

AGENDA

- 1. Welcome**
- 2. Pledge of Allegiance**
- 3. Approval of Minutes/Attendance Report for December 13, 2022**
- 4. Approval of Minutes/Attendance Report for February 14, 2022**
- 5. Action Items**
 - A. Measure M2 Quarterly Revenue and Expenditure Report (December Continued)
Sean Murdock, Director, Finance and Administration
 - B. Taxpayer Oversight Committee Meeting Time and Frequency
Andrew Hamilton, TOC Chair
- 6. Presentation Items**
 - A. Measure M2 Quarterly Progress Report (Q2 FY22-23)
Kia Mortazavi, Executive Director, Planning
- 7. OCTA Staff Updates** (5 Minutes)
 - A. Measure M2 Comprehensive Transportation Funding Programs – 2023 Call for Projects Programming Recommendations
Kia Mortazavi, Executive Director, Planning
 - B. Measure M2 Senior Mobility Program Temporary Guideline Exception
Kia Mortazavi, Executive Director, Planning
 - C. Upcoming Measure M2 Annual Hearing Overview
Alice Rogan, Marketing and Public Outreach Director
 - D. Staff Liaison Update
Alice Rogan, Marketing and Public Outreach Director
- 8. Annual Eligibility Review Subcommittee Report**
- 9. Audit Subcommittee Report**
- 10. Environmental Oversight Committee Report**
- 11. Committee Member Reports**
- 12. Public Comments***
- 13. Adjournment**

The next meeting will be held on June 13, 2023 at 6pm

Agenda Descriptions: The Agenda descriptions are intended to give notice to members of the public of a general summary of items of business to be transacted or discussed.

Public Comments: At this time, members of the public may address the Taxpayer Oversight Committee (TOC) regarding any items within the subject matter jurisdiction of the TOC, provided that no action may be taken on off-agenda items unless authorized by law. Comments shall be limited to three (3) minutes per person, unless different time limits are set by the Chairman, subject to the approval of the TOC.

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the OCTA at (714) 560 5611, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

*Information
Items*

INFORMATION ITEMS

<i>Staff Report Title</i>	<i>Board Meeting Date</i>
1. Second Quarter Fiscal Year 2022-23 Capital Action Plan Performance Metrics	February 13, 2023
2. Measure M2 Environmental Mitigation Program Southern California Edison Coordination Update	February 13, 2023
3. Measure M2 Environmental Cleanup Program (Project X) - Tier 1 2023 Grant Program Call for Projects	February 13, 2023
4. Interstate 405 Improvement Project Update	February 13, 2023
5. Environmental Mitigation Program Endowment Fund Investment Report for December 31, 2022	February 27, 2023

Measure M2 Taxpayer Oversight Committee
Orange County Transportation Authority
550 S. Main Street, Orange CA, Room 07
February 14, 2023 @ 5:00 p.m.

MEETING MINUTES

Committee Members Present:

Andrew Hamilton, Auditor-Controller
Harry Sloan, Second District Representative
Mark W. Eisenberg, Fifth District Representative
Mark Kizzar, Second District Representative
Rasik N. Patel, Fourth District Representative
Shannon O'Toole, Fifth District Representative

Committee Members Absent:

Ajay Khetani, Fourth District Representative
Andrew Ramirez, First District Representative
Joseph McCarthy, Third District Representative
Kirk Watilo, Third District Representative
Naresh D. Patel, First District Representative

Orange County Transportation Authority Staff Present:

Allison Imler, Community Relations Specialist
Chris Boucly, Section Manager, Public Outreach
Christina Byrne, Public Outreach Department Manager
Jeff Mills, Program Manager, Capital Programs
Jim Beil, Executive Director of Capital Programs
Kia Mortazavi, Executive Director of Planning
Maggie McJilton, Executive Director, People and Community Engagement
Sean Murdock, Director of Finance and Administration

1. Welcome

Chair Andrew Hamilton called the Orange County Transportation Authority (OCTA) Taxpayer Oversight Committee (TOC) meeting to order.

2. Pledge of Allegiance

Chair Andrew Hamilton led the Pledge of Allegiance

3. Approval of Minutes/Attendance Report for December 13, 2022

A committee member quorum was not present, no action was taken on this item.

4. Action Items

A. M2 Quarterly Revenue & Expenditure Report (December 2022)

Sean Murdock, Director, Finance and Administration, provided an overview of this item.

Committee Member Comments:

A committee member commented that looking at schedule two under the debt portion, it looks like the measure is upside down the entire course and asked if Measure M2 will cost \$400 million to float the bonds. Sean Murdock responded the last number in section two, column O, \$447 million is the estimate to issue the debt.

A committee member asked for column headings on schedule three. Sean Murdock indicated the column headings can be added to future reports.

A committee member quorum was not present, no action was taken on this item.

5. Presentation Items

A. Project V Update

Kia Mortazavi, Executive Director, Planning, provided an update on this item.

Committee Member Comments:

There were no committee member comments.

B. Measure M2 Quarterly Progress Report (Q1 FY22-23)

Kia Mortazavi, Executive Director, Planning, provided an update on this item.

Committee Member Comments:

A committee member asked about the San Clemente rail repairs. Jim Beil responded work is going well. The rail line has been opened for Amtrak weekend passenger service, and Metrolink declined to open for weekend service due to ridership and cost. Metrolink will wait until weekday service is restored. Two rows of tie-back anchors are being installed, one row has been completed and movement of the slope has ceased. Ongoing construction and soil replacement has sped up with an anticipated completion by the end of March 2023 with an assessment of re-opening to weekday passenger service.

A committee member asked if there is any long-range plans for that track. Kia Mortazavi responded back in the 2002-2009 time frame, the state did look at an alternative that could realign the tracks inland, but due to cost and other factors, the state chose not to pursue it. Right now, the OCTA Board has directed staff to take a look at a set of two actions: One is what more can be done to stabilize the track on a short-term basis and two, potential realignment in the long-term future. These efforts will begin later this year.

A committee member asked if jetties like in Newport Beach had been considered or discussed to hold the ocean waves from hitting the riprap. Kia Mortazavi responded it could be a consideration as a short-term solution. However, the California Coastal Commission could be opposed to something like that and the Newport jetties were in place before the formation of the commission.

A committee member asked if M2 money is being used for the repairs of this track in South County. Kia Mortazavi responded yes, the rail ROW is owned by OCTA, was purchased with Measure M funds, and is being used to support Metrolink service which is a commitment to the voters. The current project is funded 50 percent by state funds and 50 percent by Measure M funds.

A committee member asked if there had been any consideration or discussion of a trestle, or a short-span bridge for that area? Jim Beil responded they had done a study about protection on coastal intrusion about two years ago, but the impact would be very large, and construction was problematic. They will be looking at all alternatives in the upcoming study.

C. I-405 Improvement Project Update

Jeff Mills, Program Manager, Capital Programs and Chris Boucly, Section Manager, Public Outreach, presented the update.

Committee Member Comments:

A committee member asked how the quarterly newsletter was going to be distributed. Chris Boucly responded it will be e-mailed to those in their database of about 15,000 subscribers and links will be available on all social media accounts.

A committee member asked if EVs (electric vehicles) will have special access to the 405 toll lanes similar to the 91. Jeff Mills responded the current answer is yes, but it is dependent on current legislation as the tags are due to sunset and will depend on whether they are extended or expire.

A committee member asked if the express lanes on the 405 will require a transponder as it is a deterrent to the community as many do not want one. Jeff Mills responded he would get the information to provide to the committee.

A committee member asked is there any plan or intention to create toll lanes on the SR-73 between the I-405 connector and Bonita Canyon Road where the toll road starts. Jeff Mills responded Caltrans may have future plans for that area.

D. Escalation Rate Adjustments Recommendations for Prior Regional Capacity Program and Regional Traffic Signal Synchronization Program Allocations

Kia Mortazavi, Executive Director, Planning, presented the item.

Committee Member Comments:

A committee member asked for confirmation that it was a 19 percent increase. Kia Mortazavi responded yes, over three years.

A committee member asked if any of the cities had trouble coming up with their share of the money because of inflation. Kia Mortazavi responded none, it was a prerequisite for OCTA action. To receive funds, a resolution was required that they have a corresponding match.

6. OCTA Staff Update

A. Water Quality Program Update

Kia Mortazavi, Executive Director, Planning presented the update.

Committee Member Comments:

There were no committee comments.

B. Staff Liaison

Christina Byrne, Department Manager, Public Outreach, commented that the vote on the minutes and the action item will be on the April agenda. Recruitment for the second and third supervisorial districts for the TOC, is underway. The application is on the OCTA website.

Committee Member Comments:

A committee member asked what cities are encompassed by those two districts. Christina Byrne responded that the information is available on the recruitment website.

7. Annual Eligibility Review Subcommittee Report

No report.

8. Audit Subcommittee Report

The Audit Subcommittee met earlier and action items were passed.

9. Environmental Oversight Committee Report

No report.

10. Committee Member Reports

There were no committee member reports.

11. Public Comments

There were no public comments.

12. Adjournment

Chair Andrew Hamilton adjourned the meeting.

The next meeting will be held on April 12, 2023, at 5pm.

Taxpayer Oversight Committee

Fiscal Year 2022-2023

Attendance Record

X = Present		E = Excused Absence			* = Absence Pending Approval			U = Unexcused Absence			-- = Resigned	
Meeting Date	July	9 Aug.	Sept.	11 Oct.	Nov.	13 Dec	Jan.	14 Feb.	March	11 Apr.	May	13 Jun.
Naresh D. Patel		X		X		*		*				
Andrew Ramirez		X		E		X		*				
Harry Sloan		X		X		X		X				
Mark Kizzar		X		X		*		X				
Joseph McCarthy		E		X		X		*				
Kirk Watilo		X		X		X		*				
Rasik N. Patel		X		E		X		X				
Ajay Khetani		X		X		*		*				
Shannon O'Toole		X		X		*		X				
Mark W. Eisenberg		X		X		*		X				
Frank Davies		X		X		X		--		--		--
Andrew Hamilton		N/A		N/A		N/A		X				

Absences Pending Approval

Meeting Date	Name	Reason
December 13, 2022	Naresh D. Patel	Sick
December 13, 2022	Mark Kizzar	Sick
December 13, 2022	Ajay Khetani	Medical
December 13, 2022	Shannon O'Toole	Out of town
December 13, 2022	Mark W. Eisenberg	Out of town
February 14, 2023	Naresh D. Patel	
February 14, 2023	Andrew Ramirez	Sick
February 14, 2023	Joseph McCarthy	Out of town
February 14, 2023	Kirk Watilo	Medical
February 14, 2023	Ajay Khetani	Out of town

*Action
Items*

Measure M2
Schedule of Revenues, Expenditures and Changes in Fund Balance
as of December 31, 2022
(Unaudited)

<i>(\$ in thousands)</i>	Quarter Ended Dec 31, 2022	Year to Date Dec 31, 2022	Period from Inception to Dec 31, 2022
	(A)	(B)	
Revenues:			
Sales taxes	\$ 110,530	\$ 223,428	\$ 3,725,360
Other agencies' share of Measure M2 costs:			
Project related	8,966	16,212	806,774
Non-project related	-	-	454
Interest:			
Operating:			
Project related	127	384	3,883
Non-project related	3,082	4,420	74,490
Bond proceeds	-	-	87,218
Debt service	112	166	1,252
Commercial paper	-	-	393
Capital grants	-	-	-
Right-of-way leases	25	89	1,573
Proceeds on sale of assets held for resale	-	-	13,428
Donated assets held for resale			
Project related	-	-	2,071
Non-project related	-	-	-
Miscellaneous:			
Project related	-	-	331
Non-project related	-	-	129
Total revenues	<u>122,842</u>	<u>244,699</u>	<u>4,717,356</u>
Expenditures:			
Supplies and services:			
Sales tax administration fees	839	1,679	37,059
Professional services:			
Project related	10,028	14,598	502,418
Non-project related	630	631	36,682
Administration costs:			
Project related	2,811	5,621	110,866
Non-project related:			
Salaries and Benefits	1,068	2,137	37,998
Other	1,663	3,325	63,925
Other:			
Project related	31	46	5,887
Non-project related	8	30	5,319
Payments to local agencies:			
Project related	15,814	32,345	1,265,794
Capital outlay:			
Project related	76,030	58,988	2,036,238
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	-	75,550
Interest on long-term debt and commercial paper	-	17,474	302,101
Total expenditures	<u>108,922</u>	<u>136,874</u>	<u>4,479,868</u>
Excess (deficiency) of revenues over (under) expenditures	<u>13,920</u>	<u>107,825</u>	<u>237,488</u>
Other financing sources (uses):			
Transfers out:			
Project related	(12,852)	(20,903)	(466,819)
Transfers in:			
Project related	3,031	3,552	340,220
Non-project related	-	-	-
Bond proceeds	-	-	804,625
Payment to refunded bond escrow agent	-	-	(45,062)
Total other financing sources (uses)	<u>(9,821)</u>	<u>(17,351)</u>	<u>632,964</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ 4,099</u>	<u>\$ 90,474</u>	<u>\$ 870,452</u>

Measure M2
Schedule of Calculations of Net Revenues and Net Bond Revenues (Debt Service)
as of December 31, 2022
(Unaudited)

<i>(\$ in thousands)</i>	Quarter Ended Dec 31, 2022 (actual)	Year to Date Dec 31, 2022 (actual) (C.1)	Period from Inception through Dec 31, 2022 (actual) (D.1)	Period from January 1, 2023 through March 31, 2041 (forecast) (E.1)	Total (F.1)
Revenues:					
Sales taxes	\$ 110,530	\$ 223,428	\$ 3,725,360	\$ 11,317,966	\$ 15,043,326
Operating interest	3,082	4,420	74,490	440,229	514,719
Subtotal	<u>113,612</u>	<u>227,848</u>	<u>3,799,850</u>	<u>11,758,195</u>	<u>15,558,045</u>
Other agencies share of M2 costs	-	-	454	-	454
Miscellaneous	-	-	129	-	129
Total revenues	<u>113,612</u>	<u>227,848</u>	<u>3,800,433</u>	<u>11,758,195</u>	<u>15,558,628</u>
Administrative expenditures:					
Sales tax administration fees	839	1,679	37,059	99,710	136,769
Professional services	630	631	32,907	101,059	133,966
Administration costs:					
Salaries and Benefits	1,068	2,137	37,998	115,414	153,412
Other	1,663	3,325	63,925	194,944	258,869
Other	8	30	2,299	7,170	9,469
Capital outlay	-	-	31	-	31
Environmental cleanup	109	226	48,185	226,323	274,508
Total expenditures	<u>4,317</u>	<u>8,028</u>	<u>222,404</u>	<u>744,620</u>	<u>967,024</u>
Net revenues	<u>\$ 109,295</u>	<u>\$ 219,820</u>	<u>\$ 3,578,029</u>	<u>\$ 11,013,575</u>	<u>\$ 14,591,604</u>
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 804,625	\$ -	\$ 804,625
Interest revenue from bond proceeds	-	-	87,218	69,241	156,459
Interest revenue from debt service funds	112	166	1,252	2,861	4,113
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>112</u>	<u>166</u>	<u>893,488</u>	<u>72,102</u>	<u>965,590</u>
Financing expenditures and uses:					
Professional services	-	-	3,775	-	3,775
Payment to refunded bond escrow	-	-	45,062	-	45,062
Bond debt principal	-	-	75,550	600,203	675,753
Bond debt and other interest expense	-	17,474	302,101	383,577	685,678
Other	-	-	3,020	-	3,020
Total financing expenditures and uses	<u>-</u>	<u>17,474</u>	<u>429,508</u>	<u>983,780</u>	<u>1,413,288</u>
Net bond revenues (debt service)	<u>\$ 112</u>	<u>\$ (17,308)</u>	<u>\$ 463,980</u>	<u>\$ (911,678)</u>	<u>\$ (447,698)</u>

Measure M2
Schedule of Revenues and Expenditures Summary
as of December 31, 2022
(Unaudited)

Project	Description	Net Revenues		Expenditures	Reimbursements	Net
		through Dec 31, 2022	Total Net Revenues	through Dec 31, 2022	through Dec 31, 2022	
(G)	(H)	(I)	(J)	(K)	(L)	
<i>(\$ in thousands)</i>						
Freeways (43% of Net Revenues)						
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 141,028	\$ 575,130	\$ 10,910	\$ 8,786	\$ 2,124
B	I-5 Santa Ana/SR-55 to El Toro	90,078	367,349	22,855	11,947	10,908
C	I-5 San Diego/South of El Toro	188,138	767,248	317,503	52,240	265,263
D	I-5 Santa Ana/San Diego Interchange Upgrades	77,416	315,710	2,808	527	2,281
E	SR-22 Garden Grove Freeway Access Improvements	36,007	146,842	5	-	5
F	SR-55 Costa Mesa Freeway Improvements	109,822	447,867	67,389	25,645	41,744
G	SR-57 Orange Freeway Improvements	77,626	316,566	52,753	12,762	39,991
H	SR-91 Improvements from I-5 to SR-57	42,008	171,315	34,960	824	34,136
I	SR-91 Improvements from SR-57 to SR-55	124,975	509,663	48,672	45,996	2,676
J	SR-91 Improvements from SR-55 to County Line	105,681	430,980	18,294	16,775	1,519
K	I-405 Improvements between I-605 to SR-55	321,906	1,312,763	1,336,733	292,710	1,044,023
L	I-405 Improvements between SR-55 to I-5	95,929	391,211	9,207	6,954	2,253
M	I-605 Freeway Access Improvements	6,001	24,474	5,224	16	5,208
N	All Freeway Service Patrol	45,009	183,552	6,287	-	6,287
	Freeway Mitigation	76,928	313,719	59,588	4,729	54,859
Subtotal Projects		1,538,552	6,274,389	1,993,188	479,911	1,513,277
Net (Bond Revenue)/Debt Service		-	-	151,031	-	151,031
Total Freeways		\$ 1,538,552	\$ 6,274,389	\$ 2,144,219	\$ 479,911	\$ 1,664,308
						49.1%
Street and Roads Projects (32% of Net Revenues)						
O	Regional Capacity Program	\$ 357,808	\$ 1,459,178	\$ 803,394	\$ 507,884	\$ 295,510
P	Regional Traffic Signal Synchronization Program	143,117	583,646	100,038	16,426	83,612
Q	Local Fair Share Program	644,045	2,626,489	616,263	77	616,186
Subtotal Projects		1,144,970	4,669,313	1,519,695	524,387	995,308
Net (Bond Revenue)/Debt Service		-	-	44,253	-	44,253
Total Street and Roads Projects		\$ 1,144,970	\$ 4,669,313	\$ 1,563,948	\$ 524,387	\$ 1,039,561
						30.6%

Measure M2
Schedule of Revenues and Expenditures Summary
as of December 31, 2022
(Unaudited)

Project	Description	Net Revenues through Dec 31, 2022	Total Net Revenues	Expenditures through Dec 31, 2022	Reimbursements through Dec 31, 2022	Net M2 Cost
(G)		(H)	(I)	(J)	(K)	(L)
<i>(\$ in thousands)</i>						
Transit Projects (25% of Net Revenues)						
R	High Frequency Metrolink Service	\$ 344,267	\$ 1,455,296	\$ 431,344	\$ 98,914	\$ 332,430
S	Transit Extensions to Metrolink	315,857	1,288,101	166,496	2,133	164,363
T	Metrolink Gateways	36,643	74,581	98,220	60,956	37,264
U	Expand Mobility Choices for Seniors and Persons with Disabilities	118,302	505,966	112,931	88	112,843
V	Community Based Transit/Circulators	71,542	291,755	16,791	1,538	15,253
W	Safe Transit Stops	7,896	32,203	1,172	26	1,146
	Subtotal Projects	894,507	3,647,902	826,954	163,655	663,299
	Net (Bond Revenue)/Debt Service	-	-	24,749	-	24,749
	Total Transit Projects	\$ 894,507	\$ 3,647,902	\$ 851,703	\$ 163,655	\$ 688,048
	%					20.3%
Measure M2 Program		\$ 3,578,029	\$ 14,591,604	\$ 4,559,870	\$ 1,167,953	\$ 3,391,917

Project	Description	Revenues through Dec 31, 2022	Total Revenues	Expenditures through Dec 31, 2022	Reimbursements through Dec 31, 2022	Net M2 Cost
(G)		(H.1)	(I.1)	(J)	(K)	(L)
<i>(\$ in thousands)</i>						
Environmental Cleanup (2% of Revenues)						
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 75,997	\$ 311,161	\$ 48,185	\$ 311	\$ 47,874
	Net (Bond Revenue)/Debt Service	-	-	-	-	-
	Total Environmental Cleanup	\$ 75,997	\$ 311,161	\$ 48,185	\$ 311	\$ 47,874
	%					1.3%


Taxpayer Safeguards and Audits						
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 55,880	\$ 225,650	\$ 37,059	\$ -	\$ 37,059
	%					1.0%
	Oversight and Annual Audits (1% of Revenues)	\$ 37,999	\$ 155,580	\$ 37,998	\$ -	\$ 37,998
	%					1.0%

***Presentation
Items***



March 6, 2023

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Measure M2 Quarterly Progress Report for the Period of October 2022 through December 2022

Overview

Staff has prepared the Measure M2 Quarterly Progress Report for the second quarter of fiscal year 2022-23 as information for the Orange County Transportation Authority Board of Directors. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Background

On November 7, 2006, Orange County voters, by nearly 70 percent, approved the Renewed Measure M Transportation Investment Plan (Plan) for the Measure M2 (M2) one half-cent sales tax for transportation improvements. The Plan provides a 30-year program of investments across a broad range of transportation and environmental initiatives and a governing ordinance that defines the requirements for implementing the Plan. Ordinance No. 3 (M2 Ordinance) designates the Orange County Transportation Authority (OCTA) as responsible for administering the Plan and ensuring that OCTA's contract with the voters is followed.

