



AGENDA

Executive Committee Agenda

Committee Members

Mark A. Murphy, Chairman
Gene Hernandez, Vice Chairman
Lisa A. Bartlett
Andrew Do
Michael Hennessey
Steve Jones
Joseph Muller

Orange County Transportation Authority
Headquarters
Conference Room 07
550 South Main Street
Orange, California
Friday, September 2, 2022 at 9:00 a.m.

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the Orange County Transportation Authority (OCTA) Clerk of the Board's office at (714) 560-5676, no less than two business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda Descriptions

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committee may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

Public Availability of Agenda Materials

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

Meeting Access and Public Comments on Agenda Items

Members of the public can either attend in-person (subject to OCTA's Coronavirus (COVID-19) safety protocols) or listen to audio live streaming of the Board and Committee meetings by clicking the below link:

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Members of the public may address the Board of Directors regarding any item two ways:

In-Person Comment

Members of the public may attend in-person (subject to OCTA's COVID-19 safety protocols) and address the Board regarding any item. Members of the public will be required to complete a COVID-19 symptom and temperature screening.

Please complete a speaker's card and submit it to the Clerk of the Board (or notify the Clerk of the Board the item number on which you wish to speak). Speakers will be recognized by the Chairman at the time the agenda item is to be considered. A speaker's comments shall be limited to three minutes.

Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be sent by 5:00 p.m. the day prior to the meeting. If you wish to comment on a specific agenda item, please identify the item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

Call to Order

Pledge of Allegiance

Director Hennessey

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 and 2)

All items on the Consent Calendar are to be approved in one motion unless a Committee Member or a member of the public requests separate action or discussion on a specific item.

1. Approval of Minutes

Recommendation

Approve the minutes of the August 1, 2022, Executive Committee meeting.



2. **Measure M2 Quarterly Progress Report for the Period of April 2022 Through June 2022**
Francesca Ching/Kia Mortazavi

Overview

Staff has prepared the Measure M2 Quarterly Progress Report for the fourth 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 it is available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Regular Calendar

3. **City of Santa Ana Parking Revenue Losses and Additional Security Costs**
Victor Velasquez/Andrew Oftelie

Overview

The City of Santa Ana is offering free parking in Downtown Santa Ana during certain hours of the day to assist businesses during the construction of the OC Streetcar. Staff has worked with the City of Santa Ana to better understand the extent of parking revenue losses and additional security costs. The Orange County Transportation Authority could reimburse the City of Santa Ana for actual parking revenue losses and security costs, during the period of February 2022 and December 2022, which could allow for expanded hours of free parking in Downtown Santa Ana.

Recommendation

Provide up to \$679,748 to the City of Santa Ana based on actual losses in parking revenues and verifiable additional costs incurred between February 2022 and December 2022.



Discussion Items

4. **Public Comments**
5. **Chief Executive Officer's Report**
6. **Committee Members' Reports**
7. **Closed Session**

There are no Closed Session items scheduled.

8. **Adjournment**

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Monday, October 3, 2022**, at the Orange County Transportation Authority Headquarters, Board Room, 550 South Main Street, Orange, California.



Committee Members Present

Mark A. Murphy, Chairman
Gene Hernandez, Vice Chairman
Lisa Bartlett
Andrew Do
Michael Hennessey
Steve Jones
Joseph Muller

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Andrea West, Interim Clerk of the Board
Gina Ramirez, Clerk of the Board Specialist, Senior
Allison Cheshire, Clerk of the Board Specialist, Senior
Cassie Trapesonian, General Counsel
OCTA Staff

Committee Members Absent

None

Call to Order

The August 1, 2022, Executive Committee regular meeting was called to order by Chairman Murphy at 9:02 a.m.

Consent Calendar (Item 1)

1. Approval of Minutes

A motion was made by Vice Chairman Hernandez, seconded by Director Do, and declared passed by those present to approve the minutes of the Executive Committee meeting of June 6, 2022.

Regular Calendar

2. Capital Programs Division - Fourth Quarter Fiscal Year 2021-22 Capital Action Plan Performance Metrics

James G. Beil, Executive Director, Capital Programs, provided an update on this item.

Following the discussion, no action was taken on this receive and file item.

Discussion Items

3. Public Comments

There were no public comments received.

4. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer, reported that OCTA will host the Women's Transportation Seminar Transportation Academy beginning Tuesday, August 2.



5. Committee Members' Reports

There were no Committee Member's Reports.

