
AGENDA

- 1. Welcome**
- 2. Pledge of Allegiance**
- 3. Annual Public Hearing**
 - A. Overview of Taxpayer Oversight Committee
 - B. Review of the 2021 Taxpayer Oversight Committee Actions
 - C. Annual Eligibility Review Subcommittee Report
 - D. Audit Subcommittee Report
 - E. Public Comments
 - F. Adjournment of Public Hearing
- 4. Approval of Minutes/Attendance Report for April 12, 2022**
- 5. Action Items**
 - A. 2022 Measure M Annual Hearing Follow-Up and Compliance Findings
Chairman Frank Davies, Orange County Auditor Controller
 - B. M2 Quarterly Revenue & Expenditure Report (March 2022)
Receive and File - Sean Murdock, Director, Finance and Administration
- 6. Presentation Items**
 - A. Measure M2 Quarterly Progress Report – Q3
Francesca Ching, Measure M Program Manager
- 7. Selection of Co-Chair**
- 8. Subcommittee Selection**
- 9. OCTA Staff Updates**
 - A. Project V Update
Kia Mortazavi, Executive Director, Planning
 - B. Measure M2 Environmental Mitigation Program Update
Lesley Hill, Environmental Programs Manager
 - C. Staff Liaison Update
Alice Rogan, Director, Marketing & Public Outreach
- 10. Committee Member Reports**
- 11. Adjournment**

The next meeting will be held on August 9, 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.

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. OC Streetcar Project Quarterly Update | April 25, 2022 |
| 2. Capital Programs Division - Third Quarter Fiscal Year 2021-22 Capital Action Plan Performance Metrics | May 9, 2022 |
| 3. Comprehensive Transportation Funding Programs - 2022 Call for Projects Programming Recommendations | May 9, 2022 |
| 4. Interstate 405 Improvement Project Update | May 9, 2022 |
| 5. Update on Interstate 5/EI Toro Road Interchange Project | May 9, 2022 |

Measure M Taxpayer Oversight Committee
Teleconference Site
Orange County Transportation Authority
550 S. Main Street, Orange CA, Room 07
April 12, 2022 @ 5:00 p.m.

MEETING MINUTES

Committee Members Present:

Frank Davies, Orange County Auditor-Controller, Chair
Douglas P. Gillen, First District Representative
Harry Sloan, Second District Representative
Joseph McCarthy, Third District Representative
Ajay Khetani, Fourth District Representative
Michael Pascual, Fourth District Representative
Douglas Anderson, Fifth District Representative
Shannon O'Toole, Fifth District Representative

Committee Members Absent:

Andrew Ramirez, First District Representative
Tuan Nguyen, Third District Representative, Co-Chair
Mark Kizzar, Second District Representative

Orange County Transportation Authority Staff Present:

Jim Beil, Executive Director, Capital Programs
Christina Byrne, Public Outreach Department Manager
Francesca Ching, Measure M Program Manager
Allison Imler, Community Relations Specialist
Kia Mortazavi, Executive Director of Planning
Andrew Oftelie, Chief Financial Officer
Tresa Oliveri, Community Relations Principal
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 said it is nice to meet in person once again.

2. Pledge of Allegiance

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

3. Approval of Minutes/Attendance Report for February 8, 2022

Chair Frank Davies asked if there are any corrections to the Minutes/Attendance Report for the February 8, 2022 meeting.

A motion was made by Ajay Khetani, seconded by Joseph McCarthy, and carried unanimously to approve the February 8, 2022, TOC Minutes and Attendance Report.

4. Action Items

A. Measure M2 Annual Eligibility Review (AER) Subcommittee Recommendations for Fiscal Year 2020-2021 Expenditure Reports

Douglas Anderson, AER Subcommittee Chair, said the Measure M Ordinance requires that all local jurisdictions fulfill eligibility requirements on an annual basis in order to receive Measure M2 net revenues. He said the TOC is responsible for reviewing several of the requirements. The AER Subcommittee reviewed the FY 2020-2021 Measure M2 Expenditure Reports. He said after review, all AER Subcommittee Members affirmed the receipt and review of all local jurisdictions Expenditure Reports. Upon affirmation of the TOC, the recommendations will be forwarded to the OCTA Board for consideration that all 35 local jurisdictions be deemed eligible to continue receiving Measure M2 net revenues.

A motion was made by Douglas Gillen, seconded by Douglas Anderson, and carried unanimously to affirm the receipt and review of the Fiscal Year 2020-2021 M2 Expenditure Reports from all 35 local jurisdictions.

Committee Member Comments:

There were no committee member comments.

5. Presentation Items

A. OC Streetcar

Jim Beil presented an update on the OC Streetcar Project. He provided background on the project. Jim said this project comes from Project S in the Measure M2 Ordinance which provides for links to Metrolink. He said the project is currently about 65% through the construction phase. Jim talked about work in Segment 1 including the erection of steel for the Maintenance and Storage Facility (MSF). In Segments 2 through 5 the streetcar will run in traffic lanes and are all under some form of construction. He talked about track installation progress and construction of station stops. Jim talked about upcoming construction including a lane change on Bristol Avenue and track installation in Segment 1. Jim said the production of vehicles is progressing and OCTA is in talks with Siemens to store vehicles until the MSF is ready to store them. Next, Jim went over the project budget and cost status. He pointed out the \$17.7 million risk contingency built into the final budget.

Tresa Oliveri provided information about the public outreach for the OC Streetcar. She said much of the outreach has been based on the area around Fourth Street to businesses, the community, and the City of Santa Ana. Tresa said OCTA is providing banners and outreach to let the community know businesses are open during construction. She said staff continues the Eat, Shop, Play program and provides advertising on social media for the local businesses. Tresa talked about the City of Santa Ana parking structures in the area in which OCTA has added banners to let the community know about the parking available for the local businesses. She also talked about the multilingual advertising, including working with local Spanish language radio stations and newspapers. <The full presentation is available on OCTA.net.>

Committee Member Comments:

The committee asked about the contingency funds and whether the \$17.7 million is still a valid contingency. Jim Beil said OCTA works closely with the Federal Transit Administration (FTA) and uses their process of risk assessment which is very thorough. OCTA talks to the contractor and management team about risks and then the information is plugged into the FTA model for risk assessment. Jim said the contract is essentially a lump-sum contract and the contractor is tied to the prices. He said it has been difficult for the contractor given the change in the economy. The biggest risk for OCTA is if we have a change to the project, it then opens it up to new pricing. He said there may be changes to technology that could add to the risks.

The committee asked about the recent lawsuit by the contractor and asked if it would slow the project and how that could affect the contingency funds. Jim Beil said the money regarding the lawsuit is not included in the contingency fund. He said as part of the lawsuit, the contractor has asked for a \$50 million increase to the budget or to be allowed to walk away from the contract. He said there have been no delays to the project due to this lawsuit.

The committee asked where the streetcars are manufactured. Jim Beil said the cars are manufactured by Siemens just outside of Sacramento.

B. Measure M2 Performance Assessment

Francesca Ching provided an overview of the Measure M2 Performance Assessment. She said this is a safeguard included in the Measure M Ordinance. She said this is the fifth assessment and it was conducted by Sjoberg Evashenk. Francesca introduced Nicole Dyer and Michael Valdez from Sjoberg Evashenk.

Nicole Dyer said this Measure M2 Performance Assessment is for the period from July 1, 2018, through June 30, 2021. She went over the main areas of review including follow-up on previous findings. Nicole provided the main results and

findings noting OCTA is on track with meeting the primary goals of the Measure M2 Ordinance. She noted OCTA has made significant progress in all program areas and continues to demonstrate strong program and project management practices. Michael Valdez talked about ways OCTA can improve on cybersecurity. He said overall OCTA is doing a good job of tracking Ordinance compliance and with OCTA's sound fiscal practices was able to mitigate COVID-19 impacts. Michael continued to talk about OCTA's sound fiscal practices with a conservative approach to finances allowing OCTA to be ready for the future. He ended the presentation with recommendations to the Attitudinal Awareness Survey to determine the awareness of OC Go.

Francesca Ching closed the presentation by saying the results of this assessment show the true dedication of OCTA and staff to maintaining the promise to Orange County voters and being prudent with the Measure M2 dollars. These results also show the value of the TOC, by overseeing Measure M2. <The full presentation is available on OCTA.net.>

Committee Member Comments:

The committee asked about the cybersecurity recommendations. Andrew Oftelie said as staff moves to different positions within OCTA, their access may need to be changed, so the cybersecurity team will be working with OCTA's Human Resources to determine the right access. He said the second part of the recommendations is to have OCTA contractors get the same cybersecurity training as the OCTA employees. Andrew said that training happens once a year (in June) and this year OCTA will include contractors in the training. Francesca Ching said Attachment B to the staff report has the action plan to address the recommendations from this assessment.

C. Measure M2 Quarterly Progress Report (Q2 – FY21-22)

Francesca Ching presented the Measure M2 Quarterly Progress Report for the period of October 2021 through December 2021. She provided an overview of the Measure M2 Quarterly Report. She then provided highlights within each component of Measure M2. Francesca talked about the Project Management Office activities including monitoring of risks/challenges/market conditions, ordinance compliance and the Triennial Performance Assessment. <The full presentation is available on OCTA.net.>

Committee Member Comments:

The committee asked if there were any concerns during this report. Francesca Ching said the report summarizes what happened during this particular quarter. She said the staff report summarizes the quarter in more detail.

6. OCTA Staff Updates

- A. Ordinance Compliance Matrix - Francesca Ching said staff has been updating the matrix during the second quarter. She said the matrix in the agenda packet includes information through December of 2021. The majority of the documents referenced are public staff reports. Some documents can be made available upon request. Francesca brought the latest version of the Ordinance with amendments that are referenced in the matrix.

Committee Member Comments:

The committee asked if there are any problematic items on the documents. Francesca said there are some eligibility issues that are documented in the matrix, such as the Maintenance of Effort (MOE) with the City of Santa Ana. She said the matrix is very historical and items like this are noted how they were remedied.

Chair Frank Davies recommended everyone look at this matrix. He said it is a good tool to utilize.

- B. Upcoming Annual Hearing – Alice Rogan said this will be the 31st Annual Hearing (when combined with the original Measure M). She said this hearing is required by the Measure M Ordinance. Alice gave an overview of the meeting. She said the TOC will listen to public comments without responding. Alice talked about how the meeting is publicized. She reminded the committee that this meeting will be at 6 p.m. to allow the public time to attend the meeting after work.
- C. Staff Liaison Update – Alice Rogan said there are open positions in the First, Third, Fourth, and Fifth Supervisorial Districts. OCTA is still promoting the recruitment which closes on May 2, 2021. Next, the Grand Jurors Association of Orange County will review the applications and make recommendations of applicants to be added to the blind selection lottery. She said we encourage all outgoing members to reapply and check to make sure you are applying for the correct district since there has been redistricting.

7. Annual Eligibility Review Subcommittee Report

Douglas Anderson said most of his information was already covered under item 4A. He said the AER Subcommittee will meet in September 2022 and will begin the review of the 2021-2022 Eligibility Reports.

8. Audit Subcommittee Report

Chair Frank Davies said the subcommittee met prior to this meeting. The subcommittee received a presentation from the independent external auditors on the Agreed-Upon Procedures Reports. He said auditors reviewed the selected cities audits relating to the Local Fair Share (LTF) and Senior Mobility Program (SMP). He said the selected LTF cities were the City of Fountain Valley, the City of Fullerton, the City of Laguna Niguel, the City of Laguna Woods, the City of Newport Beach, and the City of Yorba Linda. Frank said there were no exceptions or observations related to

the City of Laguna Woods. He said one city had insufficient support for indirect MOE charges and another city used an outdated cost allocation methodology. Also, the auditors noted some expenses incorrectly categorized as direct/indirect. He also said some LFS expenditures were charged to projects not reflected on the cities' FY 2020-2021 Capital Improvement Project (CIP) Reports, as required. Frank said that cities selected for SMP audit included the City of Irvine, the City of Orange, the City of Rancho Santa Margarita, the City of Seal Beach, and the City of Westminster. He said there were no exceptions identified at the City of Rancho Santa Margarita. Again, there were some expenses incorrectly categorized as direct/indirect and one city misreported total expenditures and fund balance on its expenditure report. Also, one city had submitted late reports. He said at the Annual Hearing the TOC will hear the subcommittees recommendations.

9. Environmental Oversight Committee (EOC) Report

Ajay Khetani said the EOC has not met since the last TOC meeting. He said the EOC will be going on a tour of projects in May. He said the next hike will be on May 21, 2022, at Wren's View Preserve, and the next equestrian ride will be at Trabuco Rose Preserve on the same day.

10. Committee Member Reports

There were no committee member reports.

11. Public Comments

There were no public comments.

12. Adjournment

Chair Frank Davies adjourned the meeting.

The next meeting will be held on June 14, 2022, at 6 p.m. This meeting will also be the Measure M Annual Hearing.

Taxpayer Oversight Committee

Fiscal Year 2021-2022

Attendance Record

X = Present

E = Excused Absence

* = Absence Pending Approval

U = Unexcused Absence

-- = Resigned

| Meeting Date | July | 10-Aug. | Sept. | 12-Oct. | Nov. | CANCELLED 14-Dec. | Jan. | 8-Feb. | March | 12-Apr. | May | 14-Jun. |
|-------------------|------|---------|-------|---------|------|----------------------|------|--------|-------|---------|-----|---------|
| Douglas P. Gillen | | X | | X | | | | X | | X | | |
| Andrew Ramirez | | X | | X | | | | X | | E | | |
| Harry Sloan | | X | | X | | | | X | | X | | |
| Mark Kizzar | | X | | X | | | | E | | E | | |
| Joseph McCarthy | | X | | X | | | | X | | X | | |
| Tuan Nguyen | | X | | X | | | | X | | E | | |
| Michael Pascual | | X | | X | | | | E | | X | | |
| Ajay Khetani | | X | | X | | | | X | | X | | |
| Shannon O'Toole | | X | | X | | | | X | | X | | |
| Douglas Anderson | | X | | X | | | | X | | X | | |
| Frank Davies | | X | | X | | | | X | | X | | |

Absences Pending Approval

Meeting Date

Name

Reason

Action Items

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

| (\$ in thousands) | Quarter Ended Mar 31, 2022 | Year to Date Mar 31, 2022 | Period from Inception to Mar 31, 2022 |
|--|-------------------------------|------------------------------|---|
| | (A) | (B) | |
| Revenues: | | | |
| Sales taxes | \$ 114,411 | \$ 315,719 | \$ 3,392,757 |
| Other agencies' share of Measure M2 costs: | | | |
| Project related | 8,061 | 13,855 | 786,674 |
| Non-project related | - | - | 454 |
| Interest: | | | |
| Operating: | | | |
| Project related | (922) | (762) | 5,354 |
| Non-project related | 1,681 | 6,088 | 94,972 |
| Bond proceeds | 2,850 | 3,574 | 87,218 |
| Debt service | 1 | 3 | 1,067 |
| Commercial paper | - | - | 393 |
| Right-of-way leases | 45 | 214 | 1,591 |
| Proceeds on sale of assets held for resale | - | 11 | 12,212 |
| Donated assets held for resale | | | |
| Project related | - | - | 2,071 |
| Miscellaneous: | | | |
| Project related | - | - | 331 |
| Non-project related | 29 | 29 | 129 |
| Total revenues | <u>126,156</u> | <u>338,731</u> | <u>4,385,223</u> |
| Expenditures: | | | |
| Supplies and services: | | | |
| Sales tax administration fees | 831 | 2,493 | 34,854 |
| Professional services: | | | |
| Project related | 9,318 | 20,618 | 466,432 |
| Non-project related | 458 | 935 | 35,211 |
| Administration costs: | | | |
| Project related | 2,622 | 7,868 | 101,872 |
| Non-project related: | | | |
| Salaries and Benefits | 1,250 | 2,749 | 34,405 |
| Other | 1,533 | 4,597 | 58,546 |
| Other: | | | |
| Project related | 131 | 242 | 5,791 |
| Non-project related | 17 | 45 | 5,230 |
| Payments to local agencies: | | | |
| Project related | 27,750 | 61,188 | 1,197,901 |
| Capital outlay: | | | |
| Project related | 56,334 | 173,888 | 1,793,518 |
| Non-project related | - | - | 31 |
| Debt service: | | | |
| Principal payments on long-term debt | 8,455 | 8,455 | 75,550 |
| Interest on long-term debt and commercial paper | 17,686 | 35,371 | 284,626 |
| Total expenditures | <u>126,385</u> | <u>318,449</u> | <u>4,093,967</u> |
| Excess (deficiency) of revenues over (under) expenditures | <u>(229)</u> | <u>20,282</u> | <u>291,256</u> |
| Other financing sources (uses): | | | |
| Transfers out: | | | |
| Project related | 3,084 | (123,019) | (441,044) |
| Transfers in: | | | |
| Project related | 2,936 | 7,499 | 197,401 |
| Bond proceeds | - | - | 804,625 |
| Payment to refunded bond escrow agent | - | - | (45,062) |
| Total other financing sources (uses) | <u>6,020</u> | <u>(115,520)</u> | <u>515,920</u> |
| Excess (deficiency) of revenues over (under) expenditures and other sources (uses) | <u>\$ 5,791</u> | <u>\$ (95,238)</u> | <u>\$ 807,176</u> |

