



Orange County Transportation Authority

Regional Transportation Planning Committee Agenda

Monday, December 1, 2025 at 10:30 a.m.

Board Room, 550 South Main Street, Orange, California

REVISED

Committee Members

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

Teleconference Location:

County of Orange
400 W Civic Center Drive
Santa Ana, CA

Accessibility

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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

Meeting Access and Public Comments on Agenda Items

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

In-Person Comment

Members of the public may attend in-person and address the Board regarding any item within the subject matter jurisdiction of OCTA. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak.

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be sent by 5:00 p.m. the day prior to the meeting. If you wish to comment on a specific agenda Item, please identify the Item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

Call to Order

Pledge of Allegiance

Director Harper

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 through 6)

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

1. Approval of Minutes

Clerk of the Board

Recommendation(s)

Approve the Minutes of the November 3, 2025, Regional Transportation Planning Committee meeting.

Attachments:

[Minutes](#)

2. 2026 Technical Steering Committee Membership

Charvalen Alacar/Rose Casey

Overview

The Orange County Transportation Authority Technical Advisory Committee provides feedback and input on Measure M2 local streets and roads-related funding programs and items. The Technical Advisory Committee relies on a Technical Steering Committee to perform an in-depth review of more complex technical items. Proposed 2026 Technical Steering Committee membership recommendations are presented for the Board of Directors' review and approval.

Recommendation(s)

Approve the proposed 2026 Technical Steering Committee membership

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

recommendations.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

3. Comprehensive Transportation Funding Programs Semi-Annual Review - September 2025

Chance Groom/Rose Casey

Overview

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

Recommendation(s)

- A. Approve the requested adjustments to the Comprehensive Transportation Funding Programs projects.
- B. Approve an exception to the Comprehensive Transportation Funding Programs guidelines for Environmental Cleanup Program Tier I projects to grant additional timely use of funds extensions.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

4. Competitive Grant Programs - Update and Recommendations

Louis Zhao/Rose Casey

Overview

The Orange County Transportation Authority provides competitive grants to local jurisdictions and non-profit agencies beyond those provided through Measure M2 using various federal, state, and local transportation funding programs. The Orange County Transportation Authority also directly applies for federal, state, and local competitive grant programs to support Orange County Transportation Authority-led projects. Staff has prepared an overview and status update for local jurisdiction projects that have received funds, recent grant pursuits and awards for Orange County Transportation Authority projects, and recommendations for changes to grant terms for local jurisdiction projects.

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

Recommendation(s)

- A. Approve one budget modification request from the City of Brea for the OC Loop Brea Gap Closure Project funded through the 2019 Bicycle Corridor Improvement Program.
- B. Authorize staff to request that the Southern California Association of Governments make all necessary amendments to the Federal Transportation Improvement Program.
- C. Authorize the Chief Executive Officer, or designee, to negotiate and execute any required agreements or amendments to facilitate the recommendation above and the execution of recent grant awards.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

5. Capital Programming Update

Ben Ku/Rose Casey

Overview

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

Recommendation(s)

- A. Consistent with the construction phase estimate for the Interstate 5 Yale Avenue to State Route 55 (Segment 2) Project, authorize the use of up to \$28.877 million in Measure M2 funds.
- B. Consistent with the construction phase estimate for the State Route 57 Orangewood Avenue to Katella Avenue Project, authorize the use of up to \$14.479 million in Measure M2 funds.
- C. Authorize the inclusion of \$9.998 million in uncommitted future state funds to integrate the California Department of Transportation State Highway Operations and Protection Program Multi-Asset Project for the Interstate 5 Yale Avenue to State

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

Route 55 (Segment 2) Project.

- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and amend all necessary agreements to facilitate the above actions.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

6. Measure M2 Environmental Mitigation Program Update

Lesley Hill/Rose Casey

Overview

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

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

Regular Calendar

There are no Regular Calendar items scheduled.

Discussion Items

7. South Orange County Transportation Projects Update

Gregory Nord/Rose Casey

Overview

In October 2021, the Board of Directors approved an agreement with the County of Orange and the City of San Clemente to work cooperatively on key south Orange County transportation projects. The projects include a non-tolled extension of Los Patrones Parkway, widening a portion of Ortega Highway, and a southerly extension of the Interstate 5 high-occupancy vehicle lanes. Progress has been made in the project development process, and a status report is provided for review.

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

Attachments:

[Presentation](#)

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

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

10:30 a.m. on Monday, January 5, 2026

OCTA Headquarters
550 South Main Street
Orange, California

**Committee Members Present**

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

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Allison Cheshire, Clerk of the Board Specialist, Senior
Martin Browne, Employee Rotation Program
James Donich, General Counsel
OCTA Staff

Committee Members Absent

None

Call to Order

The November 3, 2025, Regional Transportation Planning Committee meeting was called to order by Committee Chair Klopfenstein at 10:30 a.m.

Consent Calendar (Items 1, 2 and 4)

A motion was made by Director Federico, seconded by Director Harper, and declared passed by those present to move Item 4 under the Consent Calendar.

Director Foley was not present to vote on this action.

1. Approval of Minutes

A motion was made by Director Federico, seconded by Director Go, and declared passed by those present to approve the minutes of the October 6, 2025, Regional Transportation Planning meeting.

2. Regional Planning Update

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

4. Agreement for the Construction of the Trabuco Rose Gully Repair Project

A motion was made by Director Federico, seconded by Director Go, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-4213 between the Orange County Transportation Authority and Prestige Prime Engineering, the lowest responsive, responsible bidder, in the amount of \$344,800, for construction of the Trabuco Rose Gully Repair Project.



Regular Calendar

3. Amendment to the Agreement for Program Management Consultant Services for Capital Programs

Jeff Mills, Director, Capital Program Delivery, provided a report.

A motion was made by Director Foley, seconded by Director Federico, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 15 to Agreement No. C-2-2855 between the Orange County Transportation Authority and Mott MacDonald Group, Inc., in the amount of \$38,774,000, for additional program management consultant services for the Capital Programs Division. This will increase the maximum cumulative obligation of the contract to a total contract value of \$79,299,384.

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

Jeannie Lee, Project Manager, Capital Projects Delivery, provided a report.

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

- A. Approve the selection of Jacobs Project Management Co. as the firm to provide construction management support services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5- 4158 between the Orange County Transportation Authority and Jacobs Project Management Co. to provide construction management support services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55. Plan of Arterial Highways amendment in the City of Laguna Niguel.

Discussion Items

6. Update on the Interstate 5 Improvement Project from the San Diego County Line to Avenida Pico

Josue Vaglienty, Project Manager, Capital Program Delivery, and Calina North, Section Manager, Public Outreach, provided a presentation.

No action was taken on this item.



7. Public Comments

There were no public comments received.

8. Chief Executive Officer's Report

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

- OC WAVE card update
- Upcoming Chief Executive Office engagements

9. Committee Members' Reports

There were no Committee Members' reports.

10. Adjournment

The meeting was adjourned at 10:57 a.m.

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

10:30 a.m. on Monday, December 1, 2025

OCTA Headquarters
550 South Main Street
Orange, California.



December 1, 2025

To: Regional Transportation Planning Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: 2026 Technical Steering Committee Membership

Overview

The Orange County Transportation Authority Technical Advisory Committee provides feedback and input on Measure M2 local streets and roads-related funding programs and items. The Technical Advisory Committee relies on a Technical Steering Committee to perform an in-depth review of more complex technical items. Proposed 2026 Technical Steering Committee membership recommendations are presented for the Board of Directors' review and approval.

Recommendation

Approve the proposed 2026 Technical Steering Committee membership recommendations.

Background

The Orange County Transportation Authority (OCTA) Technical Advisory Committee (TAC) was established in 1976 under the legislation enabling the creation of the Orange County Transportation Commission, a predecessor agency to OCTA. The TAC is comprised of representatives from all Orange County cities, the County of Orange, and a non-voting representative from the California Department of Transportation.

The TAC provides input regarding the guidelines for the allocation of Measure M2 competitive grant funds. The TAC also provides technical advice on items related to streets and roads, such as the Orange County Long-Range Transportation Plan, Traffic Signal Synchronization Master Plan, and the Master Plan of Arterial Highways updates. The TAC relies on a Technical Steering Committee (TSC) to vet, review, and discuss technical issues before submission to the TAC for final review and consideration.

The TSC consists of nine voting members and one non-voting ex-officio member. Members are approved for nomination by the TAC and appointed by the OCTA Board of Directors (Board). The nine TSC voting member positions include one position from each of Orange County's five supervisorial districts, two at-large positions, and the chair and vice chair positions. The chair and vice chair of the TSC also serve as the chair and vice chair of the TAC. The TSC members serve two-year terms, with the chair and vice chair serving one-year terms, and membership is evaluated as position terms expire. Election to the TSC requires letters of interest from existing TAC representatives, which are reviewed by the president of the City Engineers Association of Orange County (CEAOC) and the TAC/TSC chair, with support from OCTA staff before recommendations are advanced to the TAC for consideration. The final recommendation includes consideration of a balance between small and large jurisdictions and between north and south local agencies.

Discussion

In August 2025, OCTA solicited letters of interest to fill seven TSC vacancies for the 2026 calendar year. Five of the nine TSC positions were open due to expiring terms, which included the chair, vice chair, First District, Fourth District, and one at-large position. Additionally, the Second District representative retired before completing their term, and the current at-large representative from the City of Laguna Niguel resigned to be considered for a leadership position (chair or vice chair). This created a one-year vacancy for the Second District seat and the second at-large position.

Letters of interest from seven eligible TAC members were received. In accordance with OCTA procedures for administering the TSC (Attachment A), the president of the CEAOC and the chair of the TSC/TAC reviewed all letters of interest and, with input from OCTA staff, developed the 2026 TSC membership recommendations (Attachment B).

Consistent with past practice, the vice chair representing the City of Seal Beach is recommended for the 2026 chair position. The representative from the City of Laguna Niguel, currently serving in an at-large position, is recommended to serve as the 2026 vice chair. The First District position is recommended for appointment by the representative from the City of Fountain Valley. The Second District position is recommended for appointment by the representative from the City of Tustin to complete the remainder of the former representative's term. The Fourth District position is recommended for appointment by the representative from the City of Anaheim. The open at-large position is recommended for appointment by the representative from the County of Orange. A vacancy was created in the second at-large position by the recommendation of the current representative from the City of Laguna Niguel to serve as the 2026 vice chair. To fill this vacancy, it is recommended that the representative from the

City of Costa Mesa be appointed to serve the remainder of the resigning representative's current term.

In finalizing these recommendations, the president of the CEAOOC and the TSC/TAC chair emphasized the need to maintain a balance between large/small and north/south Orange County cities. The TAC unanimously endorsed the recommendation in October 2025, and this recommendation is now being advanced for Board consideration and approval.

Summary

The TSC provides guidance and direction on major technical issues before presentation to the full TAC. Members of the TSC serve two-year terms, except the chair and vice chair, who serve one-year terms. There are seven positions recommended for appointment in the next calendar year, which include two out-of-cycle positions. The two out-of-cycle positions are recommended for appointment due to the retirement of the current Second District representative and the existing at-large representative from the City of Laguna Niguel being recommended for a TSC leadership position. The recommended appointment list for 2026 TSC membership is presented for Board consideration and approval.

Attachments

- A. Technical Steering Committee Policies and Procedures
- B. Recommended 2026 Technical Steering Committee Membership List

Prepared by:



Charvalen Alacar
Section Manager, M2 Local Programs
(714) 560-5401

Approved by:



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

Technical Steering Committee Policies and Procedures

Overview

The Orange County Transportation Authority's (OCTA) Technical Steering Committee (TSC) is a subcommittee of the OCTA Technical Advisory Committee (TAC). The TAC relies on the TSC to review and discuss technical issues prior to action by the TAC.

The TSC consists of nine voting members and one non-voting ex-officio member. The voting members will be chosen by the TAC and appointed by the OCTA Board of Directors (Board). The non-voting ex-officio member will be a representative of the California Department of Transportation (Caltrans) District 12, as selected by the Caltrans District Director. Of the voting members, there is one position representing each of Orange County's five supervisorial districts, two at-large positions, and the chair and vice chair. The chair and vice chair serve one-year terms, while all other representatives serve two-year terms, with no limit on the number of terms. TSC tenure terms are staggered to ensure continuity and consistency. Current policy states that there are to be no more than two representatives from any district, and there should be a balance between large and small cities.

TSC Membership Process

- OCTA provides a report to the TAC about TSC positions that are up for consideration, as well as the schedule for the selection process.
- TAC members interested in serving on the TSC must submit a letter of intent to the chair of the TAC, the president of the City Engineers Association of Orange County (CEAOC), and the OCTA Local Programs Section Manager. No nominations are accepted during a TAC meeting.
- A critical success factor for selection to serve on the TSC is active participation at the TAC meetings over the preceding 12 months.
- The president of the CEAOC, in consultation with the chair of the TAC, shall review the letters of intent and provide recommendations for the new TSC membership.
- There shall be no more than two representatives from any one district, exclusive of the chair and vice chair positions.
- The County of Orange can only serve in at-large or chair/vice chair positions.
- There will be a balance between small and large jurisdictions (small jurisdictions are defined as those with populations less than 62,034) and a balance of large and small jurisdictions between chair and vice chair positions. Consideration will also be given toward balance between north and south Orange County local agencies.
- Once TSC membership recommendations are approved by the TAC, they will be advanced to and approved by the Board.

Recommended 2026 Technical Steering Committee Membership List[†]

NAME	AGENCY	2025 [‡] POPULATION	MEDIAN POPULATION SIZE [^]	DISTRICT	NORTH/ SOUTH	SEAT EXPIRES
Iris Lee	Seal Beach	24,400	Small	Chair	North	December 31, 2026
Jacki Scott	Laguna Niguel	65,257	Large	Vice Chair*	South	December 31, 2026
Temo Galvez	Fountain Valley	56,560	Small	1	North	December 31, 2027
Kenny Nguyen	Tustin	79,326	Large	2**	North	December 31, 2026
Jamie Lai	Yorba Linda	66,267	Large	3	North	December 31, 2026
Rudy Emami	Anaheim	341,773	Large	4	North	December 31, 2027
Joe Ames	Laguna Hills	30,309	Small	5	South	December 31, 2026
Raja Sethuraman	Costa Mesa	110,321	Large	At-Large	North	December 31, 2026
Justin Golliher	County of Orange	133,033***	N/A	At-Large	North/ South	December 31, 2027

N/A – Not Available

[†] Shaded rows indicate the positions available for the 2026 calendar year.

[‡]State of California, Department of Finance, *E-1 Cities, Counties and the State Population and Housing Estimates with Annual Percentage Change — January 1, 2024, and 2025*. Sacramento, California, May 2025.

[^] Small jurisdictions are defined as those with populations less than 62,034.

* Current at-large representative has been recommended to serve in the 2026 vice chair position. The at-large vacancy is recommended to be filled with a representative from the City of Costa Mesa to complete the former representative's current term.

** Current District 2 representative has resigned for the remainder of their term. The District 2 position is recommended to be filled with a representative from the City of Tustin to complete the former representative's current term.

*** Reflects the population of unincorporated areas in the County, which are represented by the County of Orange. Total countywide population reported as 3,175,427.



December 1, 2025

To: Regional Transportation Planning Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Comprehensive Transportation Funding Programs Semi-Annual Review – September 2025

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

Overview

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

Recommendations

- A. Approve the requested adjustments to the Comprehensive Transportation Funding Programs projects.
- B. Approve an exception to the Comprehensive Transportation Funding Programs guidelines for Environmental Cleanup Program Tier I projects to grant additional timely use of funds extensions.

Background

The Comprehensive Transportation Funding Programs (CTFP) is the mechanism that the Orange County Transportation Authority (OCTA) uses to administer and monitor funding for the streets and roads (Projects O and Q), signal synchronization (Project P), transit (Projects S, U, V, and W), and water quality (Project X) programs. The CTFP guidelines provide local jurisdictions with comprehensive information for pursuing, administering, and delivering the various transportation funding grants. A summary of the basic program objectives within the CTFP guidelines is provided in Attachment A.

Every six months, OCTA works with representatives from the local jurisdictions, as needed, to review the status of CTFP 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 Measure M2 (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 match funds, and ensuring 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 September 12, 2025.

Discussion

The September 2025 semi-annual review project adjustments include the following:

- Two requests for project delays for 2024 Environmental Cleanup Tier 2 projects,
- Eleven requests for timely use of funds extensions for Regional Capacity Program and Regional Traffic Signal Synchronization projects,
- Five requests for timely use of funds extensions for ongoing environmental cleanup operations and maintenance (O&M) phases,
- Nine requests for project scope changes for Regional Traffic Signal Synchronization and environmental cleanup projects, and
- One request for transfer of funds for a Regional Traffic Signal Synchronization project.

Local jurisdictions identified several reasons justifying the need for project adjustments, including increased permitting requirements and environmental reviews, internal staffing changes, procurement delays, environmental assessment delays, delays in agency review and comments processes, funding constraints, cost savings, improved project benefits, and construction challenges.

Staff is recommending Board of Directors' (Board) approval of the 28 project adjustments listed above. Additional information on these adjustments is included in Attachment B, which outlines all local jurisdiction requests and Attachment C, which provides a narrative of the requests. The number of changes requested for competitively funded grants represents nine percent of the active projects funded through the CTFP.

Board approval is also requested to authorize an exception to the CTFP guidelines regarding the timely use of funds extensions for five Environmental Cleanup Program (ECP) Tier I grants (Project X). The exception pertains to the ten-year maximum timeframe for fulfilling the local match requirement through O&M costs incurred by the local jurisdictions to maintain the ECP-funded improvements. For earlier Project X Tier I allocations, jurisdictions were permitted to use ongoing O&M as an eligible local match, either in lieu of or in addition to a cash contribution. Due to inadequate city labor, documentation that impacted the total reportable O&M costs for the City of Buena Park (Buena Park), and funding constraints that limited the frequency of maintenance activities for the City of Huntington Beach (Huntington Beach), it has taken these jurisdictions longer than the ten-year expectation established in the CTFP guidelines to meet their O&M in-kind match requirement. The requested exception acknowledges these extenuating circumstances, and if approved, will grant Buena Park and Huntington Beach an additional five years to meet their respective local match requirements for the five ECP grants. Granting this extension recognizes the cities' demonstrated commitment to maintaining ECP-funded improvements and ensures that the intent of the local match requirement is fulfilled despite administrative and resource challenges. OCTA has previously approved similar requests under comparable circumstances from the City of Brea (Brea), where Brea was allowed an additional 12 years to fulfill their match requirement due to operational challenges.

M2 CTFP Summary

The M2 CTFP summary table provided below includes an overview of the status of M2 CTFP-funded projects by phase and funding allocation amount. The table also documents the same information that was provided based on the March 2025 semi-annual review, for comparison purposes.

M2 CTFP Summary Table				
Project Status	March 2025 Semi-Annual Review		September 2025 Semi-Annual Review	
	Project Phases	Allocations (in millions)	Project Phases	Allocations ¹ (after adjustments)
Planned ²	62	\$86.9	73	\$104.6
Started ³	123	\$196.8	120	\$201.8
Pending ⁴	125	\$129.8	115	\$111.2
Completed ⁵	482	\$243.5	506	\$273.5
Cancelled ⁶	77	\$85.0	78	\$88.7
Total	869	\$742.0	892	\$779.8

1. Allocations in millions, subject to change pending final reconciliation.

2. Planned - indicates that funds have not been obligated and/or are pending contract award.

3. Started - indicates that the phase is underway, and funds are obligated.

4. Pending - indicates that phase work is completed, and final report submittal/approval is pending.

5. Completed - indicates that phase work is complete, the final report is approved, and final payment has been made.

6. Cancelled - indicates that the phase work will not be completed, and project savings will be returned to the program.

* Note: the project phase and allocations listed above are subject to frequent and regular changes primarily due to project status updates, final reconciliations, and project closeout processes.

Key items of note for the CTFP for this semi-annual review cycle are:

- Since the inception of M2, OCTA has programmed over \$779.8 million in competitive funds through the September 2025 semi-annual review period, including approximately \$37.8 million in state and federal funds.
- Total accumulated project savings, since inception, are estimated to be approximately \$107.1 million. These savings have been returned to M2 source programs and are used to support future funding cycles, as appropriate. Cost savings from delivered projects are realized for various reasons such as quantity adjustments and minor construction modifications.
- As of the drafting of this report, 621 individual project phases (115 pending plus 506 completed noted in the above table) have been completed. This represents a 76 percent project delivery rate (excluding cancelled projects) for all projects that have been granted funds.
- In the last six months, 24 project phases were completed while two project phases were started.
- Another 193 project phases, or 24 percent, are considered currently active (120 started and 73 planned).

Based on the CTFP guidelines, the recommended project adjustments identified in this staff report are appropriate and necessary. The local agency-requested adjustments have also been reviewed by the OCTA Technical Advisory Committee (TAC), and no comments have been received to date.

Next Steps

Pending approval by the Board, staff will monitor the implementation of the actions included in this report through future semi-annual review cycles, typically reported biannually.

Summary

Consistent with the semi-annual review process, staff has reviewed all active M2 CTFP-funded project phases and is recommending approval of all proposed project adjustments.

Attachments

- A. Measure M2 Comprehensive Transportation Funding Programs
- B. Comprehensive Transportation Funding Programs, September 2025 Semi-Annual Review Adjustment Request Descriptions
- C. Comprehensive Transportation Funding Programs, September 2025 Semi-Annual Review Adjustment Requests

Prepared by:



Chance Groom
Senior Transportation Funding Analyst
(714) 560-5372

Approved by:



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

Measure M2 Comprehensive Transportation Funding Programs

Comprehensive Transportation Funding Programs (CTFP)

The Orange County Transportation Authority's (OCTA) CTFP represents a collection of competitive Measure M2 (M2) funding programs, which are awarded to Orange County local jurisdictions to assist in funding streets and roads, transit, and transportation-related environmental cleanup and improvement efforts.

Each program within the CTFP has a specific objective, funding source, and set of selection criteria. Applications for the CTFP competitive programs are submitted during calls for projects (call). Each funding program has its own call cycle with some calls occurring annually (and others occurring less frequently), depending upon local jurisdiction interest, funding availability, and transportation needs within the County. OCTA staff and various technical committees review, vet, and develop funding recommendations for each call prior to submittal to the OCTA Board of Directors for final input, review, and approval of programming recommendations.

A brief summary of each of the competitive M2 funding programs included in the CTFP is provided below.

Regional Capacity Program

The Regional Capacity Program (Project O) is a competitive program, which funds improvements to the County's Master Plan of Arterial Highways (MPAH). The MPAH is the County's backbone arterial highway network, and Project O supports roadway construction and widenings, intersection improvements, and arterial highway to freeway transitions.

Regional Traffic Signal Synchronization Program

The Regional Traffic Signal Synchronization Program (Project P) is a competitive program, which provides funding to implement multi-jurisdictional signal synchronization projects to provide drivers a better travel experience by reducing travel times, stops, and delays. The overall goal of the program is to regularly coordinate 2,000 signals along 750 miles of the County's roadway network.

Transit Extensions to Metrolink

The Transit Extensions to the Metrolink Program (Project S) is a competitive program, which provides funds to local jurisdictions to enhance their regional transit capabilities through creation of new connections between residential/employment centers and the existing Metrolink system.

Community-Based Transit Circulators

The Community-Based Transit Circulators Program (Project V) provides competitive funds to local jurisdictions to develop and implement local transit services, such as community-based circulators, shuttles, bus trolleys, and other shared-ride services, which both complement regional bus and rail services, and also meets needs in areas not adequately served by regional transit.

Safe Transit Stops

The Safe Transit Stops Program (Project W) allocates funds to eligible local jurisdictions so they can implement passenger amenity improvements (i.e., constructing or improving shelters, providing new and/or additional seating, waste receptacles, signage, etc.) at the 100 busiest transit stops in the County.

Environmental Cleanup Program

The Environmental Cleanup Program (Project X) provides competitive funds for water quality improvement projects that address transportation-generated pollution. Project X is a two-tiered funding program with Tier 1 projects mitigating the more visible forms of pollution (i.e., trash and debris) that accumulate on county roadways. The Tier 2 component of the program provides funding for multi-jurisdictional projects focused on implementing large-scale best management practices construction projects.

**Comprehensive Transportation Funding Programs
September 2025 Semi-Annual Review Adjustment Request Descriptions**

Delays

Local jurisdictions may request a one-time delay of up to 24 months to obligate funds. During the September 2025 semi-annual review cycle, the following delay requests were submitted:

The City of Anaheim (Anaheim) is requesting a 24-month delay for the construction (CON) phase for the State College Boulevard Stormwater Capture and Conveyance Project (24-ANAH-ECP-4095) due to increased permitting requirements from the Orange County Flood Control District.

The City of San Clemente (San Clemente) is requesting a 24-month delay for the CON phase of the Poche Beach Water Reclamation Project (24-SCLM-ECP-4097) due to the time constraints of going through multiple jurisdictions including the City of Dana Point, OC Parks, Orange County Flood Control District, Metrolink, South Orange County Wastewater Authority, the California Coastal Commission, and the Regional Water Quality Control Board for permitting and environmental reviews.

