



Orange County Transportation Authority

Technical Advisory Committee Agenda Wednesday, April 22, 2026 at 1:30 p.m.

550 South Main Street, Orange, California, Room 07

REVISED

Teleconference Location:

City of Dana Point – Public Works
33282 Golden Lantern, Suite 212
Dana Point, California

Call to Order

Roll Call

Action Items

1. **Approval of Minutes**

Clerk of the Board

Recommendation(s)

Approve the minutes of the February 25, 2026, Technical Advisory Committee meeting.

Attachments:

[Minutes](#)

2. **Comprehensive Transportation Funding Programs Semi-Annual Review -
March 2026**

Chance Groom

Overview

The Orange County Transportation Authority recently completed the March 2026 semi-annual review of projects funded through the Comprehensive Transportation Funding Programs. This process reviews 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 have evaluated the requests, and the recommended project adjustments are presented for review and approval.

Recommendation(s)

Recommend Board of Directors approval of requested adjustments to proposed Comprehensive Transportation Funding Programs projects, Local Fair Share funds, and Senior Mobility Program funds.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

TECHNICAL ADVISORY COMMITTEE MEETING AGENDA

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

Cynthia Morales

Overview

The Orange County Transportation Authority issued the 2026 annual Measure M2 Comprehensive Transportation Funding Programs Regional Capacity Programs and Regional Traffic Signal Synchronization Program call for projects in September 2025. This call for projects makes grant funding available for regional roadway capacity and signal synchronization projects countywide. A list of projects recommended for funding is presented for review and approval.

Recommendation(s)

A. Recommend Board of Directors approval of \$55.67 million in 2026 Regional Capacity Program (Project O) funds to eight local jurisdiction projects.

B. Recommend Board of Directors approval 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](#)

Informational Items

4. Orange County Road Maintenance Assistance Program (OC RoadMAP)

Attachments:

[Presentation](#)

5. Comprehensive Transportation Funding Programs Guidelines - Payment Process Streamlining Update

Charvalen Alacar

6. Caltrans Local Assistance Update

Attachments:

[Presentation](#)

7. Correspondence

Attachments:

[Correspondence](#)

8. Staff Comments

9. Committee Comments

TECHNICAL ADVISORY COMMITTEE MEETING AGENDA

10 Items for Future Agendas

11. Public Comments

12. Adjournment

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

1:30 p.m. on Wednesday, June 24, 2026

OCTA Headquarters
550 South Main Street
Orange, California

Accommodations

Any person with a disability requiring accommodation to participate in this meeting should contact the Clerk of the Board's office at (714) 560-5676, no less than two business days prior to the meeting to make arrangements.

Agenda Descriptions

Agenda descriptions are intended to provide a summary of items of business to be transacted or discussed. The Board/Committee may take any action that 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 this agenda are available for viewing at www.octa.net or at OCTA Headquarters, 600 S. Main Street, Orange, CA during normal business hours.

Meeting Access and Public Comments on Agenda Items

Public comments can be made in-person at the meeting by completing speaker's card and submitting it to the Clerk of the Board prior to the item being called by the Chair. Public speakers will be recognized by the Chair and comments shall be limited to three minutes (unless otherwise directed by the Chair). Language translation can be provided upon request, if available.

Written Comment

Written comments may be emailed to Committees@octa.net no later than 5:00 p.m. the day prior to the meeting. Timely received written comments will be part of the public record and distributed to the Board/Committee.



Call to Order

The February 25, 2026, meeting of the Technical Advisory Committee was called to order by Chair Lee at 1:32 p.m. at the OCTA Headquarters, 550 South Main Street, Orange.

Roll Call

The Clerk of the Board conducted an attendance roll call and announced a quorum present as follows:

Members Present: Iris Lee, Seal Beach, Chair
Jacki Scott, Laguna Niguel, Vice Chair
Ryan Chapman, Brea, Alternate
Mina Mikhael, Buena Park
Paul Martin, Costa Mesa, Alternate
Robert McLean, County of Orange, Alternate
Temo Galvez, Fountain Valley
David Grantham, Fullerton, Alternate
Chau Vu, Huntington Beach
Luis Estevez, Irvine
Thomas Perez, Laguna Beach
Joe Ames, Laguna Hills
Tran Tran, Lake Forest, Alternate
Jim Houlihan, Newport Beach
Gabriel Guerrero-Gabany, Placentia, Alternate
Joe Parco, Rancho Santa Margarita
Zak Ponsen, San Clemente, Alternate
Shawn Mousavi, San Juan Capistrano, Alternate
Zdenek Kekula, Santa Ana, Alternate
Cesar Rangel, Stanton
Kenny Nguyen, Tustin
Jake Ngo, Westminster
Jamie Lai, Yorba Linda

Via Teleconference: Matthew Kunk, Dana Point, Alternate

Members Absent: Shaun Pelletier, Aliso Viejo
Rudy Emami, Anaheim
Michael Ho, Brea
Raja Sethuraman, Costa Mesa
Justin Golliher, County of Orange
Nick Mangkalakiri, Cypress
Matthew Sinacori, Dana Point
Stephen Bise, Fullerton
Dan Candelaria, Garden Grove
Andrew Luna, La Habra
Jake Chavira, La Palma



Gerald Tom, Laguna Woods
Doug Erdman, Lake Forest
Chris Kelley, Los Alamitos
Richard Schlesinger, Mission Viejo
Christopher Cash, Orange
Christopher Tanio, Placentia
David Rebensdorf, San Clemente
Jeremy Hohnbaum, San Juan Capistrano
Rodolfo Rosas, Santa Ana
Mahrooz Ilkhanipour, Villa Park
Jonathan Lawhead, Caltrans, Ex-Officio

Staff Present: Rose Casey, Planning
Adriann Cardoso, Planning
Charvalen Alacar, Planning
Cynthia Morales, Staff Liaison
Mason Doshier, Staff Liaison
Allison Cheshire, Clerk of the Board, Specialist Senior
Andrea West, Clerk of the Board
OCTA Staff

Special Calendar

1. Brown Act Updates

Andrea West, Clerk of the Board, OCTA, provided a report on this item.

No action was taken on this item.

Action Items

2. Approval of Minutes

A motion was made by Vice Chair Scott, seconded by Alternate Member Ponsen, and following a roll call vote, declared passed 19-0, to approve the minutes of the October 22, 2025 Technical Advisory Committee meeting.

