



Citizens Advisory Committee

Meeting Notes

October 21, 2025

12:00 p.m. to 2:00 p.m.

550 S. Main Street, Orange, CA

Members Present

Adam Zibell, Fullerton Resident

Brendon Moeller, Orange Resident

Dan Kalmick, Huntington Beach City Council

David Martinez, Costa Mesa Planning

David Wheeler, Laguna Hills City Council

Ester Ocampo, South County Non-Profit

Frank Murphy, Orange Resident

Hui Rorabaugh, La Habra Resident

Jeff Thompson, Building Industry

Jim Cunneen, Fountain Valley City Council

Jose Castaneda, Fullerton Resident

Karalee Darnell, Yorba Linda Resident

Ken Montgomery, Irvine Resident

Mario Alvarado, Santa Ana Resident

Pat Catlin, Garden Grove Resident

Paul Adams, Santa Ana Resident

Roy Shahbazian, California Community Colleges

Tyler Holst, Civil Engineer

Members Absent

Carah Reed, Santa Ana Resident

Damon Tordini, Engineers w/o Borders/ Santa Ana

Jamie Valencia, City of Fullerton - INRAC

Kristen Jasko, Cal State Fullerton

Lorena Vidaurri, Santa Ana Resident

Manuel Chavez, Costa Mesa City Council

Mark Paredes, Garden Grove Resident

Reza Hosseini, Irvine Resident

Steve Kozak, Tustin Planning Commission

1. Chairman's Remarks

Jim Cunneen, Chair, called the October 21, 2025, Orange County Transportation Authority (OCTA) Citizens Advisory Committee (CAC) meeting to order. New Member Ken Montgomery was introduced.

2. Pledge of Allegiance

Mario Alvarado, Vice Chair, led the Pledge of Allegiance to the Flag.

3. Approval of July Minutes/Attendance Report

A motion was made by David Wheeler to approve the July 15, 2025, Minutes/Attendance Report. The motion was seconded by David Martinez and carried.

4. Coastal Rail Resiliency Study

Rebekah Soto, Planning, and Chris Boucly, Public Outreach, presented the item.
<This presentation is available upon request.>

Committee Member Comments:

A committee member asked if the concepts are single- or double-tracked. Rebekah Soto responded that currently it is all single-tracked.

A committee member asked who owns the bluffs above the rail line. Rebekah Soto responded that they are privately owned and that right-of-way acquisition would be required for each section.

A committee member asked about coordination with the California Coastal Commission, the City of San Clemente regarding beach nourishment, and homeowner associations (HOAs). Soto stated that OCTA has presented the project to the Coastal Commission, which has been supportive. She added that OCTA has worked closely with the City of San Clemente and that they are part of the Project Development Team. Chris Boucly added that emergency projects have involved extensive stakeholder coordination and that HOAs have been engaged throughout the study process, with particular focus on sand nourishment and shoreline armoring.

A committee member asked how cost would be applied given that estimates are currently unknown. Soto explained that high-level, rough order-of-magnitude cost estimates have been developed and that more precise costs would be available during the implementation phase, approximately one year out.

A committee member asked about the potential funding sources. Rebekah Soto responded completing this study provides them with pre-screened, preventative approaches to stabilize the railroad that can be used to seek funding from sources during the implementation. Chris Boucly responded it would be a combination of State, Federal and Local sources.

A committee member asked about the cost and longevity of emergency work already completed. Soto stated that the rail is expected to be stable for approximately 30 years following implementation, with service continuing as it currently operates.

A committee member asked whether each property owner must be evaluated for each stabilization method. Soto responded that some stabilization methods would occur within OCTA right-of-way and would not require individual property evaluation.

A committee member asked whether the 30-year design life could be extended to 50 years. Rebekah Soto responded that a 30-year design life is the standard.

5. Long Range Transportation Plan

Kristin Tso, Planning, presented the item and Marissa Espino, Public Outreach, conducted a poll of the committee members. *<This presentation is available upon request.>*

Question 1: Which improvements would be most helpful in expanding your travel options?

- Top two results were: Expanded Light Rail
More Bike Lanes

Question 2: What destinations should be prioritized for better transit, walking and biking access?