Timely Use of Funds Extensions

Once obligated, the Comprehensive Transportation Funding Programs (CTFP) funds must be used within a certain timeframe based on the contract award or the encumbrance date. Local agencies may request an extension(s) of up to 24 months, if needed. During this semi-annual review cycle, the following CTFP timely use of funds extension requests were submitted:

The City of La Habra is requesting a 24-month timely use of funds extension for the primary implementation (IMP) phase and operations and maintenance (O&M) phase of the Euclid Street Regional Traffic Signal Synchronization Program (RTSSP) Project (22-LHAB-TSP-4023) due to staffing changes that disrupted the on-time achievement of major project milestones including signal timing efforts, "Before and After" studies, design efforts for the proposed improvements, and the O&M Phase.

The County of Orange is requesting a 12-month timely use of funds extension for the engineering (ENG) phase of the Los Patrones Parkway Extension (21-ORCO-ACE-3991) to allow for sufficient time to complete final closeout of the project.

The Orange County Transportation Authority (OCTA), as administrative lead for the cities of Irvine, Lake Forest, and Laguna Hills, is requesting a 24-month timely use of funds extension for the IMP phase of the Bake Parkway and Rockfield Boulevard RTSSP Project (22-OCTA-TSP-4022) due to unforeseen delays in equipment procurement and contractor availability needed to complete the project.

OCTA, as administrative lead for the County of Orange and the cities of Dana Point, Laguna Nigel, and Mission Viejo, is requesting a 24-month timely use of funds extension for the IMP phase of the Crown Valley Parkway RTSSP Project (22-OCTA-TSP-4024)

due to unforeseen delays in equipment procurement and contractor availability needed to complete the project.

OCTA, as administrative lead for the cities of Dana Point, Laguna Hills, and Laguna Niguel, is requesting a 24-month timely use of funds extension for the IMP phase of the Moulton Parkway RTSSP Project (22-OCTA-TSP-4025) due to unforeseen delays in equipment procurement and contractor availability needed to complete the project.

The City of Orange is requesting a 24-month timely use of funds extension for the ENG phase of the Cannon Street Widening Project from Santiago Canyon Road to Serrano Avenue (21-ORNG-ACE-3994) due to an extended environmental review process of the Mitigated Negative Declaration to adhere to California Environmental Quality Act guidelines and internal staffing transitions.

The City of Yorba Linda (Yorba Linda) is requesting a 24-month timely use of funds extension for the ENG phase of the Yorba Linda Boulevard Widening Project (20-YLND-ACE-3971) due to an extended review of the design plans and a final round of comments.

Yorba Linda is requesting a 24-month timely use of funds extension for the ENG phase of the Savi Ranch Parkway Improvement Project (22-YLND-ICE-4021) due to an extended internal review of the design plans and a final round of comments.

Yorba Linda is requesting a 24-month timely use of funds extension for the IMP and O&M phases of the Yorba Linda Boulevard/Weir Canyon Road Corridor RTSSP Project (22-YLND-TSP-4026) due to delays in equipment procurement.

Project X Tier I In-Kind O&M Timely-Use of Funds Extensions

For older Project X Tier I allocations, ongoing O&M for projects was allowed to be pledged as a match in lieu of (or in addition to) a cash match. The O&M implementation time frame has traditionally been set to a maximum of ten years.

During the semi-annual review, the cities of Buena Park and Huntington Beach submitted in-kind O&M timely use of funds extension requests to go beyond the ten-year maximum.

The City of Buena Park (Buena Park) requested an extension for the following projects due to omitting agency staff time expenses that lacked adequate supporting documentation. Without these expenses, Buena Park has fewer reportable costs towards meeting the local match requirement and therefore requires additional time to fulfill the respective in-kind obligations. Buena Park will revise its internal tracking procedures to accurately capture internal staff time directly tied to each respective project.

- Buena Park G2 Full Capture System Installation (13-BPRK-ECP-3684)
- G2 Full Capture Catch Basin Insert (14-BPRK-ECP-3744)
- G2 Full Capture Basin Insert Project (15-BPRK-ECP-3757)

- City of Buena Park G2 Full Capture Catch Basin Insert Project (16-BPRK-ECP-3849)

The City of Huntington Beach (Huntington Beach) requested an extension for the following projects due to storm water maintenance funds being reallocated to address flood prevention and infrastructure upgrades. Huntington Beach has since reallocated funds to meet the in-kind match requirements.

- McFadden Avenue/Edwards Street/Heil Avenue/Algonquin Street Catch Basin Retrofit (11-HBCH-ECP-3573)
- Huntington Beach Catch Basin Retrofit Project (14-HBCH-ECP-3742)

The proposed extension for the aforementioned projects is for an additional five years, allowing the cities of Buena Park and Huntington Beach sufficient time to meet their match requirements. As part of this adjustment, OCTA Board of Directors' approval is requested for a waiver to the CTFP guidelines, which currently limit in-kind O&M match to a maximum of ten years.

Scope Changes

Local jurisdictions may request scope changes for CTFP projects if they can assure that 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 assure that the adjustments meet the scoring criteria of the original applications.

Anaheim is requesting a scope change for the CON phase of the State College Boulevard Stormwater Capture (24-ANAH-ECP-4095) to shorten the length of repurposed sewer pipe to approximately 4,000 linear feet, relocate infiltration wells closer to the diversion south of Ball Road, and reduce the number of infiltration wells from 20 to seven. The modifications will improve project benefits through a faster rate of water treatment in better performing soil. Anticipated project savings will be returned to the M2 program.

The City of Irvine is requesting a scope change for the IMP phase of the Irvine Boulevard/Trabuco Road RTSSP Project (23-IRVN-TSP-4047) to supplement existing time-of-day plans to be activated when certain conditions are met. No additional funds are requested.

OCTA, as administrative lead for the cities of Costa Mesa, Irvine, and Tustin, is requesting a scope change for the IMP phase of the Red Hill Avenue Corridor RTSSP project (19-OCTA-TSP-3939) to remove fiber optics cable, conduit, pull boxes, detection and traffic equipment, and networking and video equipment from eight locations, and add wiring and splicing, pull boxes, pedestrian equipment, vehicle detection, and fiber optic cables to 11 locations. The scope change is requested due to existing field conditions that were not favorable to installation of the video detection system and utility conflicts that prevented installations.

OCTA, as administrative lead for the cities of Irvine, Laguna Hills, and Lake Forest, is requesting a scope change for the IMP phase of the Lake Forest Drive RTSSP Project (19-OCTA-TSP-3940) to add three signal intersections through an agreement with the California Department of Transportation (Caltrans) that improves the project benefits.

OCTA, as administrative lead for the cities of Aliso Viejo, Laguna Niguel, and Laguna Woods, is requesting a scope change for the IMP phase of the Aliso Creek Road RTSSP Project (19-OCTA-TSP-3941) to add two signal intersections through an agreement with Caltrans that improves the project benefits.

OCTA, as administrative lead for the cities of Huntington Beach, Santa Ana, Tustin, and Westminster, and the County of Orange, is requesting a scope change for the IMP phase of the First Street/Bolsa Avenue RTSSP Project (21-OCTA-TSP-4002) to remove signal performance measure licenses, controller and ethernet switch, video detection system, uninterruptable power supply, 50 feet of conduit, 800 feet of conduit, splicing hardware, and Southern California Edison fees from seven locations, and add switch, wireless cellular router, video detection system, controller, splicing of interconnect cable, pull boxes, conduits, and fiber optic cables to 20 locations. During construction, it was determined to be unfeasible to install conduit at a location, so the listed changes are needed to address the communication gap.

The County of Orange is requesting a scope change for the CON phase of the 2024 Orange County Debris Boom Project (24-ORCO-ECP-4085) to reduce the number of trash booms from four to three, due to additional United States Army Corps of Engineers Section 408 permitting requirements. The modification will reduce the drainage area in priority land uses by 1,175 acres by eliminating the Coyote Creek Channel installation location, reducing estimated project costs from \$360,000 to \$265,750, and in turn, reducing the anticipated eligible CTFP allocation to \$212,600.

San Clemente is requesting a scope change to the CON phase of the Poche Beach Water Reclamation Project (24-SCLM-ECP-4097) to construct a low-flow diversion to send dry-weather flows to the San Juan Creek Ocean Outfall which will improve the water quality of Poche Beach and maintain the expected project benefits through the completion of Phase I of the project. During planning, it was determined that the dry weather flow diversion through microfiltration reverse osmosis needs to occur after initial water quality diversion construction.

The City of Santa Ana is requesting a scope change to the CON phase of the 10th Street and Flower Street Stormwater Capture Project (24-SNTA-ECP-4092) to remove one bioretention basin, increase the size of the underground infiltration system, and relocate a curb inlet catch basin to reduce project costs while maintaining project benefits.

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 review cycle, the following transfer requests were submitted due to the need to utilize project savings:

OCTA, as administrative lead for the cities of Irvine, Laguna Hills, and Lake Forest is requesting to transfer project savings of \$160 from the IMP phase to the O&M phase of the Lake Forest Drive RTSSP Project (19-OCTA-TSP-3940).

Comprehensive Transportation Funding Programs
September 2025 Semi-Annual Review Adjustment Requests

Delay Requests*									
No.	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Grant	Proposed Delay (Months)	Proposed FY
1	Anaheim	24-ANAH-ECP-4095 ¹	X [†]	State College Boulevard Stormwater Capture and Conveyance Project	CON	25/26	\$1,500,000	24	27/28
2	San Clemente	24-SCLM-ECP-4097 ²	X [†]	Poche Beach Water Reclamation Project	CON	25/26	\$2,500,000	24	27/28
Delays (Two) - Total Phase Grants							\$4,000,000		

*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.

For the Environmental Cleanup Program (Project X), delays are only permitted for projects funded through the Tier 2 grant program.

[†] ECP Tier 2

Reasons for Project Adjustments

1. Increased permitting requirements from Orange County Flood Control District
2. Permitting and environmental review through multiple jurisdictions (City of Dana Point, Orange County Parks, Orange County Flood Control District, Metrolink Southern California Coastal Railway Authority, South Orange County, Wastewater Authority, California Coastal Commission, and Regional Water Quality Control Board)

Timely Use of Funds Extension Requests - Comprehensive Transportation Funding Programs*								
No.	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Grant	Proposed Time Extension (Months)
1	La Habra	22-LHAB-TSP-4023 ¹	P	Euclid Street Regional Traffic Signal Synchronization Project	IMP	22/23	\$ 4,702,773	24
2	La Habra	22-LHAB-TSP-4023 ¹	P	Euclid Street Regional Traffic Signal Synchronization Project	O&M	23/24	\$ 258,240	24
3	County of Orange	21-ORCO-ACE-3991 ²	O	Los Patrones Parkway Extension	ENG	21/22	\$ 1,875,000	12
4	OCTA [†]	22-OCTA-TSP-4022 ³	P	Bake Parkway and Rockfield Boulevard Regional Traffic Signal Synchronization Program Project	IMP	22/23	\$ 2,340,580	24
5	OCTA ^{††}	22-OCTA-TSP-4024 ³	P	Crown Valley Parkway Regional Traffic Signal Synchronization Program Project	IMP	22/23	\$ 2,229,273	24
6	OCTA [‡]	22-OCTA-TSP-4025 ³	P	Moulton Parkway Regional Traffic Signal Synchronization Program Project	IMP	22/23	\$ 2,507,653	24
7	Orange, City of	21-ORNG-ACE-3994 ⁴	O	Cannon Street Widening - Santiago Canyon Road to Serrano Avenue	ENG	21/22	\$ 618,750	24
8	Yorba Linda	20-YLND-ACE-3971 ⁵	O	Yorba Linda Boulevard Widening	ENG	22/23	\$ 1,636,500	24
9	Yorba Linda	22-YLND-ICE-4021 ⁶	O	Savi Ranch Parkway Improvement Project	ENG	22/23	\$ 227,624	24
10	Yorba Linda	22-YLND-TSP-4026 ³	P	Yorba Linda Boulevard RTSSP	IMP	22/23	\$ 3,520,333	24
11	Yorba Linda	22-YLND-TSP-4026 ³	P	Yorba Linda Boulevard RTSSP	O&M	23/24	\$ 177,120	24
Timely Use of Funds Extension Requests (Ten) - Total Phase Grants							\$ 20,093,846	

*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.

[†] Project led by OCTA as requested by participating agencies: cities of Irvine, Lake Forest, and Laguna Hills

^{††} Project led by OCTA as requested by participating agencies: cities of Dana Point, Laguna Niguel, Mission Viejo, and County of Orange

[‡] Project led by OCTA as requested by participating agencies: cities of Dana Point, Laguna Hills, and Laguna Niguel

Reason for Project Adjustment

1. Staffing changes
2. Insufficient time for project closeout
3. Equipment procurement delays
4. Extended city environmental review process and staffing transitions
5. Delay in city review and comments
6. Delay in city final constructability review process

Extension Requests - Project X Tier I In-Kind Operations & Maintenance Match Commitment									
No.	Agency	Project Number	Project	Project Title	Phase	O&M In-Kind Match Commitment	O&M Remaining Balances	Current Expenditure Deadline	Proposed Time Extension
1	Buena Park ¹	13-BPRK-ECP-3684	X	Buena Park G2 Full Capture System Installation	O&M	\$ 90,733	\$ 23,441	3/11/2025**	5 years
2	Buena Park ¹	14-BPRK-ECP-3744	X	G2 Full Capture Catch Basin Insert	O&M	\$ 74,340	\$ 18,121	2/24/2026**	5 years
3	Buena Park ¹	15-BPRK-ECP-3757	X	G2 Full Capture Basin Insert Project	O&M	\$ 76,230	\$ 21,723	8/25/2026**	5 years
4	Buena Park ¹	16-BPRK-ECP-3849	X	City of Buena Park G2 Full Capture Catch Basin Insert Project	O&M	\$ 111,050	\$ 61,966	7/24/2027**	5 years
5	Huntington Beach ²	14-HBCH-ECP-3742	X	Huntington Beach Catch Basin Retrofit Project	O&M	\$ 103,397	\$ 18,944	7/3/2025**	5 years
In-Kind O&M Match Commitment Extensions (Five) - Total Phase Grants						\$ 455,751			

*For older Project Tier I allocations, ongoing O&M for the project was allowed to be pledged as match in lieu of (or in addition to) cash contributions. The O&M implementation timeframe has traditionally been ten years. These requests, if approved, would provide the listed agencies five years to deliver on their O&M match contributions.

** OCTA Board of Directors' approval is requested for a waiver to the Comprehensive Transportation Funding Programs guidelines, which currently limit in-kind O&M match to a maximum of ten years.

Reason for Project Adjustment

1. Inadequate record keeping for related internal staff time
2. Funding constraints for storm water maintenance

Scope Change Requests*									
No.	Agency	Project Number	Project	Project Title	Summary of Scope Change	Phase	Current FY	Current Grant	
1	Anaheim	24-ANAH-ECP-4095 ¹	X	State College Boulevard Stormwater Capture and Conveyance Project	Shorten the length of repurposed sewer pipe to approximately 4,000 linear feet, relocate infiltration wells closer to the diversion south of Ball Road, and reduce number of infiltration wells from 20 to seven.	CON	25/26	\$ 1,500,000	
2	Irvine	23-IRVN-TSP-4047 ²	P	Irvine Boulevard/Trabuco Road Regional Traffic Signal Synchronization Program Project	Add traffic responsive plans.	IMP	24/25	\$ 750,000	
3	OCTA ⁺	19-OCTA-TSP-3939 ³	P	Red Hill Avenue Corridor RTSSP □	Remove fiber optics cable, conduit, pull boxes, detection and traffic equipment, and networking and video equipment. Add wiring and splicing, pullboxes, pedestrian equipment, vehicle detection, and fiber optic cables.	IMP	20/21	\$ 1,613,352	
4	OCTA ⁺⁺	19-OCTA-TSP-3940 ⁴	P	Lake Forest Drive Traffic Signal Synchronization Project	Addition of Caltrans agreement that adds three signal intersections to the project.	IMP	20/21	\$ 1,395,563	
5	OCTA ⁺	19-OCTA-TSP-3941 ⁴	P	Aliso Creek Road TSSP	Addition of Caltrans agreement that adds two signal intersections to the project.	IMP	20/21	\$ 1,103,658	
6	OCTA ⁺⁺	21-OCTA-TSP-4002 ³	P	First Street/ Bolsa Avenue Regional Traffic Signal Synchronization	Remove city system software and licenses, controllers, video detection, conduit and fiber, supporting splice hardware, and SCE fees. Add switch and wireless cellular router, video detection system, controller, splicing of interconnect cable, pullboxes, conduits, and fiber optic cables. Relocate a conduit.	IMP	21/22	\$ 3,499,050	
7	County of Orange	24-ORCO-ECP-4085 ⁵	X	Orange County Debris Boom Project 2024	Reduce number of trash booms from four to three.	CON	24/25	\$ 288,000	
8	San Clemente	24-SCLM-ECP-4097 ⁶	X	Poche Beach Water Reclamation Project	Construct a low-flow diversion to send dry-weather flows to the San Juan Creek Ocean Outfall after initial water quality diversion construction	CON	25/26	\$ 2,500,000	
9	Santa Ana	24-SNTA-ECP-4092 ⁷	X	10th and Flower Stormwater Capture Project	Remove one bioretention basin, increase size of underground infiltration system, and relocate curb inlet catch basin.	CON	24/25	\$ 600,000	
Scope Changes (Nine) - Total Phase Grants								\$ 13,249,623	

*Agencies may request scope changes for Comprehensive Transportation Funding Programs projects so long as the agency 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: cities of Costa Mesa, Irvine, and Tustin

⁺⁺ Project led by OCTA as requested by participating agencies: cities of Irvine, Laguna Hills, and Lake Forest

^{*} Project led by OCTA as requested by participating agencies: cities of Aliso Viejo, Laguna Niguel, and Laguna Woods

⁺⁺ Project led by OCTA as requested by participating agencies: cities of Irvine, Lake Forest, and Laguna Hills

Reasons for Project Adjustments

1. Better performing soil tested that leads to faster rate of water treatment
2. Conditional plans to supplemental existing time-of-day plans
3. Utility conflicts and poor field conditions
4. Enhanced project benefits
5. Increased project costs and time constraints due to additional USACE Section 408 permitting requirements. Scope reduction decreases eligible CTFP funding.
6. City planning found it necessary to perform dry weather flow diversion after initial water quality diversion construction
7. Cost savings while maintaining projected benefits

Transfer Requests*									
No.	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Grant	Transfer Amount	Proposed Grant
1	OCTA	19-OCTA-TSP-3940 ¹	P	Lake Forest Drive Traffic Signal Synchronization Project	IMP	20/21	\$ 1,395,563	\$ (160)	\$ 1,395,403
					O&M	23/24	\$ 46,080	\$ 160	\$ 46,240
Transfer Changes (One) - Total Phase Grants							\$ 1,441,643		\$ 1,441,643

*An implementing agency may request to transfer 100 percent of savings between subsequent phases (or years) within a project. Funds can only be transferred to a phase that has already been awarded competitive funds.

Such requests must be made prior to the acceptance of a final report and submitted as part of a semi-annual review process.

[†] Project led by OCTA as requested by participating agencies: cities of Irvine, Laguna Hills, and Lake Forest

Reasons for Project Adjustments


1. Project savings

Acronyms

Caltrans - California Department of Transportation
CON - Construction
CTFP - Comprehensive Transportation Funding Programs
ECP - Environmental Cleanup Program
ENG - Engineering
FY - Fiscal Year
IMP - Primary Implementation
O&M - Operations and Maintenance
OCTA - Orange County Transportation Authority
RTSSP - Regional Traffic Signal Synchronization Program
SCE - Southern California Edison
TSSP - Traffic Signal Synchronization Program
USACE - United States Army Corps of Engineers



December 1, 2025

To: Regional Transportation Planning Committee
From: Darrell E. Johnson, Chief Executive Officer 
Subject: Competitive Grant Programs – Update and Recommendations

Overview

The Orange County Transportation Authority provides competitive grants to local jurisdictions and non-profit agencies beyond those provided through Measure M2 using various federal, state, and local transportation funding programs. The Orange County Transportation Authority also directly applies for federal, state, and local competitive grant programs to support Orange County Transportation Authority-led projects. Staff has prepared an overview and status update for local jurisdiction projects that have received funds, recent grant pursuits and awards for Orange County Transportation Authority projects, and recommendations for changes to grant terms for local jurisdiction projects.

Recommendations

- A. Approve one budget modification request from the City of Brea for the OC Loop Brea Gap Closure Project funded through the 2019 Bicycle Corridor Improvement Program.
- B. Authorize staff to request that the Southern California Association of Governments make all necessary amendments to the Federal Transportation Improvement Program.
- C. Authorize the Chief Executive Officer, or designee, to negotiate and execute any required agreements or amendments to facilitate the recommendation above and the execution of recent grant awards.

Background

The Orange County Transportation Authority (OCTA) issues periodic calls for projects (call) using non-Measure M2 (M2) federal, state, and local funds to help local jurisdictions and non-profits meet a variety of transportation needs. The calls include the Orange County Complete Streets Program (OCCSP), Enhanced Mobility for Seniors and Individuals with Disabilities (EMSD) Program,

Pavement Management Relief Funding (PMRF) Program, Bicycle Corridor Improvement Program (BCIP), and Arterial Pavement Management (APM) Program.

OCTA typically issues a Complete Streets call, such as the OCCSP or the BCIP, every two to three years. The EMSD is also a regular call which is similarly issued every two to three years. The calls addressing pavement management, PMRF, and APM are issued on an ad hoc basis but have typically occurred using one-time state or federal funding at least every three to four years. Each program has a primary focus or goal, as noted in the table below.

OCTA Program	Primary Program Goal	Program Fund Source
OCCSP	Support development of accessible and safe streets that accommodate a variety of transportation modes	Federal Surface Transportation Block Grant (STBG) and/or Congestion Mitigation and Air Quality (CMAQ) Programs
EMSD	Support services provided to seniors and individuals with disabilities	Non-M2 local transit funds
PMRF	Support pavement maintenance and preservation needs	Federal Coronavirus Response and Relief Supplemental Appropriations Act Highway Infrastructure Program funds and State Highway Account funds
BCIP	Support the development of Orange County's bicycle network	Federal CMAQ funds
APM	Support pavement maintenance and preservation needs – replaced by PMRF	Federal STBG funds

In addition to these directly issued calls, OCTA also supports local jurisdictions pursuing federal and state earmarks or grants from state and federal sources such as the Active Transportation Program's regional component through the Southern California Association of Governments (SCAG) and the California Transportation Commission. OCTA may partner with local jurisdictions to seek external funds when combining multiple projects into a single application to increase the chances of being awarded.

OCTA directly competes in federal, state, and local transportation funding opportunities through various discretionary funding programs to support Board of Director's (Board)-approved priority planning, capital, and operating needs. Securing funding through these programs is consistent with the programming policies and helps preserve M2 and more flexible local funding sources, allowing

Discussion

A summary of the current awarded project phases is provided in the table below, and additional details on the status of active projects are provided in Attachment A.

Phase of Work/ Status	PLAN	ENV	DES	ROW	CON	Total Phases
Planned	1	1	2	5	24	33
Started ¹	2	13	13	3	41	72
Subtotal	3	14	15	8	65	105
Completed ²	0	0	2	0	11	13
Total	3	14	17	8	76	118
Cancelled ³	0	0	0	0	1	1

Notes and abbreviations:

1. Includes 14 started EMSD capital and 14 started EMSD operating projects in the CON sum.
2. Reflects only those project phases that were completed during this reporting cycle.
3. Reflects only those project phases that were canceled during this reporting cycle.

BCIP projects may have more than one phase of work.

Planned – Indicates that the funds for this phase have not been obligated or a contract has not yet been executed.	
Started – Indicates that the funds for this phase have been obligated or a contract has been executed.	
Completed – Indicates that the work related to this phase is complete.	
CON – Construction	PLAN – Plan
DES – Design	ROW – Right-of-way
ENV– Environmental	

Project Amendments

Staff regularly reviews the status of projects funded through OCTA programs with local jurisdictions. During the most recent review, the City of Brea (Brea) requested a budget modification for the OC Loop Brea Gap Closure (OC Loop Segment B – Western Extension to Tracks at Brea) that is funded through the BCIP.

The OC Loop Segment B consists of a Class I bikeway and multi-use path within the Union Pacific Railroad ROW, from Palm Street to the Brea Canyon Flood Control Channel. The City requested OCTA's approval to modify the project budget by reprogramming \$2.552 million in BCIP and \$0.333 million local CON funds to the ROW phase to align with OCTA's 2026 State Transportation Improvement Program (STIP) submittal of \$6.149 million for CON. The adjustment will fully fund the overall project and ensure project readiness. Additional details are provided in Attachment B.

The final approval will be subject to SCAG concurrence consistent with the project selection process for CMAQ-funded projects and the California Transportation Commission's approval of the 2026 STIP. Staff will continue to monitor project progress and present future amendment requests as needed.

Discretionary Funding Update

In July 2025, staff presented updates to the Board on OCTA grant pursuits, highlighting the submission of 11 grant applications in the second half of fiscal year 2024-25 and a total of \$337.1 million in awards including for the Coastal Rail Infrastructure Resiliency Project.

