



Orange County Transportation Authority

Regional Transportation Planning Committee Agenda

Monday, June 1, 2026 at 10:30 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Stephanie Klopfenstein, Chair
Mark Tettermer, Vice Chair
Katrina Foley
William Go
Patrick Harper
Lauren Kleiman
Kathy Tavoularis

Accessibility

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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

Meeting Access and Public Comments on Agenda Items

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

In-Person Comment

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

Written Comment

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

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

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

Call to Order

Pledge of Allegiance

Director Harper

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 through 8)

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

1. Approval of Minutes

Recommendation(s)

Approve the minutes of the May 4, 2026 Regional Transportation Planning Committee Meeting.

Attachments:

[Minutes](#)

2. 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.

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

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Attachments:

[Staff Report](#)

[Attachment A](#)

3. 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:

[Staff Report](#)

[Attachment A](#)

4. 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.

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

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- 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:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

5. 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:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

6. 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

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

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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 from OC Streetcar capital projects.
- E. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute all necessary agreements.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

7. 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:

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

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[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

[Attachment F](#)

[Attachment G](#)

8. 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:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

Regular Calendar

9. 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.

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- 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:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Presentation](#)

10. Agreement for Public Outreach Consultant Services for Rail Capital Projects

Calina North/Maggie McJilton

Overview

On January 26, 2026, the Orange County Transportation Authority released a request for proposals for public outreach consultant services for rail capital projects. Board of Directors' approval is requested to execute an agreement for these services.

Recommendation(s)

- A. Approve the selection of Arellano Associates, LLC, as the firm to provide public outreach consultant services for rail capital projects.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250187 between the Orange County Transportation Authority and Arellano Associates, LLC, in the amount of \$800,610, for a four-year initial term with an option term of up to 24 months to provide public outreach consultant services for rail capital projects.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

11. Comprehensive Transportation Funding Programs - 2026 Call for Projects Programming Recommendations

Cynthia Morales/Rose Casey

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

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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:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Presentation](#)

Discussion Items

12. 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](#)

13. Fiscal Year 2026-27 Budget Workshop Follow-up

Victor Velasquez/Andrew Oftelie

Overview

Budget staff is available for follow-up questions, issues, or concerns that may have arisen at and/or since the budget workshop conducted with the Board of Directors on May 11, 2026.

14. Public Comments

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

15. Chief Executive Officer's Report

16. Committee Members' Reports

17. Adjournment

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

10:30 a.m. on Monday, July 6, 2026

OCTA Headquarters
550 South Main Street
Orange, California



Committee Members Present

Stephanie Klopfenstein, Chair
Mark Tettermer, Vice Chair
Katrina Foley
William Go
Patrick Harper
Lauren Kleiman
Kathy Tavoularis

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Sahara Meisenheimer, Clerk of the Board Specialist, Senior
Andrea West, Clerk of the Board
Cassie Trapesonian, Assistant General Counsel
Elia Verduzco, Employee Rotation Program
OCTA Staff

Committee Members Absent

None

Call to Order

The May 4, 2026, Regional Transportation Planning (RTP) Committee meeting was called to order by Committee Chair Klopfenstein at 10:30 a.m.

Closed Session

There were no Closed Session items scheduled.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 1 through 4)

A motion was made by Director Tettermer, seconded by Director Go, and declared passed by those present to approve the Consent Calendar (Items 1 through 4).

1. Approval of Minutes

Approve the minutes of April 6, 2026 Regional Transportation Planning Committee meeting.

2. Amendment to Agreement for Freeway Service Patrol Services

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-1-3311 between the Orange County Transportation Authority and California Coach Orange, Inc., in the amount of \$1,950,000, to provide Freeway Service Patrol services for Service Area One, Beats 911 and 912, through October 2, 2027. This will increase the maximum obligation of the agreement to a contract value of \$18,120,275.



- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-1-3312 between the Orange County Transportation Authority and California Roadside Service, LLC, in the amount of \$1,850,000, to provide Freeway Service Patrol services for Service Area One, Beat 910, through October 2, 2027. This will increase the maximum obligation of the agreement to a contract value of \$6,718,324.

3. Draft 2026 State Route 91 Implementation Plan

Receive and file as an information item.

4. Cooperative Agreement No. C250331 with the California Department of Transportation to fund the Construction of the State Route 74 Ortega Highway Gap Closure and Multimodal Improvement Project

Director Foley pulled this item for discussion and Rose Casey, Executive Director of Planning, provided a presentation.

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C250331 between the Orange County Transportation Authority and the California Department of Transportation to authorize the use of \$30 million in federal Surface Transportation Block Grant Program funds, \$24.6 million in State Transportation Improvement Program funds, and \$2.5 million in Community Project Funding/Congressionally Directed Spending funds, for the construction of the State Route 74 Ortega Highway Gap Closure and Multimodal Improvement Project.

Regular Calendar

5. Consultant Selection for Construction Management Support Services for the State Route 55 Improvement Project Between Interstate 5 and State Route 91

Jeannie Lee, Project Manager, Senior, provided a report on this item.

A motion was made by Director Foley, seconded by Director Tettermer, and passed by those present to direct staff to:

- A. Approve the selection of AECOM Technical Services, Inc., as the firm to provide construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250112 between the Orange County Transportation Authority and AECOM Technical Services, Inc. to provide construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91. negotiate and execute Amendment No. 5 to Agreement No. C-0-2104 between the Orange County Transportation Authority and Costin Public Outreach Group.



6. Consultant Selection for the Move OC Active Transportation Plan

Peter Sotherland, Section Manager of Planning & Analysis, provided a report on this item.

Director Kleiman requested to see the Request for Proposal going forward.

This item was forwarded to the next RTP Committee meeting. No action was taken on this item.

Discussion Items

7. Public Comments

There were no public comments received.

8. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer, provided a report on the following:

- Congratulations to Jeannie Lee, Project Manager Senior, on being named California's Outstanding Engineer in the Public Sector by the American Society of Civil Engineers.
- Bike Rally scheduled for Wednesday, May 13, 2026
- Bikeway Demonstration Event, Pedal La Paz Road, in Mission Viejo on Saturday, May 16, 2026

9. Committee Members' Reports

There were no Committee Members' reports.

10. Adjournment

The meeting adjourned at 11:01 a.m.

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

10:30 a.m. on Monday, June 1, 2026

OCTA Headquarters
550 South Main Street
Orange, California

ATTEST

Sahara Meisenheimer
Clerk of the Board Specialist, Senior



June 1, 2026

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the "From:" line of the memo.

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

Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between La Palma Avenue and State Route 55 **Page 2**

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.

Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between La Palma Avenue and State Route 55 **Page 4**

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

**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.



June 1, 2026

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is written over the "From:" line of the header.

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.

Amendment to Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue *Page 2*

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.

Amendment to Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue **Page 3**

- 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

Amendment to Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue **Page 4**

\$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-FI106-10Q, 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:



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Approved by:



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**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.



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

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the "To:" and "From:" lines of the header.

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

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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.

**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 Niguel	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 acquisitions
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 ^a
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
11-14	Costa Mesa	2023-24	\$ 218,969	\$ 218,969	6/30/2028
			\$ 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	

Comprehensive Transportation Funding Programs

March 2026 Semi-Annual Review Adjustment Requests

*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
12-17	Laguna Niguel	2023-24	\$ 11,422	\$ 11,422	6/30/2028
			\$ 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
18-23	San Clemente	2023-24	\$ 17,715	\$ 17,715	6/30/2028
			\$ 17,111	\$ 17,111	6/30/2028
			\$ 17,830	\$ 17,830	6/30/2028
			\$ 17,991	\$ 17,991	6/30/2028
			\$ 16,847	\$ 16,847	6/30/2028
24-26	Villa Park	2023-24	\$ 18,196	\$ 18,196	6/30/2028
			\$ 17,297	\$ 17,297	6/30/2028
			\$ 16,708	\$ 16,708	6/30/2028
			\$ 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 uninterrupted 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, Forever 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 natural 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.

⁶Project led by OCTA as requested by participating agencies: Irvine and Lake Forest

⁷Project led by OCTA as requested by participating agencies: Lake Forest, Mission Viejo, and Rancho Santa Margarita

¹⁰Project led by OCTA as requested by participating agencies: Irvine and Lake Forest

Reasons for Project Adjustments

- Inventory only includes 20- or 24-passenger ADA vehicles. The 20-passenger shuttle maintains grant funding limits and vehicle maneuverability
- Remove service for a special event no longer behind held and replace with alternative special events within approved scope and budget
- 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
- Trolley manufacturer and production delays
- Design refinements, field conditions, and coordination with parallel agency projects
- Design changes, construction conditions, cost escalation, technology compatibility, and coordination with parallel agency projects require deleting redundant improvements and reallocating savings
- Locations unsuitable due to existing installations or physical constraints identified during construction
- Overlap in function and service delivery with existing Project V SC Rideshare service and new Clean Mobility Options Shuttle Program
- Constructability constraints identified during construction and certain locations confirmed to be outside city jurisdiction
- 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 competitive 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 Approved 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

**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 year¹ (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 Forever 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.



June 1, 2026

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

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is written over the "From:" line of the header.

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.