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

| (\$ in thousands) | Quarter Ended Mar 31, 2022 (actual) | Year to Date Mar 31, 2022 (actual) | Period from Inception through Mar 31, 2022 (actual) | Period from April 1, 2022 through March 31, 2041 (forecast) | Total |
|--|---|--|---|---|----------------------|
| | (C.1) | (D.1) | (E.1) | (F.1) | |
| Revenues: | | | | | |
| Sales taxes | \$ 114,411 | \$ 315,719 | \$ 3,392,757 | \$ 9,808,871 | \$ 13,201,628 |
| Operating interest | 1,681 | 6,088 | 94,972 | 138,647 | 233,619 |
| Subtotal | <u>116,092</u> | <u>321,807</u> | <u>3,487,729</u> | <u>9,947,518</u> | <u>13,435,247</u> |
| Other agencies share of M2 costs | - | - | 454 | - | 454 |
| Miscellaneous | 29 | 29 | 129 | - | 129 |
| Total revenues | <u>116,121</u> | <u>321,836</u> | <u>3,488,312</u> | <u>9,947,518</u> | <u>13,435,830</u> |
| Administrative expenditures: | | | | | |
| Sales tax administration fees | 831 | 2,493 | 34,854 | 95,494 | 130,348 |
| Professional services | 458 | 935 | 31,436 | 104,012 | 135,448 |
| Administration costs: | | | | | |
| Salaries and Benefits | 1,250 | 2,749 | 34,405 | 99,200 | 133,605 |
| Other | 1,533 | 4,597 | 58,546 | 170,590 | 229,136 |
| Other | 17 | 45 | 2,210 | 15,600 | 17,810 |
| Capital outlay | - | - | 31 | - | 31 |
| Environmental cleanup | 409 | 1,401 | 47,421 | 196,146 | 243,567 |
| Total expenditures | <u>4,498</u> | <u>12,220</u> | <u>208,903</u> | <u>681,042</u> | <u>889,945</u> |
| Net revenues | <u>\$ 111,623</u> | <u>\$ 309,616</u> | <u>\$ 3,279,409</u> | <u>\$ 9,266,476</u> | <u>\$ 12,545,885</u> |
| | (C.2) | (D.2) | (E.2) | (F.2) | |
| Bond revenues: | | | | | |
| Proceeds from issuance of bonds | \$ - | \$ - | \$ 804,625 | \$ 199,300 | \$ 1,003,925 |
| Interest revenue from bond proceeds | 2,850 | 3,574 | 87,218 | 68,952 | 156,170 |
| Interest revenue from debt service funds | 1 | 3 | 1,067 | 3,299 | 4,366 |
| Interest revenue from commercial paper | - | - | 393 | - | 393 |
| Total bond revenues | <u>2,851</u> | <u>3,577</u> | <u>893,303</u> | <u>271,551</u> | <u>1,164,854</u> |
| Financing expenditures and uses: | | | | | |
| Professional services | - | - | 3,775 | 698 | 4,473 |
| Payment to refunded bond escrow | - | - | 45,062 | - | 45,062 |
| Bond debt principal | 8,455 | 8,455 | 75,550 | 809,470 | 885,020 |
| Bond debt and other interest expense | 17,686 | 35,371 | 284,626 | 476,974 | 761,600 |
| Other | - | - | 3,020 | - | 3,020 |
| Total financing expenditures and uses | <u>26,141</u> | <u>43,826</u> | <u>412,033</u> | <u>1,287,142</u> | <u>1,699,175</u> |
| Net bond revenues (debt service) | <u>\$ (23,290)</u> | <u>\$ (40,249)</u> | <u>\$ 481,270</u> | <u>\$ (1,015,591)</u> | <u>\$ (534,321)</u> |

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

| Project | Description | Net Revenues through Mar 31, 2022 | Total Net Revenues | Expenditures through Mar 31, 2022 | Reimbursements through Mar 31, 2022 | Net M2 Cost |
|--|---|---|-----------------------|---|---|---------------------|
| | (G) | (H) | (I) | (J) | (K) | (L) |
| | (\$ in thousands) | | | | | |
| Freeways (43% of Net Revenues) | | | | | | |
| A | I-5 Santa Ana Freeway Interchange Improvements | \$ 129,258 | \$ 494,498 | \$ 10,937 | \$ 7,589 | \$ 3,348 |
| B | I-5 Santa Ana/SR-55 to El Toro | 82,560 | 315,847 | 13,969 | 9,745 | 4,224 |
| C | I-5 San Diego/South of El Toro | 172,438 | 659,680 | 268,712 | 50,452 | 218,260 |
| D | I-5 Santa Ana/San Diego Interchange Upgrades | 70,955 | 271,448 | 2,739 | 529 | 2,210 |
| E | SR-22 Garden Grove Freeway Access Improvements | 33,002 | 126,255 | 5 | - | 5 |
| F | SR-55 Costa Mesa Freeway Improvements | 100,656 | 385,077 | 60,770 | 24,187 | 36,583 |
| G | SR-57 Orange Freeway Improvements | 71,147 | 272,184 | 51,644 | 12,432 | 39,212 |
| H | SR-91 Improvements from I-5 to SR-57 | 38,502 | 147,297 | 34,959 | 824 | 34,135 |
| I | SR-91 Improvements from SR-57 to SR-55 | 114,545 | 438,209 | 38,929 | 36,704 | 2,225 |
| J | SR-91 Improvements from SR-55 to County Line | 96,861 | 370,558 | 17,431 | 15,912 | 1,519 |
| K | I-405 Improvements between I-605 to SR-55 | 295,039 | 1,128,717 | 1,138,696 | 151,885 | 986,811 |
| L | I-405 Improvements between SR-55 to I-5 | 87,923 | 336,364 | 9,203 | 6,954 | 2,249 |
| M | I-605 Freeway Access Improvements | 5,500 | 21,042 | 4,188 | 16 | 4,172 |
| N | All Freeway Service Patrol | 41,253 | 157,818 | 6,170 | - | 6,170 |
| | Freeway Mitigation | 70,507 | 269,737 | 58,158 | 6,189 | 51,969 |
| | Subtotal Projects | 1,410,146 | 5,394,731 | 1,716,510 | 323,418 | 1,393,092 |
| | Net (Bond Revenue)/Debt Service | - | - | 139,164 | - | 139,164 |
| | Total Freeways | \$ 1,410,146 | \$ 5,394,731 | \$ 1,855,674 | \$ 323,418 | \$ 1,532,256 |
| | % | | | | | 48.5% |
| Street and Roads Projects (32% of Net Revenues) | | | | | | |
| O | Regional Capacity Program | \$ 327,945 | \$ 1,254,604 | \$ 794,180 | \$ 505,352 | \$ 288,828 |
| P | Regional Traffic Signal Synchronization Program | 131,172 | 501,820 | 91,422 | 12,985 | 78,437 |
| Q | Local Fair Share Program | 590,294 | 2,258,259 | 566,104 | 77 | 566,027 |
| | Subtotal Projects | 1,049,411 | 4,014,683 | 1,451,706 | 518,414 | 933,292 |
| | Net (Bond Revenue)/Debt Service | - | - | 40,775 | - | 40,775 |
| | Total Street and Roads Projects | \$ 1,049,411 | \$ 4,014,683 | \$ 1,492,481 | \$ 518,414 | \$ 974,067 |
| | % | | | | | 30.9% |

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

| Project | Description | Net Revenues through Mar 31, 2022 | Total Net Revenues | Expenditures through Mar 31, 2022 | Reimbursements through Mar 31, 2022 | Net M2 Cost |
|---------|--|---|-----------------------|---|---|---------------------|
| (G) | | (H) | (I) | (J) | (K) | (L) |
| | (\$ in thousands) | | | | | |
| | Transit Projects (25% of Net Revenues) | | | | | |
| R | High Frequency Metrolink Service | \$ 314,484 | \$ 1,251,266 | \$ 430,014 | \$ 98,849 | \$ 331,165 |
| S | Transit Extensions to Metrolink | 289,496 | 1,107,511 | 143,429 | 2,133 | 141,296 |
| T | Metrolink Gateways | 35,117 | 64,125 | 98,220 | 60,956 | 37,264 |
| U | Expand Mobility Choices for Seniors and Persons with Disabilities | 107,947 | 435,030 | 103,288 | 88 | 103,200 |
| V | Community Based Transit/Circulators | 65,571 | 250,851 | 14,770 | 1,439 | 13,331 |
| W | Safe Transit Stops | 7,237 | 27,688 | 1,200 | 26 | 1,174 |
| | Subtotal Projects | 819,852 | 3,136,471 | 790,921 | 163,491 | 627,430 |
| | Net (Bond Revenue)/Debt Service | - | - | 22,804 | - | 22,804 |
| | Total Transit Projects | \$ 819,852 | \$ 3,136,471 | \$ 813,725 | \$ 163,491 | \$ 650,234 |
| | % | | | | | 20.6% |
| | Measure M2 Program | \$ 3,279,409 | \$ 12,545,885 | \$ 4,161,880 | \$ 1,005,323 | \$ 3,156,557 |

| Project | Description | Revenues through Mar 31, 2022 | Total Revenues | Expenditures through Mar 31, 2022 | Reimbursements through Mar 31, 2022 | Net M2 Cost |
|---------|---|-------------------------------------|-------------------|---|---|------------------|
| (G) | | (H.1) | (I.1) | (J) | (K) | (L) |
| | (\$ in thousands) | | | | | |
| | Environmental Cleanup (2% of Revenues) | | | | | |
| X | Clean Up Highway and Street Runoff that Pollutes Beaches | \$ 69,755 | \$ 268,705 | \$ 47,421 | \$ 311 | \$ 47,110 |
| | Net (Bond Revenue)/Debt Service | - | - | - | - | - |
| | Total Environmental Cleanup | \$ 69,755 | \$ 268,705 | \$ 47,421 | \$ 311 | \$ 47,110 |
| | % | | | | | 1.4% |


| | | | | | | |
|--|--|-----------|------------|-----------|------|-------------|
| | Taxpayer Safeguards and Audits | | | | | |
| | Collect Sales Taxes (1.5% of Sales Taxes) | \$ 50,891 | \$ 198,024 | \$ 34,854 | \$ - | \$ 34,854 |
| | % | | | | | 1.0% |
| | Oversight and Annual Audits (1% of Revenues) | \$ 34,877 | \$ 134,352 | \$ 34,405 | \$ - | \$ 34,405 |
| | % | | | | | 1.0% |

Presentation Items



June 6, 2022

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Measure M2 Quarterly Progress Report for the Period of January 2022 Through March 2022

Overview

Staff has prepared the Measure M2 Quarterly Progress Report for the third quarter of fiscal year 2021-22 as information for the Orange County Transportation Authority Board of Directors. This report highlights progress on Measure M2 projects and programs and is available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Background

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

OCTA is committed to fulfilling the promises made in M2. This means not only completing the projects described in the Plan but also adhering to numerous specific requirements and high standards of quality called for in the measure, as identified in the M2 Ordinance. The M2 Ordinance requires that quarterly status reports regarding the major projects detailed in the Plan be brought to the Board of Directors (Board). The Board is also provided with individual project staff reports and overall reports on the status of various capital projects by the Capital Programs Division.

Discussion

This quarterly report reflects current activities and progress across all M2 programs for the period of January 1, 2022, through March 31, 2022 (Attachment A). The report includes project budget and schedule information as provided and reported in the Capital Action Plan. Information on the Local Fair Share and Senior Mobility Program (SMP) payments made to cities during the quarter is also included.

Additionally, Attachment A includes a summary of the Program Management Office activities, of which two areas are highlighted below.

Ordinance Safeguards

To evaluate OCTA's efficiency and effectiveness in the delivery of M2, the M2 Ordinance requires a performance assessment to be conducted at least once every three years. Four prior performance assessments have been completed to date. Efforts for the fifth performance assessment covering the period between fiscal year (FY) 2018-19 through FY 2020-21 were initiated in July 2021. During the quarter, the consultant incorporated additional clarifying information based on staff input and finalized the report. The final report was presented to the Executive Committee on April 4, 2022, and the Board on April 25, 2022. The consultant's report reflects a positive assessment of OCTA's efficiency and effectiveness in the delivery of M2 projects and programs. While there were no significant findings, recommendations for enhancements were made. These recommendations will be addressed as appropriate and progress updates will be provided in future M2 quarterly reports.

In addition, the Program Management Office annually updates a compliance matrix to ensure the numerous requirements in the M2 Ordinance are met. The matrix details the status of each requirement and includes links to supporting documentation. This quarter, the annual update was completed and was presented to the Taxpayer Oversight Committee on April 12, 2022, as a resource for committee members.

Market Conditions Key Indicators Analysis and Forecast

At the Board's direction, OCTA contracts with two local economists to monitor and analyze key early warning indicators affecting the construction market. The information is incorporated into a cost pressure index model to identify potential cost risk factors on M2 project delivery. The results of the fall analysis were presented to the Board on October 11, 2021, which forecasted that OCTA may experience a high inflation cost environment from 2022 through 2024, due to more volatile market conditions.

During the quarter, the consultant team completed the spring update of the construction cost pressure index model. The report forecasts the highest inflationary cost environment (ranging 11 percent to 40 percent) for the remainder of 2022, and maintains a high inflation cost environment in 2023 and 2024 (ranging from six percent to 11 percent). Major drivers of the cost pressures include an increase in requests for building materials, and by correlation, the cost of materials as well as lower unemployment rates and higher construction salaries. While the economy has shown signs of improving, strong inflationary pressures and supply chain disruptions continue to offset benefits. Staff will continue to monitor market conditions and provide updates to the Board as appropriate.

Progress Update

The following provides an overview of M2 accomplishments to date by mode, as well as highlights of activities that occurred during the third quarter of FY 2021-22.

Freeway Program

The M2 Freeway Program consists of 30 project segments to be delivered by 2041. To date, 13 project segments are complete, four are in construction, and another nine are in or nearing final design. The remaining four project segments are in various stages of project development as described below.

- Interstate 5 (I-5) between State Route 73 (SR-73) and El Toro Road – A project update on construction activities was provided to the Regional Planning and Highways (RPH) Committee on March 7, 2022, and to the Board on March 28, 2022. This project is comprised of three segments and includes two interchange improvements at Avery Parkway and La Paz Road. The project is anticipated to be completed by late 2024. (Project C and Project D)
- State Route 55 (SR-55) between Interstate 405 (I-405) and I-5 – The project was advertised for construction on December 6, 2021, and the bid opening was held on March 10, 2022. The California Department of Transportation is reviewing the apparent low bid (approximately 0.8 percent below the engineer's estimate) for conformance with all bidding, subcontracting, and security bonding requirements. Construction is anticipated to begin in summer of 2022. (Project F)
- SR-55 between I-5 and State Route 91– On February 14, 2022, the Board approved the consultant selection to prepare plans, specifications, and estimate. Design efforts are anticipated to begin in summer of 2022. (Project F)

- I-405 between SR-73 and Interstate 605 – Construction on the project is proceeding and a quarterly project update was provided to the RPH Committee on February 7, 2022, and to the Board on February 14, 2022. During the quarter, the first half of the Brookhurst Street bridge was completed and opened to traffic; the full bridge is anticipated to be completed in summer of 2023. The project is approximately 78 percent complete. (Project K)

Streets and Roads

Since 2011, more than \$1 billion, which includes nearly \$53.9 million in leveraged external funds, has been allocated to local jurisdictions for transportation improvements through the streets and roads competitive and formula funding programs. To date, 437 project phases have been allocated through M2 competitive streets and roads funding programs, of which 313 phases, equating to approximately 72 percent, have been completed. Additionally, M2 provided \$152.6 million, a portion of the \$666.5 million total program cost, to grade separate seven streets and rail crossings, leveraging the majority of the funds (\$513.9 million) from local, state, and federal sources.

