

## 2026 State Transportation Improvement Program Project Descriptions

### State Route 74 (SR-74) Ortega Highway Gap Closure and Multimodal Improvements

This project will improve the SR-74/Ortega Highway from two to four lanes by adding vehicular lanes, bicycle lanes, and reconstructing sidewalks in each direction in the City of San Juan Capistrano from Calle Entradero (postmile 1.0) to Reata Road (postmile 2.1). The project includes installing a traffic signal at Via Cordova and Hunt Club Drive, providing a 12-foot-wide striped median, a five- to eight-foot shoulder on each side to accommodate a Class II bicycle lane, and reconstructing the existing sidewalk. The project also requires seven retaining walls.

The SR-74/Ortega Highway Gap Closure and Multimodal Improvements Project is one of the most heavily utilized local arterials in the area and currently, the existing traffic demand exceeds capacity. The project has also received funding through the Measure M2 (M2) Project O - Regional Capacity Program. This is a project of interregional significance, and in the past, the California Department of Transportation submitted this project for the Interregional Improvement Program portion of the State Transportation Improvement Program (STIP). This project is included in the approved 2024 STIP. The project is scheduled to start construction in late 2026. Staff are not recommending any changes to this project.

Existing funding is shown in the table below.

Existing Funding (\$000s)	STIP	Mid-Cycle STIP	STBG/ Earmark	M2	Local	SHOPP	Total
PA/ED	\$ 5,513	\$ -	\$ -	\$ 1,950	\$ 400	\$ 250	\$ 8,113
PS&E	\$ -	\$ 800	\$ 1,500	\$ 5,250	\$ 1,750	\$ -	\$ 9,300
ROW	\$ 13,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000
CON	\$ 24,600	\$ -	\$ 32,500	\$ -	\$ 1,000	\$ -	\$ 58,100
<b>TOTAL</b>	<b>\$ 43,113</b>	<b>\$ 800</b>	<b>\$ 34,000</b>	<b>\$ 7,200</b>	<b>\$ 3,150</b>	<b>\$ 250</b>	<b>\$ 88,513</b>

CON – Construction

PA/ED – Project Approval/Environmental Documents

PS&E – Plans, Specifications, and Estimates

ROW – Right-of-Way

SHOPP – State Highway Operation and Protection Program

STBG – Surface Transportation Block Grant

### Orange County (OC) Loop - Segment A (La Habra) (ROW & CON)

The OC Loop vision is 66 miles of seamless connections and an opportunity for people to bicycle, walk, and connect to some of California's most scenic beaches and inland reaches. Currently, nearly 58 miles use existing off-street trails along the San Gabriel River, Coyote Creek, Santa Ana River, and the Coastal/Beach Trail. OC Loop is divided into several segments.

OC Loop Segment A, the La Habra Rails to Trails Gap Closure Project, will close a 3.1-mile gap in the OC Loop with a Class I multi-use path along a currently blighted rail-to-trail. This project completes Segment A of the OC Loop and lies entirely within the boundaries of the City of La Habra. To improve the safety and convenience of residents

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commuting and to increase walking and bicycling, the project includes widening an existing paved pathway in Guadalupe Park, constructing a Class I multi-use path, and enhanced safety features to protect bicyclists and pedestrians. Staff are seeking approval for \$4.156 million in STIP funds for the ROW phase to complement the previously approved \$38.233 million in STIP funds for the CON phase. Using STIP funds for the project is consistent with the Capital Programming Policies (CPP) which allows the use of STIP funds for complete streets.