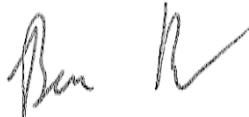
Summary

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:

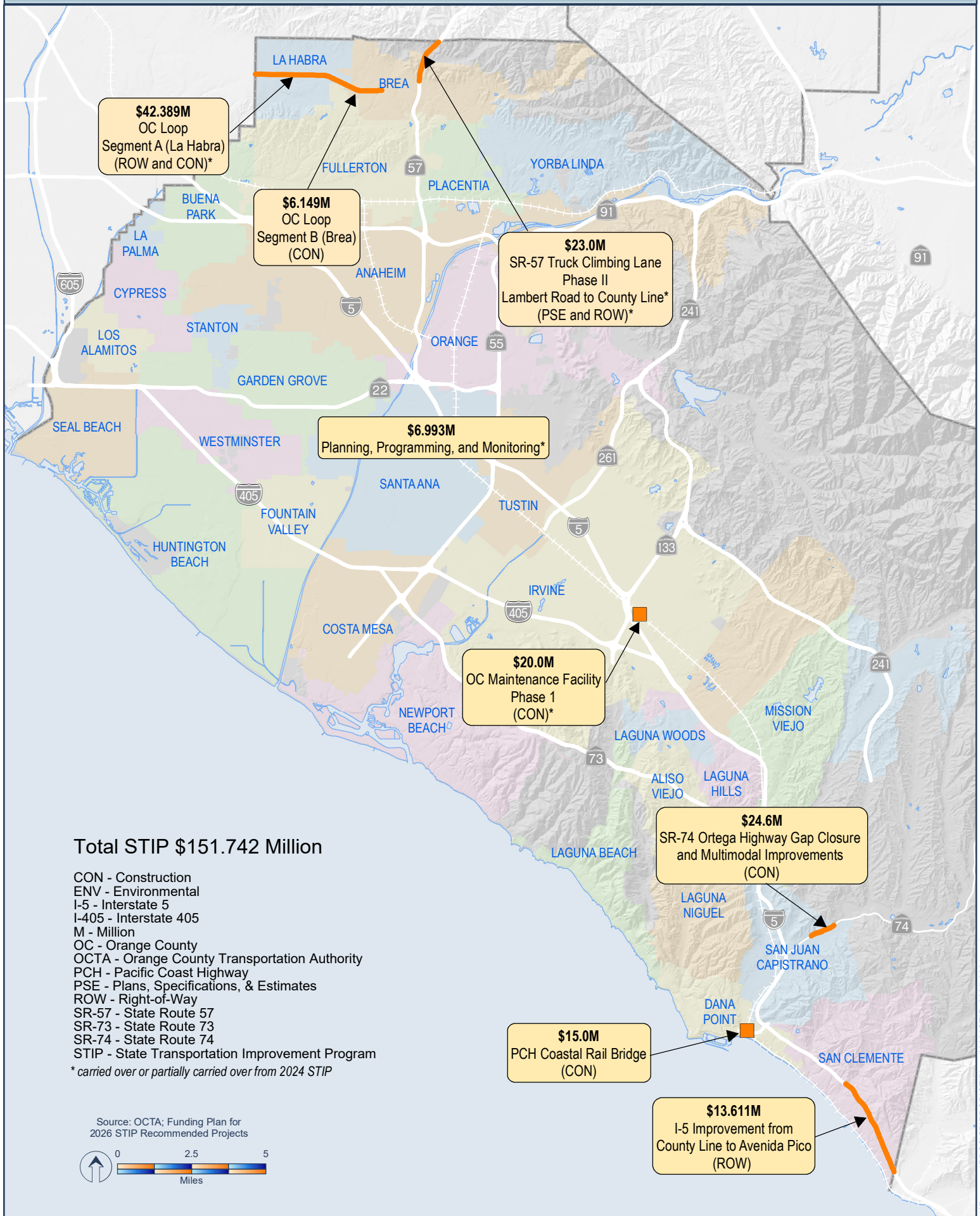


Ben Ku
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(714) 560-5473

Approved by:



Rose Casey
Executive Director, Planning
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\$42.389M
OC Loop
Segment A (La Habra)
(ROW and CON)*

\$6.149M
OC Loop
Segment B (Brea)
(CON)

\$23.0M
SR-57 Truck Climbing Lane
Phase II
Lambert Road to County Line*
(PSE and ROW)*

\$6.993M
Planning, Programming, and Monitoring*

\$20.0M
OC Maintenance Facility
Phase 1
(CON)*

\$24.6M
SR-74 Ortega Highway Gap Closure
and Multimodal Improvements
(CON)

\$15.0M
PCH Coastal Rail Bridge
(CON)

\$13.611M
I-5 Improvement from
County Line to Avenida Pico
(ROW)

**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



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Bus Transit Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
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



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Bus Transit Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
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
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											
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
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			



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Bus Transit 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
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									



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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



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State Highway Project												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
I-5 widening, I-405 to Yale Avenue (Segment 1)	B	\$337,943	\$47,473		\$5,421	\$95,338	\$11,374			\$178,337		
I-5 widening, Yale Avenue to SR-55 (Segment 2)	B	\$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							
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										

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



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



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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



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Local Road Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
State-Local Partnership Program (SLPP) formula grant call	M1/Q	\$54,445						\$24,945	\$1,280	\$27,249	\$971
M2 Project O Regional Capacity Program call	O	\$402,211						\$24,254		\$377,957	
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	O	\$121,500			\$7,719	\$74,705				\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program call	P	\$158,828	\$1,774					\$11,762	\$4,546	\$140,746	
Regional Traffic Signal Synch (Edinger 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											
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



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



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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



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Rail Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
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
Rail Project Totals		\$2,110,988	\$187,930	\$513,792	\$114,123	\$55,700	\$90,478	\$705,402	\$6,904	\$380,542	\$56,117
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											
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
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											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Metrolink 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												
			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

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



June 1, 2026

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Capital Programming Update

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is written over the "From:" line of the header.

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 from 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

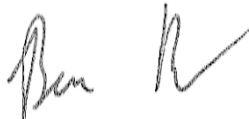
All federally funded or regionally significant projects must be included in the Federal Transportation Improvement Program. Upon Board approval, staff will coordinate with SCAG and appropriate agencies to implement the recommended funding adjustments. These changes are all reflected in the Capital Funding 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:

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Approved by:

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**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 plans and 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)	<p>Use Project X M2 funding consistent with the M2 TIP and consistent with CTFP guidelines. Program funds to projects through the CTFP call.</p> <p>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.</p>
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)	<p>Use CMAQ funding for:</p> <ul style="list-style-type: none"> • 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. <p>All projects that use CMAQ funds must demonstrate a quantifiable air quality benefit. Projects must be recommended based on performance.</p>
Federal Transit Administration (FTA) Section 5307 Formula/FTA	<p>Use funds to support ongoing transit operations and SGR through (not in priority order):</p> <ul style="list-style-type: none"> • Preventive maintenance, • capital cost of contracting, and • bus replacement. <p>Lower priority but eligible if funding available:</p> <ul style="list-style-type: none"> • Other priority capital projects that are consistent with the Comprehensive Business Plan. <p>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.</p>
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: <ul style="list-style-type: none"> • 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.

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

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Bus Transit Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
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) ¹		\$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



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Bus Transit Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
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											
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
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)	1	\$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			



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Bus Transit 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
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

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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

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State Highway Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 widening, I-405 to Yale Avenue (Segment 1)	B	\$337,943	\$47,473		\$5,421	\$95,338	\$11,374			\$178,337	
I-5 widening, Yale Avenue to SR-55 (Segment 2)	B	\$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									



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State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 from SR-55 to SR-57, add one HOV lane each direction	A	\$41,500	\$36,191							\$5,309	
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	\$74,300	\$11,326					\$20,789		\$42,185	
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	\$75,300	\$12,065			\$46,779				\$16,456	
I-5 HOV lanes: s/o Avenida Pico to s/o Avenida Vista Hermosa	C	\$83,500	\$26,867		\$1,600	\$43,735				\$11,298	
I-5/SR-74 interchange improvements	D	\$80,300				\$48,683		\$24,109	\$2,500		\$5,008
I-5/SR-74 interchange landscaping/replacement planting	D	\$1,440			\$752	\$688					
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping	G	\$2,172								\$2,172	
SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping	G	\$946								\$946	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	G	\$35,827						\$24,127		\$11,700	
SR-57 n/b widening, SR-91 to Yorba Linda Boulevard	G	\$51,354						\$39,475		\$11,879	
SR-57 n/b widening, Yorba Linda 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

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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

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Local Road Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
State-Local Partnership Program (SLPP) formula grant call	M1/Q	\$54,445						\$24,945	\$1,280	\$27,249	\$971
M2 Project O Regional Capacity Program call	O	\$402,211						\$24,254		\$377,957	
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	O	\$121,500			\$7,719	\$74,705				\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program call	P	\$158,828	\$1,774					\$11,762	\$4,546	\$140,746	
Regional Traffic Signal 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									



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Local Road Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Grand Avenue widening, 1st Street to 4th Street	O	\$12,537	\$6,708								\$5,829
Kraemer Boulevard grade separation	O	\$63,830	\$22,044					\$16,973		\$22,981	\$1,832
Lakeview Avenue grade separation	O	\$110,702	\$37,102		\$9,709			\$27,344		\$21,792	\$14,755
Orangethorpe Avenue grade separation	O	\$106,043	\$38,240		\$18,600			\$30,324		\$16,182	\$2,697
Placentia Avenue grade separation	O	\$64,539						\$33,386		\$27,453	\$3,700
Raymond Avenue grade separation	O	\$125,419						\$95,482		\$22,373	\$7,564
State College Boulevard grade separation	O	\$99,380	\$27,161		\$10,887			\$34,785		\$15,460	\$11,087
Tustin Avenue/Rose Drive grade separation	O	\$96,638	\$45,957					\$22,534		\$26,384	\$1,763
M2 Fair Share State - Local Partnership Grant Program	Q	\$7,032						\$3,516		\$3,516	
Antonio Parkway widening		\$32,553	\$15,499								\$17,054
ARRA transportation enhancements		\$6,833			\$4,049				\$500		\$2,284
Arterial Pavement Management Program		\$50,951	\$19,655		\$604						\$30,692
Atlanta Avenue widening		\$4,160	\$2,278								\$1,882
Firestone Boulevard widening at Artesia Boulevard		\$2,468	\$2,059								\$409
Local Agency American Reinvestment and Recovery Act of 2009 rehabilitation projects		\$32,369			\$32,369						
Del Obispo 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											
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
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
Rail Project Totals		\$2,110,988	\$187,930	\$513,792	\$114,123	\$55,700	\$90,478	\$705,402	\$6,904	\$380,542	\$56,117
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											
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
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											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Metrolink 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

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

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

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, Statutes of 2017)
 SB 1 LPP-F – Senate Bill 1 (Chapter 5, Statutes of 2017) Local Partnership Program - Formula
 SB 1 SGR – Senate Bill 1 (Chapter 5, Statutes 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



June 1, 2026

To: Regional Transportation Planning Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Measure M2 Environmental Mitigation Program Update

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is written over the "From:" line of the header.