6. Closed Session

A Closed Session was held as follows:

- A. Pursuant to Government Code Section 54957(b) to evaluate the performance of the Chief Executive Officer, Darrell E. Johnson.
- B. Pursuant to Government Code Section 54957.6, meet with the designated representative, Chairman Mark A. Murphy, regarding the compensation of the Chief Executive Officer.

Chairman Murphy, Vice Chairman Hernandez, Directors, Bartlett, Do, Hennessey, Jones, and Muller were present.

There was no report out on this item.

7. Adjournment

The meeting adjourned at 9:11 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on FRIDAY, September 2, 2022**, at the OCTA Headquarters, Board Room, 550 South Main Street, Orange, California.


ATTEST

Gina Ramirez
Clerk of the Board Specialist, Senior



September 2, 2022

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Measure M2 Quarterly Progress Report for the Period of April 2022 Through June 2022

Overview

Staff has prepared the Measure M2 Quarterly Progress Report for the fourth 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 it 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 initiatives, 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 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 an overall report 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 April 1, 2022, through June 30, 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 (PMO) activities, of which two areas are highlighted below.

M2 Annual Public Hearing/M2 Ordinance Safeguards

The Taxpayer Oversight Committee (TOC) met on June 14, 2022, to conduct the required annual M2 public hearing and determined that M2 is being delivered as promised to Orange County voters for the 31st consecutive year. In support of the above effort, PMO staff previously completed and shared the annual update of the M2 Ordinance compliance tracking matrix with the TOC on April 12, 2022, as a resource for committee members.

Sales Tax Revenue Forecast/Next 10 Delivery Plan (Next 10 Plan)

OCTA contracts with four entities to annually forecast M2 taxable sales: MuniServices, LLC, and three universities including Chapman University, California State University, Fullerton (CSUF), and the University of California, Los Angeles (UCLA). Updated sales tax forecasts were provided to the Finance and Administration Committee first by MuniServices, LLC May 11, 2022, followed by Chapman University on June 8, 2022, CSUF on July 13, 2022, and UCLA on July 27, 2022. OCTA's Board-approved sales tax forecast methodology is to utilize the MuniServices, LLC forecast for the first five years and the three-university average for the remaining years. The 2022 M2 sales tax revenue forecast will incorporate these forecasts along with final sales tax receipts for fiscal year (FY) 2021-22; it is anticipated to be presented to the Board in September 2022.

The updated sales tax revenue forecast will be incorporated into the annual review and update of the Next 10 Plan. The 2022 review of the Next 10 Plan is underway and is anticipated to be presented to the Board in November 2022.

Progress Update

The following provides an overview of M2 accomplishments to date by mode, as well as highlights of activities that occurred during the fourth 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, five are in construction, and another eight are in or nearing final design. The remaining four project segments are in various stages of project development. A few freeway highlights during the quarter are noted below.

- Interstate 5 (I-5) El Toro Road Interchange – A project update was presented to the Regional Planning and Highways Committee (RP&H) on May 2, 2022, and to the Board on May 9, 2022. Staff also shared these updates at city council meetings at the cities of Laguna Woods on May 26, 2022, Lake Forest on June 7, 2022, and Laguna Hills on June 28, 2022. (Project D)

- State Route 55 between Interstate 405 (I-405) and I-5 – The California Department of Transportation (Caltrans) advertised the project for construction on December 6, 2021, opened bids on March 10, 2022, and awarded the contract on May 27, 2022, which was followed by its approval on June 16, 2022. (Project F)

- I-405 between State Route 73 and Interstate 605 – Construction on the project is proceeding and a quarterly project update was provided to RP&H on May 2, 2022, and to the Board on May 9, 2022. During the quarter, the Fairview Road bridge was completed and opened to traffic, bringing the total to nine of the 18 bridge replacements fully completed. The project is approximately 80 percent complete. (Project K)

Streets and Roads

Since 2011, more than \$1.05 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, 455 project phases have been allocated through M2 competitive streets and roads funding programs, of which 312 phases, equating to approximately 69 percent, have been completed.

M2 has also provided \$152.6 million, a portion of the \$666.5 million total program costs to grade separate seven streets and rail crossings, leveraging the majority of the funds (\$513.9 million) from local, state, and federal sources.

