- Initial focus on projects to be delivered between 2029 through 2036
- Updated every three years to reflect evolving corridor needs
- Identifies potential deficiencies, needs, and opportunities in the corridor

Strategic Function

- Outlines near- and long-term steps needed to advance improvements
- Structured to meet state requirements for a comprehensive multimodal corridor plan, positioning OCTA to compete for SB 1 Solutions for Congested Corridors Program funding
- Informs the annually updated 405 Express Lanes Excess Toll Revenue Expenditure Plan

Eligible Project Types

As promised, OCTA is committed to reinvesting toll revenues from the 405 Express Lanes in ways that benefit all who travel the I-405 freeway corridor

	Example Priorities
Express Lanes Operations	• Improve 405 Express Lanes access, connectivity, and travel-time reliability
Freeway Travel	• Reduce congestion on the I-405 freeway for all users • Advance current and future freeway and roadway projects within the 405 Corridor Investment Zone
Multimodal Mobility	• Invest in transit, local streets, signal synchronization, active transportation, and first/last-mile improvements • Encourage corridor-wide ridesharing and mobility options
Policy Alignment	• Projects must demonstrate benefits to the I-405 freeway system • Must align with OCTA plans (Measure M2, Long-Range Transportation Plan, etc.) and goals for community involvement, sustainability, and efficiency • Ensures consistency with AB 194 and state and federal requirements

405 Corridor Technical Advisory Committee

Charter Basics

- A committee made up of executive staff from OCTA and Caltrans and public works directors from local jurisdictions in the corridor
- Committee provides technical support and recommendations for the 405 Corridor Plan and prioritizes projects for funding consideration
- Committee concept was included in OCTA's approved policy and framework
- Board has final authority
- Weighted voting recognizes OCTA and Caltrans' roles through AB 194
- Meets quarterly or as needed



405 Corridor Technical Advisory Committee – Members

Voting Members:

- **OCTA (3)***
- **Caltrans (2)**
- City of Costa Mesa (1)
- City of Fountain Valley (1)
- City of Huntington Beach (1)
- City of Seal Beach (1)
- City of Westminster (1)

Ex-Officio Members:

- City of Cypress
- City of Garden Grove
- City of Irvine
- City of Los Alamitos
- City of Newport Beach
- City of Santa Ana
- City of Stanton
- County of Orange

* Number in parentheses represents the number of members/votes.

Timeline and Next Steps

July 2023	December 2024	November 2025	June 2026	Nov 2026	June 2028	Early 2029
Approved the 405 Express Lanes Goals	Approved Principles for 405 Express Lanes Excess Toll Revenue	Approved the Policy and Framework for 405 Express Lanes Excess Toll Revenue	Board Considers Draft Initial Expenditure Plan/ Corridor Plan and TAC Charter	Award Consultant Contract for 405 Corridor Plan	405 Corridor Plan Completion	Board Considers Guidelines and Corridor Projects for Funding – Expenditure Plan

Orange County Transportation Authority

Update on the Interstate 5 El Toro Road Interchange Improvement Project

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 (2025 Update)
  - I-5 El Toro Road Interchange Project anticipated to be environmentally cleared by 2026 and shelf-ready for future advancement

