



TRANSPORTATION
CORRIDOR AGENCIES

Fiscal Year 2026 Capital Improvement Plan

April 10, 2025

Introduction

The Transportation Corridor Agencies (TCA) are comprised of the Foothill/Eastern Transportation Corridor Agency (F/ETCA) and the San Joaquin Hills Transportation Corridor Agency (SJHTCA). For nearly 40 years TCA has planned, financed, constructed and now operates 420 lanes miles of toll roads in Orange County, known as The Toll Roads. The Toll Roads are comprised of State Routes 73, 133, 241 and 261. The roads provide important links in the county and regional transportation network and ensure a safe, reliable commute for motorists.

The Agencies are committed to implementing improvements to The Toll Roads that will allow continued efficient operation. In order to maintain free flow traffic conditions on The Toll Roads, various roadway improvements may be required to keep pace with changing traffic conditions, land uses and demographics. Anticipated system improvements are reflected in the projects that constitute the Agencies' Capital Improvement Plan (CIP).

The Agencies' adopted Strategic Plan outlines the goals and approaches used to develop the CIP project scopes and delivery schedules. Specifically, the CIP supports the Strategic Plan goals for regional mobility and incorporating forward-looking solutions to address increased demand while keeping toll rates low. Project considerations that will be core to the Agencies' approach include the use of innovative technologies that enhance safety and increase efficiency; reuse of existing infrastructure and reduced capital expenditures; enhancements and streamlining of the project delivery process; and alignment with statewide environmental objectives.

The CIP is updated annually to document new projects; changes to existing project status, costs and schedules; and provide a general summary of the projects completed to date. The Fiscal Year 2026 (FY26) CIP represents an approximately \$524 million investment for the F/ETCA and approximately \$37 million investment for the SJHTCA in current capital projects through 2030. The CIP also outlines conceptual capital projects under study that represent potential future on-system investments.

In alignment with the Agencies' Strategic Plan, ongoing system evaluations are performed, as needed, to identify projects, develop implementation strategies, and evaluate project schedules to maintain free flow conditions on The Toll Roads. Updates are reflected in each annual CIP.

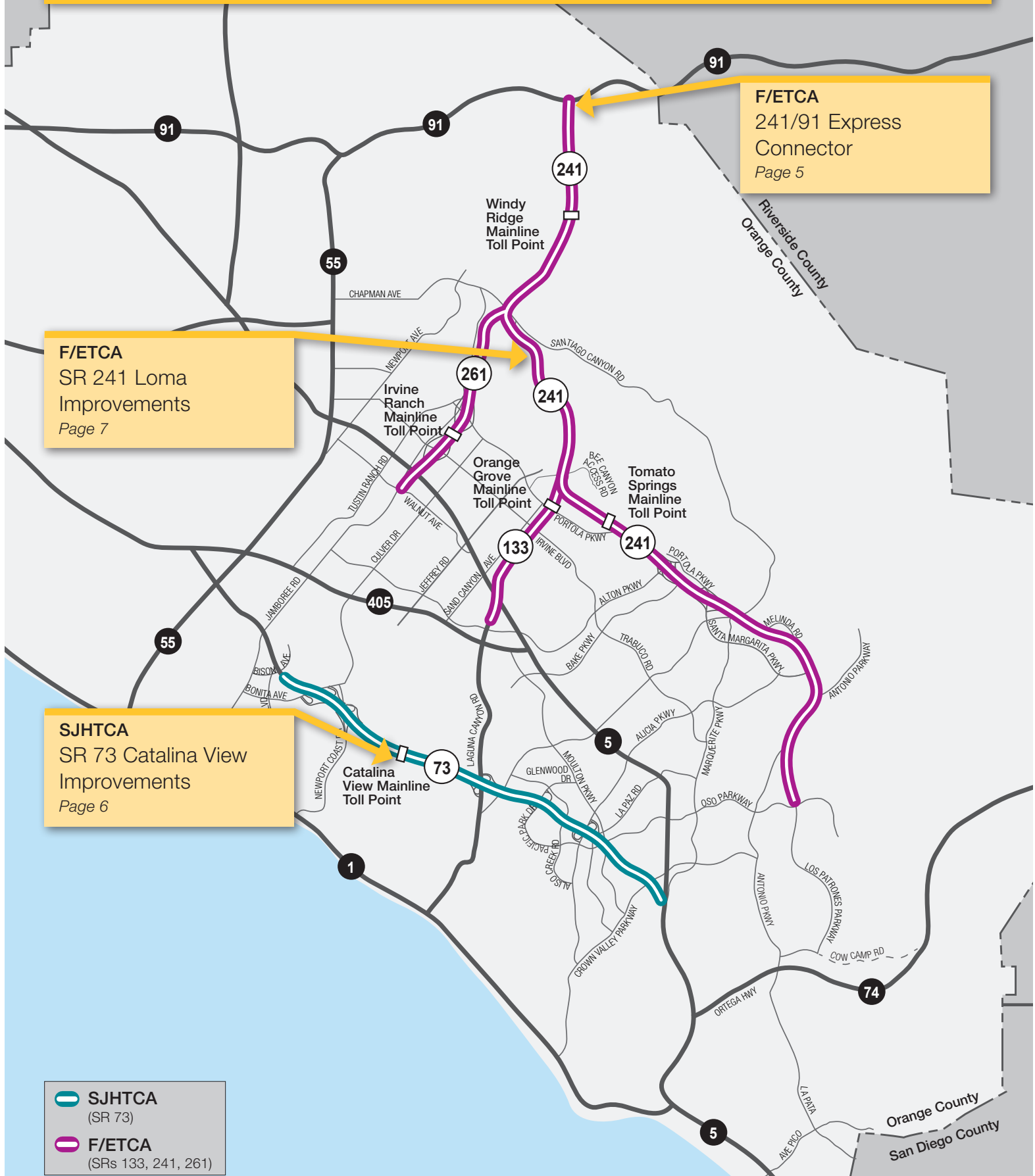
Table of Contents

| | |
|-----------|--|
| 4 | Current Capital Projects |
| 5 | F/ETCA: 241/91 Express Connector |
| 6 | SJHTCA: SR 73 Catalina View Improvements |
| 7 | F/ETCA: SR 241 Loma Improvements |
| 8 | Conceptual Capital Projects¹ |
| 9 | F/ETCA: SR 261 Improvements |
| 10 | F/ETCA: SR 241 Improvements, Santa Margarita to Bake |
| 11 | SJHTCA: SR 73 Glenwood Interchange (Phases 2 & 3) |
| 12 | F/ETCA & SJHTCA: Toll Plaza Reuse |
| 13 | F/ETCA: Future On-System Improvements |
| 14 | SJHTCA: Future On-System Improvements |
| 15 | Estimated Project Costs by Agency |
| 17 | Completed Capital Projects |
| 17 | F/ETCA: Completed Projects |
| 20 | SJHTCA: Completed Projects |



¹ Implementation schedules for projects are updated periodically based on the Agencies' ongoing, as needed system evaluations.

