

## **AGENDA**

- 1. Welcome**
- 2. Pledge of Allegiance**
- 3. Approval of Minutes/Attendance Report for August 9, 2022**
- 4. Action Items**
  - A. Annual Eligibility Review Subcommittee Eligibility Report  
Shannon O'Toole, Annual Eligibility Subcommittee Chair
- 5. Presentation Items**
  - A. Sales Tax Forecast  
Sean Murdock, *Director, Finance and Administration*
  - B. Measure M2 Next 10 Delivery Plan: Market Conditions Key Indicators Analysis  
Francesca Ching, *Measure M Program Manager*
  - C. Measure M2 Streets and Roads Milestone  
Francesca Ching, *Measure M Program Manager*
- 6. OCTA Staff Updates** (5 Minutes)
  - A. Staff Liaison – Alice Rogan, Marketing and Public Outreach Director
- 7. Annual Eligibility Review Subcommittee Report**
- 8. Audit Subcommittee Report**
- 9. Environmental Oversight Committee Report**
- 10. Committee Member Reports**
- 11. Public Comments\***
- 12. Adjournment**

*The next meeting will be held on December 13, 2022 at 5pm*

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. Fourth Quarter Fiscal Year 2021-22 and Planned Fiscal Year 2022-2023 Capital Action Plan Performance Metrics	August 8, 2022
2. Temporary Policy Change to Address Extraordinary Inflation for Prior Regional Capacity Program and Regional Traffic Signal Synchronization Program Allocations	August 8, 2022
3. Release 2023 Annual Call for Projects for Measure M2 Comprehensive Transportation Funding Programs	August 8, 2022
4. Interstate 405 Improvement Project Update	August 8, 2022
5. Environmental Mitigation Program Endowment Fund Investment Report for June 30, 2022	September 12, 2022
6. Measure M2 Quarterly Progress Report for the Period of April 2022 Through June 2022	September 12, 2022

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**Measure M Taxpayer Oversight Committee**  
**Orange County Transportation Authority**  
**550 S. Main Street, Orange CA, Room 07**  
**August 9, 2022 @ 5:00 p.m.**

**MEETING MINUTES**

**Committee Members Present:**

Frank Davies, Orange County Auditor-Controller, Chair  
Naresh D. Patel, First District Representative  
Andrew Ramirez, First District Representative  
Harry Sloan, Second District Representative  
Mark Kizzar, Second District Representative  
Kirk Watilo, Third District Representative  
Rasik N. Patel, Fourth District Representative  
Ajay Khetani, Fourth District Representative  
Mark W. Eisenberg, Fifth District Representative  
Shannon O'Toole, Fifth District Representative

**Committee Members Absent:**

Joseph McCarthy, Third District Representative

**Orange County Transportation Authority Staff Present:**

Christina Byrne, Public Outreach Department Manager  
Robert Davis, Treasury and Public Finance Manager  
Allison Imler, Community Relations Specialist  
Kia Mortazavi, Executive Director of Planning  
Ross Lew, Senior Program Manager, Capital Projects  
Calina North, Principal Community Relations Specialist, Public Outreach  
Nicci Wright, Principal Community Relations Specialist, Public Outreach  
Alice Rogan, Director, Marketing & Public Outreach

## **1. Welcome**

Chair Frank Davies welcomed everyone to the Orange County Transportation Authority (OCTA) Taxpayer Oversight Committee (TOC) meeting. He let the new members introduce themselves and thanked them for joining the TOC.

## **2. Pledge of Allegiance**

Chair Frank Davies led the Pledge of Allegiance to the Flag.

## **3. Approval of Minutes/Attendance Report for June 14, 2022**

Chair Frank Davies asked if there are any corrections to the Minutes/Attendance Report for the June 14, 2022 meeting.

*A motion was made by Ajay Khetani, seconded by Andrew Ramirez, and carried unanimously to approve the June 14, 2022, TOC Minutes and Attendance Report.*

## **4. Presentation Items**

### **A. Comprehensive Transportation Funding Programs (CTFP)/Semi Annual Review**

Kia Mortazavi gave a presentation on the Comprehensive Transportation Funding Programs (CTFP)/Semi Annual Review. This is a process that OCTA has established to distribute the streets and roads funds to local agencies. The process should always be transparent, consistent, and up to date. He discussed temporary policy adjustments that were made. Under normal circumstances, after OCTA makes a grant to a local agency, it remains a fixed amount to maintain fairness across all cities. Kia said this time year was a unique situation due to COVID-19 impacts on city projects and inflation. As a result, two, one-time policy adjustments were made: Cities were given the option to resubmit their project for consideration to get a replacement grant or resubmit a request consistent with current escalation assumptions.

#### Committee Member Comments:

Harry Sloan asked how much money this could be and Kia said the most would be approximately \$9 million. Shannon O'Toole asked about the timing and Kia said the deadline is December 2022 for those who want to request a change in their escalation amounts and April 2023 for those who want to resubmit an application for a replacement grant.

## B. Investment Policy Overview

Robert Davis presented the Investment Policy Overview. He said the Investment Policy guides how funds can be invested and it must conform to the California Government Code. Since we are dealing with public funds, OCTA takes a very conservative approach to ensure funds are invested in a prudent manner. He said the policy is required to be approved by the Board on an annual basis, with the most recent approval on June 13, 2022. Robert said OCTA utilizes four investment managers to actively manage OCTA's portfolio. The balance is approximately \$2.4 billion and is divided into the liquid, short-term, and Bond Proceeds portfolios, as well as a Reserve Fund portfolio.

### Committee Member Comments:

Andrew Ramirez asked about the benchmark and performance of the bond portfolio. Robert said there are two benchmarks due to the nature of our investment portfolio, and OCTA's portfolio is outperforming both. Ajay Khetani asked what the average return was on the portfolio and Robert said it is around three percent.

## C. OC Streetcar Project Update

Ross Lew and Christina Byrne shared updates on the OC Streetcar Project which Ross said is approximately 70 percent complete. In Segment 1, the Santa Ana River and Westminster bridges are substantially complete with the placement of concrete plinths and rails. He said the project reached a significant milestone with the completion of structural steel erection at the maintenance and storage facility (MSF) on May 10, 2022. In Segment 4, the contractor worked extended hours so the westbound lane of Bush Street to French Street could reopen traffic as on June 9, 2022. Progress was also made on the French Street Platform and Sycamore Street Platform, and installation of overhead contact system foundations and poles. On Segment 2B, all 8 segments of the Eastbound track have already been poured by utilizing a modified track slab design. At the Fourth Street/ Ross Street intersection, Ross said there were concerns from Nova Academy about construction occurring during the start of the new school year, so they started work earlier than planned to ensure completion before students return.

Christina Byrne said the second quarter outreach efforts included the continuation of construction notifications, expansion of the Eat Shop Play program, and a return to in-person public outreach meetings. OCTA staff led multiple presentations downtown, answering questions and addressing concerns. She said we have extensive grassroots and door-to-door outreach to communicate individual elements of the project. OCTA worked with a local Spanish radio station to promote the Eat Shop Play program which has grown to 90 participants. <The full presentation is available on OCTA.net.>

Committee Member Comments:

Shannon O'Toole asked when the project will be operational and Ross said they expect it to be ready for public use by Spring of 2024. He said their goal is to complete the Fourth Street and downtown area before Thanksgiving. Naresh Patel asked about the concerns from merchants losing business due to the project and Ross said OCTA is paying a premium to the contractors so they can work extended hours and weekends. Mark W. Eisenberg asked if they have run into any supply chain issues with the vehicles themselves and Ross said they have not. Andrew Ramirez asked what the security plans were for the OC Streetcar. Ross said it will be similar to how we provide security with our buses. They will have open communication with the drivers and security cameras on the vehicles and at the platforms. The video footage will be coordinated and monitored at the MSF. Harry Sloan asked if there were any business failures resulting from the project and Christina said she is not aware of any. Mark Kizzar asked what the previous budget was before the current \$509 million. Ross said it was \$408 million in July 2018.

D. SR-55 Improvement Project Update

Ross Lew and Calina North presented updates on the SR-55 (I-405 to I-5) Improvement Project. The project will add one regular lane and one carpool lane in each direction and add merge lanes between interchanges. The project is expected to last three and a half years. Ross said approximately 1.7 million hours of weekday travel will be saved each year because of the project. He shared upcoming construction activities like bridge improvements and construction impacts like freeway detours.

Calina discussed their public outreach efforts which include tactics that are equitable and accessible to all stakeholders. She said they held public webinars in April and May as well as briefings with key stakeholders. As construction starts, they will be holding neighborhood meetings, additional webinars, text alerts and more. Calina said OCTA started a business support program called "Focus on 55" to promote businesses and encourage consumers to shop locally. This program is free for eligible business in Santa Ana, Tustin, and Irvine. <The full presentation is available on OCTA.net.>

Committee Member Comments:

Shannon O'Toole asked if there are plans to include route symbols painted on the road and Ross said yes. Mark W. Eisenberg brought up the various carpool lane paint lines (double yellow, solid white, etc.) and asked what the intent is with the new lanes added. Ross said the dashed white lines can be crossed but the solid white cannot. These lines separate the carpool lane from the general-purpose lanes. Harry Sloan asked if the construction contract bid was reasonable. Ross said the lowest bid came in within one percent of the engineers' estimate and within budget. The lowest bidder was selected and approved.

**5. OCTA Staff Updates**

A. I-405 Improvement Project Update – Nicci Wright shared the I-405 Improvement Project recently reached the 80 percent completion mark. She said nine of the 18 bridges are complete with five completely open to traffic. Walls are 90 percent complete, ramp construction is 80 percent complete and paving operations are 70 percent complete. Outreach methods have included social media, in-person events, flyers, etc. She said the free business outreach program, "405 Forward", has more than 220 participating businesses, with more than 80 percent being Vietnamese and Latinx owned.

Committee Member Comments:

No comments.

B. Staff Liaison Update – Alice Rogan welcomed new members to the TOC. She said all meetings start at 5:00pm except the Annual Public Hearing meeting in June which starts at 6:00pm to allow public participation.

**6. Committee Member Reports**

There were no committee member reports.

**7. Public Comments\***

There were no public comments.

**8. Adjournment**

Chair Frank Davies adjourned the meeting.

The next meeting will be held on October 11, 2022, at 5 p.m.



# 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										
Andrew Ramirez		X										
Harry Sloan		X										
Mark Kizzar		X										
Joseph McCarthy		*										
Kirk Watilo		X										
Rasik N. Patel		X										
Ajay Khetani		X										
Shannon O'Toole		X										
Mark W. Eisenberg		X										
Frank Davies		X										

Absences Pending Approval		
Meeting Date	Name	Reason
August 9, 2022	Joseph McCarthy	Sick

# *Action Items*



***October 11, 2022***

***To:*** Taxpayer Oversight Committee  
***From:*** Orange County Transportation Authority Staff  
***Subject:*** Measure M2 Annual Eligibility Review

***Overview***

The Measure M2 Ordinance requires all local agencies in Orange County to annually satisfy eligibility requirements to receive Measure M2 net revenues. The Annual Eligibility Review Subcommittee has convened and completed its review process for the current review cycle and required eligibility items are presented for the Taxpayer Oversight Committee confirmation of receipt and review.

***Recommendation***

Affirm that the Taxpayer Oversight Committee has received and reviewed the Pavement Management Plans for applicable local jurisdictions in Orange County.

***Background***

According to the Measure M2 (M2) Ordinance, the Taxpayer Oversight Committee (TOC) shall receive and review local jurisdictions' Pavement Management Plans (PMP).

The Annual Eligibility Review (AER) Subcommittee has been designated by the TOC to first receive and review eligibility submittals with support from Orange County Transportation Authority (OCTA) staff to ensure that required documents have been submitted and reviewed. For this eligibility cycle, PMPs were due for review by the AER Subcommittee.

***Discussion***

Local jurisdictions are required to annually submit eligibility packages by June 30th. For this eligibility cycle, OCTA staff reviewed local jurisdictions' PMP submittals to ensure timeliness and accuracy. Staff also worked closely with local

jurisdictions to obtain additional information and/or back up materials as needed. For reference, the PMP submittal schedule is included as Attachment A<sup>1</sup>.

The AER Subcommittee convened on September 27, 2022, to discuss the required eligibility component and affirmed its receipt and review of all 21 local jurisdictions' PMP submittals consistent with M2 eligibility submittal requirements. As such, summary compliance tables for local jurisdictions' PMP (Attachment B) submittals are provided for the TOC's affirmation of receipt and review.

As part of its receipt and review process, the AER Subcommittee requested and were provided additional information on the minimum qualifications and experience required for pavement field inspectors who are utilized by local jurisdictions to satisfy the PMP certification requirement.

Accordingly, TOC affirmation of its receipt and review of all 21 local jurisdictions' PMP submittals consistent with M2 eligibility submittal requirements is now requested.

### **Next Steps**

Upon TOC affirmation of receipt and review of this eligibility submittal, staff will recommend a final finding by the OCTA Regional Highways and Planning Committee and Board of Directors, in November, that all 35 Orange County local jurisdictions be deemed eligible to continue to receive M2 net revenues.

### ***Summary***

All local jurisdictions in Orange County submitted required Measure M2 eligibility materials for the current review cycle. The AER Subcommittee has completed its review of required PMP documentation, and its comment has been received and addressed. These materials are now offered for TOC affirmation of receipt and review.

### ***Attachments***

- A. Local Jurisdictions Pavement Management Plan (PMP) Submittal Schedule
- B. 2022 Measure M2 Eligibility Summary Table of Pavement Management Plan (PMP) Elements

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<sup>1</sup> For this eligibility review cycle, PMPs were required from 21 local jurisdictions. The remaining 14 local jurisdictions' PMPs will be submitted and reviewed during the next eligibility review cycle.

**Local Agency Pavement Management Plan (PMP)  
Submittal Schedule<sup>1</sup>**

<b>Local Agency</b>	<b>Updated PMP</b>
Aliso Viejo	June Even Year
Anaheim	June Odd Year
Brea	June Odd Year
Buena Park	June Even Year
Costa Mesa	June Even Year
County of Orange	June Odd Year
Cypress	June Odd Year
Dana Point	June Odd Year
Fountain Valley	June Even Year
Fullerton	June Even Year
Garden Grove	June Even Year
Huntington Beach	June Even Year
Irvine	June Odd Year
La Habra	June Odd Year
La Palma	June Even Year
Laguna Beach	June Even Year
Laguna Hills	June Even Year
Laguna Niguel	June Even Year
Laguna Woods	June Even Year
Lake Forest	June Odd Year
Los Alamitos	June Odd Year
Mission Viejo	June Even Year
Newport Beach	June Odd Year
Orange	June Even Year
Placentia	June Even Year
Rancho Santa Margarita	June Even Year
San Clemente	June Odd Year
San Juan Capistrano	June Odd Year
Santa Ana	June Even Year
Seal Beach	June Even Year
Stanton	June Odd Year
Tustin	June Odd Year
Villa Park	June Even Year
Westminster	June Even Year
Yorba Linda	June Even Year

<sup>1</sup>Shaded local agencies submitted a PMP update during this eligibility review cycle.


2022 Measure M2 Eligibility  
Summary Table of Pavement Management Plan (PMP) Elements

Local Agency	Current Network PCI	Current MPAH PCI	Current Local PCI	Projected Network PCI	Projected MPAH PCI	Projected Local PCI	7 Year R&R Plan Limits	7 Year R&R Plan Areas	7 Year R&R Plan Class	7 Year R&R Plan PCI	7 Year R&R Plan Inspection Dates	7 Year R&R Plan Treatment Type	7 Year R&R Plan Treatment Cost	7 Year R&R Plan Treatment Year	QA/QC	7 Years Current Budget \$ x 10 <sup>6</sup>	7 Years Maintain Network PCI \$ x 10 <sup>6</sup>	7 Years Improve Network PCI \$ x 10 <sup>6</sup>	Certification Form	Compliant PMP (Y or N)
Aliso Viejo	G	G	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Buena Park	G	G	G	G	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Costa Mesa	G	G	G	G	G	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Fountain Valley	VG	G	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Fullerton	F	F	F	F	F	P	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Garden Grove	F	F	F	P	P	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Huntington Beach	G	G	G	G	VG	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
La Palma	VG	VG	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Laguna Beach	VG	VG	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Laguna Hills	G	G	VG	G	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Laguna Niguel	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Laguna Woods*	VG	VG	N/A	VG	VG	N/A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Mission Viejo	G	G	VG	G	F	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Orange	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Placentia	G	F	G	G	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Rancho Santa Margarita	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Santa Ana	G	F	G	G	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Seal Beach	G	F	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Villa Park	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Westminster	G	G	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Yorba Linda	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y

Legend		
Pavement Quality	Abbreviation	PCI
Very Good	VG	85-100
Good	G	75-84
Fair	F	60-74
Poor	P	41-59
Very Poor	VP	0-40

Acronyms	
Micro	MicroPaver Pavement Management Program
MPAH	Master Plan of Arterial Highways
PCI	Pavement Condition Index
QA/QC	Quality Assurance/Quality Control Plan
R&R	Road Maintenance & Rehabilitation Plan
SS	StreetSaver Pavement Management Program

I certify that the information contained in this table is an accurate representation of materials submitted to OCTA for purposes of meeting requirements related to the Pavement Management Plan.



Harry W. Thomas, OCTA

# *Presentation Items*



**September 14, 2022**

**To:** Finance and Administration Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** 2022 Measure M2 Sales Tax Forecast

### **Overview**

The Orange County Transportation Authority contracts with MuniServices, LLC and three universities to forecast Measure M2 taxable sales. MuniServices, LLC and the three universities have provided updated forecasts and staff has incorporated the new information into the annual update for the long-range forecast of Measure M2 taxable sales.

### **Recommendation**

Receive and file as an information item.

### **Background**

On March 28, 2016, the Orange County Transportation Authority (OCTA) Board of Directors (Board) directed staff to forecast Measure M2 (M2) taxable sales utilizing MuniServices, LLC (MuniServices) forecasted taxable sales growth rates for the first five years of the forecast period, and average growth rates based on forecasted taxable sales from three universities: Chapman University (Chapman), California State University, Fullerton (CSUF), and University of California, Los Angeles (UCLA), for the remaining years.

OCTA received final tax receipts for fiscal year (FY) 2021-22 on August 24, 2022, and has prepared the final 2022 M2 sales tax forecast.

### **Discussion**

Orange County's economy continued to emerge strongly in FY 2021-22 from the pandemic. The unemployment rate in Orange County decreased to 2.9 percent in June 2022, compared to 6.9 percent in June 2021. Between June 2021 and June 2022, the total non-farm employment increased by 78,800 jobs, or 4.9 percent. The most substantial increase in Orange County was in the leisure



and hospitality sector adding 37,600 jobs followed by professional and business services sector adding 10,600 jobs.