An update to the countywide signal synchronization plan was presented to the RPH Committee on March 7, 2022, and to the Board on March 14, 2022. Staff evaluated the 2009 Traffic Signal Synchronization Master Plan and the M2 Regional Traffic Signal Synchronization Program (RTSSP) and identified opportunities for enhancements, such as transitioning from a corridor-based synchronization to a zone-based synchronization approach that is retimed on a regular basis and continuing to offer annual calls for projects (call) that balance funds between synchronization and capital improvements. OCTA will initiate a baseline countywide signal synchronization effort using external funding. Staff also plans to return to the Board in summer 2022 with recommended guideline updates for the 2023 RTSSP call. (Project P)

Transit

The M2 transit mode includes several programs designed to provide additional transportation options. M2 is the primary funding source for Metrolink commuter rail service in Orange County and includes funding for rail station improvements and transit connections to extend the reach of the services. Due to the coronavirus (COVID-19) pandemic, Metrolink implemented temporary service reductions. On April 4, 2022, Metrolink partially restored some services in response to customer feedback and demand for more train trips to accommodate ridership recovery efforts. The three lines serving Orange County now operate 45 weekday trains, a 17 percent reduction from 54 weekday trains. During the quarter, ridership recovery continued to trend positively, as total boardings on the Orange County Line increased on average by approximately 102 percent

compared to the same quarter last year; however, full recovery of ridership could take over 24 months. As ridership continues to recover, Metrolink and OCTA will continue to reassess the service needs in Orange County.

Since 2011, M2 has provided competitive multi-year transit funding commitments for bus and station van extension services connecting to Metrolink (\$483,133 to date), local community-based transit circulators and planning studies (\$40.0 million to date), and bus stop improvements (\$2.9 million to date). In parallel, M2 provides a set amount of funding to support three programs intended to expand mobility choices for seniors and persons with disabilities (\$100.9 million¹ to date). A few transit highlights during the quarter are noted below.

- OC Streetcar – A quarterly update was presented to the Transit Committee on January 13, 2022, and to the Board on January 24, 2022, providing information on the status of construction activities, vehicle manufacturing, and public outreach. During the quarter, construction activities continued with placement of the first embedded track-slab concrete on Fourth Street, installation of ballasted track between the Westminster and Santa Ana River bridges, and installation of the first steel structures for the Maintenance and Storage Facility. (Project S)
- A ridership report was provided to the Transit Committee on January 13, 2022, and to the Board on January 24, 2022. Impacts from the pandemic have eased as additional grant-funded services were reinitiated by local agencies. Of the 35 projects awarded, 17 are currently active, nine have been cancelled (primarily due to low ridership), six are currently suspended (or not initiated) due to COVID-19, and three have been completed. (Project V)

Environmental Programs

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

Since 2011, the ECP has allocated approximately \$54.1 million to local jurisdictions for 188 projects for trash removal devices (Tier 1), and 18 projects for large-scale water quality best management practices projects (Tier 2). It is estimated that nearly 45.3 million gallons of trash have been captured since the

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

inception of the program, which is the equivalent of filling nearly 105 football fields with one foot deep of trash.

- The 12th Tier 1 call was released on March 14, 2022, for approximately \$3 million. Applications are due on June 16, 2022, and programming recommendations are anticipated to be presented to the Board in the fall of 2022. (Project X)

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

The wildlife and habitat on the acquired lands are protected in perpetuity, and long-term management of the properties will be funded by an established endowment. The performance of the fund may affect the timeframe for full funding of the endowment. As of March 31, 2022, the balance of the endowment was \$21,042,295, which is above the FY 2021-22 target amount of \$20,076,431. Current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million in FY 2027-28.

Challenges

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

- The spring update of the market conditions key indicators analysis and forecast report anticipates a high inflationary cost environment through 2024 due to volatile market conditions. Additionally, contractors have reported continued escalation of material and equipment pricing due to supply shortages, which could affect the ability to order, as well as affect delivery schedules from suppliers. Staff will continue to monitor market pricing trends and material availability, along with the impacts on construction in the region.
- Recently introduced state bills (AB 2237 [Friedman, D-Burbank] and AB 2438 [Friedman, D-Burbank]), could impact the delivery of M2 projects. These would significantly change the administration and use of external funding for M2 projects (in the future as well as funds that have already been programmed) and would also undermine OCTA's ability to deliver a project regardless of funding source if a project is found inconsistent with state goals. On April 25, 2022, the Board adopted oppose positions on both AB 2237 and AB 2438. Staff will continue to

remain engaged on these issues and provide updates to the Board as appropriate.

- The OC Streetcar Project has faced many challenges, such as unforeseen utility conflicts and conditions, contaminated materials, construction quality control and compliance, added oversight and approvals, and several change requests. Recent community concerns regarding construction along Fourth Street in the City of Santa Ana have been shared with the Board.
- COVID-19 has affected many elements of M2, such as sales tax revenue forecast, traffic patterns, transit ridership, and administrative processes. To provide flexibility and help local jurisdictions manage the impacts of the pandemic, the Board has approved multiple adjustments including M2 Ordinance amendments and guideline exceptions. While recent updates indicate recovery of ridership and revenues, continued tracking of COVID-19 impacts to M2 are prudent.

Staff will continue to monitor all COVID-19 impacts and program challenges closely to ensure M2 remains deliverable as promised to voters.

Summary

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

Attachment

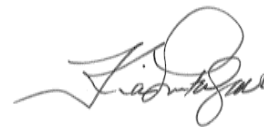
- A. Measure M2 Quarterly Progress Report, Third Quarter of Fiscal Year 2021-22, January 1, 2022 through March 31, 2022

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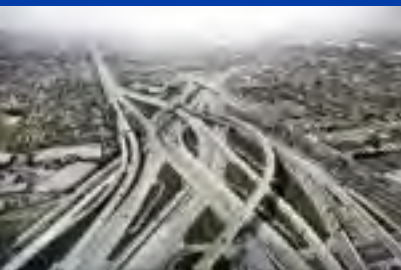


MEASURE M2 QUARTERLY PROGRESS REPORT

Third Quarter of Fiscal Year 2021 – 22
January 1, 2022 through March 31, 2022

Third Quarter Highlights:

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





MEASURE M2 PROGRESS REPORT

SUMMARY

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

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

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



The cover photo shows a fully installed drainage inlet filter used to capture trash, debris, and other pollutants in the City of Lake Forest. This project was funded by a Tier 1 grant through the M2 Environmental Cleanup Program. On March 14, 2022, the Board authorized the release of the 12th Tier 1 call for projects (call) to make approximately \$3 million available. Staff estimates that over 45.3 million gallons of trash has been captured as a result of the installation of Tier 1 water quality improvement devices since 2011. This is equivalent to filling 105 football fields with one-foot deep of trash.



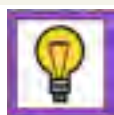
MEASURE M2 PROGRESS REPORT

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MEASURE M2 PROJECT SCHEDULES



Conceptual



Environmental



Design, Advertise, & Award



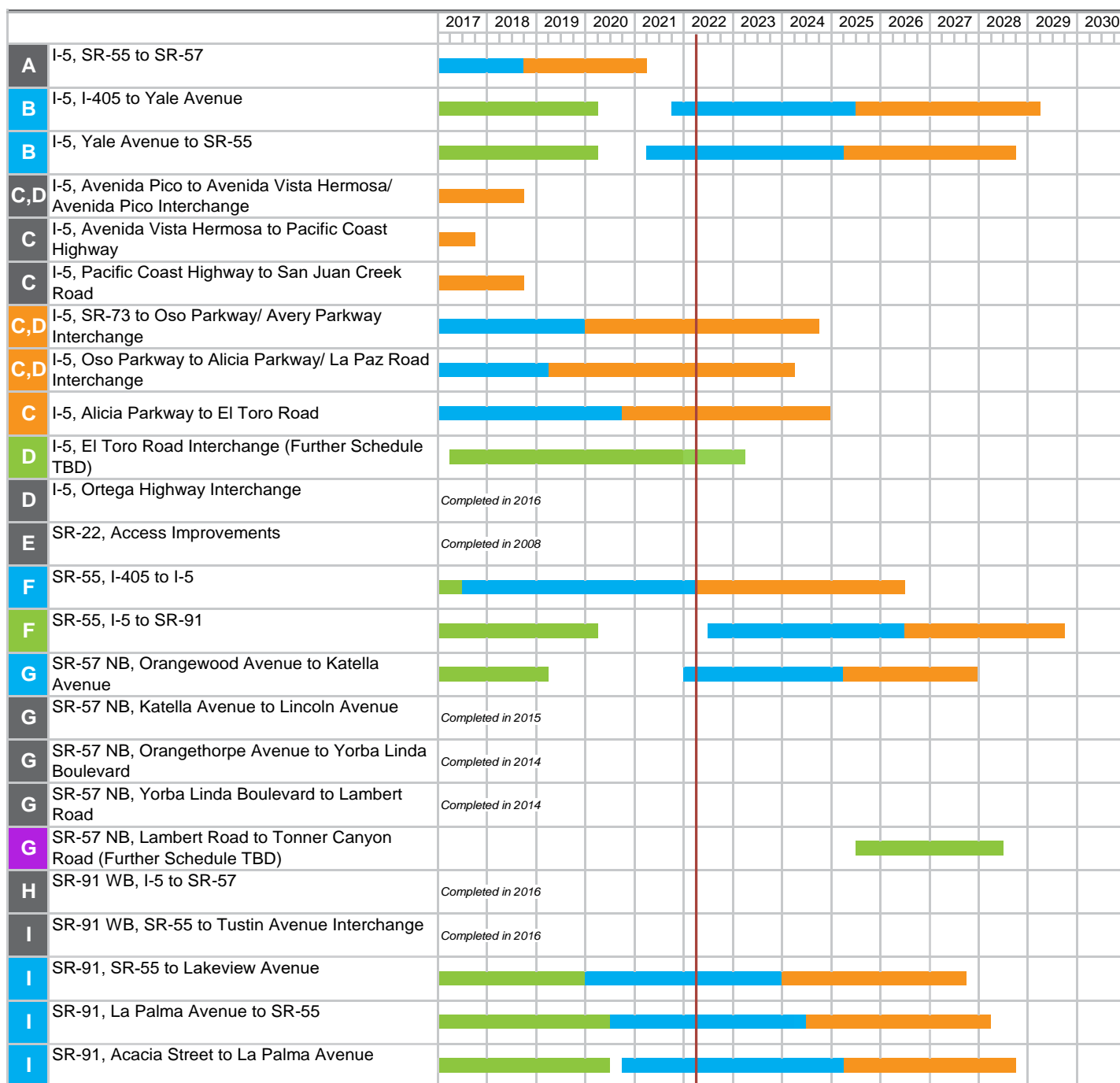
Design-Build



Construction



Complete



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

¹ Projects managed by local agencies

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



MEASURE M2 PROJECT SCHEDULES

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

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

¹ Projects managed by local agencies

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



MEASURE M2 PROGRESS REPORT

M2 DELIVERY RISK UPDATE ▼

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

| Delivery Risk | | Explanation | Proposed Action |
|---------------|--|--|---|
| Financial | | | |
| 1 | The 2021 M2 revenue forecast is \$13.2 billion, which is a \$1.6 billion (13.8 percent) year-over-year increase from the 2020 forecast. While this is good news, it is still \$200 million less than the pre-pandemic 2019 M2 sales tax forecast. Major swings in future revenue projections may challenge delivery. | Sales tax revenues were impacted by the Great Recession, COVID-19, and changes in consumer spending habits. The 2018 Wayfair decision has alleviated some impacts due to the ability to collect sales tax on out-of-state purchases. | Staff will continue to monitor sales tax revenue actuals and annually review the M2 cash flow to ensure that M2 is delivered as promised to voters. |
| 2 | Reduced external funding opportunities for the M2 freeway program. | State and federal priorities continue to shift and favor projects that reduce automobile travel, which limit future external funding opportunities for the M2 freeway projects. | Current external funding commitments are assumed in the M2 cash flow for the 2021 Next 10 Plan, but prospects of future revenues for highway projects are low. |
| 3 | Potential for an environment of increasing cost as M2 capital projects are readied for construction. | The spring 2022 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis reflects the highest inflationary environment for the remainder of 2022, followed by a high inflationary environment for 2023 and 2024. This is driven by increases in construction wages, building permits, construction materials, and supply chain disruptions. | To further protect against potential cost increases in the M2 freeway program, an 11 percent program level expense line item was incorporated in the 2021 M2 cash flow for an economic uncertainty allowance. The Next 10 Plan Market Conditions Forecast and Risk Analysis report is updated biannually and provides a three-year look ahead. OCTA will continue to monitor bid results and market conditions affecting project costs. |
| 4 | Inability to scale the M2 Freeway Program to available revenue and still deliver the M2 commitments. | The M2 Freeway Program includes set project scopes leaving limited flexibility in what is delivered. | OCTA will work closely with the California Department of Transportation (Caltrans) to apply value engineering strategies on projects to manage costs. |



MEASURE M2 PROGRESS REPORT

| Delivery Risk | | Explanation | Proposed Action |
|---------------|--|--|---|
| 5 | Schedule and scope changes on capital projects that impact delivery and project costs. | Changes as a result of updated highway standards or issues identified in the field regularly impact scope, schedule, and costs. | OCTA will work closely with project partners and project contractors to limit changes in scope, schedule, and costs. |
| 6 | Sustain Metrolink train service as an attractive alternative to driving in Orange County within the limits of available revenue. | Operational cost of Metrolink service continues to grow as the system ages, track-sharing arrangements with BNSF Railway Company (BNSF) are revised, and new air quality requirements are implemented. COVID-19 has introduced new risks as ridership and revenue have been greatly impacted in Orange County. | In September 2020, Metrolink adopted a Recovery Plan Framework to ensure the safety of passengers and employees and restore service in a post-COVID-19 environment. Metrolink received \$64.6 million in one-time federal funds through the Coronavirus Aid, Relief and Economic Security Act, \$4.7 million in Coronavirus Response and Relief Supplemental Appropriations Act funding, and \$22.7 million in American Rescue Plan Act funding which alleviates some concerns in the near-term. OCTA will continue to work closely with Metrolink and member agencies to ensure cost increases are minimized, while continuing to seek external revenue. |
| Resource | | | |
| 7 | Low unemployment and substantial work underway in the region has resulted in significant demand for professional and skilled labor which may impact delivery given the volume of the M2 capital program. | External demand for key talent creates shortages which drive up delivery costs. If shortages continue, project delivery costs could rise but if additional labor resources are available, it may temper costs and reduce delivery risk. | Expert and timely coordination between OCTA and project partners is imperative to manage this risk. |
| 8 | New operational responsibilities with the OC Streetcar. | With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations. | To ensure success of the OC Streetcar, OCTA hired a streetcar operations manager with proven start-up experience to oversee start-up and daily operations. A contractor with extensive experience in operations of rail systems was selected to handle the startup and revenue operation phases. |



MEASURE M2 PROGRESS REPORT

| Delivery Risk | Explanation | Proposed Action |
|-------------------|--|---|
| Regulatory | | |
| 9 | Changing federal and state directives could affect M2 freeway project approvals. | Current state planning and project approval policies place great emphasis on reducing travel by automobile and encourage project alternatives that promote short trips where possible, travel by transit, bicycling or walking, and use of zero-emission vehicles. These requirements will affect the project environmental review process. |
| | | The majority of M2 freeway projects, where this risk would manifest itself, have obtained the necessary approvals. If the approvals require a review or revision, these new requirements could impact delivery. |

Next 10 Delivery Plan ▼

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

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

On December 13, 2021, the Board adopted the 2021 updated Next 10 Plan, which covers fiscal year (FY) 2020-21 through FY 2029-30. The update incorporated the \$13.2 billion sales tax revenue forecast, revised project estimate and schedules, as well as the fall market conditions forecast and risk analysis. As a result of OCTA's strategic planning to date, the 2021 Next 10 Plan continues to demonstrate that the Plan remains deliverable.

