

**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.

Existing funding is shown in the table below.

Existing Funding (in \$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
TOTAL	\$ 43,113	\$ 800	\$ 34,000	\$ 7,200	\$ 3,150	\$ 250	\$ 88,513

CON – Construction

PA/ED – Project Approval/Environmental Documents

PS&E – Plans, Specifications, and Estimates

STIP – State Transportation Improvement Program

ROW – Right-of-Way

SHOPP – State Highway Operation and Protection Program

STBG – Surface Transportation Block Grant

OC Loop - Segment A (La Habra) (ROW and 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 utilize existing off-street trails along the San Gabriel River, Coyote Creek, Santa Ana River, and the coastal/beach trail. The 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 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.

Existing funding is shown in the table 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	\$ 4,156	\$ 11,000
CON	\$ -	\$ -	\$ -	\$ 38,233	\$ 38,233
TOTAL	\$ 340	\$ 5,402	\$ 2,023	\$ 42,389	\$ 50,154

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 northbound SR-57. The overall project length is approximately 2.5 miles.

Existing funding is shown in the table below:

Existing 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
TOTAL	\$ 29,500	\$ 3,250	\$ 32,750

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.

Existing funding is shown in the table below:

Existing 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
TOTAL	\$ 71,230	\$ 20,000	\$ 150,000	\$ 241,230

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 Transportation Support.

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.

Existing funding is shown in the table below:

Existing 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
TOTAL	\$ 4,990	\$ 554	\$ 719	\$ 15,000	\$ 30,000	\$ 51,263

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.

Existing funding is shown in the table below:

Existing 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
TOTAL	\$ 46,407	\$ 6,086	\$ 13,611	\$ 66,104

*Unfunded need is addressed in the concurrent Capital Programming Update staff report

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.

Existing funding is shown in the table below:

Existing 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
TOTAL	\$ 2,012	\$ 2,000	\$ 7,368	\$ 3,148	\$ 6,149	\$ 20,677