Orange County continued to make a corresponding strong bounce back in sales tax receipts as well. Final M2 sales tax receipts for FY 2021-22 reached \$425 million, which is the highest amount of M2 sales tax receipts received in any FY. The 2022 M2 sales tax forecast was completed incorporating the final sales tax receipts for FY 2021-22 and the updated sales tax forecasts provided by MuniServices, CSUF, Chapman, and UCLA. The new forecast projects sales tax available to support the M2 Program to be \$15 billion over the 30-year period. This represents a year-over-year increase of \$1.8 billion (13.6 percent) in forecasted sales tax when compared to last year's forecast of \$13.2 billion.

The MuniServices forecast includes the period from FY 2022-23 through FY 2026-27. The average annual sales tax growth rate over that period based on the MuniServices forecast is 4.1 percent. The three-university average annual growth rate for the remaining years (FY 2027-28 through FY 2040-41) is 3.3 percent and the average annual growth rate over the entire forecast period is 3.5 percent.

While the economy continues to improve, there are other variables that must be continuously monitored including other coronavirus variants, gas prices, inflation, interest rates, supply chains, and the Ukraine war impact. Staff will continue to monitor the short- and long-term impacts of these variables on M2 sales tax revenues. Staff will also determine the impacts of the updated M2 sales tax forecast to M2 programs and projects and return to the Board in November 2022 with an updated Next 10 Delivery Plan and Comprehensive Business Plan.

### ***Summary***

OCTA has finalized the 2022 M2 sales tax forecast. The 2022 M2 sales tax forecast incorporates final sales tax receipts for FY 2021-22 and updated sales tax forecasts from MuniServices, CSUF, Chapman, and UCLA. It is anticipated that total sales tax available to support the M2 Program will be \$15 billion. This represents a year-over-year increase of \$1.8 billion (13.6 percent) in sales tax when compared to last year's forecast of \$13.2 billion. Staff will determine the impacts of the forecast to M2 programs and projects and return to the Board in November 2022 with an updated Next 10 Delivery Plan and Comprehensive Business Plan.

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**Attachment**

- A. Orange County Transportation Authority M2 Sales Tax Revenue Forecast – 2022

**Prepared by:**

A handwritten signature in blue ink, appearing to read "Supindayit Kaur".

Sam Kaur  
Department Manager,  
Revenue Administration  
(714) 560-5889

**Approved by:**

A handwritten signature in blue ink, appearing to read "A. Oftelie".

Andrew Oftelie  
Chief Financial Officer,  
Finance and Administration  
(714) 560-5649



**Orange County Transportation Authority**  
**M2 Sales Tax Revenue Forecast - 2022**  
*In Nominal Dollars*

	Fiscal Year	Actual Growth	Chapman		UCLA		CSUF		MuniServices		Board-Approved Forecast	
			Gross Sales Tax*	Growth Rate	Gross Sales Tax	Growth Rate	Gross Sales Tax	Growth Rate	Gross Sales Tax	Growth Rate	Gross Sales Tax	Blended Growth Rate
Actuals	2011 **	6.50%	61,756,868	-	61,756,868	-	61,756,868	-	61,756,868	-	61,756,868	-
	2012	6.20%	250,892,931	-	250,892,931	-	250,892,931	-	250,892,931	-	250,892,931	-
	2013	6.17%	266,384,076	-	266,384,076	-	266,384,076	-	266,384,076	-	266,384,076	-
	2014	4.96%	279,599,946	-	279,599,946	-	279,599,946	-	279,599,946	-	279,599,946	-
	2015	4.30%	291,615,675	-	291,615,675	-	291,615,675	-	291,615,675	-	291,615,675	-
	2016	3.20%	300,944,523	-	300,944,523	-	300,944,523	-	300,944,523	-	300,944,523	-
	2017	2.60%	308,768,664	-	308,768,664	-	308,768,664	-	308,768,664	-	308,768,664	-
	2018	4.12%	321,480,529	-	321,480,529	-	321,480,529	-	321,480,529	-	321,480,529	-
	2019	3.38%	332,358,188	-	332,358,188	-	332,358,188	-	332,358,188	-	332,358,188	-
	2020	-4.33%	317,963,821	-	317,963,821	-	317,963,821	-	317,963,821	-	317,963,821	-
	2021	8.61%	345,345,181	-	345,345,181	-	345,345,181	-	345,345,181	-	345,345,181	-
	2022	23.04%	424,896,566	-	424,896,566	-	424,896,566	-	424,896,566	-	424,896,566	-
Short-Term	2023		458,706,371	7.96%	439,070,719	3.34%	447,250,819	5.26%	453,364,636	6.70%	453,364,636	6.70%
	2024		472,264,497	2.96%	457,916,636	4.29%	468,128,187	4.67%	468,779,034	3.40%	468,779,034	3.40%
	2025		495,152,140	4.85%	474,553,537	3.63%	486,131,202	3.85%	487,530,195	4.00%	487,530,195	4.00%
	2026		513,148,228	3.63%	491,204,718	3.51%	501,703,485	3.20%	504,106,222	3.40%	504,106,222	3.40%
	2027		535,130,146	4.28%	507,884,724	3.40%	514,785,231	2.61%	518,725,302	2.90%	518,725,302	2.90%
Long-Term	2028		553,694,808	3.47%	525,389,854	3.45%	526,862,466	2.35%			534,739,964	3.09%
	2029		576,169,827	4.06%	543,787,532	3.50%	539,368,640	2.37%			552,447,924	3.31%
	2030		597,607,606	3.72%	562,900,204	3.51%	552,282,789	2.39%			570,181,097	3.21%
	2031		620,034,229	3.75%	582,727,083	3.52%	565,756,540	2.44%			588,644,802	3.24%
	2032		646,010,695	4.19%	603,142,712	3.50%	580,187,113	2.55%			608,744,379	3.41%
	2033		670,980,854	3.87%	624,426,738	3.53%	595,322,081	2.61%			629,041,490	3.33%
	2034		696,689,658	3.83%	646,628,928	3.56%	611,016,038	2.64%			650,058,500	3.34%
	2035		723,819,025	3.89%	669,398,452	3.52%	626,808,141	2.58%			671,726,834	3.33%
	2036		751,335,535	3.80%	692,786,248	3.49%	642,700,105	2.54%			693,738,887	3.28%
	2037		779,542,659	3.75%	716,807,359	3.47%	658,464,038	2.45%			716,110,463	3.22%
	2038		809,067,762	3.79%	741,472,444	3.44%	674,144,451	2.38%			739,049,431	3.20%
	2039		839,594,694	3.77%	766,877,911	3.43%	689,879,836	2.33%			762,535,386	3.18%
	2040		871,542,475	3.81%	792,726,177	3.37%	705,814,310	2.31%			786,645,418	3.16%
	2041 **		678,765,204	3.84%	614,096,318	3.29%	541,400,023	2.27%			608,478,164	3.13%
Total			\$ 15,791,263,381	4.06%	\$ 14,955,805,263	3.51%	\$ 14,430,012,464	2.83%			\$ 15,046,655,095	3.29%

\*Fiscal years 2011 through 2017, 2020 through 2022 represent actual sales tax receipts.

\*\* Fiscal year 2011 includes sales tax receipts for one quarter and fiscal year 2041 represents forecasted sales tax receipts for three quarters.

Chapman - Chapman University

UCLA - University of California, Los Angeles

CSUF - California State University, Fullerton

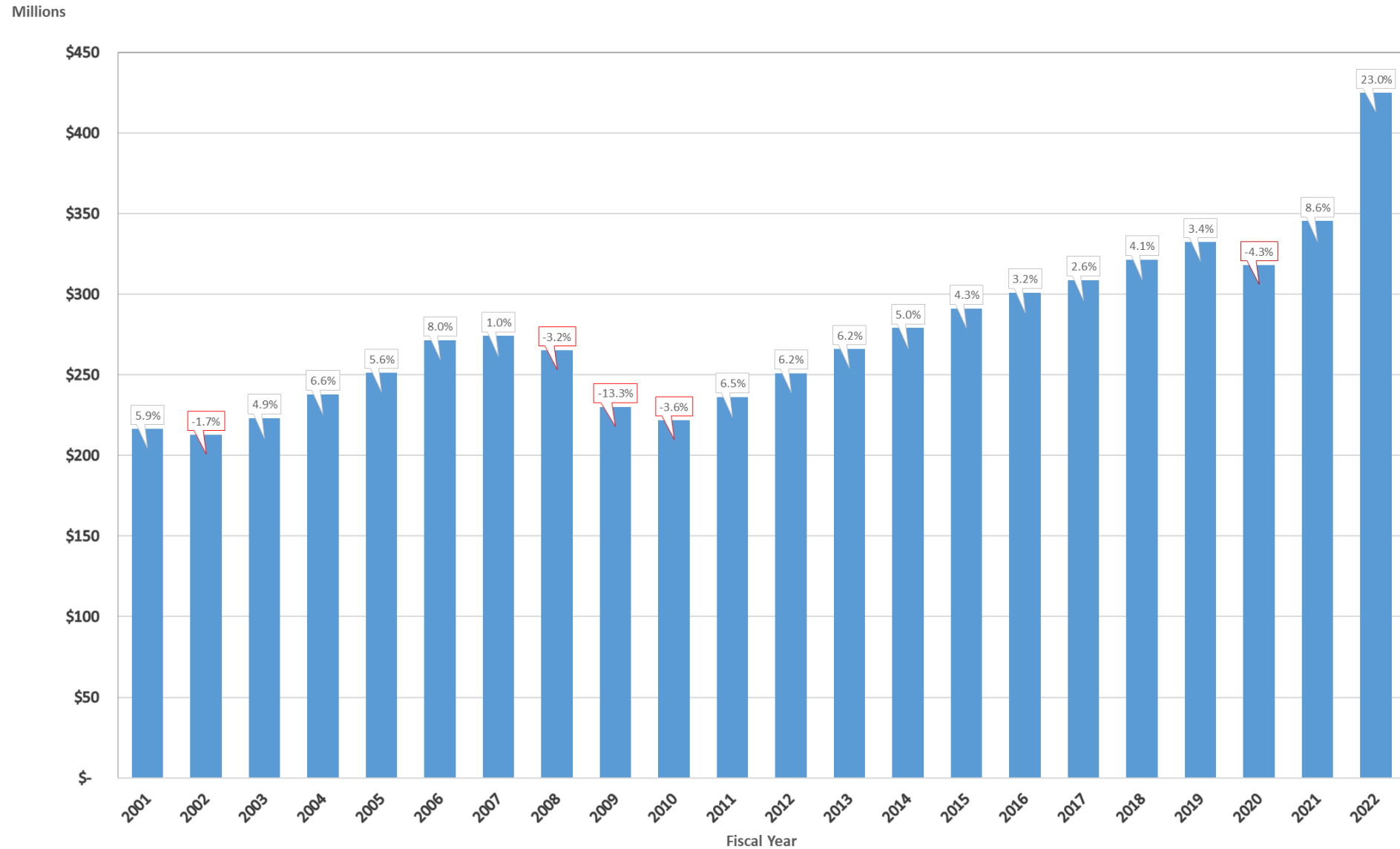
MuniServices - MuniServices, LLC

# 2022 Measure M2 Sales Tax Forecast

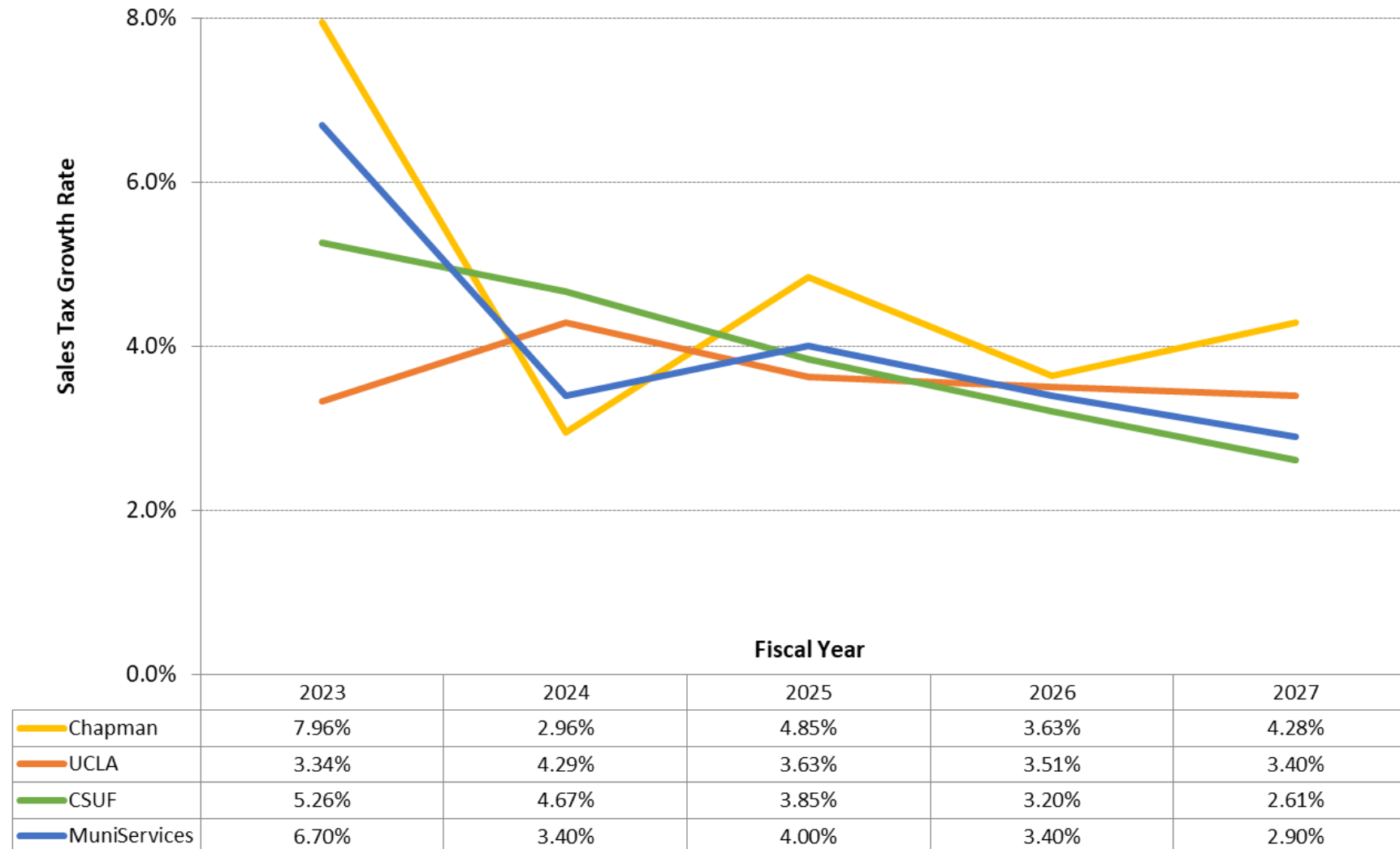
# Background

- Methodology uses MuniServices, LLC (Muniservices) forecast for the first five years and the three-university average for the remaining years
  - MuniServices forecasts for fiscal years (FY) 2023 – 2027
  - Three universities' forecasts for FYs 2028 – 2041
    - The universities include Chapman University (Chapman), University of California, Los Angeles (UCLA), and California State University, Fullerton (CSUF)

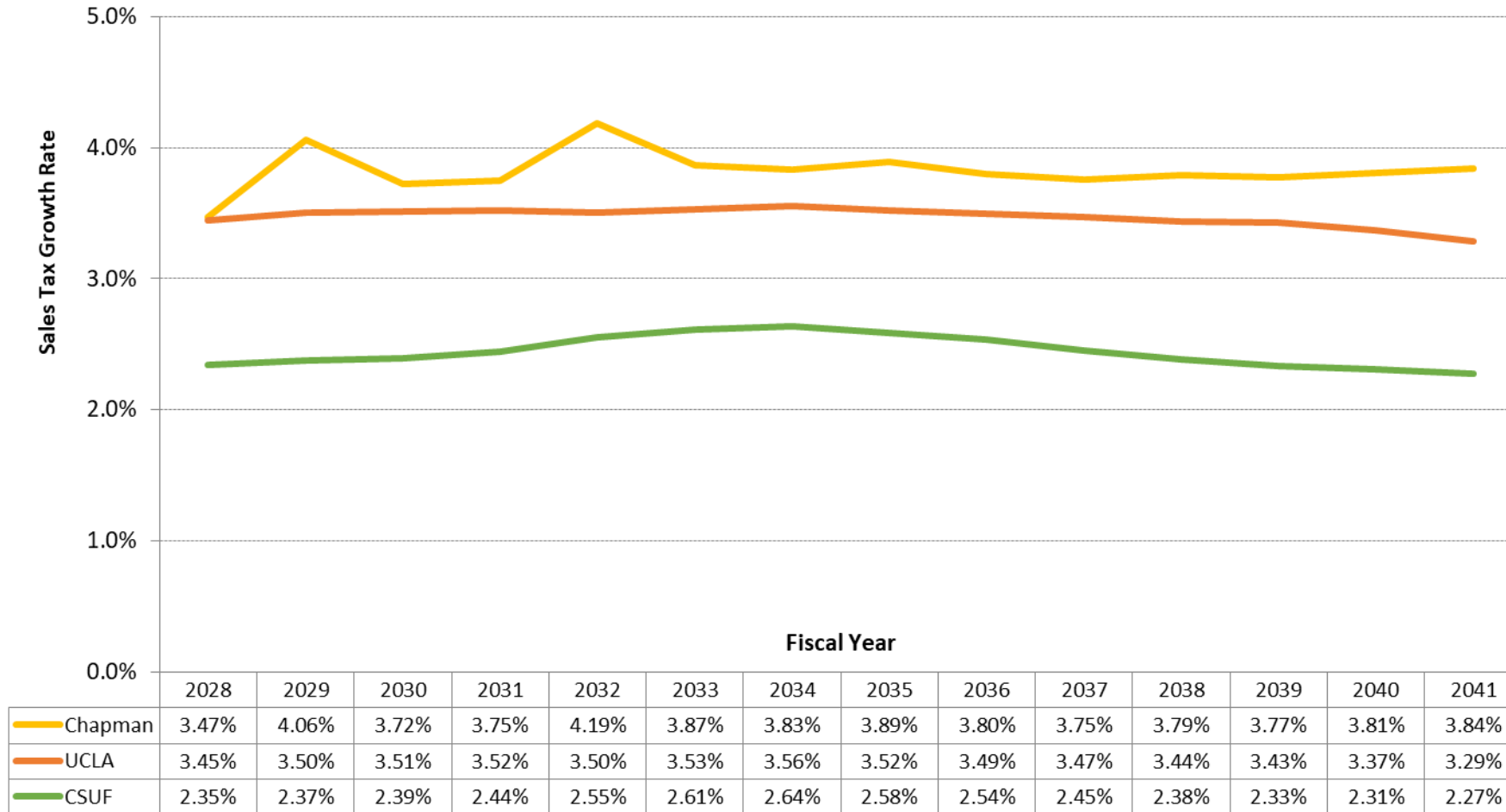
# Historical Measure M Sales Tax Revenues