The following Members abstained from voting on this item:

- Joe Parco
- Zdenek Kekula, Alternate
- Jamie Lai
- Paul Martin, Alternate
- David Grantham, Alternate



Discussion Items

3. Comprehensive Transportation Funding Program Payment Process Streamlining Update

Adriann Cardoso, Planning Division, provided a report on this item.

No action was taken on this item.

4. Orange County Goods Movement Study Update

Kristin Tso, Planning, and Jolene Hayes and Biling Liu, Fehr & Peers, provided a presentation on this item.

No action was taken on this item.

Informational Items

5. 2026 Maintenance of Effort Benchmark Adjustments

Charvalen Alacar, Planning, provided a report on this item.

6. Caltrans Local Assistance Update

Manny Gomez-Cruz, Caltrans, provided a presentation on this item.

7. Correspondence

Chair Lee directed Members to the agenda for information related to this item.

8. Staff Comments

a. 2026 Enhanced Mobility for Seniors and Individuals with Disabilities (EMSD) Program Call for Projects

Vic Mireles, Planning, provided a presentation on this item.

b. M2 Ten-Year Review Update

Francesca Ching, Planning, provided a presentation on this item.

c. Local Programs Updates

Charvalen Alacar, Planning, provided a report on this item.

d. Other (as needed)



Peter Sotherland, Planning, and Wendy Strack, Orange County Council of Governments, provided a presentation on this item.

9. Committee Member Comments

There were no Committee Member's comments.

10. Items for Future Agendas

No items were recommended.

11. Public Comments

No public comments were received for this meeting.

12. Adjournment

The meeting adjourned at 2:54 p.m.

The next scheduled meeting of this Committee will be held:

1:30 p.m. on Wednesday, March 25, 2026
OCTA Headquarters
550 South Main Street
Orange, California



April 22, 2026

To: Technical Advisory Committee
From: Orange County Transportation Authority Staff
Subject: Comprehensive Transportation Funding Programs Semi-Annual Review – March 2026

Overview

The Orange County Transportation Authority recently completed the March 2026 semi-annual review of projects funded through the Comprehensive Transportation Funding Programs. This process reviews 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 review and approval.

Recommendation

Recommend Board of Directors approval of requested adjustments to proposed Comprehensive Transportation Funding Programs projects, Local Fair Share funds, and Senior Mobility Program funds.

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, signal synchronization, transit, and transportation-related water quality projects. 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.

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 proposed project adjustments include four project cancellations, four project delays, three CTFP timely use of funds extensions, 43 timely use of funds extensions for the Local Fair Share (LFS) Program, 26 timely use of funds extensions for the Senior Mobility Program (SMP), 13 project scope change adjustments, one transfer of savings, and three OCTA-initiated requests.

Local jurisdictions identified several reasons justifying the need for the proposed project adjustments, which included the following:

- Cancellations (vendor unavailability, State guideline changes, and stakeholder challenges)
- Delay requests which delay the start of a project (right-of-way acquisition challenges, construction coordination issues, federal clearance process delays, and procurement difficulties)
- Funds extensions for ongoing active projects to extend the project delivery timeline (concurrent phase alignment, equipment delays, cost inflation, and design revisions from the right-of-way acquisition process)
- Scope changes (enhanced project benefits, modification of equipment being installed, location change of equipment, equipment installed through separate projects, and construction issues)
- Transfer of funds between phases (project savings)
- OCTA initiated (transfer of savings and technical adjustments)

For additional details on the project adjustment requests listed above, see Attachment A, which summarizes all recommended adjustments, and Attachment B, which provides a narrative explanation of each request. The reasons identified for the 97 proposed modifications are consistent with expectations for a March semi-annual review cycle.

With respect to the OCTA-initiated requests, there was one transfer of savings requested by staff in order to preserve unspent Project V funds, which were awarded as part of the 2024 call for projects. Staff is also requesting approval of two technical adjustments, one adjustment to an expenditure deadline based on updated encumbrance documentation and one adjustment to utilize a combined match rate for a multi-phase grant to simplify reimbursement administration.

In order to provide local jurisdictions with the flexibility needed to continue delivering projects within the confines of M2, staff is requesting that the Technical Advisory Committee (TAC) recommend OCTA Board of Directors' (Board) approval of all proposed semi-annual review adjustments identified in Attachments A and B. If these recommendations are ultimately approved by the Board, staff will monitor the implementation of these proposed adjustments through its regular project management efforts and future semi-annual reviews, which are conducted and reported on to the TAC and Board biannually.

Summary

OCTA recently completed a review of all March 2026 semi-annual review project adjustment requests, and staff recommends Board approval of these project adjustments identified in this report.

Attachments

- A. Comprehensive Transportation Funding Programs, March 2026 Semi-Annual Review Adjustment Requests
- B. Comprehensive Transportation Funding Programs, March 2026 Semi-Annual Review Adjustment Request Descriptions

Comprehensive Transportation Funding Programs
March 2026 Semi-Annual Review Adjustment Requests

ATTACHMENT A

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

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 agencies may request extension(s) of up to an additional 24 months.

Reasons for Project Adjustments

1. Align with concurrent right-of-way services
2. Traffic equipment delivery delays and inflation of project costs
3. Incorporate engineering design revisions from the right-of-way acquisition process

Acronyms

- ENG - Engineering
- FY - Fiscal Year
- IMP - Primary Implementation
- O&M - Operations and Maintenance
- TSSP - Traffic Signal Synchronization Program

Comprehensive Transportation Funding Programs
March 2026 Semi-Annual Review Adjustment Requests