Next 10 Plan Deliverables

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

1. Deliver 14 freeway improvement projects through construction (Projects A-M).

The M2 Freeway Program is currently made up of 30 projects/project segments. This deliverable includes 14 projects to be delivered through construction by FY 2029-30. These projects would bring the total number of completed projects to 26, which equates to approximately 87 percent of the M2 Freeway Program. Of the 14 projects to be delivered, one project has been completed, four are in construction, and nine are in or nearing design. For more details, see [pages i-ii](#) (Project Schedules) and the project updates contained in their respective sections.

Upcoming activities:

- 3 • SR-55, I-405 to I-5 - Award construction contract



MEASURE M2 PROGRESS REPORT

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

The four remaining projects (of the 30 total) are environmentally cleared or on track to be environmentally cleared by FY 2029-30, making them shelf-ready for further advancement. The remaining projects include Project D (I-5, El Toro Road Interchange), Project G (SR-57 northbound from Lambert Road to Tonner Canyon Road), Project J (SR-91 between SR-241 and I-15), and Project L (I-405 between I-5 and SR-55). These projects will continue to be reevaluated annually as part of the Next 10 Plan review. The next review of the Next 10 Plan is anticipated in fall 2022. For more details, see [pages i-ii](#) (Project Schedules) and the project updates contained in their respective sections.

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

As of March 2022, OCTA has awarded approximately \$455.6 million in competitive funding through the Regional Capacity Program (RCP) (Project O) and Regional Traffic Signal Synchronization Program (RTSSP) (Project P) through annual calls. Additionally, approximately \$561.4 million in Local Fair Share (LFS) (Project Q) funds have been distributed to local jurisdictions.

On August 9, 2021, the Board authorized the 12th call providing up to \$40 million for Project O and Project P in available M2 funds. Applications were received on October 21, 2021. Based upon project selection criteria as specified in the Comprehensive Transportation Funding Programs (CTFP) guidelines, final programming recommendations are anticipated to be presented to the Board for consideration in May 2022. For more details, see the project updates on [page 20](#).

Upcoming activities:

- Project O and P - Programming recommendations for the 12th call

4. Maintain Metrolink service and complete rail station improvements (Project R).

In March 2020, all Metrolink services were impacted by the statewide enforcement of stay-at-home orders that resulted from the COVID-19 pandemic. Metrolink implemented temporary service reductions in March and November 2020 due to the decline in ridership. The three lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) now operate 41 trains, which is down from the 54 daily trains operated prior to COVID-19. Metrolink is planning to partially restore services in April 2022 in response to customer feedback and to aid in ridership recovery efforts. Metrolink and OCTA will continue to assess service needs in Orange County and reinstate trains as appropriate.

Within this program, funding is provided for rail corridor and station improvements to accommodate increased passenger train service including station upgrades, parking expansions, and safety enhancements, such as the Anaheim Canyon Metrolink Station Improvement Project, which began construction in May 2021.



MEASURE M2 PROGRESS REPORT

A recent impact to Metrolink in Orange County is the railroad track stabilization effort in the City of San Clemente. In September 2021, tidal surges along with a failing slope severely degraded the railroad track structure. OCTA owns the railroad right-of-way (ROW) in the affected area. Metrolink has performed the majority of the emergency repair work with contract forces on behalf of OCTA. These repairs are being funded from the commuter rail fund. More enduring treatments are in the early stage of planning to ensure the stability of the tracks in this area. Future updates to the Next 10 Plan will need to consider the financial implications of the additional track improvement needs. For more details, see the project updates on [page 25](#).

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

OC Streetcar

The 4.15-mile OC Streetcar will serve the Santa Ana Regional Transportation Center (SARTC) through Downtown Santa Ana and the Civic Center to Harbor Boulevard in the City of Garden Grove. Activities this quarter included placement of the first embedded track-slab concrete on Fourth Street, installation of ballasted track between the Westminster and Santa Ana River bridges, and erecting the first steel structures for the Maintenance and Storage Facility (MSF). The first seven cars are in the final stages of equipping with installation of the last remaining vehicle components. The eighth car is in final assembly and preparations are underway to commence static and dynamic testing. For more details, see the project updates on [page 29](#).

Bristol Street Transit Corridor Study

The study focused on developing options to improve the flow of traffic and public transit along Bristol Street between West 17th Street and Sunflower Avenue (South Coast Metro) and connections to John Wayne Airport and the SARTC. The consultant team submitted the final report to OCTA in June 2021, and the results of the study is anticipated to be presented to the Board and made available to the public later this year.

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

Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, more than \$100.9 million¹ has been provided to these three programs. The SMP provides funding to participating cities to design and implement transit service that best fits the needs of seniors (60 and above) in their communities. The SNEMT Program provides funding to the County of Orange Office on Aging for senior transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health-related trips at a low cost to the rider than would otherwise be available. For more details, see the program updates on [page 31](#).

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



MEASURE M2 PROGRESS REPORT

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

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

As of March 2022, 17 projects are active, nine have been cancelled (primarily due to low ridership), six are suspended (or not initiated) due to the COVID-19 pandemic, and three have been completed. Staff continues to work with local agencies through letters of interest requests, workshops, CTFP guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation. For more details, see the program updates on [page 32](#).

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

Through three calls, the Board has approved \$3.1 million to improve 122 city-initiated improvement projects at the busiest OCTA transit stops. The program is designed to ease transfers between bus lines and provide improvements such as the installation of bus benches or seating, shelters, improved lighting, and other passenger-related amenities. To date, construction for 49 improvements has been completed, ten improvements are anticipated to be completed by summer 2022, 53 improvements are in various stages of implementation, and ten improvements have been cancelled by the awarded agency. For more details, see the program updates on [page 33](#).

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

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

To protect the Preserves in perpetuity, a non-wasting endowment was established. OCTA makes annual deposits of approximately \$2.9 million. While the performance of the endowment fund will affect the time frame for full funding, current projections indicate that OCTA is on track to meet the target of \$46.2 million in FY 2027-28. As of March 31, 2022, the balance of the endowment was \$ 21,042,295. For more details, see the program updates on [page 34](#).



MEASURE M2 PROGRESS REPORT

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

In May 2010, the Board approved a two-tier approach to funding Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since 2011, the Board has approved over \$30 million in funding for 199 Tier 1 projects through 11 calls and \$27.9 million for 22 Tier 2 projects through two calls. To date, of the 199 Tier 1 projects, construction on 171 have been completed, 17 are in various stages of implementation, and 11 have been cancelled. Of the 22 Tier 2 projects, 18 projects have been constructed and four have been cancelled by the awarded agency.

The 12th Tier 1 call was released on March 14, 2022, providing up to \$3 million in available M2 funds to support projects that protect beaches and waterways throughout Orange County. Applications for the call are due on June 16, 2022. Based upon project selection criteria as specified in the CTFP guidelines, programming recommendations are anticipated to be presented to the Board for consideration in fall 2022. Staff will continue to analyze revenues for future calls and is currently assessing the timing of a future Tier 2 call. For more details, see the program updates on [page 34](#).

Upcoming activities:

- Project X – Programming recommendations for the 12th call

FREeways

INTERSTATE 5 (I-5) PROJECTS ▼

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

Status: PROJECT COMPLETE

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



PROJECT A

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

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

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

Status: Design Phase Underway – Ten Percent Complete

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

PROJECT B

Summary: This project will add an additional general purpose lane (approximately 4.5 miles) in both directions of I-5 between I-405 and Yale Avenue, improve interchanges, and replace and add new auxiliary lanes in the City of Irvine. The design of this project was initiated on October 22, 2021. This quarter, the design consultant finalized the project schedule, obtained Caltrans encroachment permits for surveying and geotechnical activities, and continued to refine geometric enhancements to reduce overall costs associated with ROW and utility relocations. In addition, utility notification letters for upcoming relocation work were prepared for distribution. Coordination relating to locations of soundwalls, overhead signage, landscaping is ongoing.

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

Status: Design Phase Underway - 40 Percent Complete

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

Summary: This project will add an additional general purpose lane (approximately 4.5 miles) in both directions of I-5 between Yale Avenue and SR-55, improve interchanges, replace, and add new auxiliary lanes in the cities of Irvine and Tustin. The design of this project was initiated on May 6, 2021. This quarter, the design consultant continued limited surveying of existing facilities and obtaining as-builts from various agencies, and worked on addressing comments from Caltrans on the 35 percent design package. Coordination relating to the locations of soundwalls, overhead signage, landscaping, staging, and drainage is ongoing. Due to potential schedule delays during the ROW phase, this project is marked as a cost/schedule risk in the Capital Action Plan (CAP).

F R E E W A Y S

PROJECT C AND PART OF PROJECT D

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

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

Status: PROJECT COMPLETE

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



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

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

Status: PROJECT COMPLETE

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



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

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

Status: PROJECT COMPLETE

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



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

FREWAYS

I-5, SR-73 to El Toro Road is one project broken into three segments. The final ED and PR for all three segments were approved on May 6, 2014. With a cost estimate of \$557.11 million, the project was above the \$500 million threshold for a “Major Project” designation, as determined by the Federal Highway Administration (FHWA). Major projects require a Cost Estimate Review (CER) workshop. A CER was conducted by the FHWA, Caltrans, and OCTA in February 2018 and resulted in an estimated project cost of \$612.6 million. The OCTA cost estimate for the three segments is currently \$577.1 million.

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

Status: Construction Underway - 56 Percent Complete

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

Summary: This project will add a general purpose lane (approximately 2.2 miles) in both directions of I-5 between Avery Parkway and Oso Parkway and reconstruct the Avery Parkway Interchange (part of Project D) in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The construction contract was awarded on December 19, 2019, and construction began on January 15, 2020. This quarter, the contractor completed construction of various drainage systems in preparation for northbound and southbound freeway widenings, several retaining walls in both directions, and guard rail systems throughout the project. In addition, Caltrans and OCTA continued coordinating utility work with San Diego Gas and Electric.

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

Status: Construction Underway - 68 Percent Complete

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

Summary: This project will add a general purpose lane (approximately 2.6 miles) in both directions along I-5 between Oso Parkway and Alicia Parkway and reconstruct the La Paz Road Interchange (part of Project D) in the cities of Laguna Hills and Mission Viejo. The construction contract was awarded on March 5, 2019, and construction began on April 4, 2019. This quarter, the contractor opened two northbound I-5 on-ramps at La Paz Road, continued construction of several retaining walls in both directions, graded slopes on northbound I-5, and continued installation of the bridge over the Oso Creek in both directions. The contractor also jacked and repaired the mainline I-5 where existing bearings supporting the bridge over the railroad had failed and completed the closure pour between the widened and existing bridge. Staff continued coordination of the service contract with Metrolink.

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

Status: Construction Underway - 31 Percent Complete

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

Summary: This project will add a general purpose lane in the southbound direction (approximately 1.7 miles) and extend the second HOV lane (approximately one mile) in both directions along I-5 between Alicia Parkway to El Toro Road in the cities of Laguna Hills, Laguna Woods, Lake Forest, and Mission Viejo. The construction

F R E E W A Y S

contract was awarded on September 23, 2020, and construction began on October 13, 2020. This quarter, the contractor installed columns and bent cap falsework for the Los Alisos overcrossing bridge, continued work on several retaining walls, completed the demolition of a soundwall near the El Toro Road off-ramp, and installed pile foundations on the new northbound on-ramp over El Toro Road. Staff also continued coordination with Southern California Edison for the relocation of existing facilities and with Caltrans on ROW and utility relocations.

PROJECT D

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

Segment: I-5, Ortega Highway Interchange

Status: PROJECT COMPLETE

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



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

Segment: I-5, El Toro Road Interchange

Status: Environmental Phase In Review

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

Summary: Caltrans is the lead in the environmental phase of this project. The project area includes the cities of Laguna Hills, Laguna Woods, and Lake Forest, which are direct stakeholders of the project improvements. The study began in April 2017 and the draft Initial Study/Environmental Assessment was completed in March 2019. The three stakeholder cities were not in consensus on a preferred alternative, and costs identified for the remaining alternatives were significantly higher than the assumed cost in the Next 10 Plan, which created additional challenges. The environmental phase was anticipated to be completed in late 2019; however, without the cities' consensus, OCTA does not support the finalization of the document. OCTA requested Caltrans put completion of the ED on hold until a consultant, retained by OCTA, provides a further assessment of the alternatives to help facilitate reaching an agreement. The assessment kick-off meeting was held on September 16, 2020, and the draft final assessment study was completed in October 2021. This quarter, OCTA continued coordination with Caltrans and the cities to determine which build alternatives to include in the environmental process. A project update is anticipated to be presented to the Board in May 2022, followed by project updates to the three cities. Staff is anticipated to return to the Board in summer 2022 with feedback from the cities on the proposed alternatives. Due to the dependency on acquiring consensus from all three cities, this project is marked as a cost/schedule risk in the CAP.



FREWAYS

STATE ROUTE 22 (SR-22) PROJECTS ▼

PROJECT E

Segment: SR-22 Access Improvements

Status: PROJECT COMPLETE

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



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

STATE ROUTE 55 (SR-55) PROJECTS ▼

PROJECT F

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

Status: Design Phase Complete; Construction Contract Award Underway

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

Summary: This project will add a general purpose lane (approximately four miles) and a second HOV lane (approximately four miles) in both directions between I-405 and I-5 in the cities of Irvine, Santa Ana, and Tustin. Auxiliary lanes will be added and extended in some segments within the project limits. The final ED and PR were approved on August 31, 2017. The design of this project was initiated on September 15, 2017, and the final design was submitted on June 1, 2021. ROW certification and ready-to-list status were obtained on September 2, 2021. The project was advertised on December 6, 2021, and the bid opening was held on March 10, 2022. The apparent low bid is 0.8 percent below the engineer’s estimate. Bid results are currently under review and construction is anticipated to begin in mid-2022. Due to complex ROW activities, this project is marked as a cost/schedule risk in the CAP.

Segment: SR-55, I-5 to SR-91

Status: Environmental Phase Complete; Design Contract Awarded

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

Summary: This project studied the addition of a general purpose lane (approximately two miles) in both directions between I-5 and SR-22 and operational improvements between SR-22 and SR-91 in the cities of Anaheim, Orange, Santa Ana, and Tustin. The project limits span approximately 7.5 miles. The final ED and PR were approved on March 30, 2020. The Board approved the release of the RFP for the preparation of plans, specifications, and estimates (PS&E) on September 13, 2021, and awarded the contract on February 14, 2022. Final design services are anticipated to begin in mid-2022.



FREEWAYS

STATE ROUTE 57 (SR-57) PROJECTS ▼

PROJECT G

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

Status: Design Phase Underway

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

Summary: This project studied the addition of a new northbound general purpose lane (approximately one mile) on SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. The new northbound general purpose lane will join the completed Project G segments between Katella Avenue and Lambert Road, which opened to traffic in 2014. The final ED and PR were approved on March 29, 2019. The Board approved the release of the RFP for the preparation of PS&E on March 8, 2021, and awarded the contract on July 12, 2021. The design of this project was initiated on March 28, 2022.

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

Status: PROJECT COMPLETE

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



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

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

Status: PROJECT COMPLETE

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



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

F R E E W A Y S

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

Status: PROJECT COMPLETE

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



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

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

Status: Schedule TBD

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

Summary: Caltrans previously completed a Project Study Report/Project Development Support document to add a northbound truck-climbing lane (approximately 2.5 miles) from Lambert Road to Tonner Canyon Road in the City of Brea. This project requires coordination with Los Angeles County Metropolitan Transportation Authority (LA Metro) on planned improvements or related work across the Orange County/Los Angeles County Line. The mainline project includes interchange and ramp improvements at Lambert Road. Through the SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program, funds were allocated to initiate the construction phase for interchange improvements at Lambert Road, which will complement and serve as a first phase to the freeway improvement project. Construction began in mid-2019 and is anticipated to be completed in summer 2022. Phase two, which is the mainline improvement, was initially approved for State Transportation Investment Program (STIP) funding in March 2018 to initiate the environmental phase. However, due to the 2019 STIP reduction, funding was shifted to cover projects already underway. To ensure coordination with other projects planned for construction and to avoid unreasonable impacts to the public, this project is currently scheduled to be constructed beyond the Next 10 Plan timeframe.