Since the July update, six grant applications have been submitted for a total request amount of \$11.7 million from state and federal sources. These applications reflect a diverse range of priority projects across the County and include transit safety enhancements at OCTA transportation centers, alternative fuel bus investments and workforce development initiatives, wildfire risk reduction and infrastructure protection for properties held through OCTA's Environmental Mitigation Program, and planning studies to improve transit signal coordination and multimodal connectivity along key corridors. Additionally, working in coordination with the Government Relations division, eight federal earmark requests totaling \$25 million

are included in this update to support major infrastructure and zero-emission vehicle (ZEV) initiatives including major corridor improvements, ZEV investments, and technology enhancements to support regional mobility. Collectively, these efforts demonstrate OCTA's ongoing commitment to advancing regionally significant transit, sustainability, and mobility priorities for competitive funding opportunities. A summary of these submittals and awards is provided in Attachment C.

A list of near-term OCTA priority projects targeted for funding through ongoing grant efforts is provided as Attachment D. These efforts include OCTA's continued pursuit of competitive grant opportunities to fund and advance priority projects. Staff will bring forward future grant awards for Board acceptance as necessary. The Capital Funding Program Report (Attachment E) summarizes the approved funding for projects, including OCTA-issued federal, state, and locally funded calls.

Summary

Status reports on externally funded OCTA grants awarded to local jurisdictions and a list of grant pursuits for OCTA priority projects are provided. Staff is recommending Board approval for a budget modification for Brea to ensure timely use of funds.

Attachments

- A. State and Federal Grant Programs Project Status
- B. Amendment Requests and Programming Updates
- C. Competitive Grants Update
- D. Orange County Transportation Authority Priority Project List
- E. Capital Funding Program Report

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State and Federal Grant Programs Project Status

ATTACHMENT A

2016 BCIP						
Agency	Project Title	Phase	Award	Matching Funds	Total Phase Cost	Status
Anaheim	Nohl Ranch Open Space Trail	R	\$ 439,200	\$ 109,800	\$ 549,000	Started
Santa Ana	Citywide Bike Racks	C	\$ 937,200	\$ 127,800	\$ 1,065,000	Started
2016 BCIP Phases Completed		18	\$ 15,373,555	\$ 2,387,399	\$ 17,760,954	
2016 BCIP Phases In Progress		2	\$ 1,376,400	\$ 237,600	\$ 1,614,000	
2016 BCIP Total Program ¹		20	\$ 16,749,955	\$ 2,624,999	\$ 19,374,954	

2019 BCIP ²						
Agency	Project Title	Phase	Award	Matching Funds	Total Project/ Phase Cost	Status
Brea	OC Loop Brea Gap Closure ³	D,R,C	\$ 5,811,000	\$ 6,667,000	\$ 13,978,000	Completed - D Started - R Planned - C
Costa Mesa	Adams Avenue and Pinecreek Drive Intersection Project	D, C	\$ 514,736	\$ 302,259	\$ 816,995	Completed - D Started - C
County of Orange	OC Loop Carbon Canyon (Segment D) Bikeway Gap Closure Project	C	\$ -	\$ -	\$ -	Completed
Irvine	JOST I-5 Bicycle Pedestrian Bridge	C	\$ -	\$ -	\$ -	Completed
La Habra	La Habra Union Pacific Rail Line Bikeway	R	\$ 1,948,800	\$ 487,200	\$ 2,436,000	Started
Orange	Santiago Creek Multipurpose Extension Project	E	\$ 345,794	\$ 97,532	\$ 443,326	Started
San Clemente	South El Camino Real Lane Reconfiguration and Buffered Bike Lane Project	C	\$ 1,075,115	\$ 400,650	\$ 1,475,765	Started
Santa Ana	Bristol Street Protected Bike Lanes - Phase II Warner Avenue to St. Andrew Place	C	\$ 1,508,045	\$ 347,393	\$ 1,855,438	Started
Santa Ana	Bristol Street Protected Bike Lanes - Phase III St. Andrew Place to Edinger Avenue	D,C	\$ 743,274	\$ 598,356	\$ 1,341,630	Started - D Started - C
Santa Ana	Bristol Street Protected Bike Lanes - Phase IV Civic Center Drive to Washington Avenue ⁴	C	\$ 793,760	\$ 229,490	\$ 1,023,250	Cancelled
Santa Ana	Bristol Street Protected Bike Lanes - Phase V 1st Street to Civic Center Drive	D,C	\$ 1,320,320	\$ 598,273	\$ 1,918,593	Started - D Planned - C
Santa Ana	Warner Avenue Protected Bike Lanes	C	\$ 1,022,116	\$ 313,259	\$ 1,335,375	Started
2019 BCIP Phases Completed		9	\$ 10,245,182	\$ 11,375,623	\$ 21,620,805	
2019 BCIP Phases In Progress ⁵		11	\$ 14,289,200	\$ 9,811,922	\$ 25,601,122	
2019 BCIP Total Program ¹		20	\$ 24,534,382	\$ 21,187,545	\$ 47,221,927	

Notes:

1. Total does not include cancelled projects.
2. Phases/projects completed before this reporting period are included only in the totals. Those completed during this reporting period are shown here, with individual amounts consolidated into the cumulative totals.
3. Total project cost includes \$1,500,000 in non-match agency funds.
4. De-obligated: federal funds removed due to bid protest; proceeding with local funding.
5. Total phases in progress project cost includes \$1,500,000 in non-match agency funds for the City of Brea's OC Loop Brea Gap Closure project.

2021 PMRF ²						
Agency	Project Title	Phase	Award	Matching Funds ⁶	Total Project Cost ⁷	Status
Aliso Viejo	Aliso Creek Road Rehabilitation from Enterprise to State Route 73 Project	C	\$ -	\$ -	\$ -	Completed
Anaheim	Knott Avenue Rehabilitation from Ball Road to Orange Avenue Project	C	\$ -	\$ -	\$ -	Completed
Costa Mesa	Fairview Road Improvement Project (from Adams Avenue to Wilson Street)	C	\$ 331,116	\$ -	\$ 1,600,000	Started
Dana Point	Stonehill Drive Slurry Seal Project	C	\$ 200,000	\$ -	\$ 200,000	Started
Irvine	Irvine Center Drive Pavement Rehabilitation	C	\$ -	\$ -	\$ -	Completed
La Habra	Macy Street Rehabilitation Project - PMRF	C	\$ -	\$ -	\$ -	Completed
La Palma	La Palma Avenue Pavement Preservation and Improvements Project	C	\$ -	\$ -	\$ -	Completed
Laguna Beach	Zone 3 Collector Road Improvements	C	\$ -	\$ -	\$ -	Completed
Laguna Hills	Arterial Pavement Rehabilitation Project	C	\$ -	\$ -	\$ -	Completed
Laguna Woods	Pavement Management Project (Westbound El Toro Road between Calle Corta and City Limits)	C	\$ -	\$ -	\$ -	Completed
Santa Ana	Grand Avenue Roadway Rehabilitation from 1st Street to McFadden Avenue	C	\$ 972,882	\$ -	\$ 1,072,882	Stared
Seal Beach	Seal Beach Boulevard at North Gate Road Improvement Project	C	\$ 200,000	\$ -	\$ 275,000	Started
Yorba Linda	La Palma Avenue Improvement Project from west city limit to 1,350 feet west of Old Village Road	C	\$ -	\$ -	\$ -	Completed
2021 PMRF Phases Completed		14	\$ 7,364,828	\$ -	\$ 24,388,780	
2021 PMRF Phases In Progress		13	\$ 1,703,998	\$ -	\$ 3,147,882	
2021 PMRF Total Program ¹		27	\$ 9,068,826	\$ -	\$ 27,536,662	

Notes:

1.Total does not include cancelled projects.

2. Phases/projects completed before this reporting period are included only in the totals. Those completed during this reporting period are shown here, with individual amounts consolidated into the cumulative totals.

6. Local match not required for PMRF.

7. Total project costs include non-match agency funds.

2021 EMSD						
Agency	Project Title	Phase	Award	Matching Funds	Total Project Cost	Status
Sally's Fund	Senior Services Assistant	C	\$ 61,350	\$ 20,450	\$ 81,800	Started
2021 EMSD Phases Completed		11	\$ 2,218,482	\$ 343,720	\$ 2,562,202	
2021 EMSD Phases In Progress		1	\$ 61,350	\$ 20,450	\$ 81,800	
2021 EMSD Total Program		12	\$ 2,279,832	\$ 364,170	\$ 2,644,002	

2024 EMSD						
Agency	Project Title	Phase	Allocation	Match	Total Phase Cost	Status
Age Well Senior Services, Inc.	Replacement Vehicles for Age Well Senior Services	C	\$ 989,656	\$ 122,315	\$ 1,111,971	Started
		C	\$ 309,840	\$ 77,460	\$ 387,300	Started
	Operating Assistance for Age Well Senior Services	C	\$ 42,570	\$ 4,730	\$ 47,300	Started
Abrazar, Inc.		C	\$ 878,400	\$ 97,600	\$ 976,000	Started
	OC Equity Mobility Management - Abrazar	C	\$ 19,810	\$ 2,201	\$ 22,011	Started
Huntington Beach	Rider Notifications	C	\$ 46,517	\$ 5,169	\$ 51,686	Started
Irvine		C	\$ 463,983	\$ 51,554	\$ 515,537	Started
	Irvine On Demand - Rides for Older Adults	C	\$ 181,009	\$ 20,112	\$ 201,121	Started
Newport Beach	Vehicle Replacements	C	\$ 217,800	\$ 24,200	\$ 242,000	Started
AbleLight, Inc.	Transportation for People with Developmental Disabilities	C	\$ 254,778	\$ 28,309	\$ 283,087	Started
Southland Integrated Services, Inc.		C	\$ 343,578	\$ 38,175	\$ 381,753	Started
	Transportation Services for Seniors and the Disabled	C	\$ 227,596	\$ 56,900	\$ 284,496	Started
Access California Services		C	\$ 115,769	\$ 12,863	\$ 128,632	Started
		C	\$ 6,874	\$ 764	\$ 7,638	Started
	AccessCal's Access to Transportation Program	C	\$ 600,000	\$ 150,000	\$ 750,000	Started
Korean Community Services, Inc. dba KCS Health Center		C	\$ 534,600	\$ 59,400	\$ 594,000	Started
		C	\$ 3,313	\$ 368	\$ 3,681	Started
	KCS's Senior Mobility & Integrated Healthcare Program	C	\$ 470,112	\$ 117,528	\$ 587,640	Started
Orange County Adult Achievement Center dba My Day Counts	My Day Counts 2025 -2026 Capital Replacement	C	\$ 917,610	\$ 101,957	\$ 1,019,567	Started
Laguna Woods	City of Laguna Woods Senior Mobility Program Augmentation Project	C	\$ 325,000	\$ 81,250	\$ 406,250	Started
Community SeniorServ, Inc. dba Meals on Wheels, Orange County	Enhanced Transportation Initiative	C	\$ 247,467	\$ 27,496	\$ 274,963	Started
SoCal Senior Services, LLC	Healthy Aging Center Laguna Woods	C	\$ 246,048	\$ 61,512	\$ 307,560	Started
Seal Beach	Seal Beach - Service Expansion	C	\$ 100,000	\$ 25,000	\$ 125,000	Started
Alzheimer Family Services Center	Patient Transportation	C	\$ 267,746	\$ 29,750	\$ 297,496	Started
North County Senior Services	Acacia Adult Day Services	C	\$ 276,188	\$ 69,047	\$ 345,235	Started
Costa Mesa	Senior Taxi Program	C	\$ 237,600	\$ 59,400	\$ 297,000	Started
Dayle MacIntosh Center for the Disabled	Mobility Management Professionals Program	C	\$ 300,000	\$ 33,333	\$ 333,333	Started
2024 EMSD Phases Completed		0	\$ -	\$ -	\$ -	
2024 EMSD Phases In Progress		27	\$ 8,623,864	\$ 1,358,393	\$ 9,982,257	
2024 EMSD Total Program		27	\$ 8,623,864	\$ 1,358,393	\$ 9,982,257	

2023 OCCSP - Wave 1						
Agency	Project Title	Phase	Award	Matching Funds	Total Project Cost	Status
Anaheim	Nohl Ranch Open Space Trail	C	\$ 3,359,000	\$ 459,000	\$ 3,818,000	Planned
Brea	Tracks at Brea - Western Extension ⁸	C	\$ 1,320,000	\$ 180,000	\$ 5,730,000	Started
Costa Mesa	Adams Avenue Bicycle Facility Project – Harbor Boulevard to Fairview Road	C	\$ 1,760,000	\$ 240,000	\$ 2,000,000	Started
Costa Mesa	Fairview Road Active Transportation Improvements – Adams Avenue to Fair Drive	D,C	\$ 1,935,000	\$ 264,000	\$ 2,199,000	Started - D Planned - C
Costa Mesa	Adams Avenue Active Transportation Project – Multipurpose Trails ⁸	C	\$ 4,223,000	\$ 1,677,000	\$ 6,413,000	Planned
Laguna Hills	Paseo De Valencia and Cabot Road Active Transportation Enhancements ⁸	E,D,C	\$ 4,998,000	\$ 695,000	\$ 9,020,000	Started - E Started - D Planned - C
Orange	PLAN - Citywide Active Transportation Plan	PLAN	\$ 308,000	\$ 42,000	\$ 350,000	Started
Placentia	Atwood Multi-Use Trail	D,C	\$ 2,753,000	\$ 377,000	\$ 3,130,000	Started - D Planned - C
San Clemente	Complete Streets Along Avenida Calafia	E,D,C	\$ 968,000	\$ 132,000	\$ 1,100,000	Started - E Started - D Planned - C
Yorba Linda	Connect Savi Ranch ⁸	E,R,C	\$ 3,428,000	\$ 467,000	\$ 4,645,000	Started - E Planned - R Planned - C
2023 OCCSP W1 Phases Completed		0	\$ -	\$ -	\$ -	
2023 OCCSP W1 Phases In Progress		18	\$ 25,052,000	\$ 4,533,000	\$ 38,405,000	
2023 OCCSP W1 Total Program		18	\$ 25,052,000	\$ 4,533,000	\$ 38,405,000	

Notes:

8. Total project costs include non-match agency funds. Project here shows partial full funding in OCCSP; full funding is reflected in the ATP table below for the same project.

2023 OCCSP - Wave 2						
Agency	Project Title	Phase	Award	Matching Funds	Total Project Cost	Status
Buena Park	PLAN - Orangethorpe Avenue Complete Streets Planning Study	PLAN	\$ 308,000	\$ 42,000	\$ 350,000	Started
Fullerton	Harbor Boulevard Complete Streets Improvement Project ⁸	E,D,C	\$ 4,854,000	\$ 661,000	\$ 5,868,000	Started - E Started - D Planned - C
Huntington Beach	Banning Avenue Roundabout & Southeast Corridors Complete Streets Improvements	E,D,R,C	\$ 5,000,000	\$ 731,000	\$ 5,731,000	Started - E Started - D Planned - R Planned - C
Irvine	Venta Spur Trail and Jeffrey Road Pedestrian and Bicycle Bridge	C	\$ 5,000,000	\$ 1,000,000	\$ 6,000,000	Planned
Irvine	Harvard Avenue Complete Streets and Safety Improvements	E,D,C	\$ 4,312,000	\$ 588,000	\$ 4,900,000	Started - E Started - D Planned - C

2023 OCCSP - Wave 2 (Continued)						
Agency	Project Title	Phase	Award	Matching Funds	Total Project Cost	Status
Laguna Niguel	South Forbes Road/Oso Creek Trail Active Transportation Enhancements	E,D,C	\$ 3,415,000	\$ 465,000	\$ 3,880,000	Started - E Planned - D Planned - C
Mission Viejo	Mission Viejo Quad Cities Trail	E,D	\$ 4,787,000	\$ 653,000	\$ 5,440,000	Started - E Started - D
Orange	Riverdale Avenue Complete Street Improvements ⁸	D,C	\$ 2,573,000	\$ 351,000	\$ 2,999,000	Started - D Planned - C
Tustin	Main Street Enhancement Project	C	\$ 3,172,000	\$ 432,000	\$ 3,604,000	Planned
2023 OCCSP W2 Phases Completed		0	\$ -	\$ -	\$ -	
2023 OCCSP W2 Phases In Progress		20	\$ 33,421,000	\$ 4,923,000	\$ 38,772,000	
2023 OCCSP W2 Total Program		20	\$ 33,421,000	\$ 4,923,000	\$ 38,772,000	

2023 OCCSP - Wave 3						
Agency	Project Title	Phase	Award	Matching Funds	Total Project Cost	Status
Buena Park	PLAN - Stanton Avenue Complete Streets Planning Study	PLAN	\$ 308,000	\$ 42,000	\$ 350,000	Planned
Brea	Laurel Elementary School Safety ⁸	C	\$ 590,000	\$ 81,000	\$ 1,024,000	Planned
County of Orange	Los Patrones Parkway Bikeway Widening and Safety Improvements	C	\$ 2,764,000	\$ 1,843,000	\$ 4,607,000	Planned
Huntington Beach	Hamilton Avenue Corridor Complete Streets Improvements	E,D,R,C	\$ 3,971,000	\$ 542,000	\$ 4,513,000	Started - E Started - D Planned - R Planned - C
Laguna Beach	Coast Highway Sidewalk Gap Closures to Achieve Complete Streets (Cardinal Drive to 7th Avenue)	C	\$ 5,000,000	\$ 1,194,000	\$ 6,194,000	Planned
Los Alamitos	Los Alamitos Reimagine Downtown Street & Bicycle Corridor Improvement Project	C	\$ 5,000,000	\$ 2,343,000	\$ 7,343,000	Planned
Orange	Santiago Creek Bike Trail Gap Closure	E,R,C	\$ 4,904,000	\$ 669,000	\$ 5,573,000	Started - E Planned - R Planned - C
Stanton	Orangewood Complete Streets	E,C	\$ 3,268,000	\$ 513,000	\$ 3,781,000	Started - E Planned - C
Yorba Linda	Valley View Safety ⁸	E,D,C	\$ 511,000	\$ 70,000	\$ 656,000	Started - E Started - D Planned - C
2023 OCCSP W3 Phases Completed		0	\$ 26,316,000	\$ 7,297,000	\$ 34,041,000	
2023 OCCSP W3 Phases In Progress		17	\$ 52,632,000	\$ 14,594,000	\$ 34,041,000	
2023 OCCSP W3 Total Program		17	\$ 78,948,000	\$ 21,891,000	\$ 68,082,000	

Notes:

8. Total project costs include non-match agency funds. Project here shows partial full funding in OCCSP; full funding is reflected in the ATP table below for the same project.

2023 OCCSP - Wave 4						
Agency	Project Title	Phase	Award	Matching Funds	Total Project Cost	Status
Huntington Beach	Magnolia Street Corridor Complete Streets Improvements	E,D,R,C	\$ 4,687,000	\$ 640,000	\$ 5,327,000	Planned - E Planned - D Planned - R Planned - C
2023 OCCSP W3 Phases Completed		0	\$ -	\$ -	\$ -	
2023 OCCSP W4 Phases In Progress		1	\$ 4,687,000	\$ 640,000	\$ 5,327,000	
2023 OCCSP W4 Total Program		1	\$ 4,687,000	\$ 640,000	\$ 5,327,000	

Active Transportation Program - Regional Component - Cycles 1-7 ²						
Agency	Project Title	Cycle	Total ATP Award	Agency Funds	Total Project Cost	Status
County of Orange	OC Loop Coyote Creek Bikeway (Segments O,P,Q)	3.5	\$ -	\$ -	\$ -	Completed
La Habra	La Habra Union Pacific Rail Bikeway (Walnut Street to Cypress Street) ⁹	3.5	\$ 863,000	\$ 112,000	\$ 975,000	Cancelled
Santa Ana	City of Santa Ana - SRTS Davis Elementary ADA	3.5	\$ -	\$ -	\$ -	Completed
Santa Ana	City of Santa Ana - Willits Street Protected Bicycle Lanes	3.5	\$ -	\$ -	\$ -	Completed
Seal Beach	Lampson Avenue Bike Lane Gap Closure Project	3.5	\$ -	\$ -	\$ -	Completed
Santa Ana	Mc Fadden Avenue Protected Bike Lane and Bicycle Boulevard Project	4	\$ -	\$ -	\$ -	Completed
Santa Ana	Standard Avenue Protected Bike Lane and Protected Intersection Project	4	\$ -	\$ -	\$ -	Completed
Brea	Tracks at Brea - Gap Closure ¹⁰	5	\$ -	\$ -	\$ -	Completed
County of Orange	OC Loop Coyote Creek Bikeway (Segment O)	5	\$ 4,644,000	\$ 1,961,000	\$ 6,605,000	Started
Santa Ana	Raitt Street Protected and Buffered Bike Lane	5	\$ 5,499,000	\$ -	\$ 5,499,000	Started
Anaheim	Anaheim Pedestrian Crosswalk Safety Improvements Project	6	\$ 1,112,000	\$ -	\$ 1,112,000	Started
Anaheim	Rio Vista Safe Routes to School Project	6	\$ 1,312,000	\$ -	\$ 1,312,000	Started
Buena Park	Dale / Whitaker Complete Streets Project	6	\$ 4,368,000	\$ 227,000	\$ 4,595,000	Started
Fullerton	Bridging the Gap: Nutwood Avenue Bicycle and Pedestrian Mobility Enhancements	6	\$ 7,140,000	\$ -	\$ 7,140,000	Started
Santa Ana	Jackson Elementary and Diamond Elementary SRTS	6	\$ 8,262,000	\$ -	\$ 8,262,000	Started
Santa Ana	MacArthur Intermediate and Taft Elementary SRTS	6	\$ 4,900,000	\$ -	\$ 4,900,000	Started
Santa Ana	Madison ES Roosevelt-Walker Academy Century HS SRTS	6	\$ 9,990,000	\$ -	\$ 9,990,000	Started
Santa Ana	Memory Lane and Flower Street Bikeway	6	\$ 5,000,000	\$ 1,264,000	\$ 6,264,000	Started
Santa Ana	Mendez Intermediate Advance Learning Santiago Elementary School Sierra Intermediate SRTS	6	\$ 9,987,000	\$ -	\$ 9,987,000	Started
Santa Ana	Santa Ana High School and Heninger Elementary School	6	\$ 8,222,000	\$ -	\$ 8,222,000	Started

Notes:

2. Phases/projects completed before this reporting period are included only in the totals. Those completed during this reporting period are shown here, with individual amounts consolidated into the cumulative totals.

9. ATP award for ROW lapsed.

10. Same project listed under 2023 OCCSP Wave 1. Full project cost listed here.

Active Transportation Program - Regional Component - Cycles 1-7 (Continued) ²						
Agency	Project Title	Cycle	Total ATP Award	Agency Funds	Total Project Cost	Status
Orange	Santiago Creek Bike Trail Gap Closure	7	\$ 2,302,000	\$ 20,618,000	\$ 23,968,000	Planned
Santa Ana	Heroes Elementary School, Carver Elementary School, Willard Intermediate School, Wilson SRTS	7	\$ 2,302,000	\$ 7,694,000	\$ 9,996,000	Planned
ATP Cycles 1-7 Regional Projects Completed			\$ 49,121,000	\$ 20,148,000	\$ 69,269,000	
ATP Cycles 1-7 Regional Projects In Progress			\$ 75,040,000	\$ 31,764,000	\$ 107,852,000	
ATP Cycles 1-7 Regional Projects Total Program			\$ 124,161,000	\$ 51,912,000	\$ 177,121,000	

Notes:

2. Phases/projects completed before this reporting period are included only in the totals. Those completed during this reporting period are shown here, with individual amounts consolidated into the cumulative totals.

State Funded OCTA Nominated Local Agency Led Projects						
Agency	Project Title	Program	Award	Agency Funds	Total Project Cost	Status
Fullerton	Transit and Intercity Rail Capital Program (TIRCP) - Direct Current Fast Charging (DCFC) at the Fullerton Transportation Center	TIRCP	\$ 625,000	\$ -	\$ 625,000	Planned
Santa Ana	TIRCP - Bike Lockers at Santa Ana Regional Transportation Center (SARTC)	TIRCP	\$ 2,000,000	\$ -	\$ 2,000,000	Planned
Santa Ana	TIRCP - DCFC at SARTC	TIRCP	\$ 625,000	\$ -	\$ 625,000	Planned
Santa Ana	First Street Multimodal Boulevard Design	REAP 2.0	\$ 4,300,000	\$ -	\$ 4,300,000	Started
Santa Ana	McFadden Avenue Transit Signal Priority and Complete Streets	REAP 2.0	\$ 3,690,000	\$ -	\$ 3,690,000	Started
Completed			\$ 3,357,000	\$ -	\$ 3,357,000	
Started			\$ 7,990,000	\$ -	\$ 7,990,000	
Planned			\$ 3,250,000	\$ -	\$ 3,250,000	
Total			\$ 14,597,000	\$ -	\$ 14,597,000	

Planned - Indicates that the funds for this phase have not been obligated and/or allocated.

Started - Indicates that the fund for this phase have been obligated and/or allocated.

Completed - Indicates that the work related to this phase is complete.

Withdrawn - Indicates that the agency chose to not go forward with obligaiton/allocation.

