

**Federal Fiscal Year 2026-2027 and 2027-2028 STBG/CMAQ Program Project Descriptions**

**Interstate 5 Improvements from the San Diego County Line to Avenida Pico**

Interstate 5 (I-5) is the major north-south route that is used for inter-regional, interstate, and international travel and goods movement. It connects Orange County with San Diego County to the south and to Los Angeles County to the north. The I-5 corridor is also the main route to beaches and tourist attractions in the City of San Clemente, San Onofre State Beach, and the United States Marine Corps Base Camp Pendleton. Additionally, I-5 provides critical access to Trestles State Beach, which is scheduled to host surfing events during the 2028 Summer Olympics, further highlighting the corridor’s role in supporting regional mobility, tourism, and international event coordination. The Orange County Transportation Authority (OCTA) requested and was approved for \$40 million in Surface Transportation Block Grant (STBG) for plans, specifications, and estimates which would result in final design for the project.

| <b>Existing Funding (\$000s)</b> | <b>STBG</b>    | <b>CMAQ</b>  | <b>Total</b>   |
|----------------------------------|----------------|--------------|----------------|
| PSR                              | \$121          | \$450        | \$571          |
| PA/ED                            | \$6,407        |              | \$6,407        |
| PS&E                             |                |              |                |
| ROW                              |                |              |                |
| CON                              |                |              |                |
| <b>TOTAL</b>                     | <b>\$6,528</b> | <b>\$450</b> | <b>\$6,978</b> |

| <b>Funding (\$000s)</b> | <b>STBG</b>     | <b>CMAQ</b>  | <b>Future Application or Programming of Non-Federal Funds</b> | <b>Total</b>    |
|-------------------------|-----------------|--------------|---|-----------------|
| PSR                     | \$121           | \$450        |   | \$571           |
| PA/ED                   | \$6,407         |              |   | \$6,407         |
| PS&E                    | \$40,000        |              | \$6,086   | \$46,086        |
| ROW                     |                 |              |   |                 |
| CON                     |                 |              |   |                 |
| <b>TOTAL</b>            | <b>\$46,528</b> | <b>\$450</b> | <b>\$6,086</b>  | <b>\$53,064</b> |
| Approved Fund           | \$40,000        |              | \$6,086   | \$46,086        |

CMAQ – Congestion Mitigation and Air Quality Improvement  
CON – Construction  
PA/ED – Project Approval/Environmental Documentation  
PS&E – Plans, Specifications, and Estimates  
PSR – Project Study Report  
ROW – Right-of-way

**Alternate Fuel Replacement Buses (18)**

OCTA has committed to converting the entire OC Bus fleet of 432 fixed-route buses to zero emission by 2040. The purchase of 18 alternate fuel replacement 60-foot buses will help OCTA to be in compliance with the California Air Resources Board-adopted Innovative Clean Transit Rule, which requires public transit agencies in the State of California to shift their bus fleets to zero-emission buses by 2040. The overall project will replace 18 compressed natural gas 60-foot buses as they reach the end of their useful life. The buses will be equipped with seating for 59 passengers or

57 passengers and two wheelchairs, an internal and external camera system, Wi-Fi and mobile routers, a farebox equipped for mobile ticketing, radio system, automatic vehicle locator, and a three-position bicycle rack. Consistent with OCTA's Comprehensive Business Plan, the useful life of these buses is estimated to be 18 years or 500,000 miles. OCTA requested and was approved for \$30 million in CMAQ funding which, combined with the other funding in the table below, will support the replacement of 18 60-foot buses.

| Funding (\$000s) | CMAQ            | SB 125          | LTF            | Total           |
|------------------|-----------------|-----------------|----------------|-----------------|
| PA/ED            |                 |                 |                |                 |
| PS&E             |                 |                 |                |                 |
| ROW              |                 |                 |                |                 |
| CON              | \$30,000        | \$13,381        | \$1,619        | \$45,000        |
| <b>TOTAL</b>     | <b>\$30,000</b> | <b>\$13,381</b> | <b>\$1,619</b> | <b>\$45,000</b> |
| Approved Funding | \$30,000        |                 |                | \$30,000        |

LTF – Local Transportation Fund

SB 125 – SB 125 (Chapter 54, Statutes of 2023) Transit and Intercity Rail Capital Program Formula