# Short-Term Growth Rate Forecasts

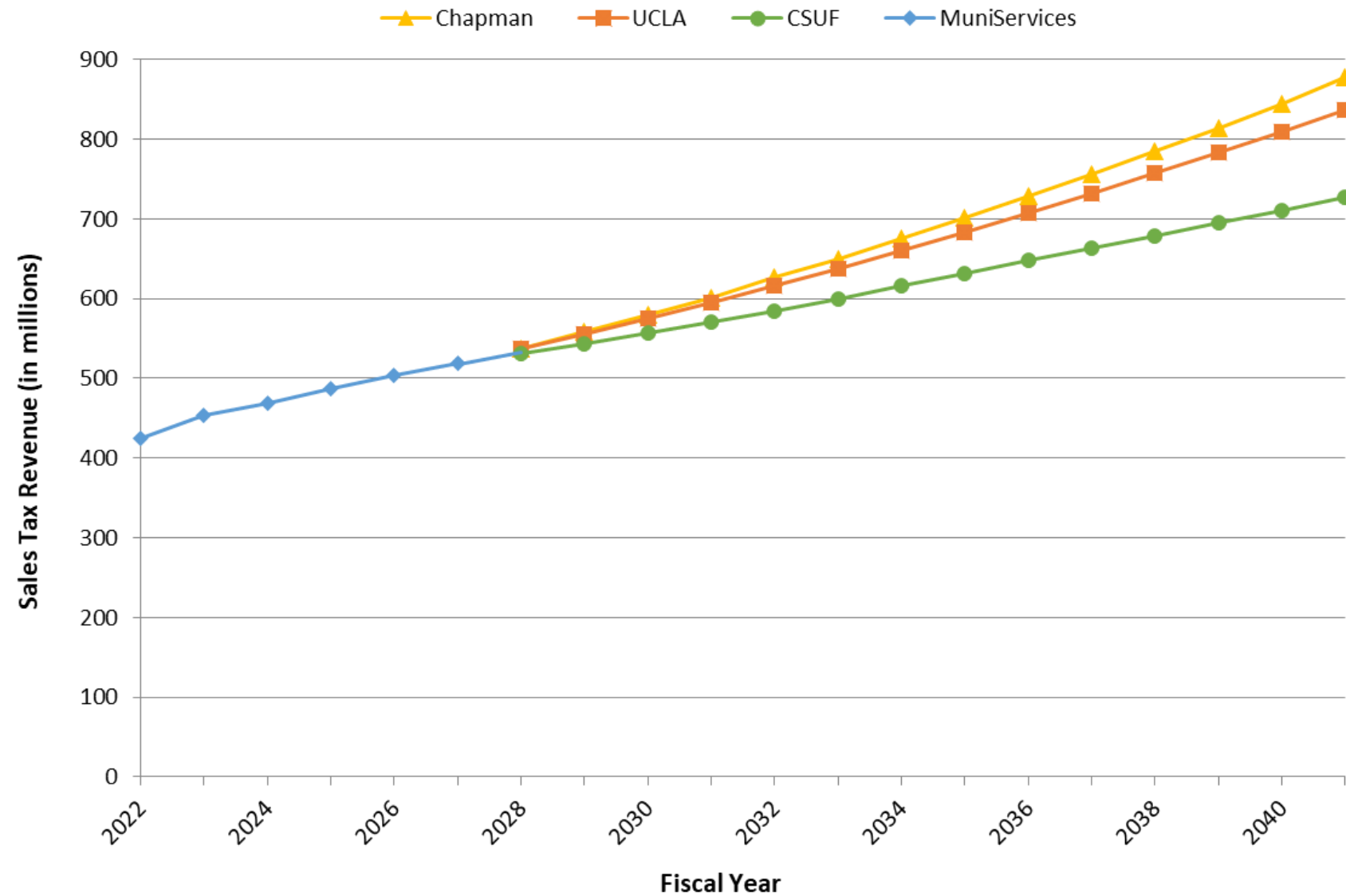


# Long-Term Growth Rate Forecasts





# Annual Measure M2 (M2) Sales Tax Revenue Forecast



# Results of Updated Forecasts



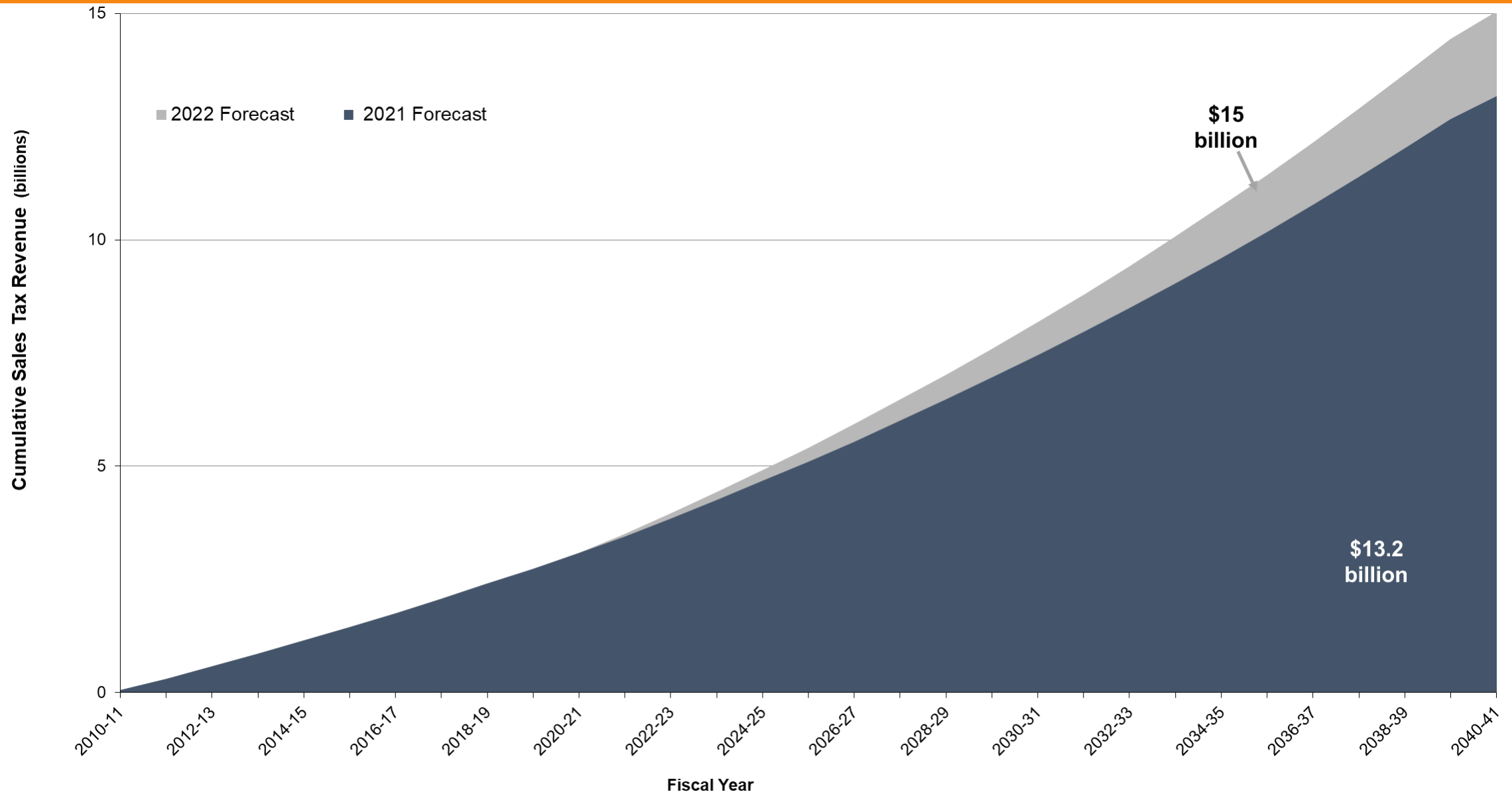
## Orange County Transportation Authority M2 Sales Tax Revenue Forecast - 2022 *In Nominal Dollars*

	Fiscal Year	Actual Growth	Chapman		UCLA		CSUF		MuniServices		Board Approved Forecast	
			Gross Sales Tax*	Growth Rate	Gross Sales Tax	Growth Rate	Gross Sales Tax	Growth Rate	Gross Sales Tax	Growth Rate	Gross Sales Tax	Blended Growth Rate
Actuals	2011 **	6.50%	61,756,868	-	61,756,868	-	61,756,868	-	61,756,868	-	61,756,868	-
	2012	6.20%	250,892,931	-	250,892,931	-	250,892,931	-	250,892,931	-	250,892,931	-
	2013	6.17%	266,384,076	-	266,384,076	-	266,384,076	-	266,384,076	-	266,384,076	-
	2014	4.96%	279,599,946	-	279,599,946	-	279,599,946	-	279,599,946	-	279,599,946	-
	2015	4.30%	291,615,675	-	291,615,675	-	291,615,675	-	291,615,675	-	291,615,675	-
	2016	3.20%	300,944,523	-	300,944,523	-	300,944,523	-	300,944,523	-	300,944,523	-
	2017	2.60%	308,768,664	-	308,768,664	-	308,768,664	-	308,768,664	-	308,768,664	-
	2018	4.12%	321,480,529	-	321,480,529	-	321,480,529	-	321,480,529	-	321,480,529	-
	2019	3.38%	332,358,188	-	332,358,188	-	332,358,188	-	332,358,188	-	332,358,188	-
	2020	-4.33%	317,963,821	-	317,963,821	-	317,963,821	-	317,963,821	-	317,963,821	-
	2021	8.61%	345,345,181	-	345,345,181	-	345,345,181	-	345,345,181	-	345,345,181	-
	2022	23.04%	424,896,566	-	424,896,566	-	424,896,566	-	424,896,566	-	424,896,566	-
Short-Term	2023		458,706,371	7.96%	439,070,719	3.34%	447,250,819	5.26%	453,364,636	6.70%	453,364,636	6.70%
	2024		472,264,497	2.96%	457,916,636	4.29%	468,128,187	4.67%	468,779,034	3.40%	468,779,034	3.40%
	2025		495,152,140	4.85%	474,553,537	3.63%	486,131,202	3.85%	487,530,195	4.00%	487,530,195	4.00%
	2026		513,148,228	3.63%	491,204,718	3.51%	501,703,485	3.20%	504,106,222	3.40%	504,106,222	3.40%
	2027		535,130,146	4.28%	507,884,724	3.40%	514,785,231	2.61%	518,725,302	2.90%	518,725,302	2.90%
Long-Term	2028		553,694,808	3.47%	525,389,854	3.45%	526,862,466	2.35%			534,739,964	3.09%
	2029		576,169,827	4.06%	543,787,532	3.50%	539,368,640	2.37%			552,447,924	3.31%
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	2032		646,010,695	4.19%	603,142,712	3.50%	580,187,113	2.55%			608,744,379	3.41%
	2033		670,980,854	3.87%	624,426,738	3.53%	595,322,081	2.61%			629,041,490	3.33%
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	2038		809,067,762	3.79%	741,472,444	3.44%	674,144,451	2.38%			739,049,431	3.20%
	2039		839,594,694	3.77%	766,877,911	3.43%	689,879,836	2.33%			762,535,386	3.18%
	2040		871,542,475	3.81%	792,726,177	3.37%	705,814,310	2.31%			786,645,418	3.16%
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Total			\$ 15,791,263,381	4.06%	\$ 14,955,805,263	3.51%	\$ 14,430,012,464	2.83%			\$ 15,046,655,095	3.29%

\*Fiscal years 2011 through 2017, 2020 through 2022 represent actual sales tax receipts. Fiscal Year 2018 is based on estimated sales tax revenues from MuniServices, LLC. Fiscal Year 2019 represent actual sales tax receipts plus \$1.58 million additional revenues received for Fiscal Year 2018 above MuniServices Fiscal Year 2018 estimate.

\*\* Fiscal year 2011 includes sales tax receipts for one quarter and fiscal year 2041 represents forecasted sales tax receipts for three quarters.

# Forecast Comparison – 2021 vs 2020



# Next Steps



Incorporate forecast into Orange County Transportation Authority's (OCTA) planning documents



M2 Next 10 Plan  
Comprehensive Business Plan



Determine impacts of the updated forecast to M2 programs and projects




OCTA staff will continue to monitor the short-term and long-term impacts on M2 sales tax revenues



**October 3, 2022**

**To:** Executive Committee

**From:** Darrell E. Johnson, Chief Executive Officer 

**Subject:** Measure M2 Next 10 Delivery Plan: Market Conditions Key Indicators Analysis and Forecast

### **Overview**

At the direction of the Board of Directors, the Orange County Transportation Authority monitors construction market conditions. Annually, a report on Market Conditions Key Indicators Analysis and Forecast is presented to the Board of Directors to provide insight into potential project delivery cost drivers that could affect the Measure M2 Next 10 Delivery Plan. The last effort was presented to the Board of Directors on October 11, 2021. An updated forecast has been prepared and a presentation on the results of this effort is provided.

### **Recommendation**

Continue to monitor market conditions key indicators and provide updates to the Board of Directors as appropriate.

### **Background**

On November 7, 2006, Orange County voters approved the renewal of Measure M, the one-half-cent sales tax for transportation improvements. The Orange County Transportation Authority (OCTA) Board of Directors (Board) continues to advance the implementation of Renewed Measure M (M2) commitments by adopting delivery plans. The delivery plans are designed to validate the ability to implement all projects and programs through 2041 as promised to the voters, ensure fiscal sustainability, and implement projects and programs effectively and expeditiously.

In 2016, the Board directed staff to acquire better insight into the construction market outlook. The intent was to provide an analysis of trends for near-term construction market conditions in tandem with the annual sales tax revenue update to assist with prudent project delivery decisions.

OCTA retained the Orange County Business Council (OCBC), led by Dr. Wallace Walrod, Chief Economic Advisor to OCBC, and Dr. Marlon Boarnet, Professor and Chair of the Department of Urban Planning and Spatial Analysis at the University of Southern California to provide this analysis.

The results of the initial analysis were presented to the Board in September 2017. The report identified several near-term cost indicators that could influence the construction market and, by extension, M2 project delivery. These included the pace of transportation construction programs in the neighboring counties (resulting in the strained supply of materials and construction labor), construction wage pressures, sustained low statewide unemployment, and residential construction demand. Overall, OCBC's analysis identified a strong potential that OCTA could experience an increasing cost environment in the near term.

Following this presentation, the Board directed staff to continue to work with OCBC to monitor and track the indicators and provide the Board with updates to cost risk factors for project delivery. In response, OCBC spent early 2018 analyzing trends and creating an Infrastructure Construction Cost Pressure Index (ICCPI) model. On September 10, 2018, OCBC presented its ICCPI model, and its forecast for 2018, 2019, and 2020 cost fluctuation ranges, to the Board.

### ***Discussion***

OCBC continues to monitor trends in material costs, labor costs, and general economic conditions. Relevant data for each model component is analyzed to determine a range of potential cost impacts to update the forecast biannually. The fall 2022 update provides a three-year forecast through 2025. Attachment A summarizes the fall 2022 forecast and also includes prior forecasts for reference. The full report on the ICCPI model update is included in Attachment B.

The ICCPI model is a forecasting tool, with scores indicating a forecast of fluctuations in public construction costs expressed in ranges. Index scores of two and three indicate somewhat low to normal inflationary environments in the range of one to four percent. Conversely, a score of four is a high inflation environment in the range of six to 11 percent. Extreme index values of zero and five correspond to the unusual conditions observed in Orange County immediately before and during the Great Recession and the high-cost inflation environment that occurred in the building boom years of the early 2000s.

Using the ICCPI model, OCBC forecasts a score of four in 2023 and 2024, which represents a potential range of higher cost fluctuation of six to 11 percent. The forecast for 2025 drops to a score of two, which anticipates a tempering of economic conditions.

OCBC Orange County Transportation ICCPI Score, 2023-2025		
Year	Index Score	Range of Cost Fluctuation
2023	4	Six percent to 11 percent
2024	4	Six percent to 11 percent
2025	2	One percent to two percent

The fall update predicts continued volatile market conditions forecasted in spring 2022 as cost pressures remain high. Major drivers include low unemployment rates coupled with high inflation rates, which could result in rising labor and material prices. Despite the Federal Reserve raising interest rates to curb inflation, the national and regional labor market remains strong. Additionally, some material prices saw large increases, specifically, Portland Cement Concrete pavement, aggregate base, and steel bar. Since full 2022 data is not yet available, the percentages calculated in the report are subject to change. As in prior forecasts, OCBC indicates that OCTA will also need to be aware and ready to respond to cost pressures that cannot be modeled. Examples of such forces include:

- Pace of Federal Reserve interest rate hikes largely unknown and subject to rapid changes,
- Lingering impacts of the pandemic, zero-tolerance policy in China, and
- General political uncertainty both domestically and internationally.

Overall, OCBC's analysis identifies a potential that in 2023 and 2024, OCTA may experience a high inflationary cost environment. To mitigate potential cost pressures, OCTA's Project Controls department monitors and adjusts project cost escalation assumptions according to market trends. Project Controls' cost estimating process uses historical information, as well as current trends in the market, and follows a consistent and defined process. Looking back at the last 20 years, OCTA's cost estimates have included a three percent escalation, which, on average during this timeframe, provided the appropriate escalation to deliver projects successfully. Currently, using 3.5 percent for construction escalation, as well as incorporating contingency based on the project type and complexity, is staff's preferred approach to cost estimating. Given the continued high market fluctuations in the current year, staff recommends continuing this effort to monitor key indicators to inform OCTA's delivery plans.

***Summary***

OCBC has prepared an update on construction market conditions to help OCTA with M2 project delivery planning. The update considers fluctuations in material costs, labor costs, and general economic conditions and trends. The Market Conditions Key Indicators Analysis and Forecast conclude that OCTA may experience a high inflationary cost environment in 2023 and 2024, with a tempering of cost pressures in 2025.