2012 BCIP - 17 Completed Projects			
	Award	Matching Funds	Total Project Cost
2012 BCIP Total Program ¹	\$ 6,811,200	\$ 1,368,865	\$ 8,180,065
2014 BCIP - 5 Completed Projects			
	Award	Matching Funds	Total Project Cost
2014 BCIP Phases Completed ¹	\$ 1,100,736	\$ 4,111,454	\$ 5,212,190
2014 APM Program - 42 Completed Projects			
	Award	Matching Funds	Total Project Cost
2014 APM Total Program ¹	\$ 19,864,978	\$ 30,958,336	\$ 50,823,314

Notes:

1. Total does not include cancelled projects.

Acronyms

ADA - Americans with Disabilities Act
 APM - Arterial Pavement Management
 ATP - Active Transportation Program
 BCIP - Bicycle Corridor Improvement Program
 C - Construction
 D - Design (includes PS&E)
 E - Environmental (includes PA&ED)
 EMSD - Enhanced Mobility for Seniors and Disabled
 ES - Elementary School
 HS - High School
 I-5 - Interstate 5
 JOST - Jeffrey Open Space Trail

OC - Orange County
 OCCSP - Orange County Complete Streets Program
 OCTA - Orange County Transportation Authority
 PLAN - Plan
 PMRF - Pavement Management Relief Funding Program
 REAP 2.0 - Regional Early Action Plan Grants of 2021
 R - Right-of-way
 ROW - Right-of-way
 SRTS - Safe Routes to School
 W1 - Wave One
 W2 - Wave Two
 W3 - Wave Three
 W4 - Wave Four

As of December 1, 2025								
Project Amendment Requests								
Agency	Project Title	Fund Source	Phase	Previously Approved Fiscal Year (FY)	Change Type	Supplemental Information		
City of Brea	OC Loop Brea Gap Closure	2019 BCIP	ROW / CON	FY 2018-19	Budget Change Modification	The OC Loop Segment B project was approved by the OCTA Board on June 10, 2019, through the BCIP. The project consists of a Class I bikeway and multi-use path within the UPRR ROW, extending from Palm Street to the Brea Canyon Flood Control Channel. The total project cost is \$20.627 million, funded through a combination of ATP, BCIP/CMAQ, OCCSP/CMAQ, local match, STIP, federal earmark, and State Rivers and Mountains Conservancy funds.		
						To align the project's existing programming with OCTA's 2026 STIP submittal, the City of Brea (City) has requested a budget modification seeking Board approval to reallocate \$2.219 million in programmed BCIP/CMAQ funds and \$333,000 in local match from the CON phase to the ROW phase. This adjustment will help fully fund all phases of work and is consistent with STIP programming guidance that prioritizes complete and deliverable CON phases rather than splitting funding between two activities.		
						The requested budget modification does not alter the total awarded BCIP/CMAQ funding or require additional local or federal funds. The change will streamline project delivery, ensure full phase readiness, and position the City to advance construction following STIP programming approval by the CTC.		
						Staff concurs with the City's request and recommends Board approval. Following Board consideration, staff will coordinate with SCAG to process the amendment through the FTIP. Final approval will be contingent upon SCAG concurrence and CTC approval of the STIP. If the requested amendment is not approved, staff will report back to the Board in the next project review cycle.		
Existing Programming by Fund Source and Phase								
Phase	ATP	BCIP/CMAQ	OCCSP/CMAQ	City	Federal Earmark	State River Mountain and Conservancy Fund	Total Programmed	Funding Need
PA&ED and PS&E (PE)	\$ -	\$ 237	\$ -	\$ 88	\$ -	\$ 225	\$ 550	\$ -
ROW	\$ 1,787	\$ 3,592	\$ -	\$ 869	\$ 2,000	\$ -	\$ 8,248	\$ 2,552
CON	\$ -	\$ 2,219	\$ 1,320	\$ 2,191	\$ -	\$ -	\$ 5,730	\$ 3,597
Total	\$ 1,787	\$ 6,048	\$ 1,320	\$ 3,148	\$ 2,000	\$ 225	\$ 14,528	\$ 6,149
Proposed Programming by Fund Source and Phase								
Phase	ATP	BCIP/CMAQ	OCCSP/CMAQ	City	Federal Earmark	State River Mountain and Conservancy Fund	STIP	Total Programmed
PE	\$ -	\$ 237	\$ -	\$ 88	\$ -	\$ 225	\$ -	\$ 550
ROW	\$ 1,787	\$ 5,811	\$ -	\$ 1,202	\$ 2,000	\$ -	\$ -	\$ 10,800
CON	\$ -	\$ -	\$ 1,320	\$ 1,858	\$ -	\$ -	\$ 6,149	\$ 9,327
Total	\$ 1,787	\$ 6,048	\$ 1,320	\$ 3,148	\$ 2,000	\$ 225	\$ 6,149	\$ 20,677

Acronyms

ATP - Active Transportation Program

BCIP - Bicycle Corridor Improvement Program

Board - Board of Directors

CMAQ - Congestion Mitigation and Air Quality Improvement Program

CON - Construction

CTC - California Transportation Commission

FTIP - Federal Transportation Improvement Program

OC - Orange County

OCCSP - Orange County Complete Streets Program

OC Loop Segment B - OC Loop Brea Gap Closure or Western Extension to Tracks at Brea

OCTA - Orange County Transportation Authority

PA&ED - Project Approvals and Environmental Documentation

PE - Preliminary Engineering

PS&E - Plans, Specifications, and Estimates

ROW - Right-of-Way

SCAG - Southern California Association of Governments

STIP - State Transportation Improvement Program

UPRR - Union Pacific Railroad

Competitive Grants Update

Board Accepted Competitive Grant Awards and Federal Earmarks July 2021 through December 2025 (Fiscal Year 2021-26)							
No.	Board Acceptance	Federal / State	Agency	Program	Project	Status	Award Amount
1	TBD	Federal	SCAG	Carbon Reduction Program	ZEB Purchase	Awarded	\$15,048,000
2	TBD	Federal	Federal Earmark (Rep. Kim)	Highway Infrastructure Programs ¹	OC Loop Segments A and B (La Habra and Brea)	Awarded	\$3,000,000
3	TBD	Federal	Federal Earmark (Rep. Kim)	Highway Infrastructure Programs ¹	SR-91 Improvement Project	Awarded	\$4,000,000
4	TBD	Federal	Federal Earmark (Rep. Levin)	Transit Infrastructure Grants ¹	Coastal Rail Corridor Relocation Study	Awarded	\$4,000,000
5	TBD	Federal	DHS - Federal Emergency Management Agency	TSGP	VIPR and ATAC / Transportation Center Surveillance Protection (Newport Beach)	Awarded	\$431,327
6	TBD	State/ Federal	MSRC	Transportation Demand Management - County Transportation Commission Partnership Program	OC Connections for LA28	Awarded	\$4,000,000
7	September 2025	State	SCAG	SCP - Active Transportation & Safety	Countywide Active Transportation Plan - Move OC	Awarded	\$400,000
8	September 2025	State	Caltrans	Caltrans Sustainable Transportation Planning Grant	Move OC: A Vibrant Path to Active Transportation (countywide active transportation plan)	Awarded	\$600,000
9	September 2025	State	CTC / SCAG	ATP ² Cycle 7 / SCP - Active Transportation & Safety	Countywide Active Transportation Plan - Move OC	Awarded	\$416,000
10	December 2024	Federal	FRA	CRISI Program	Coastal Rail Infrastructure Resiliency Project (Coastal Rail Stabilization Priority Projects)	Awarded	\$100,000,000
11	December 2024	State	CTC	TCEP Advanced Programming ³	Coastal Rail Infrastructure Resiliency Project (Coastal Rail Stabilization Priority Projects)	Awarded	\$80,000,000
12	December 2024	State	CalSTA	TIRCP	Coastal Rail Infrastructure Resiliency Project (Coastal Rail Stabilization Priority Projects)	Awarded	\$125,000,000
13	November 2024	Federal	DHS	TSGP	Countywide Transit System Operational Deterrence - VIPR	Awarded	\$116,600
14	September 2024	Federal	US EPA	Brownfields Program - Multipurpose Grants	OC Connect Environmental Site Assessment	Awarded	\$1,000,000
15	July 2024	State	Caltrans	Sustainable Transportation Planning Grants	ZEB Infrastructure Readiness Study	Awarded	\$200,000
16	July 2024	Federal	Federal Earmark (Rep. Correa)	Community Project Funding ¹	OC Connect (Garden Grove-Santa Ana Rails-To-Trails)	Awarded	\$750,000
17	May 2024	State/ Federal	CTC	LTCAP ²	Coastal Rail Infrastructure Resiliency Project - Environmental	Awarded	\$12,000,000
18	May 2024	State	Department of Toxic Substances Control	Equitable Community Revitalization Grant	OC Connect Environmental Site Assessment	Awarded	\$350,000
19	September 2023	State	CTC	TCEP	SR-91 Multimodal Improvements	Awarded	\$42,566,000

Board Accepted Competitive Grant Awards and Federal Earmarks July 2021 through June 2025 (FY 2021-25) (Continued)							
No.	Board Acceptance	Federal/ State	Agency	Program	Project	Status	Award Amount
20	September 2023	State	CTC	ATP Cycle 6	Next STEP 2.0	Awarded	\$850,000
21	July 2023	State	SCAG	REAP 2.0	Harbor Boulevard Cloud-Based Transit Signal Priority Stage 2	Awarded	\$1,000,000
22	July 2023	State	SCAG	REAP 2.0	Reconnecting Communities through Complete Streets	Awarded	\$550,000
23	July 2023	State	SCAG	REAP 2.0	Orange County Cyclic Counts 2024-2025	Awarded	\$400,000
24	July 2023	State	SCAG	REAP 2.0	Next STEP 2.0	Awarded	\$1,250,000
25	July 2023	State	SCAG	REAP 2.0	McFadden Avenue Transit Signal Priority and Complete Streets	Awarded	\$3,690,000
26	July 2023	State	SCAG	REAP 2.0	Bikeway Connectivity Study	Awarded	\$500,000
27	July 2023	State	SCAG	REAP 2.0	Orange County Mobility Hubs Pilot Concept of Operations	Awarded	\$300,000
28	July 2023	State	SCAG	REAP 2.0	First Street Multimodal Boulevard Design	Awarded	\$4,300,000
29	July 2023	State	SCAG	REAP 2.0	Active Transportation Outreach and Engagement Support	Awarded	\$400,000
30	July 2023	State	SCAG	REAP 2.0	Fullerton Park and Ride Joint Use Master Plan	Awarded	\$500,000
31	July 2023	State	SCAG	REAP 2.0	Harbor Boulevard Cloud-Based Transit Signal Priority Stage 1	Awarded	\$400,000
32	July 2023	State	CalSTA	TIRCP	Central Mobility Loop	Awarded	\$39,407,895
33	July 2023	State	CalSTA	TIRCP	Coastal Rail Corridor Relocation Study	Awarded	\$5,000,000
34	July 2023	Federal	US DOT	SMART	Pilot Innovative Cloud-Based Transit Signal Priority (Harbor Boulevard)	Awarded	\$1,600,000
35	March 2023	State	CalSTA	TIRCP	OC Streetcar	Awarded	\$149,841,000
36	August 2022	Federal	FTA	Low or No-Emission Grant Program (Low-No Program)	Orange County Zero-Emission Paratransit Bus Pilot	Awarded	\$2,507,895
37	August 2022	Federal	DHS	TSGP	Operational Deterrence – VIPR and ATAC	Awarded	\$36,635
38	June 2022	State	Caltrans	Sustainable Transportation Planning Grants	Countywide Transportation Demand Management Strategic Plan	Awarded	\$150,000
39	September 2021	State/ Federal	CTC	ATP Cycle 5 ²	Garden Grove-Santa Ana Rails-to-Trails Gap Closure	Awarded	\$3,000,000
40	September 2021	State	MSRC	Clean Transportation Funding	OC Fair Express Bus Service	Awarded	\$289,054
41	September 2021	State	SCAG	Sustainable Communities Program	Bus Stop Safety and Accessibility Plan	Awarded	\$300,000
Total Grant Requests Awarded							\$610,150,406
1. Congressionally directed spending. 2. The LTCAP and ATP Cycle 5 are state-administered programs that provided Orange County Transportation Authority (OCTA) with federal awards. 3. The advanced programming mechanism allows the CTC to allocate TCEP funds ahead of the regular cycle for projects seeking federal grants. These funds serve as a non-federal match to enhance grant competitiveness and are contingent on federal grant approval.							

Federal Earmarks Requests Pending Award Decision January 2025 through December 2025 (FY 2024-26)							
No.	Submittal Date	Federal/ State	Agency	Program	Project	Status	Grant Request
42	April 2025	Federal	Federal Earmark (Rep. Kim)	Community Project Funding ¹	Interstate 5 (I-5) Segment 2	Submitted	\$4,000,000
43	April 2025	Federal	Federal Earmark (Senator Schiff)	Community Project Funding ¹	Zero Emission Vanpools	Submitted	\$3,000,000
44	April 2025	Federal	Federal Earmark (Senator Padilla)	Community Project Funding ¹	Zero Emission Paratransit	Submitted	\$3,000,000
45	April 2025	Federal	Federal Earmark (Rep. Tran)	Community Project Funding ¹	SR-57 Truck Climbing Lanes	Submitted	\$3,000,000
46	April 2025	Federal	Federal Earmark (Rep. Correa)	Community Project Funding ¹	SR-91 Segment 3 Acacia Street to La Palma Avenue	Submitted	\$3,000,000
47	April 2025	Federal	Federal Earmark (Rep. Levin)	Community Project Funding ¹	I-5 Improvement Project Avenida Pico to San Diego County Line	Submitted	\$3,000,000
48	April 2025	Federal	Federal Earmark (Rep. Sanchez)	Community Project Funding ¹	OC Loop	Submitted	\$3,000,000
49	April 2025	Federal	Federal Earmark (Rep. Min)	Community Project Funding ¹	Technology/Signal Upgrades	Submitted	\$3,000,000
Total Earmark Requests Pending Award/Rejection							\$25,000,000
1. Congressionally directed spending.							

Competitive Grant Submittals Pending Grant Award Decision July 2025 through December 2025 (FY 2025-26)							
No.	Submittal Date	Federal/ State	Agency	Program	Project	Status	Grant Request
50	November 2025	State	Caltrans	Caltrans Sustainable Transportation Planning Grant	State College/Bristol Corridor Study	Submitted	\$663,975
51	November 2025	State	Caltrans	Caltrans Sustainable Transportation Planning Grant	Countywide Transit Signal Prioritization Study	Submitted	\$700,000
52	September 2025	State	CARB	HVIP	Ten Battery Electric Buses (2026 XE40 New Flyer)	Submitted	\$1,560,000
53	September 2025	State	California Governor's Office of Emergency Services	Hazard Mitigation Grant Program	OCTA M2 EMP Preserves Fire Hardening Project	Submitted	\$350,460
54	July 2025	Federal	FTA	Low-No Program / Buses and Bus Facilities (Bus) Program	Three 60-foot Alternative Fuel and Workforce Development (if Needed)	Submitted	\$7,500,000
55	July 2025	Federal	FTA	Bus Program	Security Cameras and Access Controls at OCTA Transportation Centers	Submitted	\$960,000
56	May 2025	Federal	SCAG	STBG/CMAQ	SCRRA Rehabilitation/Renovation (2 Years)	Submitted	\$30,000,000
57	May 2025	State	SCAG	STBG/CMAQ	SR-74 Ortega Highway Gap Closure & Multimodal Improvements	Submitted	\$5,000,000

Competitive Grant Submittals Pending Grant Award Decision July 2025 through December 2025 (FY 2025-26) (Continued)							
No.	Submittal Date	Federal/ State	Agency	Program	Project	Status	Grant Request
58	May 2025	State	SCAG	STBG/CMAQ	First Street Complete Streets and Transit Signal Priority (in the City of Santa Ana) (Construction)	Submitted	\$10,000,000
59	May 2025	State	SCAG	STBG/CMAQ	OC Connect Construction (in the cities of Santa Ana and Garden Grove)	Submitted	\$25,000,000
60	May 2025	State	SCAG	STBG/CMAQ	Zero Emission Buses:18 60-foot Buses	Submitted	\$30,000,000
61	May 2025	State	SCAG	STBG/CMAQ	I-5 Design from San Diego County Line to Avenida Pico (HOV Lane)	Submitted	\$40,000,000
62	May 2025	State	SCAG	STBG/CMAQ	OC Streetcar Operations	Submitted	\$22,000,000
Total Grant Requests Pending Award/Rejection							\$173,734,435
Competitive Grant Submittals Not Awarded July 2025 through December 2025 (FY 2025-26)							
No.	Submittal Date	Federal/ State	Agency	Program	Project	Status	Grant Request
63	May 2025	State	CARB	HVIP	40 Fuel Cell Electric Buses (2026 XHE40 New Flyer)	Submitted	\$10,320,000
64	January 2025	Federal	US DOT	BUILD (formerly RAISE)	SR-91 Segment 2	Submitted	\$161,863,000
Total Grant Requests Not Awarded							\$172,183,000
Total Grant Requests Submitted and Awarded							\$981,067,841

Acronyms

ATAC - Anti-Terror Anti-Crime
 ATP - Active Transportation Program
 Brea - City of Brea
 BUILD - Better Utilizing Investments to Leverage Development
 CalSTA - California State Transportation Agency
 Caltrans - California Department of Transportation
 CMAQ - Congestion Mitigation and Air Quality Improvement Program
 CRISI - Consolidated Rail Infrastructure and Safety Improvements
 CTC - California Transportation Commission
 DHS - Department of Homeland Security
 EMP - Environmental Mitigation Program
 FRA - Federal Railroad Administration
 FTA - Federal Transit Administration
 FY - Fiscal Year
 Garden Grove - City of Garden Grove
 HOV - High-Occupancy Vehicle
 HVIP - Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project
 LA28 - Los Angeles 2028 Olympic and Paralympic Games
 La Habra - City of La Habra
 Low-No Program - Low or No-Emission Grant Program
 LTCAP - Local Transportation Climate Adaptation Program
 MSRC - Mobile Source Air Pollution Reduction Review Committee
 M2 - Measure M2

Next STEP 2.0 - Next Safe Travels Education Program 2.0
 OC - Orange County
 OCTA - Orange County Transportation Authority
 OC Loop (La Habra and Brea) - Orange County Loop (La Habra and Brea)
 RAISE - Rebuilding American Infrastructure with Sustainability and Equity
 REAP 2.0 - Regional Early Action Planning Grants 2.0
 Rep. - Representative
 Santa Ana - City of Santa Ana
 SCAG - Southern California Association of Governments
 SCP - Sustainable Communities Program
 SCRRA - Southern California Regional Rail Authority
 SMART - Strengthening Mobility and Revolutionizing Transportation
 SR - State Route
 STBG - Surface Transportation Block Grant Program
 TBD - To Be Determined
 TCEP - Trade Corridor Enhancement Program
 TIRCP - Transit Intercity Rail Capital Program
 TSGP - Transit Security Grant Program
 US DOT - United States Department of Transportation
 US EPA - United States Environmental Protection Agency
 VIPR - Visible Intermodal Protection and Response
 ZEB - Zero-Emission Bus

Orange County Transportation Authority Priority Project List

Project	Planning Document Consistency¹
Bus Transit	
Zero-Emission Bus (Long Term)	Zero-Emission Bus Roll Out Plan Long-Range Transportation Plan (LRTP)
Future Paratransit Fleet Replacement - Zero-Emission	Zero-Emission Bus Roll Out Plan LRTP
Harbor Boulevard Connected Bus Pilot	Central Harbor Boulevard Transit Corridor Study OC Transit Vision
Harbor Boulevard High-Capacity Transit Expansion Environmental	Central Harbor Boulevard Transit Corridor Study OC Transit Vision
Zero-Emission Vanpools	LRTP
First Street Transit Signal Priority and Complete Streets (Design)	Master Plan of Arterial Highways (MPAH) LRTP OC Transit Vision
McFadden Avenue Transit Signal Priority and Complete Streets	MPAH LRTP OC Transit Vision
Solar Panels at the Orange County Transportation Authority (OCTA) Bus Bases	Zero-Emission Bus Roll Out Plan LRTP
Facility Improvements	OCTA Comprehensive Business Plan LRTP Transit Asset Management Plan
Bus Stop Improvements	OC Transit Vision LRTP
Future Bravo! / Rapid Projects	OC Transit Vision LRTP
Orange County Mobility Hubs Pilot Concept of Operations	Orange County Mobility Hubs Plan LRTP
Fullerton Park and Ride Transit Oriented Development Site Design Concepts	Fullerton Joint Development Study LRTP
Transit Security	LRTP

Project	Planning Document Consistency¹
Rail Transit	
Coastal Rail Infrastructure Resiliency Project	Rail Infrastructure Study Hazard Mitigation Plan OC Rail Defense Against Climate Change LRTP
Olympic Readiness Project: Orange County Maintenance Facility Phase 1	SoCal Connect LRTP
Metrolink Locomotive Replacement, Track, and Structures	SoCal Connect LRTP
Metrolink Operations and Fare Revenue Loss	SoCal Connect LRTP
OC Streetcar Operations and Maintenance	LRTP
Serra Siding and Bridge Replacement	SoCal Connect LRTP
Ongoing Metrolink Operations and Station Needs	SoCal Connect LRTP
Active Transportation and Complete Streets	
OC Loop - Segment A and B (La Habra and Brea)	Orange County Bike Connectors Gap Closure Feasibility Study OC Active LRTP
OC Connect - Santa Ana - Garden Grove Rails to Trails	Orange County Bike Connectors Gap Closure Feasibility Study OC Active LRTP
Olympic Readiness Project: Katella Avenue Pedestrian Bridge	LRTP
Reconnecting Communities through Complete Streets	OC Active Safe Routes to School (SRTS) Action Plan Systemic Safety Plan LRTP
Bikeway Connectivity Study	OC Active SRTS Action Plan Systemic Safety Plan LRTP
Active Transportation Outreach	OC Active SRTS Action Plan LRTP
Bicycle Counts	OC Active SRTS Action Plan Active Transportation Counts Program Study LRTP

Project	Planning Document Consistency¹
National and State Highway System	
Interstate 5 (I-5) [Yale Avenue-State Route 55 (SR-55)] Segment 2	L RTP Measure M2 (M2)
Olympic Readiness Project: Interstate 605/Katella Avenue Interchange	L RTP M2
SR 55 [I-5 to State Route (SR-91)]	SR-55 Comprehensive Multimodal Corridor Plan (CMCP) L RTP M2
Olympic Readiness: State Route 57 (SR-57) (Orangewood Avenue to Katella Avenue)	L RTP M2
Ortega Highway Wildlife Crossing	L RTP
Managed Lanes	
I-5 (Avenida Pico to San Diego Line)	South Orange County Multimodal Transportation Study L RTP
Freight / Trade Corridors	
SR-57 (Lambert Road to Orange County Line)	L RTP
State Route 91 (SR-91) (La Palma Avenue to SR-55)	SR-91 Implementation Plan SR-91 CMCP Plan L RTP
SR-91 (Acacia Street to La Palma Avenue)	SR-91 Implementation Plan SR-91 CMCP L RTP
Technology / Signal Upgrades	L RTP

Notes

1. Cost information is not included as estimates change over time.



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 8, 2025

Bus Transit Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Go Local - Step 1	S	\$5,730							\$5,730		
Mobile Ticketing Equipment	S	\$4,036						\$4,036			
M2 Project V Community Circulators	V	\$53,767								\$53,767	
M2 Project W Safe Transit Stops (City)	W	\$1,708								\$1,708	
M2 Project W Safe Transit Stops (OCTA)	W	\$370								\$370	
40 Hydrogen Fuel-Cell 40-Foot Buses		\$65,595	\$29,831					\$35,764			
Anaheim Transportation Network Suballocation		\$9,493		\$9,493							
Associated Transportation Improvements		\$556		\$556							
Bike Lockers at Santa Ana Regional Transportation Center (SARTC)		\$2,000						\$2,000			
Bravo! 553 (Operating Costs)		\$7,275	\$5,721					\$1,554			
Bus Engine Repowers (173)		\$12,365	\$12,365								
Capitalized cost of contracted services FY 2021-22 to FY 2025-26 (ACCESS and contracted fixed-route contracts)		\$463,410		\$365,958							\$97,452
DCFC Charging at Fullerton Transportation Center and SARTC		\$1,250						\$1,250			
Digital bus stop sign 13" along high quality transit corridors (143 sign)		\$2,500				\$2,500					
Enhanced Mobility for Seniors and Disabled Call		\$2,280									\$2,280
Facilities upgrades, modifications, and replacement projects		\$1,739					\$1,739				
Harbor Boulevard dynamic bus lane (environmental/engineering)		\$5,100						\$5,100			
Harbor Boulevard Connected Bus Pilot Stage I		\$2,000		\$1,600				\$400			
Harbor Boulevard Connected Bus Pilot Stage II		\$6,800						\$5,400		\$1,400	
Harbor Boulevard high-capacity transit expansion environmental		\$14,000	\$14,000								
Heating-Ventilation Replacement at Santa Ana Bus Base		\$4,593					\$4,593				
Hydrogen Fueling Station at Garden Grove Bus Base		\$22,080					\$8,156	\$13,924			
Installation of Battery-Electric Chargers at Santa Ana Bus Base		\$2,790					\$2,790				
Non-fixed-route paratransit operations assistance - FY 2021-22 to FY 2025-26		\$257,046		\$97,682							\$159,364
OC Bus Operations - Connections to OC Streetcar		\$6,072						\$6,072			
OC Mobility Hubs Strategy		\$297	\$263			\$34					
Open payment system and smart fareboxes		\$26,500						\$26,500			
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)		\$327,556		\$327,556							
Purchase 117 replacement paratransit vehicles		\$14,995		\$14,995							
Purchase 131 replacement paratransit vehicles		\$29,023		\$29,023							
Rehabilitation and renovation at OCTA bus facilities		\$1,509		\$1,207							\$302
Rideshare/vanpool		\$20,232	\$20,232								
Safety Projects		\$565		\$565							
Security Gates at the Anaheim, Garden Grove, and Santa Ana bus bases		\$5,859					\$5,859				
Transit Security and Operations Center		\$68,261			\$3,660	\$10,381	\$43,828	\$5,603			\$4,789
Transit service expansion planning		\$9,000	\$9,000								