The existing and proposed funding plans are provided below:

Existing Funding (in 000s)	ATP	CMAQ/ Earmark	Local	STIP	Total
PA/ED	\$ 50	\$ -	\$ 9	\$ -	\$ 59
PS&E	\$ 290	\$ 453	\$ 119	\$ -	\$ 862
ROW	\$ -	\$ 4,949	\$ 1,895	\$ -	\$ 6,844
CON	\$ -	\$ -	\$ -	\$ 38,233	\$ 38,233
<b>TOTAL</b>	<b>\$ 340</b>	<b>\$ 5,402</b>	<b>\$ 2,023</b>	<b>\$ 38,233</b>	<b>\$ 45,998</b>

Proposed Funding (in 000s)	ATP	CMAQ/ Earmark	Local	STIP	Total
PA/ED	\$ 50	\$ -	\$ 9	\$ -	\$ 59
PS&E	\$ 290	\$ 453	\$ 119	\$ -	\$ 862
ROW	\$ -	\$ 4,949	\$ 1,895	\$ 4,156	\$ 11,000
CON	\$ -	\$ -	\$ -	\$ 38,233	\$ 38,233
<b>TOTAL</b>	<b>\$ 340</b>	<b>\$ 5,402</b>	<b>\$ 2,023</b>	<b>\$ 42,389</b>	<b>\$ 50,154</b>
<i>CHANGE</i>				\$ 4,156	\$ 4,156

ATP – Active Transportation Program  
CMAQ – Congestion Mitigation and Air Quality Program

### State Route 57 (SR-57) Truck Climbing Lane Phase II – Lambert Road to County Line

The SR-57 Truck Climbing Lane Phase II – Lambert Road to County Line Project will construct a truck climbing lane on the SR-57 from the Lambert Road undercrossing to just north of the Orange County/Los Angeles County Line. A climbing lane would improve truck traffic travel speeds and would increase the throughput of the northbound SR-57. The overall project length is approximately 2.5 miles. This project is identified as Project G in the Next 10 Delivery Plan. Staff are proposing \$5 million in STIP funds for the ROW phase to complement the previously approved \$24.5 million in STIP funds for the SR-57 Truck Climbing Lane Project. This is consistent with the CPP regarding the use of STIP funds because it is an M2 freeway project.

The existing and proposed funding plans are provided below:

Existing Funding (in 000s)	STIP	Local	Total
PA/ED	\$ 6,500	\$ 3,250	\$ 9,750
PS&E	\$ 18,000	\$ -	\$ 18,000
<b>TOTAL</b>	<b>\$ 24,500</b>	<b>\$ 3,250</b>	<b>\$ 27,750</b>

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Proposed Funding (in 000s)	STIP	Local	Total
PA/ED	\$ 6,500	\$ 3,250	\$ 9,750
PS&E	\$ 18,000	\$ -	\$ 18,000
ROW	\$ 5,000	\$ -	\$ 5,000
<b>TOTAL</b>	<b>\$ 29,500</b>	<b>\$ 3,250</b>	<b>\$ 32,750</b>
<i>CHANGE</i>	\$ 5,000		\$ 5,000

### Orange County Maintenance Facility (Phase 1) (CON)

The Orange County Maintenance Facility (OCMF) is part of the Metrolink Southern California Optimized Rail Expansion (SCORE) program, which is funded through the Transit and Intercity Rail Capital Program (TIRCP). The facility will be located on the 21.3-acre parcel owned by the Orange County Transportation Authority (OCTA), adjacent to Marine Way, and located along the Metrolink Orange Subdivision between mileposts 183.5 and 184 in the City of Irvine. The goal of the project is to provide for more efficient rail operations. The OCMF will provide space and equipment to inspect, clean, and maintain cars and locomotives consistent with federal mandates. Staff is not proposing any changes to the STIP funding amount but will delay the \$20 million in STIP funds for the construction phase from fiscal year (FY) 2027-28 to FY 2029-30 to align with an updated schedule. The project has an unfunded need, but OCTA will continue to seek funding to fully fund the project through construction. The project is consistent with the CPP, which allows STIP funds to be used for transit capital projects.