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:



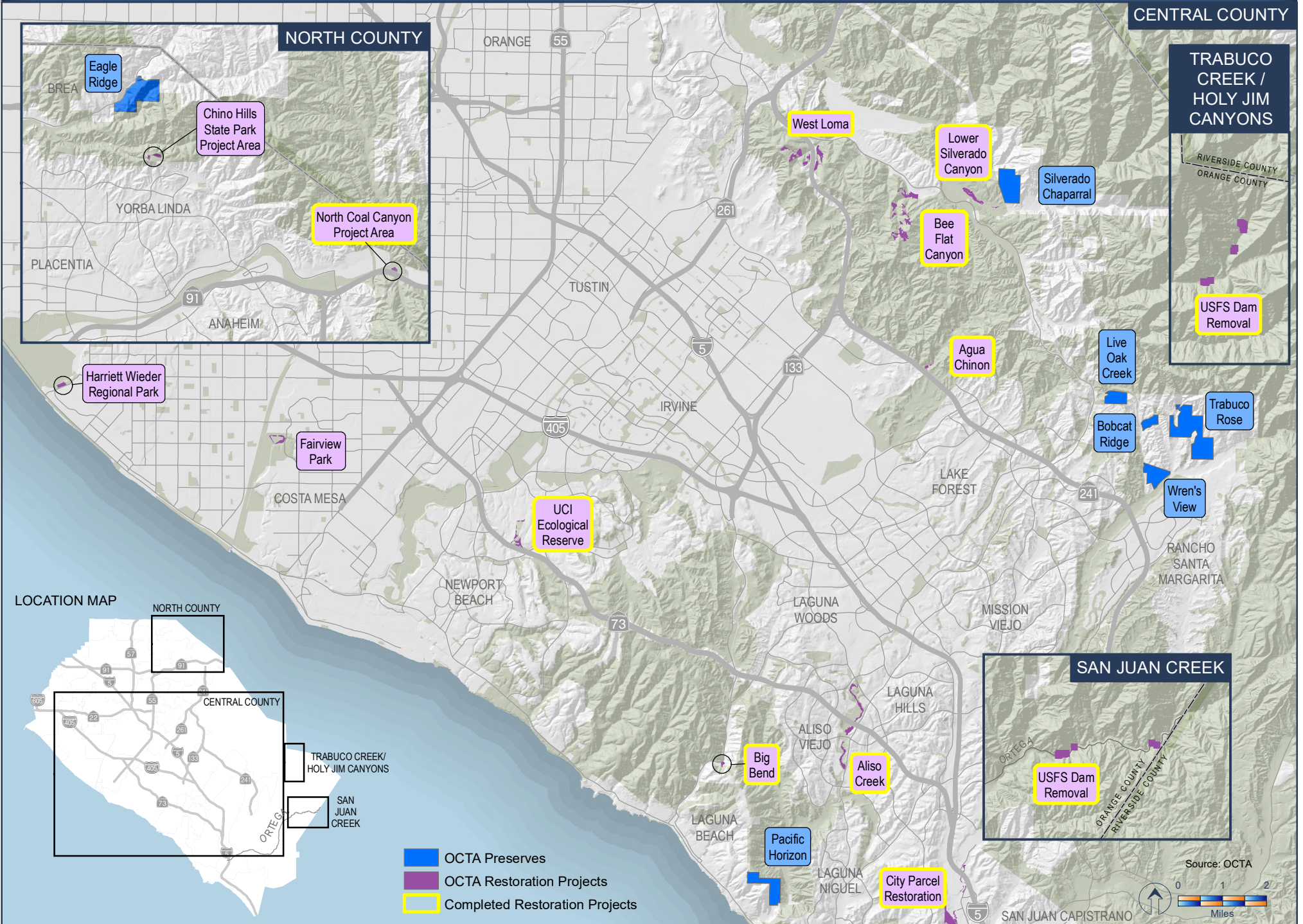
Lesley Hill
Environmental Mitigation Program
Project Manager
(714) 560-5759

Approved by:



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

OCTA Preserves and Funded Restoration Projects





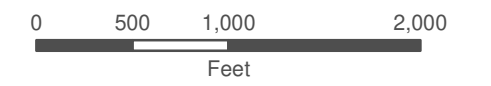
Acquired Properties Summary



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



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 

Many-stemmed Dudleya Enhancement Area





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

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



SANTA ANA RIVER

EXISTING FAIRVIEW PARK RESTORATION AREA

Existing Restoration Area
Approximately 13 acres

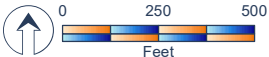
EXISTING FAIRVIEW PARK RESTORATION AREA

EXISTING FAIRVIEW PARK RESTORATION AREA

Mesa Flower Fields Restoration Area
Approximately Ten Acres

PLACENTIA AVENUE

Source: OCTA



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

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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

CNDDDB – 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 1,236¹ 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.

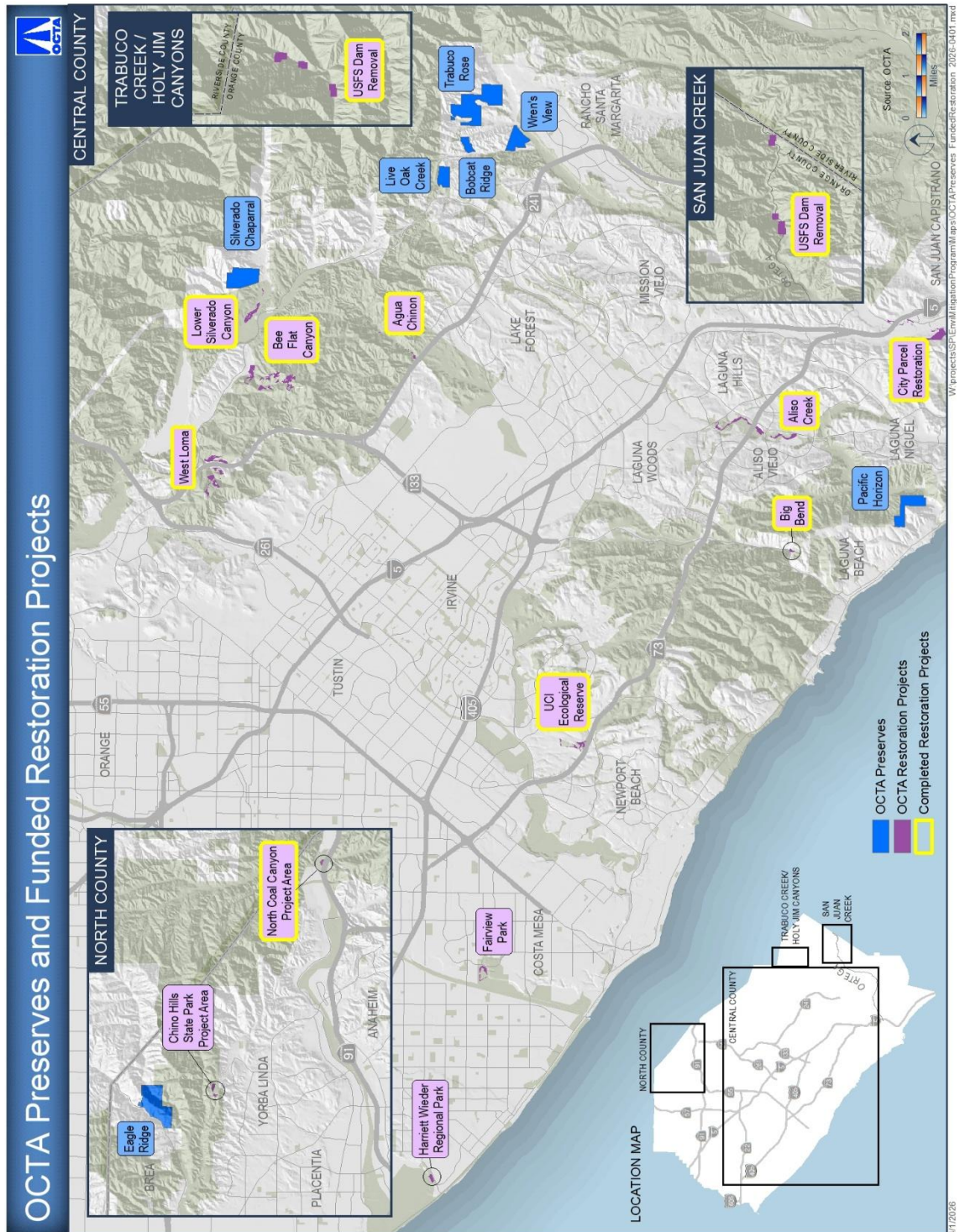
¹ The acreage of natural habitat preserved is based on best available information used during the preparation of RMPs and may be slightly different from acreages reported in the M2 NCCP/HCP.

