



Draft
405 Corridor Technical Advisory Committee Charter

Enabling Legislation/Purpose

The Orange County Transportation Authority (OCTA) is committed to reinvesting toll revenue from the 405 Express Lanes in ways that benefit all who travel the Interstate 405 (I-405) freeway corridor. In accordance with California state law, including the requirements of AB 194 (Chapter 687, Statutes of 2015), excess toll revenue – defined as funds remaining after covering the costs of operations, maintenance, 405 Express Lanes improvements, and debt service – will be used to support a balanced and sustainable transportation system within the 405 Corridor Investment Zone. Transportation investment priorities are expected to be developed and refined through 405 corridor plan(s).

Generally, priority will be given to projects that:

- Relieve congestion on the I-405, ensuring that toll revenue benefits all corridor users, not just 405 Express Lanes customers;
- Advance currently planned and future freeway and roadway improvement projects within the 405 Corridor Investment Zone (see map at the end of the document);
- Invest in transit, signal synchronization, active transportation, and first/last-mile improvements that strengthen corridor-wide mobility options and encourage ridesharing; and
- Improve the 405 Express Lanes driver experience, including enhanced access, connectivity, safety, and travel-time reliability.

All funded transportation improvements should demonstrate benefits to the I-405 freeway system and align with OCTA's adopted planning documents, such as the Renewed Measure M Transportation Investment Plan, the current Long-Range Transportation Plan (LRTP), and the current Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) as informed by the California Transportation Plan (CTP), as well as the agency's goals for equitable, sustainable, and efficient transportation. This approach ensures that toll revenue serves the broader public interest, consistent with the intent of AB 194 and state oversight.

Starting in 2029, an annual expenditure plan must be developed for the use of 405 Express Lanes excess toll revenue for projects, programs or services that meet the Policy and Framework for the Use of 405 Express Lanes Excess Toll Revenue (Policy) that was approved by the OCTA Board of Directors (Board) on November 24, 2025.



Also, as noted in the Policy, a comprehensive 405 Corridor Plan will guide the identification of investment needs and priorities across freeway, local streets and roads, and transit networks within the 405 Corridor Investment Zone. The plan will be developed and updated at least every three years and will include:

- Freeway improvements (e.g., capacity, connectors, and traffic flow)
- Local streets and roads improvements (e.g., capacity, active transportation, complete streets, and signal or pavement upgrades)
- Transit investments (e.g., capital, operations, transit incentives, and first/last-mile connections)

All funded projects must demonstrate direct benefits to the I-405 freeway system and be consistent with OCTA's current LRTP and the SCAG/RTP (currently titled Connect SoCal 2024) as informed by the CTP and should be included in the 405 Corridor Plan.

The 405 Corridor Technical Advisory Committee (405 TAC) will provide technical guidance and review and will advise staff on the 405 Corridor Plan and the Board on the 405 Express Lanes Excess Toll Revenue Expenditure Plan, consistent with the Policy.

Line of Reporting

The 405 TAC will provide recommendations to the Board. Typically, matters that go to the Board are first considered by a board committee. Recommendations that are made by the 405 TAC would first be considered by the most appropriate board committee. Currently, this would be the Executive Committee or the Regional Transportation Planning Committee.

Membership

The 405 Corridor TAC shall consist of ten voting members and eight non-voting ex-officio members, as follows:

- OCTA, Executive Director of Planning (one vote) who shall also serve as the Chair
- OCTA, Chief Financial Officer (one vote)
- OCTA, General Manager, Express Lanes (one vote)
- California Department of Transportation (Caltrans), the Deputy District Director, Planning & Local Assistance (one vote)
- Caltrans, Deputy District Director, Strategic Portfolio Management (one vote)
- City of Costa Mesa, the Public Works Director (one vote)



- City of Fountain Valley, the Public Works Director (one vote)
- City of Huntington Beach, the Public Works Director (one vote)
- City of Seal Beach, the Public Works Director (one vote)
- City of Westminster, the Public Works Director (one vote)
- Non-voting Ex-Officio members include the Public Works Director from each of the following local jurisdictions:
 - City of Cypress
 - City of Garden Grove
 - City of Irvine
 - City of Los Alamitos
 - City of Newport Beach
 - City of Santa Ana
 - City of Stanton
 - County of Orange

The city engineer from each city may serve as the alternate for the public works director from that city. Any member of the OCTA executive team may serve as an alternate for an OCTA member. Additionally, the individual delegated signing authority for the OCTA position listed above may serve as an alternate for that OCTA member during the meeting.

Members are expected to be able to devote at least 25 hours per year to committee business and not miss more than one out of four meetings per year.

Quorum is achieved with a simple majority of voting members.

Meeting Time and Location

The committee meeting will generally take place quarterly on the first Thursday of January, April, July, and October, commencing at 10 a.m., at the OCTA offices, currently located at 550 South Main Street, in the City of Orange and soon to move to 2677 North Main Street in the City of Santa Ana, or at such other times as the committee shall designate. All meetings will be announced on the OCTA website.

Chair

OCTA Executive Director of Planning shall serve as the Chair position. The Vice Chair shall be a member from either OCTA or Caltrans, with the first Vice Chair being the General Manager, Express Lanes.



Duration of Existence

The 405 Corridor TAC will continue as long as the 405 Corridor is generating excess revenue plus at least one year following the generation of excess revenue.