On May 9, 2022, the Board approved programming recommendations for the 2022 Regional Capacity Program and Regional Traffic Signal Synchronization Program call for projects for 14 projects totaling \$26.4 million. (Project O and Project P)

Transit

The M2 transit mode includes several programs designed to provide additional transportation options. M2 is the primary funding source for Southern California Regional Rail Authority (Metrolink) commuter rail service in Orange County and includes funding for rail station improvements and transit connections to extend the reach of the services. Due to the coronavirus (COVID-19) pandemic, Metrolink implemented temporary service reductions. In April 2022, Metrolink partially restored some service in response to customer feedback and demand for more train trips. The three lines serving Orange County currently operate 45 weekday trains, 17 percent less service compared to the 54 weekday trains prior to COVID-19-related service reductions. During the quarter, ridership recovery continued to trend positively yet below expectations. Total boardings on the three lines are approximately 62 percent lower compared to the same quarter of FY 2018-19. Metrolink's forecast suggests that 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 million to date), and bus stop improvements (\$2.9 million to date). In parallel, M2 also provides a set amount of funding to support three programs intended to expand mobility choices for seniors and persons with disabilities (\$105.3 million¹ to date). A few transit highlights from the quarter are noted below.

- South Orange County Rail Station Feasibility Study – On April 25, 2022, the Board approved the selection of a consultant to conduct a feasibility study for a new passenger rail station between the existing Laguna Niguel/Mission Viejo Metrolink station in the City of Mission Viejo and the San Clemente Metrolink station in the City of San Clemente. (Project R)

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.

- OC Streetcar – A quarterly update was presented to the Transit Committee on April 14, 2022, and to the Board on April 25, 2022, providing information on the status of construction activities, vehicle manufacturing, and public outreach. During the quarter, construction activities continued with the completion and reopening of the westbound lane on Fourth Street between Bush Street and French Street, installation of embedded track along Santa Ana Boulevard, Mortimer Street, and Fourth Street, and completion of the steel framework at the maintenance and storage facility. (Project S)

Environmental Programs

The M2 Program includes two innovative programs, the Environmental Cleanup Program (ECP) and the Environmental Mitigation Program (EMP). The ECP improves water quality by addressing transportation-related pollutants, while the EMP offsets the biological 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 inception of the program, which is the equivalent of filling nearly 105 football fields with one foot deep of trash.

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 June 30, 2022, the balance of the endowment was \$19,332,924, which is below 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.

During the quarter, a biannual update for the EMP was presented to RP&H on June 6, 2022, and to the Board on June 13, 2022. The update highlighted progress on the OCTA-funded restoration project, fire management plans, Clean Water Act permits, projects that benefitted from EMP, and docent-led hikes and equestrian rides on the Preserves.

Challenges

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

- 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 in a cost pressure index model to identify potential cost risk factors on M2 project delivery. The latest update, which was presented to the Board in October 2021, pointed to more volatile market conditions in the near term. Recent transportation infrastructure construction bids in the region continue to escalate with material, labor, and fuel prices driving construction costs up. Contractors continue to report various supply shortages, including the availability of concrete due to a prolonged regional cement shortage, which could affect the ability to order, as well as affect delivery schedules from suppliers. The next update of the market conditions forecast and risk analysis is anticipated to be presented to the Board in October 2022. Staff will continue to monitor market pricing trends and material availability, along with the impacts on construction in the region.

- The environmental phase of the I-5 El Toro Road Interchange Project was originally anticipated to be completed by the end of 2019; however, the lack of consensus on a project alternative has delayed the completion. Built into M2 is a promise that projects would be delivered in cooperation with local agencies. As such, efforts to reach a consensus have continued between OCTA, Caltrans, and the cities of Laguna Hills, Laguna Woods, and Lake Forest. In September 2020, an assessment was initiated to analyze all alternatives. The assessment was completed in October 2021, which resulted in the development of an additional seven alternatives. In March 2022, OCTA held meetings with the three cities and Caltrans to obtain consensus on which alternatives will be included in the environmental process. This quarter, a project update was presented to RP&H on May 2, 2022, and to the Board on May 9, 2022. Staff presented the alternatives to the three cities in May and June, respectively. An amendment to the cooperative agreement with Caltrans was approved by the Board on August 8, 2022, to reinstate the environmental phase.

- 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. Staff will continue assessing project risks and make regular reports to the Board on the status of construction and expenditures.

- COVID-19 has affected many elements of M2, such as sales tax revenues, traffic patterns, transit ridership, and administrative processes. On a semi-annual basis, projects funded through the Comprehensive Transportation Funding Programs are reviewed to provide opportunities for local agencies to update project information and request project modifications. For the March 2022 review, 79 of the 127 total project adjustment requests were at least partially COVID-19-related. These adjustments were approved by the Board on July 11, 2022.