The existing and updated funding plans are provided below:

Existing Funding (in 000s)	TIRCP/SCORE	STIP	Total
PA/ED	\$ 4,829	\$ -	\$ 4,829
PS&E	\$ 6,401	\$ -	\$ 6,401
CON	\$ 60,000	\$ 20,000	\$ 80,000
<b>TOTAL</b>	<b>\$ 71,230</b>	<b>\$ 20,000</b>	<b>\$ 91,230</b>

Updated Funding (in 000s)	TIRCP/SCORE	STIP	Unfunded Need	Total
PA/ED	\$ 4,829	\$ -	\$ -	\$ 4,829
PS&E	\$ 6,401	\$ -	\$ -	\$ 6,401
CON	\$ 60,000	\$ 20,000	\$ 150,000	\$ 230,000
<b>TOTAL</b>	<b>\$ 71,230</b>	<b>\$ 20,000</b>	<b>\$ 150,000</b>	<b>\$ 241,230</b>
<i>CHANGE</i>			\$ 150,000	\$ 150,000

### Planning, Programming, and Monitoring (PPM)

Orange County is impacted by severe congestion on many regional and interregional facilities. Examination of the problem and potential solutions are necessary for the future construction of improvements. STIP funds will be used to support studies that are directly used in the development of the Long-Range Transportation Plan and to develop project study reports, thus creating a shelf of projects for the future. Specific examples of studies that are supported using STIP PPM include the Transit Chokepoint Study, Freeway Bus Rapid Transit Concepts Study, Harbor Boulevard Transit Corridor Study, and Active

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Transportation Support. The California Transportation Commission sets aside five percent of the STIP for regional agencies to carry out planning activities. Staff is requesting approval to submit for two additional years of STIP PPM funding totaling \$1.824 million. This will bring the five-year STIP PPM total to \$6.993 million.

### Pacific Coast Highway (PCH) Coastal Rail Bridge (CON)

The PCH Coastal Rail Bridge Project will replace an existing 100-year-old rail bridge spanning PCH between the San Juan Capistrano and San Clemente rail stations. Contingent on design, the new structure will be a single-track steel through plate girder bridge with an 85-foot-long span, supported by cast-in-drilled-hole piles. This project involves demolishing the old bridge and constructing the new one, using advanced engineering techniques to minimize disruption. The new bridge will meet modern safety standards, including seismic resilience, and efforts will be made to reduce environmental impact and enhance the area's aesthetics. The project will keep the rail infrastructure in a state of good repair, allowing freight trains to increase speeds through the area, improve safety, and avoid rail line closures. Staff is seeking \$15 million in STIP funds for the construction phase. The project is consistent with the CPP, which allows STIP funds to be used for fixed-guideway transit capital projects.

Existing Funding (in 000s)	*STBG	*CMAQ	Local	Total
PA/ED	\$ 748	\$ 83	\$ 108	\$ 939
PS&E	\$ 4,242	\$ 471	\$ 611	\$ 5,324
<b>TOTAL</b>	<b>\$ 4,990</b>	<b>\$ 554</b>	<b>\$ 719</b>	<b>\$ 6,263</b>

Proposed Funding (in 000s)	*STBG	*CMAQ	Local	STIP	Unfunded Need	Total
PA/ED	\$ 748	\$ 83	\$ 108	\$ -	\$ -	\$ 939
PS&E	\$ 4,242	\$ 471	\$ 611	\$ -	\$ -	\$ 5,324
CON	\$ -	\$ -	\$ -	\$ 15,000	\$ 30,000	\$ 45,000
<b>TOTAL</b>	<b>\$ 4,990</b>	<b>\$ 554</b>	<b>\$ 719</b>	<b>\$ 15,000</b>	<b>\$ 30,000</b>	<b>\$ 51,263</b>
<i>CHANGE</i>				\$ 15,000	\$ 30,000	\$ 45,000