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 8, 2025

Bus Transit Project											
			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Vanpool Program - capital lease		\$12,999	\$12,999								
Zero-Emission bus (future)		\$34,084	\$22,624					\$11,460			
Zero-Emission bus and bus facility		\$142,955	\$115,594					\$27,361			
Zero-Emission Paratransit Vehicle Pilot		\$5,016		\$2,508				\$2,507			\$1
Bus Transit Project Totals		\$1,653,406	\$242,629	\$851,143	\$3,660	\$12,915	\$66,965	\$148,931	\$5,730	\$57,245	\$264,188
Federal Funding Total		\$1,097,432									
State Funding Total		\$228,811									
Local Funding Total		\$327,163									
Total Funding (000's)		\$1,653,406									

Bus Transit Project Completed											
			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
ACCESS and fixed-route radio systems upgrade		\$22,465		\$4,434	\$341			\$16,239			\$1,451
Bravo! 529 buses (six)		\$3,595	\$549					\$3,046			
Bus replacement - articulated alternative fuel buses (60')		\$31,105	\$22,250	\$8,855							
Bus replacement (40' and ACCESS)		\$149,009	\$29,198	\$68,139							\$51,672
Engine rebuild		\$16,294		\$14,824				\$1,470			
FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities		\$3,657		\$3,657							
FTA Section 5316 Jobs Access and Reverse Commute		\$13,962		\$13,962							
FTA Section 5317 New Freedom		\$6,388		\$6,388							
Goldenwest Transportation Center parking structure		\$4,000	\$3,400								\$600
Goldenwest Transportation Center surface lot		\$2,000						\$1,200			\$800
Heating ventilation unit replacements		\$92					\$92				
iShuttle replacement buses (12)		\$6,760					\$6,084				\$676
MSRC County Transportation Commission Partnership Program		\$2,761						\$1,924			\$837
Purchase 201 40-foot alternative fuel replacement buses (OCTA)		\$94,599		\$64,148							\$30,451
Standby backup generators at Anaheim and IRCC bases		\$1,601					\$1,601				
Transit Security Program		\$3,167						\$3,167			
VSS upgrades at OCTA facilities		\$1,159		\$960				\$199			
Zero-Emission Bravo! buses (ten-battery electric) and bus infrastructure		\$11,289					\$6,295	\$4,994			
Zero-Emission hydrogen fuel cell buses (ten)		\$12,978					\$5,640	\$7,338			
Bus Transit Project Completed Totals		\$386,881	\$55,397	\$185,367	\$341		\$19,712	\$39,577			\$86,487



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 8, 2025

Bus Transit Project Completed

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Federal Funding Total		\$241,105									
State Funding Total		\$59,289									
Local Funding Total		\$86,487									
Total Funding (000's)		\$386,881									

Local Road Project

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
State-Local Partnership Program (SLPP) formula grant call	M1/Q	\$54,445						\$24,945	\$1,280	\$27,249	\$971
M2 Project O Regional Capacity Program call	O	\$402,211						\$24,254		\$377,957	
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	O	\$121,500			\$7,719	\$74,705				\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program call	P	\$158,828	\$1,774					\$11,762	\$4,546	\$140,746	
Regional Traffic Signal Synch (Edinger Ave, MacArthur Blvd/Talbert Ave, and Warner Ave)	P	\$15,000					\$10,200			\$4,200	\$600
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	\$361,621								\$361,621	
M2 Project X Environmental Clean Up	X	\$64,449								\$64,449	
Active Transportation Program - regional call		\$82,704	\$6,359		\$62,653	\$92		\$107			\$13,493
Bicycle Corridor Improvement Program (BCIP)		\$63,128	\$43,755								\$19,373
Bristol Street widening		\$44,750									\$44,750
Countywide Signal Synchronization Baseline		\$15,000	\$15,000								
First Street Multimodal Boulevard Design		\$4,300						\$4,300			
Local Agency led SCCP projects		\$3,357					\$3,357				
M1 Combined Transportation Funding Program		\$34,000							\$34,000		
McFadden Avenue Transit Signal Priority Pilot		\$3,690						\$3,690			
OC Connect Santa Ana - Garden Grove Rails to Trails		\$8,000			\$3,750	\$3,900		\$350			
OC Loop - Segment A (City of La Habra)		\$50,154	\$2,402		\$3,340	\$42,389					\$2,023
OC Loop Segment B (City of Brea)		\$20,677	\$7,368		\$4,012	\$6,149					\$3,148
Orange County Complete Streets (Wave 3)		\$34,706	\$26,316								\$8,390
Orange County Complete Streets (Wave 4)		\$5,229	\$4,687								\$542
Orange County Complete Streets Program (Wave 1)		\$40,915	\$25,062								\$15,853
Orange County Complete Streets Program (Wave 2)		\$40,072	\$33,421								\$6,651
Pavement Management Relief Funding Program		\$9,469			\$3,811			\$5,658			
SCAG sustainability planning grants		\$720			\$671						\$49
Traffic signal improvements		\$15,000				\$12,000					\$3,000
Transportation enhancement activities		\$22,172			\$15,628						\$6,544
Local Road Project Totals		\$1,676,097	\$166,144		\$101,584	\$139,235	\$13,557	\$75,066	\$39,826	\$995,476	\$145,209



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 8, 2025

Local Road Project												
			Federal Funds			State Funds			Local Funds			
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
Federal Funding Total		\$267,728										
State Funding Total		\$227,858										
Local Funding Total		\$1,180,511										
Total Funding (000's)		\$1,676,097										

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



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 8, 2025

Rail Project											
			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
OC Streetcar (New Starts)	M1/S	\$649,000	\$130,132	\$171,961				\$175,427		\$171,480	
OC Streetcar (Non-New Starts)	M1/S	\$16,702		\$342					\$6,904	\$9,313	\$143
OC Streetcar (operations and potential future capital needs)	M1/S	\$0	\$0								
Coastal Rail Infrastructure Resiliency Project Environmental Phase 2	R	\$10,220			\$8,176					\$2,044	
Coastal Rail Stabilization Priority Project	R	\$313,580			\$103,824		\$80,000	\$128,800		\$956	
Cyprus Shore Initial Track Stabilization Projects (MP 206.8)	R	\$8,000								\$7,000	\$1,000
Cyprus Shore Track Stabilization Projects (MP 206.8)	R	\$14,110	\$6,000		\$1,210	\$6,000		\$200		\$700	
Future VSS	R	\$217		\$174							\$43
Inland Slope Rehabilitation Phase II	R	\$8,170					\$2,400			\$5,770	
Irvine Station Improvement Project	R	\$6,330						\$6,330			
Metrolink new capital	R	\$21,977	\$2,121	\$19,856							
Metrolink Operating Subsidy - FY 2023-24 to FY 2027-28	R	\$271,246		\$71,212				\$135,745		\$64,289	
Metrolink rehabilitation/renovation - FY 2021-22 to FY 2025-26	R	\$209,117		\$209,117							
Metrolink station and track improvements, and rehabilitation	R	\$3,063		\$2,617							\$446
MP 204.2 Mariposa Point	R	\$9,200				\$9,200					
OC Maintenance Facility	R	\$91,230				\$20,000		\$71,230			
Placentia Commuter Rail Station	R	\$34,825	\$50			\$2,500		\$400		\$8,000	\$23,875
Rail track and structures	R	\$86,468						\$86,468			
San Clemente Track Protection (MP 204.6)	R	\$5,500				\$3,000	\$2,500				
San Juan Creek Bridge replacement	R	\$65,581	\$945	\$38,513	\$913		\$5,578	\$18,253		\$1,379	
SCRRA operating subsidy assistance	R	\$2,510								\$2,510	
OC Streetcar operations	S	\$164,971	\$18,050					\$74,659		\$40,506	\$31,756
Pacific Coast Highway Coastal Rail Bridge		\$21,263				\$15,000					\$6,263
Pedestrian Audible Warning System		\$2,036						\$1,818			\$218
Rail Project Totals		\$2,015,316	\$157,298	\$513,792	\$114,123	\$55,700	\$90,478	\$699,330	\$6,904	\$313,947	\$63,744
Federal Funding Total		\$785,213									
State Funding Total		\$845,508									
Local Funding Total		\$384,595									
Total Funding (000's)		\$2,015,316									

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



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 8, 2025

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



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 8, 2025

Rail Project Completed

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

State Highway Project

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 widening, I-405 to Yale Avenue (Segment 1)	B	\$337,943	\$47,473		\$5,421	\$95,338	\$11,374			\$178,337	
I-5 widening, Yale Avenue to SR-55 (Segment 2)	B	\$290,041	\$32,527				\$9,780			\$247,734	
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$227,523	\$49,897		\$4,728		\$16,915			\$155,983	
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$228,675	\$48,676		\$7,921					\$172,078	
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	\$248,198	\$28,167		\$6,433	\$73,735	\$18,242	\$29,832		\$91,789	
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	\$12,335	\$790			\$6,000				\$5,545	
I-5/El Toro Interchange	D	\$9,713	\$9,213							\$500	
SR-55 (I-5 to SR-91)	F	\$202,135	\$7,865		\$2,641					\$191,629	
SR-55 widening between I-405 and I-5	F	\$505,720	\$160,500		\$42,375	\$80,000	\$140,000			\$82,845	
SR-57 Orangewood Avenue to Katella Avenue	G	\$135,400	\$11,500		\$3,240					\$120,660	
SR-57 truck climbing lane phase II: Lambert Road to LA County Line	G	\$32,750				\$29,500				\$3,250	
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	\$222,404	\$1,770		\$3,000					\$30	\$217,604
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	\$380,681	\$3,460		\$4,000		\$6,641			\$40	\$366,540
SR-91, SR-55 to Lakeview Avenue (Segment 1)	I	\$132,777	\$1,770		\$5,000		\$42,566			\$30	\$83,411
SR-91, SR-57 to SR-55 (Segment 1,2 and 3) Outreach	I	\$2,000									\$2,000
SR-91, SR-241 to I-15	J	\$41,800									\$41,800
I-405 improvements, SR-73 to I-605	K	\$2,159,999	\$35,000		\$10,648			\$89,771		\$1,395,650	\$628,930
I-405 (I-5 to SR-55)	L	\$8,000	\$8,000								
I-605/ Katella Avenue interchange	M	\$53,014	\$17,800							\$35,214	
241/91 Express Lanes (HOT) connector		\$182,298	\$50								\$182,248
I-5 Improvement from County Line to Avenida Pico		\$21,339	\$6,978			\$13,611					\$750
I-5 widening, I-405 to Yale Avenue (Segment 1) Multi Asset Project		\$50,144			\$36,400			\$13,744			
I-5 widening, Yale Avenue to SR-55 (Segment 2) Multi Asset Project		\$37,859			\$27,861			\$9,998			
SR-74 - Ortega Highway Gap Closure and Multimodal Improvements		\$88,513	\$30,000		\$4,250	\$43,913				\$7,200	\$3,150
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620
SR-91, Acacia Avenue to La Palma Avenue (Segment 3) Multi Asset Project		\$35,046			\$26,021			\$9,025			
SR-91, SR-55 to Lakeview Avenue (Segment 1) Multi Asset Project		\$7,968			\$7,968						
State Highway Project Totals		\$5,695,180	\$506,721		\$197,907	\$352,097	\$245,518	\$152,370		\$2,688,514	\$1,552,053



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 8, 2025

State Highway Project												
				Federal Funds			State Funds			Local Funds		
Project Title		M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Federal Funding Total			\$704,628									
State Funding Total			\$749,985									
Local Funding Total			\$4,240,567									
Total Funding (000's)			\$5,695,180									

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



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 8, 2025

1. Authorize the use of up to \$28.877 million in M2 funds for the I-5, Yale Avenue to SR-55 (Segment 2) Project.
2. Authorize the use of up to \$14.479 million in M2 funds for the SR-57 Orangewood Avenue to Katella Avenue Project.
3. Authorize the inclusion of \$9.998 million in uncommitted future state funds to integrate the California Department of Transportation State Highway Operations and Protection Program Multi-Asset Project for the I-5, Yale Avenue to SR-55 (Segment 2) Project.

Acronyms:

ADA - Americans with Disabilities Act
ARRA - American Recovery and Reinvestment Act
ATN - Anaheim Transportation Network
Aux - Auxiliary
Board - Board of Directors
B - M Code Category for I-5 Improvements (Segment 1 – 2)
C - M Code Category for I-5 and SR-74 Corridor Projects
Call - Call for Projects
City - Local Agency
CMAQ - Congestion Mitigation and Air Quality Improvement Program
D - M Code Category for I-5/SR-74 Interchange Projects
DCFC - Direct Current Fast Charger
E/B - Eastbound
E/O - East of
F - M Code Category for SR-55 Widening Projects
Fed. - Federal
FTA - Federal Transit Administration
FY - Fiscal Year
G - M Code Category for SR-57 Widening Projects
HOT - High-Occupancy Toll
HOV - High-Occupancy Vehicle
I-5 - Interstate 5
I-15 - Interstate 15
I-405 - Interstate 405
I-605 - Interstate 605
I - M Code Category for SR-91 Improvements and Multimodal Projects
IRCC - Irvine Rail Control Center
J - M Code Category for SR-241/SR-91 Corridor Connections

Acronyms:

K - M Code Category for I-405 Improvements (SR-73 to I-605)
LOSSAN - Los Angeles – San Diego – San Luis Obispo Rail Corridor
L - M Code Category for I-405 (I-5 to SR-55) Improvements and Wave 1 Projects
M - M Code Category for I-605/Katella Interchange Projects
MP - Milepost
MSRC - Mobile Source Air Pollution Reduction Review Committee
N/B - Northbound
OCX - Orange County Crossing (Metrolink Grade Crossing Safety Program)
OC - Orange County
OCTA - Orange County Transportation Authority
O - M Code Category for Regional Capacity Projects (Project O)
PCH - Pacific Coast Highway
P - M Code Category for Regional Signal Synchronization (Project P)
Prop 1B - Proposition 1B Transportation Bond Program
Project S - M2 Fixed-Guideway / Anaheim Rapid Connection / Transit Extensions to Metrolink
Project V - M2 Community Circulators Program
Project W - M2 Safe Transit Stops Program
Project X - M2 Environmental Cleanup Program
Project Z - M2 Transit Extensions or Zero-Emission Programs
PSR - Project Study Report
Q - M Code Category for Fair Share Program (Project Q)
R - M Code Category for Rail Projects / Metrolink / LOSSAN Corridor
ROW - Right of Way
S - M Code Category for Streetcar and Fixed-Guideway Projects
SB 1 - Senate Bill 1 (Chapter 5, Statutes of 2017)

Acronyms:

SCAG - Southern California Association of Governments
SCRRA - Southern California Regional Rail Authority
SR - State Route
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
T - M Code Category for ARTIC and Rail PSR
Environmental Planning
VSS - Video Surveillance System
W/B - Westbound
Wave 1 - Orange County Complete Streets Program (Wave 1 Call)
Wave 2 - Orange County Complete Streets Program (Wave 2 Call)
Wave 3 - Orange County Complete Streets Program (Wave 3 Call)
Wave 4 - Orange County Complete Streets Program (Wave 4 Call)



December 1, 2025

To: Regional Transportation Planning Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Capital Programming Update

Overview

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

Recommendations

- A. Consistent with the construction phase estimate for the Interstate 5 Yale Avenue to State Route 55 (Segment 2) Project, authorize the use of up to \$28.877 million in Measure M2 funds.
- B. Consistent with the construction phase estimate for the State Route 57 Orangewood Avenue to Katella Avenue Project, authorize the use of up to \$14.479 million in Measure M2 funds.
- C. Authorize the inclusion of \$9.998 million in uncommitted future state funds to integrate the California Department of Transportation State Highway Operations and Protection Program Multi-Asset Project for the Interstate 5 Yale Avenue to State Route 55 (Segment 2) Project.
- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and amend all necessary agreements to facilitate the above actions.

Background

The Orange County Transportation Authority (OCTA) is underway with a robust program of Board of Directors (Board)-approved capital projects that support OCTA's mission to develop and deliver transportation solutions to enhance the quality of life and keep Orange County moving, and to continue delivering on promises made to voters through the Measure M2 (M2) half-cent sales tax program.

As projects advance through development, project costs can change, funding requirements may change, opportunities to maximize external funding may arise, savings may be identified, and additional or different funding may be required. Staff regularly provides project updates for specific freeway and transit project costs through the quarterly Capital Action Plan (CAP), which highlights project costs, schedules, and status.

Board action to update funding amounts and sources for projects is requested periodically, consistent with revised project needs as they advance to the next phase of delivery. This item seeks approval to program the construction funds necessary for two M2 freeway projects. These recommended actions are consistent with the Board approved Capital Programming Policies (CPP) that guide how OCTA uses federal, state, and local funds (Attachment A).

The State Highways Operation and Protection Program (SHOPP) funds are administered and prioritized by the California Department of Transportation (Caltrans) to maintain and operate the state highways. OCTA and Caltrans are integrating planned M2 freeway improvements and SHOPP-funded projects, referred to as Multi-Asset Projects (MAP) to improve efficiency and minimize construction impacts on the public. Where OCTA M2 freeway projects and Caltrans MAP are combined into one construction package, Caltrans SHOPP funds are included in the OCTA CAP project funding plans.

Discussion

Staff utilizes the CAP to develop funding plans for Board-approved upcoming projects, ongoing projects, and projects that have met key milestones or require other adjustments. Other projects that may be developed outside of the CAP are also reviewed and may be recommended for funding adjustments through a similar process as appropriate.

Two M2 freeway improvement projects are recommended for increased funding based on construction estimates included in the CAP, presented to the Board on November 24, 2025:

- Interstate 5 (I-5), Yale Avenue to State Route 55 (SR-55) Segment 2 Project (Project B)
- State Route 57 (SR-57), Orangewood Avenue to Katella Avenue Project (Project G)

The I-5, Yale Avenue to SR-55 Segment 2 Project (part of Project B in M2) advertised on August 11, 2025, and bid opening was on October 21, 2025. The additional funding proposed for this project would align the project's programming with the project cost estimates detailed in the CAP presented to the Board on November 24, 2025. Additionally, the Caltrans MAP SHOPP funding is included in the I-5, Yale Avenue to SR-55 Segment 2 Project to align with the project cost estimates detailed in the CAP. This MAP is being supported and administered by Caltrans as part of the overall freeway improvement project. Integrating the I-5 from Yale Avenue to SR-55 MAP components allows concurrent construction rather than sequential construction in the interest of efficiency and minimizing public impacts.

Caltrans has committed \$27.861 million of SHOPP funds to the I-5 Yale Avenue to SR-55 Segment 2 Project MAP. OCTA has identified additional contingency and other costs, which are typical for OCTA projects, that yield a total estimated construction cost for the MAP to be \$37.859 million. Caltrans is responsible for all costs associated with the I-5 from I-405 to Yale Avenue MAP, and staff is recommending that the total estimated cost be included in the Capital Funding Program (CFP), which results in the inclusion of \$9.998 million in unidentified, uncommitted future state funds, assuming Caltrans will provide the funding when needed and as specified in the executed cooperative agreement with Caltrans.

The SR-57 Orangewood Avenue to Katella Avenue Project (Project G in M2) bid opening was on September 4, 2025, and a contract was awarded on September 26, 2025. Similar to the I-5 Yale Avenue to SR-55 Project, the additional funding proposed for this project would align the project's programming with the project cost estimates detailed in the CAP presented to the Board on November 24, 2025. The I-5 and SR-57 projects are Project B and Project G, respectively, in the M2 Freeway Program and the use of M2 funds for these projects is consistent with the CPP.

The existing funding and the recommended funding changes are outlined in the table below. Project descriptions, and the funding breakdown for all phases of work are provided in Attachment B.

I-5, Yale Avenue to SR-55 Project

Existing Funding (\$000s)	STBG	M2	LPP-F	Total
PA/ED	\$3,527	-	-	\$3,527
PS&E	\$11,500	\$2,398	-	\$13,898
ROW	\$17,500	\$6,426	-	\$23,926
CON	-	\$210,033	\$9,780	\$219,813
TOTAL	\$32,527	\$218,857	\$9,780	\$261,164

Proposed Funding (\$000s)	STBG	M2	LPP-F	Total
PA/ED	\$3,527	-	-	\$3,527
PS&E	\$11,500	\$2,398	-	\$13,898
ROW	\$17,500	\$6,426	-	\$23,926
CON	-	\$238,910	\$9,780	\$248,690
TOTAL	\$32,527	\$247,734	\$9,780	\$290,041
CHANGE	-	\$28,877	-	\$28,877

PA/ED – Project Approval/Environmental Documents
 PS&E – Plans, Specifications, and Estimates
 ROW – Right-of-way

STBG – Surface Transportation Block Grant
 LPP-F Local Partnership Program - Formula
 CON – Construction

SR-57 Orangewood Avenue to Katella Avenue Project

Existing Funding (\$000s)	STBG	M2	HIP	Total
PA/ED	\$2,500			\$2,500
PS&E		\$3,587	\$3,240	\$6,827
ROW		\$3,294		\$3,294
CON	\$9,000	\$99,300		\$108,300
TOTAL	\$11,500	\$106,181	\$3,240	\$120,921

Proposed Funding (\$000s)	STBG	M2	HIP	Total
PA/ED	\$2,500			\$2,500
PS&E		\$3,587	\$3,240	\$6,827
ROW		\$3,294		\$3,294
CON	\$9,000	\$113,779		\$122,779
TOTAL	\$11,500	\$120,660	\$3,240	\$135,400
CHANGE	-	\$14,479	-	\$14,479

HIP – Highway Infrastructure Program

I-5, Yale Avenue to SR-55 MAP

Existing Funding (\$000s)	SHOPP	Total
TOTAL	\$27,861	\$27,861

Proposed Funding (\$000s)	SHOPP	Future State Funds	Total
TOTAL	\$27,861	\$9,998	\$37,859
CHANGE	-	\$9,998	\$9,998

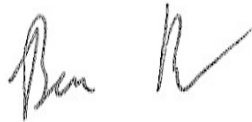
The CFP is included as Attachment C. It is a report that provides a summary of how OCTA's capital projects are currently funded and is updated with every funding action for capital projects, including the proposed changes in this item.

Summary

Staff periodically recommends updates to freeway and transit project costs to ensure that OCTA projects are fully funded, external funds are maximized, and funding levels are consistent with the estimate at completion listed in the quarterly CAP. Based on the latest Board-approved CAP, staff is seeking Board approval to program state and local funds for two freeway projects to align project cost estimates.

Attachments

- A. Capital Programming Policies by Fund Source, December 2021
- B. Capital Programming Update Project Descriptions
- C. Capital Funding Program Report

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**Capital Programming Policies by Fund Source
December 2021**

Equity Consideration for All Funding Programs: In addressing the mobility needs of the County, the Orange County Transportation Authority (OCTA) will consider both benefits and impacts of improvements to low-income and disadvantaged communities, with the goal of improving transportation and mobility options.	
Funding Source	Updated Measure M2 (M2) Programming Policies
M2 Programs	
Projects A-M (Freeway projects on Interstate 5, State Route 22, State Route 55, State Route 57, State Route 91, Interstate 405, and Interstate 605)	Use projects A-M M2 funding consistent with the M2 Transportation Investment Plan (TIP), the M2020 Plan, and subsequent Board of Directors (Board)-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.
Freeway Environmental Mitigation Program (Tied to projects A-M)	Utilize five percent net revenues derived from M2 funding for projects A-M consistent with the M2 TIP, the M2020 Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through Board-approved actions for needed environmental mitigation projects.
Project N (Freeway Service Patrol)	Use Project N funds for the Freeway Service Patrol Program. Funds are programmed through the annual budget process.
Project O (Regional Capacity Program) and Project P (Regional Traffic Signal Synchronization Program)	Use Project O and Project P M2 funding consistent with Measure M Ordinance No. 3, and consistent with the Comprehensive Transportation Funding Programs (CTFP) guidelines. Program funds to projects through the cyclical CTFP call for projects (call) programming recommendations
Project R (High-Frequency Metrolink Service)	Use Project R M2 funding consistent with the M2 TIP, with the latest Next 10 Delivery Plan (Next 10 Plan), the Comprehensive Business Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.
Project S (Transit Extensions to Metrolink) and Project T (Metrolink Gateways)	Use Project S and Project T M2 funding consistent with the M2 TIP, and consistent with CTFP guidelines. Program funds to projects through formal call awards. Supplemental funds for approved competitive projects may be changed through Board action.
Project U (Expand Mobility Choices for Seniors and Persons with Disabilities)	Use Project U M2 funds, consistent with Measure M Ordinance No. 3, the Comprehensive Business Plan, and subsequent Board-approved plans and updates to the M2 Program. Funds are programmed through the annual budget process.