***Attachments***

- A. Orange County Business Council, Orange County Transportation ICCPI Score, Fall 2018 through Fall 2022 Forecasts
- B. Orange County Business Council, Orange County Transportation Infrastructure Construction Cost Pressure Index, Fall 2022, Prepared for the Orange County Transportation Authority

**Prepared by:**



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**Approved by:**



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**Orange County Business Council  
Orange County Transportation ICCPI Score  
Fall 2018 through Fall 2022 Forecasts**

Orange County Business Council Orange County Transportation ICCPI Score									
Year	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020	Spring 2021	Fall 2021	Spring 2022	Fall 2022
2018	4								
2019	3	4							
2020	3	3	3	3	0				
2021		3	3	2	1	1	5		
2022			3	2	1	2	4	5	5
2023					3	4	4	4	4
2024							4	4	4
2025									2

Range of Cost Fluctuations by Index Score			
Index Score	Low	Midpoint	High
0	-17%	-9.5%	-2%
1	-2%	-0.5%	1%
2	1%	1.5%	2%
3	2%	4%	6%
4	6%	8.5%	11%
5	11%	25.5%	40%

**Orange County Business Council  
Orange County Transportation Infrastructure Construction  
Cost Pressure Index  
Fall 2022  
Prepared for the Orange County Transportation Authority**

OCBC Research Team

Dr. Wallace Walrod – Chief Economic Advisor, Orange County Business Council  
Dr. Marlon Boarnet – Professor and Chair, Department of Urban Planning and Spatial Analysis, USC

Background and Purpose

As a supplementary examination to the Next 10 Delivery Plan: Market Conditions Forecast and Risk Analysis study delivered by Orange County Business Council (OCBC) in September 2017, the Orange County Transportation Authority (OCTA) Board of Directors (Board) requested further study and exploration of potential cost fluctuations beyond existing cost analysis from the California Department of Transportation's (Caltrans) Construction Cost Index (CCI) and internal OCTA analysis. The OCTA Board requested an ongoing analysis of construction cost factors, with periodic updates. In response, the OCBC team developed the Orange County Transportation Infrastructure Construction Cost Pressure Index (ICCPI), which is updated every six months.

To develop the cost pressure index, the OCBC team analyzed annual trends in material costs, labor costs and general economic conditions to determine a range of potential cost increases with a time horizon that is typically three years into the future. The index updates begin by collecting relevant market data and indicators and then performing data analytics on to assess current cost pressure and forecast future cost pressure. In doing so, and providing these findings to OCTA's Board, more accurate budgets can be determined reducing the potential risk of cost pressure and project delivery slowdowns due to financial constraints. This September 2022 memo updates the March 2022 forecast of the Orange County Transportation ICCPI and provides annual cost pressure index forecasts for the remainder of 2022 and for 2023, 2024, and 2025.

Findings and Discussion

The most recent available input data were gathered to update the ICCPI. That includes first quarter 2022 data for the following index components: California's unemployment rate, California building permits, Caltrans index data on infrastructure construction materials costs as well as 4<sup>th</sup> quarter data on Orange County and Southern California construction industry wages. 2022 values for building permits and unemployment rates were estimated from changes from first quarter 2021 to first quarter 2022 and construction wages from fourth quarter 2020 to fourth quarter 2021.

**Orange County Business Council**  
**Orange County Transportation Infrastructure Construction**  
**Cost Pressure Index**  
**Fall 2021**  
**Prepared for the Orange County Transportation Authority**

Following the trend established in the last update, wages continue to climb while the inflation rate remains stubbornly high, leading to elevated material and labor prices. Despite recent Fed actions in raising interest rates in an effort to mitigate the high inflationary environment, the labor market remains strong, suggesting that additional interest rate increases are likely to occur in the near future.

In the March 2022 update, the OCTA Construction Cost Pressure Index jumped to a reading of 5 for 2022, the highest inflation environment observed during the benchmark 1994-2017 time period, before dropping to an index of 4 in 2023 and 2024. Six months prior to that, the year-ago September 2021 Construction Cost Pressure Index predicted a high-inflation cost change environment in 2021 (index value of 5), declining slightly in 2022 and 2023 (to index values of 4).

The new estimate for September 2022 is an index value of 5 for the remainder of 2022, dropping to an index of 4 in both 2023 and 2024, before declining to an index of 2 in 2025. This update highlights the continued expected high-inflation environment first seen in September 2021 while also forecasting a light at the end of the tunnel, with a clear signal that inflationary pressures may begin to recede by 2025.

Table 1: September 2022 Update to Three-Year Orange County Transportation Infrastructure Construction Cost Pressure Index, with comparison to March 2022, September 2021, March 2021, and September 2020 index estimates

Year	Index (September 2022) with annual cost increase range	Index (March 2022) with annual cost increase range	Index (September 2021) with annual cost increase range	Index (March 2021) with annual cost increase range	Index (September. 2020) with annual cost increase range
2020	Not Estimated	Not Estimated	Not Estimated	Not Estimated	0 (-17% to -2%)
2021	Not Estimated	Not Estimated	5 (11% to 40%)	1 (-2% to 1%)	1 (-2% to 1%)
2022	5 (11% to 40%)	5 (11% to 40%)	4 (6% to 11%)	2 (1% to 2%)	1 (-2% to 1%)
2023	4 (6% to 11%)	4 (6% to 11%)	4 (6% to 11%)	4 (6% to 11%)	3 (2% to 6%)
2024	4 (6% to 11%)	4 (6% to 11%)	4 (6% to 11%)	Not Estimated	Not Estimated
2025	2 (1% to 2%)	Not Estimated	Not Estimated	Not Estimated	Not Estimated

The index values correspond to ranges of forecast annual infrastructure construction cost increases shown in Table 2.

**Orange County Business Council**  
**Orange County Transportation Infrastructure Construction**  
**Cost Pressure Index**  
**Fall 2022**  
**Prepared for the Orange County Transportation Authority**

Forecasting Method

OCBC used a series of regression analyses and forward-looking projections to create the ICCPI. The ICCPI provides a ranking from 0 to 5, with each rank corresponding to a range of percent changes in overall construction costs. These ranges are built to be forecasting tools, with scores indicating public construction forecast cost increase. Values of 2 and 3 indicate somewhat normal inflationary environments. A value of 4 is a high inflation environment. A value of 1 is a low inflation/deflationary environment. Values of 0 and 5 correspond to the most extreme conditions observed in Orange County over the past three decades, and hence the ranges for those values are wide due to the unusual nature of the highly deflationary environment that occurred immediately prior to and during the Great Recession and the high-cost inflation environment that occurred in the building boom years of the early 2000s.

Table 2 below highlights each ICCPI ranking and the proposed range of cost fluctuations which have been provided on a low, midpoint, and high scale.

Table 2: OCBC Orange County Transportation ICCPI Scores

Index Value	Projected Annual Cost Increase, Low	Projected Annual Cost Increase, Midpoint	Projected Annual Cost Increase, High
0	-17%	-9.5%	-2%
1	-2%	-0.5%	1%
2	1%	1.5%	2%
3	2%	4%	6%
4	6%	8.5%	11%
5	11%	25.5%	40%

**Orange County Business Council**  
**Orange County Transportation Infrastructure Construction**  
**Cost Pressure Index**  
**Fall 2022**  
**Prepared for the Orange County Transportation Authority**

Methodology

To determine the Transportation ICCPI, the OCBC team started by aggregating several datasets, measures, and indicators on an annual basis as far back as 1972.

The index was built with the following key data inputs:

- California's unemployment rate,
- Building permits in California,
- Selected construction materials costs for California, from Caltrans, and
- Orange County construction labor costs.

The OCBC team examined how the various measures and indicators of construction costs varied with changes and recent past trends in construction inflation. Using statistical analyses, the research team has built a forecasting model that projects forward cost increases and predicted cost increases are grouped into the categorical ranges shown in Table 2.

Recent Data Trends

Table 3 shows the recent pattern for three key components of the construction cost pressure index. While building permits in California declined from 2018 to 2020, they jumped by 12.2 percent in 2021 and are expected to decline slightly by 3.4 percent in 2022. (The 2022 estimate is based on the change in permits from first quarter 2021 to first quarter 2022.) This decline in building permits is most likely tied to the recent slowdown in the housing market. Rising interest rate and record home prices in Southern California have resulted in an increasingly smaller pool of residents able to afford the purchase of a home. These trends serve to reduce overall demand and slow the pace of new home developments. Despite recent interest rate increases by the Federal designed to rein in inflation, the national and regional labor markets remain strong, and wages continue to trend upward. The estimated change in Orange County construction salaries for 2021 is based in the change from fourth quarter 2020 to fourth quarter 2021.

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**Orange County Transportation Infrastructure Construction**  
**Cost Pressure Index**  
**Fall 2022**  
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Table 3: Infrastructure Cost Correlates, Annual Percentage Changes, 2016-2022

Year	California Building Permits	% Change year-on-year	California Unemployment Rate	% Change year-on-year	OC Construction Labor Costs (average annual wage)	% Change year-on-year
2016	102,350	4.2%	5.5%	-11.6%	\$67,179	3.8%
2017	114,780	12.1%	4.8%	-12.9%	\$71,474	6.4%
2018	113,502	-1.1%	4.2%	-12.0%	\$74,669	4.5%
2019	109,904	-3.2%	4.1%	-3.4%	\$77,288	3.5%
2020	104,544	-4.9%	10.3%	153%	\$81,460	5.4%
2021	117,291	12.2%	7.3%	-28.9%	\$84,040**	3.2%
2022	113,360*	-3.4%	4.0*	-44.9%	-	-

\* Estimated from Quarter 1 (Q1) change, 2022 to 2021, converted to an annualized estimate

\*\*Estimated from Quarter 4 (Q4) change, 2020 to 2021, converted to an annualized estimate

The appendix shows annual changes in materials costs in recent years. The 2022 values are the percent change from Q1 2021 to Q1 2022, and hence represent an estimate that will be revised in the next six-month update. Portland Cement Concrete (PCC) pavement costs saw the largest increase, 105 percent, with aggregate Base costs rising by 38.4 percent. Steel bar costs rose by 24.4 percent. Note that all of these are percent increases based on the change from Q1 2021 to Q1 2022, converted to an annual value for 2022 that is then compared to 2021 annual. The large increases in PCC pavement, aggregate base, and steel bar costs reflect changes from Q1 2021 to Q1 2022 that might be revised downward when full 2022 data are available. With an economic downturn expected in late 2022 or early 2023, prices are expected to continue to shift.

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**Orange County Transportation Infrastructure Construction**  
**Cost Pressure Index**  
**Fall 2022**  
**Prepared for the Orange County Transportation Authority**

Appendix: Changes in Infrastructure Materials Costs 2016-2022 (all values are percent year-on-year changes, 2022 values forecast from first quarter changes, 2021 to 2022)

Year	Aggregate	PCC Pavement	PCC Structure	Steel Structure	Steel Bar
2016	9.4%	8.6%	7.7%	35.0%	26.3%
2017	24.2%	106.8%	26.8%	-21.0%	-51.0%
2018	18.9%	25.9%	17.2%	9.4%	-58.8%
2019	4.6%	-11.1%	-4.2%	53.6%	0.8%
2020	14.9%	-20.5%	10.0%	-9.3%	-36.2%
2021	-27.5%	-19.8%	23.5%	5.0%	6.6%
2022*	38.4%	105.1%	-2.2%	-3.0%	24.4%

\*The annual 2022 change in value represents the change between Q1 2021 and Q1 2022.

# Orange County Transportation Infrastructure Construction Cost Pressure Index, Fall 2022

Orange County Business Council

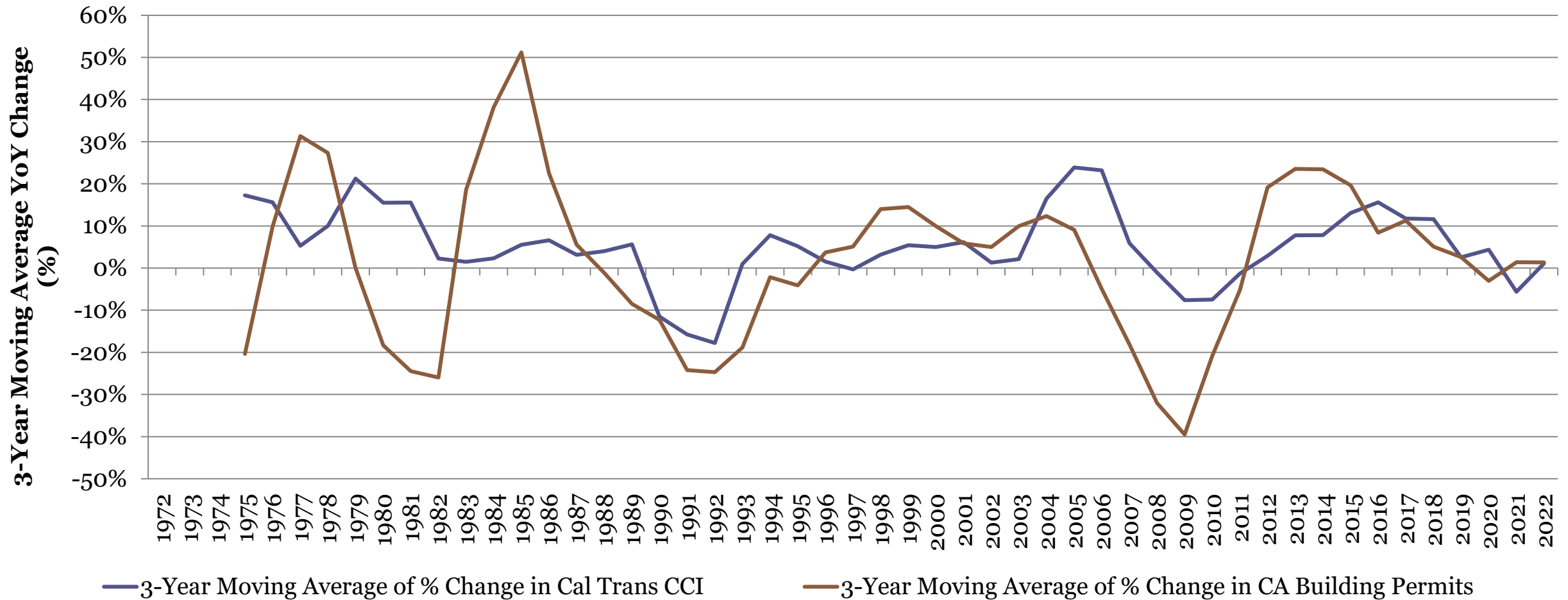
September 2022



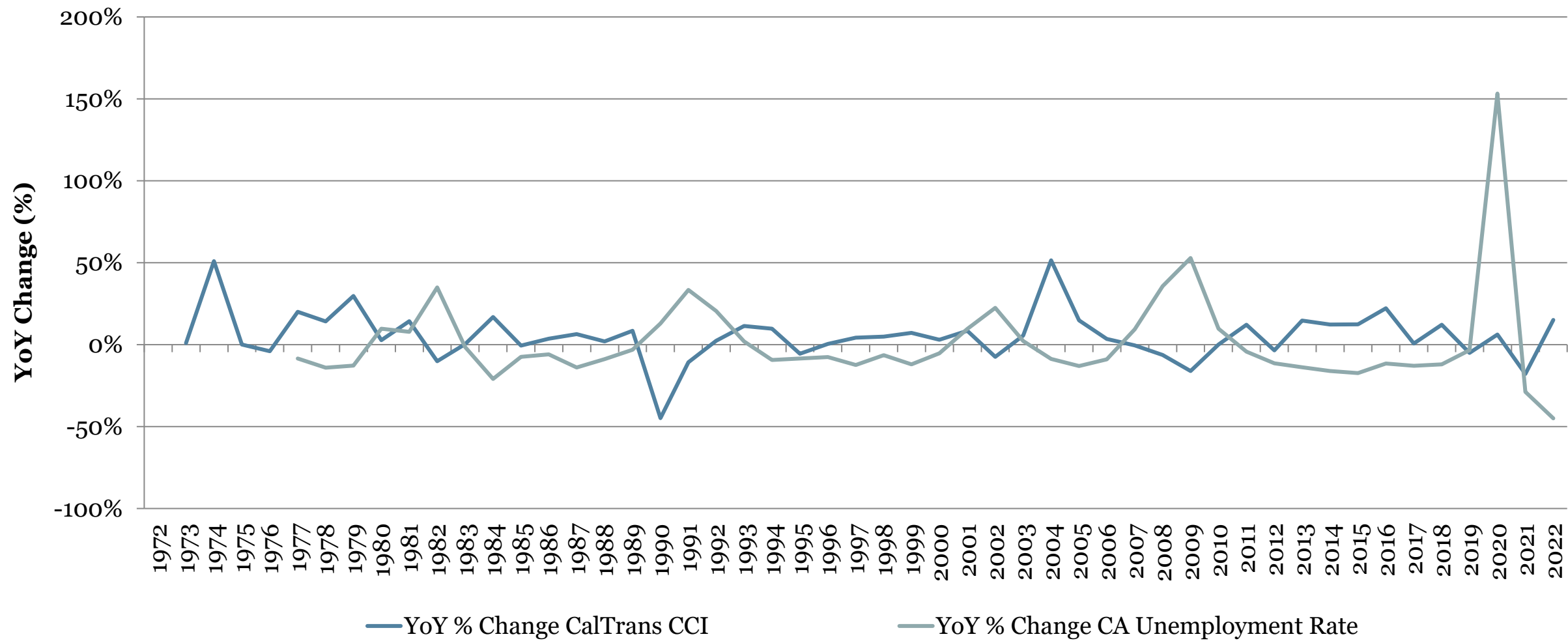
# Orange County Transportation Infrastructure Construction Cost Pressure Index Model Components

- Economic Trends - State-level building permits and unemployment rate (Census and California Employment Development Department (EDD));
- Material Costs - Construction Aggregate, PCC Pavement, PCC Structural Concrete, Structural Steel and Bar Steel (Caltrans).
- Labor Costs - Localized construction wages of NAICS defined sectors provided by Bureau of Labor Statistics (BLS).
- Economic Conditions - Tight economy in 2002-2005 and slack economy in 2007-2011.

# 3-Year Moving Average of Year-Over-Year Percent Change in Caltrans CCI and Building Permits



# Year-Over-Year Percent Change in Caltrans CCI and CA Unemployment Rates



# Forecast and Range of Orange County Transportation Infrastructure Cost Increases by Index Value

- 2022 - Forecasted Index Value: 5
- 2023 - Forecasted Index Value: 4
- 2024 - Forecasted Index Value: 4
- 2025 - Forecasted Index Value: 2

Range of Cost Fluctuations by Index Score			
Index	Low	Medium	High
0	-17%	-9.5%	-2%
1	-2%	-0.5%	1%
2	1%	1.5%	2%
3	2%	4%	6%
4	6%	8.5%	11%
5	11%	25.5%	40%

# Recovery from the Pandemic Begins

- Building activity begins to slow as record prices and interest rate increases reduces affordability;
- Despite uncertain economic outlook, the labor market remains strong and surprisingly tight;
- Wages continue to tick higher thanks to a tight labor market but largely offset by inflation;
- Building materials costs (PCC Structure, Steel Structure) showed small declines (-2 to -3%) outweighed by increases in Aggregate base, PCC Pavement, and Steel Bar (24% to 105%).