OCTA-Funded Restoration Projects

OCTA has approved funding for 13² 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.



June 1, 2026

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Regional Planning Update

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is positioned to the right of the "From:" field.

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.

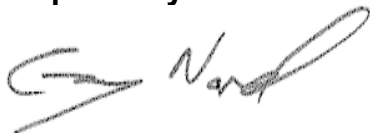
Summary

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

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



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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.

California High-Speed Rail Authority
April 29, 2026
Page 2

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,

A handwritten signature in black ink, appearing to read "Dan Phu", with a long horizontal flourish extending to the right.

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.



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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.

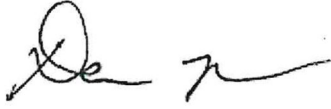
The CHSRA Supplemental Alternatives Analysis (SAA) released in November 2023 which studied the Los Angeles to Anaheim project section is discussed in the Draft Business Plan. The Draft Business Plan confirms that the environmental clearance for this project section is expected to be complete by the end 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,

A handwritten signature in black ink, appearing to read 'Dan Phu', with a stylized flourish extending to the right.

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.



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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

Ms. LaDonna DiCamillo
January 22, 2024
Page 2

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.



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Orange County
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Local Transportation
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Service Authority for
Freeway Emergencies

Consolidated Transportation
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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.

Mr. Mark McLoughlin

September 24, 2020

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- 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*

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, Southern 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

February 3, 2026

Ms. DiCamillo

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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.

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Ms. DiCamillo

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- 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.

February 3, 2026
Ms. DiCamillo
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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,

A handwritten signature in blue ink that reads "Rose Casey". The signature is written in a cursive style.

Rose Casey
Executive Director, Planning

RC:tc
Attachments

c: Dan Phu, OCTA



AFFILIATED AGENCIES

*Orange County
Transit District*

*Local Transportation
Authority*

*Service Authority for
Freeway Emergencies*

*Consolidated Transportation
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

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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.

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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,

A handwritten signature in blue ink that reads "Rose Casey". The signature is written in a cursive, flowing style.

Rose Casey, P.E.
Executive Director, Planning

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	<i>"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."</i> 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	<p><i>"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."</i></p> <p>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.</p>	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 paralleling 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					

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					



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.

Mr. Mark McLoughlin

September 24, 2020

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- 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

Mr. Mark McLoughlin
September 24, 2020
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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 SCRRRA. 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,

A handwritten signature in black ink, appearing to read "Kia Mortazavi". The signature is fluid and cursive, with the first name "Kia" being more prominent.

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

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Mr. Mark McLoughlin

September 24, 2020

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Mr. Mark McLoughlin
September 24, 2020
Page 3

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



COMMENT-RESPONSE LOG

Project: A4205 CHSRA LA to Anaheim
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 Contract Reference: A4205-F18

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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 SCRRR 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.				



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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 additional 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?				



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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?				



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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 Blvd (via. stair and lift). What amenities 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?				



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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 OCTA 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/amenities 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 notably Angel Stadium. While consideration has been made to HSR drop off zone and associated 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.				



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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.

Mr. Mark McLoughlin

September 24, 2020

Page 2

- 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

Mr. Mark McLoughlin
September 24, 2020
Page 3

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 SCRRRA. 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,

A handwritten signature in black ink, appearing to read "Kia Mortazavi". The signature is fluid and cursive, with a large initial "K" and "M".

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:

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Mr. Mark McLoughlin

September 24, 2020

Page 2

- 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.
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- 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.
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Mr. Mark McLoughlin
September 24, 2020
Page 3

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- 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



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 SCRRR 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 additional 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?				



COMMENT-RESPONSE LOG

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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?				



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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 Blvd (via. stair and lift). What amenities 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?				



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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 OCTA 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/amenities 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 notably Angel Stadium. While consideration has been made to HSR drop off zone and associated 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.				



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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.

Mr. Mark McLoughlin

September 24, 2020

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- 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

Ms. LaDonna DiCamillo
January 22, 2024
Page 2

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

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 - 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.

Mr. Mark McLoughlin

September 24, 2020

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- 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.
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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

Ms. LaDonna DiCamillo
January 22, 2024
Page 2

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.
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September 24, 2020

Mr. Mark McLoughlin
Attn: Los Angeles-Anaheim
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Mr. Mark McLoughlin

September 24, 2020

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Darrell E. Johnson
Chief Executive Officer

DEJ:dp



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Sincerely,



Darrell E. Johnson
Chief Executive Officer

DEJ:dp



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 maintain 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	<p>Electrification and Protection of Freight Service Quality</p> <p>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.</p>				
6	R. Soto	OCTA		X	General	Operations	<p>Passenger Train Rights and Operating Slot Assumptions</p> <p>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.</p>				
7	R. Soto	OCTA		X	General	Operations	<p>CHSRA's Contractual Role Under the Shared Use Agreement</p> <p>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.</p>				
8	R. Soto	OCTA		X	General	Operations	<p>Maintenance and Outage Requirements</p> <p>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.</p>				
9	R. Soto	OCTA		X	General	Operations	<p>Dispatching Authority and Cost Allocation</p> <p>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.</p>				
10	R. Soto	OCTA		X	General	Operations	<p>Contractual Compliance Versus Infrastructure Capacity</p> <p>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.</p>				
11	R. Soto	OCTA		X	General	Operations	<p>Freight Volume Assumptions</p> <p>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.</p>				

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 if it 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 SCRRRA 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, IECC, 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, JEQC, 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 #: 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?



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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: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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)				



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Table with columns: NO., Reviewer, Agency, SPEC, DWG, REPORT, REF. PAGE, DISCIPLINE, COMMENT, RESPONDER, RESPONSE CODE, RESPONSE, RESOLUTION-ACTION ITEM. Rows include items 18-29 and 30-33, covering various engineering disciplines like Track Alignment, ROW, and Grade Sep.



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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 Blvd (via. stair and lift). What amenities 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				



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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/amenities 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 notably Angel Stadium. While consideration has been made to HSR drop off zone and associated 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.				



COMMENT-RESPONSE LOG

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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.				



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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 agreements 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 if 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 trains 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 SCRRRA 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 SCRRRA'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 PEPP 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. SCRRRA 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 PEPP 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 SCRRRA 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 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 PEPP 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 PEPP, 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 NB OC cross plant movement at Fullerton being a prime example of this). The PEPP design proposes that OC NB 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 be 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 be 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 be 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 Artesia 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-sac 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.



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:

Firm and Location

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.

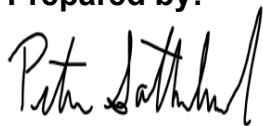
Summary

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

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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

- Qualifications of the Firm
 Staffing and Project Organization
 Work Plan
 Cost and Price

Weight Factors

- 20 percent
 25 percent
 30 percent
 25 percent

**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

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 the Garden Grove to Santa Ana Rails to Trails	June 26, 2023	June 30, 2026		\$ 2,983,582
<i>Subconsultants:</i>						
		<i>Arellano Associates</i>			\$ 230,065	
		<i>Bess Testlab, Inc.</i>			\$ 29,960	
		<i>Coast Surveying</i>			\$ 214,520	
		<i>Epic Land Solutions, Inc.</i>			\$ 23,788	
		<i>F P L and Associates Inc.</i>			\$ 183,099	
		<i>GHD</i>			\$ 49,911	
		<i>Jacobs Engineering Group Inc.</i>			\$ 1,003,299	
		<i>T.Y. Lin International</i>			\$ 198,970	
Contract Type: Firm-Fixed Price	C-3-2896	Next Safe Travels Education Program	June 27, 2024	June 30, 2027		\$ 2,100,000
<i>Subconsultants:</i>						
		<i>Walk 'n Rollers</i>			\$ 250,000	
Contract Type: Firm-Fixed Price	C-5-3914	Mobility Hubs Concept of Operations	June 25, 2025	June 30, 2027		\$ 291,501
<i>Subconsultants:</i>						
		<i>Fehr and Peers</i>			\$ 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
<i>Subconsultants:</i>						
		<i>None</i>				
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
<i>Subconsultants:</i>						
		<i>Kittelson and Associates, Inc.</i>				
		<i>Leslie Scott Consulting</i>				
		<i>Rock E Miller and Associates</i>				
		<i>Safe Routes To School National Partnership</i>				
		<i>Steer Davies and Gleave Inc.</i>				
		<i>Walk 'n Rollers</i>				
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 oversight 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 (<i>deliverable specifics</i>)
1.1	<i>Consultant Kick-off (Agenda and notes)</i>
1.2	<i>Project Management, Invoicing, and Meetings (Agenda and notes for all meetings)</i>
1.3	<i>PDT and Meetings (Agenda and notes for all meetings)</i>

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	<i>Community Engagement Plan (memo), phase summary memos (two memos), and final community and stakeholder engagement report (Final report section)</i>
2.2	<i>Institutional Engagement, six presentations, (Draft and final)</i>
2.3	<i>Stakeholder Survey (Draft survey, final survey, survey summary)</i>
2.4	<i>Public Survey (Draft survey, final survey, survey summary)</i>
2.5	<i>Targeted Interaction (Notes/summary)</i>
2.6	<i>Virtual Engagement (Notes/summary)</i>
2.7	<i>In-person Engagement (Notes/summary)</i>
2.8	<i>CBO Coordination/Stipend</i>
2.9	<i>Digital Media (Content and support)</i>
2.10	<i>Collateral Development and Branding</i>

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	<i>Draft VGOMs Memo</i>
3.2	<i>Final VGOMs Memo</i>
3.3	<i>Draft and final findings summary memo</i>
3.4	<i>Draft and final findings summary memo</i>
3.5	<i>Draft and final findings summary memo</i>

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	<i>Infrastructure recommendations (Administrative draft, public draft, and comment summary)</i>
4.2	<i>Programming recommendations (Administrative draft, public draft, and comment summary)</i>
4.3	<i>Policy recommendations (Administrative draft, public draft, and comment summary)</i>
4.4	<i>Funding recommendations (Administrative draft, public draft, and comment summary)</i>

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	<i>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)</i>
5.2	<i>Final Report Document and final presentation</i>

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 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



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



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*



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




June 1, 2026

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Public Outreach Consultant Services for Rail Capital Projects

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the "From:" line and extends into the "Subject:" line.