Current Capital Projects




F/ETCA
SR 241 Loma
Improvements
Page 7

F/ETCA
241/91 Express
Connector
Page 5

SJHTCA
SR 73 Catalina View
Improvements
Page 6

 **SJHTCA**
(SR 73)

 **F/ETCA**
(SRs 133, 241, 261)

241/91 Express Connector

F/ETCA

Summary

The 241/91 Express Connector Project will construct a tolled median-to-median connector with a single lane in each direction between SR 241 and the 91 Express Lanes, carrying northbound SR 241 traffic to the eastbound 91 Express Lanes and westbound 91 Express Lanes traffic to the southbound SR 241. The project will also extend a fifth northbound lane from the Santiago Creek Bridge to SR 91.

Project Status

Final design is in progress.

Anticipated Completion

2028

Total Project Cost

\$524 million

The project is fully funded by the F/ETCA from cash reserves.

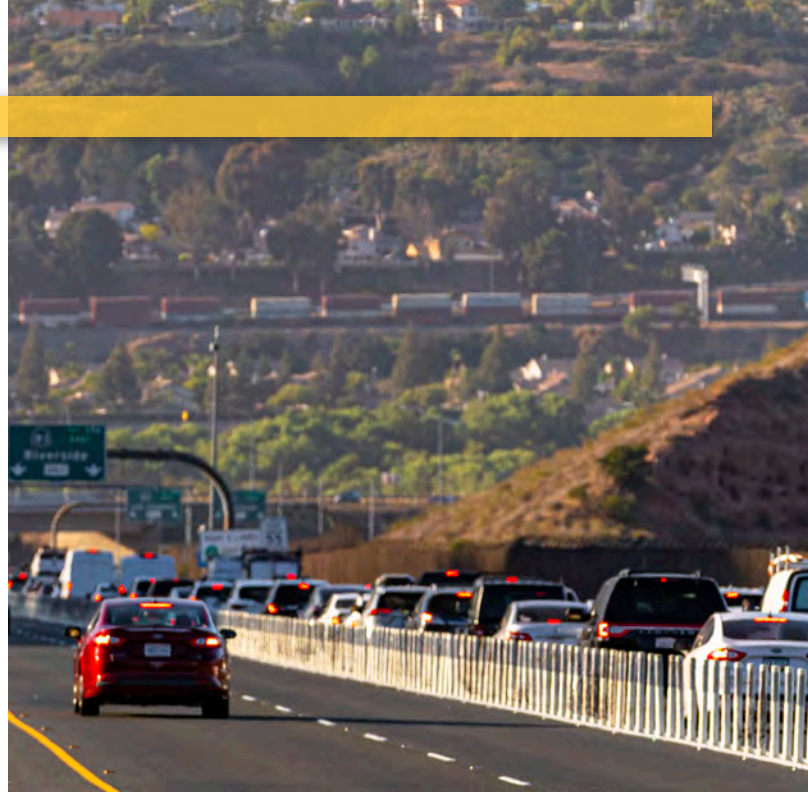
Project Description

The 241/91 Express Connector Project will provide a median-to-median tolled connector between the 91 Express Lanes and SR 241. The project will provide connectivity between the 91 Express Lanes and the 241 Toll Road, which will enhance operations along the SR-91 general purpose lanes while also improving traffic operations on the northbound 241 Toll Road.

Planning/Engineering

Preliminary engineering concepts for a tolled direct connector between SR 241 and the 91 Express Lanes were developed by the F/ETCA and Caltrans and used for the environmental analysis. The 91 Express Lanes Extension and SR 241 Connector Feasibility Study were completed in March 2009. A Project Study Report-Project Development Support document was completed in January 2012. The Draft Environmental Document was circulated for public review from November 7, 2016, to January 9, 2017. The Final Environmental Document was signed by Caltrans and circulated for public review. A Record of Decision was approved in early 2020. Final design began in Summer 2020.

The project is being implemented by the F/ETCA (project sponsor) in coordination with Caltrans, Orange County



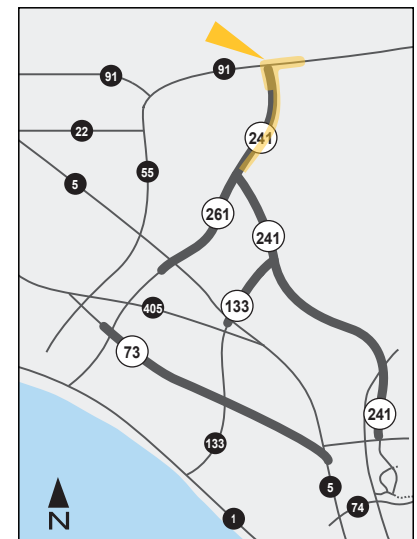
Transportation Authority (OCTA) and Riverside County Transportation Authority (RCTC). This multi-agency team is currently developing agreements to define roles and responsibilities for the maintenance and operations of the project. Agreements will also include F/ETCA commitment to project-related reimbursement of partner agencies; costs, including improvements on eastbound State Route 91 to McKinley.

Right-of-Way

Right-of-way acquisition from the City of Anaheim has been identified for the project.