## Year-over-Year Changes in California Building Permits, California Unemployment Rate and Orange County Construction Labor Costs, 2016-2022

Year	California Building Permits	% change year-on-year	California Unemployment Rate	% change year-on-year	OC Construction Labor Costs (avg. annual wage)	% change year-on-year
2016	102,350	4.2%	5.5%	-11.6%	\$67,179	3.8%
2017	114,780	12.1%	4.8%	-12.9%	\$71,474	6.4%
2018	113,502	-1.1%	4.2%	-12.0%	\$74,669	4.5%
2019	109,904	-3.2%	4.1%	-3.4%	\$77,289	3.5%
2020	104,554	-4.9%	10.3%	+153%	\$81,460	5.4%
2021	117,291	12.2%	7.3%	-28.9%	\$84,040**	3.2%
2022*	113,360	-3.4%	4.0%	-44.9%	-	-

\*2022 values projected from year-on-year changes in quarterly data, 1<sup>st</sup> quarter 2021 to 1<sup>st</sup> quarter 2022.

\*\* 2021 values projected form year-on-year changes in quarterly data, 4<sup>th</sup> quarter 2020 to 4<sup>th</sup> quarter 2021.

# OCBC Infrastructure Construction Cost Forecast

- Systematic Risks - Supply chain disruptions, Russia-Ukraine War
  - While supply chain is improving, continued disruptions expected abroad.
  - Despite Fed intervention, inflation remains stubbornly high.

## OCBC OC Transportation Infrastructure Construction Cost Index Score, 2022-2025

Year	Index Score	Range of Cost Fluctuation
2022	5	11% to 40%
2023	4	6% to 11%
2024	4	6% to 11%
2025	2	1% to 2%

- Idiosyncratic Risks - not predictable and therefore not in model
  - Pace of Fed interest rate hikes largely unknown, subject to rapid changes.
  - Lingering impacts of pandemic, zero tolerance policy in China (Shenzhen).
  - General political uncertainty both domestically and internationally.

# Questions



**October 3, 2022**

**To:** Executive Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Measure M2 Streets and Roads Program Milestone

### **Overview**

Approximately one-third (32 percent) of the voter-approved Measure M2 local transportation sales tax revenue is dedicated to maintaining streets, synchronizing traffic signals, and improving local streets and roads to deliver a safer, more efficient roadway network. In September 2022, the Measure M2 Streets and Roads program surpassed \$1 billion in funding allocations and distributions. This report commemorates this achievement and highlights the related accomplishments and benefits.

### **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 local revenue stream for a broad range of transportation and environmental initiatives. In accordance with Ordinance No. 3 (M2 Ordinance), the Orange County Transportation Authority (OCTA) directs approximately one-third (32 percent) of net local transportation sales tax proceeds to enable local jurisdictions to maintain streets, synchronize traffic signals, and improve the local streets and roads system to make it safer and more efficient. Orange County's network of local streets and roads is a critical component of connecting our communities to employment, social and health services, educational opportunities, and recreational activities; it is essential to maintain, enhance, and improve this system to sustain present and future quality of life.



Since 2011, OCTA has administered M2 funds through three streets and roads programs.

#### Local Fair Share (LFS)

The LFS is a formula-based program that provides flexible funding directly to local jurisdictions as gap funding needed for maintaining and repairing the aging street system as well as supporting local transportation priorities. The program is intended to augment, rather than replace, existing transportation expenditures. The M2 Ordinance specifies that 18 percent of net M2 revenues be allocated for this purpose. Funds are distributed via formula on a bimonthly basis based on population, street mileage, and the amount of sales tax collected in each jurisdiction.

#### Regional Capacity Program (RCP)

The RCP provides funding opportunities for improvements to the Master Plan of Arterial Highways, which is the backbone of Orange County's arterial street network. The program consists of three individual program categories: arterial capacity enhancements (ACE), intersection capacity enhancements (ICE), and freeway arterial/streets transitions (FAST). The M2 Ordinance specifies that ten percent of net M2 revenues are to be allocated for the RCP, through a competitive process to ensure critical project needs are addressed.

#### Regional Traffic Signal Synchronization Program (RTSSP)

The RTSSP provides funding opportunities and assistance to implement multi-agency synchronization projects that improve traffic flow by coordinating traffic lights across jurisdictional boundaries and maintaining coordination through freeway interchanges, where possible. The M2 Ordinance set the target of the program to regularly coordinate 2,000 signals along 750 miles of roadway. It also specifies that four percent of net M2 revenues to be allocated for RTSSP, under a competitive program which OCTA makes available through annual calls for projects (call).

In September 2022, these programs collectively surpassed \$1 billion of M2 funding investments and commitments through annual competitive grants and flexible formula funding to local jurisdictions. This funding helped improve the Orange County's streets and roads network, as well as support local transportation priorities.

***Discussion***

The Plan was developed in anticipation of Orange County's needs over 30 years. Continued investments in the transportation system are necessary to manage traffic congestion, strengthen the local economy, and improve quality of life. Regardless of the mode of transportation (by foot, bicycle, bus, rail, truck, automobile, etc.), nearly every trip is connected to the street network, emphasizing the need to maintain Orange County's local streets and roads network.

Since 2011, Orange County's population has grown by over four percent to nearly 3.2 million residents; jobs have increased by 14 percent; housing has increased by approximately six percent; and travel on arterials and local roads has seen an increase of over six percent, yet the performance of the transportation system has remained at or above normal service levels. The M2 Streets and Roads program has provided a reliable source of funding to sustain Orange County's streets and roads through LFS, RCP, and RTSSP. Status of the three programs is provided below. Details on the \$1 billion breakdown of allocations and distributions for each program are included in Attachment A.

**LFS**

As of September 2022, OCTA has provided \$598 million of M2 funds directly to local jurisdictions through LFS. Staff's analysis of local jurisdictions' annual expenditure reports submitted to OCTA from fiscal year (FY) 2010-11 through FY 2020-21 reflects that over 85 percent of funds have been expended on maintenance of streets and roads. The remainder is comprised of new construction, right-of-way, administration, and other transportation priorities.

**RCP**

Through 12 calls to date, OCTA has allocated \$283.4 million of M2 revenues for 191 RCP project phases (includes planning, environmental and engineering, right-of-way, and construction) for the ACE, ICE, and FAST categories. In the three most recent calls, 92 percent of project applications submitted received funding. RCP funding guidelines are regularly revisited in coordination with local jurisdiction representatives to align with current project needs. In addition, the project selection process relies on an open evaluation process based on objective criteria such as traffic and congestion levels, cost effectiveness, and project readiness, to ensure transparency and effectiveness. More importantly, 140 of the 191 project phases allocated are open to traffic, demonstrating the strong partnership between OCTA and local jurisdictions to ensure timely implementation for the public's benefit.

## RTSSP

Through 12 calls to date, OCTA has allocated \$119.6 million of M2 revenues for 109 synchronization projects. In the three most recent calls, 79 percent of project applications submitted received funding. RTSSP funding guidelines are also updated on a periodic basis in coordination with local jurisdictions. Modifications to the project selection criteria considers transportation significance, cost effectiveness, number of participating jurisdictions, and project readiness. Of the 109 projects funded under this program, 81 have been completed. This has resulted in traffic lights being synchronized at over 2,300 intersections along more than 621 miles of streets. The completed projects have improved travel times by 12 percent, reduced delays and congestion by 13 percent in increased average speed and increased the number of successive green lights drivers experience in their daily commutes with a reduction of 27 percent in stops.

Through LFS, RCP, and RTSSP, local jurisdictions have also been able to use M2 funds to repair sidewalks, enhance crosswalks, and add bicycle lanes as part of their awarded streets and roads projects. In addition, as appropriate, the local agencies have been able to upgrade pedestrian amenities with Americans with Disabilities Act features such as curb ramps and audible or visual signals, and other signage and flashing beacons to better connect the community and make every trip, regardless of mode, safer and more accessible.

## Safeguards

M2 funds are intended to augment, rather than replace, existing transportation expenditures. The M2 Ordinance includes many taxpayer safeguards to ensure that revenues are spent accordingly, and programs are carried out as promised to voters. One of the most important safeguards is the M2 Taxpayer Oversight Committee (TOC), an 11-member independent body formed to monitor OCTA's use of M2 funds, approve changes to the Plan, and hold annual public hearings on expenditures. In addition, with the support of the TOC Annual Eligibility Review Subcommittee, the OCTA Board of Directors determines annually whether local jurisdictions remain eligible to receive M2 net revenue. Details about these requirements are included in Attachment B.

## Additional Investments

The \$1 billion of M2 investment does not include supplemental and leveraged external funding, the OC Bridges program (Attachment C), or local jurisdictions' matching funds. OCTA remains diligent in tracking and applying for external funding opportunities to expedite local improvements and ensure the availability of M2 funds for future projects. Since 2011, OCTA has also leveraged over \$103.2 million in state and federal funding to expedite and extend the reach of improvements on the local streets and roads network.

OCTA also successfully leveraged significant funding for the OC Bridges program. Included in the M2 Ordinance for the RCP is an element for construction of railroad over- or underpass grade separations where high-volume streets are impacted by freight trains along the BNSF Railway in northern Orange County. The OC Bridges program grade separated seven streets and rail crossings in the cities of Anaheim, Fullerton, and Placentia. The new crossings have all been opened to traffic since 2017. M2 provided \$152.6 million, a portion of the \$666.5 million total program, leveraging the majority of the funds (\$513.9 million) from local, state, and federal sources.

A table summarizing local streets and roads investments is shown below.

Local Streets and Roads Investments	Funding (in millions)
LFS	\$ 598.0
RCP	\$ 283.4
RTSSP	\$ 119.6
Subtotal for M2 Streets and Roads Programs	\$1,001.0
OC Bridges Program – M2 Funds	\$ 152.6
External Funding	
Streets and Roads Projects	\$ 103.2
OC Bridges Program	\$ 513.9
Total Investments	\$1,770.7

### Summary

M2 dedicates approximately one-third (32 percent) of net local transportation sales tax proceeds to enable Orange County cities and the County of Orange to maintain streets, synchronize traffic signals, and improve the local streets and roads system to make it safer and more efficient. This element of M2 provides a balanced approach to streets and roads improvements by encouraging cooperative and collaborative regional planning while also allowing flexibility. As Orange County has grown over the years, local streets and roads have been able to accommodate more throughput, generally improve level of service, and also maintain the standing of having best pavement conditions in the state with an average weighted pavement condition index score of 79; where the average for the state is 66. Additionally, OCTA's diligence in seeking and leveraging external funding has helped extend the reach of these investments.

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. M2 will continue to be a reliable revenue source through 2041 that maintains funding control at the local level. This allows for investments to be tailored to reflect the varied interests and priorities inherent in the diverse communities of Orange County – maintaining quality of life and keeping us moving.

***Attachments***

- A. Breakdown of \$1 Billion Streets and Roads Program Milestone
- B. Measure M2 Eligibility Requirements Excerpt
- C. External Funding for Streets and Roads Improvements

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**Breakdown of \$1 Billion  
Streets and Roads Program Milestone**

**Project O - Regional Capacity Program**

Local Jurisdiction	Project Name	Program	Phase	M2 Allocation
Anaheim	Brookhurst St Widening (Ball Rd to Katella Ave)	ACE	C	\$ 2,963,135
Anaheim	Brookhurst St Widening (I-5 to SR-91)	ACE	E	\$ 981,907
Anaheim	Euclid St Widening (Crescent Ave to Westmont Dr)	ACE	--	\$ 852,500
Anaheim	Katella Ave (Manchester Ave to Anaheim Way)	FAST	--	\$ 1,699,910
Anaheim	Ball Road and Anaheim Boulevard Intersection	ICE	E	\$ 334,750
Anaheim	Ball Road and Sunkist Street Intersection	ICE	E	\$ 383,547
Anaheim	Knott St and Lincoln Ave Intersection	ICE	--	\$ 88,423
Anaheim	State College Boulevard and La Palma Avenue Intersection	ICE	E	\$ 301,477
Anaheim	Tustin Ave/La Palma Ave Intersection Widening	ICE	C	\$ 1,689,000
Anaheim	Brookhurst Street Widening (Interstate 5 to State Route 91)	ACE	R	\$ 10,563,632
Anaheim	Brookhurst Street Widening (Interstate 5 to State Route 91)	ACE	C	\$ 4,754,131
Anaheim	State College Boulevard and La Palma Avenue Intersection	ICE	R	\$ 345,666
Anaheim	Ball Road and Anaheim Boulevard Intersection	ICE	R	\$ 441,780
Anaheim	Ball Road and Sunkist Street Intersection	ICE	R	\$ 727,921
Anaheim	Lincoln Avenue from Harbor Blvd. to West Street	ACE	E	\$ 590,494
Anaheim	Lincoln Avenue Widening (East Street to Evergreen Street)	ACE	E	\$ 762,904
Anaheim	State College Boulevard and La Palma Avenue Intersection	ICE	C	\$ 2,189,239
Anaheim	Ball Road and Sunkist Street Intersection	ICE	C	\$ 2,556,802
Anaheim	Ball Road and Anaheim Boulevard Intersection	ICE	C	\$ 3,613,005
Anaheim	Lincoln Avenue from East Street to Evergreen Street	ACE	R	\$ 1,147,669
Anaheim	Lincoln Widening Avenue (East Street to Evergreen Street)	ACE	C	\$ 5,341,867
Anaheim	Lincoln Avenue and Harbor Boulevard Intersection Improvements	ICE	E	\$ 78,750
Brea	SR-57 & Lambert Road Interchange Improvements Project	FAST	E	\$ 927,000
Brea	SR-57 & Lambert Road Interchange Improvements Project	FAST	R	\$ 5,212,800
Brea	SR-57 & Lambert Road Interchange Improvements	FAST	C	\$ 13,114,578
Brea	SR-90 at SR-57 Southbound On-Ramp Project	FAST	E	\$ 476,150
Buena Park	SR-91/Beach Blvd WB Ramp	FAST	E	\$ 308,000
Buena Park	SR-91/Beach Blvd Westbound Ramp Widening	FAST	--	\$ 1,474,370
Costa Mesa	Harbor Boulevard Widening (South Coast Drive to Sunflower Avenue)	ACE	--	\$ 1,019,737
Costa Mesa	Baker St/Bear St	ICE	C	\$ 181,500
Costa Mesa	Bristol St/Baker St	ICE	E	\$ 66,260
Costa Mesa	Fairview Rd/Wilson St Intersection Widening	ICE	E	\$ 92,429
Costa Mesa	Harbor Blvd/Gisler Ave Intersection Widening	ICE	E	\$ 85,027
Costa Mesa	Harbor Blvd/Victoria St Intersection Widening	ICE	E	\$ 48,750
Costa Mesa	Harbor Blvd/Wilson St Intersection Widening	ICE	C	\$ 260,357
Costa Mesa	Harbor Blvd/Adams Ave	ICE	--	\$ 1,687,168
Costa Mesa	West 17th Street Widening Project	ACE	E	\$ 176,820
Costa Mesa	Harbor Boulevard at Gisler Avenue Intersection Improvement	ICE	C	\$ 489,808
Costa Mesa	Hyland Avenue at MacArthur Boulevard Intersection Improvements	ICE	E	\$ 37,500
Costa Mesa	Newport Boulevard Widening from 19th St to Superior Ave	ACE	E	\$ 281,250
Costa Mesa	Hyland Avenue at MacArthur Boulevard Intersection Improvements	ICE	--	\$ 251,735

**Project O - Regional Capacity Program**

Local Jurisdiction	Project Name	Program	Phase	M2 Allocation
County of Orange	Cow Camp Rd (Antonio Pkwy to I St, Segment 1)	ACE	--	\$ 5,031,176
County of Orange	Edinger Ave Bridge Widening at Santa Ana River	ACE	E	\$ 548,731
County of Orange	La Pata Ave Ext (Ortega Hwy/Calle Saluda/Del Rio)	ACE	E	\$ 2,250,000
County of Orange	La Pata Ave Phase I (Prima Deshecha Landfill to Calle Saluda)	ACE	--	\$ 5,110,000
County of Orange	La Pata Ave Phase II (Ortega Hwy/Prima Deshecha Landfill)	ACE	C	\$ 8,550,866
County of Orange	Brea Boulevard and Brea Canyon Road Widening Improvements	ACE	E	\$ 2,308,500
County of Orange	Cow Camp Road - Segment 2 (Engineering Phase)	ACE	E	\$ 2,750,000
County of Orange	Oso/Antonio Parkway Intersection Improvements	ICE	C	\$ 792,669
County of Orange	Ortega Highway Widening Improvements (PA&ED Phase)	ACE	E	\$ 1,950,000
County of Orange	Cow Camp Road Segment 2A & 2B Construction	ACE	C	\$ 14,778,770
County of Orange	Los Patrones Parkway Extension	ACE	E	\$ 1,875,000
Cypress	Cerritos Ave (East) Widening at Walker St	ACE	E	\$ 27,398
Fullerton	Bastanchury Rd (Harbor Blvd to Fairway Isles Dr)	ACE	--	\$ 376,300
Fullerton	Chapman Ave at SR-57 Interchange	ACE	C	\$ 151,073
Garden Grove	Euclid Street and Westminster Avenue Intersection Improvement	ICE	R	\$ 517,646
Garden Grove	Euclid-Westminster Intersection Improvement Project - Construction Phase	ICE	C	\$ 1,022,531
Garden Grove	Harbor-Garden Grove Intersection Improvement Project - Engineering Phase	ICE	E	\$ 97,500
Huntington Beach	Beach Blvd/Warner Ave	ICE	E	\$ 53,951
Huntington Beach	Brookhurst St/Adams Ave Intersection Widening	ICE	E	\$ 176,345
Huntington Beach	Beach Blvd 4th NB Thru Lane	ACE	--	\$ 266,906
Huntington Beach	Atlanta Avenue Widening	ACE	C	\$ 1,200,000
Irvine	Culver Dr (Scottsdale to I-5)	ACE	--	\$ 811,703
Irvine	Jamboree Rd/I-405 SB Ramp Interchange	FAST	E	\$ 64,340
Irvine	Jamboree Rd/Barranca Pkwy Intersection Widening	ICE	E	\$ 46,206
Irvine	Jamboree Rd/Main St	ICE	E	\$ 87,057
Irvine	University Dr Widening (MacArthur Blvd to Campus Dr)	ACE	E	\$ 910,000
Irvine	University Dr/Ridgeline Dr/Rosa Drew Ln	ICE	E	\$ 321,960
Irvine	University Drive (MacArthur to Campus) Widening	ACE	R	\$ 147,640
Irvine	University Drive Widening (MacArthur to Campus)	ACE	C	\$ 4,016,606
Irvine	Jamboree Road Widening (600 feet north of Main to Barranca)	ACE	E	\$ 361,771
Irvine	University Dr/Ridgeline Dr/Rosa Drew Ln Intersection Improvements	ICE	R	\$ 9,165
Irvine	University/Ridgeline Intersection Improvement	ICE	C	\$ 1,724,024
Irvine	University Drive Widening from Ridgeline Drive to Interstate-405	ACE	E	\$ 327,262
Irvine	Harvard Avenue at Michelson Drive Intersection Improvements	ICE	E	\$ 54,420
Irvine	Culver Drive at Alton Parkway Intersection Improvements	ICE	E	\$ 194,047
Irvine	University Drive Widening from Ridgeline Drive to Interstate 405	ACE	C	\$ 1,833,901
Irvine	Jeffrey Road at Barranca Parkway Intersection Improvements	ICE	E	\$ 187,500
Irvine	Culver Drive at Alton Parkway Intersection Improvements	ICE	C	\$ 2,236,846
Irvine	Harvard Avenue at Michelson Drive Intersection Improvements	ICE	C	\$ 306,311