### Metrolink Rehabilitation (Two Years)

OCTA requested \$30 million but was approved for \$22 million in STBG funding to provide support for OCTA's share of Metrolink track, structures, and vehicle rehabilitation. This project builds on OCTA's investment in Metrolink service and ensures the rail system remains in a state of good repair. Rehabilitation projects are those that extend the useful life of existing capital assets through activities such as the replacement of worn ties and rail, worn or outdated signal system components, tunnels, bridges and culverts, rolling stock components, and midlife overhaul of rail cars and locomotives. The Metrolink Rehabilitation Project will rehabilitate or replace track, signal, communications, rolling stock, and other equipment and facilities used to keep the commuter rail system in a state of good repair. Combined with the existing Federal Transit Administration Section 5337 State of Good Repair Grants, these funds would help support this funding need for up to three years.

| Existing Funding (\$000s) | STBG       | FTA 5337        | M2             | Total           |
|---------------------------|------------|-----------------|----------------|-----------------|
| PA/ED                     |            |                 |                |                 |
| PS&E                      |            |                 |                |                 |
| ROW                       |            |                 |                |                 |
| CON                       |            | \$38,000        | \$3,886        | \$41,886        |
| <b>TOTAL</b>              | <b>\$0</b> | <b>\$38,000</b> | <b>\$3,886</b> | <b>\$41,886</b> |

| Funding (\$000s) | STBG            | FTA 5337        | M2             | Total           |
|------------------|-----------------|-----------------|----------------|-----------------|
| PA/ED            |                 |                 |                |                 |
| PS&E             |                 |                 |                |                 |
| ROW              |                 |                 |                |                 |
| CON              | \$22,000        | \$38,000        | \$3,886        | \$63,886        |
| <b>TOTAL</b>     | <b>\$22,000</b> | <b>\$38,000</b> | <b>\$3,886</b> | <b>\$63,886</b> |
| Approved Funding | \$22,000        |                 |                | \$22,000        |

FTA 5337 – Federal Transit Administration State of Good Repair Grants 5337

M2 – Measure M2

## OC Streetcar Operations

OC Streetcar service, the first streetcar service in Orange County, will operate along a 4.15-mile route from the Santa Ana Regional Transportation Center (SARTC) to a new transit hub at Harbor Boulevard and Westminster Avenue in the City of Garden Grove (Garden Grove). Service is planned to operate every ten minutes during weekday daytime hours and every 15 minutes during weekday evenings and on weekends. The OC Streetcar is a long-needed mobility solution within the community and will reconnect the community from the SARTC, which provides direct connections to regional rail, OCTA bus, and intercity and international bus services through the City of Santa Ana's (Santa Ana) central business district and Civic Center, and northwest on a transit dedicated OCTA-owned ROW, former path of the old Pacific Electric streetcar over the Santa Ana River to Garden Grove, where it meets OCTA's busiest bus line on Harbor Boulevard. OCTA requested \$25.5 million but was approved for \$14.704 million in CMAQ. CMAQ can be used to assist with operations for new services within the first five years of operations.

| Existing Funding (\$000s) | CMAQ            | SB 125          | LCTOP           | M2              | Other*          | Total            |
|---------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| PA/ED                     |                 |                 |                 |                 |                 |                  |
| PS&E                      |                 |                 |                 |                 |                 |                  |
| ROW                       |                 |                 |                 |                 |                 |                  |
| CON                       | \$30,274        | \$59,374        | \$15,285        | \$13,577        | \$31,754        | \$150,264        |
| <b>TOTAL</b>              | <b>\$30,274</b> | <b>\$59,374</b> | <b>\$15,285</b> | <b>\$13,577</b> | <b>\$31,754</b> | <b>\$150,264</b> |

| Funding (\$000s) | CMAQ            | SB 125          | LCTOP           | M2              | Other*          | Total            |
|------------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| PA/ED            |                 |                 |                 |                 |                 |                  |
| PS&E             |                 |                 |                 |                 |                 |                  |
| ROW              |                 |                 |                 |                 |                 |                  |
| CON              | \$44,978        | \$59,374        | \$15,285        | \$13,577        | \$31,754        | \$164,968        |
| <b>TOTAL</b>     | <b>\$44,978</b> | <b>\$59,374</b> | <b>\$15,285</b> | <b>\$13,577</b> | <b>\$31,754</b> | <b>\$164,968</b> |
| Approved Funding | \$14,704        |                 |                 |                 |                 | \$14,704         |

LCTOP – Low Carbon Transit Operations Program

\*Other includes Fares and Shares from the City of Santa Ana and the City of Garden Grove