Timely Use of Funds Extension Requests - Local Fair Share*					
No.	Jurisdiction	FY of Disbursement	Disbursement	Proposed Extension Amount	FY Extension Deadline for Tracking^
1-4	Aliso Viejo	2023-24	\$ 150,885	\$ 37,503	6/30/2027
			\$ 162,969	\$ 162,969	6/30/2027
			\$ 154,919	\$ 154,919	6/30/2027
			\$ 149,643	\$ 149,643	6/30/2027
5-10	Brea	2023-24	\$ 229,169	\$ 229,169	6/30/2028
			\$ 238,803	\$ 238,803	6/30/2028
			\$ 220,787	\$ 220,787	6/30/2028
			\$ 238,468	\$ 238,468	6/30/2028
			\$ 226,689	\$ 226,689	6/30/2028
			\$ 218,969	\$ 218,969	6/30/2028
11-14	Costa Mesa	2023-24	\$ 560,612	\$ 560,612	6/30/2028
			\$ 605,507	\$ 605,507	6/30/2028
			\$ 575,599	\$ 575,599	6/30/2028
			\$ 555,997	\$ 555,997	6/30/2028
15-19	Dana Point	2023-24	\$ 141,072	\$ 42,877	6/30/2028
			\$ 130,429	\$ 130,429	6/30/2028
			\$ 140,874	\$ 140,874	6/30/2028
			\$ 133,915	\$ 133,915	6/30/2028
			\$ 129,355	\$ 129,355	6/30/2028
20-23	Irvine	2023-24	\$ 1,163,313	\$ 714,801	6/30/2028
			\$ 1,256,473	\$ 1,256,473	6/30/2028
			\$ 1,194,411	\$ 1,194,411	6/30/2028
			\$ 1,153,735	\$ 1,153,735	6/30/2028
24-29	La Habra	2023-24	\$ 211,827	\$ 211,827	6/30/2028
			\$ 220,067	\$ 220,067	6/30/2028
			\$ 203,464	\$ 203,464	6/30/2028
			\$ 219,758	\$ 219,758	6/30/2028
			\$ 208,903	\$ 208,903	6/30/2028
			\$ 201,789	\$ 201,789	6/30/2028
30-34	Santa Ana	2023-24	\$ 1,072,792	\$ 503,675	6/30/2028
			\$ 991,854	\$ 991,854	6/30/2028
			\$ 1,071,284	\$ 1,071,284	6/30/2028
			\$ 1,018,368	\$ 1,018,368	6/30/2028
			\$ 983,688	\$ 983,688	6/30/2028
35-40	Seal Beach	2023-24	\$ 93,750	\$ 9,077	6/30/2028
			\$ 97,061	\$ 97,061	6/30/2028
			\$ 89,739	\$ 89,739	6/30/2028
			\$ 96,925	\$ 96,925	6/30/2028
			\$ 92,137	\$ 92,137	6/30/2028
			\$ 89,000	\$ 89,000	6/30/2028

Comprehensive Transportation Funding Programs
March 2026 Semi-Annual Review Adjustment Requests

41-42	Stanton	2023-24	\$ 116,805	\$ 11,183	6/30/2028
			\$ 112,827	\$ 112,827	6/30/2028
43	Villa Park	2023-24	\$ 19,846	\$ 19,846	6/30/2028
LFS Timely Use of Funds Extensions (43) - Total				\$ 15,524,976	

*Net Revenues received by local jurisdictions through the LFS Program shall be expended within three years of receipt. An extension may be granted but is limited to a total of five years from the date of receipt of funds

^The Orange County Transportation Authority tracks expenditures based on the FY of receipt and processes extension requests in FY increments for uniform review purposes. However, the local jurisdiction has three years from the disbursement date to expend funds and with approval of this action, will have an additional two-year extension. The disbursements in this table are recommended to be approved for a two year extension, which may result in eligible expenditures occurring after the FY extension tracking date, which falls at the end of the FY (June 30). For expenses incurred after the June 30 FY extension tracking deadline, the local jurisdiction will be responsible for providing appropriate back-up as requested to demonstrate that the funds were spent within the three years from date of disbursement if no extension is requested or the three years plus two additional years if an extension is requested. Requests for extensions should be submitted as part of the semi-annual review process prior to the end of the second FY in which the funds were received. Requests for extensions must also include a plan of expenditure.

Acronyms

FY - Fiscal Year

LFS - Local Fair Share

M2 - Measure M2

Comprehensive Transportation Funding Programs
March 2026 Semi-Annual Review Adjustment Requests

Timely Use of Funds Extension Requests - Senior Mobility Program*					
No.	Jurisdiction	FY of Disbursement	Disbursement	Proposed Extension Amount	FY Extension Deadline for Tracking^
1-5	Aliso Viejo	2023-24	\$ 3,531	\$ 1,353	6/30/2028
			\$ 5,819	\$ 5,819	6/30/2028
			\$ 6,285	\$ 6,285	6/30/2028
			\$ 5,975	\$ 5,975	6/30/2028
			\$ 5,771	\$ 5,771	6/30/2028
6-11	Dana Point	2023-24	\$ 11,455	\$ 11,455	6/30/2028
			\$ 13,033	\$ 13,033	6/30/2028
			\$ 11,517	\$ 11,517	6/30/2028
			\$ 12,439	\$ 12,439	6/30/2028
			\$ 11,825	\$ 11,825	6/30/2028
			\$ 11,422	\$ 11,422	6/30/2028
12-17	Laguna Niguel	2023-24	\$ 19,955	\$ 19,955	6/30/2028
			\$ 16,731	\$ 16,731	6/30/2028
			\$ 17,254	\$ 17,254	6/30/2028
			\$ 18,635	\$ 18,635	6/30/2028
			\$ 17,715	\$ 17,715	6/30/2028
			\$ 17,111	\$ 17,111	6/30/2028
18-23	San Clemente	2023-24	\$ 17,830	\$ 17,830	6/30/2028
			\$ 17,991	\$ 17,991	6/30/2028
			\$ 16,847	\$ 16,847	6/30/2028
			\$ 18,196	\$ 18,196	6/30/2028
			\$ 17,297	\$ 17,297	6/30/2028
			\$ 16,708	\$ 16,708	6/30/2028
24-26	Villa Park	2023-24	\$ 2,777	\$ 2,777	6/30/2028
			\$ 2,640	\$ 2,640	6/30/2028
			\$ 2,550	\$ 2,550	6/30/2028
SMP Timely Use of Funds Extensions (26) - Total				\$ 317,131	

*Net revenues received by local jurisdictions through the SMP shall be expended within three years. An extension may be granted but is limited to a total of five years from the date of receipt of funds.

^The Orange County Transportation Authority tracks expenditures based on the FY of receipt and processes extension requests in FY increments for uniform review purposes. However, the local jurisdiction has three years from the disbursement date to expend funds and with approval of this action, will have an additional two-year extension. The disbursements in this table are recommended to be approved for a two year extension, which may result in eligible expenditures occurring after the FY extension tracking date, which falls at the end of the FY (June 30). For expenses incurred after the June 30 FY extension tracking deadline, the local jurisdiction will be responsible for providing appropriate back-up as requested to demonstrate that the funds were spent within the three years from date of disbursement if no extension is requested or the three years plus two additional years if an extension is requested. Requests for extensions should be submitted as part of the semi-annual review process prior to the end of the second FY in which funds were received. Requests for extensions must also include a service plan.