FREWAYS

STATE ROUTE 91 (SR-91) PROJECTS ▼

PROJECT H

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

Status: PROJECT COMPLETE

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



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

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

Status: PROJECT COMPLETE

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



PROJECT I

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

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

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

Status: Design Phase Underway - 85 Percent Complete

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

Summary: This project will provide westbound operational improvements (approximately 1.4 miles), which includes the realignment of the existing westbound SR-91 on- and off-ramps, the addition of a new on-ramp from the Lakeview Avenue overcrossing bridge to connect directly to southbound SR-55, and construction of a barrier to separate westbound SR-91 from SR-55. With the proposed improvements, the existing Lakeview Avenue overcrossing bridge is anticipated to be replaced with a new bridge. The design of this project was initiated on March 30, 2020. This quarter, the design team obtained and addressed comments on the 95 percent design submittal and initiated the right-of-way appraisal process.

F R E E W A Y S

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

Status: Design Phase Underway - 38 Percent Complete

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

Summary: This project will provide an additional eastbound general purpose lane (approximately 2.7 miles), replace the eastbound shoulder, and restore auxiliary lanes as needed throughout the project limits. With the proposed improvements, the existing Kraemer Boulevard and Tustin Avenue overcrossing bridges are anticipated to be replaced with new bridges. The design of this project was initiated on June 17, 2020. This quarter, the design team submitted the 65 percent roadway design package to Caltrans for review and continued utility coordination.

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

Status: Design Phase Underway - 32 Percent Complete

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

Summary: This project will provide westbound operational improvements (approximately 1.7 miles) by adding a fourth general purpose lane along westbound SR-91 from the northbound SR-57 to the westbound SR-91 connector, extending the southbound SR-57 to westbound SR-91 connector auxiliary lane through the State College Boulevard interchange, tying into the existing westbound SR-91 auxiliary lane west of State College Boulevard, and reconfiguring the westbound SR-91 to SR-57 connector to provide dedicated exits to SR-57. With the proposed improvements, the existing La Palma Avenue overcrossing bridge will be replaced with a new bridge. The design of this project was initiated on November 30, 2020. This quarter, the design team continued work on the 65 percent roadway design package and utility coordination.

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

Status: PROJECT COMPLETE

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



PROJECT J

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

F R E E W A Y S

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

Status: PROJECT COMPLETE

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



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

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

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

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

Summary: This project plans to add a general purpose lane on SR-91 between SR-241 and I-15. Since the SR-91 corridor is one of the busiest in the region, implementation of this project requires coordinating and constructing the improvements in multiple segments and to capitalize on available funding. Freeway improvements that cross county lines require close coordination to maintain seamless travel. While the portion of this project between SR-241 and the Orange County/Riverside County Line is part of OCTA's M2 Project J, the matching segment between the county line and SR-71 is part of RCTC's Measure A. The sixth lane addition requires joint implementation to ensure smooth delivery of the project. With significant SR-91 freeway improvements taking place as a result of both counties' sales tax measures, the construction timing of the additional general purpose lane between SR-241 and SR-71 was anticipated to take place post-2035. However, RCTC requested OCTA's support to accelerate a portion of the ultimate project in the westbound direction (in Orange County) to address a bottleneck issue affecting the City of Corona. With OCTA's support, RCTC developed the 91 Corridor Operation Project, which began construction in late 2020 and was completed and opened to traffic in January 2022. In addition, OCTA and RCTC are conducting a feasibility study to determine how best to implement the sixth general purpose lane while minimizing environmental and construction impacts in the eastbound direction between SR-241 and SR-71. In May 2020, the consultant team initiated efforts for the geometric and design alternatives analysis. The consultant conducted a value analysis workshop where various stakeholders provided feedback on conceptual alternatives. A final alternatives analysis report is anticipated to be completed in April 2022.

FREWAYS

INTERSTATE 405 (I-405) PROJECTS ▼

PROJECT K

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

Status: Design-Build Underway - 78 Percent Complete

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

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

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

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



FREWAYS

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

Status: Environmental Phase Complete

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

PROJECT L

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

INTERSTATE 605 (I-605) PROJECTS ▼

Segment: I-605, Katella Avenue Interchange Improvements

Status: Design Phase Underway - 60 Percent Complete

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

PROJECT M

Summary: This project will make enhancements at the on- and off-ramps and operational improvements on Katella Avenue at the I-605 Interchange in the City of Los Alamitos. In addition, pedestrian and bicycle improvements will incorporate complete streets components, including enhanced safety for all modes of travel. The final ED and PR were approved on October 3, 2018. The design of this project was initiated on December 28, 2020. This quarter, the design team worked on addressing comments from Caltrans on the 65 percent roadway design package, prepared a supplemental design standard decision document, continued to coordinate with County of Orange and County of Los Angeles on encroachment permit requirements for work near regional drainage facilities, updated the utility management matrix, and continued work on the 65 percent structures design package. The design team also began work on a pre-construction record of survey.

FREEWAY SERVICE PATROL ▼

Status: Service Ongoing

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

PROJECT N

Summary: Freeway Service Patrol (FSP) provides assistance to motorists whose vehicles have become disabled along Orange County freeways and removes congestion-causing debris from traffic lanes to reduce freeway congestion and collisions. In June 2012, M2 began supporting FSP with local funds to maintain existing service levels and expand services through 2041. During the quarter, FSP provided 16,677 services.³ Since June 2012, FSP has provided a total of 661,814 services³ on the Orange County freeway system.

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

STREETS AND ROADS

REGIONAL CAPACITY PROGRAM ▼

PROJECT O

Status: 12th Call Applications Under Review

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

Summary: This program, in combination with required local matching funds, provides funding for improvements on Orange County's Master Plan of Arterial Highways. Since 2011, through 11 calls, the Board has awarded 164 projects (202 project phases)⁴ totaling nearly \$339.8 million including \$24 million in external funding. On August 9, 2021, the Board approved the release of the 12th call for up to \$40 million between Project O and Project P. Applications for the call were received on October 21, 2021. During the quarter, staff presented proposed programming recommendations to the Technical Steering Committee (TSC) on March 9, 2022, and the Technical Advisory Committee (TAC) on March 23, 2022. Programming recommendations are anticipated to be presented to the Board in May 2022.

⁴ To date, 19 of the 202 project phases awarded by OCTA totaling approximately \$32.3 million have been cancelled by the awarded local jurisdictions.

OC Bridges Railroad Program

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

Segment: Kraemer Boulevard Grade Separation

Status: PROJECT COMPLETE

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



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



STREETS AND ROADS

Segment: Lakeview Avenue Grade Separation

Status: PROJECT COMPLETE

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



Summary: This project grade separated the local street from railroad tracks by building a bridge for vehicular traffic over the railroad crossing and reconfiguring the intersection of Lakeview Avenue and Orangethorpe Avenue in the cities of Anaheim and Placentia. Construction began on March 3, 2014, and the improvements opened to traffic on June 6, 2017. Construction acceptance was obtained from the cities of Anaheim and Placentia in June 2018. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to July 2019 for some minor repair items. The Board approved a final claim resolution in July 2019. Funding reimbursement and closeout have been completed.

Segment: Orangethorpe Avenue Grade Separation

Status: PROJECT COMPLETE

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



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

Segment: Placentia Avenue Grade Separation

Status: PROJECT COMPLETE

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



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

STREETS AND ROADS

Segment: Raymond Avenue Grade Separation

Status: PROJECT COMPLETE

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



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

Segment: State College Boulevard Grade Separation

Status: PROJECT COMPLETE

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



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

Segment: Tustin Avenue/Rose Drive Grade Separation

Status: PROJECT COMPLETE

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



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

STREETS AND ROADS

REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM ▼

PROJECT P

Status: 12th Call Applications Under Review

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

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

To date, OCTA and local agencies have synchronized more than 3,200 intersections over more than 838 miles of streets (94 completed projects). Through 11 calls, 104 projects⁵ totaling more than \$115.8 million have been awarded. Overall, OCTA has funded 123 projects⁵ totaling more than \$140.8 million, including \$25.5 million in leveraged external funding.

On August 9, 2021, the Board approved the release of the 12th call for up to \$40 million between Project O and Project P. Applications were received on October 21, 2021. During the quarter, staff presented proposed programming recommendations to the TSC on March 9, 2022, and the TAC on March 23, 2022. Programming recommendations are anticipated to be presented to the Board in May 2022.

⁵ To date, three projects totaling approximately \$1.6 million have been cancelled by the awarded local jurisdictions.

LOCAL FAIR SHARE ▼

PROJECT Q

Status: Ongoing

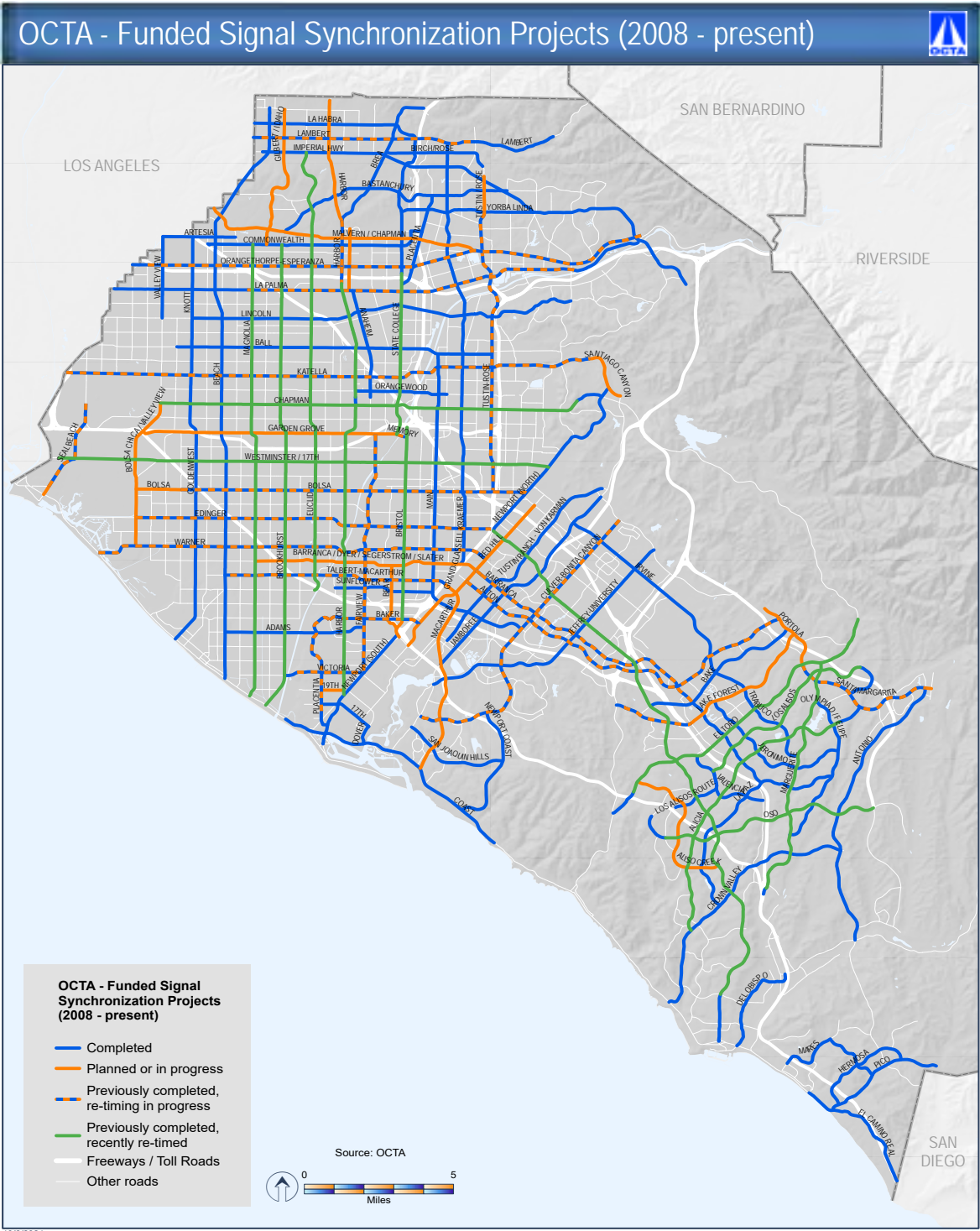
Contact: Ben Torres, Finance • (714) 560-5692

Summary: To help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures by the cities and the County. Annually, all local jurisdictions are reviewed to determine eligibility to receive M2 funds. All local jurisdictions have been found eligible to receive LFS funds. On a bimonthly basis, 18 percent of net revenues are allocated by formula. Since 2011, approximately \$561.4 million in LFS payments have been provided to local jurisdictions.

For more details, see funding allocation by local agency on [pages 49-50](#).



STREETS AND ROADS



TRANSIT

PROJECT R

HIGH FREQUENCY METROLINK SERVICE ▼

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

Project: Metrolink Grade Crossing Improvements

Status: PROJECT COMPLETE

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



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

Project: Metrolink Service Expansion Program

Status: Service Ongoing

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

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

In October 2019, several intracounty trains were extended to Los Angeles County to increase ridership through a redeployment of the trains without significantly impacting operating costs. However, in March 2020, all Metrolink services were impacted by the statewide enforcement of stay-at-home orders that resulted from the COVID-19 pandemic. Metrolink implemented temporary service reductions in March and November 2020 due to the decline in ridership. The three lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) now operate 41 weekday trains, a 24 percent reduction from 54 weekday trains. Metrolink is planning to partially restore services in April 2022 in response to customer feedback and to aid in ridership recovery efforts. Metrolink and OCTA will continue to assess service needs in Orange County and reinstate trains as appropriate.

TRANSIT

Rail Corridor and Station Improvements

Additionally, under MSEP, funding is provided for rail line and station improvements to accommodate increased service. Rail station parking lot expansions, better access to platforms, among other improvements have been made or are underway. For schedule information on station improvement projects, please see the CAP pages on [pages 51-55](#).

Segment: Anaheim Canyon Metrolink Station Improvements

Status: Construction Underway - 26 Percent Complete

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

Summary: This OCTA-led project will add a second main track and passenger platform, extend the existing passenger platform, add improvements to at-grade crossings for pedestrian circulation, and install new station amenities including benches, shade structures, and ticket vending machines. The construction contract was awarded on March 22, 2021, and construction began on May 10, 2021. This quarter, construction continued with grading of the new rail bed as well as placement of rail and ballast (gravel used to form the bed of the railroad track). The project is anticipated to be completed in early 2023.