OCTA is committed to fulfilling the promises made in M2. This means not only completing the projects described in the Plan but also adhering to numerous specific requirements, safeguards, and transparency provisions identified in the M2 Ordinance. The M2 Ordinance requires that quarterly status reports regarding the major projects detailed in the Plan be brought to the Board of Directors (Board). The Board is also provided with individual project and program-level staff reports on the status of various initiatives included in the Plan.

Discussion

This quarterly report reflects activities and progress across all M2 programs for the period of October 1, 2022, through December 31, 2022 (Attachment A). The quarterly report also includes project budget and schedule information as provided in the Capital Action Plan reports to the Board. Information on the Local Fair Share and Senior Mobility Program (SMP) payments made to cities during the quarter is also included. Additionally, Attachment A includes a summary of the Program Management Office (PMO) activities.

The following provides highlights of M2 accomplishments during the quarter by mode, notable items under the PMO activities, and key challenges that OCTA is working to address.

Freeway Program

The M2 Freeway Program consists of 30 project segments to be delivered by 2041. To date, 13 project segments are complete, five are in construction, and eight are in final design. Completing these projects would bring the total number of completed projects to 26 by fiscal year (FY) 2029-30, equating to approximately 87 percent of the M2 Freeway Program. The remaining four project segments are in various stages of project development. Notable freeway program highlights that occurred during the quarter are noted below.

- State Route 91 (SR-91) between State Route 55 (SR-55) and Lakeview Avenue – This is the easterly segment of the SR-91 between SR-55 and State Route 57 project. To prepare this project for the construction phase, the Board approved the release of request for proposals for a consultant to provide public outreach services on October 10, 2022, and a consultant to provide construction management support services on December 12, 2022. (Project I)
- Interstate 405 between State Route 73 and Interstate 605 – A project update was presented to the Board on November 14, 2022, providing progress on construction, risk monitoring, and outreach efforts. The project is more than 90 percent complete with 11 of the 18 bridges fully opened to traffic. (Project K)

Streets and Roads

In partnership with the 35 local jurisdictions, a significant milestone in the M2 Streets and Roads Program was reached as funding allocation and distributions surpassed \$1 billion in September 2022. Since 2011, nearly \$1.03 billion has been allocated to local jurisdictions for transportation improvements through the streets and roads competitive and formula funding programs.

In addition, OCTA was able to leverage nearly \$53.9 million in external funding to support these programs. To date, 455 project phases have been allocated through M2 competitive streets and roads funding programs, of which 318 phases, or approximately 70 percent, have been completed. The remainder phases are underway or planned to be underway.

On November 14, 2022, an update on the Regional Traffic Signal Synchronization Program (RTSSP) was provided to the Board, highlighting the successful implementation of traffic signal synchronization timing projects on 98 corridors, with another 27 projects planned or underway. (Project P)

On August 8, 2022, the Board released of the 2023 Regional Capacity Program (Project O) and RTSSP call for projects (call). Applications for the call were received on October 20, 2022, and are under review. Programming recommendations are anticipated to be presented to the Board in spring 2023.

Transit

The M2 transit mode includes several programs designed to provide expanded transportation options. M2 is the primary funding source for Southern California Regional Rail Authority (Metrolink) commuter rail service in Orange County and includes funding for rail station improvements and transit connections to extend the reach of the service. Due to the coronavirus (COVID-19) pandemic, Metrolink implemented temporary service reductions. In April 2022, Metrolink restored some service in response to customer feedback and demand for more train trips. The three lines serving Orange County currently operate 45 weekday trains, 17 percent less service compared to the 54 weekday trains prior to COVID-19-related service reductions. During the quarter, ridership recovery continued to trend positively yet below projections. Total boardings on the three lines are approximately 63 percent lower compared to the same quarter of FY 2018-19. Additional Metrolink challenges are discussed in the Challenges section of this report.

Since 2011, M2 has provided competitive multi-year transit funding commitments including bus and station van extension services connecting to Metrolink (\$483,133 to date), local community-based transit circulators and planning studies (\$40 million to date), and transit stop improvements (\$2.9 million to date). The community-based transit circulators are returning to service following a hiatus due to COVID protocols and showing positive utilization to reach pre-pandemic boarding levels.

In parallel, M2 also provides a set amount of funding to support three programs intended to expand mobility choices for seniors and persons with disabilities (\$110.4 million¹ to date). Transit activities from the quarter are noted below.

- High Frequency Metrolink Service – A Metrolink FY 2021-22 performance report was presented to the Board on October 24, 2022. Through FY 2021-22, the performance of Metrolink service did improve over the previous fiscal year but ridership and revenue both remain significantly lower than pre-pandemic levels. The increase in ridership and revenue over the prior year is indicative of Metrolink’s positive ridership recovery efforts. Metrolink also implemented key initiatives to enhance service during the year and continues to evaluate options to increase leisure travel. (Project R)
- OC Streetcar – A quarterly update was presented to the Board on October 24, 2022, providing information on the status of construction activities, vehicle manufacturing, and public outreach. During the quarter, construction continued with the placement of embedded track on Fourth Street and Santa Ana Boulevard, installation of the first platform canopy near Fourth Street, and preparation of various intersections for utility installations. In addition, all eight vehicles are in the final stages of manufacturing. (Project S)

Environmental Programs

The M2 program includes two innovative programs, the Environmental Cleanup Program (ECP) and the Environmental Mitigation Program (EMP). The ECP improves water quality by addressing transportation-related pollutants, while the EMP offsets the biological habitat impacts of M2 freeway projects.

On November 14, 2022, the Board approved programming recommendations for 13 ECP Tier 1 projects totaling \$3.1 million. Since 2011, the ECP has allocated more than \$57.2 million to local jurisdictions for 201 projects for trash removal devices (Tier 1) and 18 projects for large-scale water quality best management practices projects (Tier 2). It is estimated that nearly 60 million gallons of trash have been captured since the inception of the program, which is the equivalent of filling nearly 138 football fields with one foot deep of trash.

¹ Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the SMP guidelines, allowing OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The funds will be held until the state lifts the State of Emergency or until transportation services resume, whichever occurs first.

The Board has authorized \$55 million for the EMP to acquire conservation lands and fund habitat restoration projects. OCTA has acquired more than 1,300 acres (Preserves) and funded 12 projects to restore habitat on 350 acres of open space across Orange County to fulfill the necessary M2 Freeway Program mitigation needs.

The wildlife and habitat on the acquired lands are protected in perpetuity, and long-term management of the properties will be funded by an established endowment. OCTA has made seven deposits of approximately \$2.9 million. As of December 31, 2022, the balance of the endowment was \$22,206,586. Current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million in FY 2027-28; however, the performance of the fund may affect the timeframe for full funding of the endowment.

Ordinance Safeguards

The PMO annually reviews and updates a compliance matrix to ensure the numerous requirements in the M2 Ordinance are met. During the quarter, the annual review for January 1, 2022, to December 31, 2022, was initiated by the PMO in coordination with the responsible OCTA points of contact. The matrix is being updated to include the latest information on OCTA's effort to comply with the M2 Ordinance requirements. The updated matrix will be shared with the Taxpayers Oversight Committee (TOC) Audit Subcommittee at their next scheduled meeting, and with the TOC on April 11, 2023.

Next 10 Delivery Plan (Next 10 Plan)

Annually, staff reviews the Board-adopted commitments in the Next 10 Plan to ensure it remains deliverable based on updated revenues and project costs data. The 2022 update of the Next 10 Plan covering FY 2022-23 through FY 2031-32 was presented to the Board on November 14, 2022. This update incorporated the latest M2 sales tax revenue forecast of \$15 billion, updated market conditions forecast and risk analysis, and latest project schedules and estimates. The 2022 Next 10 Plan confirms that OCTA is in a good position to fulfill commitments made to Orange County voters and that the strategic financial decisions to date will result in an expedited delivery of the benefits.

Challenges

As with all major programs, challenges arise and need to be monitored and addressed. A few key challenges are highlighted below.

- To provide insight into potential project delivery cost drivers, OCTA receives biannual updates of market conditions key indicators analysis and forecast. On October 10, 2022, the fall analysis and forecast were presented to the Board. The report forecasted that OCTA may experience a high inflation cost environment in 2023 and 2024, due to more volatile market conditions. Escalation in the cost of material, labor, equipment, and fuels are putting pressure on the capital cost of construction and affecting previously awarded fixed-price contracts. OCTA has adjusted material pricing on recently bid projects and on a go-forward basis to account for the rise in inflation. OCTA will continue to review the impacts on the projects underway and will address them individually in a manner that is responsible to the taxpayers and OCTA, given the prevailing market conditions. Staff will continue to monitor market pricing trends, labor availability, and the related impacts on the region's construction market.
- As shared with the Board in October 2022, Metrolink ridership has struggled to recover from COVID-19, continuing the impacts of farebox revenues and cost recovery. To exacerbate this shortfall, operating costs have increased, and temporary federal COVID-19 relief funding is nearly exhausted. Consequently, Metrolink has postponed the full service restoration that was previously scheduled for implementation in October 2022 in order to manage costs while also working on campaigns to attract more riders. However, the prevalence of flexible remote work policies has affected ridership recovery. Without changes in service levels, ridership growth, operations and rehabilitation costs, or infusion of external funds, the current service cannot be sustained beyond FY 2035-36. OCTA will continue to engage with Metrolink and the other member agencies to monitor ridership levels and the corresponding financial impacts to M2.
- Another impact to Metrolink in Orange County is the on-going railroad track stabilization effort in the City of San Clemente. In September 2021, a failing slope severely degraded the railroad track structure. Emergency repair efforts were taken between late 2021 and early 2022. However, recent higher tidal events coupled with movement of an ancient slide have continued to impact the stability of the track, leading to a suspension of passenger rail service in this area. On October 3, 2022, the Board adopted a resolution to authorize OCTA to take all necessary actions to address the emergency need for railroad track stabilization.

Repair work to stabilize the railroad tracks is underway and is anticipated to be complete by spring of 2023. Concurrently, long-term solutions need to be studied to ensure the ability to provide Metrolink service in this portion of the County. Future updates to the Next 10 Plan will need to consider the financial implications of the long-term track improvement needs as options are developed. It should be noted that this portion of the rail corridor is important to the ability of the state to offer the Pacific Surfliner service. In addition, the corridor serves National Defense interests given the connection to Camp Pendleton and regional goods movement via the port of San Diego. As such, the ultimate solution will require the participation of state and federal agencies.

- The OC Streetcar project has faced challenges, such as unforeseen utility conflicts and conditions, contaminated materials, construction quality control and compliance, added oversight and approvals, and several change requests. Staff conducted a new project risk assessment consistent with achieving 70 percent construction completion and will return to the Board to present the results of the risk analysis, including any adjustments to the project cost and schedule, in spring 2023.

- OCTA is responsible to conserve and protect the native habitat and wildlife species on the seven conservation properties. However, beginning in 2020, trail cuts were discovered at the OCTA-owned Pacific Horizon (in the City of Laguna Beach) and Silverado Chaparral (in Silverado Canyon) Preserves. In addition to the newly cut trails, OCTA also discovered severed fence lines and damage to native vegetation on the Preserves. These were all associated with work on the power lines by Southern California Edison (SCE). The utility did not seek OCTA's permission prior to getting onto OCTA properties for creating new trails or damaging the fence lines or vegetation. While OCTA recognizes SCE's obligations under state law, OCTA seeks to ensure that the Preserves are not damaged during SCE's performance of its maintenance activities. OCTA and SCE are working towards an agreement to ensure that necessary SCE powerline maintenance activities can occur while also protecting OCTA's investment in the Preserves.

Staff will continue to monitor these challenges to ensure M2 remains deliverable as promised to voters and provide updates to the Board as appropriate.

Summary

A quarterly report covering activities from October 2022 through December 2022, is provided to update progress in implementing the Plan. The above information and the attached details indicate significant progress on the overall M2 Program despite facing challenges. To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 Quarterly Progress Report is made available through the OCTA website. Hard copies are available by mail upon request.

Attachment

- A. Measure M2 Quarterly Progress Report, Second Quarter of Fiscal Year 2022 - 23, October 1, 2022 through December 31, 2022

Prepared by:



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OCGO

Local Tax Dollars at Work

MEASURE M2 QUARTERLY PROGRESS REPORT

Second Quarter of Fiscal Year 2022 – 23
October 1, 2022 through December 31, 2022

Second Quarter Highlights:

- Freeway Projects
- Streets and Roads
- Environmental Cleanup & Water Quality
- Freeway Mitigation Program
- Finance Matters
- Program Management Office
- Summary





MEASURE M2 PROGRESS REPORT

SUMMARY

On November 7, 2006, Orange County voters, by a margin of nearly 70 percent, approved the Renewed Measure M Transportation Investment Plan (Plan) for the Measure M2 (M2) one-half cent sales tax for transportation improvements. Voters originally endorsed Measure M in 1990 with a sunset in 2011. The renewal of Measure M continues the investment of local tax dollars in Orange County's transportation infrastructure for another 30 years to 2041.

As required by Ordinance No. 3 (M2 Ordinance), a quarterly report covering activities from October 1, 2022, through December 31, 2022, is provided to update progress in implementing the Plan. On September 25, 2017, the Board of Directors (Board) approved externally rebranding M2 as OC Go to promote Orange County Transportation Authority's (OCTA) Measure M awareness and to avoid confusion with Measure M in Los Angeles County.

To be cost-effective and to facilitate accessibility and transparency of information to stakeholders and the public, M2 progress reports are available on the OCTA website. Hard copies are mailed upon request.



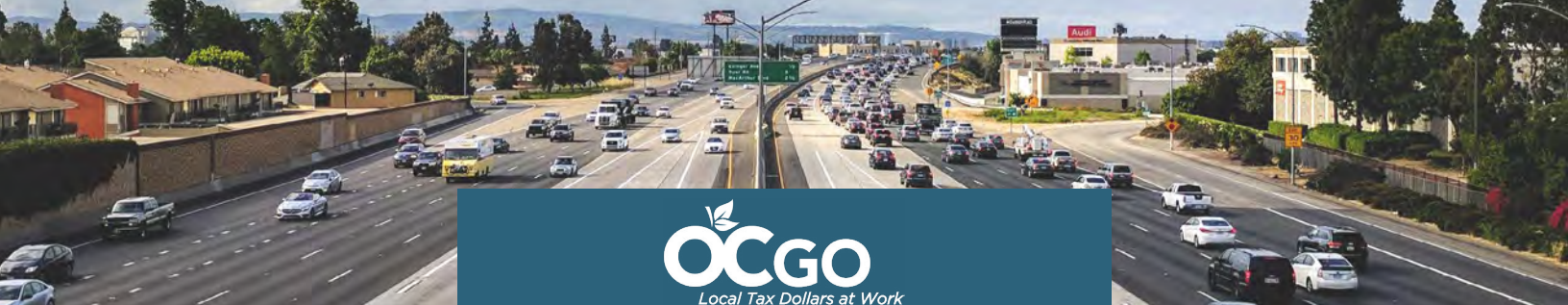
The cover photo shows a street being repaired and resurfaced in the City of Laguna Beach. Since 2011, OCTA has administered M2 funds through three streets and roads programs: Regional Capacity Program (RCP), Regional Traffic Signal Synchronization Program (RTSSP), and Local Fair Share (LFS). In September 2022, these programs collectively surpassed \$1 billion in M2 funding investments and commitments through annual competitive grants and flexible formula funding to local jurisdictions. As a result, local streets and roads have more accommodation for throughput, a generally improved level of service, and the best pavement conditions in the state.



MEASURE M2 PROGRESS REPORT

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MEASURE M2 PROJECT SCHEDULES



Conceptual



Environmental



Design, Advertise, & Award



Design-Build



Construction



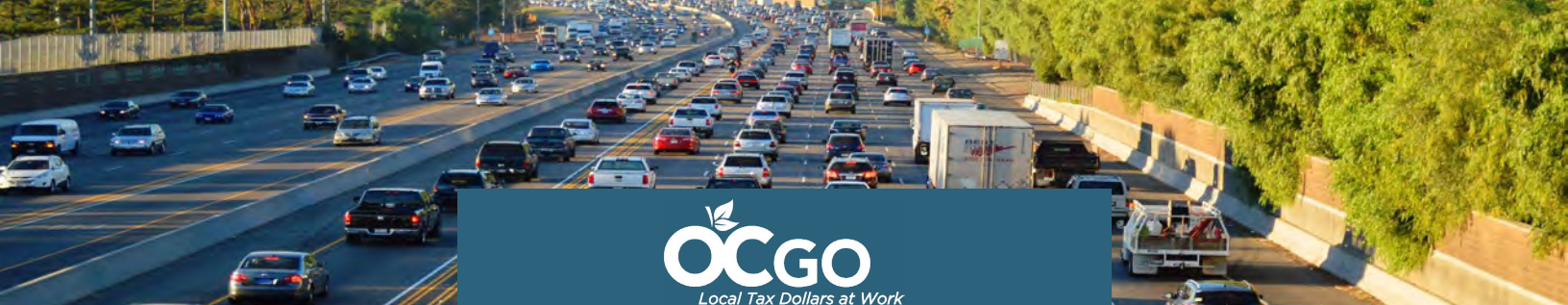
Complete

		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
A	I-5, SR-55 to SR-57														
B	I-5, I-405 to Yale Avenue														
B	I-5, Yale Avenue to SR-55														
C,D	I-5, Avenida Pico to Avenida Vista Hermosa/ Avenida Pico Interchange														
C	I-5, Avenida Vista Hermosa to Pacific Coast Highway														
C	I-5, Pacific Coast Highway to San Juan Creek Road														
C,D	I-5, SR-73 to Oso Parkway/ Avery Parkway Interchange														
C,D	I-5, Oso Parkway to Alicia Parkway/ La Paz Road Interchange														
C	I-5, Alicia Parkway to El Toro Road														
D	I-5, El Toro Road Interchange (Further Schedule TBD)														
D	I-5, Ortega Highway Interchange														
E	SR-22, Access Improvements														
F	SR-55, I-405 to I-5														
F	SR-55, I-5 to SR-91														
G	SR-57 NB, Orangewood Avenue to Katella Avenue														
G	SR-57 NB, Katella Avenue to Lincoln Avenue														
G	SR-57 NB, Orangethorpe Avenue to Yorba Linda Boulevard														
G	SR-57 NB, Yorba Linda Boulevard to Lambert Road														
G	SR-57 NB, Lambert Road to Tonner Canyon Road (Further Schedule TBD)														
H	SR-91 WB, I-5 to SR-57														
I	SR-91 WB, SR-55 to Tustin Avenue Interchange														
I	SR-91, SR-55 to Lakeview Avenue														
I	SR-91, La Palma Avenue to SR-55														
I	SR-91, Acacia Street to La Palma Avenue														

Project schedules are based on phase start dates. Shown schedules are subject to change.

¹ Projects managed by local agencies

For full project schedules, see <http://octa.net/About-OC-Go/Projects-and-Programs/#/schedule>



MEASURE M2 PROJECT SCHEDULES

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
J SR-91, SR-55 to SR-241	Completed in 2013													
J SR-91 EB, SR-241 to SR-71	Completed in 2011													
J SR-91, SR-241 to I-15 (TBD)														
K I-405, SR-73 to I-605	[Hatched bar from 2017 to 2024]													
L I-405, I-5 to SR-55 (Further Schedule TBD)	[Green bar from 2017 to 2019]													
M I-605, Katella Avenue Interchange	[Green bar from 2017 to 2019], [Blue bar from 2021 to 2024], [Orange bar from 2024 to 2026]													
O Kraemer Boulevard Grade Separation (Placentia)	Completed in 2014													
O Lakeview Avenue Grade Separation (Anaheim/Placentia)	[Orange bar from 2017 to 2018]													
O Orangethorpe Avenue Grade Separation (Anaheim/Placentia)	Completed in 2016													
O Placentia Avenue Grade Separation (Placentia)	Completed in 2014													
O Raymond Avenue Grade Separation (Fullerton) ¹	[Orange bar from 2017 to 2019]													
O State College Boulevard Grade Separation (Fullerton) ¹	[Orange bar from 2017 to 2018]													
O Tustin Avenue/Rose Drive Grade Separation (Anaheim/Placentia)	Completed in 2016													
R Sand Canyon Grade Separation (Irvine)	Completed in 2016													
R Rail-Highway Grade Crossing Safety Enhancement	Completed in 2011													
R San Clemente Beach Trail Safety Enhancements	Completed in 2014													
R Anaheim Canyon Metrolink Station Improvements	[Green bar from 2017 to 2018], [Blue bar from 2018 to 2022], [Orange bar from 2022 to 2024]													
R Fullerton Transportation Center Improvements	[Orange bar from 2017 to 2020]													
R Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps	[Orange bar from 2017 to 2018]													
R Orange Transportation Center Metrolink Parking Structure	[Blue bar from 2017 to 2018], [Orange bar from 2018 to 2020]													
R Placentia Metrolink Station Improvements and Parking Structure (Further Schedule TBD)	[Blue bar from 2017 to 2018]													
R San Clemente Pier Station Lighting	[Orange bar from 2017 to 2018]													
R Laguna Niguel to San Juan Capistrano Metrolink Station Passing Siding Project	[Blue bar from 2017 to 2020], [Orange bar from 2020 to 2022]													
R Tustin Metrolink Station Parking Structure	Completed in 2011													
R,T Anaheim Regional Transportation Intermodal Center (ARTIC) ¹	Completed in 2014													
S OC Streetcar	[Blue bar from 2017 to 2018], [Orange bar from 2018 to 2024]													

Project schedules are based on phase start dates. Shown schedules are subject to change.