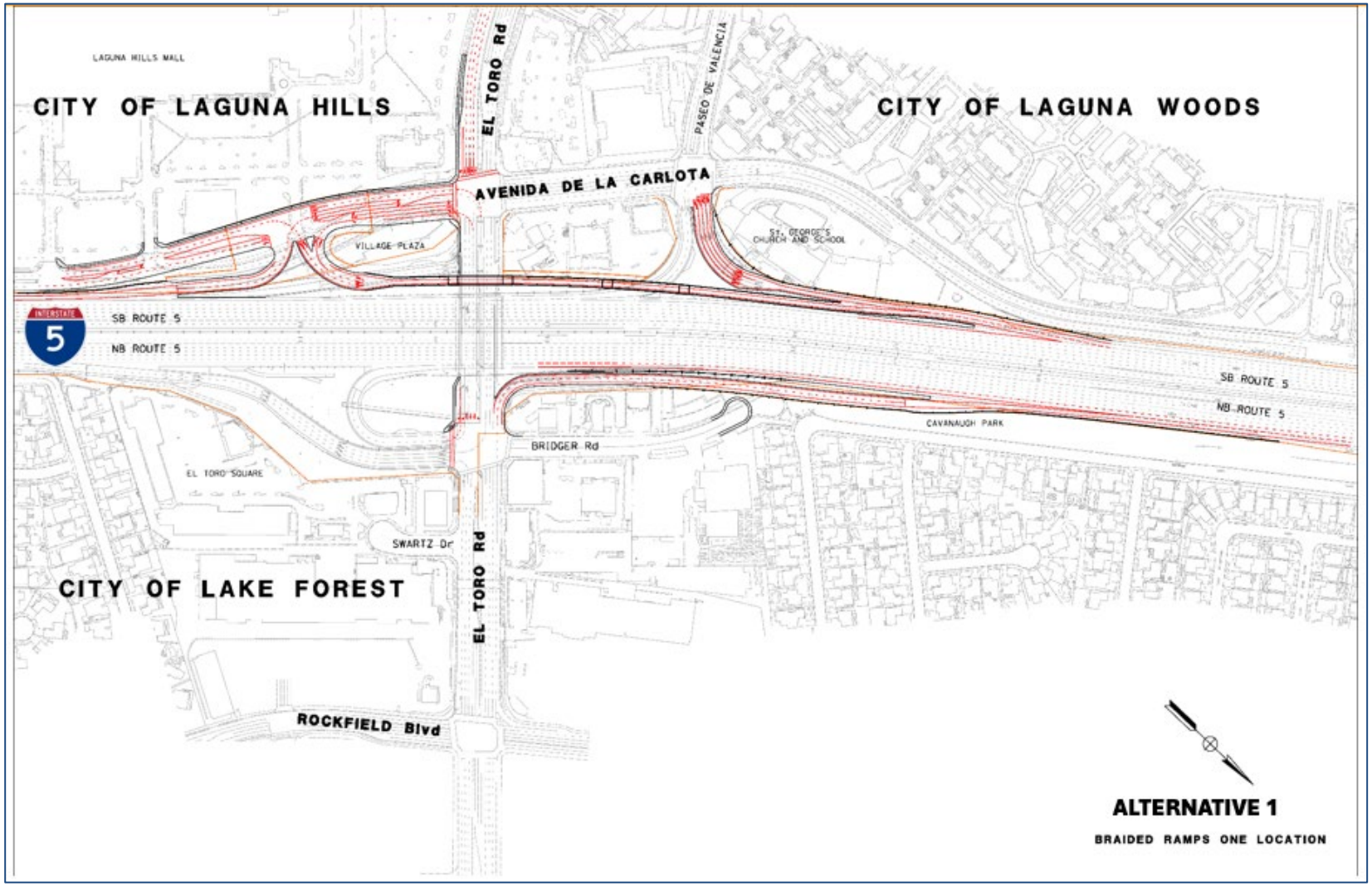
Project Background and Timeline

- February 2015 – Project study report considered 15 alternatives; 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
- October 2021 – OCTA completed an alternatives assessment study coordinated with the Cities and Caltrans that studied seven alternatives

Project Background and Timeline (cont.)