Segment: Fullerton Transportation Center Improvements

Status: PROJECT COMPLETE

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



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

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

Status: PROJECT COMPLETE

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



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

TRANSIT

Segment: Orange Transportation Center Metrolink Parking Structure

Status: PROJECT COMPLETE

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



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

Segment: New Placentia Metrolink Station and Parking Structure

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

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

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

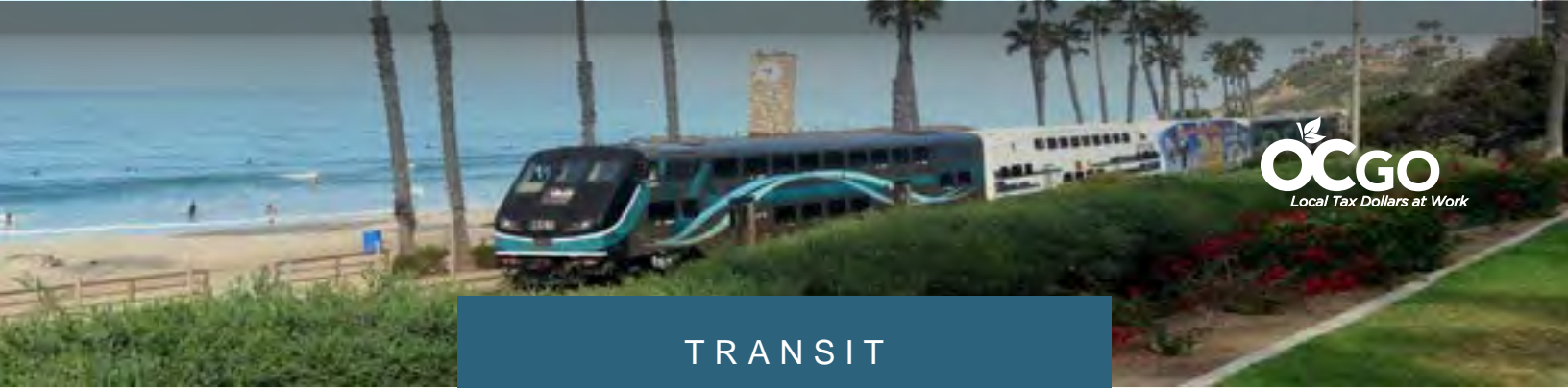
Segment: San Clemente Pier Station Lighting

Status: PROJECT COMPLETE

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



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



TRANSIT

Additional Rail Corridor Improvements

Completed:

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

Underway:

- Installation of riprap (erosion preventing stonewall) to stabilize tracks south of the San Clemente Pier Station
- Design of additional slope stabilization and drainage improvements in Mission Viejo and Laguna Niguel
- ROW acquisition to replace the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will not preclude a future bike trail on the south end along the creek

Segment: Sand Canyon Grade Separation

Status: PROJECT COMPLETE

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



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

Segment: Tustin Metrolink Station Parking Structure

Status: PROJECT COMPLETE

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



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

TRANSIT

Segment: Laguna Niguel to San Juan Capistrano Passing Siding Project

Status: PROJECT COMPLETE

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



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

TRANSIT EXTENSIONS TO METROLINK ▼

PROJECT S

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

Project: OC Streetcar

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

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

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

Construction

In the Pacific Electric ROW, the construction contractor installed ballasted track between the Westminster and Santa Ana River bridges, and from the Santa Ana River bridge to the at-grade crossing at Fifth Street. Construction at the MSF reached a milestone with erection of the first structural steel on March 2, 2022. Work continued on the MSF structure (40 percent of structural steel in place), inspection pits, turntables, vehicle wash station (60 percent of structural steel in place), yard amenities and utilities.

On February 1, 2022, construction of embedded track and sidewalk widening on Fourth Street began in two segments between French Street and Bush Street, and Main Street and Broadway Street. Fourth Street demolitions included the entire street, parking areas and portions of sidewalk, relocation of street lighting, and installation of traffic and train control conduits. The first embedded track-slab concrete placement on Fourth Street was on March 24, 2022, from French Street to 300 feet westerly. Additional 300-foot segments of track-slab will be constructed in these first two segments through April 2022. Along Santa Ana Boulevard,



TRANSIT

construction continues with new curb and gutter as well as preparation for new sidewalk once traffic signals and overhead contact system poles are placed.

Vehicle and Operations

The vehicle manufacturer continued production of the eight S700 streetcar vehicles. The first seven cars are in the final stages of equipping with installation of the last remaining vehicle components. The eighth car is in final assembly and preparations are underway to commence static and dynamic testing next quarter. In March 2022, staff traveled to the vehicle manufacturer's factory in the City of Sacramento to conduct acceptance tests for the Computer Aided Dispatch/Automated Vehicle Location equipment and pre-first article inspection for Car 1. Other key activities during the quarter included conducting the swing table test, which tests the wheel rotation, and finalizing plans for delivery of the vehicle spare parts. Negotiations continued with the vehicle manufacturer regarding an updated schedule including storage options to align with the availability of the project infrastructure needed to accept and test the vehicles.

The O&M general manager has been coordinating with staff on several processes which will be performed by the O&M consultant during system integration testing, pre-revenue operations, and revenue operations.

Cost and Schedule

On December 13, 2021, the Board approved a revised project schedule and budget of \$509.54 million. Staff is coordinating with the Southern California Association of Governments and FTA to execute the grants associated with the Board action and are working closely with the construction contractor and vehicle manufacturer to achieve the March 2024 revenue service date.

Project: Bus and Station Van Extension Projects

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

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

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



TRANSIT

METROLINK GATEWAYS ▼

PROJECT T

Project: Anaheim Regional Transportation Intermodal Center

Status: PROJECT COMPLETE

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



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

EXPAND MOBILITY CHOICES FOR SENIORS AND PERSONS WITH DISABILITIES ▼

Project U expands mobility choices for seniors and persons with disabilities, and includes the SMP, the SNEMT Program, and the Fare Stabilization Program. Since inception, more than \$100.9 million^{6,7} in Project U funding has been provided under M2.

⁶ Payments are made every other month (January, March, May, July, September, and November). July payments are based on June accruals, and therefore counted as June payments. The amount totaled for one fiscal year quarter either covers one or two payments, depending on the months that fall within that quarter.

Project: Senior Mobility Program

PROJECT U

Status: Ongoing

Contact: Beth McCormick, Transit • (714) 560-5964

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

Since inception, nearly \$29.1 million⁷ has been provided to support 2,552,561 boardings for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. Due to the COVID-19 pandemic, several local jurisdictions have modified or suspended service. This quarter,



TRANSIT

nearly \$1.3 million^{6,7} was paid out to 31 of the 32 participating cities that are currently active. One city has temporarily suspended services due to the COVID-19 pandemic.

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

Project: Senior Non-Emergency Medical Transportation Program

Status: Ongoing

Contact: Beth McCormick, Transit • (714) 560-5964

Summary: This program provides one percent of net M2 revenues to supplement existing countywide SNEMT services. Since inception, nearly \$31.3 million has been allocated to support nearly 1.44 million SNEMT boardings⁸. This quarter, more than \$1.4 million⁶ in SNEMT funding was paid to the County of Orange.

⁸ The SNEMT program is operated by the County of Orange Office on Aging. Total boardings are calculated based on all services funded by M2 and the County of Orange.

Project: Fare Stabilization Program

Status: Ongoing

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

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

More than \$2 million⁶ in revenue was allocated this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During the quarter, based on 2.1 million program-related boardings recorded on fixed-route and ACCESS services, approximately \$593,000 was utilized. The senior and disabled boardings recorded are based on pass sales and ACCESS boardings figures. Since inception, more than \$40.5 million has been allocated to support more than 130 million program-related boardings.

COMMUNITY BASED TRANSIT/CIRCULATORS ▼

Status: Service Updates

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

PROJECT V

Summary: This program provides funding for local jurisdictions to develop local bus transit services, such as community-based circulators and shuttles, that complement regional bus and rail services to meet needs in areas



TRANSIT

not adequately served by regional transit. To date, through a competitive process, OCTA has issued four calls (June 2013, June 2016, June 2018, and April 2020), which have awarded 35 projects and ten planning studies totaling approximately \$52 million. Out of the 35 projects, 17 are currently active, nine have been cancelled (primarily due to low ridership), six are currently suspended (or not initiated) due to COVID-19, and three have been completed.

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

OCTA receives ridership reports from local agencies on a regular basis to monitor the success of these services against performance measures adopted by the Board. Currently, most of these services are generally meeting the January 2021 modified performance metrics. The most recent Project V ridership report was presented to the Transit Committee on January 13, 2022, and the Board on January 24, 2022. The next Project V ridership report is scheduled for summer 2022. Lessons learned from the success of implemented services are incorporated into recommendations for future funding guidelines and programming recommendations.

SAFE TRANSIT STOPS ▼

Status: City-Initiated Improvements Underway or Completed

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

PROJECT W

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

To date, through a competitive process, OCTA has issued three calls (July 2014, October 2018, and April 2020), which have awarded 122 projects totaling just over \$3.1 million. Of the 122 projects, 49 improvements have been completed, ten improvements are anticipated to be completed by summer 2022, 53 improvements are in various stages of implementation, and ten have been cancelled. Staff will review M2 revenues and assess the appropriate timing for the next call.

ENVIRONMENTAL

CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES ▼

Project: Environmental Cleanup Program

PROJECT X

Status: Ongoing

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

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

The ECP is composed of a two-tiered funding process focusing on early priorities (Tier 1), and a second program designed to prepare for more comprehensive capital investments (Tier 2). All Orange County cities plus the County of Orange have received funding under this program. To date, there have been 11 rounds of funding under the Tier 1 grants program.

A total of 199 projects, amounting to more than \$30 million, have been awarded by the Board since 2011. Of the 199 projects, construction on 171 projects have been completed, 17 are in various stages of implementation, and 11 have been cancelled by the awarded agency. On March 14, 2022, the Board approved the release of the 12th Tier 1 call for \$3 million; applications are due on June 15, 2022. Staff estimates that over 45.3 million gallons of trash have been captured as a result of the installation of Tier 1 devices since the inception of the Tier 1 Program in 2011. This is equivalent to filling nearly 105 football fields with one foot deep of trash. Over time, the volume of trash captured is expected to increase.

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

FREEWAY MITIGATION ▼

Project: Environmental Mitigation Program

Status: Biological Permits Issued and Conservation Plan in Place

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

Summary: Working in collaboration with the United States Fish and Wildlife Service and the California Department of Fish and Wildlife (Wildlife Agencies), this program allocates funds to acquire land and fund habitat restoration



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

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

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

As part of the Conservation Plan requirement, an endowment has been established to pay for the long-term management of the Preserves. The most recent Board-adopted 2021 Next 10 Plan confirms that OCTA will be able to continue endowment deposits of \$2.9 million annually. The sixth endowment deposit was made in July 2021. Quarterly investment reports are provided to the Board, with the most recent one in February 2022. As of March 31, 2022, the endowment balance was \$21,042,295, which is above the FY 2021-22 target of \$20,076,431. Current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million in FY 2027-28, however, the performance of the endowment fund may affect the time frame. The next report is anticipated to be presented to the Board in June 2022.

Staff will continue to oversee and provide endowment updates to the Finance and Administration Committee and the Environmental Oversight Committee (EOC) on a regular basis. Resource management plans (RMP) for the Preserves were finalized in 2018. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. The RMPs will be reviewed and updated as necessary, approximately every five years. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established.

As required by the Conservation Plan, OCTA is developing fire management plans (FMP) for the Preserves. Each Preserve will have its own separate FMP. These FMPs will provide guidelines for decision-making at all stages,



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including fire prevention, pre-fire vegetation management, suppression activities, and post-fire responses that are compatible with conservation and stewardship responsibilities. It was anticipated that these FMPs would be completed in 2021. However, due to delays related to easement information, external Wildlife Agencies staff turnover and the inclusion of new 2021 species data, these FMPs are now anticipated to be completed by the end of 2022. The delay of completing these FMPs do not negatively impact the Conservation Plan or associated permits. Once complete, they will be posted on OCTA's website.

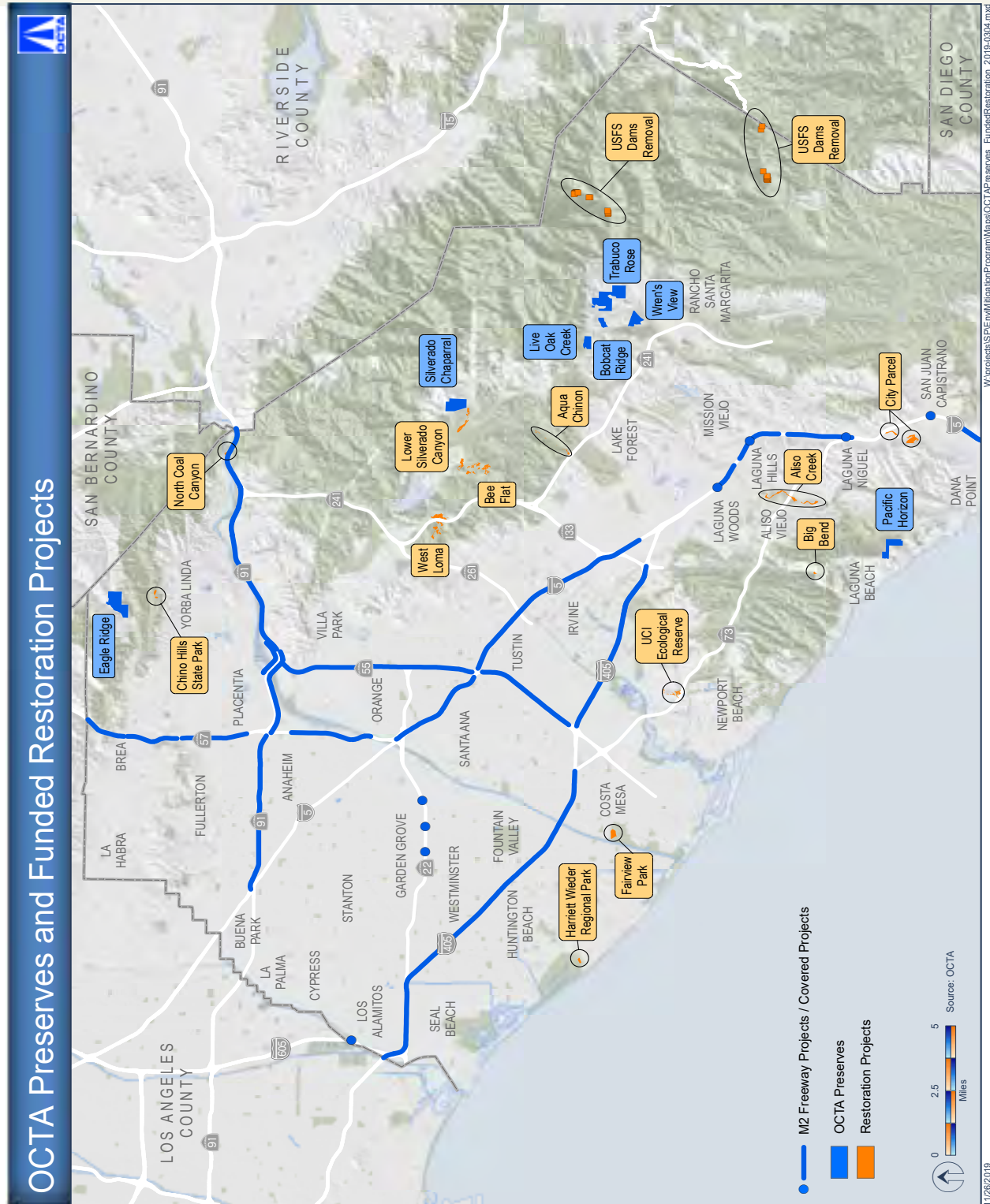
Conservation Plan annual reports are completed annually. These reports include the tracking of impacts associated with covered freeway improvement projects, other management and monitoring activities on Preserves, status and activities, the progress of the restoration projects, plan administration, and public outreach activities. Annual reports are reviewed and must be approved by the Wildlife Agencies. In summary, the annual reports to date document that OCTA's activities through 2020 were in compliance and on target with the Conservation Plan commitments. OCTA will continue with its efforts to complete the required objectives on time. The next annual report is anticipated to be provided to the Board in late 2022. The annual reports are available for public review at www.PreservingOurLegacy.org.

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

In September 2021, OCTA reinitiated docent-led hikes and equestrian ride tours in the Preserves. Staff will continue to monitor the impacts of COVID-19 and potential health agency guidance on public gatherings. The 2022 schedule is available on the M2 website at www.PreservingOurLegacy.org.

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

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PROGRAM MANAGEMENT

PROGRAM MANAGEMENT OFFICE ▼

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

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

Market Conditions Forecast and Risk Analysis

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

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

The 2021 fall analysis to the Board identified that OCTA may experience a high inflation cost environment (ranging from six percent to 11 percent) from 2022 through 2024. Compared to the prior update presented to the Board in November 2020, cost pressures have increased significantly due to increases in building permits and, by correlation, the cost of materials. This is partly due to market disruptions, the impacts to many industries, and overall demand. Another factor that contributes to these inflationary pressures is unemployment. The prior report captured the high unemployment economy due to the COVID-19 pandemic starting in early 2020, which has since declined and may lead to additional cost pressure in the future. Staff incorporated the information from this analysis into the M2 cash flow for the 2021 update of Next 10 Plan.

During the quarter, the consultant team updated the forecasting model and shared with staff the results. Economic pressures since the fall analysis suggest an even higher inflationary cost environment (ranging from 11 percent to 40 percent) for 2022 and maintains a forecasted high cost environment in 2023 and 2024 (ranging from six percent to 11 percent). The main factors for the increasing cost environment include low unemployment, increasing wages, and higher demand and cost of construction materials.