¹ Projects managed by local agencies

For full project schedules, see <http://octa.net/About-OC-Go/Projects-and-Programs/#!/schedule>



MEASURE M2 PROGRESS REPORT

M2 DELIVERY RISK UPDATE ▼

This section discusses the risks and challenges related to Measure M2 and the updated Next 10 Delivery Plan (Next 10 Plan) that the M2 Program Management Office (PMO) is monitoring with associated explanations and proposed actions.

Delivery Risk	Explanation	Proposed Action	
Financial			
1	Sales tax revenues were impacted by the Great Recession and the coronavirus (COVID-19) pandemic. The 2022 M2 revenue forecast is \$15 billion, which is a \$1.8 billion (13.6 percent) year-over-year increase from the 2021 forecast.	While the 2022 M2 revenue forecast is higher, 19 years of M2 delivery remain and fluctuations in economic conditions may affect future revenue projections.	Staff will continue to monitor sales tax revenue receipts to ensure that M2 is delivered as promised to voters.
2	Reduced external funding opportunities for the M2 freeway program.	State and federal priorities continue to shift and favor projects that reduce automobile travel, which could affect access to currently programmed as well as future external funding opportunities for the M2 freeway projects.	Current external funding commitments are assumed in the M2 cash flow for the 2022 Next 10 Plan, but prospects of future revenues for highway projects are low.
3	Potential for an environment of increasing cost for M2 capital projects.	The fall 2022 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis reflects a high inflationary environment in 2023 and 2024. This is driven by inflation, increases in construction wages, and building materials.	To further protect against potential cost increases in the M2 freeway program, 11 percent program level expense line items have been incorporated in the 2022 M2 cash flow for an economic uncertainty allowance. The Next 10 Plan Market Conditions Forecast and Risk Analysis report is updated biannually and provides a three-year look ahead. OCTA will continue to monitor bid results and market conditions affecting project costs.
4	Inability to scale the M2 Freeway Program to available revenue and still deliver the M2 commitments.	The M2 Freeway Program includes set project scopes leaving limited flexibility in what is delivered.	OCTA will work closely with the California Department of Transportation (Caltrans) to apply value engineering strategies on projects to manage costs.



MEASURE M2 PROGRESS REPORT

Delivery Risk			
5	Explanation	Proposed Action	
5	Schedule and scope changes on capital projects that impact delivery and project costs.	Changes as a result of updated highway standards, new regulatory requirements, or issues identified in the field may impact scope, schedule, and costs substantially.	OCTA will work closely with project partners and project contractors to limit changes in scope and schedules.
6	Increase Southern California Regional Rail Authority (Metrolink) train service as an alternative to driving within the limits of available revenue.	COVID-19 has altered travel behavior, which affects ridership and revenue. Operational cost of Metrolink service continues to grow as the system ages, track-sharing arrangements with BNSF Railway Company (BNSF) are revised, and new air quality requirements are implemented.	External funding (one-time federal funds through the Coronavirus Aid, Relief and Economic Security Act, Coronavirus Response and Relief Supplemental Appropriations Act, and Infrastructure Investment and Jobs Act) has helped alleviate some near-term financial concerns. OCTA will continue to work closely with Metrolink and member agencies to ensure cost increases are minimized, while continuing to seek external revenue.
Resource			
7	Substantial work underway in the region has resulted in significant demand for professional and skilled labor which may impact delivery given the volume of the M2 capital program.	The fall 2022 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis reflects a steep decrease in unemployment rates. If shortages continue, project delivery costs could rise, but if additional labor resources are available, it may temper costs and reduce delivery risk.	OCTA will monitor resources for professional and skilled labor needed for project delivery. Expert and timely coordination between OCTA and project partners is imperative to manage this risk.
8	New operational responsibilities with the OC Streetcar.	With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations.	To ensure the success of the OC Streetcar, OCTA hired a streetcar operations manager with proven start-up experience to oversee start-up and daily operations. A contractor with extensive experience in operations of rail systems was selected to handle the startup and revenue operation phases.



MEASURE M2 PROGRESS REPORT

Delivery Risk	Explanation	Proposed Action
Climate		
<p>9 Climate-related hazards could affect M2 investments.</p>	<p>OCTA has experienced hazards affecting M2 investments. Recent events include the 2022 Coastal Fire which impacted the M2 Environmental Mitigation Program (EMP) Pacific Horizon Preserve, and the tidal events, ocean currents and waves, and storm surges which continue to affect railroad track stabilization in San Clemente.</p>	<p>OCTA has developed Fire Management Plans (FMP) for the seven properties purchased as part of the M2 Freeway EMP. Additionally, on October 3, 2022, the Board adopted a resolution to authorize OCTA to take all necessary actions to address the emergency need for railroad track stabilization.</p>
Regulatory		
<p>10 Changing federal and state directives could affect M2 freeway project approvals.</p>	<p>Current state planning and project approval policies place great emphasis on reducing travel by automobile and encourage project alternatives that promote short trips where possible, travel by transit, bicycling or walking, and use of zero-emission vehicles. These requirements will affect the project environmental review process.</p>	<p>The majority of M2 freeway projects, where this risk would manifest itself, have obtained the necessary approvals. If the approvals require a review or revision, these new requirements could impact delivery.</p>

NEXT 10 DELIVERY PLAN

Contact: Francesca Ching, PMO Manager • (714) 560-5625

On November 14, 2016, the Board approved the Next 10 Plan, providing guidance to staff on the delivery of M2 projects and programs. Annually, staff reviews the Board-adopted commitments in the Next 10 Plan to ensure it remains deliverable with updated revenues and project costs.

On November 14, 2022, the Board adopted the 2022 updated Next 10 Plan, which covers fiscal year (FY) 2022-23 through FY 2031-32. The update incorporated the \$15 billion sales tax revenue forecast, revised project estimate and schedules, as well as the fall market conditions forecast and risk analysis. As a result of OCTA’s strategic planning to date, the 2022 Next 10 Plan continues to demonstrate that the Plan remains deliverable.



MEASURE M2 PROGRESS REPORT

Next 10 Plan Deliverables

Significant progress continues with projects in and advancing towards construction, as well as regular funding allocations to local jurisdictions through local programs.

1. Deliver 13 freeway improvement projects through construction (Projects A-M).

The M2 Freeway Program is currently made up of 30 projects/project segments. This deliverable includes 13 projects to be delivered through construction by FY 2029-30. The completion of these projects would bring the total number of completed projects to 26, which equates to approximately 87 percent of the M2 Freeway Program. Of the 13 projects to be delivered, five are in construction, and eight are in various stages of design. For more details, see [pages i-ii](#) (Project Schedules) and the project updates contained in their respective sections.

2. Prepare remaining freeway improvement projects for delivery (Projects A-M).

The four remaining projects (of the 30 total) are environmentally cleared or on track to be environmentally cleared by 2032, making them shelf-ready for further advancement. The remaining projects include Project D (I-5, El Toro Road Interchange), Project G (SR-57 northbound from Lambert Road to Tonner Canyon Road), Project J (SR-91 between SR-241 and I-15), and Project L (I-405 between I-5 and SR-55). These projects will continue to be reevaluated for earlier delivery as part of the annual Next 10 Plan review. For more details, see [pages i-ii](#) (Project Schedules) and the project updates contained in their respective sections.

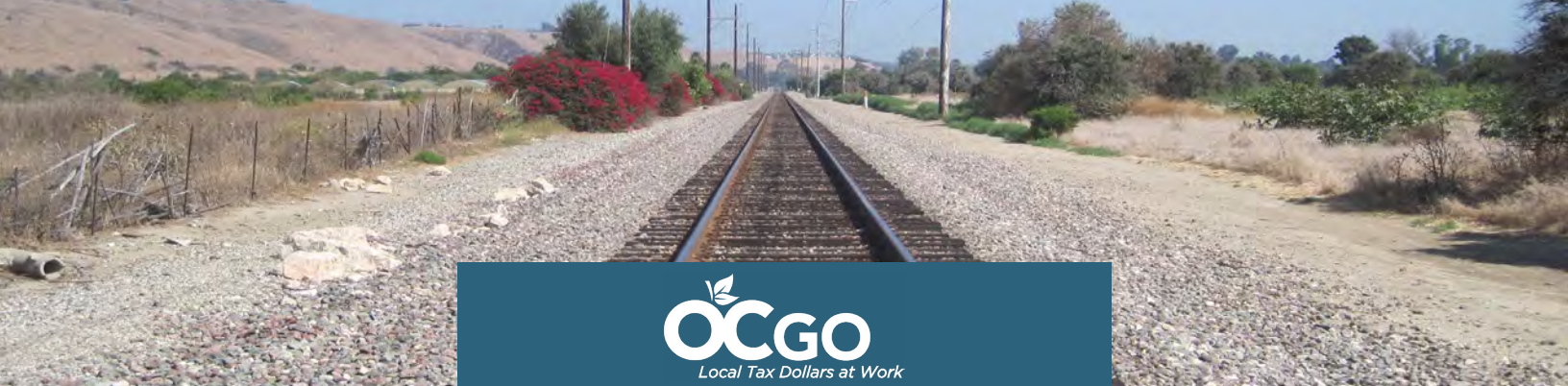
3. Provide annual competitive funding opportunities for local jurisdictions to address bottlenecks and gaps in the street system (Project O), synchronize signals (Project P), and continue flexible funding to local jurisdictions to support pavement rehabilitation or other transportation needs as appropriate (Project Q).

As of December 2022, OCTA has awarded approximately \$482 million in competitive funding through the RCP (Project O) and RTSSP (Project P) through annual call for projects (call). Additionally, more than \$611.4 million in LFS (Project Q) funds have been distributed to local jurisdictions.

On August 8, 2022, the Board authorized the 13th call providing up to \$45 million for Project O and Project P in available M2 funds to support local streets and roads improvement projects throughout Orange County. Applications were received on October 20, 2022, and are under review. Based upon project selection criteria as specified in the Comprehensive Transportation Funding Programs (CTFP) guidelines, projects will be prioritized for Board consideration in spring 2023. For more details, see the project updates on [page 21](#).

Upcoming activities:

- Project O and P - Programming recommendations for the 13th call



MEASURE M2 PROGRESS REPORT

4. Maintain Metrolink service and complete one rail station improvement project (Project R).

Due to the COVID-19 pandemic, Metrolink implemented temporary service reductions. In April 2022, Metrolink partially restored some service in response to customer feedback and demand for more train trips. The three lines serving Orange County currently operate 45 weekday trains, a 17 percent reduction from the 54 weekday trains operated prior to COVID-19. As ridership continues to recover, Metrolink and OCTA will continue to reassess the service needs in Orange County. For more details, see project updates on [page 26](#).

Within this program, funding is provided for rail corridor and station improvements to accommodate increased passenger train service including station upgrades, parking expansions, and safety enhancements, such as the Anaheim Canyon Metrolink Station Improvement Project, which began construction in May 2021 and is anticipated to be complete in early 2023. For more details, see project updates on [page 27](#).

In September 2021, a failing slope severely degraded the railroad track structure in the City of San Clemente. Emergency repairs were taken between late 2021 and early 2022. However, recent higher tidal events coupled with the movement of an ancient slide have continued to impact the stability of the track, leading to a suspension of passenger rail service in the area. OCTA is collaborating with Metrolink to perform emergency repairs. More enduring treatments are in the early stage of planning to ensure the stability of the tracks in this area. Future updates to the Next 10 Plan will need to consider the financial implications of the long-term track improvement needs. For more details, see the project updates on [page 28](#).

5. Complete construction, secure vehicles, begin operating the OC Streetcar, and work with local jurisdictions to consider recommendations from planning studies to guide development of future high-quality transit connections (Project S).

OC Streetcar

The 4.15-mile OC Streetcar will serve the Santa Ana Regional Transportation Center (SARTC) through Downtown Santa Ana and the Civic Center to Harbor Boulevard in the City of Garden Grove. Activities this quarter include the placement of embedded track on Fourth Street and Santa Ana Boulevard, installation of the first platform canopy near Fourth Street, and preparation of various intersections for placement of new utility structures. In addition, all eight vehicles are in the final stages of manufacturing. For more details, see the project updates on [page 30](#).

6. Support expanded mobility choices for seniors and persons with disabilities (Project U).

Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, more than \$110.4 million¹ has been provided to these three programs. The SMP provides funding to participating cities to design and implement transit service that best fits the needs of seniors (60 and above) in their



MEASURE M2 PROGRESS REPORT

communities. The SNEMT Program provides funding to the County of Orange Office on Aging for senior transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health-related trips at a low cost to the rider than would otherwise be available. For more details, see the program updates on [page 32](#).

¹ Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the SMP guidelines, which allows for OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The funds will be held until the State lifts the State of Emergency or transportation services resume, whichever occurs first.

7. Work with local agencies to maintain successful community circulator projects and potentially provide grant opportunities for expanded or new local transit services (Project V).

Since inception, OCTA has approved 35 projects and ten planning studies totaling approximately \$52 million through four calls. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of awarded services against performance measures adopted by the Board.

Staff continues to work with local agencies through letters of interest requests, workshops, CTFP guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation. For more details, see the program updates on [page 34](#).

8. Continue to improve the top 100 busiest transit stops to enhance the customer experience (Project W).

Through three calls, the Board has approved \$3.1 million to improve 122 city-initiated improvement projects at the busiest OCTA transit stops. The program is designed to ease transfers between bus lines and provide improvements such as the installation of bus benches or seating, shelters, improved lighting, and other passenger-related amenities. For more details, see the program updates on [page 35](#).

9. Ensure the ongoing preservation of purchased open space, which provides comprehensive mitigation of the environmental impacts of freeway improvements and higher-value environmental benefits in exchange for streamlined project approvals (Projects A-M).

The M2 freeway EMP includes seven conservation properties (Preserves) totaling more than 1,300 acres and 12 restoration projects covering nearly 350 acres. In 2017, OCTA received biological resource permits after completing a state and federal Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan) for the EMP, allowing streamlined project approvals for the M2 freeway improvement projects. The Conservation Plan also includes a streamlined process for coordination of streambed alteration agreements. In 2018, OCTA secured programmatic permits and assurances for federal and state clean water permitting requirements. Receipt of these permits represents the culmination of years of collaboration and support by the Board, environmental community, and regulatory agencies.



MEASURE M2 PROGRESS REPORT

To protect the Preserves in perpetuity, a non-wasting endowment was established. OCTA makes annual deposits of approximately \$2.9 million. As of December 31, 2022, the balance of the endowment was \$22,206,586. While the performance of the endowment fund will affect the timeframe for full funding, current projections indicate that OCTA is still on track to meet the target of \$46.2 million in FY 2027-28. For more details, see the program updates on [page 37](#).

10. Work with the Environmental Cleanup Allocation Committee (ECAC) to develop the next tiers of water quality programs to prevent the flow of trash, pollutants, and debris into waterways from transportation facilities. In addition, focus on improving water quality on a regional scale that encourages partnerships among the local agencies as part of the Environmental Cleanup Program (ECP {Project X}).

In May 2010, the Board approved a two-tier approach to funding Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since 2011, the Board has awarded over \$33 million in funding for 212 Tier 1 projects through 11 calls and \$27.9 million for 22 Tier 2 projects through two calls.

On March 14, 2022, the Board authorized the 12th Tier 1 call, providing up to \$3 million in available M2 funds to support projects that protect beaches and waterways throughout Orange County. Applications were received on June 16, 2022. On November 14, 2022, the Board approved programming recommendations for 13 projects for approximately \$3.1 million. The 13th Tier 1 call is anticipated to be released in early 2023. Staff will continue to analyze revenues for future calls and are currently assessing the timing of a future Tier 2 call. For more details, see the program updates on [page 36](#).

Upcoming activities:

- Project X – Release the 13th Tier 1 call

FREWAYS

PROJECT A

INTERSTATE 5 (I-5) PROJECTS

Segment: I-5, SR-55 to SR-57

Status: Project Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project added a second high-occupancy vehicle (HOV) lane (approximately three miles) in both directions along I-5 between SR-55 and SR-57 in the City of Santa Ana. The final Environmental Document (ED) and Project Report (PR) were approved on April 27, 2015. Construction began on December 27, 2019, and the improvements opened to traffic on August 24, 2020. The project was officially completed three months ahead of schedule on January 6, 2021, and plant establishment was completed on May 24, 2021.



PROJECT B

I-5, I-405 to SR-55 is one project broken into two segments. The final ED and PR were approved on January 7, 2020.

Segment: I-5, I-405 to Yale Avenue

Status: Design Phase Underway – 45 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will add an additional general purpose lane (approximately 4.5 miles) in both directions of I-5 between I-405 and Yale Avenue, improve interchanges, and replace and add new auxiliary lanes in the City of Irvine. The design of this project was initiated on October 22, 2021. This quarter, the design team began work on the 65 percent design package and initiated surveying and geotechnical activities. In addition, draft utility plans and the utility management matrix continue to be updated to identify existing utilities and potential utility relocations. Coordination regarding the locations of soundwalls, overhead signage, staging, and landscaping is ongoing.

Segment: I-5, Yale Avenue to SR-55

Status: Design Phase Underway – 70 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will add an additional general purpose lane (approximately 4.5 miles) in both directions of I-5 between Yale Avenue and SR-55, improve interchanges, and replace and add new auxiliary lanes in the cities of Irvine and Tustin. The design of this project was initiated on May 6, 2021. This quarter, the design team submitted the 65 percent design package to Caltrans for review. Coordination relating to the locations of soundwalls, overhead signage, landscaping, staging, and drainage is ongoing. In addition, the design consultant continued coordination with Orange County Flood Control District (OCFCD) and performed geotechnical boring. Due to potential schedule delays during the ROW phase, this project is marked as a cost/schedule risk in the Capital Action Plan (CAP).

FREWAYS

PROJECT C AND
PART OF PROJECT D

I-5, Avenida Pico to San Juan Creek Road is one project broken into three segments. The final ED and PR were approved on October 26, 2011. All three segments were completed, and the improvements opened to traffic on March 13, 2019.

Segment: I-5, Avenida Pico to Avenida Vista Hermosa/Avenida Pico Interchange

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project added a carpool lane (approximately 0.7 miles) in both directions of I-5 between Avenida Pico and Avenida Vista Hermosa in the City of San Clemente, included major improvements through reconstruction of the Avenida Pico Interchange (part of Project D), and added bicycle lanes in both directions on Avenida Pico. Construction began on December 22, 2014, and was officially completed on August 23, 2018. Plant establishment was completed in May 2019.



Segment: I-5, Avenida Vista Hermosa to Pacific Coast Highway

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project added a carpool lane (approximately 2.5 miles) in both directions of I-5 between Avenida Vista Hermosa and Pacific Coast Highway (PCH) in the City of San Clemente and reconstructed on- and off-ramps at Avenida Vista Hermosa and Camino de Estrella. Construction began on July 3, 2014, and was officially completed on July 31, 2017. Plant establishment was completed in May 2018.



Segment: I-5, Pacific Coast Highway to San Juan Creek Road

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project added a carpool lane (approximately 2.5 miles) in both directions of I-5 between PCH and San Juan Creek Road in the cities of Dana Point, San Clemente, and San Juan Capistrano and reconstructed the on- and off-ramps at PCH/Camino Las Ramblas. Construction began on December 20, 2013, and was officially completed on July 3, 2018. Plant establishment was completed in March 2019.





FREEWAYS

I-5, SR-73 to El Toro Road is one project broken into three segments. The final ED and PR for all three segments were approved on May 6, 2014.

Segment: I-5, SR-73 to Oso Parkway/Avery Parkway Interchange

Status: Construction Underway – 70 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will add a general purpose lane (approximately 2.2 miles) in both directions of I-5 between Avery Parkway and Oso Parkway and reconstruct the Avery Parkway Interchange (part of Project D) in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The construction contract was awarded on December 19, 2019, and construction began on January 15, 2020. This quarter, the contractor completed and opened stage two and commenced stage three of the Avery Parkway undercrossing bridge. The contractor continued to construct drainage systems, retaining walls in both directions, and guardrail systems throughout the project. In addition, Caltrans and OCTA continued coordinating utility work with San Diego Gas and Electric.