\*Pending approval in the SCAG's FY27-FY28 STBG/CMAQ Call for Project

### Interstate 5 (I-5) Improvement from County Line to Avenida Pico (ROW)

The I-5 Improvement from San Diego County Line to Avenida Pico project will improve person and vehicle throughput along I-5 between the San Diego County Line and the I-5/Avenida Pico interchange through the addition of high-occupancy vehicle (HOV) lanes in each direction. This project would extend the existing HOV lane project that was recently completed on I-5 between the San Juan Creek Bridge and Avenida Pico and effectively continue the HOV lane to the San Diego County Line. The project would also reestablish existing auxiliary lanes, widen existing undercrossings, and replace two existing overcrossings to accommodate the proposed HOV lanes. The overall project length is approximately 4.8 miles. Staff is seeking approval for \$13.611 million in STIP funds for the ROW phase. The project is consistent with the Capital Programming Policies (CPP) regarding the use of STIP funds for freeway projects.

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Existing Funding (in 000s)	STBG	Unfunded Need	Total
PA/ED	\$ 6,407	\$ -	\$ 6,407
PS&E	*\$ 40,000	\$ 6,086	\$ 46,086
<b>TOTAL</b>	<b>\$ 46,407</b>	<b>\$ 6,086</b>	<b>\$ 52,493</b>

Proposed Funding (in 000s)	STBG	Unfunded Need	STIP	Total
PA/ED	\$ 6,407	\$ -	\$ -	\$ 6,407
PS&E	\$ 40,000	\$ 6,086	\$ -	\$ 46,086
ROW	\$ -	\$ -	\$ 13,611	\$ 13,611
<b>TOTAL</b>	<b>\$ 46,407</b>	<b>\$ 6,086</b>	<b>\$ 13,611</b>	<b>\$ 66,104</b>
<i>CHANGE</i>			\$ 13,611	\$ 13,611

\*Pending approval in SCAG's FY27-FY28 STBG/CMAQ call for projects

### OC Loop Segment B (Brea) (CON)

OC Loop Segment B (Brea) will extend the current Tracks at Brea off-street path, from the Brea Canyon Flood Channel (its existing western terminus) to Palm Street, along the Union Pacific Railroad Corridor. The project will close a 1.3-mile gap in the OC Loop with a Class I bicycle trail and pedestrian path within the City of Brea. This segment will provide a connection between the existing four-mile Class I Tracks at Brea trail to La Habra's Class I trail. Staff is proposing \$6.149 million in STIP funds for the CON phase. The project is consistent with the CPP regarding the use of STIP funds for complete streets.

Existing Funding (in 000s)	ATP / State Park	Earmarks	CMAQ	City	Total
PA/ED	\$ -	\$ -	\$ -	\$ -	\$ -
PS&E	\$ 225	\$ -	\$ 237	\$ 88	\$ 550
ROW	\$ 1,787	\$ 2,000	\$ 3,592	\$ 869	\$ 8,248
CON	\$ -	\$ -	\$ 3,539	\$ 2,191	\$ 5,730
<b>TOTAL</b>	<b>\$ 2,012</b>	<b>\$ 2,000</b>	<b>\$ 7,368</b>	<b>\$ 3,148</b>	<b>\$ 14,528</b>

Proposed Funding (in 000s)	ATP / State Park	Earmarks	CMAQ	City	STIP	Total
PA/ED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PS&E	\$ 225	\$ -	\$ 237	\$ 88	\$ -	\$ 550
ROW	\$ 1,787	\$ 2,000	\$ 5,811	\$ 1,202	\$ -	\$ 10,800
CON	\$ -	\$ -	\$ 1,320	\$ 1,858	\$ 6,149	\$ 9,327
<b>TOTAL</b>	<b>\$ 2,012</b>	<b>\$ 2,000</b>	<b>\$ 7,368</b>	<b>\$ 3,148</b>	<b>\$ 6,149</b>	<b>\$ 20,677</b>
<i>CHANGE</i>					\$ 6,149	\$ 6,149