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

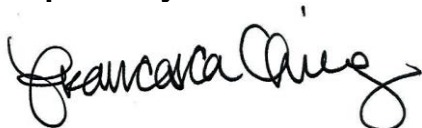
Summary

A quarterly report covering activities from April 2022 through June 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, Fourth Quarter of Fiscal Year 2021-22, April 1, 2022 through June 30, 2022

Prepared by:



Francesca Ching
Section Manager,
Measure M2 Program Management Office
(714) 560-5625

Approved by:



Kia Mortazavi
Executive Director, Planning
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OCGO

Local Tax Dollars at Work

MEASURE M2 QUARTERLY PROGRESS REPORT

Fourth Quarter of Fiscal Year 2021 – 22
April 1, 2022 through June 30, 2022

Fourth 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 April 1, 2022, through June 30, 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.



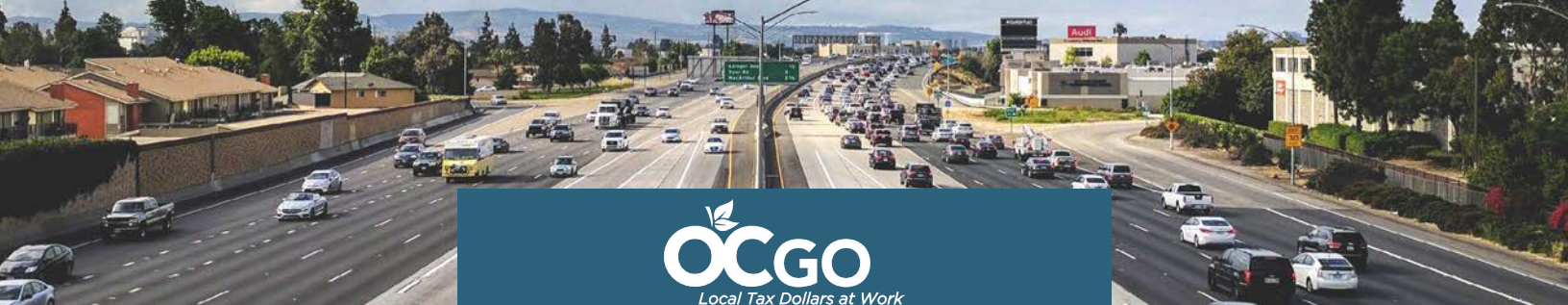
The cover photo shows a dedicated right-turn lane that was constructed in the City of Orange, which was funded through the Regional Capacity Program (RCP) (Project O). On May 9, 2022, the Board approved funding for nine projects totaling approximately \$10.2 million as part of the 2022 call for projects (call).



MEASURE M2 PROGRESS REPORT

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 Local Tax Dollars at Work
MEASURE M2 PROJECT SCHEDULES

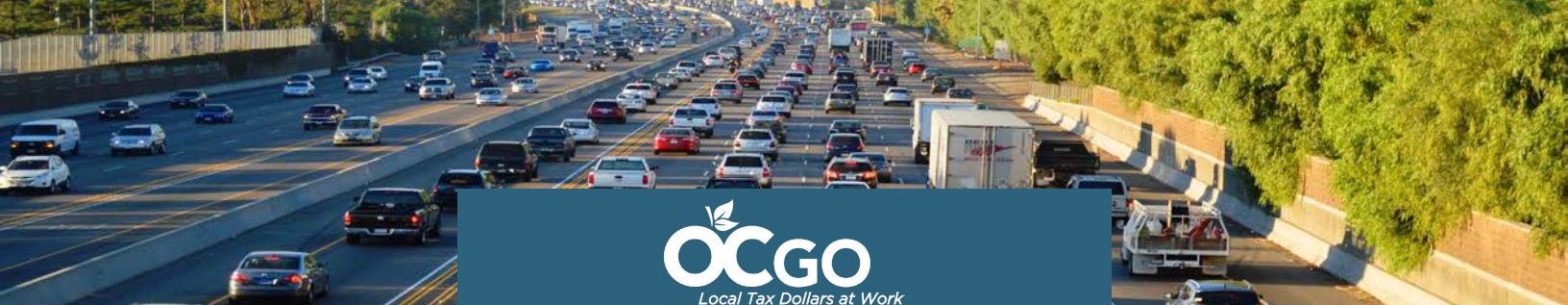
					
Conceptual	Environmental	Design, Advertise, & Award	Design-Build	Construction	Complete