Segment: I-5, Oso Parkway to Alicia Parkway/La Paz Road Interchange

Status: Construction Underway – 79 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will add a general purpose lane (approximately 2.6 miles) in both directions along I-5 between Oso Parkway and Alicia Parkway and reconstruct the La Paz Road Interchange (part of Project D) in the cities of Laguna Hills and Mission Viejo. The construction contract was awarded on March 5, 2019, and construction began on April 4, 2019. This quarter, the contractor installed falsework and began pouring concrete for stage two of the La Paz Road undercrossing bridge, continued construction of several retaining and soundwalls in both directions of the I-5, and continued placing surface finish on both northbound and southbound widenings of the bridge over Oso Creek. Staff continued coordination of the service contract with Metrolink.

Segment: I-5, Alicia Parkway to El Toro Road

Status: Construction Underway – 53 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will add a general purpose lane in the southbound direction (approximately 1.7 miles) and extend the second HOV lane (approximately one mile) in both directions along I-5 between Alicia Parkway to El Toro Road in the cities of Laguna Hills, Laguna Woods, Lake Forest, and Mission Viejo. The construction contract was awarded on September 23, 2020, and construction began on October 13, 2020. This quarter, the contractor completed erecting precast girders for the widening over El Toro Road and completed construction of several retaining walls. Staff also continued coordination with Southern California Edison (SCE) for the relocation of existing facilities and with Caltrans on ROW and utility relocations.

FREWAYS

PROJECT D

This project will update and improve key I-5 interchanges at Avenida Pico, Ortega Highway, Avery Parkway, La Paz, and El Toro Road. Three interchange improvements at La Paz, Avery Parkway, and Avenida Pico are included and discussed as part of the respective segments in Project C.

Segment: I-5, Ortega Highway Interchange

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project widened and reconstructed the SR-74 Ortega Highway bridge over I-5 and improved local traffic flow along SR-74 and Del Obispo Street in the City of San Juan Capistrano. The final ED and PR were approved on June 1, 2009. Construction began on September 18, 2012, and all lanes on the new bridge opened to traffic on September 4, 2015. The project was officially completed on January 15, 2016.



Segment: I-5, El Toro Road Interchange

Status: Environmental Phase in Review

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: Caltrans is the lead for the environmental phase of this project. The project area includes the cities of Laguna Hills, Laguna Woods, and Lake Forest, which are direct stakeholders of the project improvements. The study began in April 2017 and the draft Initial Study/Environmental Assessment was completed in March 2019. The three stakeholder cities were not in consensus on a preferred alternative, and costs identified for the remaining alternatives were significantly higher than the assumed cost in the Next 10 Plan, which created additional challenges. The environmental phase was anticipated to be completed in late 2019; however, without the cities' consensus, OCTA does not support the finalization of the document. OCTA requested Caltrans put completion of the ED on hold until a consultant, retained by OCTA, provides a further assessment of the alternatives to help facilitate reaching an agreement. The three cities reached a consensus to add two new alternatives from the assessment in addition to the two alternatives previously developed as part of the draft ED into the environmental process. On August 8, 2022, the Board approved an amendment to the cooperative agreement with Caltrans to reinstate the environmental phase incorporating feedback from the cities on the proposed alternatives. This quarter, the cooperative agreement between OCTA and Caltrans was amended to allow Caltrans to draw down on federal funding for the project. Environmental work is anticipated to recommence in January 2023. Due to the dependency on acquiring consensus from all three cities, this project is marked as a cost/schedule risk in the CAP.



FREEWAYS

PROJECT E

STATE ROUTE 22 (SR-22) PROJECTS

Segment: SR-22 Access Improvements
Status: PROJECT COMPLETE
Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: Completed in 2008, this project made improvements at three key SR-22 interchanges (Brookhurst Street, Euclid Street, and Harbor Boulevard) in the City of Garden Grove to reduce freeway and street congestion. This M2 project was completed early as a “bonus project” provided by the original Measure M (M1).

PROJECT F

STATE ROUTE 55 (SR-55) PROJECTS

Segment: SR-55, I-405 to I-5
Status: Construction Underway – Two Percent Complete
Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will add a general purpose lane (approximately four miles) and a second HOV lane (approximately four miles) in both directions between I-405 and I-5 in the cities of Irvine, Santa Ana, and Tustin. Auxiliary lanes will be added and extended in some segments within the project limits. The final ED and PR were approved on August 31, 2017. The construction contract was awarded on May 27, 2022, and construction began on August 10, 2022. This quarter, the contractor continued clear and grub activities, installed temporary barriers and lighting, initiated roadway and retaining wall excavation, and submitted the baseline schedule to Caltrans for review. In addition, staff continued coordination with SCE and Caltrans on utility relocations and with the City of Santa Ana on water line relocations. Due to complex ROW activities, this project is marked as a cost/schedule risk in the CAP.

Segment: SR-55, I-5 to SR-91
Status: Design Phase Underway – 2.5 Percent Complete
Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project studied the addition of a general purpose lane (approximately 2.0 miles) in both directions between I-5 and SR-22 and operational improvements between SR-22 and SR-91 in the cities of Anaheim, Orange, Santa Ana, and Tustin. The project limits span approximately 7.5 miles. The final ED and PR were approved on March 30, 2020. The design of this project was initiated on August 8, 2022. This quarter, the design team worked on obtaining permits, collected existing information and worked on geometric design.



FREWAYS

PROJECT G

STATE ROUTE 57 (SR-57) PROJECTS

Segment: SR-57 Northbound, Orangewood Avenue to Katella Avenue

Status: Design Phase Underway – 15 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project studied the addition of a new northbound general purpose lane (approximately one mile) on SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. The new northbound general purpose lane will join the completed Project G segments between Katella Avenue and Lambert Road, which opened to traffic in 2014. The final ED and PR were approved on March 29, 2019. The design of this project was initiated on March 28, 2022. This quarter, the design team submitted the 35 percent design package to Caltrans for review. In addition, staff continued coordination with Caltrans and the cities of Anaheim and Orange, and initiated coordination with OCFCD and Metrolink.

Segment: SR-57 Northbound, Katella Avenue to Lincoln Avenue

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project increased capacity by adding a new general purpose lane (approximately 2.8 miles) and improved on- and off-ramps and soundwalls on northbound SR-57 between Katella Avenue and Lincoln Avenue in the City of Anaheim. Bridges at Katella Avenue and Douglas Road were also widened in the northbound direction. The final ED was approved on September 30, 2009, and the final PR was approved on November 25, 2009. Construction began on November 17, 2011, and the improvements opened to traffic on November 19, 2014. The project was officially completed on April 21, 2015.



Segment: SR-57 Northbound, Orangethorpe Avenue to Yorba Linda Boulevard

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project increased capacity by adding a northbound general purpose lane (approximately 2.4 miles) between Orangethorpe Avenue in the City of Placentia to Yorba Linda Boulevard in the City of Fullerton and improved operations with the reconstruction of northbound on- and off-ramps, widening of seven bridges, and the addition of soundwalls. The final ED and PR were approved on November 30, 2007. Construction began on October 26, 2010, and the improvements opened to traffic on April 28, 2014. The project was officially completed on November 6, 2014.





FREEWAYS

Segment: SR-57 Northbound, Yorba Linda Boulevard to Lambert Road

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: This project improved capacity, operations, and traffic flow on SR-57 with the addition of a new northbound general purpose lane (approximately 2.5 miles) between Yorba Linda Boulevard in the City of Fullerton and Lambert Road in the City of Brea. Additional project benefits included on- and off-ramp improvements, the widening and seismic retrofit (as required) of six bridges in the northbound direction, and the addition of soundwalls. Existing lanes and shoulders were also widened to standard widths, enhancing safety for motorists. The final ED and PR were approved on November 30, 2007. Construction began on November 2, 2010, and the improvements opened to traffic on September 23, 2013. The project was officially completed on May 2, 2014.

Segment: SR-57 Northbound, Lambert Road to Tonner Canyon Road

Status: Consultant selected to prepare the Project Study Report-Project Development Support (PSR-PDS) document

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: Caltrans previously completed a PSR-PDS document in 2001 to add a northbound truck-climbing lane (approximately 2.5 miles) from Lambert Road to Tonner Canyon Road in the City of Brea. This project requires coordination with Los Angeles County Metropolitan Transportation Authority (LA Metro) on planned improvements or related work across the Orange County/Los Angeles County Line. The mainline project includes interchange and ramp improvements at Lambert Road. Through the SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program, funds were allocated to initiate the construction phase for interchange improvements at Lambert Road, which will complement and serve as a first phase to the freeway improvement project. Construction began in mid-2019. Completion of the interchange is on hold due to repairs needed on the Lambert Road bridge. The project is on hold Phase two, which is the mainline improvement, was initially approved for State Transportation Investment Program (STIP) funding in March 2018 to initiate the environmental phase. However, due to the 2019 STIP reduction, funding was shifted to cover projects already underway. On March 16, 2022, OCTA issued a request for proposals for consultant services to prepare a new PSR-PDS document due to the changing conditions on SR-57. Proposals were received on April 1, 2022, and the Board approved the consultant selection on July 11, 2022. The consultant is anticipated to begin preparations of the PSR-PDS document in early 2023. To ensure coordination with other projects planned for construction and to avoid unreasonable impacts to the public, this project is currently scheduled to be constructed beyond the Next 10 Plan timeframe.



FREEWAYS

PROJECT H

STATE ROUTE 91 (SR-91) PROJECTS

Segment: SR-91 Westbound, I-5 to SR-57

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project increased capacity by adding a general purpose lane (approximately 4.5 miles) in the westbound direction between the cities of Anaheim and Fullerton and provided operational improvements at on- and off-ramps between Brookhurst Street and State College Boulevard. The final ED was approved on May 20, 2010, and the final PR was approved on June 16, 2010. Construction began on February 6, 2013, and the improvements opened to traffic on March 7, 2016. The project was officially completed on June 23, 2016.



PROJECT I

Segment: SR-91, SR-55 to Tustin Avenue Interchange

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project improved traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane (approximately two miles) beginning at northbound SR-55 to the westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim. The project reduced weaving congestion in the area and included reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. The final ED was approved on May 11, 2011, and the final PR was approved on May 19, 2011. Construction began on November 1, 2013, and the improvements opened to traffic on May 14, 2016. The project was officially completed on July 15, 2016.



SR-91, between SR-57 and SR-55 is one project broken into three segments. To augment the decrease in projected M2 revenues, on September 12, 2016, the Board approved to use 91 Express Lanes excess revenue to fund this project. The final ED and PR were approved on June 22, 2020.

Segment: SR-91, SR-55 to Lakeview Avenue

Status: Design Phase Underway - 92 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will provide westbound operational improvements (approximately 1.4 miles), which includes the realignment of the existing westbound SR-91 on- and off-ramps, the addition of a new on-ramp from the Lakeview Avenue overcrossing bridge to connect directly to southbound SR-55, and construction of a barrier to separate westbound SR-91 from SR-55. With the proposed improvements, the existing Lakeview Avenue overcrossing bridge is anticipated to be replaced with a new bridge. The

FREEWAYS

design of this project was initiated on March 30, 2020. This quarter, the design team continued to address comments on the 95 percent design submittal and prepare the 100 percent design package. In addition, OCTA continued the ROW acquisition process.

Segment: SR-91, La Palma Avenue to SR-55

Status: Design Phase Underway - 59 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will provide an additional eastbound general purpose lane (approximately 2.7 miles), replace the eastbound shoulder, and restore auxiliary lanes as needed throughout the project limits. With the proposed improvements, the existing Kraemer Boulevard and Tustin Avenue overcrossing bridges are anticipated to be replaced with new bridges and the Santa Ana River bridge will be widened. The design of this project was initiated on June 17, 2020. This quarter, the design team continued to address comments on the 65 percent design submittal and define ROW needs.

Segment: SR-91, Acacia Street to La Palma Avenue

Status: Design Phase Underway - 70 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will provide westbound operational improvements (approximately 1.7 miles) by adding a fourth general purpose lane along westbound SR-91 from the northbound SR-57 to the westbound SR-91 connector, extending the southbound SR-57 to westbound SR-91 connector auxiliary lane through the State College Boulevard interchange, tying into the existing westbound SR-91 auxiliary lane west of State College Boulevard, and reconfiguring the westbound SR-91 to SR-57 connector to provide dedicated exits to SR-57. With the proposed improvements, the existing La Palma Avenue overcrossing bridge will be replaced with a new bridge. The design of this project was initiated on November 30, 2020. This quarter, the design team submitted two of the three 95 percent structures design packages to Caltrans for review.

PROJECT J

Segment: SR-91, SR-55 to SR-241

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project added a general purpose lane (approximately six miles) in both directions of SR-91 between SR-55 and SR-241 in the cities of Anaheim and Yorba Linda. In addition to adding 12 lane miles to SR-91, the project also delivered a second eastbound exit lane at Lakeview Avenue, Imperial Highway, and Yorba Linda Boulevard/Weir Canyon Road off-ramps. Beyond these capital improvements, crews completed work on safety barriers, lane striping, and soundwalls. The final ED and PR were approved on April 24, 2009. Construction began on May 27, 2011, and opened to traffic in December 2012. The project was officially completed on March 5, 2013.





FREEWAYS

Segment: SR-91 Eastbound, SR-241 to SR-71

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project improved mobility and operations by adding an eastbound lane (approximately six miles) through a key stretch of SR-91 between Orange County's SR-241 and Riverside County's SR-71, widened existing eastbound lanes and shoulders, and reduced traffic weaving as a result of traffic exiting at SR-71 and Green River Road. The final ED and PR were approved on December 28, 2007. Construction began on September 16, 2009, and the improvements opened to traffic on December 2, 2010. The project was officially completed on January 31, 2011. Because this project was shovel-ready, OCTA was able to obtain American Recovery and Reinvestment Act funding for this M2 project, saving M2 revenues for future projects.



Segment: SR-91, SR-241 to I-15

Status: Riverside County Transportation Center's (RCTC) Design-Build – Initial Phase Complete on March 20, 2017; Alternatives Analysis Completed

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project plans to add a general purpose lane on SR-91 between SR-241 and I-15. Since the SR-91 corridor is one of the busiest in the region, implementation of this project requires coordinating and constructing the improvements in multiple segments and to capitalize on available funding. Freeway improvements that cross county lines require close coordination to maintain seamless travel. While the portion of this project between SR-241 and the Orange County/Riverside County Line is part of OCTA's M2 Project J, the matching segment between the county line and SR-71 is part of RCTC's Measure A. The sixth lane addition requires joint implementation to ensure smooth delivery of the project. With significant SR-91 freeway improvements taking place as a result of both counties' sales tax measures, the construction timing of the additional general purpose lane between SR-241 and SR-71 was anticipated to take place post-2035. However, RCTC requested OCTA's support to accelerate a portion of the ultimate project in the westbound direction (in Orange County) to address a bottleneck issue affecting the City of Corona. With OCTA's support, RCTC developed the 91 Westbound Corridor Operation Project, which began construction in late 2020 and was completed in January 2022.

In addition, OCTA and RCTC conducted a feasibility study to determine how best to implement the sixth general purpose lane while minimizing environmental and construction impacts in the eastbound direction between SR-241 and SR-71. In May 2020, the consultant team initiated efforts for the geometric and design alternatives analysis. The final alternatives analysis report was completed in April 2022. RCTC will lead the effort to proceed with the environmental phase of the project, to be referred to as the 91 Eastbound Corridor Operation Project. These efforts are anticipated to begin by late 2023.



FREWAYS

PROJECT K

INTERSTATE 405 (I-405) PROJECTS

Segment: I-405, SR-73 to I-605

Status: Design-Build Underway - 90 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: OCTA and Caltrans are working together to widen I-405 by adding a general purpose lane (approximately 14 miles) between Euclid Street and I-605 in both directions and a second HOV lane in both directions that will combine with the existing HOV lane to provide dual express lanes in each direction of I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes.² The project limits span approximately 16 miles. Additional improvements include reconstruction of local interchanges and making improvements to freeway entrances and exits along the corridor from SR-73 to I-605 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster. The final ED and PR were approved on June 15, 2015. Construction activities began on January 31, 2017.

During the quarter, work continued on ROW acquisition, utility coordination, public outreach, installation of drainage systems, retaining walls, paving, and bridge construction. Design is substantially complete with the review of various design refinements and construction submittals ongoing. OCTA's toll lanes system integrator is under contract and working with OCTA and the design-builder. Construction on one-stage bridges (closed during construction) continued at Newland Street, Ward Street, and Warner Avenue. Two-stage bridges (partially closed but allows throughway traffic during construction) at Bolsa Avenue, Brookhurst Street, and Goldenwest Street are also underway. In total, 18 bridges will be replaced, of which 11 have been completed and opened to date. The remaining seven are in various stages of construction. In addition to one- and two-stage bridges, construction to widen the existing freeway bridges on the Beach Boulevard/Bolsa Avenue railroad crossing, old Navy railroad crossing, and at the Harbor Boulevard and Santa Ana River bridges is ongoing. Construction of the new SR-73/I-405 connector bridge is also underway. Public outreach, through virtual neighborhood meetings, continues to be held to discuss construction activities. Substantial completion of the project is anticipated in late 2023.

² The general purpose lane portion of the project is an M2 project and will be funded by a combination of local, state, and federal funds. The express lanes portion of the project is financed and paid for by those who choose to pay a toll and use the 405 Express Lanes.



FREEWAYS

PROJECT L

Segment: I-405, I-5 to SR-55

Status: Environmental Phase Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project studied potential improvements along approximately 8.5 miles of I-405 between I-5 and SR-55 in the City of Irvine. The project development team reviewed the alternatives and public comments received during public circulation, and as a result of the effort, recommended adding one general purpose lane in both directions. The final ED and PR were approved on August 31, 2018. To ensure coordination with other projects planned for construction and to avoid unreasonable impacts to the public, this project is currently scheduled to be constructed beyond the Next 10 Plan timeframe.

PROJECT M

INTERSTATE 605 (I-605) PROJECTS

Segment: I-605, Katella Avenue Interchange Improvements

Status: Design Phase Underway - 90 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will make enhancements at the on- and off-ramps and operational improvements on Katella Avenue at the I-605 Interchange in the City of Los Alamitos. In addition, pedestrian and bicycle improvements will incorporate complete streets components, including enhanced safety for all modes of travel. The final ED and PR were approved on October 3, 2018. The design of this project was initiated on December 28, 2020. This quarter, the design team continued to address comments on the 95 percent roadway and structures design submittals. The design team also submitted an updated supplemental design standard decision document, continued coordination with the counties of Orange and Los Angeles on encroachment permit requirements for work near regional drainage facilities, updated the utility management matrix, revised environmental technical documentation, and completed a pre-construction record of survey and corresponding ROW deliverables.



PROJECT N

FREEWAY SERVICE PATROL

Status: Service Ongoing

Contact: Patrick Sampson, Motorist Services • (714) 560-5435

Summary: Freeway Service Patrol (FSP) provides assistance to motorists whose vehicles have become disabled along Orange County freeways and removes congestion-causing debris from traffic lanes to reduce freeway congestion and collisions. In June 2012, M2 began supporting FSP with local funds to maintain existing service levels and expand services through 2041. During the quarter, FSP provided 13,834 services.³ Since June 2012, FSP has provided a total of 709,604 services³ on the Orange County freeway system.

³ Service calculations are based on all services provided as FSP is funded by M2 and external sources.

STREETS AND ROADS

PROJECT O

REGIONAL CAPACITY PROGRAM

Status: 13th Call Applications Under Review

Contact: Charvalen Alacar, Planning • (714) 560-5401

Summary: This program, in combination with required local matching funds, provides funding for improvements on Orange County's Master Plan of Arterial Highways. Since 2011, through 12 calls, the Board has awarded 173 projects (211 project phases) totaling nearly \$350 million, including \$24 million in external funding. To date, 141 project phases have been completed, 50 are in various stages of implementation, and 20 have been cancelled by the awarded local jurisdictions. On August 8, 2022, the Board approved the release of the 13th call. Applications were received on October 20, 2022, and are under review. Programming recommendations are anticipated to be presented to the Board in spring 2023.

OC Bridges Railroad Program

This program built seven grade separations (either under or overpasses) where high-volume streets are impacted by freight trains along the BNSF railroad in north Orange County. On September 13, 2021, the Board approved program closeout and budget adjustment to approximately \$666.55 million for all the OC Bridges grade separation projects, of which \$152.6 million was committed M2 and \$513.9 million in leveraged external funding. Funding reimbursement and closeout for all seven grade separation projects have been completed.

Segment: Kraemer Boulevard Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the cities of Anaheim and Placentia. Construction began on November 9, 2012, and the improvements opened to traffic on June 28, 2014. Construction acceptance was obtained by the cities of Anaheim and Placentia in December 2014. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty in December 2015 with no issues or claims identified. Funding reimbursement and closeout have been completed.