## OC Connect

OC Connect is an active transportation trail along the OCTA-owned former Pacific Electric ROW and the County of Orange-owned Wintersburg Channel. The project is located between the downtown areas of Garden Grove and Santa Ana as well as surrounded by high-traffic streets and disadvantaged neighborhoods providing a critical connection with public access to the trail from 15 different entry points. The project traverses approximately 2.5 miles in Garden Grove and 1.5 miles in Santa Ana. The project will add 3.95 miles of a Class I non-motorized transportation facility and provide safety crossing features at approximately 13 intersections, improving safety for pedestrians and bicyclists. More specifically, the trail stretches 3.1 miles between Euclid Street in Garden Grove to Raitt Street in Santa Ana, and 0.85 miles along the Wintersburg Channel beginning at the ROW in Garden Grove and traversing south to Hazard Avenue in Santa Ana. OCTA requested \$10 million in STBG and \$15 million in CMAQ but was approved for \$1.289 million in STBG and \$13.131 million in CMAQ for construction.

| Existing Funding (\$000s) | ATP            | STIP           | CPF/CDS      | Total          |
|---------------------------|----------------|----------------|--------------|----------------|
| PA/ED                     | \$3,000        |                |              | \$3,000        |
| PS&E                      |                | \$3,900        | \$750        | \$4,650        |
| ROW                       |                |                |              |                |
| CON                       |                |                |              |                |
| <b>TOTAL</b>              | <b>\$3,000</b> | <b>\$3,900</b> | <b>\$750</b> | <b>\$7,650</b> |

| Funding (\$000s) | ATP            | STIP           | CPF/CDS      | STBG           | CMAQ            | Total           |
|------------------|----------------|----------------|--------------|----------------|-----------------|-----------------|
| PA/ED            | \$3,000        |                |              |                |                 | \$3,000         |
| PS&E             |                | \$3,900        | \$750        |                |                 | \$4,650         |
| ROW              |                |                |              |                |                 |                 |
| CON              |                |                |              | \$1,289        | \$13,131        | \$14,420        |
| <b>TOTAL</b>     | <b>\$3,000</b> | <b>\$3,900</b> | <b>\$750</b> | <b>\$1,289</b> | <b>\$13,131</b> | <b>\$22,070</b> |
| Approved Fund    |                |                |              | \$1,289        | \$13,131        | \$14,420        |

ATP – Active Transportation Program

CPF/CDS – Community Project Funding/Congressionally Directed Spending

STIP – State Transportation Improvement Program

### First Street Complete Streets and Transit Signal Priority

The project is for active transportation and transit improvements along Santa Ana-owned ROW First Street. The project traverses approximately 4.1 miles from Bristol Street to Newport Avenue in the City of Tustin and builds upon planning work initiated under a Regional Early Action Planning (REAP) 2.0 grant. Improvements will include Class IV protected and/or buffered bicycle lanes, enhanced pedestrian access through upgraded sidewalks and Americans with Disabilities Act compliant ramps, upgraded bus stops with amenities such as shelters and boarding islands, and transit signal priority infrastructure. These multimodal enhancements will improve safety, accessibility, and mobility for transit riders, pedestrians, and cyclists along a high-ridership corridor served by OCTA Route 64. The First Street corridor currently experiences high volumes of transit use, pedestrian activity, and vehicle traffic but lacks adequate infrastructure to safely and efficiently support multimodal travel. Existing conditions limit the comfort and reliability of bus service, while narrow or incomplete pedestrian and bicycle facilities create safety concerns and discourage active transportation. There is a critical need to reimagine this corridor to improve accessibility, safety, and mobility for all users, particularly for those who rely on transit and non-vehicular modes to access jobs, services, and key destinations. OCTA requested \$6 million in STBG and \$6 million in CMAQ but was approved for \$2 million in CMAQ for PS&E.

| <b>Existing Funding (\$000s)</b> | <b>REAP 2.0</b> | <b>City</b>  | <b>Total</b>   |
|----------------------------------|-----------------|--------------|----------------|
| PAVED                            | \$4,300         |              | \$4,300        |
| PS&E                             |                 | \$259        | \$259          |
| ROW                              |                 |              |                |
| CON                              |                 |              |                |
| <b>TOTAL</b>                     | <b>\$4,300</b>  | <b>\$259</b> | <b>\$4,559</b> |

| <b>New Funding (\$000s)</b> | <b>CMAQ</b>    | <b>REAP 2.0</b> | <b>City</b>  | <b>Total</b>   |
|-----------------------------|----------------|-----------------|--------------|----------------|
| PAVED                       |                | \$4,300         |              | \$4,300        |
| PS&E                        | \$2,000        |                 | \$259        | \$2,259        |
| ROW                         |                |                 |              |                |
| CON                         |                |                 |              |                |
| <b>TOTAL</b>                | <b>\$2,000</b> | <b>\$4,300</b>  | <b>\$259</b> | <b>\$6,559</b> |
| Approved Fund               | \$2,000        |                 |              | \$2,000        |