Construction

Contingent upon approval by the F/ETCA Board of Directors, OCTA Board of Directors, and the RCTC Commission of the Master and Operations Agreements before construction advertisement, construction completion is anticipated in 2028. Caltrans will advertise, award and administer the construction contract. The project construction is aligned with other improvements in the area including the 15/91 Express Lanes Connector, 71/91 Interchange Project, and the 91 Eastbound Corridor Operations Project (91 ECOP).



SR 73 Catalina View Improvements

SJHTCA

Summary

The SR 73 Catalina View Improvements Project consists of using the existing median to provide one additional lane in each direction through the Catalina View Mainline Toll Point (resulting in four mainline lanes and one truck climbing lane) to make operational improvements on SR 73 leading up to the mainline toll point in each direction.

Project Status

Preliminary engineering and environmental revalidation is in progress.

Anticipated Completion

2030

Total Project Cost

\$36.9 million

The project will be fully funded by the SJHTCA from cash reserves.

Project Description

Operational conditions have degraded on SR 73 in the mainline lanes during the morning and afternoon peak periods in the vicinity of the Catalina View Mainline Toll Point. As traffic volumes continue to grow over the next decade, operational conditions will continue to degrade unless otherwise addressed via higher toll rates or through delivery of this project. The project will add a fourth lane through the Catalina View Mainline Toll Point and make operational improvements from SR 133 to Sand Canyon Bridge in the northbound direction and from the Newport Coast Drive on-ramp to the Laguna Canyon Road off-ramp in the southbound direction. These improvements are consistent with the originally envisioned and approved SR 73.



Planning/Engineering

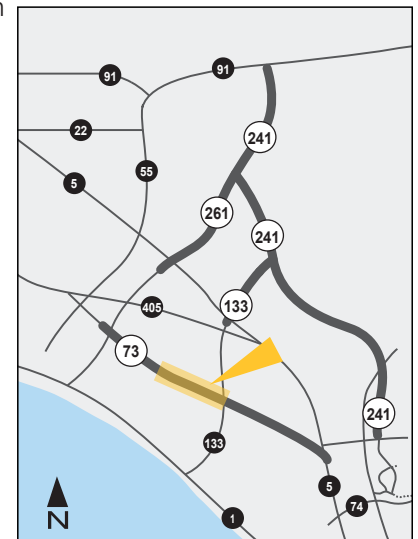
Activities to advance the project approval and environmental revalidation were initiated in 2022. In order to validate project delivery timing, a traffic assessment was conducted in 2023. The results of the assessment indicated that the peak hour congestion is projected to return by 2027 and reaffirmed the need and timing for this project. Final design will commence upon completion of preliminary engineering and updates to the environmental studies.

Right-of-Way

No right-of-way impacts are anticipated.

Construction

Construction completion is anticipated in 2030.



SR 241 Loma Improvements

F/ETCA

Summary

The SR 241 Loma Improvements Project provides lane improvements in each direction on SR 241 from the junction of SR 133 to north of SR 261. The project uses the existing roadway footprint to add one lane in each direction and shift southbound traffic onto the existing graded roadbed.

Project Status

A traffic assessment will be conducted in FY26 in order to validate project delivery timing.

Anticipated Completion

TBD

Total Project Cost

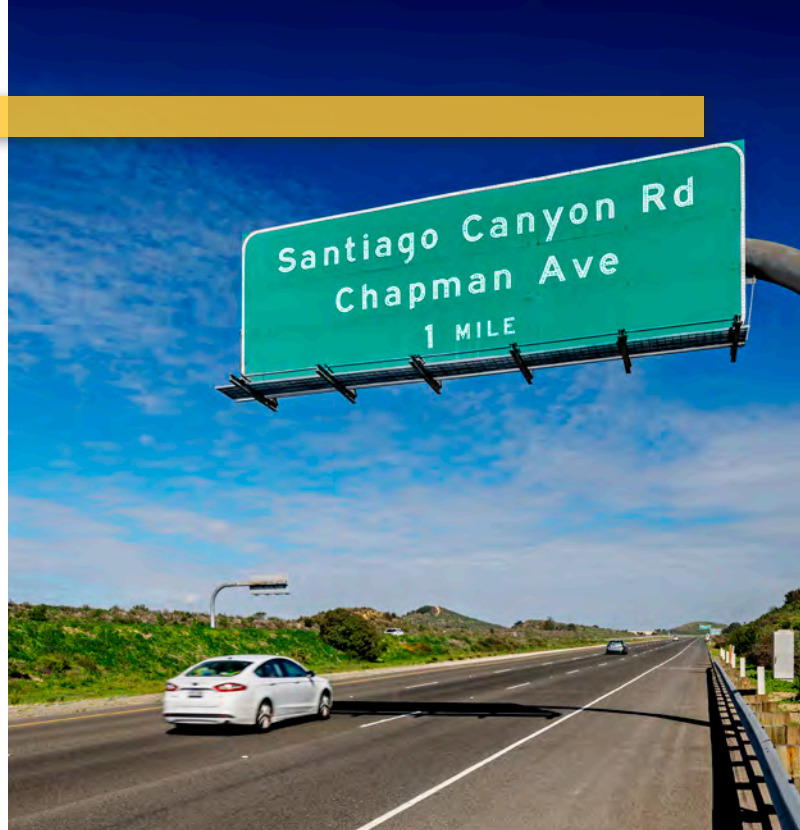
TBD

The project will be fully funded by the F/ETCA from cash reserves.

Project Description

Operational conditions are anticipated to degrade by 2030 on SR 241 during the morning and afternoon peak periods between the SR 133 and SR 261. As traffic volumes grow, operational conditions will continue to degrade unless otherwise addressed through delivery of this project or via higher toll rates.

The SR 241 Loma Improvements Project will add one lane in each direction and shift southbound traffic onto the separated roadbed between the junction with SR 133 and Santiago Creek Bridge, just north of the junction with SR 261, to improve traffic operations. These improvements are consistent with the originally envisioned and approved SR 241.