Segment: Lakeview Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project grade separated the local street from railroad tracks by building a bridge for vehicular traffic over the railroad crossing and reconfiguring the intersection of Lakeview Avenue and Orangethorpe Avenue in the cities of Anaheim and Placentia. Construction began on March 3, 2014, and the improvements opened to traffic on June 6, 2017. Construction acceptance was obtained from the cities of Anaheim and Placentia in June 2018. OCTA turned over maintenance responsibilities to the cities and





STREETS AND ROADS

extended the one-year warranty to July 2019 for some minor repair items. The Board approved a final claim resolution in July 2019. Funding reimbursement and closeout have been completed.

Segment: Orangethorpe Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project grade separated the local street from railroad tracks by building a bridge for vehicular traffic over the railroad crossing in the cities of Anaheim and Placentia. Construction began on April 25, 2013, and the improvements opened to traffic on June 23, 2016. Construction acceptance was obtained from the cities of Anaheim and Placentia in October 2016. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to June 2019 for some minor repair items. No additional issues or repairs were identified. Funding reimbursement and closeout have been completed.



Segment: Placentia Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Placentia. Construction began on October 5, 2011, and the improvements opened to traffic on March 12, 2014. Construction acceptance was obtained from the cities of Anaheim and Placentia in December 2014. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty in December 2015 with no issues or repairs identified. Funding reimbursement and closeout have been completed.



Segment: Raymond Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Fullerton. The City of Fullerton managed construction while OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. Construction began on March 27, 2014, and the improvements opened to traffic on October 2, 2017. Construction acceptance was obtained from the City of Fullerton in May 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Funding reimbursement and closeout have been completed.





STREETS AND ROADS

Segment: State College Boulevard Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Fullerton. The City of Fullerton managed construction while OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. Construction began on March 27, 2014, and the improvements opened to traffic on November 1, 2017. Construction acceptance was obtained from the City of Fullerton in March 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Funding reimbursement and closeout have been completed.



Segment: Tustin Avenue/Rose Drive Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project grade separated the local street from railroad tracks by building a bridge over the railroad crossing for vehicular traffic in the cities of Anaheim and Placentia. Construction began on April 22, 2013, and the improvements opened to traffic on December 7, 2015. Construction acceptance was obtained from the cities of Anaheim and Placentia in October 2016. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to November 2018 for some minor repair items. No additional issues or repairs were identified. Funding reimbursement and closeout have been completed.



PROJECT P

REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM

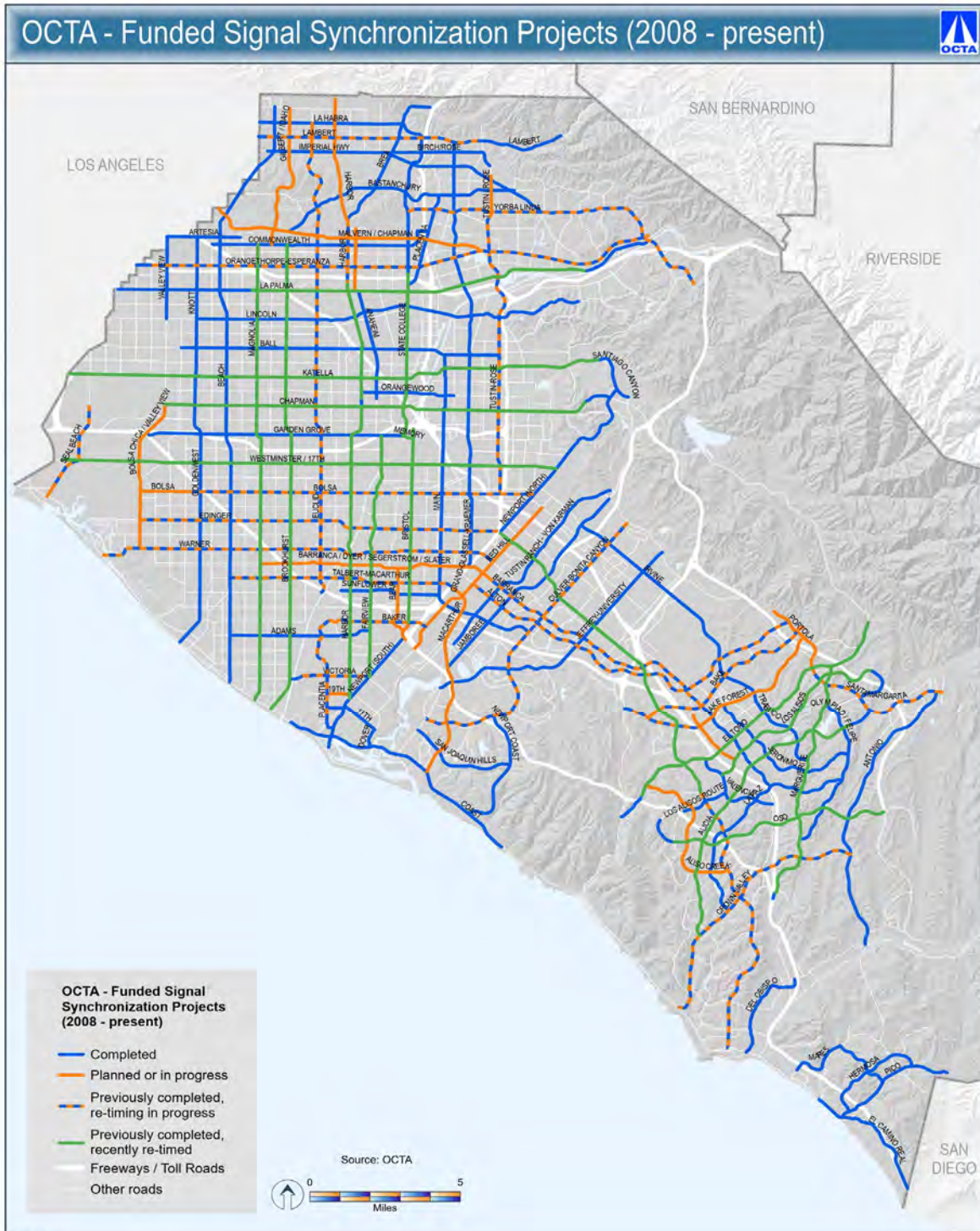
Status: 13th Call Applications Under Review

Contact: Anup Kulkarni, Planning • (714) 560-5867

Summary: This program provides funding and assistance to implement multi-agency signal synchronization. The target of the program is to regularly coordinate a network of over 2,000 signalized intersections along 750 miles of roadway within Orange County. OCTA also leverages external funding to further enhance the efficiency of the street grid and reduce travel delays.

To date, OCTA and local agencies have synchronized more than 3,445 intersections over more than 886 miles of streets (98 completed projects). Through 12 calls, 109 projects⁴ totaling more than \$132 million have been awarded. Overall, OCTA has funded 128 projects⁴ totaling more than \$157 million, including \$30.5 million in leveraged external funding. On August 8, 2022, the Board approved the release of the 13th call. Applications were received on October 20, 2022, and are under review. Programming recommendations are anticipated to be presented to the Board in spring 2023.

STREETS AND ROADS



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STREETS AND ROADS

PROJECT Q

LOCAL FAIR SHARE

Status: Ongoing

Contact: Sean Murdock, Finance • (714) 560-5685

Summary: To help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures by the cities and the County. Annually, all local jurisdictions are reviewed to determine eligibility to receive M2 funds. All local jurisdictions have been found eligible to receive LFS funds. On a bimonthly basis, 18 percent of net revenues are allocated by formula. Since 2011, more than \$611.4 million in LFS payments have been provided to local jurisdictions.

For more details, see funding allocation by local agency on [pages 51-52](#).



PROJECT R

HIGH FREQUENCY METROLINK SERVICE

Project R will increase rail services within the County and provide additional Metrolink service north of the City of Fullerton to the Los Angeles County Line. The program provides for track improvements, the addition of trains and parking capacity, upgraded stations, and safety enhancements to allow cities to establish quiet zones along the tracks. This program also includes funding for grade crossing improvements at high-volume arterial streets, which cross Metrolink tracks.

Project: Metrolink Grade Crossing Improvements

Status: PROJECT COMPLETE

Contact: Megan Taylor, Operations • (714) 560-5601

Summary: Enhancements at 50 of the designated 52 Orange County at-grade rail-highway crossings were completed in support of the Metrolink Service Expansion Program (MSEP) in October 2012. As a result of one private crossing, which did not allow OCTA to make enhancements, and one street closure, which eliminated the need for enhancements, the final count of enhanced rail-highway crossings was 50. Completion of the safety improvements provided each corridor city with the opportunity to establish a “quiet zone” at their respective crossings. Quiet zones are intended to prohibit the sounding of train horns through designated crossings, except in the case of emergencies, construction work, or safety concerns identified by the train engineer. The cities of Anaheim, Dana Point, Irvine, Orange, San Clemente, San Juan Capistrano, Santa Ana, and Tustin have established quiet zones within their communities.



Project: Metrolink Service Expansion Program

Status: PROJECT COMPLETE

Contact: Megan Taylor, Operations • (714) 560-5601

Summary: Following the completion of the MSEP improvements in 2012, OCTA deployed a total of ten new Metrolink intracounty trains operating between the cities of Fullerton and Laguna Niguel/Mission Viejo, primarily during the midday and evening hours.



In October 2019, several intracounty trains were extended to Los Angeles County to increase ridership through a redeployment of the trains without significantly impacting operating costs. Due to the COVID-19 pandemic, Metrolink implemented temporary service reductions. In April 2022, Metrolink partially restored some service in response to customer feedback and demand for more train trips. The three lines serving Orange County currently operate 45 weekday trains, 17 percent less service compared to the 54 weekday trains prior to COVID-19 related service reductions. During the quarter, ridership recovery continued to trend positively yet below expectations. Total boardings on the three lines serving Orange County are approximately 63 percent lower compared to the same quarter of FY 2018-19 (used as a pre-pandemic data set). Metrolink ridership has struggled to meet projections, thereby reducing farebox recovery. To exacerbate this shortfall, operating costs have increased. Consequently, Metrolink has postponed the full service restoration that was previously scheduled for implementation in October 2022 in order to manage costs while also working on campaigns to attract more riders. However, many variables affect ridership



TRANSIT

recovery, such as prevalence of flexible remote work policies. Without changes in service levels, ridership growth, and operations and rehabilitation costs or availability of external funds, the current service cannot be sustained beyond FY 2035-36. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the corresponding financial impacts to M2.

Rail Corridor and Station Improvements

Additionally, under MSEP, funding is provided for rail line and station improvements to accommodate increased service. Rail station parking lot expansions and better access to platforms, among other improvements have been made or are underway. For schedule information on station improvement projects, please see the CAP pages on [pages 53-57](#).

Project: Anaheim Canyon Metrolink Station Improvements

Status: Construction Underway - 96 Percent Complete

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This OCTA-led project will add a second main track and passenger platform, extend the existing passenger platform, add improvements to at-grade crossings for pedestrian circulation, and install new station amenities including benches, shade structures, and ticket vending machines. The construction contract was awarded on March 22, 2021, and construction began on May 10, 2021. This quarter, construction continued with the completion of all grading and concrete work, as well as the installation of new tactile warning strips. The project is anticipated to be completed in early 2023.

Project: Fullerton Transportation Center Improvements

Status: PROJECT COMPLETE

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: Completed early on, this project constructed a new five-level parking structure to provide additional transit parking at the Fullerton Transportation Center for both intercity rail service and commuter rail passengers. Construction on this city-led project began on October 18, 2010, and the improvements were completed on June 19, 2012. After completion, an elevator upgrade project was initiated with leftover savings. The elevator project modified the existing pedestrian bridge to add two new traction elevators, one on each side. The City of Fullerton was the lead on this project, which was completed on May 1, 2019.



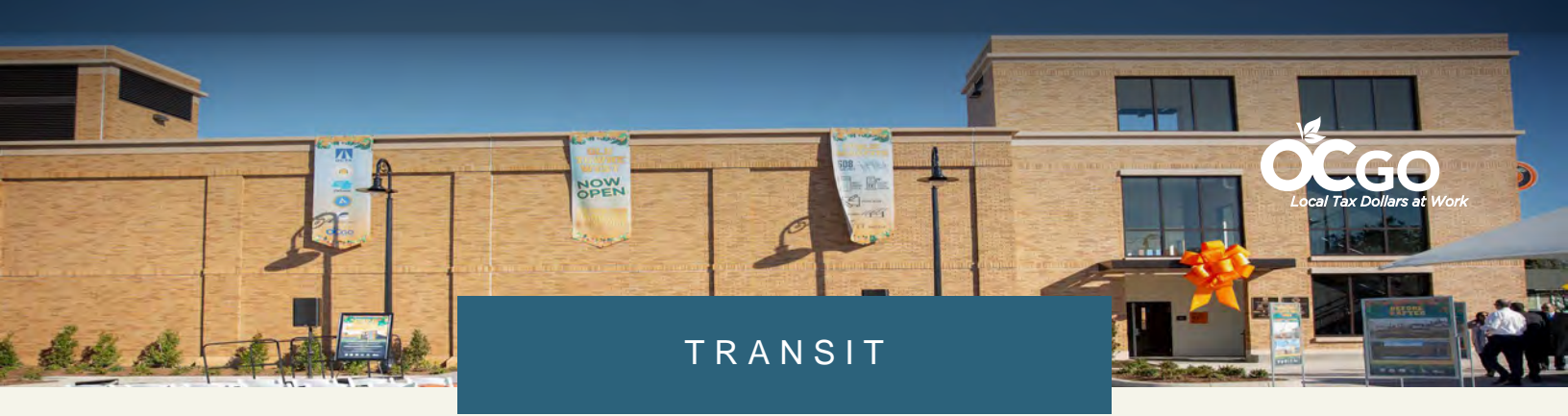
Project: Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps

Status: PROJECT COMPLETE

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This project added new ADA-compliant access ramps on either side of the pedestrian undercrossing and a unisex ADA-compliant restroom, vending machine room, and three passenger canopies. Construction began on February 23, 2016, and the improvements were completed on September 20, 2017.





TRANSIT

Project: Orange Transportation Center Metrolink Parking Structure

Status: PROJECT COMPLETE

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This project includes a 608-space, five-level, shared-use parking structure that is located on Lemon Street between Chapman Avenue and Maple Street in the City of Orange. Per a cooperative agreement between OCTA and the City of Orange, the City of Orange led the design phase, and OCTA led the construction phase of the project. Construction began on July 17, 2017, and the improvements were completed on February 15, 2019.



Project: New Placentia Metrolink Station and Parking Structure

Status: Design Complete; Ready for Advertisement subject to BNSF construction and maintenance (C&M) agreement

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This project will construct a new Metrolink station to include platforms, parking, a new bus stop, and passenger amenities in the City of Placentia. Plans for the proposed Placentia Metrolink Station Project were near completion when the City of Placentia requested to modify them to include a parking structure to be built where surface parking had been designed. On June 27, 2016, the Board approved a cooperative agreement with the City of Placentia that revised the project's scope and budget, and with the changes, the City of Placentia will contribute towards the cost. The project will also include a third track which should assist with the on-time performance of train operations and provide operational flexibility for both freight and passenger trains. OCTA is the lead agency for the design and construction and BNSF will be the lead on rail construction. The final design was completed on July 22, 2017. The project will be ready to advertise once a C&M agreement with BNSF is in place. Due to dependency on the C&M agreement, this project is marked as a cost/schedule risk in the CAP.

Project: San Clemente Pier Station Lighting

Status: PROJECT COMPLETE

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This OCTA-led project added lighting to the existing platform and new decorative handrails at the San Clemente Pier Station in the City of San Clemente. The improvements were completed on March 17, 2017, and project closeout was completed in the same month.



Additional Rail Corridor Improvements

In September 2021, a failing slope severely degraded the railroad track structure in the City of San Clemente. Emergency repair efforts were taken between late 2021 and early 2022. However, recent higher tidal events have continued to impact the stability of the track, leading to a suspension of rail service. The Board adopted a resolution in October 2022 to authorize OCTA to take all necessary actions to address the emergency need for railroad track stabilization. Emergency work to stabilize the railroad track is underway and anticipated to be complete in early 2023. The repairs during this phase of the work are funded from the commuter rail fund and some state emergency funds. Future updates to the Next 10 Plan will need to consider the financial implications of the additional long-term track improvement needs.



TRANSIT

Completed:

- Installation of the Control Point project at Fourth Street in the City of Santa Ana, which provided greater efficiency and reliability for passenger rail service
- Implementation of Positive Train Control system, which improves rail safety by monitoring and controlling train movement
- Implementation of video surveillance systems at the Fullerton, Irvine, Laguna Niguel, Mission Viejo, Orange, Santa Ana, and Tustin stations
- Railroad ROW Slope Stabilization project at eight locations within the rail corridor to prevent future erosion and slope instability
- Replacement of detectable tiles and painted guidelines at six stations to meet the Federal Transit Administration (FTA) State of Good Repair requirement, enhance safety, and provide clear warnings to passengers
- Replacement of stairs at the Fullerton Transportation Center

Underway:

- Design of additional slope stabilization and drainage improvements in Mission Viejo and Laguna Niguel
- ROW acquisition to replace the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will not preclude a future bike trail on the south end along the creek
- Emergency track stabilization in the City of San Clemente

Project: Sand Canyon Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project separated the local street from railroad tracks in the City of Irvine by constructing an underpass for vehicular traffic. Construction began on May 3, 2011, and the improvements opened to traffic on July 14, 2014. The project was completed, and construction acceptance was obtained from the City of Irvine on January 15, 2016. The project completed the one-year warranty period, and no repairs were identified. The project closed out in January 2017.



Project: Tustin Metrolink Station Parking Structure

Status: PROJECT COMPLETE

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This early completion project provided additional parking at the Tustin Metrolink Station to meet requirements associated with MSEP by constructing a new four-story parking structure with approximately 735 spaces and on-site surface parking. Construction on the parking structure began on October 27, 2010 and opened to the public on September 22, 2011.





TRANSIT

Project: Laguna Niguel to San Juan Capistrano Passing Siding Project

Status: PROJECT COMPLETE

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This project added a new passing siding railroad track (approximately 1.8 miles) adjacent to the existing mainline track, which enhanced the operational efficiency of passenger services within the LOSSAN rail corridor. Construction began on March 12, 2019, and the improvements were completed on November 17, 2020.



PROJECT S

TRANSIT EXTENSIONS TO METROLINK

To broaden the reach of Metrolink to other Orange County cities, communities, and activity centers, Project S includes a competitive program that allows cities to apply for funding to connect passengers to their final destination via transit extensions. There are currently two categories for this program: a fixed-guideway program (streetcar) and a rubber tire transit program.

Project: OC Streetcar

Status: Full Funding Grant Agreement Executed November 30, 2018; Construction Work Ongoing, Vehicle Production Ongoing, Limited Notice to Proceed (NTP) Executed with Operations and Maintenance (O&M) Contractor

Contact: Ross Lew, Rail • (714) 560-5775
Cleve Cleveland, Rail • (714) 560-5535

Summary: The OC Streetcar will serve the SARTC through Downtown Santa Ana, and the Civic Center to Harbor Boulevard in the City of Garden Grove. At the request of the two cities, OCTA is serving as the lead agency for the project. Construction on the project began on November 19, 2018.

Construction

This quarter, construction achieved several milestones including completion of the embedded track on Fourth Street which reopened vehicular traffic from French Street to Ross Street, installation of the first platform canopy near French Street, and installation of track on eastbound Santa Ana Boulevard between Santiago Street and Lacy Street. Overall, approximately 75 percent of the embedded track has been installed throughout the alignment. At the maintenance and storage facility, key activities completed during the quarter included installation of exterior walls, conduit and piping, roof curbs and skylights, girder painting, and shop tracks.

Other ongoing construction activities include preparation of various street intersections for placement of new traffic signal poles, and installation of high voltage switchgear, traction power substations, remaining overhead catenary system poles, and station platform canopies at Harbor Boulevard, Raitt Street, and French Street. Roadway pavement was placed on eastbound Santa Ana Boulevard from Bristol Street to Flower Street. Embedded track work was completed in Sasser Park, and embedded track installation is



currently underway on westbound Santa Ana Boulevard between Poinsettia Street and Santiago Street.

Vehicle

The vehicle manufacturer continues production of eight S700 streetcar vehicles. Currently, Cars 1 through 7 are in the final stages of manufacturing with installation of the last remaining vehicle components. Car 8 is in final assembly and preparations are underway to commence static and dynamic testing in early 2023.

The First Article Inspection for Car 1, conducted in May 2022, had open items for reinspection that were conducted in mid-September 2022. Most of the open items were signed off at this reinspection, with the remaining items to be closed in early 2023. The vehicle manufacturer is preparing a final walkthrough for Car 3, and the anticipated inspection is January 2023.

Operations

The O&M general manager is working with OCTA operations staff to prepare procedures and documentation in compliance with all applicable FTA and California Public Utilities Commission (CPUC) requirements. On October 26, 2022, the Rail Activation Committee kick-off was held with various project stakeholders, including FTA and their project management oversight consultant, and CPUC. Rail activation is the start-up and testing transition between construction and the start of revenue service. The Rail Activation Committee will remain actively engaged in preparation for the start-up and testing phase.

Cost and Schedule

In December 2021, the Board approved a revised project budget of \$509.54 million. Staff continues to coordinate with the construction contractor and vehicle manufacturer to achieve the March 2024 revenue service date as presented to the Board in December 2021.