Acronyms

FY - Fiscal Year

M2 - Measure M2

SMP - Senior Mobility Program

Comprehensive Transportation Funding Programs
March 2026 Semi-Annual Review Adjustment Requests

Scope Change Requests*										
No.	Jurisdiction	Project Number	Project	Project Title	Summary of Scope Change	Phase	Current FY	Current Grant	Proposed Grant	
1	County of Orange	24-ORCO-CBT-4072 ¹	V	Expanded RanchRide Transit Service Program	Size down from 22-passenger vehicle to purchase 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, Signal Performance Measure System. And 3,750 linear feet of 72 single mode fiber optic cable, 5 uninterrupted power supplies, 5 controller units, 3 CCTV cameras, 4 fiber switches, and 1 signal cabinet. Add 2 video detection systems, 562 linear feet of 72 single mode fiber optic cable, 1 connector housing, 3 Layer 3-switches, 13 pedestrian countdown heads/modules, and 3 adaptive systems.	IMP	20/21	\$1,813,074	\$1,813,074	
4	Mission Viejo	24-MJVO-CBT-4079 ²	V	Mission Viejo Circulator and Special Event	Add service hours for Arbor Day, National Night Out, Furever Friends Fall Fest, Library Reading Program, and the America 250 Parade, including shuttle operations ranging from 1 to 4 shuttles and 4 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 5 new trolley vehicles until after the conclusion of the 2026 summer program.	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 4-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 TV 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	

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
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
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. Decrease 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 of the project.	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 units and four ARS screens, adjusting device quantities to 44 CPS units, 16 GITS units, and 204 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 eleven hours, from 11:00AM to 10:00PM.	O&M	25/26	\$1,921,212	\$1,921,212
Scope Changes (13) - Total Phase Grants								\$26,716,681	\$24,914,077

*Jurisdiction may request scope changes for Comprehensive Transportation Funding Programs projects so long as the jurisdiction can demonstrate substantial consistency and attainment of proposed transportation benefits compared to the original project scope as committed to in the project application. No additional funding is being requested to effectuate the recommended modifications.

[†]Project led by OCTA as requested by participating agencies: Irvine and Lake Forest

^{††}Project led by OCTA as requested by participating agencies: Lake Forest, Mission Viejo, and Rancho Santa Margarita

^{†††}Project led by OCTA as requested by participating agencies: Irvine and Lake Forest

Reasons for Project Adjustments

- 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
- CCTV - Closed Circuit Television
- CPS - Connector Pipe Screens
- GITS - Grated Inlet Trash Screens
- RTSSP - Regional Traffic Signal Synchronization Program
- OCTA - Orange County Transportation Authority
- SC - San Clemente

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 Grants							\$ 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: Costa Mesa, Irvine, and Tustin

Reasons for Project Adjustments

- 1. Project savings

Acronyms

- FY - Fiscal year
- IMP - 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 fiscal years

Acronyms

- CAP - Capital
- FY - 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%).	FY24/25M	Initial Marketing	\$ 45,000
					FY24/25M	CAP	\$ 171,810
					FY24/25M	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 a issuance of an NTP.
4. Approved by the Board on June 14, 2021 during the March 2021 semi-annual review.

Acronyms

- CAP - Capital
- FY - Fiscal Years
- M - Multiple Years
- NTP - Notice to Proceed
- O&M - Operations and Maintenance
- TBD - To be determined
- RTSSP - Regional Traffic Signal Synchronization Program

**Comprehensive Transportation Funding Programs
March 2026 Semi-Annual Review Adjustment Request 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 (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.

The City of Brea (Brea) is requesting cancellation of the engineering (ENG) phase of the SR-90 at SR-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 the 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 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 disruption 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 right-of-way 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 right-of-way acquisition process.

CTFP Timely-Use of Funds Extensions

CTFP funds expire 36 months from the contract award date. Local agencies 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 right-of-way 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 TSSP (Chapman Avenue to Warner Avenue) (20-HBCH-TSP-3973) due to the inflation of project costs and delivery delays for 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 Fairview Street Improvements - Monte Carlo Drive to Trask Avenue (22-SNTA-ACE-4020) due to additional time needed to incorporate engineering design revisions resulting from the right-of-way 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 provided in Attachment A. 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 provided in Attachment A. 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 provided in Attachment A. 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 provided in Attachment A. 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 provided in Attachment A. Santa Ana indicated that these funds will be directed toward major roadway improvements, street rehabilitation, traffic operations, safety improvements, and bike 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 provided in Attachment A. Seal Beach indicated that these funds will be directed toward pavement maintenance, 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 provided in Attachment A. Stanton indicated that these funds will be directed toward alley resurfacing and maintenance.

- \$11,183
- \$112,827

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 provided in Attachment A. 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 provided in Attachment A.

- \$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 provided in Attachment A.

- \$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 provided in Attachment A.

- \$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 provided in Attachment A.

- \$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 provided in Attachment A.

- \$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 behind held. In lieu of the removed special event, La Habra is proposing to add service for a 4th of July event at La Bonita Park and August Summer Concert in the Park 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. Add and modify two video detection systems, 562 linear feet of 72 SMFO in existing conduit, a connector housing, three Layer 3 switches, 13 pedestrian countdown heads/modules, and three adaptive systems to support updated field conditions and agency needs while staying within the approved grant budget

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 10 service hours, April for Reading Program by Library Services one shuttle supports the Library Services Reading Program by transporting participants between City Hall and Saddleback College for a total of 4 service hours, July or August for National Night Out to utilize 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 8 service hours, July for America 250 Parade requires 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 St. Kilian Church for a total of 16 service hours, October for the Annual Furever Friends Fall Fest, hosted by Animal Services, to use 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 while remaining within the approved grant scope and budget.

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, 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, closed-circuit television (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; vehicle detection loops at Commercentre, Monarch, Catalina, Sunflower, and Town Centre Drive North; and a Caltrans oversight fee at Enterprise Drive and the Interstate-5 northbound ramps. 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 installation of Automated Traffic Signal Performance Measures software, workstation, server, and monitor at the City of Lake Forest Traffic Management Center. Savings from the deleted scope will offset costs from proposed additional items

OCTA, as administrative lead, 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 bike 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, 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. The request also adds 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, bike buttons, and controllers to address field conditions and equipment

life-cycle issues. Savings from deleted scope items will be used to offset the costs of the proposed additions.