Planning/Engineering

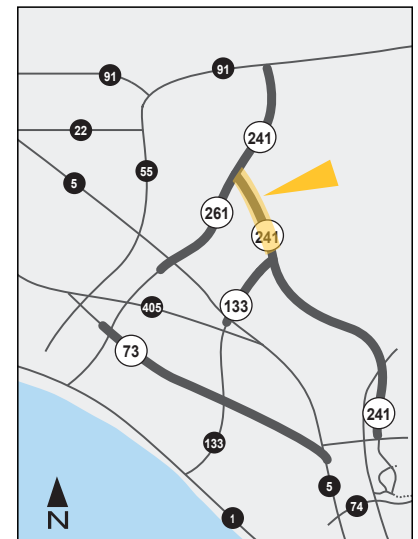
A Project Study Report/Project Report (PSR/PR), an addendum to the Eastern Transportation Corridor environmental document and permits were prepared for the project. The F/ETCA initiated final design of the project in March 2020 and the project was put on hold in April 2020. A traffic assessment will be conducted in FY26 in order to validate project delivery timing.

Right-of-Way

No right-of-way impacts are anticipated.

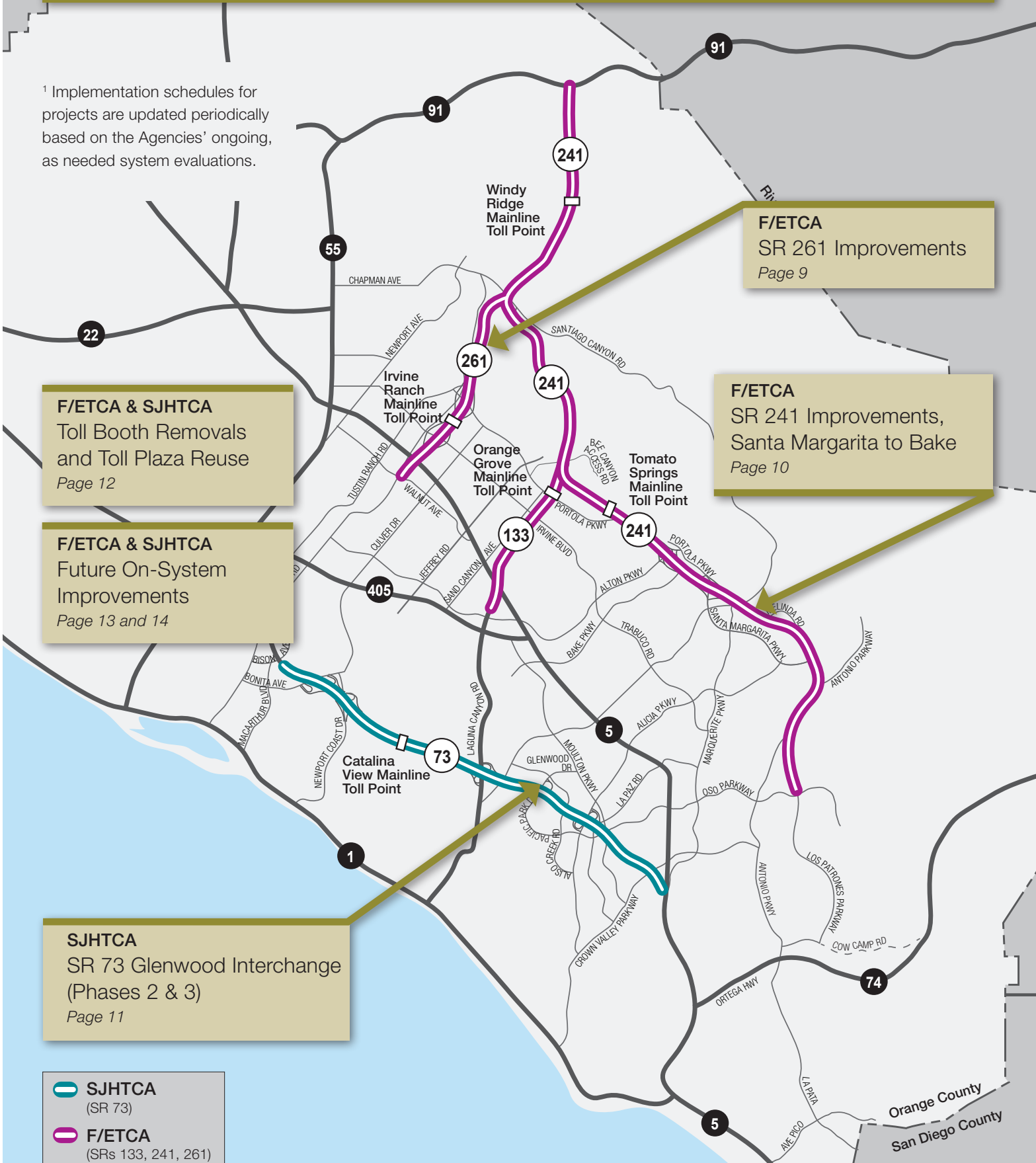
Construction

TBD



Conceptual Capital Projects¹

¹ Implementation schedules for projects are updated periodically based on the Agencies' ongoing, as needed system evaluations.