**Capital Programming Policies by Fund Source
December 2021**

Funding Source	Updated Measure M2 (M2) Programming Policies
Project V (Community-Based Transit Circulators) and Project W (Safe Transit Stops)	Use Project V and Project W M2 funding consistent with the M2 TIP, and consistent with CTFP guidelines. Program funds to projects through formal call awards and/or Board action. Funds for the OCTA-approved projects may be programmed through Board action.
Project X (Environmental Cleanup)	<p>Use Project X M2 funding consistent with the M2 TIP and consistent with CTFP guidelines. Program funds to projects through the CTFP call.</p> <p>The Environmental Cleanup Program consists of two programs. The Tier 1 Grant Program is designed to mitigate the more visible forms of pollution. Tier 1 consists of funding for equipment purchases and upgrades to existing catch basins and related devices such as screens, filters, and inserts. The Tier 2 Grant Program consists of funding regional, multi-jurisdictional, and capital-intensive projects, such as constructed wetlands, detention/infiltration basins, and bioswales.</p>
Funding Source/Agency	Other Local Funding Programming Policies
91 Express Lanes Excess Revenues/OCTA	Please see the Policy for the Use of Excess 91 Express Lanes Toll Revenue finalized through Board action on June 9, 2014.
County Transportation Commission/Mobile Source Air Pollution Reduction Review Committee (MSRC)	Prioritize activities that encourage transit ridership and support zero-emission bus initiatives. Depending on work program criteria, submit OCTA priority projects that meet program criteria, and work to support a return to source program for Orange County through all MSRC programs, including but not limited to freight focused programs. Funds are programmed through formal programming action.
Funding Source/Agency	State and Federal Programming Policies
All State and Federal Fund Sources and New Funding Programs	OCTA's goal for external funding is to be successful in increasing the use of external funds and decrease the use of local funds, when possible. First priority of all funding sources, when consistent with the funding agency priority and policies, is to fulfill commitments to the latest Next 10 Plan, specifically M2 projects, and to maintain existing OCTA assets in a state of good repair and support OCTA priorities. Consideration will be given to use state and federal funds for projects that are complementary to M2 projects and that share the M2 Program goals to reduce congestion, strengthen the economy, and improve the quality of life. All fund sources must be programmed through formal programming actions.

**Capital Programming Policies by Fund Source
December 2021**

State	
Funding Source/Agency	State Programming Policies
Active Transportation Program (ATP) – Southern California Association of Governments (SCAG) Regional Selection (Formula)/California Transportation Commission (CTC)/SCAG	OCTA, through Board action, will establish prioritization criteria, based on regional planning for SCAG regional call through Board action with every cycle.
Cap-and-Trade (Formula) – Low Carbon Transit Operations Program (LCTOP)/California Department of Transportation (Caltrans)	Use LCTOP for transit operations or capital for expansion of bus transit service, fare reduction programs, and other bus and commuter rail transit efforts that increase ridership and reduce greenhouse gas (GHG) emissions, where 50 percent of the funds provide benefit for passengers in disadvantaged communities, as appropriate. Funds generated from commuter rail service in Orange County may be used in Orange County for the expansion of commuter rail service, fare reduction programs for commuter rail, and other eligible commuter rail efforts that increase ridership and reduce GHG emissions.
SB 1 (Chapter 5, Statutes of 2017)- Local Partnership Program (LPP) – Formula/CTC	Use LPP for ready-to-deliver committed and prioritized projects which are compatible with state goals and seek to balance funds between freeways, streets and roads, transit capital, and eligible environmental clean-up and based on the timing for the request for project nominations.
SB 1 - State of Good Repair (SGR)/Caltrans	Use funds for bus transit capital projects and for maintenance, rehabilitation, and replacement of existing OCTA transit assets. Funds may be used for transit operations, if allowed by the state.
SB 1 - Trade Corridors Enhancement Program (TCEP)/CTC	Use TCEP for eligible trade corridor projects that meet the requirements and goals of the program.
State Transportation Improvement Program (STIP)/CTC	Use STIP for eligible transit capital, freeway, traffic system management, complete streets, commuter rail, fixed-guideway projects, planning/programming, and complementary activities, which seek an equitable balance among all modes and are consistent with state goals.

**Capital Programming Policies by Fund Source
December 2021**

Funding Source/Agency	State and Federal Programming Policies
Federal	
Congestion Mitigation and Air Quality (CMAQ)/Caltrans for Federal Highways Administration (FHWA)	<p>Use CMAQ funding for:</p> <ul style="list-style-type: none"> • Fixed-guideway and/or high-occupancy vehicle or high-occupancy toll operational improvements, • vanpool program and rideshare services, • rail and bus transit capital projects, • traffic light synchronization projects, • new or expanded transit operations (three years of CMAQ funding may be used for the first five years), and • eligible bicycle and pedestrian projects. <p>All projects that use CMAQ funds must demonstrate a quantifiable air quality benefit. Projects must be recommended based on performance.</p>
Federal Transit Administration (FTA) Section 5307 Formula/FTA	<p>Use funds to support ongoing transit operations and SGR through (not in priority order):</p> <ul style="list-style-type: none"> • Preventive maintenance, • capital cost of contracting, and • bus replacement. <p>Lower priority but eligible if funding available:</p> <ul style="list-style-type: none"> • Other priority capital projects that are consistent with the Comprehensive Business Plan. <p>Set-Asides: Up to 20 percent for paratransit operating assistance, one percent for transit security (unless funded using local, state, or other federal funds), and percent of funds generated by rail operations to be used for rail operations and capital projects.</p>
FTA Section 5310 Formula/FTA	Use funds for eligible enhancements to paratransit capital and operations.

**Capital Programming Policies by Fund Source
December 2021**

Funding Source/Agency	Federal Programming Policies
FTA Section 5337 Formula/FTA	Use funds for commuter rail rehabilitation and/or renovation projects, for capital projects that maintain and/or replace equipment and facilities to keep the commuter rail system in a state of good repair, and for preventive maintenance. Use funds generated by express bus transit for bus transit capital maintenance. Use of funding must also benefit OCTA Express bus services.
FTA Section 5339 Formula/FTA	Use funds for: <ul style="list-style-type: none"> • Capital maintenance, • capital cost of contracting, • bus replacement, and • other bus capital projects as identified in the Transit Asset Management Plan.
Highway Infrastructure Program/Caltrans for FHWA	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan).
National Highway Freight Program/CTC for FHWA	These funds are administered by the state through the TCEP (see TCEP above).
Surface Transportation Block Grant Program - Formerly the Regional Surface Transportation Program/Caltrans for FHWA	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan) and for other non-M2 freeway projects that are complementary with the M2 freeway program, local streets and roads, and bicycle, pedestrian, and/or Complete Streets projects. Funds may also be used for countywide planning activities up to five percent annually Projects will be recommended based on performance.
Transportation Alternatives Program – CTC/SCAG through ATP	These funds are administered by the state through the ATP. See ATP above.

Capital Programming Update Project Descriptions

Interstate 5 (I-5) Yale Avenue to State Route 55 (SR-55) (Segment 2) Project

This project will add one general purpose lane in both the northbound and southbound directions, implement a continuous-access high-occupancy vehicle ingress/egress configuration, and provide standard traffic lanes and shoulder widths, where feasible, in the cities of Irvine and Tustin. The additional lanes will reduce corridor traffic congestion, reduce hours of travel, improve traffic operations, and improve access to high-occupancy vehicle lanes. This is Segment 2 of Project B in the Measure M2 (M2) Ordinance.

This project is currently funded through the construction phase at \$261.164 million with a combination of Surface Transportation Block Grant (STBG), M2, and Local Partnership Program – Formula (LPP-F) funds. Existing and proposed funding summaries are depicted below. Staff is recommending \$28.877 million in additional M2 funds to align with the Orange County Transportation Authority (OCTA) Board of Directors (Board)-approved Capital Action Plan (CAP) cost estimate. The additional funding is programmed to support additional contingency, outreach costs, and any potential legal costs associated with project risks.

Existing Funding (\$000s)	STBG	M2	LPP-F	Total
PA/ED	\$3,527	-	-	\$3,527
PS&E	\$11,500	\$2,398	-	\$13,898
ROW	\$17,500	\$6,426	-	\$23,926
CON	-	\$210,033	\$9,780	\$219,813
TOTAL	\$32,527	\$218,857	\$9,780	\$261,164

Proposed Funding (\$000s)	STBG	M2	LPP-F	Total
PA/ED	\$3,527	-	-	\$3,527
PS&E	\$11,500	\$2,398	-	\$13,898
ROW	\$17,500	\$6,426	-	\$23,926
CON	-	\$238,910	\$9,780	\$248,690
TOTAL	\$32,527	\$247,734	\$9,780	\$290,041
CHANGE	-	\$28,877	-	\$28,877

CON – Construction

PA/ED – Project Approval/Environmental Documents

PS&E – Plans, Specifications, and Estimates

ROW – Right-of-way

State Route 57 (SR-57) Orangewood Avenue to Katella Avenue Project

This project will provide an additional lane on the SR-57 in the northbound direction between Orangewood Avenue and Katella Avenue. The purpose of the project is to improve mainline mobility and throughput, improve lane continuity, and facilitate regional circulation and flow of goods and services by increasing freeway speeds and improving merge/diverge operations. The project area currently experiences congestion and operational deficiencies due to increased traffic volumes and limited capacity. This is Project G in the M2 Ordinance.

This project is currently funded through the construction phase with \$120.921 million of STBG, M2, and Highway Improvement Program (HIP) funds. Existing and proposed funding summaries are depicted below. Staff is recommending \$14.479 million in additional M2 funds funding to align with the Board-approved CAP cost estimate. The additional funding is programmed for project risks and includes additional contingency, outreach, and legal costs.

Existing Funding (\$000s)	STBG	M2	HIP	Total
PA/ED	\$2,500			\$2,500
PS&E		\$3,587	\$3,240	\$6,827
ROW		\$3,294		\$3,294
CON	\$9,000	\$99,300		\$108,300
TOTAL	\$11,500	\$106,181	\$3,240	\$120,921

Proposed Funding (\$000s)	STBG	M2	HIP	Total
PA/ED	\$2,500			\$2,500
PS&E		\$3,587	\$3,240	\$6,827
ROW		\$3,294		\$3,294
CON	\$9,000	\$113,779		\$122,779
TOTAL	\$11,500	\$120,660	\$3,240	\$135,400
CHANGE	-	\$14,479	-	\$14,479

I-5 Yale Avenue to SR-55 (Segment 2) Multi-Asset Project (MAP)

The State Highway Operation and Protection Program (SHOPP) funding for the California Department of Transportation (Caltrans) MAP is a separate project in the Capital Funding Program (CFP) report so staff can keep track of this as part of the larger project. However, this funding is directly programmed by Caltrans. MAP components include activities such as pavement rehabilitation, improved drainage, lighting improvements, landscaping, and signage.

OCTA has identified additional contingency, outreach, and other costs that should be included as part of the MAP. Caltrans is still responsible for all costs associated with the MAP and staff is recommending listing the total project cost of \$37.859 million, which includes \$9.998 million in uncommitted future state funds, in the CFP report. These funds are for the construction phase, and the inclusion of SHOPP and future state funds in the CFP will match the costs outlined in the CAP that is presented to the Board quarterly.

Existing Funding (\$000s)	SHOPP	Total
TOTAL	\$27,861	\$27,861

Proposed Funding (\$000s)	SHOPP	Future State Funds	Total
TOTAL	\$27,861	\$9,998	\$37,859
CHANGE	-	\$9,998	\$9,998



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 8, 2025

State Highway Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 widening, I-405 to Yale Avenue (Segment 1)	B	\$337,943	\$47,473		\$5,421	\$95,338	\$11,374			\$178,337	
I-5 widening, Yale Avenue to SR-55 (Segment 2) 1	B	\$290,041	\$32,527				\$9,780			\$247,734	
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$227,523	\$49,897		\$4,728		\$16,915			\$155,983	
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$228,675	\$48,676		\$7,921					\$172,078	
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	\$248,198	\$28,167		\$6,433	\$73,735	\$18,242	\$29,832		\$91,789	
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	\$12,335	\$790			\$6,000				\$5,545	
I-5/El Toro Road Interchange	D	\$9,713	\$9,213							\$500	
SR-55 (I-5 to SR-91)	F	\$202,135	\$7,865		\$2,641					\$191,629	
SR-55 widening between I-405 and I-5	F	\$505,720	\$160,500		\$42,375	\$80,000	\$140,000			\$82,845	
SR-57 Orangewood Avenue to Katella Avenue 2	G	\$135,400	\$11,500		\$3,240					\$120,660	
SR-57 truck climbing lane phase II: Lambert Road to LA County Line	G	\$32,750				\$29,500				\$3,250	
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	\$222,404	\$1,770		\$3,000					\$30	\$217,604
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	\$380,681	\$3,460		\$4,000		\$6,641			\$40	\$366,540
SR-91, SR-55 to Lakeview Avenue (Segment 1)	I	\$132,777	\$1,770		\$5,000		\$42,566			\$30	\$83,411
SR-91, SR-57 to SR-55 (Segment 1,2 and 3) Outreach	I	\$2,000									\$2,000
SR-91, SR-241 to I-15	J	\$41,800									\$41,800
I-405 improvements, SR-73 to I-605	K	\$2,159,999	\$35,000		\$10,648			\$89,771		\$1,395,650	\$628,930
I-405 (I-5 to SR-55)	L	\$8,000	\$8,000								
I-605/ Katella Avenue interchange	M	\$53,014	\$17,800							\$35,214	
241/91 Express Lanes (HOT) connector		\$182,298	\$50								\$182,248
I-5 Improvement from County Line to Avenida Pico		\$21,339	\$6,978			\$13,611					\$750
I-5 widening, I-405 to Yale Avenue (Segment 1) Multi Asset Project		\$50,144			\$36,400			\$13,744			
I-5 widening, Yale Avenue to SR-55 (Segment 2) Multi Asset Project 3		\$37,859			\$27,861			\$9,998			
SR-74 - Ortega Highway Gap Closure and Multimodal Improvements		\$88,513	\$30,000		\$4,250	\$43,913				\$7,200	\$3,150
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620
SR-91, Acacia Avenue to La Palma Avenue (Segment 3) Multi Asset Project		\$35,046			\$26,021			\$9,025			
SR-91, SR-55 to Lakeview Avenue (Segment 1) Multi Asset Project		\$7,968			\$7,968						
State Highway Project Totals		\$5,695,180	\$506,721		\$197,907	\$352,097	\$245,518	\$152,370		\$2,688,514	\$1,552,053
Federal Funding Total		\$704,628									
State Funding Total		\$749,985									
Local Funding Total		\$4,240,567									
Total Funding (000's)		\$5,695,180									

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



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 8, 2025

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



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 8, 2025

1. Authorize the use of up to \$28.877 million in M2 funds for the I-5, Yale Avenue to SR-55 (Segment 2) Project.
2. Authorize the use of up to \$14.479 million in M2 funds for the SR-57 Orangewood Avenue to Katella Avenue Project.
3. Authorize the inclusion of \$9.998 million in uncommitted future state funds to integrate the California Department of Transportation State Highway Operations and Protection Program Multi-Asset Project for the I-5, Yale Avenue to SR-55 (Segment 2) Project.

Acronyms:

Aux - Auxilliary
CMAQ - Congestion Mitigation Air Quality Improvement Program
E/B - Eastbound
E/O - East of
FED - Federal
FTA - Federal Transit Administration
HOT - High-Occupancy Toll
HOV - High-Occupancy Vehicle
I-405 - Interstate 405
I-5 - Interstate 5
I-15 - Interstate 15
I-605 - Interstate 605
LA - Los Angeles
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
N/B - Northbound
OCTA - Orange County Transportation Authority
PCH - Pacific Coast Highway
S/B - Southbound
S/O - South of
SB 1 - SB 1 (Chapter 5, Statutes of 2017)
SR-133 - State Route 133
SR-22 - State Route 22
SR-241 - State Route 241
SR-55 - State Route 55
SR-57 - State Route 57
SR-71 - State Route 71
SR-73 - State Route 73
SR-74 - State Route 74
SR-91 - State Route 91
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
W/B - Westbound



Capital Funding Program Report

Approved by OCTA Board of Directors - August 14, 2025

Bus Transit Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Go Local - Step 1	S	\$5,730							\$5,730		
Mobile ticketing equipment	S	\$4,036						\$4,036			
M2 Project V Community Circulators	V	\$53,767								\$53,767	
M2 Project W Safe Transit Stops (City)	W	\$1,708								\$1,708	
M2 Project W Safe Transit Stops (OCTA)	W	\$370								\$370	
40 Hydrogen Fuel-Cell 40-Foot Buses		\$65,595	\$29,831					\$35,764			
Anaheim Transportation Network suballocation		\$9,493		\$9,493							
Associated Transportation Improvements		\$556		\$556							
Bike Lockers at Santa Ana Regional Transportation Center		\$2,000						\$2,000			
Bravo! 553 (operating costs)		\$7,275	\$5,721					\$1,554			
Bus engine repowers (173)		\$12,365	\$12,365								
Capitalized cost of contracted services FY 2021-22 to FY 2025-26 (ACCESS and contracted fixed-route contracts)		\$463,410		\$365,958							\$97,452
DCFC Charging at Fullerton Transportation Center and EMSD		\$1,250						\$1,250			
Digital bus stop sign 13" along high quality transit corridors (143 signs)		\$2,500				\$2,500					
EMSD Call		\$2,280									\$2,280
Facilities upgrades, modifications, and replacement projects		\$1,739					\$1,739				
Harbor Boulevard dynamic bus lane (environmental/engineering)		\$5,100						\$5,100			
Harbor Boulevard Connected Bus Pilot Stage I		\$2,000		\$1,600				\$400			
Harbor Boulevard Connected Bus Pilot Stage II		\$6,800						\$5,400		\$1,400	
Harbor Boulevard high-capacity transit expansion environmental		\$14,000	\$14,000								
Heating-Ventilation Replacement at Santa Ana Bus Base		\$4,593					\$4,593				
Hydrogen Fueling Station at Garden Grove Bus Base		\$22,080					\$8,156	\$13,924			
Installation of Battery-Electric Chargers at Santa Ana Bus Base		\$2,790					\$2,790				
Non-fixed-route paratransit operations assistance - FY 2021-22 to FY 2025-26		\$257,046		\$97,682							\$159,364
OC Bus Operations - Connections to OC Streetcar		\$6,072						\$6,072			
OC Mobility Hubs Strategy		\$297	\$263			\$34					
Open payment system and smart fareboxes		\$26,500						\$26,500			
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)		\$327,556		\$327,556							
Purchase 117 replacement paratransit vehicles		\$14,995		\$14,995							
Purchase 131 replacement paratransit vehicles		\$29,023		\$29,023							
Rehabilitation and renovation at OCTA bus facilities		\$1,509		\$1,207							\$302
Rideshare/vanpool		\$20,232	\$20,232								
Safety Projects		\$565		\$565							
Security Gates at Garden Grove, Santa Ana, Anaheim bus bases		\$5,859					\$5,859				
Transit Security and Operations Center		\$68,261			\$3,660	\$10,381	\$43,828	\$5,603			\$4,789
Transit service expansion planning		\$9,000	\$9,000								



Capital Funding Program Report

Approved by OCTA Board of Directors - August 14, 2025

Bus Transit Project											
			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Vanpool Program - capital lease		\$12,999	\$12,999								
Zero-emission bus (future)		\$34,084	\$22,624					\$11,460			
Zero-emission bus and bus facility		\$142,955	\$115,594					\$27,361			
Zero-emission Paratransit Vehicle Pilot		\$5,016		\$2,508				\$2,507			\$1
Bus Transit Project Totals		\$1,653,406	\$242,629	\$851,143	\$3,660	\$12,915	\$66,965	\$148,931	\$5,730	\$57,245	\$264,188
Federal Funding Total		\$1,097,432									
State Funding Total		\$228,811									
Local Funding Total		\$327,163									
Total Funding (000's)		\$1,653,406									

Bus Transit Project Completed											
			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
ACCESS and fixed-route radio systems upgrade		\$22,465		\$4,434	\$341			\$16,239			\$1,451
Bravo! 529 buses (six)		\$3,595	\$549					\$3,046			
Bus replacement - articulated alternative fuel buses (60')		\$31,105	\$22,250	\$8,855							
Bus replacement (40' and ACCESS)		\$149,009	\$29,198	\$68,139							\$51,672
Engine rebuild		\$16,294		\$14,824				\$1,470			
FTA Section 5310 - EMDS		\$3,657		\$3,657							
FTA Section 5316 Jobs Access and Reverse Commute		\$13,962		\$13,962							
FTA Section 5317 New Freedom		\$6,388		\$6,388							
Goldenwest Transportation Center parking structure		\$4,000	\$3,400								\$600
Goldenwest Transportation Center surface lot		\$2,000						\$1,200			\$800
Heating ventilation unit replacements		\$92					\$92				
iShuttle replacement buses (12)		\$6,760					\$6,084				\$676
MSRC County Transportation Commission Partnership Program		\$2,761						\$1,924			\$837
Purchase 201, 40-foot alternative fuel replacement buses (OCTA)		\$94,599		\$64,148							\$30,451
Standby backup generators at Anaheim and IRCC bus bases		\$1,601					\$1,601				
Transit Security Program		\$3,167						\$3,167			
VSS upgrades at OCTA facilities		\$1,159		\$960				\$199			
Zero-emission Bravo! buses (ten-battery electric) and bus infrastructure		\$11,289					\$6,295	\$4,994			
Zero-emission hydrogen fuel cell buses (ten)		\$12,978					\$5,640	\$7,338			
Bus Transit Project Completed Totals		\$386,881	\$55,397	\$185,367	\$341		\$19,712	\$39,577			\$86,487



Capital Funding Program Report

Approved by OCTA Board of Directors - August 14, 2025

Bus Transit Project Completed												
			Federal Funds			State Funds			Local Funds			
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
Federal Funding Total		\$241,105										
State Funding Total		\$59,289										
Local Funding Total		\$86,487										
Total Funding (000's)		\$386,881										

Acronyms:

" - Inches

' - Feet

ATN - Anaheim Transportation Network

DCFC - Direct Current Fast Charging

EMSD - Enhanced Mobility of Seniors and Individuals with Disabilities

FY - Fiscal Year

IRCC - Irvine Construction Circle

MSRC - Mobile Source Air Pollution Reduction Review Committee

OC - Orange County

VSS - Video Surveillance System



Capital Funding Program Report

Approved by OCTA Board of Directors - October 13, 2025

Local Road Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
State-Local Partnership Program formula grant call	M1/Q	\$54,445						\$24,945	\$1,280	\$27,249	\$971
M2 Project O Regional Capacity Program call	O	\$402,211						\$24,254		\$377,957	
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	O	\$121,500			\$7,719	\$74,705				\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program call	P	\$158,828	\$1,774					\$11,762	\$4,546	\$140,746	
Regional Traffic Signal Synch (Edinger Ave, MacArthur Blvd/Talbert Ave, and Warner Ave)	P	\$15,000					\$10,200			\$4,200	\$600
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	\$361,621								\$361,621	
M2 Project X Environmental Clean Up	X	\$64,449								\$64,449	
Active Transportation Program - regional call		\$82,704	\$6,359		\$62,653	\$92		\$107			\$13,493
Bicycle Corridor Improvement Program		\$63,128	\$43,755								\$19,373
Bristol Street widening		\$44,750									\$44,750
Countywide Signal Synchronization Baseline		\$15,000	\$15,000								
First Street Multimodal Boulevard Design		\$4,300						\$4,300			
Local Agency led SCCP projects		\$3,357					\$3,357				
M1 Combined Transportation Funding Program		\$34,000							\$34,000		
McFadden Avenue Transit Signal Priority Pilot		\$3,690						\$3,690			
OC Connect Santa Ana - Garden Grove Rails to Trails		\$8,000			\$3,750	\$3,900		\$350			
OC Loop - Segment A (La Habra)		\$50,154	\$2,402		\$3,340	\$42,389					\$2,023
OC Loop Segment B (Brea)		\$20,677	\$7,368		\$4,012	\$6,149					\$3,148
Orange County Complete Streets (Wave 3)		\$34,706	\$26,316								\$8,390
Orange County Complete Streets (Wave 4)		\$5,229	\$4,687								\$542
Orange County Complete Streets Program (Wave 1)		\$40,915	\$25,062								\$15,853
Orange County Complete Streets Program (Wave 2)		\$40,072	\$33,421								\$6,651
Pavement Management Relief Funding Program		\$9,469			\$3,811			\$5,658			
SCAG sustainability planning grants		\$720			\$671						\$49
Traffic signal improvements		\$15,000				\$12,000					\$3,000
Transportation enhancement activities		\$22,172			\$15,628						\$6,544
Local Road Project Totals		\$1,676,097	\$166,144		\$101,584	\$139,235	\$13,557	\$75,066	\$39,826	\$995,476	\$145,209
Federal Funding Total		\$267,728									
State Funding Total		\$227,858									
Local Funding Total		\$1,180,511									
Total Funding (000's)		\$1,676,097									

Local Road Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Grand Avenue widening, 1st Street to 4th Street	O	\$12,537	\$6,708								\$5,829



Capital Funding Program Report

Approved by OCTA Board of Directors - October 13, 2025

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



Capital Funding Program Report

Approved by OCTA Board of Directors - October 13, 2025

Acronyms:

ARRA - American Recovery and Reinvestment Act of 2009

Ave - Avenue

Blvd - Boulevard

Call - Call for Projects

SCAG - Southern California Association of Governments

SCCP - Solutions for Congested Corridors Program

Synch - Synchronization



Capital Funding Program Report

Approved by OCTA Board of Directors - November 24, 2025

Rail Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
OC Streetcar (New Starts)	M1/S	\$649,000	\$130,132	\$171,961				\$175,427		\$171,480	
OC Streetcar (non-New Starts)	M1/S	\$16,702		\$342					\$6,904	\$9,313	\$143
OC Streetcar (operations and potential future capital needs)	M1/S	\$0	\$0								
Coastal Rail Infrastructure Resiliency Project Environmental Phase 2	R	\$10,220			\$8,176					\$2,044	
Coastal Rail Stabilization Priority Project	R	\$313,580			\$103,824		\$80,000	\$128,800		\$956	
Cyprus Shore Initial Track Stabilization Projects (MP 206.8)	R	\$8,000								\$7,000	\$1,000
Cyprus Shore Track Stabilization Projects (MP 206.8)	R	\$14,110	\$6,000		\$1,210	\$6,000		\$200		\$700	
Future VSS	R	\$217		\$174							\$43
Inland Slope Rehabilitation Phase II	R	\$8,170					\$2,400			\$5,770	
Irvine Station Improvement Project	R	\$6,330						\$6,330			
Metrolink new capital	R	\$21,977	\$2,121	\$19,856							
Metrolink Operating Subsidy - FY 2023-24 to FY 2027-28	R	\$271,246		\$71,212				\$135,745		\$64,289	
Metrolink rehabilitation/renovation - FY 2021-22 to FY 2025-26	R	\$209,117		\$209,117							
Metrolink station and track improvements, and rehabilitation	R	\$3,063		\$2,617							\$446
MP 204.2 Mariposa Point	R	\$9,200				\$9,200					
OC Maintenance Facility	R	\$91,230				\$20,000		\$71,230			
Placentia Commuter Rail Station	R	\$34,825	\$50			\$2,500		\$400		\$8,000	\$23,875
Rail track and structures	R	\$86,468						\$86,468			
San Clemente Track Protection (MP 204.6)	R	\$5,500				\$3,000	\$2,500				
San Juan Creek Bridge replacement	R	\$65,581	\$945	\$38,513	\$913		\$5,578	\$18,253		\$1,379	
SCRRA operating subsidy assistance	R	\$2,510								\$2,510	
OC Streetcar operations	S	\$164,971	\$18,050					\$74,659		\$40,506	\$31,756
Pacific Coast Highway Coastal Rail Bridge		\$21,263				\$15,000					\$6,263
Pedestrian Audible Warning System		\$2,036						\$1,818			\$218
Rail Project Totals		\$2,015,316	\$157,298	\$513,792	\$114,123	\$55,700	\$90,478	\$699,330	\$6,904	\$313,947	\$63,744
Federal Funding Total		\$785,213									
State Funding Total		\$845,508									
Local Funding Total		\$384,595									
Total Funding (000's)		\$2,015,316									

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



Capital Funding Program Report

Approved by OCTA Board of Directors - November 24, 2025

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



Capital Funding Program Report

Approved by OCTA Board of Directors - November 24, 2025

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

Acronyms:

ADA - Americans with Disabilities Act
LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor
MP - Mile Post
OCX - Rail-Highway Grade Crossing/Safety Enhancement Project
PSR - Project Study Report
ROW - Right-of-Way
SCRRA - Southern California Regional Rail
Authority/Metrolink



December 1, 2025

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

Overview

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

Recommendation

Receive and file as an information item.