OCTA, as administrative lead, 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. Added scope includes installation of 900 linear feet of 60-hybrid fiber optic cable, additional pull boxes (six #6 pull boxes between Boeing Lane and Harvest Way, thirteen B40 pull boxes between Toledo Way and Los Alisos Boulevard, and one #5 pull box 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 #6E pull boxes with #6 pull boxes due to space constraints and substitutes new video detection systems for obsolete EdgeConnect cards. Cost savings from deleted items will be applied to the added equipment and materials necessary to complete the project as intended. The requested adjustments are due to reflect concurrent city projects, field conditions, and updated communications needs while maintaining corridor functionality.

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 SCE 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, SR-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 #6E pull boxes and six fiber patch panels at specified Rose Drive intersections, adding eight additional #6 pull boxes 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 pull boxes, 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 right of way limitations.

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 (CPS) devices at 32 catch basin (CB) locations determined infeasible during construction. These include the following 32 locations: CB #18, CB #89, CB #40, CB #75, CB #82, CB #36, and CB #106 due to existing CPS; CB #54, CB #42, CB #43, and CB#44 due to existing CPS and ARS; CB #19, CB #51, CB #62, CB #63, CB #73 and CB#74, CB #97, CB #33, CB #76, CB#35, CB #104, CB #105, CB #69, and CB#107 due to insufficient depth less than 18 inches; CB #66 and CB #67 due to crushed top decks; CB #15 due to concrete issues; CB#86 due to inaccessibility; and CB #27, CB #84, and CB #85 due to

undetermined reasons. Add installation of 12 net additional ARS screens, reflecting the omission of 25 ARS screens across 13 catch basins and the addition of 37 ARS screens across 13 catch basins and reallocate treatment measures by installing 77 CPS and 128 ARS at 91 catch basins in lieu of originally proposed configurations, including the installation of one additional CPS-Mod 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 SC Rideshare Service and 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 City Council 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 omit ARS screens at Catch Basin (CB) CB #11542 and CB #11944, CPS devices at CB #11167 and CB #11543, one GITS at CB #13552, two GITS devices at CB #13366, and installation costs for two CPS devices and two ARS devices associated with catch basins later confirmed to be outside city jurisdiction. Add concrete and debris cleaning at CB #11542, side deflectors at CB #11944, custom design drawings at CB #11944, CB #11543 and CB #13366, custom GITS installations at CB #11167 and CB #11543, extra bracing at CB #13366, one CPS-Mod 9.0 at CB #13366, and asphalt removal and preparation work at CB #11169. The adjustments address site-specific constructability constraints and jurisdictional findings identified during construction to maintain full-capture or equivalent trash treatment at all remaining City-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 the City's annual Christmas Tree Lighting Ceremony from 3:00 PM to 10:00 PM to operate from 11:00 AM to 10:00 PM, adding four additional hours of service to better accommodate increased travel demand associated with the event, which is expected to attract approximately 6,000 to 7,000 attendees, with an additional 1,000 visitors anticipated due to a concurrent business expo. 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:

The CTFP Guidelines allow agencies to transfer 100 percent 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. During this cycle, 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 for the Project V Newport Beach Balboa Island/Corona del Mar Local Area Transit Service (25-NBCH-CBT-5022).

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 (RTSSP) Project (19-OCTA-TSP-3939).

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 SAR 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 SAR, 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 RTSSP Project (18-FULL-TSP-3896) for 24 months. In the 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 SAR, 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 10 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.



April 22, 2026

To: Technical Advisory Committee

From: Orange County Transportation Authority Staff

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. This call for projects makes grant funding available for regional roadway capacity and signal synchronization projects countywide. A list of projects recommended for funding is presented for review and approval.

Recommendation(s)

- A. Recommend Board of Directors approval of \$55.67 million in 2026 Regional Capacity Program (Project O) funds to eight local jurisdiction projects.
- B. Recommend Board of Directors approval 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). The CTFP allocates funds through an annual competitive call for projects (call) based on a common set of guidelines and scoring criteria that are developed in collaboration with the OCTA Technical Advisory Committee

(TAC), which is comprised of representatives from the 35 local jurisdictions. The guidelines and the call are ultimately approved for release by the OCTA Board of Directors (Board).

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. The average funding award, based on the cash flow that was prepared at that time, was reported as approximately \$42 million annually, with additional funding subject to availability. The deadline to submit projects for consideration through this call was November 20, 2025.

Discussion

RCP

Through the RCP program, nine applications were submitted to OCTA from seven local jurisdictions requesting a total of \$97.05 million in RCP funding (see Attachment A). During the application process, one project application was withdrawn by the local jurisdiction for further refinements, reducing the overall requested funding 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. 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.

Eight projects are being recommended to receive \$55.66 million (inflationary adjustments added, as appropriate). The recommended amount differs from the original request due to the removal of ineligible costs identified in the applications, reductions in project cost estimates provided by local jurisdictions, and adjustments to local match contributions. The revised recommended grant amounts reflect only the project scope components and costs that have been determined to be eligible or potentially eligible per the guidelines. Attachment B provides additional detail on the programming recommendations.

The recommended M2 RCP funding will support RCP projects in the cities of Anaheim, Irvine, Orange, Santa Ana, and 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 (see Attachment A). During the technical review process, one project was deemed ineligible for this cycle due to not meeting CTFP Guidelines, which require projects to be included in the 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, as well as project scope of work clarifications.

Upon completion of these efforts, staff's recommendation is to program \$12.29 million to fund six 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, and Yorba Linda and the County of Orange. Additional details for the recommended RTSSP projects are provided in Attachment C.

The recommendations for the RCP and RTSSP were presented to the Technical Steering Committee (TSC) on April 8, 2026 and were endorsed for TAC approval.

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

Recommendations presented in this staff report are consistent with the 2026 guidelines approved by the Board with one exception.

The \$38.12 million funding request for the Cow Camp Road Completion Project, which would extend Cow Camp Road to Ortega Highway, does not conform to the funding target or tiering limitations. However, in this call cycle, all eligible RCP and RTSSP projects and project components submitted for consideration are recommended for funding, totaling \$67.96 million.

This increased funding will support 14 well-scoring projects, with an average score of 60, demonstrating the regional significance of the proposed improvements in this call cycle.

It should be noted that the overall funding recommendation for this call exceeds the typical \$42 to \$45 million range for both programs, as recent cash flow assumptions support this higher funding level for this call cycle. Despite the programming of additional funding in this cycle, future calls will continue to be issued at approximately \$45 to \$50 million per call cycle, as originally planned.