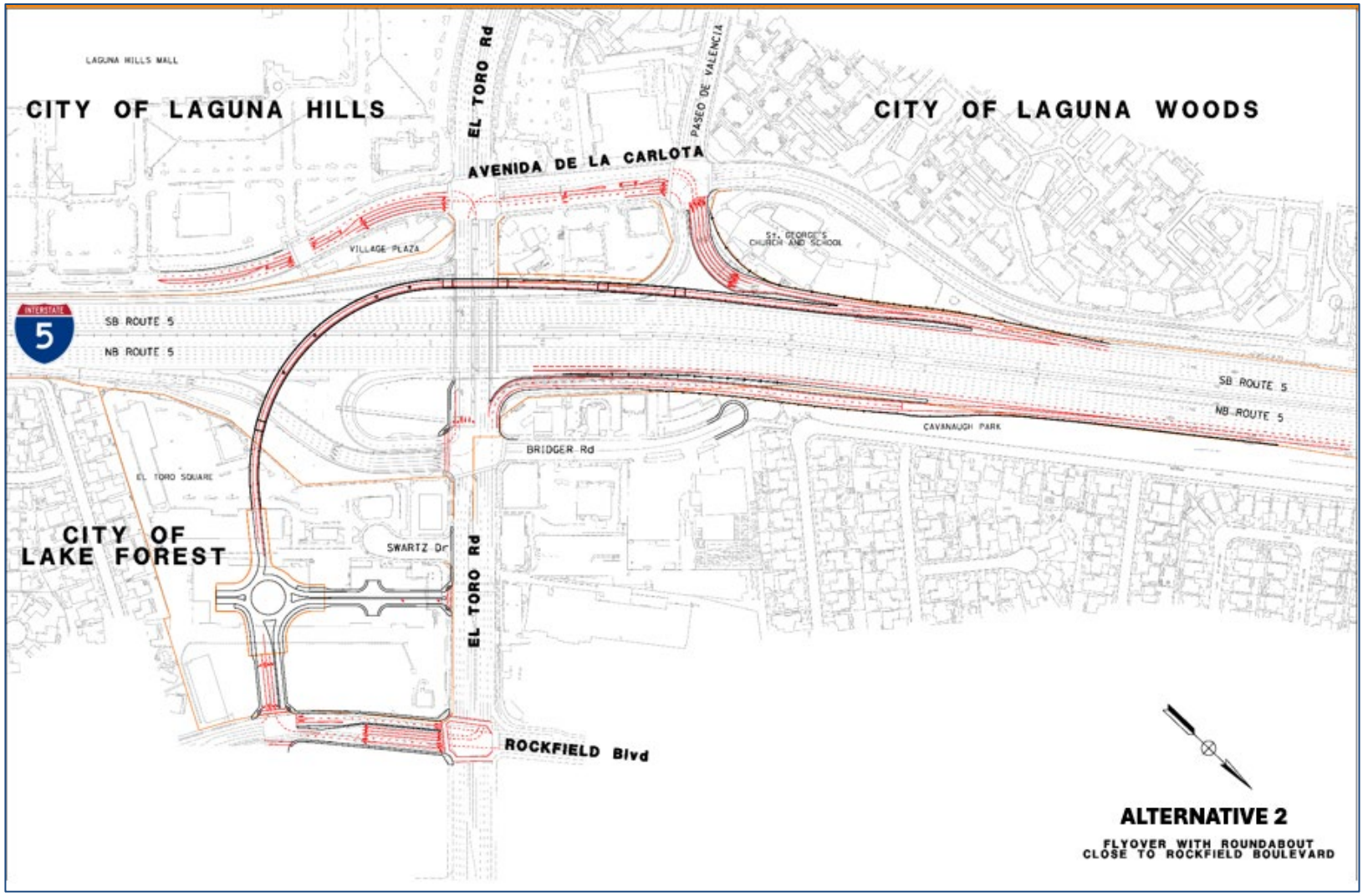
- March 2022 – OCTA, Cities, and Caltrans reach consensus on two alternatives to move forward with the PA/ED phase
- January 2023 – Caltrans and OCTA restart PA/ED phase
- Project update to OCTA Board of Directors in June 2023 – Project update to the city councils of Laguna Hills, Laguna Woods, and Lake 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
- January 2026 - Completed preliminary engineering and cost estimates