Background

Measure M2 (M2) includes the Environmental Mitigation Program (EMP) which is intended to mitigate the biological resource impacts of 13 M2 freeway projects and streamline approval processes with state and federal resource agencies. This was achieved through the development of a Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan), approved by the California Department of Fish and Wildlife and the United States Fish and Wildlife Service (collectively referred to as the Wildlife Agencies). To maximize the benefits of the investments, the Orange County Transportation Authority (OCTA) has utilized some of those same mitigation assets to obtain Clean Water Act permits. Consistent with the Conservation Plan, OCTA has acquired seven conservation properties (Preserves) and funded 13 habitat restoration projects, depicted in Attachment A. To date, ten of the restoration projects have been completed and have met the requirements of the Wildlife Agencies. Two additional OCTA-funded restoration projects are being reviewed for completeness this year.

As outlined in the Conservation Plan, an endowment is being established to support the long-term management of the Preserves. Concurrently, the United States Army Corps of Engineers (USACE) and the State Water Resources Control Board have developed a framework to streamline the permitting process.

The accomplishments of the EMP have largely fulfilled the program's intended goals. These achievements reflect years of collaboration among OCTA, partner agencies, stakeholders, and the public. The program's success has been recognized at both regional and national levels. As a result of these efforts, pre-negotiated permit terms have facilitated more efficient project implementation and reduced the scope of required mitigation. Absent the EMP's structured approach, additional mitigation obligations could have been imposed, leading to higher project costs and increased project schedule risks.

Discussion

2024 Conservation Plan Annual Report

As a commitment of the Conservation Plan, OCTA is required to prepare an annual report on the implementation processes. The annual report integrates reports from OCTA consultants, contractors, and restoration project managers. The data is collected for the calendar year and then summarized in individual reports, which are not produced until early the following year. OCTA then synthesizes these reports. The annual report is not deemed final until the Wildlife Agencies have completed their review. This process typically extends until the middle of the following year. The executive summary for the 2024 Conservation Plan Annual Report is included as Attachment B. The complete annual report is available on the OCTA website.

This annual report documents OCTA's activities between January 1, 2024, and December 31, 2024. The annual report indicates that OCTA's efforts on this program are in keeping with existing commitments. This report includes the tracking of biological impacts associated with covered freeway improvement projects, management, monitoring, status, activities on the Preserves, the progress of the restoration projects, as well as additional plan administration, and public outreach activities. The annual report was reviewed by the Wildlife Agencies, provided to the Environmental Oversight Committee (EOC), and is available for public review. The annual report documenting the 2025 calendar year activities is anticipated to be shared with the EOC and the OCTA Board of Directors (Board) in late 2026.

Environmental Mitigation Program Endowment Fund Investment Report

The Conservation Plan requires the establishment of an endowment to fund the long-term management of the Preserves. As of June 30, 2025, the endowment balance was \$34,085,302, which is slightly above the target of \$32,491,533 for the

third quarter of fiscal year (FY) 2024-25. Based on the performance to date, current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million (including interest earnings) in FY 2027-28; however, future performance of the endowment fund may affect the timeframe. A separate quarterly investment report summarizing the status of the endowment will be provided to the Finance and Administration (F&A) Committee and Board in December 2025 and will include the latest earnings report. Staff will continue to assess market conditions and provide regular endowment updates to the Board, the F&A Committee, and the EOC.

North Coal Canyon Restoration Project Completion

In April 2025, the Wildlife Agencies provided their sign off on the OCTA funded North Coal Canyon restoration project (Project), an approximately five-and-a-half acres located in the City of Yorba Linda (Attachments A and C). The Project site is within the Chino Hills State Park (CHSP) and focused on the restoration of coastal sage scrub habitat.

The Project originated as a proposal from CHSP staff; however, CHSP later determined it lacked the internal resources to carry out the restoration activities. As a result, the initial contract was terminated. With continued support from the EOC, OCTA issued a request for proposals to bring on a new contractor to perform the restoration work and executed a revised agreement to advance the Project.

RECON Environmental, Inc. was awarded the contract for project implementation which was set to be carried out over a five-year period, beginning with project planning in 2019. Success criteria were achieved in 2024, followed by continued weed abatement through 2025. Incidental wildlife observations included coastal California gnatcatcher (onsite) and least Bell's vireo (just offsite, near the Santa Ana River). A site visit with the Wildlife Agencies occurred in April 2025, and formal concurrence was received in May 2025. This Project marks the ninth completed restoration project out of 13 funded by OCTA (Attachment C). Long-term monitoring and maintenance responsibilities will be assumed by CHSP, the landowner.

Aliso Creek Restoration Project Completion

In May 2025, the Wildlife Agencies and the USACE confirmed that all restoration performance standards had been successfully achieved for the Aliso Creek Restoration Project (Aliso Project) located within the County-owned Aliso and Wood Canyons Wilderness Park. Approved for funding in 2012 through the M2 Freeway EMP, the Aliso Project encompasses the restoration of approximately 55 acres of predominantly riparian habitat (Attachment C).

Led by the Laguna Canyon Foundation, the Aliso Project involved the removal of over 1,000 tons of invasive, non-native *Arundo* and the ecological restoration of a vital segment of Aliso Creek. This section of the creek provides critical habitat for a diverse range of threatened and endangered plant and wildlife species. This project has catalyzed complementary restoration efforts within the Aliso Creek watershed, contributing to broader ecological improvements across the region. These efforts align with and support a large-scale watershed restoration initiative currently underway, as detailed in Exhibit E. In October 2025, County staff finalized and recorded all related legal documents making this the tenth OCTA-funded restoration project to reach full implementation.

Fairview Park Restoration Project

In 2011, OCTA awarded the City of Costa Mesa (City) \$2 million for a 23-acre habitat restoration project within the City's Fairview Regional Park. Approximately 13 acres have been restored. Once the project receives final approval from the Wildlife Agencies and is permanently protected, OCTA will be able to use the restored habitat as mitigation under its M2 Conservation Plan. To complete the remaining acreage and fulfill contractual and conservation obligations, the City, in coordination with OCTA and the Wildlife Agencies, identified a supplemental restoration area adjacent to the original site (Attachment D), with funding secured through local and state sources for implementation through 2033.

On September 16, 2025, the City Council awarded the professional services agreement for the Fairview Park Mesa Restoration Project, Flower Fields and Coastal Sage Scrub Habitat Restoration Plan Implementation, which will fulfill the City's outstanding acreage commitment to OCTA. Since the award, the City has been working with the implementation contractor on preparation tasks, coordination with cultural and restoration monitoring teams, and installed educational signage, and temporary site protection to enhance public awareness.

The City and OCTA will continue to coordinate with the Wildlife Agencies to ensure compliance with environmental and contractual requirements. The project schedule remains consistent with seasonal restrictions with major site activities planned to resume following the avian nesting season, which typically extends from February through September.

Summary

The required 2024 Conservation Plan Annual Report, Environmental Mitigation Program Endowment Fund Investment Report, and updates on three restoration projects are presented to the Board of Directors as receive and file information.

Attachments

- A. OCTA Preserves and Funded Restoration Projects
- B. M2 Natural Community Conservation Plan/Habitat Conservation Plan – 2024 Annual Report
- C. OCTA Funded Restoration Projects Map and OCTA M2 EMP Funded Restoration Projects Status Table
- D. OCTA Existing and Proposed Restoration Areas at Fairview Park

Prepared by:



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

Approved by:



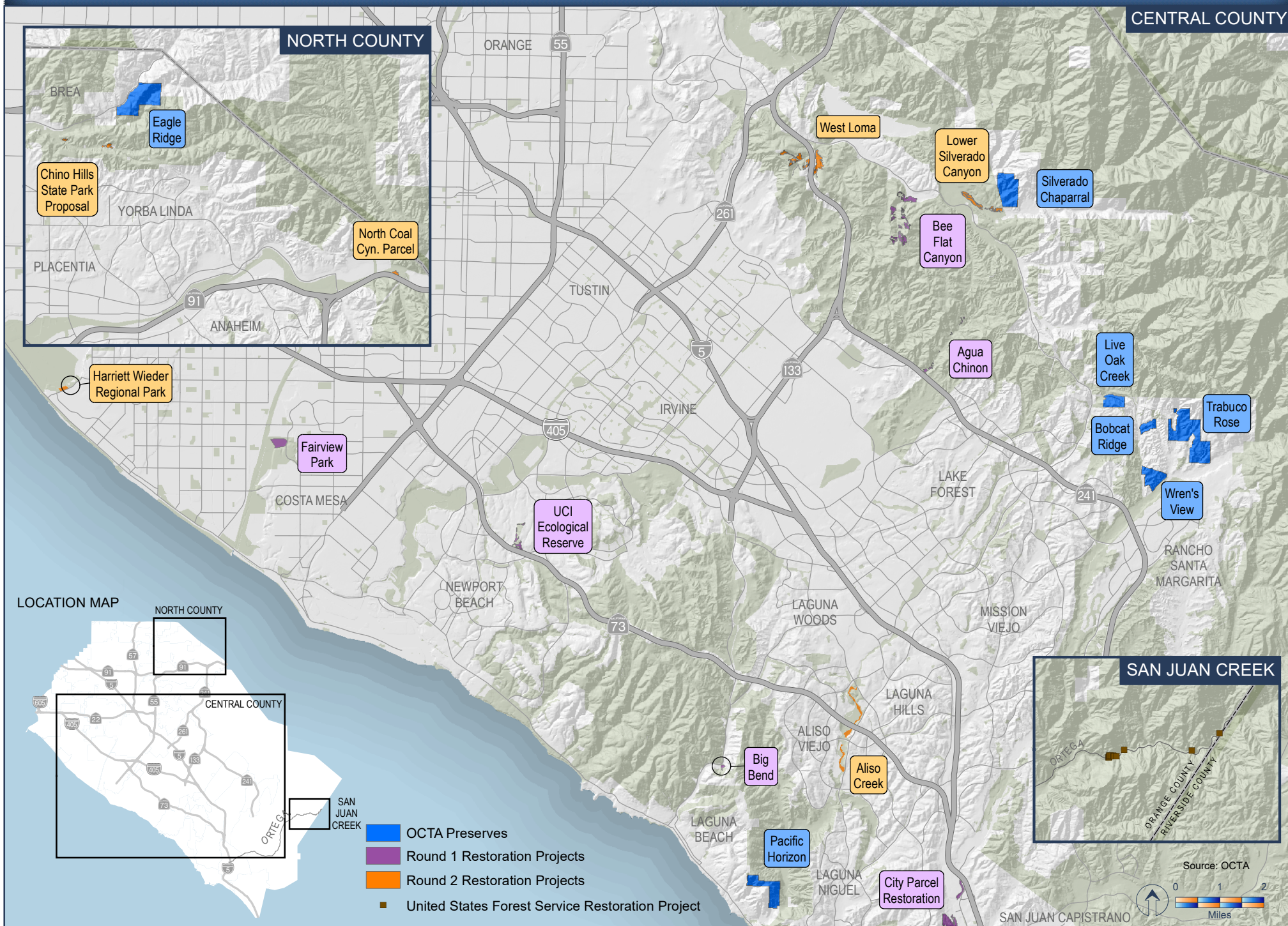
Rose Casey
Executive Director, Planning
(714) 560-5729

OCTA Preserves and Funded Restoration Projects

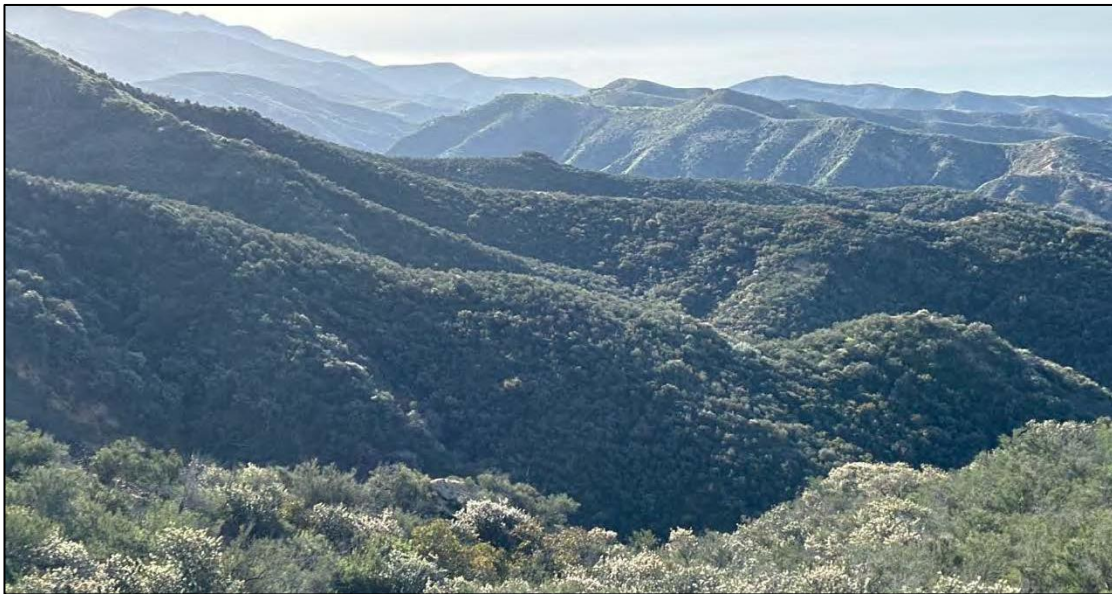
ATTACHMENT A



CENTRAL COUNTY



M2 NATURAL COMMUNITY CONSERVATION PLAN/HABITAT CONSERVATION PLAN – 2024 ANNUAL REPORT



Prepared by:
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July 2025

Contents

	Page
Executive Summary	1
Tracking Impacts from Covered Activities	1
OCTA Preserves.....	2
OCTA-Funded Restoration Projects	3
Additional Conditions for Coverage	5
Public Outreach.....	5
Plan Funding	5
Plan Administration.....	5
Chapter 1 Background and Introduction	1-1
1.1 Background	1-1
1.2 Introduction	1-1
1.3 Compliance Matrix.....	1-1
Chapter 2 Tracking Impacts from Covered Activities	2-1
2.1 Covered Freeway Improvement Projects	2-1
2.1.1 Status of OCTA M2 Freeway Improvement Projects.....	2-1
2.1.2 Tracking of Habitat Impacts from Covered Freeway Improvement Projects	2-6
2.1.3 Consistency Determinations for Covered Freeway Improvement Projects	2-7
2.2 Tracking for Covered Plant Species Policy	2-8
2.2.1 Covered Plant Species Credits/Debits Ledger.....	2-8
2.3 Tracking Impacts on Habitat Types Resulting from Covered Activities within Preserves.....	2-11
2.4 Maintaining Rough Proportionality	2-11
Chapter 3 OCTA Preserves	3-1
3.1 Introduction	3-1
3.2 Preserve Status.....	3-5
3.2.1 Bobcat Ridge Preserve.....	3-5
3.2.2 Eagle Ridge Preserve	3-7
3.2.3 Live Oak Creek Preserve	3-9
3.2.4 Pacific Horizon Preserve	3-11
3.2.5 Silverado Chaparral Preserve.....	3-14
3.2.6 Trabuco Rose Preserve	3-16
3.2.7 Wren’s View Preserve	3-18
Chapter 4 OCTA-Funded Restoration Projects	4-1

4.1	Introduction	4-1
4.2	Restoration Project Status	4-2
4.2.1	Agua Chinon/Bee Flat Canyon	4-2
4.2.2	Big Bend.....	4-4
4.2.3	City Parcel	4-5
4.2.4	Fairview Park.....	4-7
4.2.5	UCI Ecological Reserve	4-9
4.2.6	Aliso Creek	4-10
4.2.7	Chino Hills State Park	4-12
4.2.8	Harriet Wiedner Regional Park	4-14
4.2.9	Lower Silverado Canyon	4-16
4.2.10	North Coal Canyon	4-18
4.2.11	West Loma	4-20
4.2.12	USFS Dam Removal	4-22
Chapter 5	Additional Conditions for Coverage.....	5-1
5.1	Introduction	5-1
5.1.1	Arroyo Chub.....	5-1
5.1.2	Many-stemmed Dudleya	5-1
Chapter 6	Public Outreach	6-1
6.1	Public Outreach Overview.....	6-1
6.1.1	EMP Public Outreach Events and Meetings	6-1
6.1.2	Preserve-Specific Public Outreach Events	6-1
6.1.3	Regional Coordination and Collaboration	6-2
Chapter 7	Plan Funding.....	7-1
7.1	Summary of Endowment Process.....	7-1
7.2	Current Status of Endowment Funding	7-2
Chapter 8	Plan Administration.....	8-1
8.1	NCCP/HCP Administrator	8-1
8.2	Minor Modifications to Plan, Permits, and Implementing Agreement	8-1
8.3	Minor or Major Amendments to the Plan	8-1
8.4	Changed Circumstances	8-2
Chapter 9	References.....	9-1
Appendix A	Covered Freeway Improvement Projects Habitat Tracking Ledger	
Appendix B	Annual Schedule for Effectiveness Monitoring	

Appendix C Biological Monitoring Report for OCTA M2 Preserves: Trabuco Rose, Pacific Horizon, Bobcat Ridge, Silverado Chaparral, Wren’s View, Live Oak Creek, and Eagle Ridge, 2025

Appendix D 2024 Summary Letter for Maintenance Activities Performed on OCTA Preserves (RECON Number 9779), Feb. 2025

Tables

Table		Page
1-1	M2 NCCP/HCP Compliance Matrix	1-2
2-1	OCTA M2 Freeway Improvement Projects Status	2-2
2-2	OCTA M2 Freeway Improvement Project Program-to-Date Habitat Impact Tracking Sheet	2-7
2-3	OCTA M2 Freeway Improvement Project Consistency Determinations	2-8
2-4	Focused Plant Survey Data	2-9
2-5	Covered Plant Species Credits and Debits Ledger	2-10
2-6	Rough Proportionality of Impacts and Conservation Credits Ledger	2-13
2-7	Conservation Credits Achieved to Date	2-14
3-1	OCTA Preserves	3-1
3-2	OCTA Preserve Wide Actions	3-2
4-1	OCTA-Funded Restoration Projects – Rounds 1 and 2	4-1
6-1	EMP Public Outreach Events 2020	6-1
6-2	Preserve-Specific Public Outreach Events 2020	6-2
6-3	Collaboration with Regional Management and Monitoring Programs 2020	6-2
A-1	Covered Freeway Project Habitat Impact Tracking Ledger	A-1
A-2	Status of Restoration Activities for Temporary Impacts from Covered Freeway Projects	A-2
B-1	Annual Schedule for Effectiveness Monitoring on OCTA Preserves	B-1

Figures

Figure		Page
1	OCTA M2 NCCP/HCP Preserves and Funded Restoration Projects	ES-5

Acronyms and Definitions

ACOE – Army Corps of Engineers

CAGN – Coastal California gnatcatcher

Caltrans – California Department of Transportation

CBB – Crotch’s bumble bee

CCC - California Coastal Commission

CCW – Coastal cactus wren

CDFW – California Department of Fish and Wildlife

CEs – Conservation Easements

CHL – Coast horned lizard

CHSP – Chino Hills State Park

CNDDDB – California Natural Diversity Database

COI – Certificate of Inclusion

CSS – Coastal sage scrub

ECR – Environmental Commitment Record

EMP – Environmental Mitigation Program

EOC – Environmental Oversight Committee. The EOC is made up of two OCTA Board members and representatives from Caltrans, the Wildlife Agencies, ACOE, environmental groups, and the public. The EOC makes recommendations on the allocation of environmental freeway mitigation funds and monitors the execution of a master agreement between OCTA and state and federal resource agencies.

ESA – Endangered Species Act

FMP – Fire Management Plan

GLA – Glenn Lukos Associates

GSOB – Gold spotted oak borer (beetle)

HCP – Habitat Conservation Plan

HMMP – Habitat Mitigation Monitoring Plan

I – Interstate

IA – Implementing Agreement

IML – Intermediate mariposa lily

IRC – Irvine Ranch Conservancy

ISHB – Invasive shot hole borer

ISMP – Invasive Species Management Plan

MSD – Many-stemmed dudleya

M2 – The renewed Measure M (or Measure M2)

M2 NCCP/HCP – OCTA M2 Natural Communities Conservation Plan / Habitat Conservation Plan adopted on November 2017. Also referred to as Plan.

NCCP – Natural Community Conservation Plan

NCCPA – Natural Community Conservation Plan Act

OC Parks – Orange County Parks

OCTA – Orange County Transportation Authority

OTW – Orangethroat whiptail

RMP – Resource Management Plan

SCAG – Southern California Association of Governments

SCE – Southern California Edison

SR – State Route

UCI – University of California, Irvine

USFS – United States Forest Service

USFWS – U.S. Fish and Wildlife Service

Wildlife Agencies – the California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife Service (USFWS), collectively referred to as the Wildlife Agencies

Executive Summary

This is the seventh Annual Report for the Orange County Transportation Authority (OCTA) renewed Measure M (M2) Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP or Plan), covering all activities between January 1, 2024 and December 31, 2024. This report summarizes the tracking of impacts associated with covered freeway improvement projects and other management and monitoring activities on Preserves (Covered Activities). It also provides an update of the status and activities on the OCTA Preserves, progress on the implementation of OCTA-funded restoration projects, and additional Plan administration and public outreach activities. This Annual Report has been prepared to comply with the state NCCP and federal HCP annual reporting requirements and will be submitted to the California Department of Fish and Wildlife (CDFW) and the United States Fish and Wildlife Service (USFWS), collectively referred to as the Wildlife Agencies, for review. Once the Annual Report has been finalized, it will be presented to the OCTA Environmental Oversight Committee (EOC) and will be available for public review.