If approved by the TSC, TAC, and Board, these projects will be incorporated into master funding agreements between OCTA and the respective local jurisdictions. As the projects advance, staff will continue to monitor their status and delivery through the semi-annual review process.

Summary

Measure M2 RCP and RTSSP funding of \$67.96 million for 14 projects is recommended for advancement to the Board for approval.

Attachment(s)

- 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

2026 Measure M2 Call for Projects – Applications Received

Regional Capacity Program (Project O) Applications							
Jurisdiction	Project ¹	Fund	Phase	Match Rate	Total M2 Request	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 Pkwy to Quail Hill Pkwy)	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	Match Rate	Total M2 Request	Match	Total Cost
Aliso Viejo	Oso Parkway / Pacific Park Drive / Glenwood Drive RTSSP	RTSSP	52	20%	\$ 3,065,208	\$ 766,302	\$ 3,831,510
Irvine	Jeffrey Road/University Drive RTSSP	RTSSP	33	20%	\$ 1,979,509	\$ 494,877	\$ 2,474,387
Laguna Niguel	Niguel Road RTSSP	RTSSP	17	20%	\$ 1,265,666	\$ 316,417	\$ 1,582,083
Placentia	Alta Vista Street RTSSP	RTSSP	6	20%	\$ 449,984	\$ 112,496	\$ 562,480
Placentia	Placentia Avenue RTSSP	RTSSP	16	20%	\$ 1,199,912	\$ 299,978	\$ 1,499,890
Tustin	Irvine Boulevard-4th Street RTSSP	RTSSP	26	20%	\$ 1,948,092	\$ 487,023	\$ 2,435,116
Yorba Linda	Bastanchury Road RTSSP	RTSSP	36	20%	\$ 2,842,505	\$ 710,626	\$ 3,553,131
PROJECT P REQUESTED TOTALS					\$ 12,750,876	\$ 3,187,719	\$ 15,938,595

1. The City of Fullerton withdrew their submitted Project O application totaling \$2,647,900 for planning work on Bastanchury Road.

Acronyms:

- ACE - Arterial Capacity Enhancements
- CON - Construction
- ENG - Engineering
- FAST - Freeway Arterial/Streets Transitions
- M2 - Measure M2
- OCTA - Orange County Transportation Authority
- 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	Score	Total M2 Grant*	Estimated Local Match**	Match Rate	Total Programming
1	County of Orange†	26/27	Cow Camp Road Completion Project ¹	ACE	CON	68	\$ 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	50	\$ 510,000	\$ 170,000	25%	\$ 680,000
3	Anaheim	26/27	Orangewood Avenue at State Route 57 Undercrossing Improvements	FAST	ENG	45	\$ 330,000	\$ 110,000	25%	\$ 440,000
4	Irvine†	26/27	Sand Canyon Avenue Enhancements (Alton Parkway to Quail Hill Parkway) ²	FAST	ENG	52	\$ 866,250	\$ 288,750	25%	\$ 1,155,000
5	Orange	27/28	Cannon Street Improvements - Santiago Road to Serrano Avenue ³	ACE	CON	61	\$ 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	50	\$ 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	79	\$ 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	78	\$ 6,837,500	\$ 2,279,750	25%	\$ 9,117,250
PROJECT O PROGRAMMING TOTALS							\$ 55,675,460	\$ 44,887,110		\$ 100,562,570

¹Includes 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 fiscal years 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 FY26/27 for Segment 2C-2, FY27/28 for Segment 2D-1, and FY28/29 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 bike 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
- CON - Construction
- CTFP - Comprehensive Transportation Funding Programs
- ENG - Engineering
- FAST - Freeway Arterial/Street Transitions
- FY - Fiscal Year
- ICE - Intersection Capacity Enhancements
- M2 - Measure M2
- MPAH - Master Plan of Arterial Highways

**2026 M2 Regional Traffic Signal Synchronization Program (Project P) Call for Projects -
Programming Recommendations**

RECOMMENDED FOR FUNDING

No	Jurisdiction	Fiscal Year	Project	Score	M2 Funding Primary Implementation	M2 Funding Operations & Maintenance	Total M2 Grant	Estimated Local Match*	Match Rate	Total Programming
1	Aliso Viejo	26/27	Oso Parkway / Pacific Park Drive / Glenwood Drive RTSSP	79	\$ 2,877,208	\$ 188,000	\$ 3,065,208	\$ 766,302	20%	\$ 3,831,510
2	Irvine [†]	26/27	Jeffrey Road/University Drive RTSSP	63	\$ 1,834,309	\$ 145,200	\$ 1,979,509	\$ 494,877	20%	\$ 2,474,387
3	Laguna Niguel	26/27	Niguel Road RTSSP ¹	45	\$ 1,177,226	\$ 82,720	\$ 1,259,946	\$ 314,987	20%	\$ 1,574,933
4	Placentia	26/27	Placentia Avenue RTSSP	57	\$ 1,138,472	\$ 61,440	\$ 1,199,912	\$ 299,978	20%	\$ 1,499,890
5	Tustin	26/27	Irvine Boulevard - 4th Street RTSSP	43	\$ 1,824,012	\$ 124,080	\$ 1,948,092	\$ 487,023	20%	\$ 2,435,116
6	Yorba Linda	26/27	Bastanchury Road RTSSP	74	\$ 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	Score	M2 Funding Primary Implementation	M2 Funding Operations & Maintenance	Total M2 Grant	Estimated Local Match*	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:

M2 - Measure M2

RTSSP - Regional Traffic Signal Synchronization Program



APR 22, 2026

ORANGE COUNTY ROAD MAINTENANCE ASSISTANCE PROGRAM

What is OC RoadMAP?