**Project O - Regional Capacity Program**

Local Jurisdiction	Project Name	Program	Phase	M2 Allocation
La Habra	Whittier Blvd. and Hacienda Rd. Intersection Improvements	ICE	E	\$ 172,777
La Habra	Whittier Blvd and Beach Blvd Intersection Improvements	ICE	C	\$ 1,106,563
La Habra	Harbor Blvd at Lambert Rd Intersection Improvement	ICE	C	\$ 573,028
La Habra	Whittier Blvd. and Hacienda Rd. Intersection Improvements	ICE	R	\$ 624,067
La Habra	Whittier Blvd and Hacienda Rd Intersection Improvements	ICE	C	\$ 1,230,548
La Palma	La Palma Ave / Del Amo Blvd over Coyote Creek Bridge Replacement Project	ACE	--	\$ 975,000
Laguna Beach	South Coast Hwy/Broadway (SR-1/SR-133)	ICE	E	\$ 47,300
Laguna Hills	Paseo De Valencia (Kennington Dr to Laguna Hills Dr)	ACE	E	\$ 266,873
Laguna Niguel	Crown Valley Pkwy Widening (Cabot Rd to Forbes Rd)	ACE	C	\$ 1,278,907
Laguna Niguel	Crown Valley Parkway Westbound Widening I-5 to Oso Creek Project	ACE	E	\$ 922,000
Lake Forest	Rancho Parkway - Hermana Cr to Portola Pkwy	ACE	C	\$ 1,231,444
Lake Forest	Portola Parkway Widening Improvements	ACE	C	\$ 179,276
Mission Viejo	La Paz Bridge/Rd Widening (Muirlands Blvd to Chrisanta Dr)	ACE	R	\$ 193,446
Mission Viejo	Oso Pkwy (I-5 to Country Club Dr)	ACE	C	\$ 2,655,618
Mission Viejo	Alicia Parkway and Marguerite Parkway Intersection Capacity Enhancement	ICE	--	\$ 271,989
Mission Viejo	Marguerite Parkway and Santa Margarita Parkway	ICE	--	\$ 143,298
Mission Viejo	Los Alisos Boulevard and Santa Margarita Parkway	ICE	--	\$ 205,559
Mission Viejo	La Paz Bridge and Road Widening from Muirlands to Chrisanta	ACE	C	\$ 3,300,843
Mission Viejo	Marguerite Parkway & Jeronimo Road Intersection Capacity Enhancement Project	ICE	--	\$ 481,749
Newport Beach	Newport Blvd Widening (Via Lido to 30th St)	ACE	E	\$ 225,000
Newport Beach	West Coast Hwy Widening (Hoag Dr to Riverside Ave)	ACE	E	\$ 270,000
Newport Beach	Newport Blvd Widening (Via Lido to 30th St)	ACE	R	\$ 3,048,413
Newport Beach	Newport Blvd Widening (Via Lido to 30th St)	ACE	C	\$ 1,194,000
Newport Beach	West Coast Highway and Superior Avenue/Balboa Boulevard Intersection Improvements (Phase 2)	ICE	E	\$ 780,000
Orange	Meats Ave at SR-55 Interchange	FAST	E	\$ 728,722
Orange	Katella Ave/Wanda St Intersection Widening	ICE	E	\$ 37,809
Orange	Lincoln Ave/Tustin St Intersection Widening	ICE	E	\$ 80,714
Orange	Lincoln Avenue and Tustin Street Intersection Widening	ICE	--	\$ 389,692
Orange	Katella Avenue and Wanda Road intersection widening	ICE	--	\$ 703,680
Orange	Tustin Street and Chapman Avenue Intersection Widening	ICE	--	\$ 243,750
Orange	Tustin Street and Katella Avenue Critical Intersection Widening	ICE	E	\$ 56,114
Orange	Tustin/Meats Intersection Right Turn Lane Addition	ICE	E	\$ 85,757
Orange	Tustin/Meats Intersection Right Turn Lane Addition	ICE	R	\$ 1,206,634
Orange	Tustin/Meats Intersection Right Turn Lane Addition	ICE	C	\$ 719,625
Orange	Tustin Street and Chapman Avenue Intersection Widening	ICE	C	\$ 375,000
Orange	Cannon Street at Serrano Avenue Intersection Widening	ICE	E	\$ 108,750
Orange	Cannon Street Widening - Santiago Canyon Road to Serrano Avenue	ACE	E	\$ 618,750
Orange	Cannon Street at Serrano Avenue Intersection Widening	ICE	C	\$ 631,814
San Juan Capistrano	Del Obispo Street Widening	ACE	--	\$ 865,930
San Juan Capistrano	Ortega Highway Widening Improvements Project (PS&E Phase)	ACE	E	\$ 5,250,000

**Project O - Regional Capacity Program**

Local Jurisdiction	Project Name	Program	Phase	M2 Allocation
Santa Ana	Bristol St (Washington Ave to 17th St)	ACE	E	\$ 119,208
Santa Ana	Grand Ave Widening (1st St to 4th St)	ACE	C	\$ 1,040,000
Santa Ana	Bristol St (3rd St to Civic Center Dr)	ACE	--	\$ 1,873,587
Santa Ana	Bristol St Widening (Washington Ave to 17th St)	ACE	--	\$ 13,769,007
Santa Ana	Grand Ave Widening (4th St to 17th St)	ACE	E	\$ 244,141
Santa Ana	Warner Avenue Widening (Main Street to Oak Street)	ACE	E	\$ 323,775
Santa Ana	Bristol Street Widening - Civic Center Drive to Washington Avenue	ACE	R	\$ 6,656,000
Santa Ana	Bristol Street Widening - Warner Avenue to St. Andrew Place	ACE	R	\$ 9,468,000
Santa Ana	Fairview Street Street Widening	ACE	E	\$ 185,100
Santa Ana	Warner Ave Improvements and Widening (Main St to Oak St)	ACE	R	\$ 5,200,000
Santa Ana	Bristol Street and Memory Lane Intersection Widening	ICE	E	\$ 67,500
Santa Ana	Warner Avenue and Flower Street Intersection Improvements	ICE	E	\$ 6,737
Santa Ana	Warner Avenue Improvements - Oak Street to Grand Avenue	ACE	E	\$ 811,125
Santa Ana	Warner Avenue Improvements from Main St to Orange Avenue	ACE	R	\$ 8,586,900
Santa Ana	Bristol Street and Memory Lane Intersection Improvements	ICE	R	\$ 1,167,244
Santa Ana	Warner Avenue and Flower Street Intersection Improvements	ICE	C	\$ 59,524
Santa Ana	Warner Avenue Improvements - (Standard Avenue to Grand Avenue)	ACE	R	\$ 3,066,000
Santa Ana	Warner Avenue Improvements from Main St to Oak Street	ACE	C	\$ 4,629,750
Santa Ana	Warner Avenue Improvements - (Oak Street to Standard Avenue)	ACE	R	\$ 7,494,000
Santa Ana	Bristol Street Improvements Phase 3A - Civic Center Drive to Washington Avenue	ACE	C	\$ 3,273,573
Santa Ana	Bristol Street Improvements Phase 4 - Warner Avenue to St. Andrew Place	ACE	C	\$ 7,501,206
Santa Ana	Fairview Street Improvements from 9th St. to 16th St.	ACE	--	\$ 5,658,840
Santa Ana	Warner Avenue Improvements- (Oak Street to Grand Avenue)	ACE	C	\$ 9,076,305
Santa Ana	Bristol St. and Memory Ln. Intersection Improvements	ICE	C	\$ 1,012,500
Santa Ana	Fairview St. Improvements (Monte Carlo Drive to Trask Street)	ACE	E	\$ 825,000
Tustin	Tustin Ranch Rd Ext (Walnut Ave to Warner Ave)	ACE	C	\$ 4,510,035
Tustin	Warner Ave Extension (Red Hill Ave to Tustin Ranch Rd)	ACE	C	\$ 5,400,000
Tustin	Red Hill Ave Widening and Raised Median Construction (Dyer Rd/Barranca Pkwy to Edinger Ave)	ACE	C	\$ 6,000,000
Tustin	El Camino Real/Jamboree Rd Modification	ICE	--	\$ 71,093
Westminster	Bolsa Chica Rd (Duncannon Ave to Old Bolsa Chica Rd)	ACE	--	\$ 708,028
Westminster	Magnolia Avenue and Bolsa Avenue Intersection Capacity Enhancements	ICE	--	\$ 898,799
Yorba Linda	Bastanchury Rd (Lakeview Ave to Eureka Ave)	ACE	--	\$ 2,165,700
Yorba Linda	Bastanchury Rd Improvements (Prospect Ave to Imperial Hwy)	ACE	C	\$ 382,676
Yorba Linda	Yorba Linda Boulevard Widening	ACE	E	\$ 375,000
Yorba Linda	Bastanchury Road Improvements	ACE	C	\$ 2,651,605
Yorba Linda	Yorba Linda Boulevard Widening	ACE	E	\$ 1,636,500
Yorba Linda	Lakeview Avenue Widening from Bastanchury Road to Oriente Drive	ACE	C	\$ 479,462
Yorba Linda	Yorba Linda Boulevard Widening Project Between Imperial Highway and Lakeview Avenue	ICE	E	\$ 229,378
Yorba Linda	Savi Ranch Parkway Widening	ICE	E	\$ 227,624

**TOTAL** \$ 283,407,231

**Project P - Regional Traffic Signal Synchronization Program**

City	Project Name	Program	Phase	M2 Allocation
Aliso Viejo	Pacific Park/Oso Pkwy Signal Sync (Aliso Viejo Pkwy to SR-241)/LHLL	RTSSP*	--	\$ 137,262
Aliso Viejo	La Paz Rd Signal Sync (Olympiad Rd to Crown Valley Pkwy)	RTSSP*	--	\$ 42,665
Aliso Viejo	Alicia Parkway Traffic Signal Synchronization Project	RTSSP*	--	\$ 138,540
Aliso Viejo	Los Alisos Boulevard Route Project	RTSSP*	--	\$ 51,410
Aliso Viejo	Aliso Creek Road TSSP	RTSSP*	--	\$ 895,287
Anaheim	Lincoln Avenue Signal Synchronization (Knott Avenue to Imperial Highway)	RTSSP	--	\$ 581,650
Anaheim	Tustin Ave/Rose Dr Signal Sync (1st St to Yorba Linda Blvd)/SNTA	RTSSP*	--	\$ 111,219
Anaheim	Ball Rd Signal Sync (Holder St to Tustin St)/ANAH	RTSSP*	--	\$ 594,067
Anaheim	Harbor Blvd Signal Sync (Romneya Dr to Shopping Ctr)	RTSSP	--	\$ 731,867
Anaheim	Kraemer Boulevard Signal Synchronization	RTSSP*	--	\$ 316,358
Anaheim	State College Boulevard Signal Synchronization (Via Burton to Garden Grove Boulevard)	RTSSP*	--	\$ 541,518
Anaheim	Anaheim Boulevard Traffic Signal Synchronization	RTSSP	--	\$ 787,940
Anaheim	Orangewood Avenue Signal Synchronization (Harbor Boulevard to Batavia Street)	RTSSP	--	\$ 683,328
Anaheim	La Palma Avenue Signal Synchronization (Woodland Drive to Chrisden Street)	RTSSP	--	\$ 2,518,146
Anaheim	Brookhurst St TSS (Commonwealth to Pacific Coast Hwy)	RTSSP*	--	\$ 649,077
Anaheim	Magnolia Ave TSS (Commonwealth to Banning)	RTSSP*	--	\$ 488,105
Anaheim	Katella Avenue / Villa Park Road / Santiago Canyon Road RTSSP	RTSSP*	--	\$ 460,967
Brea	Kraemer Boulevard Signal Synchronization	RTSSP*	--	\$ 243,352
Brea	Birch Street/Rose Drive Corridor Regional Traffic Signal Synchronization	RTSSP	--	\$ 661,235
Buena Park	Valley View St Signal Sync	RTSSP	--	\$ 271,019
Buena Park	Knott Ave Signal Sync (Artesia Blvd to Garden Grove Blvd)	RTSSP	--	\$ 426,388
Buena Park	Ball Rd Signal Sync (Holder St to Tustin St)/ANAH	RTSSP*	--	\$ 22,002
Buena Park	Artesia Blvd Signal Sync (Valley View Ave to Dale St)	RTSSP	--	\$ 372,859
Costa Mesa	Fairview Signal Sync (SR-55 to SR-22)	RTSSP	--	\$ 591,067
Costa Mesa	17th St Signal Sync (Whittier to Dover)	RTSSP	PI	\$ 199,121
Costa Mesa	Baker Placentia Signal Sync (Mesa Verde East to Airway Ave)	RTSSP	--	\$ 446,046
Costa Mesa	Victoria Signal Sync (Santa Ana River to Irvine Ave)	RTSSP	PI	\$ 190,050
Costa Mesa	Adams Avenue Signal Synchronization (Lake Street to Fairview Road)	RTSSP*	--	\$ 309,115
Costa Mesa	Newport Boulevard Signal Synchronization (South)	RTSSP*	--	\$ 913,217
Costa Mesa	Sunflower Avenue Signal Synchronization Project	RTSSP	--	\$ 485,304
Costa Mesa	Bristol Street Traffic Signal Synchronization Project	RTSSP*	--	\$ 584,232
Costa Mesa	Fairview Road Signal Synchronization	RTSSP	--	\$ 1,695,150
Costa Mesa	Bear Street Signal Synchronization	RTSSP	--	\$ 494,752
Costa Mesa	Baker/Victoria/19th TSSP	RTSSP	--	\$ 1,772,956

**Project P - Regional Traffic Signal Synchronization Program**

City	Project Name	Program	Phase	M2 Allocation
County of Orange	Crown Valley Pkwy Signal Sync (PCH to Antonio Pkwy)/MVJO	RTSSP*	--	\$ 47,736
County of Orange	Pacific Park/Oso Pkwy Signal Sync (Aliso Viejo Pkwy to SR-241)/LHLL	RTSSP*	--	\$ 107,849
County of Orange	First St/Bolsa Ave Signal Sync (Edwards St to Newport Ave)	RTSSP*	--	\$ 19,600
County of Orange	Antonio Parkway Signal Synchronization (Ortega Highway to Santa Margarita Parkway)	RTSSP*	--	\$ 438,491
County of Orange	Newport Avenue and Newport Boulevard Signal Synchronization (North)	RTSSP*	--	\$ 200,707
County of Orange	Westminster Avenue/ 17th Street Corridor Traffic Signal Synchronization	RTSSP*	--	\$ 268,581
County of Orange	El Toro Road Traffic Signal Synchronization Project	RTSSP*	--	\$ 55,622
County of Orange	Katella Avenue / Villa Park Road / Santiago Canyon Road RTSSP	RTSSP*	--	\$ 41,906
County of Orange	Red Hill Avenue Corridor RTSSP	RTSSP*	--	\$ 239,439
County of Orange	First Street/ Bolsa Avenue Regional Traffic Signal Synchronization	RTSSP*	--	\$ 140,796
County of Orange	Crown Valley Parkway Regional Traffic Signal Synchronization Program Project	RTSSP*	--	\$ 313,236
Cypress	Katella Avenue / Villa Park Road / Santiago Canyon Road RTSSP	RTSSP*	--	\$ 188,577
Dana Point	Crown Valley Pkwy Signal Sync (PCH to Antonio Pkwy)/MVJO	RTSSP*	--	\$ 22,032
Dana Point	Crown Valley Parkway Regional Traffic Signal Synchronization Program Project	RTSSP*	--	\$ 156,618
Dana Point	Moulton Parkway/Golden Lantern Regional Traffic Signal Synchronization Program Project	RTSSP*	--	\$ 467,939
Fountain Valley	MacArthur Blvd/Talbert Ave Signal Sync (SR-55 to Shopping Ctr)/SNTA	RTSSP*	--	\$ 105,909
Fountain Valley	Warner Ave Signal Sync (PCH to Red Hill Ave)/FVLY	RTSSP*	--	\$ 113,048
Fountain Valley	Edinger Ave Signal Sync (Bolsa Chica St to SR-55)	RTSSP*	--	\$ 99,184
Fountain Valley	Brookhurst St TSS (Commonwealth to Pacific Coast Hwy)	RTSSP*	--	\$ 499,290
Fountain Valley	Magnolia Ave TSS (Commonwealth to Banning)	RTSSP*	--	\$ 325,403
Fullerton	Bastanchury Rd Signal Sync (Malvern Ave to Valley View Ave)	RTSSP	--	\$ 495,777
Fullerton	Euclid St Signal Sync (La Habra Blvd to Ellis Ave)	RTSSP	--	\$ 984,871
Fullerton	Brea Boulevard Signal Synchronization	RTSSP	--	\$ 311,696
Fullerton	Commonwealth Avenue Signal Synchronization	RTSSP	--	\$ 543,389
Fullerton	Lemon St/Anaheim Blvd Signal Sync (Berkeley Ave to La Palma Ave)	RTSSP	--	\$ 250,008
Fullerton	Placentia Ave Signal Sync (Bastanchury Rd to State College Blvd)	RTSSP	--	\$ 335,522
Fullerton	Malvern Avenue/Chapman Avenue Corridor RTSSP	RTSSP	--	\$ 2,202,304
Fullerton	Brookhurst St TSS (Commonwealth to Pacific Coast Hwy)	RTSSP*	--	\$ 299,574
Fullerton	Magnolia Ave TSS (Commonwealth to Banning)	RTSSP*	--	\$ 379,637
Fullerton	Gilbert Street / Idaho Street Corridor RTSSP	RTSSP	--	\$ 917,280
Fullerton	Orangethorpe Avenue/Esperanza Road Corridor RTSSP	RTSSP	--	\$ 3,577,668
Fullerton	Harbor Boulevard Corridor	RTSSP	--	\$ 2,174,995
Garden Grove	Chapman Avenue Corridor Traffic Signal Synchronization Project	RTSSP*	--	\$ 1,065,475
Garden Grove	Westminster Avenue/ 17th Street Corridor Traffic Signal Synchronization	RTSSP*	--	\$ 402,872
Garden Grove	Brookhurst St TSS (Commonwealth to Pacific Coast Hwy)	RTSSP*	--	\$ 748,936
Garden Grove	Magnolia Ave TSS (Commonwealth to Banning)	RTSSP*	--	\$ 488,105
Garden Grove	Katella Avenue / Villa Park Road / Santiago Canyon Road RTSSP	RTSSP*	--	\$ 41,906
Garden Grove	Garden Grove Boulevard TSSP (Valley View St. - Bristol St.)	RTSSP*	--	\$ 536,949