Overview

On January 26, 2026, the Orange County Transportation Authority released a request for proposals for public outreach consultant services for rail capital projects. Board of Directors' approval is requested to execute an agreement for these services.

Recommendations

- A. Approve the selection of Arellano Associates, LLC, as the firm to provide public outreach consultant services for rail capital projects.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250187 between the Orange County Transportation Authority and Arellano Associates, LLC, in the amount of \$800,610, for a four-year initial term with an option term of up to 24 months to provide public outreach consultant services for rail capital projects.

Discussion

The Orange County Transportation Authority (OCTA) owns and maintains more than 40 miles of operating railroad right-of-way in Orange County that extends from the City of Fullerton to the San Diego County Line in the City of San Clemente. The rail corridor is used by Metrolink and Amtrak passenger trains in addition to freight trains. OCTA, in partnership with Metrolink, is advancing multiple regional rail capital projects.

Major activities associated with the projects include bridge demolition and reconstruction, retaining wall construction, pile driving, track removal and installation, station construction, and utility work. These complex construction activities will result in temporary disruptions to adjacent communities such as

long- and short-term local street and trail closures, service interruptions, noise, and other construction-related impacts.

OCTA, with consultant support, implements public outreach programs for these projects, many of which are underway. The current consultant agreement with Arellano Associates ends June 30, 2026. The new agreement would support outreach services for the following ongoing projects:

- **Coastal Rail Stabilization Priority Projects**

Area 3 – Construction: Constructs a 1,400-foot-long catchment wall and restores a beach trail in the City of San Clemente. Construction began in mid-2025 and is expected to be completed in late 2026.

Area 4 – Design: Proposes to construct a shoreline protection structure, perform riprap repair, and sand nourishment. Environmental clearance and preliminary engineering are underway and are expected to be completed in late 2026.

Areas 1, 2, and 4 – Environmental: Proposes sand placement at three locations along the City of San Clemente’s beaches to help stabilize the coastal rail line along the Los Angeles – San Diego – San Luis Obispo Rail Corridor.

- **Inland Slope Stabilization Rehabilitation Project – Construction**

Rehabilitates slopes at six locations in the railroad right-of-way in the cities of Laguna Niguel, Lake Forest, and Mission Viejo. Construction began in early 2026 and is expected to be completed in mid-2026.

- **San Juan Creek Bridge Replacement Project – Construction**

Replaces the railroad bridge over San Juan Creek in the City of San Juan Capistrano and constructs a new foundation and substructure for a potential future rail bridge. Construction began in mid-2024 and is expected to be completed in early 2027.

The new agreement would also support outreach services for the following future projects:

- **Pacific Coast Highway Bridge Replacement Project – Environmental and Design**

Proposes to replace an existing railroad bridge over Pacific Coast Highway in the City of Dana Point that has reached the end of its useful life. The project is expected to advance to the environmental phase in early 2027.

- **Orange County Maintenance Facility – Design and Construction**

Constructs a maintenance facility in Irvine to store and service Metrolink trains. The environmental study was completed in mid-2022, and the project is expected to advance to the design phase once additional funding and agreements are secured.

- **Irvine Station Project – Environmental**

Proposes to reconfigure the Irvine Metrolink Station and rail infrastructure by extending or adding tracks and installing a pedestrian underpass. The environmental phase is expected to begin in mid-2026.

- **Placentia Station Project – Design**

Constructs a new train station in the City of Placentia, near State Route 57 (SR-57), serving the communities of Anaheim, Fullerton, Placentia, and Yorba Linda. Initiation of future phases is contingent upon an agreement between OCTA, Metrolink, and other parties.

Outreach may also be required for additional rail and station projects, as directed by OCTA. The agreement is structured on a time and expense basis, and consultant services will be used only as needed for projects that advance and require outreach support.

OCTA, with consultant support, will implement comprehensive public outreach programs designed to:

- Increase awareness and understanding of project benefits and timelines
- Proactively communicate construction activities and impacts
- Engage stakeholders, including hard-to-reach communities, early and often throughout project delivery
- Address and resolve community concerns in a timely manner

Outreach efforts are essential to minimizing the impacts of community disruptions, maintaining transparency, building trust, and enhancing safety. Stakeholders include residents, business owners, motorists, rail passengers, first responders, and trail users, as well as local and county agencies, corridor cities, beach communities, and school districts.

Outreach strategies and tactics will include multilingual stakeholder briefings and presentations, in-person and virtual meetings, and print and digital materials.

These efforts will include ongoing coordination with project development and construction teams to ensure accurate and consistent messaging. The program will include regular monitoring and evaluation of outreach performance metrics to inform and refine communication strategies for each project, and to ensure accountability, consistency, and measurable outcomes.

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, and work plan, as well as cost and price.

On January 26, 2026, Request for Proposals (RFP) 250187 was issued electronically on OpenGov, OCTA's online e-procurement system. The solicitation was advertised in a newspaper of general circulation on January 26, and February 2, 2026. A pre-proposal conference was held on February 3, 2026, with 29 attendees representing 12 firms. Two addenda were issued to make available the pre-proposal conference registration sheets and presentation, as well as to provide responses to written questions.

On February 23, 2026, six proposals were received. An evaluation committee consisting of members from the Contracts Administration and Materials Management, People and Community Engagement, Public Information Office, and Rail Capital Programs departments met to review all 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 25 percent

Several factors were considered in developing the evaluation criteria weightings. Qualifications of the firm criterion was weighted at 20 percent as the firms had to demonstrate public outreach experience on rail projects during construction phases. Staffing and project organization criterion was weighted at 25 percent as the firms had to demonstrate an experienced, well-rounded team consisting of staff having adequate availability, as well as relevant experience performing outreach services on large construction projects. Work plan criterion was weighted at 30 percent as the plan had to consider the unique needs of a corridor composed of residential, commercial, and industrial businesses. Additionally, the proposed work plan had to demonstrate an understanding of the Project scopes and challenges, as well as the level of effort required. Cost and price criterion was weighted at 25 percent to ensure that OCTA receives value for the services provided.

The evaluation committee utilized a best-value selection process for this RFP. The best-value determination is based on a 100-point scale. The RFP required proposing firms to submit a separate price proposal in a sealed package. To focus on the technical aspects of the proposals, the evaluation committee first evaluated the written proposals on technical merit based on the weighted criteria for qualifications of the firm, staffing and project organization, and work plan, which represented a maximum of 75 points of the total proposal score. After the interviews and the technical scores of the short-listed firms were finalized, the sealed price proposals of the short-listed firms were opened and shared with the evaluation committee. The cost and price score, which represented a maximum of 25 points of the total proposal score, was then factored into the overall proposal score for a maximum of 100 points.

On March 9, 2026, the evaluation committee reviewed the proposals based only on the technical evaluation criteria and short-listed the two most qualified firms listed below in alphabetical order:

Firms and Location

Arellano Associates, LLC (Arellano)
Headquarters: Chino Hills, California
Project Office: Chino Hills, California

MBI Media (MBI)
Headquarters: Covina, California
Project Office: Covina, California

On March 16, 2026, the evaluation committee conducted interviews with the two short-listed firms. The interviews consisted of a presentation by each firm to demonstrate the firms' understanding of OCTA's requirements, including their approach to the scope of work. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. Questions addressed each firm's proposed approach to community engagement, staffing roles and team organization, methods for engaging hard-to-reach and multilingual communities, and communication strategies.

Based on the evaluation of written technical proposals and the information obtained from the interviews, as well as cost and price, the evaluation committee recommends Arellano for consideration of the award. The following is a summary of the proposal evaluation results.

Qualifications of the Firm

Arellano, founded in 1994 and headquartered in the City of Chino Hills, is a public communications and community outreach firm with more than 80 employees supporting transportation and infrastructure programs throughout Southern California. Arellano demonstrated expertise in providing strategic public communications and stakeholder engagement for rail and capital improvement projects. Arellano's outreach services span the project lifecycle, including planning, environmental clearance, pre-construction coordination, and active construction for regional and local agencies. Arellano is currently performing rail outreach services for the Coastal Rail Stabilization Projects, San Juan Creek Bridge Replacement Project, and the Inland Slope Rehabilitation Project. Additional rail outreach experience includes OCTA's Coastal Rail Resiliency Study, Laguna Niguel to San Juan Capistrano Passing Siding Project, and the City of Corona's McKinley Street Grade Separation Project. The firm received positive comments from its references.