F/ETCA & SJHTCA
Toll Booth Removals
and Toll Plaza Reuse
Page 12

F/ETCA & SJHTCA
Future On-System
Improvements
Page 13 and 14

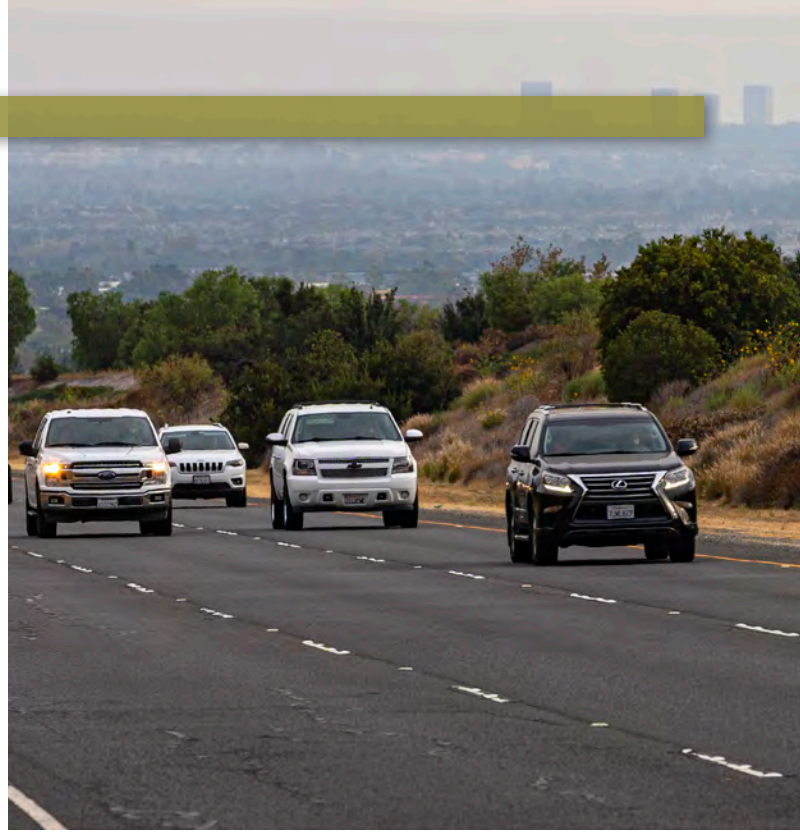
F/ETCA
SR 261 Improvements
Page 9

F/ETCA
SR 241 Improvements,
Santa Margarita to Bake
Page 10

SJHTCA
SR 73 Glenwood Interchange
(Phases 2 & 3)
Page 11

-  **SJHTCA**
(SR 73)
-  **F/ETCA**
(SRs 133, 241, 261)

SR 261 Improvements, Walnut to SR-241 F/ETCA



Summary

The SR 261 Improvements Project would consist of using the existing median to add lane(s) on SR 261 between the southerly terminus of the SR 261 (at Walnut Avenue Bridge) and the SR 241 to support free-flowing conditions.

Project Status

Project initiation is on hold for further assessment of need and timing.

Anticipated Completion

TBD

Total Project Cost

TBD

Project Description:

Ongoing traffic studies indicate that, as traffic volumes continue to grow over the next decade, operational deficiencies may be experienced in this segment in the future. This condition could be addressed via higher toll rates or through delivery of this project. The SR 261 Improvements project would add lane(s) in each direction between Walnut Avenue and SR 241 interchange to improve traffic operations. These improvements would be consistent with the originally envisioned and approved SR 261.

Planning/Engineering:

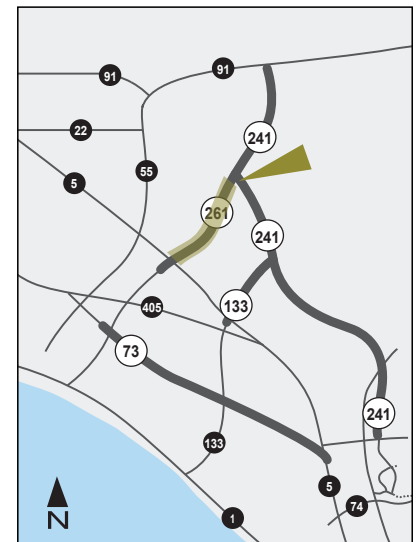
A preliminary evaluation of operational benefits for this widening of SR 261 was performed in 2023. Improvements are not warranted at this time. Conditions will continue to be monitored for timing and need of the project.

Right of Way:

No right-of-way impacts are anticipated.

Construction:

TBD



SR 241 Improvements, Santa Margarita to Bake F/ETCA

Summary

The SR 241 Improvements Project would add one lane in the southbound direction from approximately Santa Margarita Parkway to Bake Parkway.

Project Status

Final design is on hold for further assessment of need and timing.

Anticipated Completion

TBD

Total Project Cost

TBD

Project Description

The SR 241 Improvements Project would add one lane in the southbound direction for 4.8 miles, from south of the Melinda Road Bridge to north of the Bake Parkway Bridge. Project includes the widening of the northbound and southbound Upper Oso Reservoir and the Aliso Creek Bridges and construction of limited pavement widening in the northbound direction. These improvements would be consistent with the originally envisioned and approved SR 241.

Planning/Engineering

An addendum to the original Foothill Transportation Corridor — North environmental document, Final Supplemental EIR No. 423, March 1990, was completed in 2011. Final design was initiated in 2007 and put on hold in 2011. Improvements are not warranted at this time. Conditions will continue to be monitored for timing and need of the project

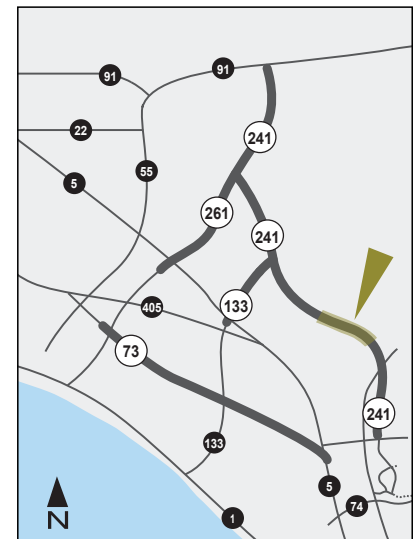


Right-of-Way

No right-of-way impacts are anticipated.

Construction

TBD



SR 73 Glenwood Interchange (Phases 2 & 3)

SJHTCA

Summary

The Glenwood Interchange Project, Phase 2, will add a southbound on-ramp and northbound off-ramp at the Glenwood Drive interchange with SR 73. Phase 3 is a future expansion and reconfiguration of the northbound on-ramp from Glenwood Drive combined with braiding the northbound on-ramp with the El Toro Road off-ramp.

Project Status

Project initiation is on hold for further assessment of need and timing.

Anticipated Completion

TBD

Total Project Cost

TBD

Project Description

The Phase 1 project constructed the southbound off-ramp and northbound on-ramp at Glenwood/Pacific Park Drive on SR 73. Work was performed under a design-build contract and completed in 2003.

Phase 2 proposes to add ramps south of Glenwood Drive bridge to complete the interchange movements for the remaining directions of travel. Phase 3 proposed improvements braids Glenwood Drive northbound on-ramp with northbound El Toro Road off-ramp movements to provide for intersection and mainline operational benefits. These improvements would be consistent with the originally envisioned and approved SR 73.