- If approved by the Board of Supervisors - A competitive, cost sharing partnership program to implement RMRA-eligible transportation projects with the cities of Orange County
- Program will comply with all State RMRA program and reporting guidelines
- Administered by OC Public Works



OC RoadMAP Goals



Enhance safety and condition of transportation infrastructure in Orange County



Allocate funding strategically to raise the overall roadway conditions throughout the county



Improve quality of life by expanding the “complete streets” approach within transportation projects



Optimize the use of critical roadway funding throughout the county



OC RoadMAP Framework

- A call for projects will be issued annually
- Available funding will be determined annually after considering current and future County road maintenance and capital project needs
 - Initially \$5 million per year
- Funding distributed on a reimbursement basis for eligible expenses



Gilbert Street Improvements Project



OC RoadMAP Administration

- Program documents are under development
- An advisory committee consisting of the County Engineer and five City Engineers representing each District will review, score, and rank project applications
 - City representatives will be appointed by CEAOC
- Participating cities will enter into a cooperative agreement with the County to receive funds



Wagon Wheel Pavement
Rehabilitation Overlay Project



OC RoadMAP Program Development – Next Steps

- Form a working group to provide input on program materials
 - Proposed schedule and working session topics
 - May 2026: bylaws
 - June 2026: bylaws/guidelines
 - July 2026: bylaws/guidelines
 - August 2026: guidelines/template agreement
 - **Interested parties should submit letters of interest by April 30th to the Program Manager**



OC RoadMAP Program Development – Next Steps Cont'd



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TECHNICAL ADVISORY COMMITTEE MEETING LOCAL ASSISTANCE UPDATE

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April 22, 2026

TECHNICAL ADVISORY COMMITTEE MEETING LOCAL ASSISTANCE UPDATE

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Federal Fiscal Year 25/26

- Federal Fiscal Year Reminders, please ensure:
 - Exhibit 9-C: Local Agency ADA Annual Certification Form has been submitted for project receiving CON authorizations within FFY 25/26.
 - QAP has been updated in the past 5 years if a project will be receiving federal CON funds this year.
 - Most recent version of LAPM and LAPG Exhibits are being used when submitting documentation.

Inactive Invoices

- Deadline to submit inactive invoices for this quarter is **May 22nd, 2026**. Please work with your assigned Local Assistance Area Engineer if you have any outstanding inactive invoices this quarter.
- New inactive quarter will begin on **July 1st, 2026**.
- Deadline to submit inactive invoices for next quarter is **Aug 21st, 2026**.
- Reminder letters will soon be sent out for the current quarter.
- Inactivity may prevent E-76s from being processed.
- The official inactive list can be viewed here:
 - <https://dot.ca.gov/programs/local-assistance/about-local-assistance/project-management-oversight/inactive-projects>
- If you have questions or issues with submitting invoices, please contact your assigned Local Assistance Area Engineer for further assistance.

CTC Meetings

- The [2026 CTC Meeting Schedule](#) has been posted on the [CTC Meeting Webpage](#).
- Next CTC Meetings:
 - May 14 - 15, 2026 – San Jose
 - June 25 – 26, 2026 – Sacramento
- Next deadlines to submit allocations and time extensions to District 12 Local Assistance (see the [2026 CTC Preparation Calendar](#)):
 - Mon, Apr 27 for the June CTC Meeting..
 - No April CTC Meeting.

Active Transportation Program (ATP)

- Proposed Schedule for ATP Cycle 8 Program Milestones is posted on [Caltrans ATP Cycle 8 Webpage](#):
 - Call for Projects – **Open Now:** [Application Access Portal](#)
 - **Project Applications Deadline** – 11:59 PM on June 22, 2026
- ATRC
 - **New*** [Count Methodology Guide](#)
 - Projects Allocated for CON or CON/NI after the March 2026 CTC Meeting will follow this new guidance.
 - ATP NI/Plan Office Hours - April 16 & May 21 – [Register Here](#)
 - Sign-up for the [ATRC Mailing List](#) for Monthly Updates.
- Please submit project reports through CalSMART in a timely manner, automatic reminders are sent to agencies periodically regarding projects.
 - Reporting Training video and resources available on the [Caltrans ATP Reporting Webpage](#).
- FY25/26 Q3 ATP Reporting Period: Begins April 1st, 2026 - Ends April 15th, 2026
 - Please be aware that corrections may be needed after a project report submission. Corrections are needed in a timely manner (typically by the end of the month of that reporting period).
- Please contact your Local Assistance Area Engineer with any questions.

Highway Bridge Program (HBP)

- New financially constrained programming lists for HBP projects have been finalized in March and have been submitted to MPOs for FTIP amendment. Programming lists were distributed to local agencies and will be posted on the [HBP Listings - Orange](#) webpage pending ADA-remediation.
- EPSP now open for HBP projects with programming within FFY 29/30. Please reach out to request an EPSP if your project is ready to advance and authorize in this current FFY 25/26.
- New pilot [LAPG 6-A HBP Application and 6-D Cost/Schedule Change Request forms](#) are now available on the Caltrans HBP webpage and should be used moving forward.
- High-Cost Agreement (HCA) status – Based on the current funding outlook of high-cost programming, the earliest federal funds can be programmed in a High-Cost Agreement is in FFY 29/30. Funding capacity may change depending on the next federal transportation act. Local Advance Construction (AC) for high-cost programming is still optional.
- Information may be subject to change. For additional information and guidance, please see Caltrans HBP webpage: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-bridge-program>.

Competitive Grant Program (CGP)

- For FFY 2023 awarded CGP projects, the obligation deadline is **September 30, 2026**.
- Revised Designated Subrecipient Agreement (DSA) templates for RAISE Pass-Through projects under development by HQ and CT Legal.
 - ETA for revised DSA template for FFY 2023 awarded CGP projects: end of April 2026.
- FHWA GrantSolutions system for project reporting is required on all local administered Caltrans Pass-Through projects.
 - Caltrans will submit all project reports to FHWA via GrantSolutions.
 - GrantSolutions access and training is forthcoming.

Clean California Local Grant Program (CCLGP)

- Clean California Local Grant Program will allow additional time extensions for Cycle 1 and Cycle 2 projects.
 - Cycle 1 projects are eligible for the following:
 - Completion of construction and all reimbursable work by September 30, 2026.
 - Completion of project closeout by February 1, 2027.
 - Cycle 2 projects are eligible for the following:
 - Completion of construction and all reimbursable work by September 30, 2027.
 - Completion of project closeout by February 1, 2028.
- Please see the Clean CA webpage for more info and program guidelines:
<https://cleancalifornia.dot.ca.gov/local-grant-program>.

Disadvantaged Business Enterprise Program (DBE)

DBE Program Suspension

- [Caltrans Office Bulletin #25-07 R2: Suspension of Disadvantaged Business Enterprise \(DBE\) Program:](#)
 - In response to the [Disadvantaged Business Enterprise Program \(DBE\) Interim Final Rule \(IFR\)](#) published on October 3, 2025, which addresses amendments to 49 CFR Parts 23 and 26 concerning the Airport Concessions DBE and DBE Program, the DBE Program is suspended effective October 3, 2025.
 - October 3, 2025, DBE Contract Goal Setting, Counting, along with DBE monitoring and compliance, is suspended.
- A Caltrans Advisory on DBE Program IFR webinar was hosted by DLA OCR/LCC to discuss significant changes resulting from the DBE IFR. The webinar recording, presentation file, and additional information can be found at the [relevant CALTAP webinar posting](#).
- Supplemental Resources to the DBE IFR: [IFR Frequently Asked Questions](#) published U.S. Department of Transportation December 2025 and [Webinar Recording: Caltrans Advisory on DBE Program IFR](#) produced by CA Local Technical Assistance Program October 2025.

