



June 1, 2026

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

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Overview

On March 19, 2026, the California Transportation Commission approved the final 2026 State Transportation Improvement Program, which will provide \$151.742 million to eight high-priority projects throughout Orange County. This report provides an update on the approved program, including minor project-specific funding changes for Board of Directors' information purposes.

Recommendation

Receive and file as an information item.

Background

The State Transportation Improvement Program (STIP) is a significant source of funding for transportation improvements throughout the State. State transportation revenues are forecasted and programmed every two years for the subsequent five-year period. STIP revenues are derived from the state gas tax.

The STIP is divided into two funding programs. The Regional Transportation Improvement Program (RTIP) provides 75 percent of the funding to the county transportation commissions (Commissions) based on a formula that considers a north-south split, population, and centerline road mileage. The remaining 25 percent of the funding is for the Interregional Transportation Improvement Program (ITIP) which is directed by the California Department of Transportation (Caltrans).

Every two years, the Commissions are provided with an estimated funding share of the RTIP and must submit a project or program of projects to the California Transportation Commission (CTC) for approval and inclusion in the STIP.

On October 13, 2025, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved OCTA’s 2026 STIP submittal requesting \$151.742 million to fund eight multimodal projects. The submittal included five carry-over projects from the 2024 STIP totaling \$116.982 million and three new projects totaling \$34.760 million.

OCTA’s 2026 STIP submittal requesting \$151.742 million was \$21.022 million over the County target. Typically, the CTC can accommodate an over-target request if another agency requests funding that is under their target. This is not an uncommon practice and helps the CTC to balance the STIP and ensure timely use of the funding.

Following submittal, OCTA staff collaborates with CTC staff to refine funding requests based on funding or timing constraints. Changes may be required to balance the overall program which are then reported to the Board through a status update.

Discussion

The CTC adopted the statewide 2026 STIP on March 19, 2026. The final program included OCTA’s entire request of \$151.742 million for eight projects. Attachment A provides a map of the approved projects, and Attachment B provides project descriptions.

The approved projects, funding amounts, and funding years (FY) are provided in the table below:

OCTA Projects Approved by the CTC for 2026 STIP			
Project	2026 STIP (\$000s)	Fiscal Year	Project Type
I-5 Improvement from County Line to Avenida Pico (ROW)	\$13,611	FY 30/31	Freeway
SR-74 Ortega Highway Gap Closure & Multimodal Improvements (CON)	\$24,600	FY 26/27	Freeway
Planning, Programming, & Monitoring	\$6,993	FY 26/27- FY 30/31	Study
OC Maintenance Facility (Phase 1) (CON)	\$20,000	FY 29/30	Rail & Transit
SR-57 Truck Climbing Lane Phase II - Lambert Road to County Line (PS&E & ROW)	\$23,000	FY 28/29 & FY 30/31	Freeway & Local
OC Loop Segment B - (City of Brea) (CON)	\$6,149	FY 29/30	Active Transportation
OC Loop Segment A - (City of La Habra) (ROW & CON)	\$42,389	FY 26/27 & FY 27/28	Active Transportation
PCH Coastal Rail Bridge (CON)	\$15,000	FY 30/31	Rail & Transit
Total:	\$151,742		

CON – Construction
I-5 – Interstate 5
OC – Orange County

PCH – Pacific Coast Highway
PS&E – Plans, Specifications,
and Estimates

ROW – Right-of-Way
SR-57 – State Route 57
SR-74 – State Route 74

The CTC requested two minor changes from what was approved by the Board in October: the STIP funding for the I-5 Improvements from County Line to Avenida Pico and the SR-57 Truck Climbing Lane Phase II – Lambert Road to County Line was delayed from FY 2029-30 to FY 2030-31. Programming staff discussed the delay with OCTA project managers and determined that the funding delay does not present a significant issue. Additionally, if the projects are ready to advance, OCTA could request an early allocation.

Staff will be seeking Board approval for additional federal funding for the I-5 Improvement from County Line to Avenida Pico PS&E phase in the concurrent Capital Programming Update staff report. Attachment C provides the updated Capital Funding Plan, which provides summarized funding information for all OCTA capital projects.

Separately, Caltrans submitted the I-5 Managed Lanes Project for funding in the ITIP. This project is proposed to upgrade high-occupancy vehicle lanes to express lanes, upgrade signs and median barriers, install pavement delineation, replace signs, relocate retaining walls and sound walls, and implement a toll system over 15.5 miles from Red Hill Avenue to the Los Angeles County Line. The CTC approved \$72.600 million in FY 2028-29 for construction. This is not sufficient funding to fully support construction, but Caltrans continues to submit grant applications and funding requests through multiple programs. OCTA will continue to monitor the progress of this project with Caltrans.

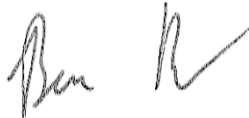
Summary

The California Transportation Commission adopted the 2026 State Transportation Improvement Program on March 19, 2026, including the program of projects approved by the Board of Directors in October 2025, with minor changes to the timing of funds for two freeway projects. The information is provided as a receive and file item.

Attachments

- A. OCTA 2026 State Transportation Improvement Program Map
- B. 2026 State Transportation Improvement Program Project Descriptions
- C. Capital Funding Program Report

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