Planning/Engineering

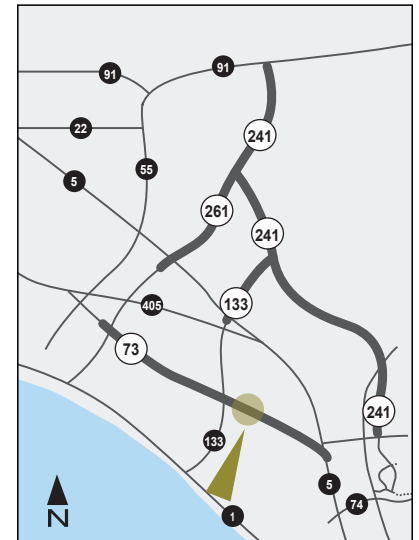
Conceptual Phase 2 and Phase 3 interchange configurations were prepared during the design phase of the SR 73 Initial Build. Development of preliminary alternatives and analysis of operational improvements, costs and project delivery schedule have not yet commenced.

Right of Way

No right-of-way impacts are anticipated.

Construction

TBD



Toll Plaza Reuse

F/ETCA & SJHTCA

Summary

The Toll Plaza Reuse Project consists of researching possible reuse of the toll booths and exploring options for reuse of the toll plazas and buildings which may also include removal of the toll booths.

Project Status

Conceptual planning has not yet commenced.

Anticipated Completion

TBD

Total Project Cost

F/ETCA TBD | SJHTCA TBD

Project Description

With the transition to all-electronic toll (AET) collection on The Toll Roads in 2014, cash toll booths are no longer required. The toll booths and related equipment on multi-lane ramps were removed in 2017 as part of the Toll Booth Removals Phase 1 Project. The removal of the remaining toll booths and related equipment at single lane ramp toll points (Toll Booth Removals Phase 2) and mainline toll points (Toll Booth Removals Phase 3) are still pending. Currently, toll booth removal would only be considered as warranted by feasible reuse concept(s).

The Agencies' 10 mainline toll plazas represent significant investments in assets and right-of-way that have been underutilized since the conversion to AET. These assets provide opportunities to explore infrastructure enhancements that could leverage the physical footprint of the toll plazas to increase customer value or ridership of the roads.

The Agencies' adopted Strategic Plan proposes to research possible reuse options for the remaining toll booths and explore options for reuse of the toll plazas and buildings throughout the system.



Planning/Engineering

A Toll Plaza Facilities Reuse Study was conducted in 2016 to explore the feasibility of various reuses for the toll plazas and booths throughout the system. Preliminary concepts identified in the study are out of date or do not provide a benefit to the Agencies and, therefore, have not been developed further.

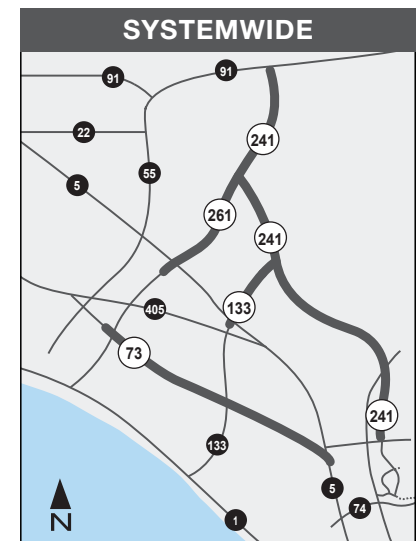
In December 2024 the Agencies issued a Request for Information (RFI) to solicit innovative concepts from a broad spectrum of industries for the potential reuse of the 10 existing mainline toll plaza facilities along State Routes (SR) 73, 133, 241 and 261. Staff will collaborate with Caltrans to review and assess the submissions and determine next steps.

Right-of-Way

No right-of-way impacts are anticipated.

Construction

TBD



Conceptual Capital Projects

Foothill/Eastern Transportation Corridor Agency

| Project | Anticipated Completion | Total Project Cost | Description |
|---|------------------------|--------------------|---|
| <p>F/ETCA SRs 133, 241, 261, from SR 91 to SR 241/ FTC-N (at Portola Parkway-Irvine) and I-5, (Eastern Transportation Corridor) (ETC), Future On-System Improvements</p> <p>SR 241, from Oso Parkway to ETC (at Portola Parkway-Irvine), (Foothill Transportation Corridor – North) (FTC-N), Future On-System Improvements</p> | N/A | N/A | <p>Over the past four decades, The Toll Roads have become an integral part of the regional transportation system in Orange County. Customer surveys show that people depend on The Toll Roads for reliable travel times. As regional travel demand grows and operations of the regional transportation system degrades, portions of The Toll Roads can also be affected. In order to preserve dependable travel times, roadway improvement projects become warranted.</p> <p>The Toll Roads were designed to be expanded with additional lanes as traffic demands and volumes grow. Space is also provided within the median for either additional travel lanes and/or potential transit facilities as the County of Orange and surrounding communities grow. Since the original construction of the corridors, there have been changes to several key factors that influence travel demand. These factors include residential and non-residential development changes, shifts in population and employment, changes to the arterial highway system and changes in commuter behavior.</p> <p>Project Status</p> <p>The Agencies are using the ongoing traffic studies to understand the specific areas and segments of The Toll Roads system where improvements will be needed in order to maintain free flow conditions. Separate projects with implementation schedules are included in each annual update of the CIP as determined by the Agencies.</p> |