**Project P - Regional Traffic Signal Synchronization Program**

City	Project Name	Program	Phase	M2 Allocation
Huntington Beach	Goldenwest St Signal Sync (SR-22 to PCH)/HBCH	RTSSP*	--	\$ 190,400
Huntington Beach	MacArthur Blvd/Talbert Ave Signal Sync (SR-55 to Shopping Ctr)/SNTA	RTSSP*	--	\$ 31,380
Huntington Beach	Warner Ave Signal Sync (PCH to Red Hill Ave)/FVLY	RTSSP*	--	\$ 230,084
Huntington Beach	Edinger Ave Signal Sync (Bolsa Chica St to SR-55)	RTSSP*	--	\$ 238,042
Huntington Beach	Adams Avenue Signal Synchronization (Lake Street to Fairview Road)	RTSSP*	--	\$ 444,823
Huntington Beach	Brookhurst St TSS (Commonwealth to Pacific Coast Hwy)	RTSSP*	--	\$ 499,290
Huntington Beach	Magnolia Ave TSS (Commonwealth to Banning)	RTSSP*	--	\$ 488,105
Huntington Beach	BOLSA CHICA STREET TSSP (CHAPMAN AVENUE TO WARNER AVENUE)	RTSSP	--	\$ 1,488,480
Huntington Beach	First Street/ Bolsa Avenue Regional Traffic Signal Synchronization	RTSSP*	--	\$ 281,592
Irvine	Jamboree Rd Signal Sync (Portola Pkwy to MacArthur Blvd)	RTSSP	--	\$ 201,845
Irvine	Culver Dr Signal Sync (Portola Pkwy to Jamboree Rd)	RTSSP	--	\$ 491,851
Irvine	Jeffrey Rd Signal Sync (Portola Pkwy to Jamboree Rd)	RTSSP	--	\$ 299,004
Irvine	Lake Forest Dr Signal Sync (Laguna Canyon Rd to Rockfield Blvd)/LHLL	RTSSP*	--	\$ 35,904
Irvine	Alton Pkwy Signal Sync (Red Hill Ave to Portola Pkwy)	RTSSP	--	\$ 1,061,775
Irvine	Barranca Pkwy Signal Sync (Red Hill to Robin Cir)	RTSSP	--	\$ 1,553,088
Irvine	Bake Parkway Signal Synchronization (Irvine Center Drive to Portola Parkway)	RTSSP*	--	\$ 282,280
Irvine	Irvine Center Drive / Edinger Avenue Signal Synchronization Project	RTSSP	--	\$ 1,545,946
Irvine	Von Karman Avenue/Tustin Ranch Road Signal Synchronization Project	RTSSP	--	\$ 1,320,271
Irvine	Irvine Boulevard Signal Synchronization Project	RTSSP	--	\$ 364,169
Irvine	Culver Drive / Bonita Canyon Drive / Ford Road RTSSP	RTSSP	--	\$ 1,139,728
Irvine	Main Street RTSSP	RTSSP*	--	\$ 315,541
Irvine	MacArthur Boulevard Corridor RTSSP	RTSSP	--	\$ 1,258,440
Irvine	Red Hill Avenue Corridor RTSSP	RTSSP*	--	\$ 419,018
Irvine	Lake Forest Drive Traffic Signal Synchronization Project	RTSSP*	--	\$ 106,788
Irvine	Barranca Parkway Traffic Signal Synchronization Project	RTSSP	--	\$ 3,740,268
Irvine	Alton Parkway RTSSP	RTSSP*	--	\$ 2,552,113
Irvine	Bake Parkway and Rockfield Boulevard RTSSP Project	RTSSP*	--	\$ 1,063,465
La Habra	Lambert Rd Signal Sync (Olinda Pl to Martinez Dr)	RTSSP	--	\$ 509,636
La Habra	La Habra Blvd/Central Ave/State College Blvd Corridor	RTSSP	--	\$ 420,019
La Habra	Imperial Highway/SR-90 Corridor	RTSSP	--	\$ 2,760,001
La Habra	Lambert Road Corridor	RTSSP	--	\$ 1,873,074
La Habra	Euclid Street Corridor	RTSSP	--	\$ 4,961,013
Laguna Hills	Paseo de Valencia Signal Sync	RTSSP	--	\$ 181,255
Laguna Hills	Lake Forest Dr Signal Sync (Laguna Canyon Rd to Rockfield Blvd)/LHLL	RTSSP*	--	\$ 59,840
Laguna Hills	Pacific Park/Oso Pkwy Signal Sync (Aliso Viejo Pkwy to SR-241)/LHLL	RTSSP*	--	\$ 78,436
Laguna Hills	Los Alisos Blvd Signal Sync (Paseo de Valencia to Altisima)	RTSSP*	--	\$ 33,262
Laguna Hills	La Paz Rd Signal Sync (Olympiad Rd to Crown Valley Pkwy)	RTSSP*	--	\$ 72,202
Laguna Hills	Alicia Parkway Traffic Signal Synchronization Project	RTSSP*	--	\$ 415,620
Laguna Hills	Los Alisos Boulevard Route Project	RTSSP*	--	\$ 137,093
Laguna Hills	Lake Forest Drive Traffic Signal Synchronization Project	RTSSP*	--	\$ 213,577
Laguna Hills	Moulton Parkway/Golden Lantern Regional Traffic Signal Synchronization Program Project	RTSSP*	--	\$ 623,918

**Project P - Regional Traffic Signal Synchronization Program**

City	Project Name	Program	Phase	M2 Allocation
Laguna Niguel	Crown Valley Pkwy Signal Sync (PCH to Antonio Pkwy)/MVJO	RTSSP*	--	\$ 190,944
Laguna Niguel	La Paz Rd Signal Sync (Olympiad Rd to Crown Valley Pkwy)	RTSSP*	--	\$ 72,202
Laguna Niguel	Alicia Parkway Traffic Signal Synchronization Project	RTSSP*	--	\$ 554,160
Laguna Niguel	Aliso Creek Road TSSP	RTSSP*	--	\$ 248,691
Laguna Niguel	Crown Valley Parkway Regional Traffic Signal Synchronization Program Project	RTSSP*	--	\$ 1,252,946
Laguna Niguel	Moulton Parkway/Golden Lantern Regional Traffic Signal Synchronization Program Project	RTSSP*	--	\$ 1,559,796
Laguna Woods	El Toro Road Regional Traffic Signal Synchronization	RTSSP	--	\$ 422,112
Laguna Woods	Moulton Parkway Regional Traffic Signal Synchronization	RTSSP	--	\$ 443,758
Lake Forest	Lake Forest Dr Signal Sync (Laguna Canyon Rd to Rockfield Blvd)/LHLL	RTSSP*	--	\$ 23,936
Lake Forest	Los Alisos Blvd Signal Sync (Paseo de Valencia to Altisima)	RTSSP*	--	\$ 16,631
Lake Forest	Santa Margarita Pkwy Signal Sync (El Toro Rd to Plano Trabuco Rd)	RTSSP*	--	\$ 14,178
Lake Forest	Bake Parkway Signal Synchronization (Irvine Center Drive to Portola Parkway)	RTSSP*	--	\$ 250,323
Lake Forest	Jeronimo Road Signal Synchronization (Lake Forest Drive to Olympiad Road)	RTSSP*	--	\$ 61,688
Lake Forest	Trabuco Road Signal Synchronization (Paseo Sombra to Marguerite Parkway)	RTSSP*	--	\$ 112,954
Lake Forest	El Toro Road Traffic Signal Synchronization Project	RTSSP*	--	\$ 834,335
Lake Forest	Los Alisos Boulevard Route Project	RTSSP*	--	\$ 17,137
Lake Forest	Lake Forest Drive Traffic Signal Synchronization Project	RTSSP*	--	\$ 1,121,278
Lake Forest	Alton Parkway RTSSP	RTSSP*	--	\$ 486,117
Lake Forest	Portola Parkway/Santa Margarita Parkway TSSP	RTSSP*	--	\$ 891,173
Lake Forest	Bake Parkway and Rockfield Boulevard RTSSP Project	RTSSP*	--	\$ 1,443,275
Los Alamitos	Katella Avenue / Villa Park Road / Santiago Canyon Road RTSSP	RTSSP*	--	\$ 209,530
Mission Viejo	Crown Valley Pkwy Signal Sync (PCH to Antonio Pkwy)/MVJO	RTSSP*	--	\$ 106,488
Mission Viejo	Marguerite Pkwy Signal Sync (El Toro Rd to Via Escolar)/MVJO	RTSSP*	--	\$ 313,364
Mission Viejo	Pacific Park/Oso Pkwy Signal Sync (Aliso Viejo Pkwy to SR-241)/LHLL	RTSSP*	--	\$ 166,675
Mission Viejo	Los Alisos Blvd Signal Sync (Paseo de Valencia to Altisima)	RTSSP*	--	\$ 236,158
Mission Viejo	Santa Margarita Pkwy Signal Sync (El Toro Rd to Plano Trabuco Rd)	RTSSP*	--	\$ 70,889
Mission Viejo	Jeronimo Road Signal Synchronization (Lake Forest Drive to Olympiad Road)	RTSSP*	--	\$ 137,305
Mission Viejo	Trabuco Road Signal Synchronization (Paseo Sombra to Marguerite Parkway)	RTSSP*	--	\$ 85,211
Mission Viejo	La Paz Rd Signal Sync (Olympiad Rd to Crown Valley Pkwy)	RTSSP*	--	\$ 141,123
Mission Viejo	Alicia Parkway Traffic Signal Synchronization Project	RTSSP*	--	\$ 738,880
Mission Viejo	Marguerite Parkway Corridor	RTSSP	--	\$ 759,232
Mission Viejo	El Toro Road Traffic Signal Synchronization Project	RTSSP*	--	\$ 222,489
Mission Viejo	Olympia Road - Felipe Road Traffic Signal Synchronization	RTSSP	--	\$ 447,136
Mission Viejo	Los Alisos Boulevard Route Project	RTSSP*	--	\$ 377,007
Mission Viejo	Portola Parkway/Santa Margarita Parkway TSSP	RTSSP*	--	\$ 371,322
Mission Viejo	Crown Valley Parkway Regional Traffic Signal Synchronization Program Project	RTSSP*	--	\$ 626,473
Newport Beach	Newport Coast Dr Signal Sync (PCH to Bonita Canyon)	RTSSP	--	\$ 240,146
Newport Beach	San Joaquin Hills Rd Signal Sync (Jamboree Rd to Newport Coast Dr)	RTSSP	--	\$ 220,000
Newport Beach	Newport Boulevard Signal Synchronization (South)	RTSSP*	--	\$ 391,379
Newport Beach	Bristol Street Traffic Signal Synchronization Project	RTSSP*	--	\$ 339,232
Newport Beach	Coast Highway Traffic Signal Synchronization Project	RTSSP*	--	\$ 1,799,210

**Project P - Regional Traffic Signal Synchronization Program**

City	Project Name	Program	Phase	M2 Allocation
Orange	Tustin Ave/Rose Dr Signal Sync (1st St to Yorba Linda Blvd)/SNTA	RTSSP*	--	\$ 349,544
Orange	Ball Rd Signal Sync (Holder St to Tustin St)/ANAH	RTSSP*	--	\$ 117,347
Orange	Kraemer Boulevard Signal Synchronization	RTSSP*	--	\$ 608,380
Orange	Newport Avenue and Newport Boulevard Signal Synchronization (North)	RTSSP*	--	\$ 117,656
Orange	State College Boulevard Signal Synchronization (Via Burton to Garden Grove Boulevard)	RTSSP*	--	\$ 243,290
Orange	Chapman Avenue Corridor Traffic Signal Synchronization Project	RTSSP*	--	\$ 1,235,950
Orange	Katella Avenue / Villa Park Road / Santiago Canyon Road RTSSP	RTSSP*	--	\$ 440,014
Orange	Garden Grove Boulevard TSSP (Valley View St. - Bristol St.)	RTSSP*	--	\$ 23,346
Orange	Main Street RTSSP	RTSSP*	--	\$ 210,361
Orange	Tustin Avenue - Rose Drive RTSSP	RTSSP	--	\$ 2,766,833
Placentia	Tustin Ave/Rose Dr Signal Sync (1st St to Yorba Linda Blvd)/SNTA	RTSSP*	--	\$ 111,219
Placentia	Kraemer Boulevard Signal Synchronization	RTSSP*	--	\$ 389,363
Rancho Santa Margarita	Los Alisos Blvd Signal Sync (Paseo de Valencia to Altisima)	RTSSP*	--	\$ 46,566
Rancho Santa Margarita	Santa Margarita Pkwy Signal Sync (El Toro Rd to Plano Trabuco Rd)	RTSSP*	--	\$ 226,845
Rancho Santa Margarita	Antonio Parkway Signal Synchronization (Ortega Highway to Santa Margarita Parkway)	RTSSP*	--	\$ 404,760
Rancho Santa Margarita	Los Alisos Boulevard Route Project	RTSSP*	--	\$ 102,820
Rancho Santa Margarita	Portola Parkway/Santa Margarita Parkway TSSP	RTSSP*	--	\$ 1,039,702
San Clemente	Avenida Pico Signal Sync (El Camino Real to Camino Celosia)	RTSSP	--	\$ 383,163
San Clemente	El Camino Real Signal Sync (Camino Capistrano to Avenida San Luis Rey)	RTSSP	--	\$ 333,473
San Clemente	Avenida Vista Hermosa Signal Sync (East/West Avenida Pico)	RTSSP	--	\$ 274,612
San Clemente	Camino De Los Mares Signal Sync (Camino Mira Costa to Camino Vera Cruz)	RTSSP	--	\$ 219,345
San Clemente	Camino Vera Cruz	RTSSP	--	\$ 192,686
San Juan Capistrano	Marguerite Pkwy Signal Sync (El Toro Rd to Via Escalar)/MVJO	RTSSP*	--	\$ 9,692
San Juan Capistrano	Del Obispo St Signal Sync (Ortega Hwy to PCH)	RTSSP	--	\$ 106,608
Santa Ana	MacArthur Blvd/Talbert Ave Signal Sync (SR-55 to Shopping Ctr)/SNTA	RTSSP*	--	\$ 207,399
Santa Ana	Tustin Ave/Rose Dr Signal Sync (1st St to Yorba Linda Blvd)/SNTA	RTSSP*	--	\$ 95,330
Santa Ana	Warner Ave Signal Sync (PCH to Red Hill Ave)/FVLY	RTSSP*	--	\$ 261,176
Santa Ana	Edinger Ave Signal Sync (Bolsa Chica St to SR-55)	RTSSP*	--	\$ 396,737
Santa Ana	First St/Bolsa Ave Signal Sync (Edwards St to Newport Ave)	RTSSP*	--	\$ 499,800
Santa Ana	Kraemer Boulevard Signal Synchronization	RTSSP*	--	\$ 876,067
Santa Ana	Bristol Street Traffic Signal Synchronization Project	RTSSP*	--	\$ 961,156
Santa Ana	Harbor Boulevard Corridor Signal Synchronization	RTSSP	--	\$ 1,852,080
Santa Ana	Westminster Avenue/ 17th Street Corridor Traffic Signal Synchronization	RTSSP*	--	\$ 1,074,325
Santa Ana	Garden Grove Boulevard TSSP (Valley View St. - Bristol St.)	RTSSP*	--	\$ 23,346
Santa Ana	Main Street RTSSP	RTSSP*	--	\$ 648,612
Santa Ana	First Street/ Bolsa Avenue Regional Traffic Signal Synchronization	RTSSP*	--	\$ 1,407,960
Seal Beach	Seal Beach TMC Relocation and Fiber Optic Bridge Gap	RTSSP	--	\$ 541,327
Seal Beach	Westminster Avenue/ 17th Street Corridor Traffic Signal Synchronization	RTSSP*	--	\$ 179,054
Seal Beach	Seal Beach Boulevard Signal Synchronizations and ATC Controller upgrades	RTSSP	--	\$ 546,750

**Project P - Regional Traffic Signal Synchronization Program**

City	Project Name	Program	Phase	M2 Allocation
Stanton	Chapman Avenue Corridor Traffic Signal Synchronization Project	RTSSP*	--	\$ 42,619
Stanton	Magnolia Ave TSS (Commonwealth to Banning)	RTSSP*	--	\$ 216,936
Stanton	Katella Avenue / Villa Park Road / Santiago Canyon Road RTSSP	RTSSP*	--	\$ 104,765
Tustin	Tustin Ave/Rose Dr Signal Sync (1st St to Yorba Linda Blvd)/SNTA	RTSSP*	--	\$ 15,888
Tustin	Warner Ave Signal Sync (PCH to Red Hill Ave)/FVLY	RTSSP*	--	\$ 12,437
Tustin	First St/Bolsa Ave Signal Sync (Edwards St to Newport Ave)	RTSSP*	--	\$ 137,200
Tustin	Newport Avenue and Newport Boulevard Signal Synchronization (North)	RTSSP*	--	\$ 373,731
Tustin	Westminster Avenue/ 17th Street Corridor Traffic Signal Synchronization	RTSSP*	--	\$ 179,054
Tustin	Red Hill Avenue Corridor RTSSP	RTSSP*	--	\$ 1,017,615
Tustin	First Street/ Bolsa Avenue Regional Traffic Signal Synchronization	RTSSP*	--	\$ 394,229
Villa Park	Katella Avenue / Villa Park Road / Santiago Canyon Road RTSSP	RTSSP*	--	\$ 41,906
Westminster	Goldenwest St Signal Sync (SR-22 to PCH)/HBCH	RTSSP*	--	\$ 190,400
Westminster	Edinger Ave Signal Sync (Bolsa Chica St to SR-55)	RTSSP*	--	\$ 19,837
Westminster	First St/Bolsa Ave Signal Sync (Edwards St to Newport Ave)	RTSSP*	--	\$ 323,400
Westminster	Westminster Avenue/ 17th Street Corridor Traffic Signal Synchronization	RTSSP*	--	\$ 716,216
Westminster	Brookhurst St TSS (Commonwealth to Pacific Coast Hwy)	RTSSP*	--	\$ 199,716
Westminster	Magnolia Ave TSS (Commonwealth to Banning)	RTSSP*	--	\$ 325,403
Westminster	Garden Grove Boulevard TSSP (Valley View St. - Bristol St.)	RTSSP*	--	\$ 210,111
Westminster	First Street/ Bolsa Avenue Regional Traffic Signal Synchronization	RTSSP*	--	\$ 872,935
Yorba Linda	Yorba Linda Boulevard / Weir Canyon Road Corridor RTSSP	RTSSP	--	\$ 3,697,453