Tracking Impacts from Covered Activities

OCTA keeps account of the Plan-to-date impacts on habitat types from all covered freeway improvement projects to ensure impacts stay within the caps established within the Plan. To date, a total of **9.2 acres of habitat impacts have been authorized relative to a cap of 141.0 acres**. In addition, OCTA uses a consistency determination checklist to evaluate how and when avoidance and minimization measures are implemented on covered freeway improvement projects. No projects had consistency determinations drafted, modified, or completed within the timeframe of this Annual Report. Other tracking requirements include:

- *Tracking for Covered Plant Species Policy* – OCTA tracks the credits for covered plant species protection (on Preserves) and restoration/enhancement (restoration projects) relative to allowable impacts. The Plan-to-date balance for each plant species is net positive (intermediate mariposa lily (*Calochortus weedii* var. *intermedius*, IML) [+933], many-stemmed dudleya (*Dudleya multicaulis*, MSD) [+57], southern tarplant (*Centromadia parryi* ssp. *australis*, ST) [+59,377]).
- *Tracking Impacts on Habitat Types Resulting from Covered Activities within Preserves* – The Plan establishes a cap that no more than 13 acres (approximately 1%) of the natural habitat within the OCTA Preserves will be impacted by Preserve management activities. To date, no measurable permanent impacts have been recorded on the Preserves.
- *Maintaining Rough Proportionality* – The Plan requires implementation of conservation measures roughly proportional in time and extent to impacts on natural communities and Covered Species. To date, eight restoration projects, Big Bend, City Parcel, Bee Flat, University of California, Irvine (UCI) Ecological Reserve, United States Forest Service (USFS) Dam Removal, Agua Chinon, Lower Silverado Canyon, and West Loma have received sign-off from the Wildlife Agencies as meeting their success criteria and have achieved conservation credits that keeps the Plan ahead of allowable impacts.

OCTA Preserves

OCTA acquired seven properties resulting in the protection of 1,236¹ acres of natural habitat (see Figure 1). In all instances, the seven Preserves are located within priority conservation areas and immediately adjacent to other protected lands. These Preserves add to the protection of large blocks of natural open space in areas important for regional conservation. OCTA has completed Resource Management Plans (RMPs) for each Preserve that includes Preserve-specific goals and objectives and define an appropriate level of public access and trail use consistent with protection of biological resources. An update to the RMPs is currently underway. OCTA will be coordinating the updated language with the Wildlife Agencies. It is anticipated that Conservation Easements (CEs) will be established and recorded in the near future. Templates have been developed and are currently under review with CDFW legal counsel. Currently, each Preserve is managed by OCTA. OCTA is considering potentially transitioning to a long-term Preserve Manager and is working to identify potential Preserve Managers. Ideally, the potential long-term Preserve Manager will be included in the review and discussions of the CEs before they are recorded to help avoid management limitations and keep selection opportunities open.

OCTA has contracted the following consulting firms to support Preserve management:

- (1) Glenn Lukos Associates (GLA) to provide biological monitoring, oversee implementation of the approved invasive species management plans (ISMPs), assist with public outreach events, and general program needs including CE support.
- (2) RECON Environmental to support general Preserve stewardship including maintenance of access roads, tree trimming, and control of public access. RECON will also be assisting with updating the RMPs.
- (3) High Level Security Services (HLSS) to assist with patrol of the Preserves to help deter trespassing, vandalism and provide enforcement as needed.
- (4) Guida Surveying Inc. to perform property surveying services.

Most notably, comprehensive vegetation mapping as well as updated invasive species mapping was completed for all seven Preserves and focused monitoring efforts continued for the 2022 Coastal Fire burn area. Maintenance activities included (but were not limited to) annual vegetation maintenance (related to fire prevention and invasive species removal), and fencing, gate and sign repairs. In addition, OCTA hosted numerous Preserve-specific outreach events to educate the public about property value and public access. A volunteer acorn collecting and planting event also occurred in November. OCTA will continue to offer managed access for many of its Preserves consistent with the approved RMPs.

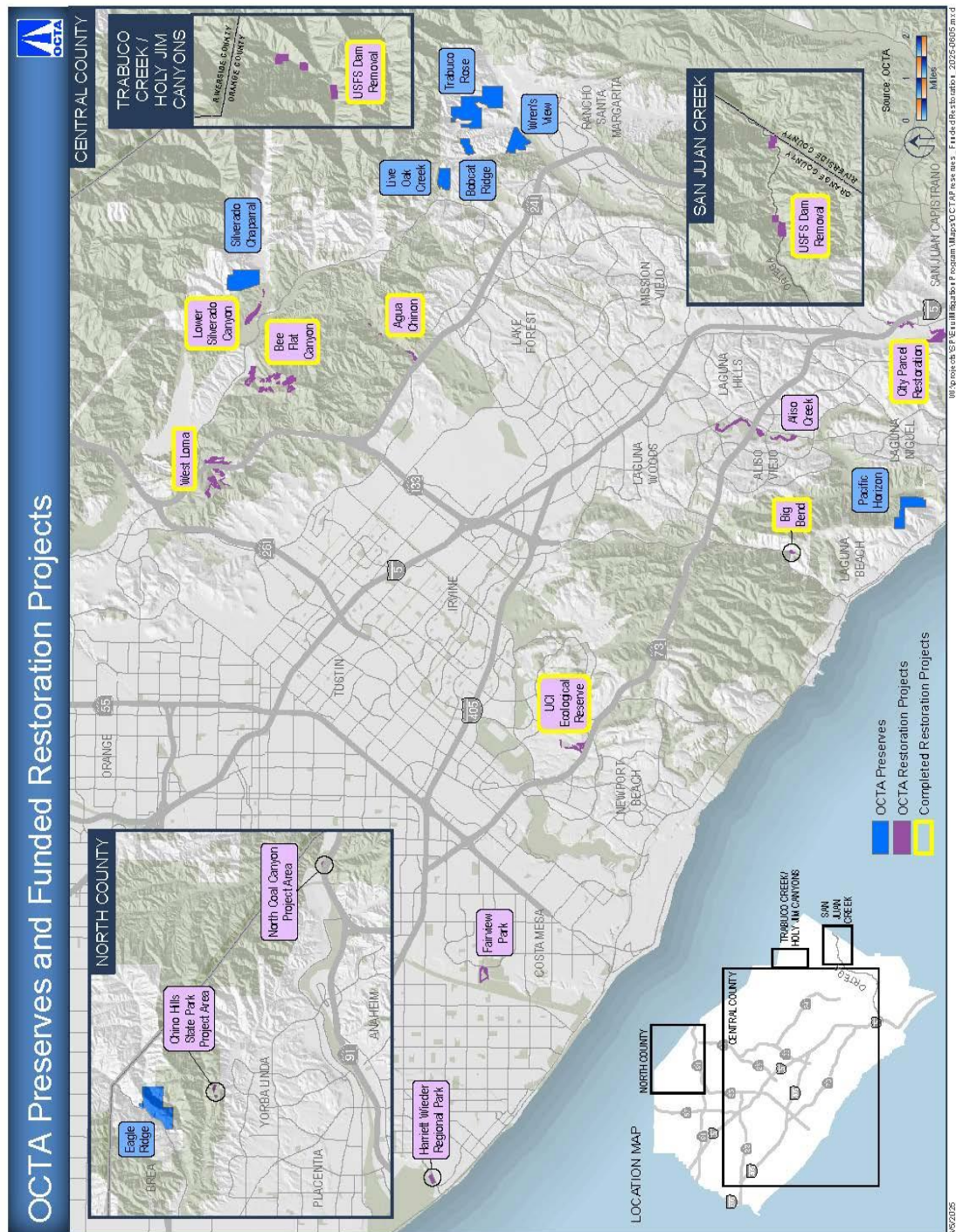
¹ The acreage of natural habitat preserved is based on best available information used during the preparation of RMPs and may be slightly different from acreages reported in the M2 NCCP/HCP.

OCTA-Funded Restoration Projects

OCTA has approved funding for 13² restoration projects (including a dam removal project) that will result in over 350 acres of restored habitats and improvements to habitat functions for Covered Species. The restoration projects occur throughout the Plan Area in core habitat areas and within key habitat linkages and riparian corridors (see Figure 1). The restoration projects are on lands that are currently managed and will enhance habitat for Covered Species. OCTA is working with the restoration project sponsors to complete implementation and monitoring of the restoration activities. At completion, the restoration projects must meet their success criteria to achieve sign-off from the Wildlife Agencies. To date, eight of the 13 restoration projects have obtained sign-off. The remaining five restoration projects are at different stages of this process. Additionally, some of these restoration projects were delayed due to issues such as drought.

² Previous annual reporting stated that there were 12 restoration projects. One of the restoration projects (Irvine Ranch Conservancy) is comprised of two distinct geographical areas and thus are reported as two projects. Moving forward, 13 restoration projects will be referenced to keep consistent with other OCTA reports.

Figure 1 – OCTA M2 NCCP/HCP Preserves and Funded Restoration Projects



Additional Conditions for Coverage

As part of the Conservation Analysis (Chapter 6) in the Plan, there are two Covered Species, arroyo chub (*Gila orcutti*) and MSD, noted for additional conditions for coverage which are above and beyond the acquisition of the OCTA Preserves and funding of restoration projects. In 2022, the OCTA-funded USFS Dam Removal restoration project was completed and approved. This restoration project satisfied the conditions for coverage of arroyo chub.

OCTA is currently implementing an MSD restoration/enhancement project at the Pacific Horizon Preserve. This project is intended to expand the existing population and meet the criteria needed to achieve coverage for this species. Additional information pertaining to these efforts is included in Chapter 3.2.4.1 Pacific Horizon Management and Monitoring Summary. If this project does not successfully meet the MSD set requirements, OCTA will fund a separate restoration project within Orange County.

Public Outreach

OCTA is committed to transparency in how the M2 funds have been and are being used to implement the Plan and the broader Environmental Mitigation Program (EMP). OCTA has conducted a variety of public outreach activities aimed at informing and engaging the public on the overall EMP as well as Preserve-specific issues and events. These have included public meetings during the preparation of the Preserve RMPs, maintaining a website with information and documents related to the program, and engaging in various outreach efforts. In 2024, OCTA participated in two EMP public outreach events and 8 Preserve-specific public outreach events.

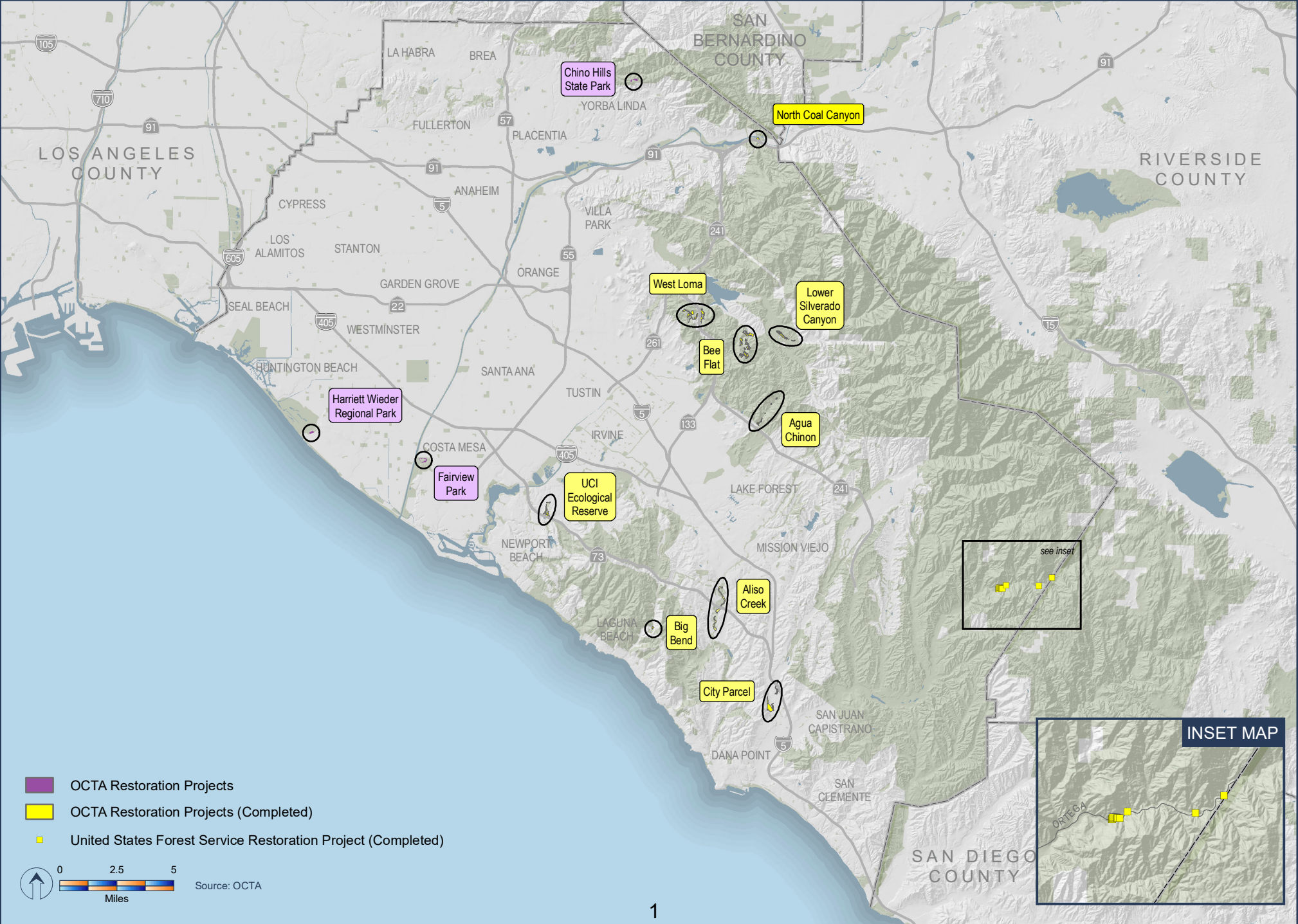
Plan Funding

The primary source of funding for the Plan derives from the M2 transportation sales tax designed to raise money to improve Orange County's transportation system. As part of the M2 sales tax initiative, at least five percent of the revenues from the freeway program will be set aside for the M2 EMP revenues. There are sufficient funds available through the M2 EMP to cover the implementation of the Plan. OCTA is currently in a 12 - 15 year process (target of fiscal year 2027/2028) to accumulate and establish, in perpetuity, an endowment that will provide a long-term funding source to cover ongoing Preserve management and monitoring, adaptive management, and responses to changed circumstances. The current M2 EMP revenue stream is used to cover Plan implementation and administration until the endowment is fully funded.

Plan Administration

OCTA is responsible for implementing the Plan and staffing an NCCP/HCP Administrator position. OCTA has designated Lesley Hill as the NCCP/HCP Administrator. Her role includes overseeing Preserve management and monitoring, coordinating with restoration project sponsors, serving as the primary point of contact with the Wildlife Agencies, ensuring avoidance and minimization measures are implemented pursuant to the Plan, tracking impacts and conservation, assisting with public outreach, and preparing this annual report.

The Plan outlines how modifications and minor/major amendments can be made to the Plan. In response to unauthorized maintenance activities by Southern California Edison (SCE) on two OCTA Preserves, a minor amendment to the Plan has been proposed to document utility poles and maintenance areas within various Preserves. Coordination with SCE began in 2020, resulting in an access agreement and easements for affected infrastructure (excluding Bobcat Ridge). Easements are expected to be recorded in 2025. Additionally, SCE must obtain a Coastal Development Permit (CDP) from the California Coastal Commission for past and ongoing activities at the Pacific Horizon Preserve, where some poles are planned for removal to reduce impacts. The CDP process, delayed by the 2022 Coastal Fire, is ongoing as SCE gathers necessary information. No major amendments to the Plan are proposed.



OCTA M2 EMP Funded Restoration Projects Status Table

Project Name	Sponsor/ Geographic Area	Cost	Approximate Acreage and Habitat Types	Land Protection Document Type/Status	Year Began	Project Status
Big Bend	Laguna Canyon Foundation/ Laguna Beach	\$87,500	3.7 Coastal sage scrub (CSS) and riparian woodland	Restrictive Covenant/ Complete	2011	Signed off 2017
City Parcel/ 2C Ranch	San Juan Capistrano	\$1,500,000	53 CSS, native grassland, oak woodland, and riparian	Restrictive Covenant/ Complete	2011	Signed off 2018
UCI Ecological Reserve	Natural Community Coalition/ Irvine	\$325,000	8.5 Cactus scrub	Central/Coastal NCCP/HCP Reserve	2011	Signed off 2021
United States Forest Service Dam Removal	United States Forest Service/ San Juan Capistrano and Trabuco Canyon	\$185,000	31* Dams, creek bed and riparian	USFS Protected Lands	2018	Signed off 2022
Bee Flat Canyon	Irvine Ranch Conservancy/ Irvine	\$1,597,860*	90.1* (84 acres Bee Flat/6.1 acres Agua Chinon) chaparral, CSS, native grassland, riparian, and woodland	Restrictive Covenant/Complete	2011	84 acres Signed off 2020
Agua Chinon				Central/Coastal NCCP/HCP Reserve Land Protection Document Pending Corps approval (County area 0.31 acre)	2011	6.1 acres Signed off 2023 (Wildlife Agencies) 0.83 acres (The Irvine Company portion) Signed off 2023 (Corps) 0.31 acres (County) pending Corps legal requirements

OCTA M2 EMP Funded Restoration Projects Status Table

Project Name	Sponsor/ Geographic Area	Cost	Approximate Acreage and Habitat Types	Land Protection Document Type/Status	Year Began	Project Status
Lower Silverado Canyon	Irvine Ranch Conservancy/County of Orange	\$1,414,435*	28.4* Riparian	Conservation Easement/ Complete	2014	Signed off 2023
West Loma	Irvine Ranch Conservancy/County of Orange	\$1,454,570*	62.4* CSS and riparian	Conservation Easement/portion covered by a Restrictive Covenant/ Complete	2013	Signed off 2024
North Coal Canyon	RECON Environmental, Inc./ Yorba Linda	\$247,500	5.5 CSS	Restrictive Covenant/ Conserved by the Land and Water Conservation Fund (LWCF)	2019	Signed off 2025
Aliso Creek	Laguna Canyon Foundation/ Laguna Niguel	\$1,482,100*	55 Riparian	Restrictive Covenant/Complete	2015	Signed off 2025
Harriett Weider Regional Park	Bolsa Chica Conservancy/ Huntington Beach	\$475,000	8.2 CSS, native grassland, and riparian	Restrictive Covenant/Complete	2016	Pending (anticipated 2026)
Fairview Park	Costa Mesa	\$2,000,000	23 CSS, native grassland, riparian, and wetland	Needed	2011	Pending
Chino Hills State Park	Habitat Restoration Sciences, Inc./ Yorba Linda	\$193,000	11 Cactus scrub	Conserved by the LWCF	2020	Pending (anticipated 2026)

Approximate acreage is subject to change and may be adjusted slightly once the restoration work is completed.

Shaded cells indicate the project is complete and has obtained "sign off" from the Wildlife Agencies.

*Amounts depicted in the table were revised/amended pursuant to the OCTA Board approved contracting procedures.

Acronyms

Board – Board of Directors

Corps - United States Army Corps of Engineers

EMP - Environmental Mitigation Program

M2 – Measure M2

NCCP/HCP - Natural Community Conservation Plan/Habitat Conservation Plan

OCTA – Orange County Transportation Authority

UCI – University of California, Irvine

USFS – United States Forest Service

Updated October 2025





South Orange County Transportation Projects Update



Implemented and Planned Projects in South Orange County

Since Initiation of Measure M2 (2011)

\$1.1 billion in freeway investments

\$353 million in arterial projects

\$56.2 million in signal synchronization

\$187 million in rail investments

\$72.8 million in community circulators

\$305 million in Coastal Rail Stabilization Priority Projects



Background

March 2020

Toll Road Extension Efforts Concluded

- Transportation Corridor Agencies conclude the South County Traffic Relief Effort (SCTRE)
- Coordinate with partners on three projects that fulfill the intent of the SCTRE

April 2020

OCTA Commits to Supporting Three Key Projects

- Board direction to advance development of three key projects in collaboration with partner agencies and stakeholders

October 2021

OCTA, County of Orange, and City of San Clemente Agree to Support the Three Key Projects

- Los Patrones Parkway Extension: Added to general plans and MPAH
- Ortega Highway Widening: Funding agreements executed for PS&E
- I-5 HOV Lane Extension: Initiated the PA/ED phase

Board – Board of Directors

HOV – High-Occupancy Vehicle

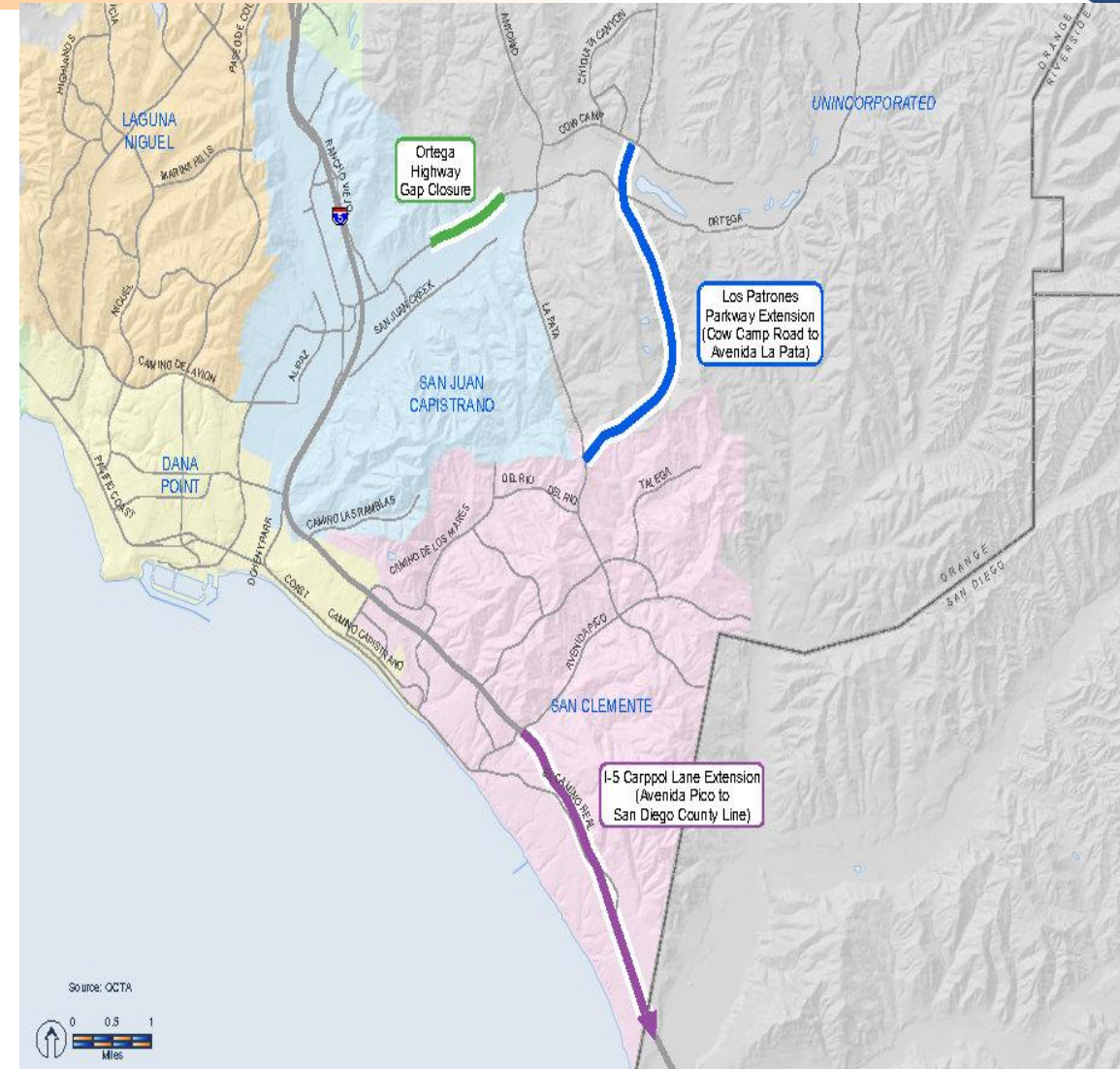
MPAH – Master Plan of Arterial Highways

M2 – Measure M2

PA/ED – Project Approval / Environmental Document

PS&E – Plans, Specifications, and Estimates

SR-241 – State Route 241





South Orange County Key Projects

Ortega Highway Widening (Caltrans)

- 1.1-mile widening from Calle Entradero to Reata Road; removes a key chokepoint and adds Class II bicycle lanes
- Final design underway by Caltrans: 2026 completion
- \$73.1 million for right-of-way and construction phases
- Fully funded with construction planned to start by 2027

Los Patrones Parkway Extension (County of Orange and Rancho Mission Viejo Company)

- Approximately 3.7 miles and provides alternatives to adjacent corridors
- PA/ED underway: 2026 completion
- \$5 million of Measure M2 funding awarded in 2025 to support final design
- Final design: 2026-2029
- Preliminary construction cost estimate: \$230 million

I-5 HOV Lane Extension (OCTA and Caltrans)

- 3.4-mile project from San Diego County Line to Avenida Pico
- Environmental process underway: late 2026 completion
- Order of magnitude cost: \$400-450 million (*not including mitigation costs*)
- OCTA seeking grant funds for final design and right-of-way

Caltrans – California Department of Transportation