- Top two results were: Schools, colleges, and universities (tied with major transit hubs); grocery stores and shopping centers within 15 minutes

Committee Member Comments:

Committee members shared comments and discussed their poll choices.

6. Update Reports

I-5 (405 to SR-55) Improvement Project – Nicolette Wright, Public Outreach, presented the update.

Committee Member Comments:

A committee member asked whether right-of-way acquisition was required. Nicolette Wright responded that there are temporary construction easements but no anticipated full property acquisitions.

OC Streetcar – Tresa Oliveri, Public Outreach, presented the update. *<This presentation is available upon request.>*

Committee Member Comments:

A committee member asked how to maneuver on the street with the Streetcar. Tresa Oliveri responded to regard it as a bus on the street.

A committee member commented about an AI (Artificial Intelligence) program that could be employed to assist with the ticketing and enforcement of regulations for vehicles interfering with the flow of the Streetcar. Tresa Oliveri commented that there will be more educational and security planning to come to address situations.

A committee member asked when the remaining construction and testing would be completed. Oliveri responded that testing has begun and includes extensive dry runs and safety checklists, and that construction completion is dependent on elevator certification at the maintenance and storage facility.

A committee member asked if the Streetcar will continue to work if the signal lights are down. Tresa Oliveri responded if the power grid goes down, the Streetcar has a battery that will enable it to move through an intersection if it were to stop in one.

A committee member asked if OCTA has future plans for additional segments. Tresa Oliveri responded there are no current plans for future segments at this time.

A committee member asked if you could bring a bicycle on the Streetcar. Tresa Oliveri responded yes.

A committee member asked when they would see more frequent testing on the tracks. Tresa Oliveri responded she does not have a schedule but testing has started and will be ongoing.

A committee member asked what payment methods will be accepted. Oliveri responded that the WAVE card and mobile ticketing application will be accepted, ticketing machines will be available on all platforms, and additional public education will be provided.

A committee member asked if the committee could ride the Streetcar. Tresa Oliveri responded the public cannot ride until all certifications have been completed.

A committee member asked what provisions are made for the Seniors for cash fares. A staff member responded cash is accepted at the ticketing machines.

Bicycle/Pedestrian Subcommittee – Paul Adams, Chair, Bike/Ped Subcommittee, presented the update. *The next meeting will be March 17, 2026 at 12:00 pm.*

Committee Member Comments:

There were no member comments.

Marketing – Amelia Hsu, Marketing & Customer Engagement, presented the update. *<This presentation is available upon request.>*

Committee Member Comments:

A committee member asked to be walked though how to register for a senior reduced fare WAVE card. Amelia Hsu responded there are three ways: they can apply at the OCTA Store, register online, or by mail.

A committee member asked if the cards were available for purchase at the usual places and are there any current locations that they will not be. Amelia Hsu responded yes, the retail network is being expanded to more than 500 stores in the county, and Ralphs is a location that will not continue to sell .

A committee member asked if individuals have to provide personal information to sign up for the WAVE card. Amelia Hsu responded yes, the system is very secure and she would get back to them on specifics.

A committee member asked if the OCTA system was set up for tap-to-pay, Apple Pay or if you have to have the OCTA app or the WAVE card. Amelia Hsu responded you can have card to tap-to-pay and do not have to register, or you can use the mobile app or Wave card and for both you do need to register.

A committee member asked where the technology for the transportation systems as a whole to move away from their own proprietary applications is. Amelia Hsu responded it is an often-asked question and there is not a plan at this time.

A committee member asked whether using a credit card provides the benefit of daily fare capping. Hsu responded that fare capping applies when the same card is used.

A committee member asked when the original OC Bus App shuts down. Amelia Hsu responded December 1, with some college and employer pass programs launching next spring.

Staff Liaison – Allison Imler, Public Outreach, presented the update.

Committee Member Comments:

There were no member comments.

7. Public Comments

There were no comments.

8. Committee Member Comments

Dan Kalmick commented this would be his last meeting due to relocation.

A committee member commented that they would like to see a focus on the resiliency of the transportation network as a whole with more forward thinking of how to move riders as currently the train is full and demand will be increasing.

A committee member thanked the previous Chair, the committee member that is leaving, and introduced the new member.

9. Adjournment/Next Meeting

The next CAC meeting will be January 20, 2026.