**TOTAL** \$ 119,632,264



### Project Q - Local Fair Share Program

Local Jurisdiction	Total
Aliso Viejo	\$ 7,461,806.59
Anaheim	\$ 62,167,831.51
Brea	\$ 10,713,887.10
Buena Park	\$ 16,655,961.63
Costa Mesa	\$ 27,359,810.37
Cypress	\$ 9,871,831.93
Dana Point	\$ 6,276,663.46
Fountain Valley	\$ 11,624,315.68
Fullerton	\$ 24,447,554.41
Garden Grove	\$ 27,959,827.78
Huntington Beach	\$ 36,576,442.52
Irvine	\$ 51,679,058.75
Laguna Beach	\$ 4,749,370.23
Laguna Hills	\$ 6,371,153.36
Laguna Niguel	\$ 12,489,147.85
Laguna Woods	\$ 2,386,352.22
La Habra	\$ 9,944,215.13
Lake Forest	\$ 14,980,279.28
La Palma	\$ 2,973,540.60
Los Alamitos	\$ 2,432,386.84
Mission Viejo	\$ 17,428,126.52
Newport Beach	\$ 20,632,060.27
Orange	\$ 31,074,971.37
Placentia	\$ 8,592,086.85
Rancho Santa Margarita	\$ 7,948,983.58
San Clemente	\$ 10,643,959.78
San Juan Capistrano	\$ 7,144,965.23
Santa Ana	\$ 52,154,373.62
Seal Beach	\$ 4,637,601.42
Stanton	\$ 5,615,864.47
Tustin	\$ 16,910,011.60
Villa Park	\$ 979,416.87
Westminster	\$ 16,003,689.61
Yorba Linda	\$ 11,344,062.44
County of Orange	\$ 37,718,685.61
<b>Total</b>	<b>\$ 597,950,296.48</b>

### KEY:

#### Program / Phase

**ACE** - Arterial Capacity Enhancements

**C** - Construction

**E** - Engineering

**FAST** - Freeway Arterial / Streets Transitions

**I-5** - Interstate 5

**I-405** - Interstate 405

**ICE** - Intersection Capacity Enhancements

**PI** - Primary Implementation

**R** - Right-of-Way

**RTSSP** - Regional Traffic Signal Synchronization Program

**RTSSP\*** - OCTA-led Regional Traffic Signal Synchronization Program

**SR-1** - State Route 1 (Pacific Coast Highway)

**SR-22** - State Route 22

**SR-55** - State Route 55

**SR-57** - State Route 57

**SR-90** - State Route 90 (Imperial Highway)

**SR-91** - State Route 91

**SR-133** - State Route 133

**SR-241** - State Route 241

-- - Multiple Phases

**Measure M2 Eligibility Requirements Excerpt**1           III.     REQUIREMENTS FOR ELIGIBLE JURISDICTIONS.

2                   A.     In order to be eligible to receive Net Revenues, a jurisdiction shall  
3 satisfy and continue to satisfy the following requirements.

4                           1.     Congestion Management Program. Comply with the conditions  
5 and requirements of the Orange County Congestion Management Program (CMP)  
6 pursuant to the provisions of Government Code Section 65089.

7                           2.     Mitigation Fee Program. Assess traffic impacts of new  
8 development and require new development to pay a fair share of necessary transportation  
9 improvements attributable to the new development.

10                          3.     Circulation Element. Adopt and maintain a Circulation Element  
11 of the jurisdiction's General Plan consistent with the MPAH.

12                          4.     Capital Improvement Program. Adopt and update biennially a  
13 six-year Capital Improvement Program (CIP). The CIP shall include all capital  
14 transportation projects, including projects funded by Net Revenues, and shall include  
15 transportation projects required to demonstrate compliance with signal synchronization and  
16 pavement management requirements.

17                          5.     Traffic Forums.  
18                                 Participate in Traffic Forums to facilitate the planning of traffic  
19 signal synchronization programs and projects. Eligible Jurisdictions and Caltrans, in  
20 participation with the County of Orange and the Orange County Division of League of  
21 Cities, will establish the boundaries for Traffic Forums. The following will be considered  
22 when establishing boundaries:

- 23                                   a.     Regional traffic routes and traffic patterns;  
24                                   b.     Inter-jurisdictional coordination efforts; and  
25                                   c.     Total number of Traffic Forums.

26                          6.     Local Traffic Signal Synchronization Plan. Adopt and maintain a  
27 Local Traffic Signal Synchronization Plan which shall identify traffic signal synchronization  
28 street routes and traffic signals; include a three-year plan showing costs, available funding

1 and phasing of capital, operations and maintenance of the street routes and traffic signals;  
2 and include information on how the street routes and traffic signals may be synchronized  
3 with traffic signals on the street routes in adjoining jurisdictions. The Local Traffic Signal  
4 Synchronization Plan shall be consistent with the Traffic Signal Synchronization Master  
5 Plan.

6                   7.     Pavement Management Plan. Adopt and update biennially a  
7 Pavement Management Plan, and issue, using a common format approved by the  
8 Authority, a report every two years regarding the status of road pavement conditions and  
9 implementation of the Pavement Management Plan.

10                   a.     Authority, in consultation with the Eligible Jurisdictions,  
11 shall define a countywide management method to inventory, analyze and evaluate road  
12 pavement conditions, and a common method to measure improvement of road pavement  
13 conditions.

14                   b.     The Pavement Management Plan shall be based on:  
15 either the Authority's countywide pavement management method or a comparable  
16 management method approved by the Authority, and the Authority's method to measure  
17 improvement of road pavement conditions.

18                   c.     The Pavement Management Plan shall include:

19                             (i)     Current status of pavement on roads;

20                             (ii)    A six-year plan for road maintenance and  
21 rehabilitation, including projects and funding;

22                             (iii)   The projected road pavement conditions resulting  
23 from the maintenance and rehabilitation plan; and

24                             (iv)   Alternative strategies and costs necessary to  
25 improve road pavement conditions.

26                   8.     Expenditure Report. Adopt an annual Expenditure Report to  
27 account for Net Revenues, developer/traffic impact fees, and funds expended by the  
28 Eligible Jurisdiction which satisfy the Maintenance of Effort requirements. The Expenditure

1 Report shall be submitted by the end of six (6) months following the end of the jurisdiction's  
2 fiscal year and include the following:

- 3 a. All Net Revenue fund balances and interest earned.
- 4 b. Expenditures identified by type (i.e., capital, operations,  
5 administration, etc.), and program or project .

6 9. Project Final Report. Provide Authority with a Project Final  
7 Report within six months following completion of a project funded with Net Revenues.

8 10. Time Limits for Use of Net Revenues.

9 a. Agree that Net Revenues for Regional Capacity Program  
10 projects and Regional Traffic Signal Synchronization Program projects shall be expended  
11 or encumbered no later than the end of the fiscal year for which the Net Revenues are  
12 programmed. A request for extension of the encumbrance deadline for no more than  
13 twenty-four months may be submitted to the Authority no less than ninety days prior to the  
14 deadline. The Authority may approve one or more requests for extension of the  
15 encumbrance deadline.

16 b. Agree that Net Revenues allocated for any program or  
17 project, other than a Regional Capacity Program project or a Regional Traffic Signal  
18 Synchronization Program project, shall be expended or encumbered within three years of  
19 receipt. The Authority may grant an extension to the three-year limit, but extensions shall  
20 not be granted beyond a total of five years from the date of the initial funding allocation.

21 c. In the event the time limits for use of Net Revenues are  
22 not satisfied then any retained Net Revenues that were allocated to an Eligible Jurisdiction  
23 and interest earned thereon shall be returned to the Authority and these Net Revenues and  
24 interest earned thereon shall be available for allocation to any project within the same  
25 source program.

26 11. Maintenance of Effort. Annual certification that the Maintenance  
27 of Effort requirements of Section 6 of the Ordinance have been satisfied.

28 12. No Supplanting of Funds. Agree that Net Revenues shall not be

1 used to supplant developer funding which has been or will be committed for any  
2 transportation project.

3 13. Consider, as part of the Eligible Jurisdiction's General Plan, land  
4 use planning strategies that accommodate transit and non-motorized transportation.

5 B. Determination of Non-Eligibility

6 A determination of non-eligibility of a jurisdiction shall be made only  
7 after a hearing has been conducted and a determination has been made by the Authority's  
8 Board of Directors that the jurisdiction is not an Eligible Jurisdiction as provided  
9 hereinabove.

10 IV. ALLOCATION OF NET REVENUES; GENERAL PROVISIONS.

11 A. Subject to the provisions of the Ordinance, including Section II above,  
12 use of the Revenues shall be as follows:

13 1. First, the Authority shall pay the State Board of Equalization for  
14 the services and functions;

15 2. Second, the Authority shall pay the administration expenses of  
16 the Authority;

17 3. Third, the Authority shall satisfy the annual allocation  
18 requirement of two percent (2%) of Revenues for Environmental Cleanup; and

19 4. Fourth, the Authority shall satisfy the debt service requirements  
20 of all bonds issued pursuant to the Ordinance that are not satisfied out of separate  
21 allocations.

22 B. After providing for the use of Revenues described in Section A above,  
23 and subject to the averaging provisions of Section D below, the Authority shall allocate the  
24 Net Revenues as follows:

25 1. Forty-three percent (43%) for Freeway Projects;

26 2. Thirty-two percent (32%) for Street and Road Projects; and

27 3. Twenty-five percent (25%) for Transit Projects.

28 C. The allocation of thirty-two percent (32%) of the Net Revenues for

## External Funding for Streets and Roads Improvements

Leveraged through M2 Calls		
M2 Program	Funding	Amount
RCP	Proposition 1B - SLPP	\$ 23,396,003
RTSSP	Mobile Source Air Pollution Reduction Review Committee	\$ 1,250,000
RTSSP	SB 1 - Local Partnership Program	\$ 6,693,813
Subtotal		\$ 31,339,816

Other External Funding		
M2 Program	Funding	Amount
RTSSP	Proposition 1B - Traffic Light Synchronization Program	\$ 3,817,662
RTSSP	Congestion Mitigation and Air Quality	\$ 1,773,863
RTSSP	SB 1 - Solutions for Congested Corridors Program	\$ 12,000,001
Subtotal		\$ 17,591,526

Supplemental Non-M2 Calls		
	Funding	Amount
	Proposition 1B - SLPP	\$ 24,528,000
	Regional Surface Transportation Program - Arterial Pavement Management Program	\$ 19,864,978
	Coronavirus Response and Relief Supplemental Appropriations - Pavement Management Relief Funding	\$ 9,920,921
Subtotal		\$ 54,313,899

**Total External Funding** **\$ 103,245,241**

OC Bridges Program	M2	State/Federal/Other	Project Total
State College Boulevard Undercrossing Project	\$ 15,460,000	\$ 83,920,000	\$ 99,380,000
Raymond Avenue Undercrossing Project	\$ 22,373,000	\$ 103,046,000	\$ 125,419,000
Placentia Avenue Undercrossing Project	\$ 27,453,000	\$ 37,086,000	\$ 64,539,000
Kraemer Boulevard Undercrossing Project	\$ 22,981,000	\$ 40,849,000	\$ 63,830,000
Orangethorpe Avenue Overcrossing Project	\$ 16,182,000	\$ 89,861,000	\$ 106,043,000
Tustin Avenue/Rose Avenue Overcrossing Project	\$ 26,384,000	\$ 70,254,000	\$ 96,638,000
Lakeview Avenue Overcrossing Project	\$ 21,792,000	\$ 88,910,000	\$ 110,702,000
	<b>\$ 152,625,000</b>	<b>\$ 513,926,000</b>	<b>\$ 666,551,000</b>

Acronyms

M2 - Measure M2

RCP - Regional Capacity Program

RTSSP - Regional Traffic Signal Synchronization Program

SB 1 - SB 1 (Chapter 5, Statutes of 2017)

SLPP - State Local Partnership Program









# **Measure M2**

## **Streets and Roads Program Milestone**



# Measure M2 (M2) Commitment

-  **Fix potholes and resurface streets**
-  **Synchronize traffic lights in every community**
-  **Expand Metrolink rail and connect it to local communities**
-  **Relieve congestion on freeways**
-  **Provide transit services, at reduced rates, for seniors and people with disabilities**
-  **Reduce air and water pollution and protect local beaches by cleaning up oil runoff from roadways**



## ENVIRONMENTAL



A total of 5% of OC Go Freeway Program funds is allocated to the Freeway Environmental Mitigation Program



A total of 2% of the overall OC Go Program funds is allocated to the Environmental Cleanup Program

# M2 Streets and Roads Programs



## **Regional Capacity Program** *(Project O)*

Provides competitive funding to improve busy streets and intersections on Orange County's Master Plan of Arterial Highways.



## **Regional Traffic Signal Synchronization Program** *(Project P)*

Provides competitive funding to support projects across city boundaries that synchronize traffic signals to ensure drivers hit the most green lights during peak traffic hours.



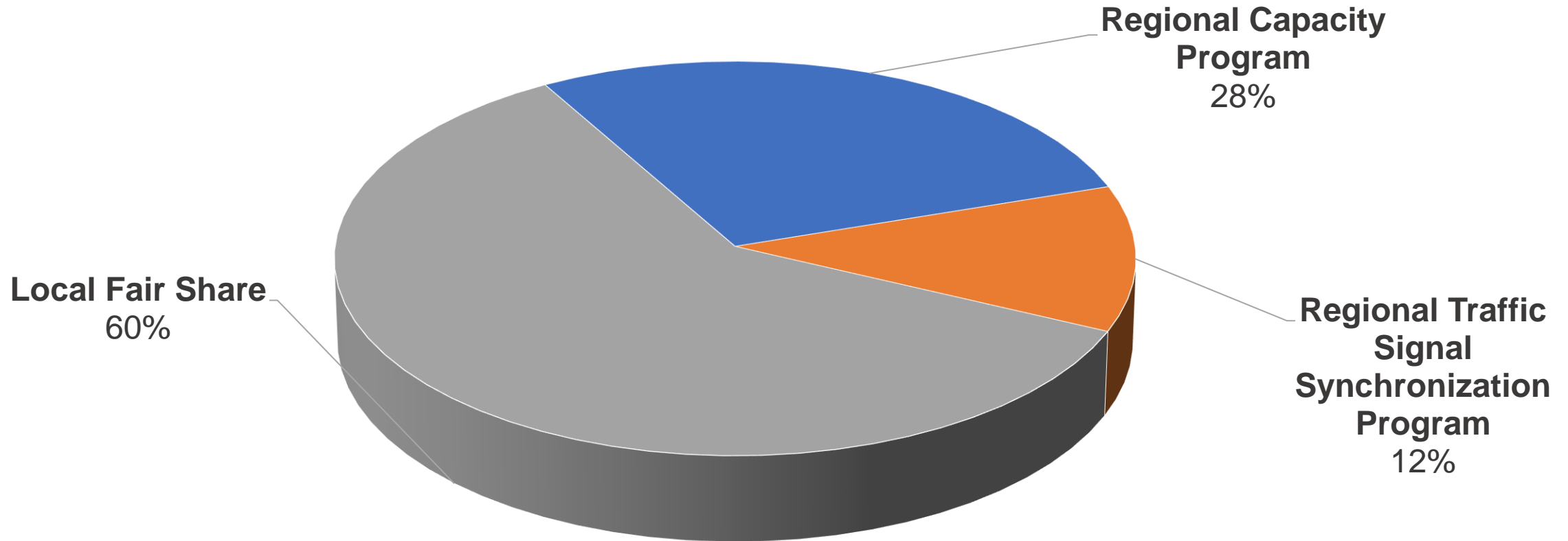
## **Local Fair Share** *(Project Q)*

Provides formula-based funds to preserve existing streets and roads and provide other transportation improvements based on the priorities and needs of local agencies.

# M2 \$1 Billion Milestone

- **From 2011 to 2022, over \$1 billion in M2 funds have been invested locally in streets and roads.**
- The funding has:
  - Allowed Orange County to keep up with population growth and economic activities
  - Lead to a more complete roadway network
  - Provided safety enhancements: repaired sidewalks, upgraded pedestrian amenities with American with Disabilities Act features, added bike lanes, signage, etc.
  - Improved congestion, lessening stop-and-go traffic and benefitting the environment
  - Maintained Orange County's standing as having the best pavement conditions in the state

## M2 Funds



- ✚ Closes gaps in the local road network
- ⚙ Improves intersections to enhance street operations
- 🛡 Provides better interfaces with the highway system
- 💰 Investment to date: \$283.4 million

## Project Examples



Newport Boulevard Improvements  
*City of Newport Beach*



Bristol Street Improvements  
*City of Santa Ana*



- + 2,300 intersections coordinated across 621 miles of street
- Invests in future-proofing the system
- Improves traffic flow and makes the system more efficient
- Investment to date: \$119.6 million

## Project Examples



Irvine Center Drive / Edinger Avenue  
*City of Irvine*



Marguerite Parkway  
*City of Mission Viejo*

## Project Examples



Pavement improvements repair aging streets for smoother, safer travel



Supplements roadway maintenance funds to fix potholes



Flexibility for local transportation priorities



Investment to date:  
\$598.0 million



Bristol Street  
*City of Costa Mesa*



Laguna Beach Trolley  
*City of Laguna Beach*

- Specific eligibility requirements
- Supplement, rather than supplant, existing investments
- Prioritize regional projects based on objective criteria
- Formula funding balances miles, population and sales tax generation
- Ongoing monitoring by independent Taxpayer Oversight Committee



# Additional Investments

- 💰 Leveraging of external funds
  - State and federal
  - Local matching dollars
- 🚗 Special grants preserve roadway conditions
- 🌉 OC Bridges program



*OC Bridges*

- M2 has invested \$1 billion in local streets and roads to improve the quality of life in Orange County, whether you drive, cycle, walk, vanpool or take OC Bus
- Provides reliable and flexible funding source for cities and the County
- The investment has helped connect communities and make the streets and roads system work better and last longer
- Examples of local agency projects are highlighted at: [www.ocgo.com/streets](http://www.ocgo.com/streets)