Next 10 Delivery Plan

On November 14, 2016, the Board adopted the Next 10 Plan, which provides guidance on the delivery of M2 projects and programs between FY 2016-17 and FY 2025-26. With four years of the Next 10 Plan completed to date, on December 14, 2020, the Board approved to shift the timeframe from four years to FY 2020-21 through

PROGRAM MANAGEMENT

FY 2029-30. The PMO monitors progress on the ten deliverables identified in the Next 10 Plan and provides status updates.

Annually, OCTA reviews the Next 10 Plan and M2 program assumptions based on changes to the revenue forecast and updated project cost and schedules. The 2021 Next 10 Plan incorporating the updated forecast of \$13.2 billion and was presented to the Board on December 13, 2021. Prudent financial decisions to date result in a delivery plan that continues to fulfill OCTA's commitment to the voters in Orange County.

M2 Performance Assessment

The M2 Ordinance includes a requirement for a performance assessment to be conducted at least once every three years to evaluate OCTA's efficiency and effectiveness in the delivery of M2 as committed to the voters. Four performance assessments have been completed covering FY 2006-07 through FY 2008-09, FY 2009-10 through FY 2011-12, FY 2012-13 through FY 2014-15, and FY 2015-16 through FY 2017-18. Findings and recommendations are implemented as appropriate. The fifth assessment began in July 2021 and covers the period between July 1, 2018, and June 30, 2021. During the quarter, the consultant completed a draft report and shared assessment recommendations with staff. The final report is anticipated to be presented to the Board in April 2022.

M2 Ordinance Tracking Matrix

The M2 Ordinance includes numerous requirements that staff must follow to keep the commitment to Orange County voters through the passage of M2. The PMO annually updates the M2 Ordinance Tracking Matrix to verify that OCTA complies with all requirements detailed in the M2 Ordinance. During the quarter, the 2021 update of the matrix was completed by the PMO in coordination with the responsible OCTA point of contact to ensure compliance and includes links to electronic documents verifying the response. The matrix will be shared with the Taxpayer Oversight Committee (TOC) at their next scheduled meeting in April 2022 to aid the TOC in determining OCTA's compliance with M2.

PMO M2 Tracking Tools

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

Local Jurisdiction Fact Sheets

Fact sheets have been created for the County of Orange and each of Orange County's 34 cities. The city fact sheets provide data on transportation and transit projects (funded through M2, state, and federal grants) in a format that emphasizes key points concisely on a single printed page. The city fact sheets are utilized when speaking with the jurisdictions to provide a summary overview of how OCTA has provided the local agency with funding (M2 and other) and transportation improvements. The next update of the city fact sheets is anticipated in summer 2022.



PROGRAM MANAGEMENT

Engineer's Estimate versus Bids Tracking

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

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

Project F (SR-55, I-405 to I-5) was advertised on December 6, 2021. On March 10, 2022, construction bids for the project were opened. The apparent low bidder was 0.8 percent below the engineer's estimate. Staff will monitor the SR-55 project contract award and continue to track the construction market and update the spreadsheet as appropriate.

M2 Administrative Safeguards

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

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (currently \$13.2 billion or 46 percent lower) as a result of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the aforementioned factors, OCTA has incurred higher than one percent administrative costs. OCTA currently has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, with the understanding that those funds will be repaid with interest in future years that OCTA administrative costs fall below the one percent cap. As of June 30, 2012, OCTA had borrowed approximately \$5.2 million from OCUTT. Over the last few years, OCTA has experienced underruns in



the one percent administration cap and has made payments to OCUTT to reduce the outstanding balance. As of September 30, 2021, the principal and accrued interest balances have been paid off.

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

Taxpayer Oversight Committee

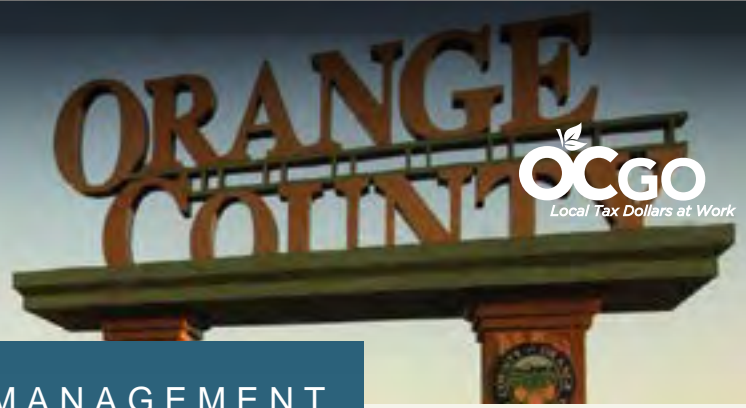
The M2 Ordinance requires a Taxpayer Oversight Committee (TOC) to oversee compliance with the M2 Ordinance. With the exception of the elected Auditor Controller of Orange County, who is identified as the chair in the M2 Ordinance, all other members cannot be elected or appointed officials. Members are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

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

On March 12, 2020 and March 18, 2020, the Governor enacted Executive Orders N-25-20 and N-29-20, authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public due to COVID-19. As a result, the TOC held a meeting on February 8, 2022, via teleconference.

On February 8, 2022, the TOC voted unanimously to affirm the receipt and review of the M2 Quarterly Revenue and Expenditure Reports (December 2021). The TOC also received presentations on the OC Streetcar, 2021 Next 10 Plan, and on the M2 Quarterly Progress Report for the first quarter of FY 2021-22. The TOC also received an update on the M2 triennial performance assessment.

Two subcommittees assist the TOC with their safeguard responsibilities: the Annual Eligibility Review (AER)



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

M2 FINANCING AND SCHEDULE OF FUNDING ▼

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

Revenue Forecast and Collection

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

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

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

Current Forecast

Original projections in 2005 during the development of M2 estimated total nominal M2 sales tax collections at \$24.3 billion. OCTA received final sales tax receipts for FY 2020-21 in August 2021 and presented the 2021 M2 sales tax forecast update on Board on September 27, 2021. The current revised total nominal sales tax collections over the life of M2 is estimated to be approximately \$13.2 billion, which represents a year-over-year increase of \$1.6 billion in forecasted sales tax when compared to last year's forecast.

Although this increase provides a positive outlook on the M2 Program, staff will continue to work closely with MuniServices, LLC and the three universities to monitor the short- and long-term impacts on M2 sales tax revenues due to COVID-19 and its variants. OCTA staff is considering these impacts in the FY 2022-23 budget development process that is currently underway. The proposed budget growth rate for FY 2022-23 is 3.9 percent.

Based on the sales tax forecast information provided by MuniServices, LLC, the budgeted growth rate is 3.6 percent for FY 2021-22. The next updated forecast is anticipated to be brought to the Board in fall 2022.

FINANCING

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

| (\$ in thousands) | Quarter Ended Mar 31, 2022 | Year to Date Mar 31, 2022 (A) | Period from Inception to Mar 31, 2022 (B) |
|--|-------------------------------|-------------------------------------|--|
| Revenues: | | | |
| Sales taxes | \$ 114,411 | \$ 315,719 | \$ 3,392,757 |
| Other agencies' share of Measure M2 costs: | | | |
| Project related | 8,061 | 13,855 | 786,674 |
| Non-project related | - | - | 454 |
| Interest: | | | |
| Operating: | | | |
| Project related | (922) | (762) | 5,354 |
| Non-project related | 1,681 | 6,088 | 94,972 |
| Bond proceeds | 2,850 | 3,574 | 87,218 |
| Debt service | 1 | 3 | 1,067 |
| Commercial paper | - | - | 393 |
| Right-of-way leases | 45 | 214 | 1,591 |
| Proceeds on sale of assets held for resale | - | 11 | 12,212 |
| Donated assets held for resale | | | |
| Project related | - | - | 2,071 |
| Miscellaneous: | | | |
| Project related | - | - | 331 |
| Non-project related | 29 | 29 | 129 |
| Total revenues | <u>126,156</u> | <u>338,731</u> | <u>4,385,223</u> |
| Expenditures: | | | |
| Supplies and services: | | | |
| Sales tax administration fees | 831 | 2,493 | 34,854 |
| Professional services: | | | |
| Project related | 9,318 | 20,618 | 466,432 |
| Non-project related | 458 | 935 | 35,211 |
| Administration costs: | | | |
| Project related | 2,622 | 7,868 | 101,872 |
| Non-project related: | | | |
| Salaries and Benefits | 1,250 | 2,749 | 34,405 |
| Other | 1,533 | 4,597 | 58,546 |
| Other: | | | |
| Project related | 131 | 242 | 5,791 |
| Non-project related | 17 | 45 | 5,230 |
| Payments to local agencies: | | | |
| Project related | 27,750 | 61,188 | 1,197,901 |
| Capital outlay: | | | |
| Project related | 56,334 | 173,888 | 1,793,518 |
| Non-project related | - | - | 31 |
| Debt service: | | | |
| Principal payments on long-term debt | 8,455 | 8,455 | 75,550 |
| Interest on long-term debt and commercial paper | 17,686 | 35,371 | 284,626 |
| Total expenditures | <u>126,385</u> | <u>318,449</u> | <u>4,093,967</u> |
| Excess (deficiency) of revenues over (under) expenditures | <u>(229)</u> | <u>20,282</u> | <u>291,256</u> |
| Other financing sources (uses): | | | |
| Transfers out: | | | |
| Project related | 3,084 | (123,019) | (441,044) |
| Transfers in: | | | |
| Project related | 2,936 | 7,499 | 197,401 |
| Bond proceeds | - | - | 804,625 |
| Payment to refunded bond escrow agent | - | - | (45,062) |
| Total other financing sources (uses) | <u>6,020</u> | <u>(115,520)</u> | <u>515,920</u> |
| Excess (deficiency) of revenues over (under) expenditures and other sources (uses) | <u>\$ 5,791</u> | <u>\$ (95,238)</u> | <u>\$ 807,176</u> |

FINANCING

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

| (\$ in thousands) | Quarter Ended Mar 31, 2022 (actual) | Year to Date Mar 31, 2022 (actual) | Period from Inception through Mar 31, 2022 (actual) | Period from April 1, 2022 through March 31, 2041 (forecast) | Total |
|--|---|--|---|---|----------------------|
| | (C.1) | (D.1) | (E.1) | (F.1) | |
| Revenues: | | | | | |
| Sales taxes | \$ 114,411 | \$ 315,719 | \$ 3,392,757 | \$ 9,808,871 | \$ 13,201,628 |
| Operating interest | 1,681 | 6,088 | 94,972 | 138,647 | 233,619 |
| Subtotal | <u>116,092</u> | <u>321,807</u> | <u>3,487,729</u> | <u>9,947,518</u> | <u>13,435,247</u> |
| Other agencies share of M2 costs | - | - | 454 | - | 454 |
| Miscellaneous | 29 | 29 | 129 | - | 129 |
| Total revenues | <u>116,121</u> | <u>321,836</u> | <u>3,488,312</u> | <u>9,947,518</u> | <u>13,435,830</u> |
| Administrative expenditures: | | | | | |
| Sales tax administration fees | 831 | 2,493 | 34,854 | 95,494 | 130,348 |
| Professional services | 458 | 935 | 31,436 | 104,012 | 135,448 |
| Administration costs: | | | | | |
| Salaries and Benefits | 1,250 | 2,749 | 34,405 | 99,200 | 133,605 |
| Other | 1,533 | 4,597 | 58,546 | 170,590 | 229,136 |
| Other | 17 | 45 | 2,210 | 15,600 | 17,810 |
| Capital outlay | - | - | 31 | - | 31 |
| Environmental cleanup | 409 | 1,401 | 47,421 | 196,146 | 243,567 |
| Total expenditures | <u>4,498</u> | <u>12,220</u> | <u>208,903</u> | <u>681,042</u> | <u>889,945</u> |
| Net revenues | <u>\$ 111,623</u> | <u>\$ 309,616</u> | <u>\$ 3,279,409</u> | <u>\$ 9,266,476</u> | <u>\$ 12,545,885</u> |
| | (C.2) | (D.2) | (E.2) | (F.2) | |
| Bond revenues: | | | | | |
| Proceeds from issuance of bonds | \$ - | \$ - | \$ 804,625 | \$ 199,300 | \$ 1,003,925 |
| Interest revenue from bond proceeds | 2,850 | 3,574 | 87,218 | 68,952 | 156,170 |
| Interest revenue from debt service funds | 1 | 3 | 1,067 | 3,299 | 4,366 |
| Interest revenue from commercial paper | - | - | 393 | - | 393 |
| Total bond revenues | <u>2,851</u> | <u>3,577</u> | <u>893,303</u> | <u>271,551</u> | <u>1,164,854</u> |
| Financing expenditures and uses: | | | | | |
| Professional services | - | - | 3,775 | 698 | 4,473 |
| Payment to refunded bond escrow | - | - | 45,062 | - | 45,062 |
| Bond debt principal | 8,455 | 8,455 | 75,550 | 809,470 | 885,020 |
| Bond debt and other interest expense | 17,686 | 35,371 | 284,626 | 476,974 | 761,600 |
| Other | - | - | 3,020 | - | 3,020 |
| Total financing expenditures and uses | <u>26,141</u> | <u>43,826</u> | <u>412,033</u> | <u>1,287,142</u> | <u>1,699,175</u> |
| Net bond revenues (debt service) | <u>\$ (23,290)</u> | <u>\$ (40,249)</u> | <u>\$ 481,270</u> | <u>\$ (1,015,591)</u> | <u>\$ (534,321)</u> |

FINANCING

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

| Project | Description | Net Revenues through Mar 31, 2022 | Total Net Revenues |
|--|---|---|-----------------------|
| (G) | | (H) | (I) |
| | (\$ in thousands) | | |
| Freeways (43% of Net Revenues) | | | |
| A | I-5 Santa Ana Freeway Interchange Improvements | \$ 129,258 | \$ 494,498 |
| B | I-5 Santa Ana/SR-55 to El Toro | 82,560 | 315,847 |
| C | I-5 San Diego/South of El Toro | 172,438 | 659,680 |
| D | I-5 Santa Ana/San Diego Interchange Upgrades | 70,955 | 271,448 |
| E | SR-22 Garden Grove Freeway Access Improvements | 33,002 | 126,255 |
| F | SR-55 Costa Mesa Freeway Improvements | 100,656 | 385,077 |
| G | SR-57 Orange Freeway Improvements | 71,147 | 272,184 |
| H | SR-91 Improvements from I-5 to SR-57 | 38,502 | 147,297 |
| I | SR-91 Improvements from SR-57 to SR-55 | 114,545 | 438,209 |
| J | SR-91 Improvements from SR-55 to County Line | 96,861 | 370,558 |
| K | I-405 Improvements between I-605 to SR-55 | 295,039 | 1,128,717 |
| L | I-405 Improvements between SR-55 to I-5 | 87,923 | 336,364 |
| M | I-605 Freeway Access Improvements | 5,500 | 21,042 |
| N | All Freeway Service Patrol | 41,253 | 157,818 |
| | Freeway Mitigation | 70,507 | 269,737 |
| | Subtotal Projects | 1,410,146 | 5,394,731 |
| | Net (Bond Revenue)/Debt Service | - | - |
| | Total Freeways | \$ 1,410,146 | \$ 5,394,731 |
| | % | | |
| Street and Roads Projects (32% of Net Revenues) | | | |
| O | Regional Capacity Program | \$ 327,945 | \$ 1,254,604 |
| P | Regional Traffic Signal Synchronization Program | 131,172 | 501,820 |
| Q | Local Fair Share Program | 590,294 | 2,258,259 |
| | Subtotal Projects | 1,049,411 | 4,014,683 |
| | Net (Bond Revenue)/Debt Service | - | - |
| | Total Street and Roads Projects | \$ 1,049,411 | \$ 4,014,683 |
| | % | | |