In September 2022, staff conducted a project risk assessment consistent with achieving 70 percent construction completion. Staff will return to the Board in spring 2023 to present the results of the risk analysis, including any adjustments to the project cost and schedule.

Project: Bus and Station Van Extension Projects

Status: Last Service Completed on June 30, 2020; No Future Calls Anticipated

Contact: Charvalen Alacar, Planning • (714) 560-5401

Summary: Bus and station van extension projects help enhance the frequency of service in the Metrolink corridor by linking communities within the central core of Orange County to commuter rail. To date, the Board has approved one round of funding for bus and van extension projects, totaling over \$732,000. On July 23, 2012, the Board approved funding for one project in the City of Anaheim and three projects in the City of Lake Forest. The City of Lake Forest has cancelled all three projects. The Anaheim Canyon Metrolink Station Bus Connection project provided service between the Anaheim Canyon Metrolink station and the Anaheim Resort area; this project was completed on June 30, 2020, under Project S. The service continues under a Project V grant and is subject to meeting minimum performance requirements as part of the Project V program.



TRANSIT

PROJECT T

METROLINK GATEWAYS

Project: Anaheim Regional Transportation Intermodal Center

Status: PROJECT COMPLETE

Contact: George Olivo, Capital Programs • (714) 560-5872



Summary: This project constructed the ARTIC located at 2626 East Katella Avenue in the City of Anaheim. ARTIC is a major multimodal transportation hub serving commuters and residents in the City of Anaheim. In addition to OCTA buses and Metrolink trains, ARTIC provides transit connections to Pacific Surfliner Amtrak, Anaheim Resort Transit, shuttle and charter bus service, taxis, bicycles, other private transportation services available, and accommodates future high-speed rail trains. The City of Anaheim, which led the construction effort, began construction on September 24, 2012, and opened the facility to rail and bus service on December 6, 2014. This facility replaced the former Anaheim Metrolink Station that was located on the opposite side of the freeway in the Los Angeles Angels of Anaheim Stadium parking lot.

PROJECT U

EXPAND MOBILITY CHOICES FOR SENIORS AND PERSONS WITH DISABILITIES

Project U expands mobility choices for seniors and persons with disabilities, and includes the SMP, the SNEMT Program, and the Fare Stabilization Program. Since inception, more than \$110.4 million^{5,6} in Project U funding has been provided under M2.

⁵ Payments are made every other month (January, March, May, July, September, and November). July payments are based on June accruals, and therefore counted as June payments. The amount totaled for one fiscal year quarter either covers one or two payments, depending on the months that fall within that quarter.

⁶ Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the SMP guidelines, which allows for OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The funds will be held until the State lifts the State of Emergency or transportation services resume, whichever occurs first.

Project: Senior Mobility Program

Status: Ongoing

Contact: Jack Garate, Transit • (714) 560-5387

Summary: The SMP provides one percent of net M2 revenues to eligible local jurisdictions to provide transit services that best meet the needs of seniors living in their community. According to the SMP Funding and Policy Guidelines, M2 revenue is allocated to local jurisdictions proportionally, relative to the total county's senior population, by the residents aged 60 and above multiplied by available revenues. The remaining unallocated funds are distributed to the M2 Project U Fare Stabilization Program.



TRANSIT

Since inception, approximately \$31.7 million⁷ has been provided to support more than 2.6 million boardings for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, more than \$683,000^{7,8} was paid out to 31 of the 32 participating cities that are currently active. One city has temporarily suspended services due to the COVID-19 pandemic.

⁷ Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the SMP guidelines, which allows for OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The funds will be held until the State lifts the State of Emergency or transportation services resume, whichever occurs first.

⁸ Payments are made every other month (January, March, May, July, September, and November). July payments are based on June accruals, and therefore counted as June payments. The amount totaled for one fiscal year quarter either covers one or two payments, depending on the months that fall within that quarter.

Project: Senior Non-Emergency Medical Transportation Program

Status: Ongoing

Contact: Jack Garate, Transit • (714) 560-5387

Summary: This program provides one percent of net M2 revenues to supplement existing countywide SNEMT services. Since inception, more than \$34.1 million has been allocated to support nearly 1.4 million SNEMT boardings⁹. This quarter, approximately \$726,000⁸ in SNEMT funding was paid to the County of Orange.

⁹ The SNEMT program is operated by the County of Orange Office on Aging. Total boardings are calculated based on all services funded by M2 and the County of Orange.

Project: Fare Stabilization Program

Status: Ongoing

Contact: Sean Murdock, Finance • (714) 560-5685

Summary: From 2011 to 2015, one percent of net M2 revenues was dedicated to stabilizing fares and providing fare discounts for bus services and specialized ACCESS services for seniors and persons with disabilities. Effective January 28, 2016, an amendment to the M2 Ordinance adjusted this amount to 1.47 percent of net M2 revenues to be dedicated to the Fare Stabilization Program.

Nearly \$1.1 million⁸ in revenue was allocated this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During the quarter, based on nearly 2.3 million program-related boardings recorded on fixed-route and ACCESS services, approximately \$644,000 was utilized. The senior and disabled boardings recorded are based on pass sales and ACCESS boardings figures. Since inception, more than \$44.6 million has been allocated to support more than 137 million program-related boardings.



TRANSIT

PROJECT V

COMMUNITY-BASED TRANSIT/CIRCULATORS

Status: Service Updates

Contact: Charvalen Alacar, Planning • (714) 560-5401

Summary: This program provides funding for local jurisdictions to develop local bus transit services, such as community-based circulators and shuttles, which complement regional bus and rail services to meet needs in areas not adequately served by regional transit. To date, through a competitive process, OCTA has issued four calls (June 2013, June 2016, June 2018, and April 2020), which have awarded 35 projects and ten planning studies totaling approximately \$52 million. Out of the 35 projects, 16 are currently active, 13 have been cancelled (primarily due to low ridership), three have not yet initiated service due to delays caused by COVID-19, and three have been completed.

On January 25, 2021, the Board approved changes to the Project V program guidelines to better support these key community services in a post-COVID-19 environment. Key revisions included modifying minimum performance standards and allowing for escalation in the subsidy per boarding and annual fiscal year funding caps. Staff continued to work with local jurisdictions to update existing cooperative agreements to incorporate these programmatic changes.

OCTA receives ridership reports from local agencies on a regular basis to monitor the success of these services against performance measures adopted by the Board. Currently, most of these services are generally meeting the January 2021 modified performance metrics. The most recent Project V ridership report was presented to the Transit Committee on July 14, 2022, and to the Board on July 25, 2022. Lessons learned from the success of implemented services are incorporated into recommendations for future funding guidelines and programming recommendations. The next Project V ridership report is anticipated to be presented to the Board in January 2023. Staff is analyzing revenues for future calls and is currently assessing the timing of the next Project V call.



TRANSIT

PROJECT W

SAFE TRANSIT STOPS

Status: City-Initiated Improvements Underway or Completed

Contact: Charvalen Alacar, Planning • (714) 560-5401

Summary: This program provides funding for passenger amenities at the busiest transit stops across Orange County. Stop improvements are designed to ease transfers between bus lines and provide passenger amenities such as the installation of bus benches or seating, shelters, and lighting.

To date, through a competitive process, OCTA has issued three calls (July 2014, June 2019, and September 2020), which have awarded just over \$3.1 million to support improvements at 122 locations. Of the 122 projects, 56 have been completed, 56 are in various stages of implementation, and ten have been cancelled. Staff is reviewing M2 revenues and assessing the appropriate timing for the next call.

ENVIRONMENTAL

PROJECT X

CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES

Project: Environmental Cleanup Program

Status: 12th Tier 1 Call Funding Recommendations Approved

Contact: Dan Phu, Planning • (714) 560-5907

Summary: This program implements street and highway-related water quality improvement programs and projects that assist agencies countywide with federal Clean Water Act standards for urban runoff. It is intended to augment, not replace, existing transportation-related water quality expenditures and to emphasize high-impact capital improvements over local operations and maintenance costs. The ECAC is charged with making recommendations to the Board on the allocation of funds. These funds are allocated on a countywide, competitive basis to assist agencies in meeting the Clean Water Act standards for controlling transportation related pollution.

The ECP is composed of a two-tiered funding process focusing on early priorities (Tier 1), and a second program designed to prepare for more comprehensive capital investments (Tier 2). All Orange County cities plus the County of Orange have received funding under this program. To date, there have been 12 rounds of funding under the Tier 1 grants program.

A total of 212 projects, amounting to more than \$33 million, have been awarded by the Board since 2011. Of the 212 projects, construction on 173 projects have been completed, 28 are in various stages of implementation, and 11 have been cancelled by the awarded agency. This includes the November 14, 2022, Board approval of funding recommendations for 13 Tier 1 ECP projects totaling \$3.1 million. The next Tier 1 call is anticipated to be released in the early 2023.

Staff estimates that nearly 60 million gallons of trash have been captured as a result of the installation of Tier 1 devices since the inception of the Tier 1 Program in 2011. This is equivalent to filling nearly 138 football fields with one foot deep of trash. Over time, the volume of trash captured is expected to increase.

In addition, there have been two rounds of funding under the Tier 2 grants program. A total of 22 projects in the amount of \$27.89 million have been awarded by the Board since 2013. Of the 22 projects, construction on 18 projects have been completed and four projects have been cancelled by the awarded agency. It is estimated that Tier 2-funded projects, once fully functional, will have an annual groundwater recharge potential of approximately 157 million gallons of water from infiltration or through pumped and treated recharge facilities. The appropriate timing of the next Tier 2 call is being assessed and will be determined by funding availability as well as the number of viable projects from eligible agencies.



ENVIRONMENTAL

FREEWAY MITIGATION

Segment: Environmental Mitigation Program

Status: Biological Permits Issued and Conservation Plan in Place

Contact: Dan Phu, Planning • (714) 560-5907

Summary: Working in collaboration with the United States Fish and Wildlife Service and the California Department of Fish and Wildlife (Wildlife Agencies), this program allocates funds to acquire land and fund habitat restoration projects to offset the environmental impacts of M2 freeway projects. In June 2017, OCTA received biological resource permits after completing a state and federal Conservation Plan. This Conservation Plan commits to protecting the natural habitat and wildlife on OCTA's Preserves, funding multiple habitat restoration projects, and minimizing impacts to resources during construction of M2 freeway projects - allowing streamlined project approvals for the M2 freeway projects with little additional coordination from the Wildlife Agencies. This program represents the culmination of years of collaboration and support by the Board, environmental community, and Wildlife Agencies. The OCTA Conservation Plan is unique, as it is only the second state/federal conservation plan approved in Orange County.

The Conservation Plan also includes a streamlined process for coordination for streambed alteration agreements for portions of freeway projects that cross through streams and riverbeds. In 2017, the United States Army Corps of Engineers (Corps) issued a programmatic permit to OCTA and Caltrans (as owner/operator of the state highway system). The State Board provided a letter to OCTA in 2018, which further secured assurances related to advanced mitigation and freeway project permit issuance. These efforts are the result of years of collaboration between OCTA, the Corps, and the State Board, and constitute another groundbreaking milestone for the M2 EMP.

To date, the Board has approved the acquisition of seven properties (Preserves) totaling 1,300 acres and 12 restoration projects totaling 350 acres. The restoration project plans have been approved by the Wildlife Agencies and are currently at various stages of implementation. To date, four restoration projects have been completed and have been approved by the Wildlife Agencies. The Board authorized \$42 million (inclusive of setting aside funds for long-term land management) for property acquisitions, \$10.5 million to fund habitat restoration activities, and \$2.5 million for conservation plan development and program support, for a total of approximately \$55 million.

As part of the Conservation Plan requirement, an endowment has been established to pay for the long-term management of the Preserves. The most recent Board-adopted 2022 Next 10 Plan confirms that OCTA will be able to continue endowment deposits of \$2.9 million annually. The seventh endowment deposit was made in July 2022. Quarterly investment reports are provided to the Board, with the most recent one in February 2023. As of December 31, 2022, the endowment balance was \$22,206,586, which is below the FY 2022-23 target of \$24,015,673. Current projections indicate that OCTA still remains on track to meet the endowment target of \$46.2 million in FY 2027-28; however, the performance of the endowment fund may affect the timeframe. The next report is anticipated to be presented to the Board in May 2023.

Staff will continue to oversee and provide endowment updates to the Finance and Administration (F&A) Committee and the Environmental Oversight Committee (EOC) on a regular basis. Resource management plans (RMP) for the Preserves were finalized in 2018. These RMPs guide the management of the



ENVIRONMENTAL

Preserves as outlined within the Conservation Plan. The RMPs will be reviewed and updated as necessary, approximately every five years. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established.

As required by the Conservation Plan, OCTA is developing fire management plans (FMP) for the Preserves. Each Preserve will have its own separate FMP. These FMPs will provide guidelines for decision-making at all stages, including fire prevention, pre-fire vegetation management, suppression activities, and post-fire responses that are compatible with conservation and stewardship responsibilities. All seven of the FMPs have been drafted, reviewed by the Wildlife Agencies and are currently being finalized for signatures. It is anticipated that the FMPs will be complete in early 2023. Once complete, they will be shared with the EOC, posted on OCTA's website and incorporated into the RMPs.

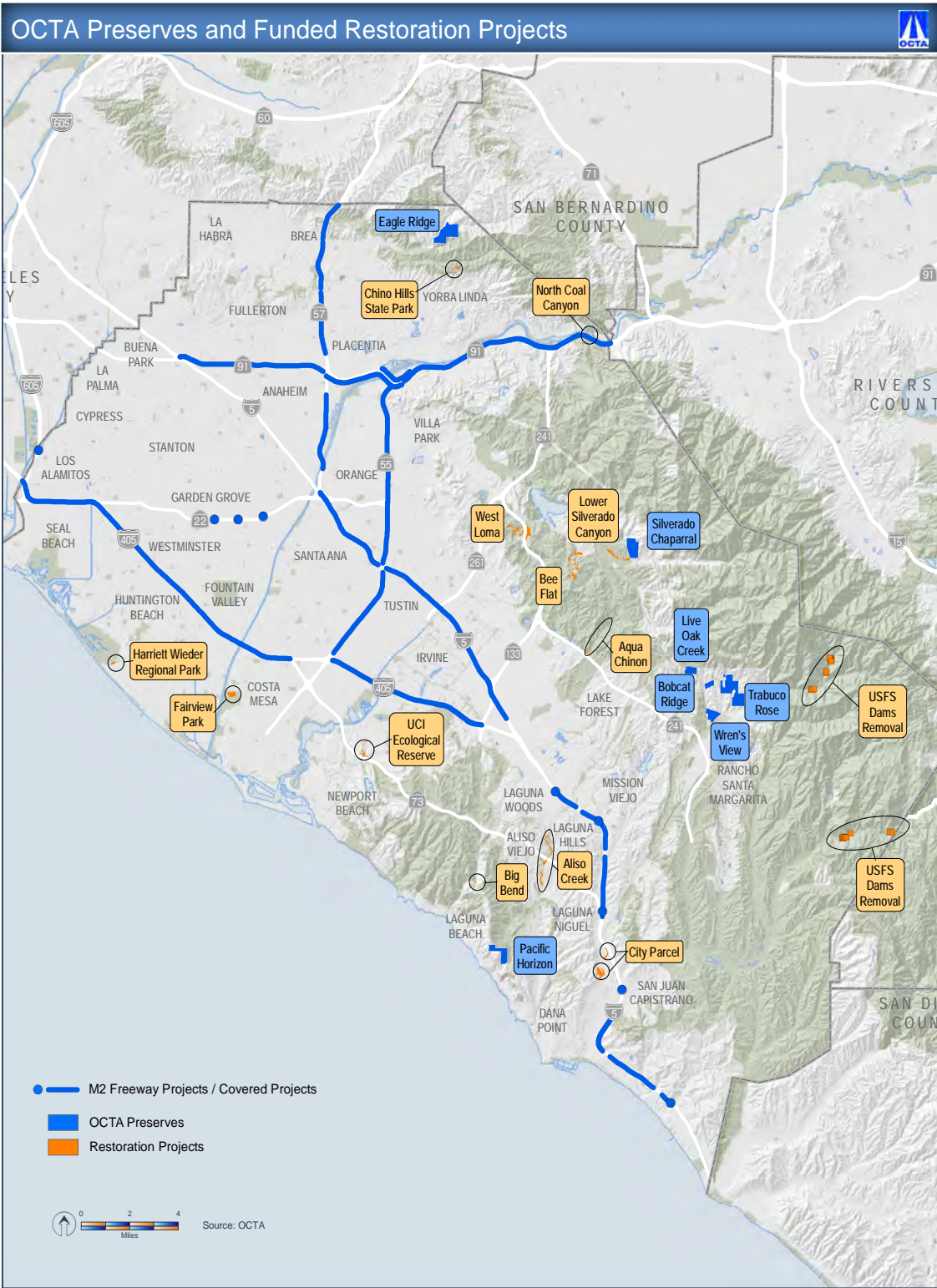
Conservation Plan reports are completed annually. These reports include the tracking of impacts associated with covered freeway improvement projects, other management and monitoring activities on Preserves, status and activities, the progress of the restoration projects, plan administration, and public outreach activities. Annual reports are reviewed and must be approved by the Wildlife Agencies. In summary, the annual reports to date document that OCTA's activities through 2021 were in compliance and on target with the Conservation Plan commitments. The Wildlife Agencies approved the 2021 Conservation Plan annual report in September 2022 and is available on the OCTA website at www.octa.net/Environmental. Some of the notable activities in 2021 include: ongoing construction of two freeway projects, completion of one restoration project, continued management of the Preserves, and the ongoing effort to complete the FMPs. The 2022 annual report is anticipated to be shared with the Board in June 2023. OCTA will continue with its efforts to complete the required objectives on time.

To date, multiple freeway projects have utilized the Conservation Plan and/or the Clean Water Act's streamlined permitting process. Some of the projects that benefit from these mechanisms include: Project C (I-5 from SR-73 to El Toro Road), Project I (SR-91 from SR-55 to Lakeview Avenue), Project K (I-405 from SR-73 to I-605), and Project M (I-605, Katella Avenue Interchange). If these mechanisms were not in place, it is anticipated that these projects would incur an additional \$700,000 to \$2.5 million (in 2018 dollars) in mitigation-related costs and unknown schedule risks. Furthermore, a strong partnership has been forged through collaboration with the environmental community.

Docent-led hikes and equestrian ride tours are offered throughout the year at various OCTA Preserves. During the quarter, OCTA hosted two highly participated docent-led hikes and two equestrian rides at various Preserves. The 2023 schedule is available at www.PreservingOurLegacy.org.

As part of the safeguards in place for the M2 Program, a 12-member EOC makes recommendations on the allocation of environmental freeway mitigation funds and monitors the implementation of the Conservation Plan between OCTA and state and federal Wildlife Agencies. The EOC has led efforts with policy recommendations to the Board and has operated in an open and transparent manner which has garnered the trust of stakeholders, ranging from the environmental community to the recreational community to Orange County citizens. See the map of Preserves and funded restoration properties on the following page.

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PROGRAM MANAGEMENT

PROGRAM MANAGEMENT OFFICE

Contact: Francesca Ching, PMO Manager • (714) 560-5625

The M2 PMO provides inter-divisional coordination for all Measure M-related projects and programs. To ensure agency-wide compliance, the PMO holds a bimonthly committee meeting comprised of executive directors and key staff from each of the divisions, who meet to review significant issues and activities within the M2 programs. This quarter, the focus of the PMO has been on several major items, including the following:

Market Conditions Forecast and Risk Analysis

On September 11, 2017, the Board was presented with a Next 10 Plan Market Conditions Forecast and Risk Analysis Report conducted by Dr. Wallace Walrod and Dr. Marlon Boarnet. The consultant's analysis identified strong potential for OCTA to experience an increasing cost environment during the Next 10 Plan delivery years. This, coupled with a reduction in revenue, could present the potential for significant challenges in the delivery of M2 and the Next 10 Plan.

The Board directed staff to continue to work with the consultant team to monitor and track key early warning indicators and provide the Board with updates in a timeline consistent with updates on the M2 sales tax revenue forecast. The consultant team continues to analyze trends in material costs, labor costs, and general economic conditions to determine a range of potential cost impacts providing insight on OCTA's capital program twice a year.

On October 10, 2022, the consultant team presented the results of the 2022 fall analysis to the Board. The results of the analysis identified that OCTA may experience a high inflation cost environment (ranging from six percent to 11 percent) in 2023 and 2024. The forecast for 2025 drops to a range of one percent to two percent due to the anticipated tempering of economic conditions. Major drivers for the increasing cost environment in the near-term include low unemployment rates coupled with high inflation rates, which could result in rising labor and the cost of materials. Despite the Federal Reserve raising interest rates to curb inflation, the national and regional labor market remains strong. In the most recent data, some material prices saw large increase, specifically, Portland Cement Concrete pavement, aggregate base, and steel bar. Staff incorporated information from this analysis into the M2 cash flow for the 2022 update of the Next 10 Plan and will provide updates to the Board as appropriate.