		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
A	I-5, SR-55 to SR-57															
B	I-5, I-405 to Yale Avenue															
B	I-5, Yale Avenue to SR-55															
C,D	I-5, Avenida Pico to Avenida Vista Hermosa/ Avenida Pico Interchange															
C	I-5, Avenida Vista Hermosa to Pacific Coast Highway															
C	I-5, Pacific Coast Highway to San Juan Creek Road															
C,D	I-5, SR-73 to Oso Parkway/ Avery Parkway Interchange															
C,D	I-5, Oso Parkway to Alicia Parkway/ La Paz Road Interchange															
C	I-5, Alicia Parkway to El Toro Road															
D	I-5, El Toro Road Interchange (Further Schedule TBD)															
D	I-5, Ortega Highway Interchange	<i>Completed in 2016</i>														
E	SR-22, Access Improvements	<i>Completed in 2008</i>														
F	SR-55, I-405 to I-5															
F	SR-55, I-5 to SR-91															
G	SR-57 NB, Orangewood Avenue to Katella Avenue															
G	SR-57 NB, Katella Avenue to Lincoln Avenue	<i>Completed in 2015</i>														
G	SR-57 NB, Orangethorpe Avenue to Yorba Linda Boulevard	<i>Completed in 2014</i>														
G	SR-57 NB, Yorba Linda Boulevard to Lambert Road	<i>Completed in 2014</i>														
G	SR-57 NB, Lambert Road to Tonner Canyon Road (Further Schedule TBD)															
H	SR-91 WB, I-5 to SR-57	<i>Completed in 2016</i>														
I	SR-91 WB, SR-55 to Tustin Avenue Interchange	<i>Completed in 2016</i>														
I	SR-91, SR-55 to Lakeview Avenue															
I	SR-91, La Palma Avenue to SR-55															
I	SR-91, Acacia Street to La Palma Avenue															

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

¹ Projects managed by local agencies

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



MEASURE M2 PROJECT SCHEDULES

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

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

¹ Projects managed by local agencies

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



MEASURE M2 PROGRESS REPORT

M2 DELIVERY RISK UPDATE ▼

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

Delivery Risk	Explanation	Proposed Action	
Financial			
1	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, coronavirus (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 a high inflationary environment from 2022 through 2024. This is driven by increases in construction wages, building permits, and construction materials.	To further protect against potential cost increases in the M2 freeway program, an 11 percent program level expense line item has been 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	Substantial work underway in the region has resulted in significant demand for professional and skilled labor which may impact delivery given the volume of the M2 capital program.	The economic impacts of COVID-19 and its effects on unemployment may change the availability of key talent. If shortages continue, project delivery costs could rise but if additional labor resources are available, it may temper costs and reduce delivery risk.	OCTA will monitor impacts of COVID-19 on the labor market as well as contractor reported COVID-19 cases. 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		
<p>9 Changing federal and state directives could affect M2 freeway project approvals.</p>	<p>Current state planning and project approval policies place great emphasis on reducing travel by automobile and encourage project alternatives that promote short trips where possible, travel by transit, bicycling or walking, and use of zero-emission vehicles. These requirements will affect the project environmental review process.</p>	<p>The majority of M2 freeway projects, where this risk would manifest itself, have obtained the necessary approvals. If the approvals require a review or revision, these new requirements could impact delivery.</p>

NEXT 10 DELIVERY PLAN

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

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

On 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, five are in construction, and eight are in or nearing design. For more details, see [pages i-ii](#) (Project Schedules) and the project updates contained in their respective sections.



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. 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 June 2022, OCTA has awarded approximately \$482 million in competitive funding through the RCP (Project O) and Regional Traffic Signal Synchronization Program (RTSSP) (Project P) through annual calls. Additionally, more than \$584.3 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 to support local streets and roads improvement projects throughout Orange County. Applications were received on October 21, 2021. On May 9, 2022, the Board approved programming recommendations for 14 projects totaling \$26.4 million. For more details, see the project updates on [page 20](#).