Conceptual Capital Projects

San Joaquin Hills Transportation Corridor Agency

| Project | Anticipated Completion | Total Project Cost | Description |
|---|------------------------|--------------------|---|
| <p>SJHTCA SR 73, I-5 in San Juan Capistrano to SR 73 in Irvine, (San Joaquin Hills Transportation Corridor) (SJHTC), Future On-System Improvements</p> | <p>N/A</p> | <p>N/A</p> | <p>Over the past four decades, The Toll Roads have become an integral part of the regional transportation system in Orange County. Customer surveys show that people depend on The Toll Roads for reliable travel times. As regional travel demand grows and operations of the regional transportation system degrades, portions of The Toll Roads can also be affected. In order to preserve dependable travel times, roadway improvement projects become warranted.</p> <p>The Toll Roads were designed to be expanded with additional lanes as traffic demands and volumes grow. Space is also provided within the median for either additional travel lanes and/or potential transit facilities as the County of Orange and surrounding communities grow. Since the original construction of the corridors, there have been changes to several key factors that influence travel demand. These factors include residential and non-residential development changes, shifts in population and employment, changes to the arterial highway system and changes in commuter behavior.</p> <p>Project Status</p> <p>The Agencies are using the ongoing traffic studies to understand the specific areas and segments of The Toll Roads system where improvements will be needed in order to maintain free flow conditions. Separate projects with implementation schedules are included in each annual update of the CIP as determined by the Agencies.</p> |

Estimated Project Cost by Agency (in \$1,000)

Foothill/Eastern Transportation Corridor Agency

| | Project | FY24 & Prior | FY25 Actual Plus Projected | FY26 Proposed Budget | FY27 & Later | Total Project Cost |
|-------------------------------|---|-----------------|----------------------------|----------------------|--------------|--------------------|
| Current | 241/91 Express Connector | \$37,538 | \$29,922 | \$119,158 | \$337,583 | \$524,201 |
| | SR 241 Loma Improvements | \$971 | \$25 | \$25 | TBD | TBD |
| Conceptual¹ | SR 241 Improvements, Santa Margarita and Bake | \$3,902 | \$0 | \$0 | TBD | TBD |
| | SR 261 Improvements | \$0 | \$0 | \$0 | TBD | TBD |
| | Toll Plaza Reuse | \$2,935 | \$0 | \$0 | TBD | TBD |
| | Future On-System Improvements | \$0 | \$0 | \$0 | TBD | TBD |
| F/ETCA Total | | \$45,346 | \$29,947 | \$119,183 | TBD | TBD |

Footnote

¹ Implementation schedules for projects are updated periodically based on the Agencies' ongoing, as needed system evaluations.

Estimated Project Cost by Agency (in \$1,000)

San Joaquin Hills Transportation Corridor Agency

| | Project | FY24 & Prior | FY25 Actual Plus Projected | FY26 Proposed Budget | FY27 & Later | Total Project Cost |
|-------------------------------|---|----------------|----------------------------|----------------------|--------------|--------------------|
| Current | SR 73 Catalina View Improvements | \$606 | \$427 | \$1,152 | \$34,715 | \$36,900 |
| Conceptual¹ | SR 73 Glenwood Interchange (Phases 2 & 3) | \$0 | \$0 | \$0 | TBD | TBD |
| | Toll Plaza Reuse | \$2,455 | \$0 | \$0 | TBD | TBD |
| | Future On-System Improvements | \$0 | \$0 | \$0 | TBD | TBD |
| SJHTCA Total | | \$3,061 | \$427 | \$1,152 | TBD | TBD |

Footnote

¹ Implementation schedules for projects are updated periodically based on the Agencies' ongoing, as needed system evaluations.

Completed Projects

Foothill/Eastern Transportation Corridor Agency

| Initial Projects | | |
|--|--------------|---|
| Project | Year | Description |
| F/ETCA Eastern Transportation Corridor (ETC) and Foothill Transportation Corridor – North (FTC-N) Initial Builds | 1993 1998 | Construction of 133, 261 and 241 Toll Roads which extend from SR 91 in the north to I-5 in the west, the Laguna Freeway (SR 133) to the southeast and Oso Parkway to the south. The initial approximately 34.1-mile project included the purchase of right-of-way and construction of two to three mainline lanes, plus climbing and auxiliary lanes with sufficient median to add additional lanes and/or transit later. |
| Enhancements to the Initial Projects | | |
| Project | Year | Description |
| F/ETCA SR 241 Banderas Bridge Overcrossing | 2002 | Construction of a new SR 241 overcrossing between Antonio Parkway and Santa Margarita Parkway. The project was sponsored by the City of Rancho Santa Margarita to provide improved traffic circulation within the city. The F/ETCA contributed \$1.22 million to project costs. |
| F/ETCA Santa Margarita Parkway Northbound On-Ramp Widening | 2005 | Addition of a second lane to the Santa Margarita Parkway Northbound on-ramp to address high peak-hour traffic volumes. Project included widening the 1,500-foot long northbound Arroyo Trabuco Creek Bridge to the ultimate corridor configuration. |
| F/ETCA Arroyo Trabuco Creek Southbound Bridge Widening | 2005 | Widening of the southbound Arroyo Trabuco Creek Bridge to its ultimate corridor configuration during the widening of the Santa Margarita Parkway northbound on-ramp thereby allowing both northbound and southbound structures to be widened to their Ultimate Corridor width at the same time. This strategy allowed only one disruption of the Arroyo Trabuco Creek below the bridge. The project was designed and constructed including the addition of a second exit lane to Santa Margarita Parkway. |
| F/ETCA SR 241 Northbound Widening, Arroyo Trabuco Creek to Bake Parkway | 2003 | Addition of one lane in the median of northbound SR 241 from Arroyo Trabuco Creek to Bake Parkway including the widening of five twin northbound and southbound bridges (Portola Parkway South Undercrossing (UC), Serrano Equestrian UC, Lake Forest Dr. UC, Bake Parkway UC, Melinda Road UC) to their Ultimate Corridor configuration. |