Next 10 Delivery Plan

On November 14, 2016, the Board adopted the Next 10 Plan, which provides guidance on the delivery of M2 projects and programs between FY 2016-17 and FY 2025-26. In December 2020, the Board approved to shift the timeframe to FY 2020-21 through FY 2029-30. The intent is for the Next 10 Plan to be a living document with delivery timeframes shifted every two years to ensure revenue and project information stay current. The PMO monitors progress on the ten deliverables identified in the Next 10 Plan and provides status updates.



PROGRAM MANAGEMENT

Annually, OCTA reviews the Next 10 Plan and M2 program assumptions based on changes to the revenue forecast and updated project cost and schedules. On November 14, 2022, the Board approved the 2022 Next 10 Plan, which spans FY 2022-23 to FY 2031-32. The 2022 Next 10 Plan incorporated the updated forecast of \$15 billion (supplemented with external revenue – Federal, State, and local dollars), updated project cost and schedules, and outlined key OC Go project and program milestones to be delivered in the next ten years. Prudent financial decisions to date result in a delivery plan that continues to fulfill OCTA’s commitment to the voters in Orange County.

M2 Performance Assessment

The M2 Ordinance includes a requirement for a performance assessment to be conducted at least once every three years to evaluate OCTA’s efficiency and effectiveness in the delivery of M2 as committed to the voters. Four performance assessments have been completed covering FY 2006-07 through FY 2008-09, FY 2009-10 through FY 2011-12, FY 2012-13 through FY 2014-15, and FY 2015-16 through FY 2017-18. Findings and recommendations are implemented as appropriate. The fifth assessment began in July 2021 and covers the period between July 1, 2018, and June 30, 2021. The consultant team presented the final report to the Executive Committee on April 4, 2022, and the Board on April 25, 2022. The consultant’s report reflected a positive assessment of OCTA’s efficiency and effectiveness in the delivery of M2 projects and programs. While there were no significant findings, four recommendations for enhancements were made: planning for the long-term management of the Preserves, two regarding cybersecurity practices, and suggestions to better assess OC Go awareness. Actions to address these recommendations are underway and are anticipated to be completed by the end of FY 2022-23.

M2 Ordinance Tracking Matrix

The M2 Ordinance includes numerous requirements that staff must follow to keep the commitment to Orange County voters through the passage of M2. The PMO annually updates the M2 Ordinance Tracking Matrix to verify that OCTA complies with all requirements detailed in the M2 Ordinance. During the quarter, staff initiated efforts to update the tracking matrix for calendar year 2022. It is anticipated that the matrix will be completed in early 2023.

PMO M2 Tracking Tools

The PMO has developed several tracking tools to assist in reporting consistency and increased transparency of the M2 program. See the following for a brief explanation of PMO M2 tracking tools and their current status:

Local Jurisdiction Fact Sheets

Fact sheets have been created for the County of Orange and each of Orange County’s 34 cities. The city fact sheets provide data on transportation and transit projects (funded through M2, state, and federal grants) in a format that emphasizes key points concisely on a single printed page. The city fact sheets are utilized when speaking with the jurisdictions to provide a summary overview of how OCTA has provided the local agency with funding (M2 and other) and transportation improvements. The next update of the city fact sheets is anticipated in summer 2023.



PROGRAM MANAGEMENT

Engineer's Estimate versus Bids Tracking

The estimate versus bid tracking process allows the PMO to monitor the bidding environment for capital projects in the M2 Program. Capital projects that were planned for and began construction early in the M2 Program have shown cost savings due to a favorable bidding environment during the recession. For these earlier M2 projects, savings can be primarily traced back to construction costs.

Highway project constructions bids in the region are reflecting a variable market with a high number of bidders, but recent market conditions analyses have indicated that OCTA will experience an increasing cost environment related to increased demand for construction services, lack of labor resources, and increased construction material costs. It should be noted that the engineer's estimate is based on several factors – such as bidding history and historical and current market rates (materials, labor, equipment, etc.) – and adjusted accordingly for the project's conditions. Because the estimate uses prior information, there may be a lag between an uptick or a downtick in the market. Staff will continue to track the construction market and update the spreadsheet as appropriate.

M2 Administrative Safeguards

M2 includes a one percent cap on administrative expenses for salaries and benefits of OCTA administrative staff on an annual basis. In a legal opinion on M2, it was determined that in years where administrative salaries and benefits are above one percent, only one percent can be allocated with the difference borrowed from other non-M2 fund sources. Conversely, in years where administrative salaries and benefits are below one percent, OCTA can still allocate the full one percent for administrative salaries and benefits but may use the unused portion to repay the amount borrowed from prior years in which administrative salaries and benefits were above one percent.

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (currently \$15 billion or 38 percent lower) because of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the aforementioned factors, OCTA has incurred higher than one percent administrative costs. OCTA currently has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, with the understanding that those funds will be repaid with interest in future years that OCTA administrative costs fall below the one percent cap. As of June 30, 2012, OCTA has borrowed approximately \$5.2 million from OCUTT. Over the last few years, OCTA has experienced underruns in the one percent administration cap and has made payments to OCUTT to reduce the outstanding balance. As of September 30, 2021, the principal and accrued interest balances have been paid off.



Staff meets quarterly to review all labor costs to ensure costs attributed to the one percent cap are accurately reported and that there are no misplaced project-related costs.

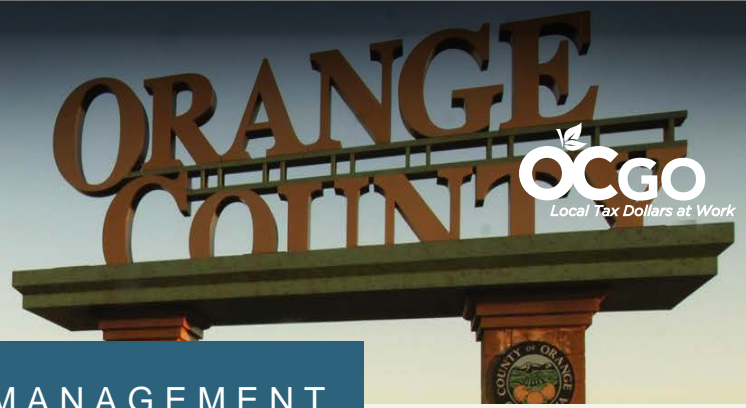
Taxpayer Oversight Committee

The M2 Ordinance requires a TOC to oversee compliance with the M2 Ordinance. With the exception of the elected Auditor Controller of Orange County, who is identified as the chair in the M2 Ordinance, all other members cannot be elected or appointed officials. Members are recruited and screened for expertise and experience independently by the Grand Jurors Association of Orange County and are selected from the qualified pool by lottery. The TOC is scheduled to meet every other month. The responsibilities of the 11-member M2 TOC are to:

- Approve, by a vote of no less than two-thirds of all committee members, any amendments to the Plan proposed by OCTA which changes funding categories, programs, or projects identified on page 31 of the Plan
- Receive and review the following documents submitted by each eligible jurisdiction:
 - Congestion Management Program
 - Mitigation Fee Program
 - Expenditure Report
 - Local Traffic Signal Synchronization Plan
 - Pavement Management Plan
- Review yearly audits and hold an annual public hearing to determine whether OCTA is proceeding in accordance with the Plan
- The Chair shall annually certify whether M2 funds have been spent in compliance with the Plan
- Receive and review the triennial performance assessments of the Orange County Local Transportation Authority to assess the performance of OCTA in carrying out the purposes of the Ordinance

On October 11, 2022, the TOC voted unanimously to affirm that the TOC received and reviewed the Pavement Management Plan for applicable local jurisdictions in Orange County as part of the Annual Eligibility Review (AER) and received presentations on the Sales Tax Forecast, M2 Next 10 Plan: Market Conditions Key Indicators Analysis, and M2 Streets and Roads Milestone. On December 13, 2022, the TOC received a report on the M2 Quarterly Revenues & Expenditures through September 2022, and received presentations on the 2022 update of the M2 Next 10 Plan, OC Streetcar and an update on the I-5 south Orange County improvements projects.

Two subcommittees assist the TOC with their safeguard responsibilities: the AER Subcommittee and the Audit Subcommittee. The AER Subcommittee meets a few times per year, as needed, to receive and review the following documents submitted by local jurisdictions to be deemed eligible to receive M2 funding: Congestion Management Program, Mitigation Fee Program, Local Signal Synchronization Plan, Pavement Management Plan, and Expenditure Reports. The Audit Subcommittee meets as needed and is responsible for reviewing the quarterly M2 Revenue and Expenditure Reports and the Annual M2 Audit, as well as any other items related to M2 audits.



PROGRAM MANAGEMENT

M2 FINANCING AND SCHEDULE OF FUNDING

Contact: Sam Kaur, Revenue and Grants • (714) 560-5889

Revenue Forecast and Collection

OCTA contracts with three universities (Chapman University; California State University, Fullerton; and University of California, Los Angeles) to provide a long-range forecast of taxable sales to forecast M2 revenues for purposes of planning projects and program expenditures.

In the past, OCTA averaged the three university taxable sales projections to develop a long-range forecast of M2 taxable sales. On March 28, 2016, the Board approved a new sales tax forecast methodology as part of the FY 2016-17 budget development process. This methodology includes a more conservative approach by utilizing the MuniServices, LLC forecast for the first five years and the three-university average for the remaining years.

Revenue forecast information is updated quarterly based on the actual revenues received for the previous quarter. As required by law, OCTA pays the California Department of Tax and Fee Administration a fee to collect the sales tax. The M2 Ordinance estimated this fee to be 1.5 percent of the revenues collected over the life of the program.

Current Forecast

Original projections in 2005 during the development of M2 estimated total nominal M2 sales tax collections at \$24.3 billion. OCTA received final sales tax receipts for FY 2021-22 in August 2022 and presented the 2022 M2 sales tax forecast update to the Board on September 26, 2022. The current revised total nominal sales tax collections over the life of M2 is estimated to be \$15 billion, which represents a year-over-year increase of \$1.8 billion in forecasted sales tax when compared to last year's forecast.

The increase provides a positive outlook on the M2 Program. While the economy continues to improve, there are other variables that must be continuously monitored including COVID-19 variants, gas prices, inflation, interest rates, supply chains, a potential recession, and the impacts from the Ukraine war. Staff will continue to monitor the short- and long-term impacts of these variables on M2 sales tax revenues.

Based on sales tax forecast information provided by MuniServices, LLC, the budgeted growth rate is 3.9 percent for FY 2022-23. The next updated forecast is anticipated to be presented to the Board in fall 2023.

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of December 31, 2022 (Unaudited) Schedule 1

<i>(\$ in thousands)</i>	Quarter Ended Dec 31, 2022	Year to Date Dec 31, 2022 (A)	Period from Inception to Dec 31, 2022 (B)
Revenues:			
Sales taxes	\$ 110,530	\$ 223,428	\$ 3,725,360
Other agencies' share of Measure M2 costs:			
Project related	8,966	16,212	806,774
Non-project related	-	-	454
Interest:			
Operating:			
Project related	127	384	3,883
Non-project related	3,082	4,420	74,490
Bond proceeds	-	-	87,218
Debt service	112	166	1,252
Commercial paper	-	-	393
Capital grants	-	-	-
Right-of-way leases	25	89	1,573
Proceeds on sale of assets held for resale	-	-	13,428
Donated assets held for resale			
Project related	-	-	2,071
Non-project related	-	-	-
Miscellaneous:			
Project related	-	-	331
Non-project related	-	-	129
Total revenues	<u>122,842</u>	<u>244,699</u>	<u>4,717,356</u>
Expenditures:			
Supplies and services:			
Sales tax administration fees	839	1,679	37,059
Professional services:			
Project related	10,028	14,598	502,418
Non-project related	630	631	36,682
Administration costs:			
Project related	2,811	5,621	110,866
Non-project related:			
Salaries and Benefits	1,068	2,137	37,998
Other	1,663	3,325	63,925
Other:			
Project related	31	46	5,887
Non-project related	8	30	5,319
Payments to local agencies:			
Project related	15,814	32,345	1,265,794
Capital outlay:			
Project related	76,030	58,988	2,036,238
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	-	75,550
Interest on long-term debt and commercial paper	-	17,474	302,101
Total expenditures	<u>108,922</u>	<u>136,874</u>	<u>4,479,868</u>
Excess (deficiency) of revenues over (under) expenditures	<u>13,920</u>	<u>107,825</u>	<u>237,488</u>
Other financing sources (uses):			
Transfers out:			
Project related	(12,852)	(20,903)	(466,819)
Transfers in:			
Project related	3,031	3,552	340,220
Non-project related	-	-	-
Bond proceeds	-	-	804,625
Payment to refunded bond escrow agent	-	-	(45,062)
Total other financing sources (uses)	<u>(9,821)</u>	<u>(17,351)</u>	<u>632,964</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ 4,099</u>	<u>\$ 90,474</u>	<u>\$ 870,452</u>

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of December 31, 2022 (Unaudited) Schedule 2

(\$ in thousands)	Quarter Ended Dec 31, 2022 (actual)	Year to Date Dec 31, 2022 (actual)	Period from Inception through Dec 31, 2022 (actual)	Period from January 1, 2023 through March 31, 2041 (forecast)	Total
	(C.1)	(D.1)	(E.1)	(F.1)	(F.1)
Revenues:					
Sales taxes	\$ 110,530	\$ 223,428	\$ 3,725,360	\$ 11,317,966	\$ 15,043,326
Operating interest	3,082	4,420	74,490	440,229	514,719
Subtotal	<u>113,612</u>	<u>227,848</u>	<u>3,799,850</u>	<u>11,758,195</u>	<u>15,558,045</u>
Other agencies share of M2 costs	-	-	454	-	454
Miscellaneous	-	-	129	-	129
Total revenues	<u>113,612</u>	<u>227,848</u>	<u>3,800,433</u>	<u>11,758,195</u>	<u>15,558,628</u>
Administrative expenditures:					
Sales tax administration fees	839	1,679	37,059	99,710	136,769
Professional services	630	631	32,907	101,059	133,966
Administration costs:					
Salaries and Benefits	1,068	2,137	37,998	115,414	153,412
Other	1,663	3,325	63,925	194,944	258,869
Other	8	30	2,299	7,170	9,469
Capital outlay	-	-	31	-	31
Environmental cleanup	109	226	48,185	226,323	274,508
Total expenditures	<u>4,317</u>	<u>8,028</u>	<u>222,404</u>	<u>744,620</u>	<u>967,024</u>
Net revenues	<u>\$ 109,295</u>	<u>\$ 219,820</u>	<u>\$ 3,578,029</u>	<u>\$ 11,013,575</u>	<u>\$ 14,591,604</u>
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 804,625	\$ -	\$ 804,625
Interest revenue from bond proceeds	-	-	87,218	69,241	156,459
Interest revenue from debt service funds	112	166	1,252	2,861	4,113
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>112</u>	<u>166</u>	<u>893,488</u>	<u>72,102</u>	<u>965,590</u>
Financing expenditures and uses:					
Professional services	-	-	3,775	-	3,775
Payment to refunded bond escrow	-	-	45,062	-	45,062
Bond debt principal	-	-	75,550	600,203	675,753
Bond debt and other interest expense	-	17,474	302,101	383,577	685,678
Other	-	-	3,020	-	3,020
Total financing expenditures and uses	<u>-</u>	<u>17,474</u>	<u>429,508</u>	<u>983,780</u>	<u>1,413,288</u>
Net bond revenues (debt service)	<u>\$ 112</u>	<u>\$ (17,308)</u>	<u>\$ 463,980</u>	<u>\$ (911,678)</u>	<u>\$ (447,698)</u>

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of
December 31, 2022 (Unaudited)
Schedule 3

Project	Description	Net Revenues through Dec 31, 2022	Total Net Revenues
	(G)	(H)	(I)
<i>(\$ in thousands)</i>			
Freeways (43% of Net Revenues)			
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 141,028	\$ 575,130
B	I-5 Santa Ana/SR-55 to El Toro	90,078	367,349
C	I-5 San Diego/South of El Toro	188,138	767,248
D	I-5 Santa Ana/San Diego Interchange Upgrades	77,416	315,710
E	SR-22 Garden Grove Freeway Access Improvements	36,007	146,842
F	SR-55 Costa Mesa Freeway Improvements	109,822	447,867
G	SR-57 Orange Freeway Improvements	77,626	316,566
H	SR-91 Improvements from I-5 to SR-57	42,008	171,315
I	SR-91 Improvements from SR-57 to SR-55	124,975	509,663
J	SR-91 Improvements from SR-55 to County Line	105,681	430,980
K	I-405 Improvements between I-605 to SR-55	321,906	1,312,763
L	I-405 Improvements between SR-55 to I-5	95,929	391,211
M	I-605 Freeway Access Improvements	6,001	24,474
N	All Freeway Service Patrol	45,009	183,552
	Freeway Mitigation	76,928	313,719
	Subtotal Projects	1,538,552	6,274,389
	Net (Bond Revenue)/Debt Service	-	-
	Total Freeways	\$ 1,538,552	\$ 6,274,389
	%		

Street and Roads Projects (32% of Net Revenues)

O	Regional Capacity Program	\$ 357,808	\$ 1,459,178
P	Regional Traffic Signal Synchronization Program	143,117	583,646
Q	Local Fair Share Program	644,045	2,626,489
	Subtotal Projects	1,144,970	4,669,313
	Net (Bond Revenue)/Debt Service	-	-
	Total Street and Roads Projects	\$ 1,144,970	\$ 4,669,313
	%		

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of December 31, 2022 (Unaudited) Schedule 3

Expenditures through Dec 31, 2022 (J)	Reimbursements through Dec 31, 2022 (K)	Net M2 Cost (L)
\$ 10,910	\$ 8,786	\$ 2,124
22,855	11,947	10,908
317,503	52,240	265,263
2,808	527	2,281
5	-	5
67,389	25,645	41,744
52,753	12,762	39,991
34,960	824	34,136
48,672	45,996	2,676
18,294	16,775	1,519
1,336,733	292,710	1,044,023
9,207	6,954	2,253
5,224	16	5,208
6,287	-	6,287
59,588	4,729	54,859
1,993,188	479,911	1,513,277
151,031	-	151,031
<u>\$ 2,144,219</u>	<u>\$ 479,911</u>	<u>\$ 1,664,308</u>
		49.1%
\$ 803,394	\$ 507,884	\$ 295,510
100,038	16,426	83,612
616,263	77	616,186
1,519,695	524,387	995,308
44,253	-	44,253
<u>\$ 1,563,948</u>	<u>\$ 524,387</u>	<u>\$ 1,039,561</u>
		30.6%

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of December 31, 2022 (Unaudited) Schedule 3

Project	Description	Net Revenues through Dec 31, 2022	Total Net Revenues
	(G)	(H)	(I)
	(\$ in thousands)		
Transit Projects (25% of Net Revenues)			
R	High Frequency Metrolink Service	\$ 344,267	\$ 1,455,296
S	Transit Extensions to Metrolink	315,857	1,288,101
T	Metrolink Gateways	36,643	74,581
U	Expand Mobility Choices for Seniors and Persons with Disabilities	118,302	505,966
V	Community Based Transit/Circulators	71,542	291,755
W	Safe Transit Stops	7,896	32,203
	Subtotal Projects	894,507	3,647,902
	Net (Bond Revenue)/Debt Service	-	-
	Total Transit Projects	\$ 894,507	\$ 3,647,902
	%		
Measure M2 Program			
		\$ 3,578,029	\$ 14,591,604
Environmental Cleanup (2% of Revenues)			
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 75,997	\$ 311,161
	Net (Bond Revenue)/Debt Service	-	-
	Total Environmental Cleanup	\$ 75,997	\$ 311,161
	%		
Taxpayer Safeguards and Audits			
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 55,880	\$ 225,650
	%		
	Oversight and Annual Audits (1% of Revenues)	\$ 37,999	\$ 155,580
	%		

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of December 31, 2022 (Unaudited) Schedule 3

Expenditures through Dec 31, 2022 (J)	Reimbursements through Dec 31, 2022 (K)	Net M2 Cost (L)
\$ 431,344	\$ 98,914	\$ 332,430
166,496	2,133	164,363
98,220	60,956	37,264
112,931	88	112,843
16,791	1,538	15,253
1,172	26	1,146
826,954	163,655	663,299
24,749	-	24,749
<u>\$ 851,703</u>	<u>\$ 163,655</u>	<u>\$ 688,048</u>
		20.3%
<u>\$ 4,559,870</u>	<u>\$ 1,167,953</u>	<u>\$ 3,391,917</u>
<u>\$ 48,185</u>	<u>\$ 311</u>	<u>\$ 47,874</u>
-	-	-
<u>\$ 48,185</u>	<u>\$ 311</u>	<u>\$ 47,874</u>
		1.3%
<u>\$ 37,059</u>	<u>\$ -</u>	<u>\$ 37,059</u>
		1.0%
<u>\$ 37,998</u>	<u>\$ -</u>	<u>\$ 37,998</u>
		1.0%