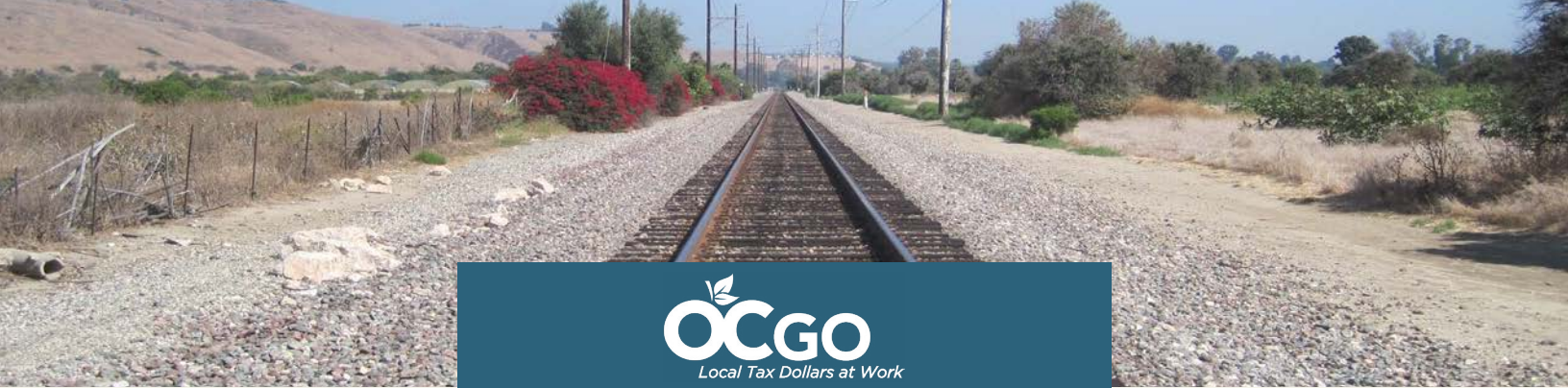
Upcoming activities:

- Project O and P - Issue the 13th call

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

Due to the COVID-19 pandemic, Metrolink implemented temporary service reductions. In April 2022, Metrolink partially restored some service in response to customer feedback and demand for more train trips. The three lines serving Orange County currently operate 45 weekday trains, 17 percent less service compared to the 54 weekday trains prior to COVID-19 related service reductions. As ridership continues to recover, Metrolink and OCTA will continue to reassess the service needs in Orange County.

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

In September 2021, tidal surges along with a failing slope severely degraded the Metrolink railroad track structure in the City of San Clemente. 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 the completion and reopening of the westbound lane on Fourth Street between Bush Street and French Street, installation of embedded track along Santa Ana Boulevard, Mortimer Street, and Fourth Street, and completion of the steel framework at 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 project reached a milestone with the completion of the first article inspection (FAI) for the first vehicle, which resulted in minor action items to be completed next quarter. 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 are anticipated to be presented to the Board and made available to the public next 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, nearly \$105.3 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 June 2022, 17 projects are active, ten have been cancelled (primarily due to low ridership), five 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, Comprehensive Transportation Funding Program (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, 63 are in various stages of implementation, and ten 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. As of June 30, 2022, the balance of the endowment was \$19,332,924. While the performance of the endowment fund will affect the time frame for full funding, current projections indicate that OCTA is still on track to meet the target of \$46.2 million in FY 2027-28. For more details, see the program updates on [page 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 were received on June 16, 2022. Based upon the project selection criteria 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 35](#).

Upcoming activities:

- Project X – Programming recommendations for the 12th Tier 1 call

FREWAYS

PROJECT A

INTERSTATE 5 (I-5) PROJECTS

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

Status: Project Complete

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

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



PROJECT B

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

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

Status: Design Phase Underway – 20 Percent Complete

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

Summary: This project will add an additional general purpose lane (approximately 4.5 miles) in both directions of I-5 between I-405 and Yale Avenue, improve interchanges, and replace and add new auxiliary lanes in the City of Irvine. The design of this project was initiated on October 22, 2021. This quarter, the design consultant initiated preparation of the 35 percent design package, continued to pursue 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, responses to utility notification letters for upcoming relocation work were received. Coordination relating to locations of soundwalls, overhead signage, landscaping is ongoing.

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

Status: Design Phase Underway – 50 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 completed surveying most of the existing facilities, completed obtaining as-builts from various agencies, and continued to work on addressing comments from Caltrans on the 35 percent design package. Coordination relating to the locations of soundwalls, overhead signage,



FREWAYS

landscaping, staging, and drainage is ongoing. In addition, the design consultant initiated coordination with Orange County Flood Control District and pursued Caltrans encroachment permits to begin geotechnical boring. Due to potential schedule delays during the ROW phase, this project is marked as a cost/schedule risk in the Capital Action Plan (CAP).

PROJECT C AND PART OF PROJECT D

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

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

Status: PROJECT COMPLETE

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

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



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

Status: PROJECT COMPLETE

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

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



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

Status: PROJECT COMPLETE

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

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



FREEWAYS

I-5, SR-73 to El Toro Road is one project broken into three segments. The final ED and PR for all three segments were approved on May 6, 2014. 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 – 60 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 demolished the middle segment of the Avery Parkway undercrossing, installed piles, and poured concrete for the bridge deck. The contractor continued to construct drainage systems, retaining walls in both directions, and guardrail systems throughout the project. In addition, Caltrans and OCTA continued coordinating utility work with San Diego Gas and Electric.