Alternative 1: Braided Ramps



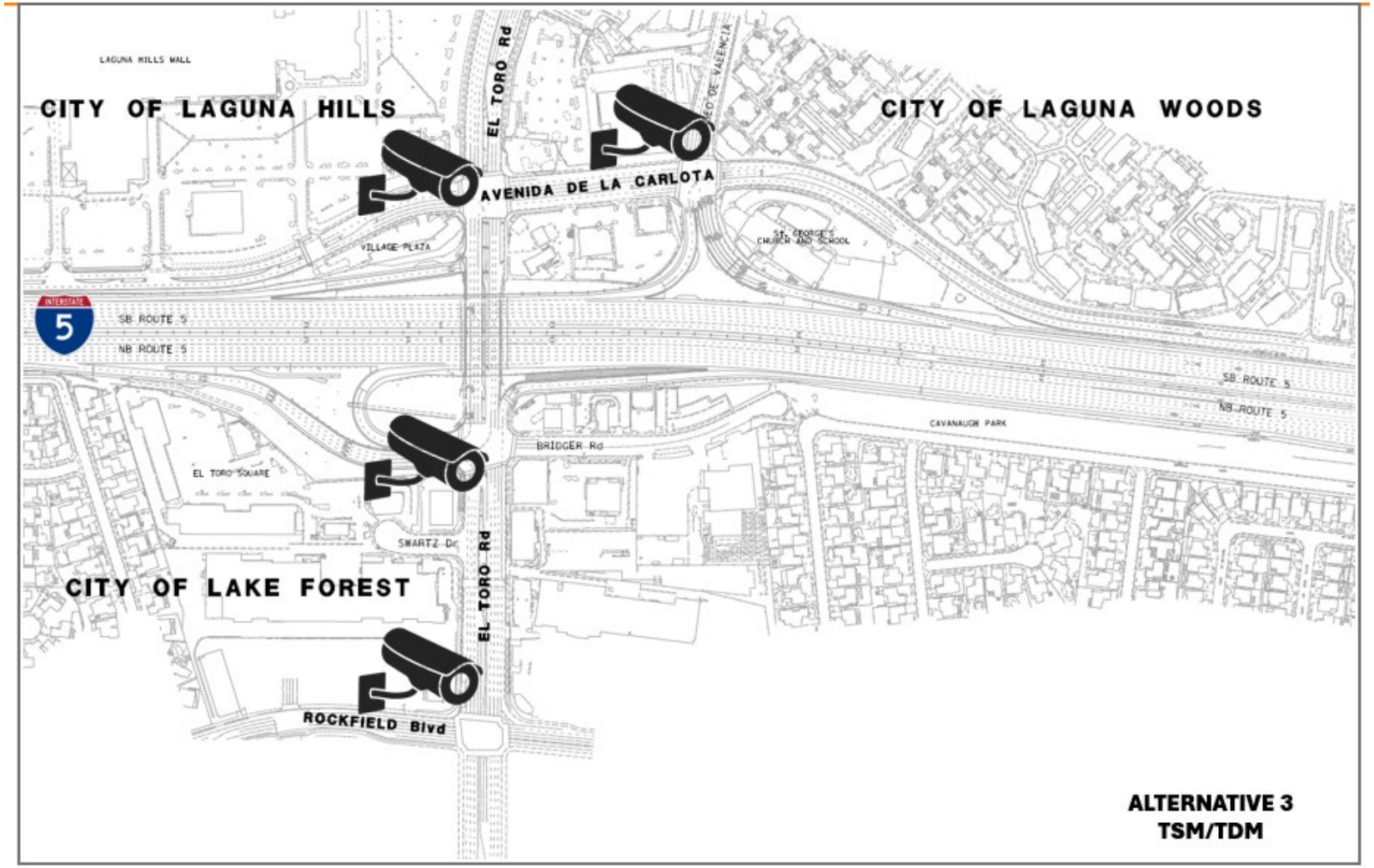
Total Cost: $310M (in 2025 Dollars)

Alternative 2: Flyover with Roundabout



Considered and Eliminated

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



Total Cost: $33M (in 2025 Dollars)

Public Outreach

- Public Hearings
  - One in-person and one virtual public hearing
  - Online and print newspaper ads
  - Direct mail postcards
- Presentations
  - City council updates
  - Stakeholder briefings
- Collateral
  - Project webpage, email alerts, social media, flyers



Next Steps

- Complete environmental technical studies – spring 2026
- Approval of draft PA/ED and beginning of public circulation – July 2026
- Public hearing – August 2026
- Select preferred alternative – October 2026
- Approval of final PA/ED – late 2026/early 2027