LOCAL FAIR SHARE

M2 Funds		
ENTITY	2ND QUARTER FY 2022-23	FUNDS TO DATE
ALISO VIEJO	\$157,640	\$7,619,447
ANAHEIM	\$1,352,395	\$63,853,560
BREA	\$226,530	\$10,940,417
BUENA PARK	\$360,484	\$17,016,446
COSTA MESA	\$593,335	\$27,953,145
CYPRESS	\$204,131	\$10,075,963
DANA POINT	\$135,541	\$6,412,204
FOUNTAIN VALLEY	\$249,245	\$11,873,561
FULLERTON	\$533,586	\$24,981,140
GARDEN GROVE	\$595,632	\$28,555,460
HUNTINGTON BEACH	\$784,427	\$37,360,869
IRVINE	\$1,222,332	\$52,901,391
LAGUNA BEACH	\$100,144	\$4,849,514
LAGUNA HILLS	\$133,900	\$6,505,053
LAGUNA NIGUEL	\$263,794	\$12,752,941
LAGUNA WOODS	\$53,280	\$2,439,632
LA HABRA	\$215,124	\$10,159,339
LAKE FOREST	\$330,922	\$15,311,201

LOCAL FAIR SHARE

M2 Funds		
ENTITY	2ND QUARTER FY 2022-23	FUNDS TO DATE
LA PALMA	\$56,117	\$3,029,658
LOS ALAMITOS	\$51,962	\$2,484,349
MISSION VIEJO	\$359,876	\$17,788,002
NEWPORT BEACH	\$433,916	\$21,065,976
ORANGE	\$665,885	\$31,740,857
PLACENTIA	\$189,587	\$8,865,218
RANCHO SANTA MARGARITA	\$167,965	\$8,116,949
SAN CLEMENTE	\$232,266	\$10,876,226
SAN JUAN CAPISTRANO	\$155,320	\$7,300,285
SANTA ANA	\$1,067,081	\$53,221,454
SEAL BEACH	\$95,571	\$4,733,172
STANTON	\$120,559	\$5,736,424
TUSTIN	\$371,881	\$17,281,892
VILLA PARK	\$20,967	\$1,000,384
WESTMINSTER	\$334,257	\$16,337,947
YORBA LINDA	\$242,773	\$11,586,836
COUNTY UNINCORPORATED	\$989,507	\$38,708,192
TOTAL M2 FUNDS	\$13,067,930	\$611,435,104

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Capital Projects	Cost		Schedule		
	Baseline/Forecast		Plan/Forecast		
	(millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
Freeway Projects:					
I-5, SR-55 to SR-57	\$38.1	Jun-13	Mar-17	Dec-17	Apr-21
Project A	\$38.9	Apr-15	Jun-17	Nov-18	Jan-21
I-5, I-405 to Yale Avenue	\$230.5	Aug-18	May-24	Feb-26	Sep-29
Project B	\$230.5	Jan-20	May-24	Feb-26	Sep-29
I-5, Yale Avenue to SR-55	\$200.4	Aug-18	TBD	TBD	TBD
Project B Cost/Schedule Risk	\$200.4	Jan-20	Jan-24	Mar-26	Sep-29
I-5, Avenida Pico to Avenida Vista Hermosa	\$113.0	Dec-11	Oct-13	Dec-14	Aug-18
Project C	\$83.6	Oct-11	Oct-13	Dec-14	Aug-18
I-5, Avenida Vista Hermosa to Pacific Coast Highway	\$75.6	Dec-11	Feb-13	Dec-13	Mar-17
Project C	\$75.3	Oct-11	May-13	Jun-14	Jul-17
I-5, Pacific Coast Highway to San Juan Creek Road	\$70.7	Dec-11	Jan-13	Oct-13	Sep-16
Project C	\$74.3	Oct-11	Jan-13	Dec-13	Jul-18
I-5, SR-73 to Oso Parkway	\$151.9	Jun-14	Jan-18	Dec-18	Apr-25
Project C & D	\$195.8	May-14	Aug-18	Dec-19	Sep-24
I-5, Oso Parkway to Alicia Parkway	\$196.2	Jun-14	Jun-17	Jun-18	Nov-23
Project C & D	\$203.1	May-14	Dec-17	Mar-19	Sep-24
I-5, Alicia Parkway to El Toro Road	\$133.6	Jun-14	Jun-18	May-19	Oct-24
Project C	\$165.9	May-14	May-19	Sep-20	Oct-24
I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	TBD	TBD	TBD
Project C	\$12.4	N/A	Nov-24	Jul-25	Feb-27
I-5, El Toro Road Interchange	TBD	Nov-19	TBD	TBD	TBD
Project D Cost/Schedule Risk	TBD	Jan-25	TBD	TBD	TBD

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Capital Projects	Cost		Schedule		
	Baseline/Forecast		Plan/Forecast		
	(millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
I-5, Ortega Highway Interchange	\$90.9	Jun-09	Nov-11	Aug-12	Sep-15
Project D	\$79.8	Jun-09	Dec-11	Aug-12	Jan-16
I-5, Ortega Highway Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	Oct-14	Sep-15	Sep-16
SR-55, I-405 to I-5	\$410.9	Nov-13	Apr-20	May-22	Feb-27
Project F Cost/Schedule Risk	\$505.7	Aug-17	Apr-20	May-22	Feb-27
SR-55, I-5 to SR-91	\$131.3	Jan-20	TBD	TBD	TBD
Project F	\$131.3	Mar-20	Jul-25	Jul-26	Sep-29
SR-57 (NB), Orangewood Avenue to Katella Avenue	\$71.8	Dec-18	TBD	TBD	TBD
Project G	\$71.8	Mar-19	Jul-24	Jul-25	Feb-28
SR-57 (NB), Katella Avenue to Lincoln Avenue	\$78.7	Jul-09	Nov-10	Aug-11	Sep-14
Project G	\$38.0	Nov-09	Dec-10	Oct-11	Apr-15
SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	Jul-10	Sep-17	Jun-18
SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard	\$80.2	Dec-07	Dec-09	Oct-10	May-14
Project G	\$52.3	Dec-07	Jul-09	Oct-10	Nov-14
SR-57 (NB), Yorba Linda Boulevard to Lambert Road	\$79.3	Dec-07	Dec-09	Oct-10	Sep-14
Project G	\$54.1	Dec-07	Jul-09	Oct-10	May-14
SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	Aug-17	Feb-18	Apr-19
SR-57 (NB), Lambert Road to Tonner Canyon Road	TBD	TBD	TBD	TBD	TBD
Project G	TBD	May-28	TBD	TBD	TBD

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Capital Projects	Cost		Schedule		
	Baseline/Forecast		Plan/Forecast		
	(millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
SR-91 (WB), I-5 to SR-57	\$78.1	Apr-10	Feb-12	Nov-12	Apr-16
Project H	\$59.2	Jun-10	Apr-12	Jan-13	Jun-16
SR-91 (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	Aug-16	Mar-17	Nov-17
SR-91, SR-55 to Lakeview Avenue (Segment 1)	\$100.9	Oct-18	Jan-23	Feb-24	Sep-27
Project I	\$100.9	Jun-20	Mar-23	Mar-24	Nov-27
SR-91, La Palma Avenue to SR-55 (Segment 2)	\$208.4	Oct-18	Jul-23	Jul-24	Mar-28
Project I	\$208.4	Jun-20	Jun-24	May-25	Feb-29
SR-91, Acacia Street to La Palma Avenue (Segment 3)	\$116.2	Oct-18	Apr-24	Apr-25	Sep-28
Project I	\$116.2	Jun-20	Aug-24	Oct-25	Apr-29
SR-91 (WB), Tustin Avenue Interchange to SR-55	\$49.9	Jul-11	Mar-13	Oct-13	Jul-16
Project I	\$42.5	May-11	Feb-13	Oct-13	Jul-16
SR-91, SR-55 to SR-241	\$128.4	Jul-09	Jan-11	Sep-11	Dec-12
Project J	\$79.7	Apr-09	Aug-10	May-11	Mar-13
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	Feb-13	Oct-13	Feb-15
SR-91 (EB), SR-241 to SR-71	\$104.5	Dec-07	Dec-08	Jul-09	Nov-10
Project J	\$57.8	Dec-07	Dec-08	Aug-09	Jan-11
I-405, SR-73 to I-605 (Design-Build)	\$2,080.2	Mar-13	Nov-15	Nov-16	Feb-24
Project K	\$2,080.2	May-15	Nov-15	Nov-16	Feb-24
I-405, I-5 to SR-55	TBD	Jul-18	TBD	TBD	TBD
Project L	TBD	Aug-18	TBD	TBD	TBD

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Capital Projects	Cost		Schedule		
	Baseline/Forecast		Plan/Forecast		
	(millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
I-605, Katella Avenue Interchange	\$29.0	Nov-18	Mar-23	Feb-24	Nov-25
Project M	\$29.0	Oct-18	Mar-23	May-24	Feb-26
Grade Separation Projects:					
Raymond Avenue Railroad Grade Separation	\$77.2	Nov-09	Aug-12	May-13	Aug-18
Project O	\$126.2	Nov-09	Dec-12	Feb-14	May-18
State College Boulevard Railroad Grade Separation	\$73.6	Jan-11	Aug-12	May-13	May-18
Project O	\$99.6	Apr-11	Feb-13	Feb-14	Mar-18
Placentia Avenue Railroad Grade Separation	\$78.2	May-01	Mar-10	Jun-11	Nov-14
Project O	\$64.5	May-01	Jun-10	Jul-11	Dec-14
Kraemer Boulevard Railroad Grade Separation	\$70.4	Sep-09	Jul-10	Aug-11	Oct-14
Project O	\$63.8	Sep-09	Jul-10	Sep-11	Dec-14
Orangethorpe Avenue Railroad Grade Separation	\$117.4	Sep-09	Dec-11	May-12	Sep-16
Project O	\$105.9	Sep-09	Oct-11	Jan-13	Oct-16
Tustin Avenue/Rose Drive Railroad Grade Separation	\$103.0	Sep-09	Dec-11	Aug-12	May-16
Project O	\$96.6	Sep-09	Jul-11	Feb-13	Oct-16
Lakeview Avenue Railroad Grade Separation	\$70.2	Sep-09	Oct-11	May-13	Mar-17
Project O	\$110.7	Sep-09	Jan-13	Nov-13	Jun-17
Rail and Station Projects:					
Sand Canyon Avenue Railroad Grade Separation	\$55.6	Sep-03	Jul-10	Feb-11	May-14
Project R	\$61.9	Sep-03	Jul-10	Feb-11	Jan-16

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Capital Projects	Cost		Schedule			
	Baseline/Forecast		Complete Environmental	Complete Design	Award Contract	Complete Construction
	(millions)					
Rail-Highway Grade Crossing Safety Enhancement	\$94.4		Oct-08	Sep-08	Aug-09	Dec-11
Project R	\$90.4		Oct-08	Sep-08	Aug-09	Dec-11
San Clemente Beach Trail Safety Enhancements	\$6.0		Jul-11	Apr-12	Oct-12	Jan-14
Project R	\$5.0		Jul-11	Jun-12	May-13	Mar-14
San Juan Capistrano Passing Siding	\$25.3		Jan-13	May-16	Dec-16	Feb-21
	\$33.2		Mar-14	Aug-18	Mar-19	Nov-20
Anaheim Canyon Station	\$27.9		Dec-16	May-19	Nov-19	Jan-23
	\$34.2		Jun-17	Oct-20	Mar-21	Jan-23
Placentia Metrolink Station and Parking Structure	\$34.8		May-07	Jan-11	TBD	TBD
Project R Cost/Schedule Risk	\$40.1		May-07	Feb-11	TBD	TBD
Orange Station Parking Expansion	\$33.2		Dec-12	Apr-13	Nov-16	Feb-19
	\$30.9		May-16	Apr-16	Jun-17	Feb-19
Fullerton Transportation Center - Elevator Upgrades	\$3.5		N/A	Dec-13	Sep-14	Mar-17
	\$4.2		N/A	Dec-13	Apr-15	May-19
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.5		Jan-14	Aug-14	Jan-15	Apr-17
	\$5.0		Feb-14	Jul-15	Oct-15	Sep-17
Anaheim Regional Transportation Intermodal Center	\$227.4		Feb-11	Feb-12	Jul-12	Nov-14
Project R & T	\$232.2		Feb-12	May-12	Sep-12	Dec-14
OC Streetcar	\$526.1		Mar-12	Sep-17	Aug-18	Mar-24
Project S Cost/Schedule Risk	\$526.1		Mar-15	Nov-17	Sep-18	Mar-24

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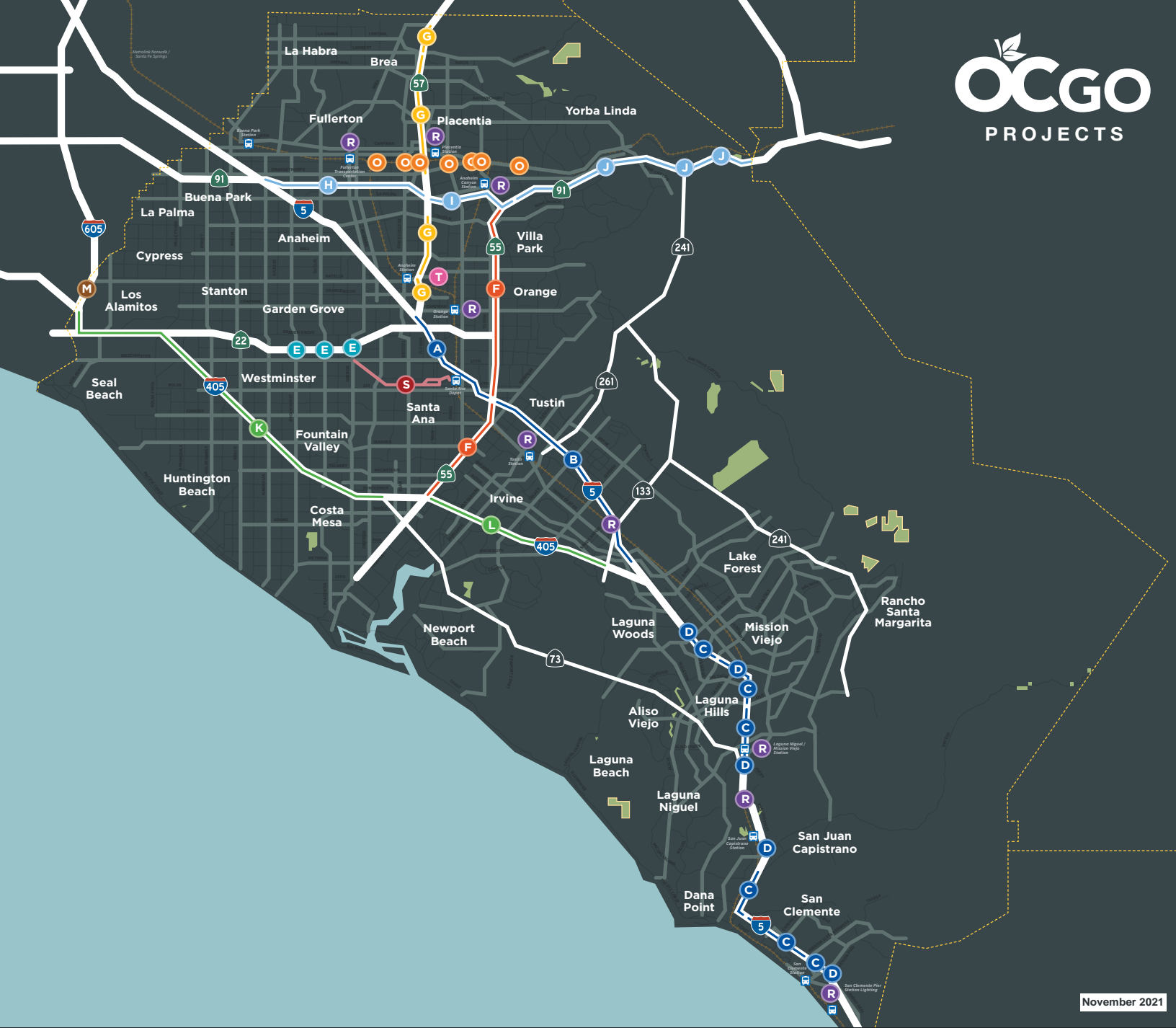
COMMON ABBREVIATIONS

Americans with Disabilities Act	ADA
Anaheim Regional Transportation Intermodal Center	ARTIC
Annual Eligibility Review	AER
Board of Directors	Board
BNSF Railway Company	BNSF
California Department of Transportation	Caltrans
Capital Action Plan	CAP
Comprehensive Transportation Funding Program	CTFP
Conservation Properties	Preserves
Construction and Maintenance	C&M
Coronavirus	COVID-19
Cost Estimate Review	CER
Early Action Plan	EAP
Environmental Cleanup Allocation Committee	ECAC
Environmental Cleanup Program	ECP
Environmental Document	ED
Environmental Mitigation Program	EMP
Environmental Oversight Committee	EOC
Federal Highway Administration	FHWA
Federal Transit Administration	FTA
Finance and Administration	F&A
Fire Management Plan	FMP
First Article Inspection	FAI
Fiscal Year	FY
Freeway Service Patrol	FSP
Full Funding Grant Agreement	FFGA
High Occupancy Vehicle	HOV
Interstate 5	I-5
Interstate 15	I-15
Interstate 405	I-405
Interstate 605	I-605
Local Fair Share	LFS
Los Angeles County Metropolitan Transportation Authority	LA Metro
Maintenance and Storage Facility	MSF
Measure M2 or Renewed Measure M	M2
Metrolink Service Expansion Program	MSEP
Notice to Proceed	NTP
Next 10 Delivery Plan	Next 10 Plan




COMMON ABBREVIATIONS

Natural Community Conservation Plan/Habitat Conservation Plan	Conservation Plan
Operation and Maintenance	O&M
Orange County Flood Control District	OCFCD
Orange County Transportation Authority	OCTA
Orange County Unified Transportation Trust	OCUTT
Ordinance No. 3	M2 Ordinance
Pacific Coast Highway	PCH
Plans, Specifications, and Estimates	PS&E
Program Management Office	PMO
Project Study Report-Project Development Support	PSR-PDS
Project Report	PR
Regional Capacity Program	RCP
Regional Traffic Signal Synchronization Program	RTSSP
Request for Proposals	RFP
Resource Management Plan	RMP
Right-of-Way	ROW
Riverside County Transportation Commission	RCTC
Santa Ana Regional Transportation Center	SARTC
Senate Bill 1	SB 1
Senior Mobility Program	SMP
Senior Non-Emergency Medical Transportation	SNEMT
Southern California Edison	SCE
State Route 22	SR-22
State Route 55	SR-55
State Route 57	SR-57
State Route 71	SR-71
State Route 74	SR-74
State Route 91	SR-91
State Route 133	SR-133
State Route 241	SR-241
State Transportation Improvement Program	STIP
Southern California Regional Rail Authority	Metrolink
Taxpayer Oversight Committee	TOC
Technical Advisory Committee	TAC
Technical Steering Committee	TSC
To Be Determined	TBD
Transportation Investment Plan	Plan
United States Army Corps of Engineers	Corps



November 2021

FREEWAY IMPROVEMENT PROGRAM (A-N)

Interstate 5 (I-5) Projects

- A** I-5, SR-55 to SR-57
- B** I-5, I-405 to SR-55
- C** I-5, SR-73 to El Toro Road
- C** I-5, Avenida Pico to San Juan Creek Road
- D** I-5 Highway Interchanges

State Route 22 (SR-22) Projects

- E** SR-22 Access Improvements

State Route 55 (SR-55) Projects

- F** SR-55, I-405 to I-5
- F** SR-55, I-5 to SR-91

State Route 57 (SR-57) Projects

- G** SR-57 NB, Orangewood Avenue to Katella Avenue
- G** SR-57 NB, Katella Avenue to Lincoln Avenue
- G** SR-57 NB, Orangethorpe Avenue to Lambert Road
- G** SR-57 NB, Lambert Road to Tonner Canyon Road

State Route 91 (SR-91) Projects

- H** SR-91 WB, I-5 to SR-57
- I** SR-91, SR-57 to SR-55
- J** SR-91, SR-55 to Riverside County Line

Interstate 405 (I-405) Projects

- K** I-405, SR-73 to I-605
- L** I-405, I-5 to SR-55

Interstate 605 (I-605) Projects

- M** I-605 Katella Avenue Interchange Improvements

Freeway Mitigation Restoration Projects
Part of Projects A-M

Freeway Mitigation Acquisition Projects
Part of Projects A-M

STREETS & ROADS (O-Q)

- O** Grade Separation Program
- P** Signal Synchronization Project Corridors

TRANSIT PROJECTS (R-W)

- R** Grade Separation and Station Improvement Projects
- S** Transit Extensions to Metrolink
- T** Metrolink Station Conversion to accept Future High-Speed Rail Systems

OTHER PROJECTS NOT SHOWN

- Project N:** Freeway Service Patrol
- Project O:** Regional Capacity Program
- Project Q:** Local Fair Share Program
- Project R:** Grade Crossing and Trail Safety Enhancements
- Metrolink Service Expansion Program**

- Project U:** Senior Mobility Program, Senior Non-Emergency Medical Transportation Program, and Fare Stabilization Program
- Project V:** Community Based Transit/Circulators
- Project W:** Safe Transit Stops
- Project X:** Environmental Cleanup Program