MBI was founded in 1989 and is headquartered in the City of Covina, with 15 full-time employees supported by additional part-time personnel. The firm specializes in strategic communications and public outreach services and offers full-service outreach support, including project management, community engagement, digital communications, branding, and graphic design. MBI demonstrated experience providing strategic communications and community engagement services for transportation agencies and municipalities throughout Southern California, including Metrolink, LA Metro, and the California High-Speed Rail Authority (CHSRA). Relevant experience includes providing outreach and engagement services for Metrolink rail initiatives, serving as lead outreach consultant for LA Metro's Link Union Station Project, overseeing corridor-wide outreach for segments of the CHSRA Program, and providing construction-phase outreach services for OCTA's Interstate 405 Improvement

Project. The firm proposed subcontractors to support multicultural outreach and additional engineering and public relations support. MBI received positive comments from its references.

Staffing and Project Organization

Arellano proposed a structured staffing plan designed to provide executive oversight, dedicated project management, and field-level outreach support for OCTA's rail capital projects. The proposed team includes a project manager with nine years of experience leading public outreach for complex rail and infrastructure capital improvement projects. The staffing plan includes a community liaison to oversee implementation of outreach strategies, community relations representatives to conduct field outreach to residents, businesses, and corridor stakeholders, communications specialists to prepare written materials, construction notices, digital content, and presentations, and multilingual outreach staff to support engagement with diverse communities. During the interview, the project team highlighted staff's experience and provided thorough responses to the evaluation committee's questions.

MBI proposed a project team with defined roles and responsibilities aligned with the scope of work. The proposed project manager has more than 25 years of experience in public outreach and transportation communications on rail projects for Metrolink and other transportation agencies. The project team includes a community liaison who has supported outreach efforts for Metrolink and the CHSRA and who would be responsible for stakeholder coordination and field-level engagement activities. The proposed organizational structure integrates in-house project management and creative services with subcontractor support for multilingual and specialized outreach, providing scalability to support multiple rail capital projects. During the interview, the project team presented their roles and provided thorough responses to the evaluation committee's questions.

Work Plan

Arellano proposed a structured work plan focused on minimizing community disruption, maintaining transparency, and supporting the successful delivery of OCTA rail capital projects. The work plan includes coordination with OCTA staff at project initiation to confirm outreach objectives, review project schedules and anticipated construction impacts, and develop project-specific outreach strategies tailored to the scope of work and sensitivity of each project. The work plan outlined a stakeholder identification element that includes development and maintenance of stakeholder databases consisting of adjacent residents and businesses, community-based organizations, corridor users, elected officials,

agency partners, and emergency responders. Proposed engagement activities include door-to-door outreach, stakeholder meetings, business briefings, community presentations, and coordination with local agencies. During active construction, Arellano proposed implementation of proactive notification strategies for construction schedules, closures, rail service adjustments, night or weekend work, and major milestones using print and digital formats such as email alerts, social media and website updates, and field notifications.

MBI provided a comprehensive work plan that demonstrated an understanding of OCTA's rail capital outreach requirements, including tailored outreach strategies for each of the rail capital projects listed in the scope of work demonstrating an understanding of each project's characteristics and challenges. The work plan indicated that outreach efforts would not only inform stakeholders about individual construction activities but also connect project communications to broader rail improvement initiatives. MBI's work plan also included development of comprehensive outreach strategies aligned with project goals, schedules, and key milestones. MBI emphasized transparency and constructive dialogue with stakeholders, including engagement with hard-to-reach communities. The proposal also identifies coordination with community-based organizations and implementation of multilingual outreach strategies to support inclusive engagement. MBI proposed a structured, metrics-driven public outreach approach that integrates traditional and digital engagement tools, while incorporating translation services and multilingual outreach to serve hard-to-reach communities.

Cost and Price

Pricing scores were based on a formula which assigned the higher score to the firm with the lower weighted average hourly rate and scored the other proposal's weighted average hourly rate based on its relation to the lower weighted average hourly rate. Arellano proposed the lower weighted average hourly rate. In addition, Arellano's proposed rates are consistent with OCTA's project manager's independent cost estimate, as well as those of comparable public outreach contracts for similar scopes of work. Therefore, Arellano's proposed hourly rates are deemed fair and reasonable.

Procurement Summary

Based on the evaluation of written proposals, the firms' qualifications, the information obtained from the interviews, as well as cost and price, the evaluation committee recommends the selection of Arellano as the top-ranked firm to provide public outreach consultant services for rail capital projects. Arellano delivered a thorough and comprehensive proposal and an interview that was responsive to all the requirements of the RFP.

Fiscal Impact

Funds are included in OCTA's Fiscal Year 2025-26 Budget and, pending approval, will be included OCTA's Proposed FY 2026-27 Budget, People and Community Engagement Division, account nos. 0018-7519-TR231-26Q, 0018-7519-TR232-26Q, 0018-7519-C5054-0DX, 0017-7519-TR022-16H, 0018-7519-A0001-0JK, and funded with federal, state, and local funds.

Summary

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C250187 between the Orange County Transportation Authority and Arellano Associates, LLC, in the amount of \$800,610, for a four-year initial term with an option term of up to 24 months, to provide public outreach consultant services for rail capital projects.

Attachments

- A. Review of Proposals, RFP 250187 Public Outreach Consultant Services for Rail Capital Projects
- B. Proposal Evaluation Criteria Matrix (Short-Listed), RFP 250187 Public Outreach Consultant Services for Rail Capital Projects
- C. Contract History for the Past Two Years, RFP 250187 Public Outreach Consultant Services for Rail Capital Projects

Prepared by:

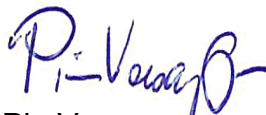


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Review of Proposals
RFP 250187 Public Outreach Consultant Services for Rail Capital Projects
Presented to Regional Transportation Planning - June 1, 2026
6 firms proposed, 2 firms were interviewed, 1 firm is being recommended

ATTACHMENT A

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Weighted Average Hourly Rate
1	93	Arellano Associates, LLC Chino Hills, California	None	Highest-ranked firm overall. Demonstrated relevant community outreach experience on transportation and rail capital projects. Proposed multilingual outreach support, including Chinese, Korean, Farsi, and other language-speaking communities. Proposed an experienced and knowledgeable project manager and outreach team. Team members have experience supporting the Orange County Transportation Authority and regional transportation initiatives. Demonstrated understanding of construction phase outreach requirements and stakeholder coordination. Provided a structured, task-oriented work plan aligned with the scope of work. Outlined strategies for proactive construction notifications and community engagement. Discussed implementation approach and provided responses to interview questions. Received positive responses from references. Proposed the lowest competitive weighted average hourly rate.	\$102
2	91	MBI Media Covina, California	ArrowGTP Kleinfelder Construction Services	Demonstrated relevant experience providing public outreach and communications services for transportation and rail projects. Experience supporting construction-phase outreach for commuter rail and transit agencies. Proposed a project manager with more than 20 years of experience in transportation communications. Project manager has experience leading outreach efforts for Metrolink and other regional transportation agencies. Proposed an experienced community liaison to support stakeholder coordination and field level engagement. Proposed a subcontractor to support multicultural outreach. Proposed a subcontractor to provide additional engineering and public relations support. Outlined strategies for proactive community notifications and business outreach. Discussed coordination with OCTA staff and contractor teams. Received positive responses from references.	\$119

Evaluation Panel:

Contracts Administration and Materials Management (1)
People and Community Engagement (2)
Public Information Office (1)
Rail Capital Programs (1)

Proposal Criteria

Qualifications of the Firm
Staffing and Project Organization
Work Plan
Cost and Price

Weight Factors

20%
25%
30%
25%

**PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed)
RFP 250187 Public Outreach Consultant Services for Rail Capital Projects**

Arellano Associates							
Evaluator Number	1	2	3	4	5	Weights	Criteria Score
Qualifications of Firm	5.00	4.50	4.50	5.00	4.50	4	18.8
Staffing/Project Organization	4.50	4.50	4.50	4.50	4.50	5	22.5
Work Plan	4.50	4.00	5.00	4.50	4.00	6	26.4
Cost	5.00	5.00	5.00	5.00	5.00	5	25.0
Overall Score	95	90	96	95	90		93

MBI Media							
Evaluator Number	1	2	3	4	5	Weights	Criteria Score
Qualifications of Firm	5.00	4.50	4.50	5.00	4.50	4	18.8
Staffing/Project Organization	4.50	4.50	4.00	4.00	4.00	5	21.0
Work Plan	5.00	4.50	5.00	5.00	5.00	6	29.4
Cost	4.28	4.28	4.28	4.28	4.28	5	21.4
Overall Score	94	89	89	91	89		91

The range of technical scores for non-short listed firms was 43 to 59, these scores do not include cost score.