FINANCING

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

| Expenditures through Mar 31, 2022 (J) | Reimbursements through Mar 31, 2022 (K) | Net M2 Cost (L) |
|--|--|-----------------------|
| \$ 10,937 | \$ 7,589 | \$ 3,348 |
| 13,969 | 9,745 | 4,224 |
| 268,712 | 50,452 | 218,260 |
| 2,739 | 529 | 2,210 |
| 5 | - | 5 |
| 60,770 | 24,187 | 36,583 |
| 51,644 | 12,432 | 39,212 |
| 34,959 | 824 | 34,135 |
| 38,929 | 36,704 | 2,225 |
| 17,431 | 15,912 | 1,519 |
| 1,138,696 | 151,885 | 986,811 |
| 9,203 | 6,954 | 2,249 |
| 4,188 | 16 | 4,172 |
| 6,170 | - | 6,170 |
| 58,158 | 6,189 | 51,969 |
| 1,716,510 | 323,418 | 1,393,092 |
| 139,164 | - | 139,164 |
| <u>\$ 1,855,674</u> | <u>\$ 323,418</u> | <u>\$ 1,532,256</u> |
| | | 48.5% |
| \$ 794,180 | \$ 505,352 | \$ 288,828 |
| 91,422 | 12,985 | 78,437 |
| 566,104 | 77 | 566,027 |
| 1,451,706 | 518,414 | 933,292 |
| 40,775 | - | 40,775 |
| <u>\$ 1,492,481</u> | <u>\$ 518,414</u> | <u>\$ 974,067</u> |
| | | 30.9% |

FINANCING

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

| Project | Description | Net Revenues through Mar 31, 2022 | Total Net Revenues |
|---|--|---|-----------------------|
| (G) | | (H) | (I) |
| | (\$ in thousands) | | |
| Transit Projects (25% of Net Revenues) | | | |
| R | High Frequency Metrolink Service | \$ 314,484 | \$ 1,251,266 |
| S | Transit Extensions to Metrolink | 289,496 | 1,107,511 |
| T | Metrolink Gateways | 35,117 | 64,125 |
| U | Expand Mobility Choices for Seniors and Persons with Disabilities | 107,947 | 435,030 |
| V | Community Based Transit/Circulators | 65,571 | 250,851 |
| W | Safe Transit Stops | 7,237 | 27,688 |
| | Subtotal Projects | 819,852 | 3,136,471 |
| | Net (Bond Revenue)/Debt Service | - | - |
| | Total Transit Projects | \$ 819,852 | \$ 3,136,471 |
| | % | | |
| Environmental Cleanup (2% of Revenues) | | | |
| X | Clean Up Highway and Street Runoff that Pollutes Beaches | \$ 69,755 | \$ 268,705 |
| | Net (Bond Revenue)/Debt Service | - | - |
| | Total Environmental Cleanup | \$ 69,755 | \$ 268,705 |
| | % | | |
| Taxpayer Safeguards and Audits | | | |
| | Collect Sales Taxes (1.5% of Sales Taxes) | \$ 50,891 | \$ 198,024 |
| | % | | |
| | Oversight and Annual Audits (1% of Revenues) | \$ 34,877 | \$ 134,352 |
| | % | | |

FINANCING

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

| Expenditures through Mar 31, 2022 (J) | Reimbursements through Mar 31, 2022 (K) | Net M2 Cost (L) |
|--|--|-----------------------|
| \$ 430,014 | \$ 98,849 | \$ 331,165 |
| 143,429 | 2,133 | 141,296 |
| 98,220 | 60,956 | 37,264 |
| 103,288 | 88 | 103,200 |
| 14,770 | 1,439 | 13,331 |
| 1,200 | 26 | 1,174 |
| 790,921 | 163,491 | 627,430 |
| 22,804 | - | 22,804 |
| \$ 813,725 | \$ 163,491 | \$ 650,234 |
| | | 20.6% |
| \$ 47,421 | \$ 311 | \$ 47,110 |
| - | - | - |
| \$ 47,421 | \$ 311 | \$ 47,110 |
| | | 1.4% |
| \$ 34,854 | \$ - | \$ 34,854 |
| | | 1.0% |
| \$ 34,405 | \$ - | \$ 34,405 |
| | | 1.0% |

LOCAL FAIR SHARE

| M2 Funds | | |
|------------------|---------------------------|---------------|
| ENTITY | 3RD QUARTER FY 2021-22 | FUNDS TO DATE |
| ALISO VIEJO | \$292,107 | \$7,020,581 |
| ANAHEIM | \$2,561,329 | \$58,664,395 |
| BREA | \$416,209 | \$10,083,147 |
| BUENA PARK | \$656,341 | \$15,657,815 |
| COSTA MESA | \$1,068,997 | \$25,727,436 |
| CYPRESS | \$394,322 | \$9,285,531 |
| DANA POINT | \$254,901 | \$5,893,809 |
| FOUNTAIN VALLEY | \$462,358 | \$10,926,222 |
| FULLERTON | \$984,576 | \$22,957,947 |
| GARDEN GROVE | \$1,130,573 | \$26,267,690 |
| HUNTINGTON BEACH | \$1,480,991 | \$34,355,337 |
| IRVINE | \$2,149,641 | \$48,365,143 |
| LAGUNA BEACH | \$182,940 | \$4,471,517 |
| LAGUNA HILLS | \$252,501 | \$5,992,296 |
| LAGUNA NIGUEL | \$505,111 | \$11,735,637 |
| LAGUNA WOODS | \$95,489 | \$2,240,238 |
| LA HABRA | \$412,343 | \$9,329,331 |
| LAKE FOREST | \$617,278 | \$14,050,251 |

LOCAL FAIR SHARE

| M2 Funds | | |
|------------------------|---------------------------|----------------------|
| ENTITY | 3RD QUARTER FY 2021-22 | FUNDS TO DATE |
| LA PALMA | \$104,276 | \$2,816,201 |
| LOS ALAMITOS | \$98,072 | \$2,285,286 |
| MISSION VIEJO | \$679,738 | \$16,408,862 |
| NEWPORT BEACH | \$821,243 | \$19,401,554 |
| ORANGE | \$1,262,543 | \$29,184,532 |
| PLACENTIA | \$358,068 | \$8,138,694 |
| RANCHO SANTA MARGARITA | \$321,247 | \$7,469,547 |
| SAN CLEMENTE | \$442,775 | \$9,982,336 |
| SAN JUAN CAPISTRANO | \$292,735 | \$6,705,649 |
| SANTA ANA | \$2,103,823 | \$49,049,951 |
| SEAL BEACH | \$178,126 | \$4,369,143 |
| STANTON | \$231,111 | \$5,271,248 |
| TUSTIN | \$698,576 | \$15,860,317 |
| VILLA PARK | \$39,739 | \$919,906 |
| WESTMINSTER | \$637,481 | \$15,051,280 |
| YORBA LINDA | \$465,225 | \$10,650,256 |
| COUNTY UNINCORPORATED | \$1,989,668 | \$34,803,856 |
| TOTAL M2 FUNDS | \$24,642,453 | \$561,392,940 |

CAPITAL ACTION PLAN

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Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline

Bold = Forecasted/Actual

| Capital Projects | Cost | Schedule | | | |
|---|-------------------|------------------------|-----------------|----------------|-----------------------|
| | Baseline/Forecast | Plan/Forecast | | | |
| | (millions) | Complete Environmental | Complete Design | Award Contract | Complete Construction |
| Freeway Projects: | | | | | |
| I-5, SR-55 to SR-57 | \$38.1 | Jun-13 | Mar-17 | Dec-17 | Apr-21 |
| Project A | \$38.9 | Apr-15 | Jun-17 | Nov-18 | Jan-21 |
| I-5, I-405 to Yale Avenue | \$230.5 | Aug-18 | TBD | TBD | TBD |
| Project B | \$230.5 | Jan-20 | Jul-24 | Aug-25 | Mar-29 |
| I-5, Yale Avenue to SR-55 | \$200.4 | Aug-18 | TBD | TBD | TBD |
| Project B Cost/Schedule Risk | \$200.4 | Jan-20 | Jan-24 | Mar-25 | Sep-28 |
| I-5, Pico to Vista Hermosa | \$113.0 | Dec-11 | Oct-13 | Dec-14 | Aug-18 |
| Project C | \$83.6 | Oct-11 | Oct-13 | Dec-14 | Aug-18 |
| I-5, Vista Hermosa to Pacific Coast Highway | \$75.6 | Dec-11 | Feb-13 | Dec-13 | Mar-17 |
| Project C | \$75.3 | Oct-11 | May-13 | Jun-14 | Jul-17 |
| I-5, Pacific Coast Highway to San Juan Creek Road | \$70.7 | Dec-11 | Jan-13 | Oct-13 | Sep-16 |
| Project C | \$74.3 | Oct-11 | Jan-13 | Dec-13 | Jul-18 |
| I-5, SR-73 to Oso Parkway | \$151.9 | Jun-14 | Jan-18 | Dec-18 | Apr-25 |
| Project C & D | \$195.8 | May-14 | Aug-18 | Dec-19 | Sep-24 |
| I-5, Oso Parkway to Alicia Parkway | \$196.2 | Jun-14 | Jun-17 | Jun-18 | Nov-23 |
| Project C & D | \$203.1 | May-14 | Dec-17 | Mar-19 | Jan-24 |
| I-5, Alicia Parkway to El Toro Road | \$133.6 | Jun-14 | Jun-18 | May-19 | Oct-24 |
| Project C | \$165.9 | May-14 | May-19 | Sep-20 | Oct-24 |
| I-5, SR-73 to El Toro Road (Landscape) | TBD | N/A | TBD | TBD | TBD |
| Project C | \$12.4 | N/A | Mar-24 | Nov-24 | Jun-26 |
| I-5, I-5/El Toro Road Interchange | TBD | Nov-19 | TBD | TBD | TBD |
| Project D Cost/Schedule Risk | TBD | Jan-23 | TBD | TBD | TBD |

*Status through March 2022. For detailed project information, please refer to the individual project section within this report.

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Red = Forecast milestone is over three months later than plan

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Bold = Forecasted/Actual

| Capital Projects | Cost | Schedule | | | |
|---|-------------------|------------------------|-----------------|----------------|-----------------------|
| | Baseline/Forecast | Plan/Forecast | | | |
| | (millions) | Complete Environmental | Complete Design | Award Contract | Complete Construction |
| I-5, I-5/Ortega Interchange | \$90.9 | Jun-09 | Nov-11 | Aug-12 | Sep-15 |
| Project D | \$79.8 | Jun-09 | Dec-11 | Aug-12 | Jan-16 |
| I-5, I-5/Ortega Interchange (Landscape) | N/A | N/A | N/A | N/A | N/A |
| Project D | N/A | N/A | Oct-14 | Sep-15 | Sep-16 |
| SR-55, I-405 to I-5 | \$410.9 | Nov-13 | Apr-20 | Jul-21 | Aug-25 |
| Project F | \$503.2 | Aug-17 | Apr-20 | Apr-22 | May-26 |
| SR-55, I-5 to SR-91 | \$131.3 | Jan-20 | TBD | TBD | TBD |
| Project F | \$131.3 | Mar-20 | Jul-25 | Jul-26 | Sep-29 |
| SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue | \$71.8 | Dec-18 | TBD | TBD | TBD |
| Project G | \$71.8 | Mar-19 | Apr-24 | Mar-25 | Nov-27 |
| SR-57 (NB), Katella Avenue to Lincoln Avenue | \$78.7 | Jul-09 | Nov-10 | Aug-11 | Sep-14 |
| Project G | \$38.0 | Nov-09 | Dec-10 | Oct-11 | Apr-15 |
| SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape) | N/A | N/A | N/A | N/A | N/A |
| Project G | N/A | N/A | Jul-10 | Sep-17 | Jun-18 |
| SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard | \$80.2 | Dec-07 | Dec-09 | Oct-10 | May-14 |
| Project G | \$52.3 | Dec-07 | Jul-09 | Oct-10 | Nov-14 |
| SR-57 (NB), Yorba Linda Boulevard to Lambert Road | \$79.3 | Dec-07 | Dec-09 | Oct-10 | Sep-14 |
| Project G | \$54.1 | Dec-07 | Jul-09 | Oct-10 | May-14 |
| SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape) | N/A | N/A | N/A | N/A | N/A |
| Project G | N/A | N/A | Aug-17 | Feb-18 | Apr-19 |
| SR-57 (NB), Lambert Road to Tonner Canyon | TBD | TBD | TBD | TBD | TBD |
| Project G | TBD | May-28 | TBD | TBD | TBD |

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

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Bold = Forecasted/Actual

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

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Bold = Forecasted/Actual

| Capital Projects | Cost | Schedule | | | |
|---|-------------------|------------------------|-----------------|----------------|-----------------------|
| | Baseline/Forecast | Plan/Forecast | | | |
| | (millions) | Complete Environmental | Complete Design | Award Contract | Complete Construction |
| Rail and Station Projects: | | | | | |
| Rail-Highway Grade Crossing Safety Enhancement | \$94.4 | Oct-08 | Sep-08 | Aug-09 | Dec-11 |
| Project R | \$90.4 | Oct-08 | Sep-08 | Aug-09 | Dec-11 |
| San Clemente Beach Trail Safety Enhancements | \$6.0 | Jul-11 | Apr-12 | Oct-12 | Jan-14 |
| Project R | \$5.0 | Jul-11 | Jun-12 | May-13 | Mar-14 |
| San Juan Capistrano Passing Siding | \$25.3 | Jan-13 | May-16 | Dec-16 | Feb-21 |
| | \$36.4 | Mar-14 | Aug-18 | Mar-19 | Nov-20 |
| Anaheim Canyon Station | \$27.9 | Dec-16 | May-19 | Nov-19 | Jan-23 |
| | \$34.2 | Jun-17 | Oct-20 | Mar-21 | Jan-23 |
| Placentia Metrolink Station and Parking Structure | \$34.8 | May-07 | Jan-11 | TBD | TBD |
| Project R Cost/Schedule Risk | \$40.1 | May-07 | Feb-11 | TBD | TBD |
| Orange Station Parking Expansion | \$33.2 | Dec-12 | Apr-13 | Nov-16 | Feb-19 |
| | \$30.9 | May-16 | Apr-16 | Jun-17 | Feb-19 |
| Fullerton Transportation Center - Elevator Upgrades | \$3.5 | N/A | Dec-13 | Sep-14 | Mar-17 |
| | \$4.2 | N/A | Dec-13 | Apr-15 | May-19 |
| Laguna Niguel/Mission Viejo Station ADA Ramps | \$3.5 | Jan-14 | Aug-14 | Jan-15 | Apr-17 |
| | \$5.0 | Feb-14 | Jul-15 | Oct-15 | Sep-17 |
| Anaheim Regional Transportation Intermodal Center | \$227.4 | Feb-11 | Feb-12 | Jul-12 | Nov-14 |
| Project R & T | \$232.2 | Feb-12 | May-12 | Sep-12 | Dec-14 |
| OC Streetcar | \$526.1 | Mar-12 | Sep-17 | Aug-18 | Mar-24 |
| Project S Cost/Schedule Risk | \$526.1 | Mar-15 | Nov-17 | Sep-18 | Mar-24 |

*Status through March 2022. For detailed project information, please refer to the individual project section within this report.

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COMMON ABBREVIATIONS

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



COMMON ABBREVIATIONS

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



November 2021

FREEWAY IMPROVEMENT PROGRAM (A-N)

Interstate 5 (I-5) Projects

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

State Route 22 (SR-22) Projects

- E** SR-22 Access Improvements

State Route 55 (SR-55) Projects

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

State Route 57 (SR-57) Projects

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

State Route 91 (SR-91) Projects

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

Interstate 405 (I-405) Projects

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

Interstate 605 (I-605) Projects

- M** I-605 Katella Avenue Interchange Improvements

Freeway Mitigation Restoration Projects
Part of Projects A-M

Freeway Mitigation Acquisition Projects
Part of Projects A-M

STREETS & ROADS (O-Q)

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

TRANSIT PROJECTS (R-W)

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

OTHER PROJECTS NOT SHOWN

Project N: Freeway Service Patrol

Project O: Regional Capacity Program

Project Q: Local Fair Share Program

Project R: Grade Crossing and Trail Safety Enhancements
Metrolink Service Expansion Program

Project U: Senior Mobility Program, Senior Non-Emergency Medical Transportation Program, and Fare Stabilization Program

Project V: Community Based Transit/Circulators

Project W: Safe Transit Stops

Project X: Environmental Cleanup Program

Staff Update Items