DBE Reevaluation

- On March 2, 2026, the California Unified Certification Program (CUCP) issued reevaluation notices to firms certified as a Disadvantaged Business Enterprise (DBE) in California prior to October 2, 2025. All certifying agencies in the CUCP will reevaluate the DBE's they originally certified. The Caltrans Office of Civil Rights (OCR) is responsible for reevaluating over 3,200 DBE firms and is available to provide technical assistance throughout this process.
- OCR is hosting a series of webinars to assist DBE firms with the reevaluation process. Visit the bottom of the Caltrans [DBE Reevaluation](#) webpage for dates and times. For inquiries regarding technical assistance or the DBE reevaluation process, please [email](#) the Caltrans Office of Civil Rights at DBE.Evaluation@dot.ca.gov
- For any general questions about the IFR and the DBE Program, please contact DBE.compliance@dot.ca.gov or (916) 324-0990. Please contact your assigned Local Assistance Area Engineer with any other questions or for further assistance.

DBE/QAP Annual Forms

- [LAPM Exhibit 9-C: Local Agency ADA Annual Certification Form](#) will continue to be collected on an annual basis with Caltrans D12 Local Assistance prior to processing Federal Fund Request for Authorization (E76).
 - Exhibit 9-C is unaffected by the DBE IFR and due to Caltrans D12 Local Assistance by June 30 of each year.
- Quality Assurance Program (QAP) is required to be updated and approved every 5 years by Caltrans Materials Engineering and Testing Services (METS).
 - Submit to Caltrans D12 Local Assistance to commence approval process.
 - [QAP Template](#), published December 2025 can be utilized to amend existing agency QAP.
- If you have questions or issues with submitting DBE/QAP forms, please contact your assigned Local Assistance Area Engineer for further assistance.

PED Extension

- New way to request extensions for Project End Dates (PED).
 - Entirely online and replaces old E-76 system.
 - Link: <https://app.smartsheet.com/b/form/dd8ec43edae54b8aad35159cacec011a>
- Work done after a PED cannot be reimbursed!
- More info, helpful tools, and a report listing upcoming PED expirations can be found here: <https://dot.ca.gov/programs/local-assistance/projects/projects-with-expiring-end-dates>

Title VI

- Civil Rights Act of 1964 prohibits discrimination by recipient of Federal assistance on the basis of race, color, and national origin, including the denial of meaningful access for limited English proficient (LEP) Persons.
- Requirements include but are not limited to:
 - Title VI nondiscrimination statement
 - Assurances (as part of the Master Agreement and Program Supplement Agreement.
 - Designation of a Title VI Coordinator.
 - Complaint Procedures.
 - Data Collection.
 - Training.
 - Dissemination of Information.
 - Contracts and Agreements.
 - Environmental Justice.
 - Public Hearings and Meetings.
 - Right of Way activities.
 - Construction contract compliance.
 - Monitoring.
- Caltrans has also recently updated our webpage on [Filing a Complaint](#), where guidance is provided to local agencies on how to process Title VI complaints.
- Title VI Branch Website: <https://dot.ca.gov/programs/civil-rights/title-vi>

References and Training Opportunities

- Caltrans Local Assistance Webpage:
 - <https://dot.ca.gov/programs/local-assistance>
- California LTAP training:
 - <https://caltap.org/training.aspx>
- Local Assistance Blog/DLA Training Programs (website undergoing maintenance):
 - <https://www.localassistanceblog.com/>
 - <https://www.localassistanceblog.com/local-assistance-training/>
- Local Assistance Procedures Manual (LAPM):
 - <https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm>
- Local Assistance Program Guidelines (LAPG):
 - <https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-program-guidelines-lapg>

CALTRANS DISTRICT 12 LOCAL ASSISTANCE

Helping our partners deliver local transportation projects



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Anaheim (E. Kaplan)
Brea (E. Kaplan)
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Correspondence



Item 7, Attachment A: OCTA Board Items of Interest

- **Monday, March 9, 2026**

Item #4: Amendments to the Master Plan of Arterial Highways

Item #5: Agreement for the Harbor Boulevard Transit Signal Priority Deployment

Item #6: Measure M2 Environmental Cleanup Program (Project X) – 2026 Tier 1 Grant Program Call for Projects

Item #7: Updates to the Ralph M. Brown Act and Adoption of a Technology Disruption Policy

Item #9: Long-Range Transportation Plan Update

Item #10: Fédération Internationale de Football Association World Cup 2026 and Los Angeles 2028 Olympic and Paralympic Games Transit Planning Update

- **Monday, March 23, 2026**

Item #9: State Legislative Status Report

Item #10: Federal Legislative Status Report

Item #12: Master Agreements for Transit and Intercity Rail Capital Program and State-Funded Transit Projects

Item #14: May 2026 OC Bus Service Change

- **Monday, April 13, 2026**

Item #3: Funding Updates for Capital Projects and Creation of a Policy to Guide Redistribution of Savings for Federal Funds

Item #6: Fiscal Year 2026-27 through Fiscal Year 2028-29 Measure M2 Maintenance of Effort Adjustment, Updates to the Eligibility, Countywide Pavement Management Plan and Local Signal Synchronization Plan Guidelines, and Approval of Measure M2 Local Fair Share Guidelines



AGENDA

Technical Advisory Committee

Item #7

Item 7, Attachment B: Announcements by Email

- February 25, 2026 OCTA Technical Advisory Committee Agenda and Meeting Information, *sent on 2/20/2026*
- REMINDER: March 2026 M2 CTFP Semi-Annual Review Closes Friday, March 13, *sent on 3/5/2026*
- March 11, 2026 OCTA Technical Steering Committee Agenda and Meeting Information, *sent on 3/5/2026*
- March 25, 2026 OCTA Technical Steering Committee Agenda and Meeting Information, *sent on 3/19/2026*
- M2 Eligibility Workshop on Tuesday, April 14, 2026 at 10:00am, *sent on 4/6/2026*