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 250187 Public Outreach Consultant Service for Rail Capital Projects

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Arellano Associates, LLC Contract Type: Time and Expense Subconsultants: <i>ArrowGPT</i>	C-2-3053	On-Call Planning Studies Public Outreach Consultant Services for Transportation Planning Studies	June 1, 2023	April 30, 2026		\$ 300,000
Arellano Associates, LLC Contract Type: Time and Expense Subconsultants: <i>None</i>	C-3-2817	Public Outreach Services for South Coast Rail Infrastructure Feasibility Study	October 30, 2023	October 31, 2025		\$ 253,750
Arellano Associates, LLC Contract Type: Time and Expense Subconsultants: <i>ArrowGPT</i>	C-4-2076	On-Call Planning Studies Public Outreach Consultant Services	August 6, 2024	May 31, 2027		\$ 700,000
Arellano Associates, LLC Contract Type: Time and Expense Subconsultants: <i>ArrowGPT</i>	C-4-2295	Long Range Transportation Plan Public Outreach	December 10, 2024	October 31, 2026		\$ 350,000
Arellano Associates, LLC Contract Type: Time and Expense Subconsultants: <i>None</i>	C-4-2520	Public Outreach Services for the Measure M2 Ten-Year Review	March 11, 2025	December 31, 2026		\$ 213,334
Arellano Associates, LLC Contract Type: Time and Expense Subconsultants: <i>None</i>	C250102	Public Communications and Community Outreach Support for Rail Capital Projects	January 5, 2026	June 30, 2026		\$ 99,561
Arellano Associates, LLC Contract Type: Time and Expense Subconsultants: <i>None</i>	C-9-1510	Marketing Outreach Support Services	October 17, 2019	June 30, 2024		\$ 120,000
Total						\$ 2,036,645
MBI Media Contract Type: Time and Expense Subconsultants: <i>TRC Companies, Inc.</i> <i>ArrowGPT</i>	C-1-3353	Public Outreach Services for Environmental Phase of Interstate 5 Improvements from County Line to Avenida Pico	November 12, 2021	October 31, 2026		\$ 298,450
Total						\$ 298,450



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

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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	FAST - Freeway Arterial/Streets Transitions
CON - Construction	M2 - Measure M2
ENG - Engineering	RTSSP - Regional Traffic Signal Synchronization Program

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

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.

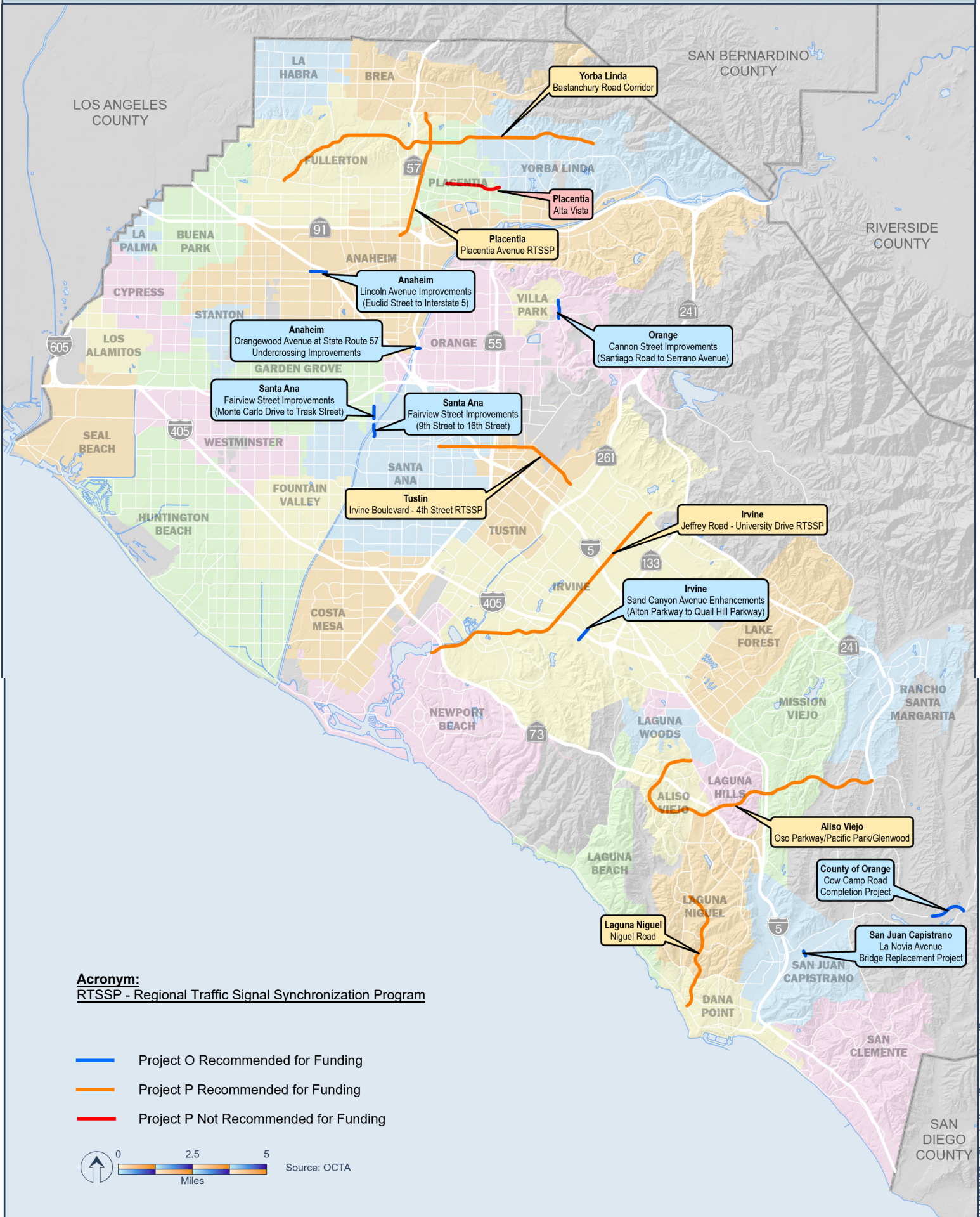
Acronyms:

CTFP - Comprehensive Transportation Funding Programs

M2 - Measure M2

No. - Number

RTSSP - Regional Traffic Signal Synchronization Program





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

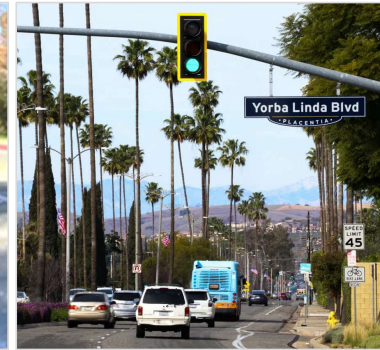
Project P Examples



Golden Lantern/
Moulton Parkway
City of Laguna Niguel



Marguerite Parkway
City of Mission Viejo



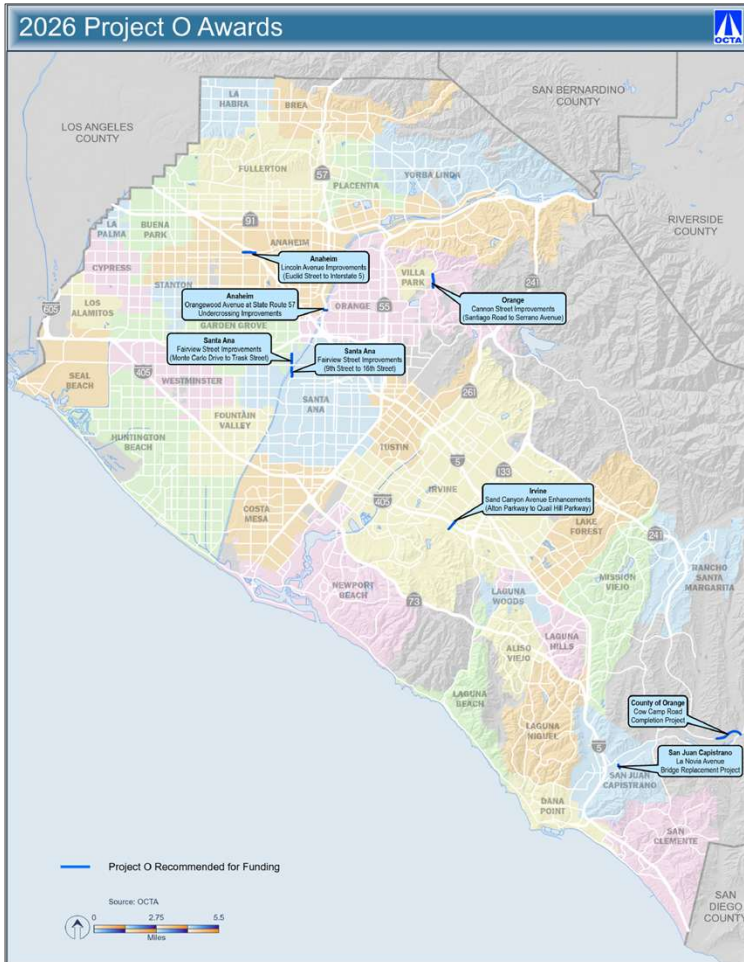
Kramer Boulevard/
Yorba Linda Boulevard
City of Placentia