Completed Projects

Foothill/Eastern Transportation Corridor Agency

| Enhancements to the Initial Projects (continued) | | |
|---|------|---|
| Project | Year | Description |
| F/ETCA SR 241 Tomato Springs Toll Plaza Third FasTrak Lanes | 2004 | Addition of one lane in each direction between NB SR 241/ SB SR 133 connector and Portola Parkway (North) Overcrossing. These lanes were added to address increasing traffic volumes and FasTrak® usage at this location. Project included the reconfiguration of the lane delineation between the mainline toll point and the adjacent SR 133 interchange to encourage FasTrak as the predominant toll payment method. |
| F/ETCA Landscaping Enhancements | 2004 | Installation of landscaping enhancements on SR 241 and SR 261 Toll Roads. |
| F/ETCA SR 133 Widening Merge/Diverge Project, I-5 to SR 241 | 2005 | Addition of one mixed flow lane in each direction from I-5 to SR 241 along with median guardrail for most of the 2.5-mile project length. |
| F/ETCA Windy Ridge FasTrak Lane Widening | 2009 | Addition of a third FasTrak lane in each direction in the median of SR 241 through the Windy Ridge Mainline Toll Point from south of the Southern California Edison (SCE) Wildlife Undercrossing (UC) to north of the Windy Ridge Wildlife UC (3 miles). SCE UC southbound bridge and Windy Ridge UC northbound bridge built to their ultimate corridor configuration. |
| F/ETCA All-Electronic Tolling (AET) | 2014 | Conversion of toll collection facilities to all-electronic-toll collection. Project included various modifications to mainline toll points and signage. Additionally, the project included removal of toll booths and related equipment on multi-lane ramps where traffic passed on both sides of the existing toll booths. |
| F/ETCA Wildlife Protection Fence | 2016 | Construction of six miles of wildlife protection fence along the northbound and southbound lanes of SR 241 from the Chapman/Santiago Canyon Road interchange to SR 91. |

Completed Projects

Foothill/Eastern Transportation Corridor Agency

| Enhancements to the Initial Projects (continued) | | |
|---|------|--|
| Project | Year | Description |
| F/ETCA Los Patrones Parkway, Oso Parkway to Cow Camp Road (in partnership with the County of Orange and Rancho Mission Viejo) | 2020 | Los Patrones Parkway is a four-lane divided roadway that creates a 4.5-mile, north-south link from the southerly terminus of SR 241 between Oso Parkway and Cow Camp Road. The project includes a multi-purpose pathway trail for pedestrians and cyclists from Oso Parkway to Chiquita Canyon Drive. Rancho Mission Viejo (RMV) was the project sponsor with the County of Orange as the lead agency. An agreement was required by the County of Orange between RMV and the F/ETCA to address funding, phasing and construction of Los Patrones Parkway including designing the roadway as a high speed, unsignalized transportation corridor. The F/ETCA provided funding for the right-of-way, design and a portion of the construction pursuant to the County of Orange Major Thoroughfare and Bridge Fee Program. The F/ETCA has contributed a total of \$55.5 million to date. |
| F/ETCA Oso Parkway Bridge | 2021 | Constructed a bridge structure at Oso Parkway and mainline roadway gap closure between the southern terminus of SR 241 and the northern terminus of Los Patrones Parkway to provide users of Los Patrones Parkway direct access to and from the 241 Toll Road under the new bridge. Project also improved bicycle and pedestrian access on Oso Parkway through the interchange. |
| F/ETCA Signage Enhancements | 2022 | Updated sign messaging throughout The Toll Roads and along the approaches from the connecting highways and arterials to provide consistent messaging that notifies drivers they are entering an all-electronic toll collection facility, explains how tolls can be paid, and incorporates current California Manual on Uniform Traffic Control Devices (CA MUTCD) recommendations for toll road signage. |
| F/ETCA NB 241 Channelizers at Windy Ridge | 2022 | Installed over 800 channelizers for a distance of 1-mile on northbound SR 241 between the No. 2 and No. 3 lanes approaching SR 91. The channelizers separate traffic heading eastbound on SR 91 from those heading westbound on SR 91 and are intended to deter vehicle queue-jumping on this stretch of SR 241. The project is an interim condition that will be replaced by permanent improvements proposed as part of the 241/91 Express Connector Project. |

Completed Projects

San Joaquin Hills Transportation Corridor Agency

| Initial Projects | | |
|--|------|---|
| Project | Year | Description |
| SJHTCA San Joaquin Hills Transportation Corridor (SJHTC) Initial Build | 1996 | Construction of an approximately 17.4-mile extension of SR 73 from Jamboree Road in the City of Newport Beach to I-5 in San Juan Capistrano as a tolled facility. The initial project included three lanes in each direction, plus climbing and auxiliary lanes with sufficient median to add additional lanes and/or transit later. Additionally, constructed the extension and realignment of Ford Road (completed 1995). This 1.65-mile project extended and realigned Ford Road (now known as Bonita Canyon Drive) between MacArthur Boulevard and Newport Coast Drive. |
| Enhancements to the Initial Projects | | |
| Project | Year | Description |
| SJHTCA SR 73 Glenwood Interchange (Phase 1) | 2003 | Construction of the southbound off-ramp and northbound on-ramp at Glenwood/Pacific Park Drive on SR 73. Work was performed under a design-build contract. |
| SJHTCA Landscaping Enhancements | 2004 | Installation of landscaping enhancements at interchanges along SR 73. |
| SJHTCA SR 73 Northbound Roadway Widening | 2009 | Addition of a fourth lane to the northbound mainline in two locations: (1) from the former lane drop north of Aliso Viejo Parkway to north of the Laguna Canyon Road on-ramp, a distance of 2.4 miles, and (2) from the Catalina View Mainline Toll Point cash lane merge, to the MacArthur Boulevard off-ramp, a distance of 3.3 miles. Ford Road/Bonita Canyon Drive Undercrossing (UC) northbound bridge, Newport Coast Drive UC northbound bridge, and Wildlife UC No. 2 northbound bridge built to their ultimate corridor configuration. |
| SJHTCA All-Electronic Tolling (AET) | 2014 | Conversion of toll collection facilities to all-electronic-toll collection. Project included various modifications to mainline toll points and signage. Additionally, the project included removal of toll booths and related equipment on multi-lane ramps where traffic passed on both sides of the existing toll booths. |

Completed Projects

San Joaquin Hills Transportation Corridor Agency

| Enhancements to the Initial Projects (continued) | | |
|--|------|--|
| Project | Year | Description |
| SJHTCA Signage Enhancements | 2022 | Updated sign messaging throughout The Toll Roads and along the approaches from the connecting highways and arterials to provide consistent messaging that notifies drivers they are entering an all-electronic toll collection facility, explains how tolls can be paid, and incorporates current California Manual on Uniform Traffic Control Devices (CA MUTCD) recommendations for toll road signage. |



Transportation Corridor Agencies™