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

Status: Construction Underway – 71 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 placed shoring and demolished the middle structure of the La Paz Road undercrossing, continued construction of several retaining walls in both directions, and continued installation of the bridge over Oso Creek in both directions. Staff continued coordination of the service contract with Metrolink.

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

Status: Construction Underway – 34 Percent Complete

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

Summary: This project will add a general purpose lane in the southbound direction (approximately 1.7 miles) and extend the second HOV lane (approximately one mile) in both directions along I-5 between Alicia Parkway to El Toro Road in the cities of Laguna Hills, Laguna Woods, Lake Forest, and Mission Viejo. The construction contract was awarded on September 23, 2020, and construction began on October 13, 2020. This quarter, the contractor installed columns and bent cap falsework for the Los Alisos overcrossing bridge, continued work on several retaining walls, completed pouring reinforced concrete piles for the soundwall near the El Toro Road off-ramp, and installed pile foundations and bent caps on the new on-ramps 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.



FREEWAYS

PROJECT D

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

Segment: I-5, Ortega Highway Interchange

Status: PROJECT COMPLETE

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

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



Segment: I-5, El Toro Road Interchange

Status: Environmental Phase in Review

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

Summary: Caltrans is the lead for the environmental phase of this project. The project area includes the cities of Laguna Hills, Laguna Woods, and Lake Forest, which are direct stakeholders of the project improvements. The study began in April 2017 and the draft Initial Study/Environmental Assessment was completed in March 2019. The three stakeholder cities were not in consensus on a preferred alternative, and costs identified for the remaining alternatives were significantly higher than the assumed cost in the Next 10 Plan, which created additional challenges. The environmental phase was anticipated to be completed in late 2019; however, without the cities' consensus, OCTA does not support the finalization of the document. OCTA requested Caltrans put completion of the ED on hold until a consultant, retained by OCTA, provides a further assessment of the alternatives to help facilitate reaching an agreement. The 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 was presented to the Board on May 9, 2022, followed by project updates to the City of Laguna Woods on May 26, 2022, City of Lake Forest on June 7, 2022, and City of Laguna Hills on June 28, 2022. Staff is anticipated to return to the Board in August 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

PROJECT E

STATE ROUTE 22 (SR-22) PROJECTS

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



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

PROJECT F

STATE ROUTE 55 (SR-55) PROJECTS

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

Summary: This project will add a general purpose lane (approximately four miles) and a second HOV lane (approximately four miles) in both directions between I-405 and I-5 in the cities of Irvine, Santa Ana, and Tustin. Auxiliary lanes will be added and extended in some segments within the project limits. The final ED and PR were approved on August 31, 2017. The project was advertised on December 6, 2021, and the bid opening was held on March 10, 2022. This quarter, the construction contract was awarded on May 27, 2022, and approved on June 16, 2022. The construction kick-off meeting was held on June 28, 2022. Construction is anticipated to begin in mid-August 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: Design Contract Awarded
Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project studied the addition of a general purpose lane (approximately 2.0 miles) in both directions between I-5 and SR-22 and operational improvements between SR-22 and SR-91 in the cities of Anaheim, Orange, Santa Ana, and Tustin. The project limits span approximately 7.5 miles. The final ED and PR were approved on March 30, 2020. The 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 August 2022.



FREWAYS

PROJECT G

STATE ROUTE 57 (SR-57) PROJECTS

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

Status: Design Phase Underway – Seven Percent Complete

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

Summary: This project studied the addition of a new northbound general purpose lane (approximately one mile) on SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. The new northbound general purpose lane will join the completed Project G segments between Katella Avenue and Lambert Road, which opened to traffic in 2014. The final ED and PR were approved on March 29, 2019. The design of this project was initiated on March 28, 2022. This quarter, the design consultant held a kick-off meeting on May 18, 2022, and initiated coordination efforts with Caltrans and the cities of Anaheim and Orange. In addition, the design team submitted applications for encroachment permits to Caltrans for surveying and geotechnical activities and held a geometric design workshop.

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.





FREEWAYS

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

Status: PROJECT COMPLETE

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



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

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

Status: 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.

PROJECT H

STATE ROUTE 91 (SR-91) PROJECTS

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

Status: PROJECT COMPLETE

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



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



FREWAYS

PROJECT I



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

Status: PROJECT COMPLETE

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

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

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

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

Status: Design Phase Underway - 88 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 continued to address comments on the 95 percent design submittal. In addition, OCTA completed ROW appraisals and initiated the ROW acquisition process.