Seal Beach Boulevard/
Bolsa Avenue
City of Seal Beach



Staff Recommendations: Project O



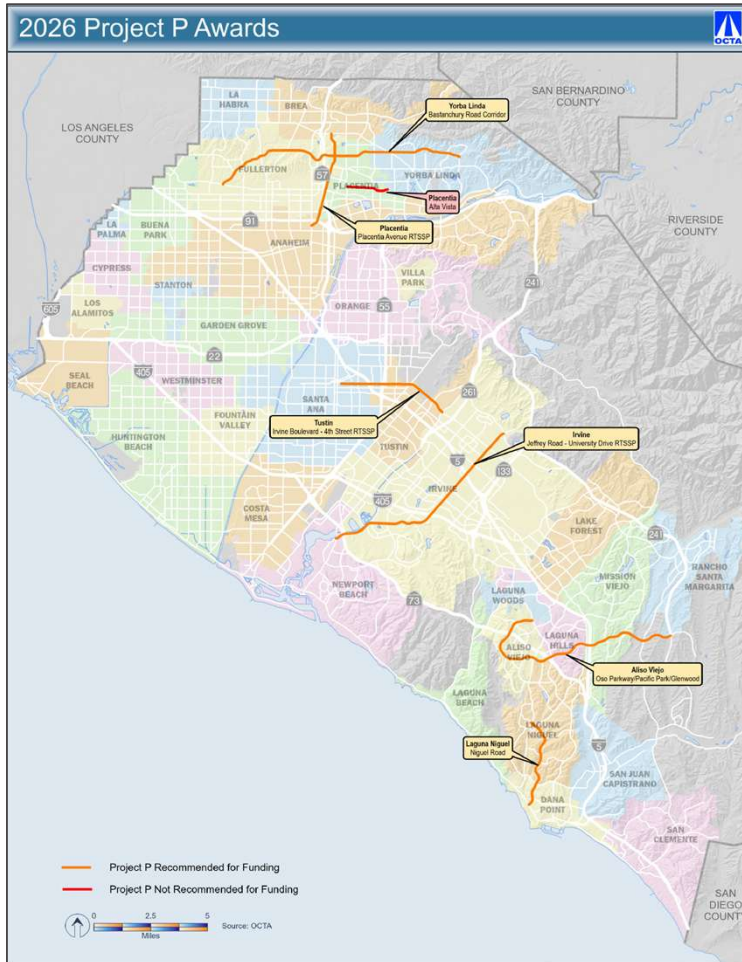
Approve eight projects totaling \$55.67 million in RCP Funds

- \$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



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

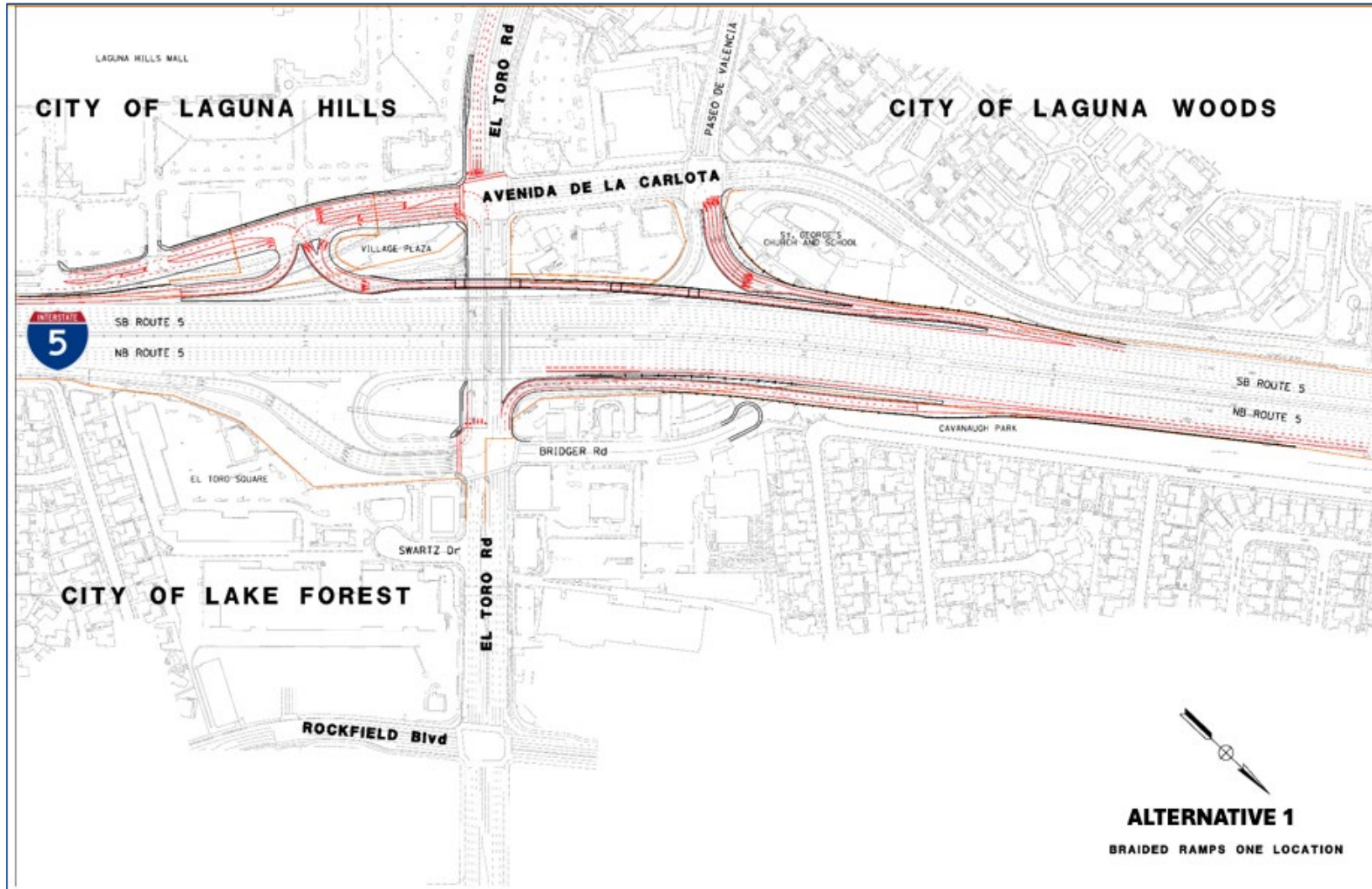


Project Background and Timeline (cont.)

- 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)**



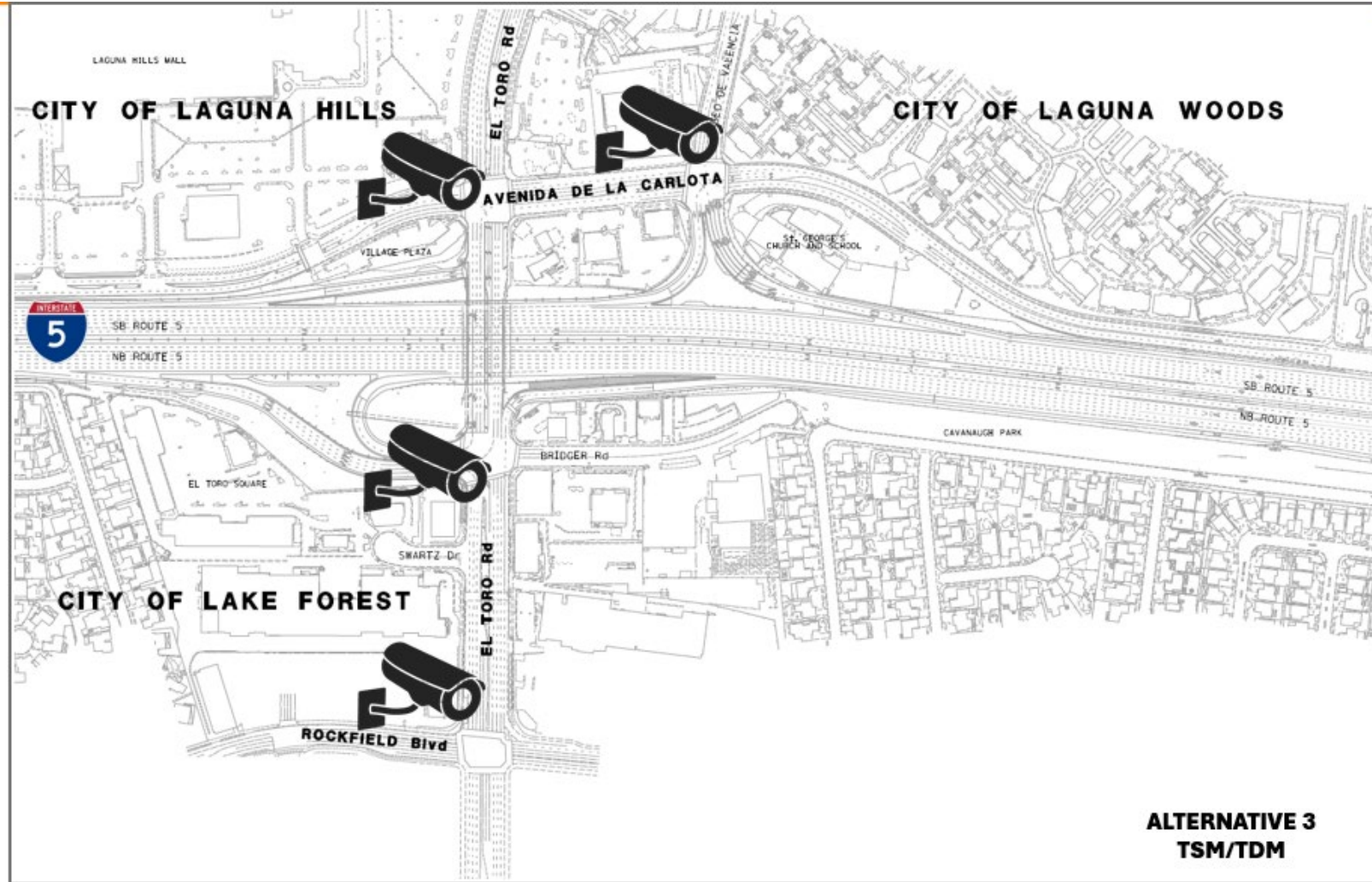
Alternative 2: Flyover with Roundabout



**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