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

Status: Design Phase Underway - 48 Percent Complete

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

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

FREEWAYS

Segment: SR-91, Acacia Street to La Palma Avenue
Status: Design Phase Underway - 40 Percent Complete
Contact: Rose Casey, Capital Projects • (714) 560-5729

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

PROJECT J

Segment: SR-91, SR-55 to SR-241
Status: PROJECT COMPLETE
Contact: Rose Casey, Capital Projects • (714) 560-5729



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

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.



FREEWAYS

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

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

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

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

PROJECT K

INTERSTATE 405 (I-405) PROJECTS

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

Status: Design-Build Underway - 80 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.



FREEWAYS

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, Goldenwest Street, and Westminster Boulevard are also underway. The Fairview Road bridge was fully completed and opened to traffic on May 12, 2022. In total, 18 bridges will be replaced and widened, of which nine have been completed and opened to date. The remaining nine 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.



PROJECT L

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

Status: Environmental Phase Complete

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

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



FREWAYS

PROJECT M

INTERSTATE 605 (I-605) PROJECTS

Segment: I-605, Katella Avenue Interchange Improvements

Status: Design Phase Underway - 70 Percent Complete

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

Summary: This project will make enhancements at the on- and off-ramps and operational improvements on Katella Avenue at the I-605 Interchange in the City of Los Alamitos. In addition, pedestrian and bicycle improvements will incorporate complete streets components, including enhanced safety for all modes of travel. The final ED and PR were approved on October 3, 2018. The design of this project was initiated on December 28, 2020. This quarter, the design team continued work on the 95 percent roadway and 65 percent structures design packages. The design team also addressed comments on the supplemental design standard decision document, continued coordination with the counties of Orange and Los Angeles on encroachment permit requirements for work near regional drainage facilities, updated the utility management matrix, revised environmental technical documentation, initiated work on the 95 percent structures design package, and continued work on a pre-construction record of survey.

PROJECT N

FREEWAY SERVICE PATROL

Status: Service Ongoing

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

Summary: Freeway Service Patrol (FSP) provides assistance to motorists whose vehicles have become disabled along Orange County freeways and removes congestion-causing debris from traffic lanes to reduce freeway congestion and collisions. In June 2012, M2 began supporting FSP with local funds to maintain existing service levels and expand services through 2041. During the quarter, FSP provided 17,254 services.³ Since June 2012, FSP has provided a total of 679,068 services³ on the Orange County freeway system.

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



STREETS AND ROADS

PROJECT 0

REGIONAL CAPACITY PROGRAM

Status: 12th Call Funding Recommendations Approved

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

Summary: This program, in combination with required local matching funds, provides funding for improvements on Orange County’s Master Plan of Arterial Highways. Since 2011, through 12 calls, the Board has awarded 173 projects (211 project phases)⁴ totaling nearly \$350 million, including \$24 million in external funding. This includes the May 9, 2022, Board approval of funding recommendations for nine projects totaling \$10.2 million. The 13th call is anticipated to be released in August 2022.

⁴ To date, 20 of the 211 project phases awarded by OCTA totaling approximately \$33.3 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 included work on project closeout for the Raymond Avenue grade separation project.

Segment: Kraemer Boulevard Grade Separation

Status: PROJECT COMPLETE

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

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



Segment: Lakeview Avenue Grade Separation

Status: PROJECT COMPLETE

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

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





STREETS AND ROADS

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 Anaheim and Placentia in December 2014. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty in December 2015 with no issues or repairs identified. Funding reimbursement and closeout have been completed.



Segment: Raymond Avenue Grade Separation

Status: PROJECT COMPLETE

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

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



STREETS AND ROADS

Segment: State College Boulevard Grade Separation

Status: PROJECT COMPLETE

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

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



PROJECT P

REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM

Status: 12th Call Funding Recommendations Approved

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 3,300 intersections over more than 858 miles of streets (96 completed projects). Through 12 calls, 109 projects⁵ totaling more than \$132 million have been awarded. Overall, OCTA has funded 128 projects⁵ totaling more than \$157 million, including \$30.5 million in leveraged external funding. This includes the May 9, 2022, Board approval of funding recommendations for five projects totaling nearly \$16.2 million. The 13th call is anticipated to be released in August 2022.

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



STREETS AND ROADS

PROJECT Q

LOCAL FAIR SHARE

Status: Ongoing

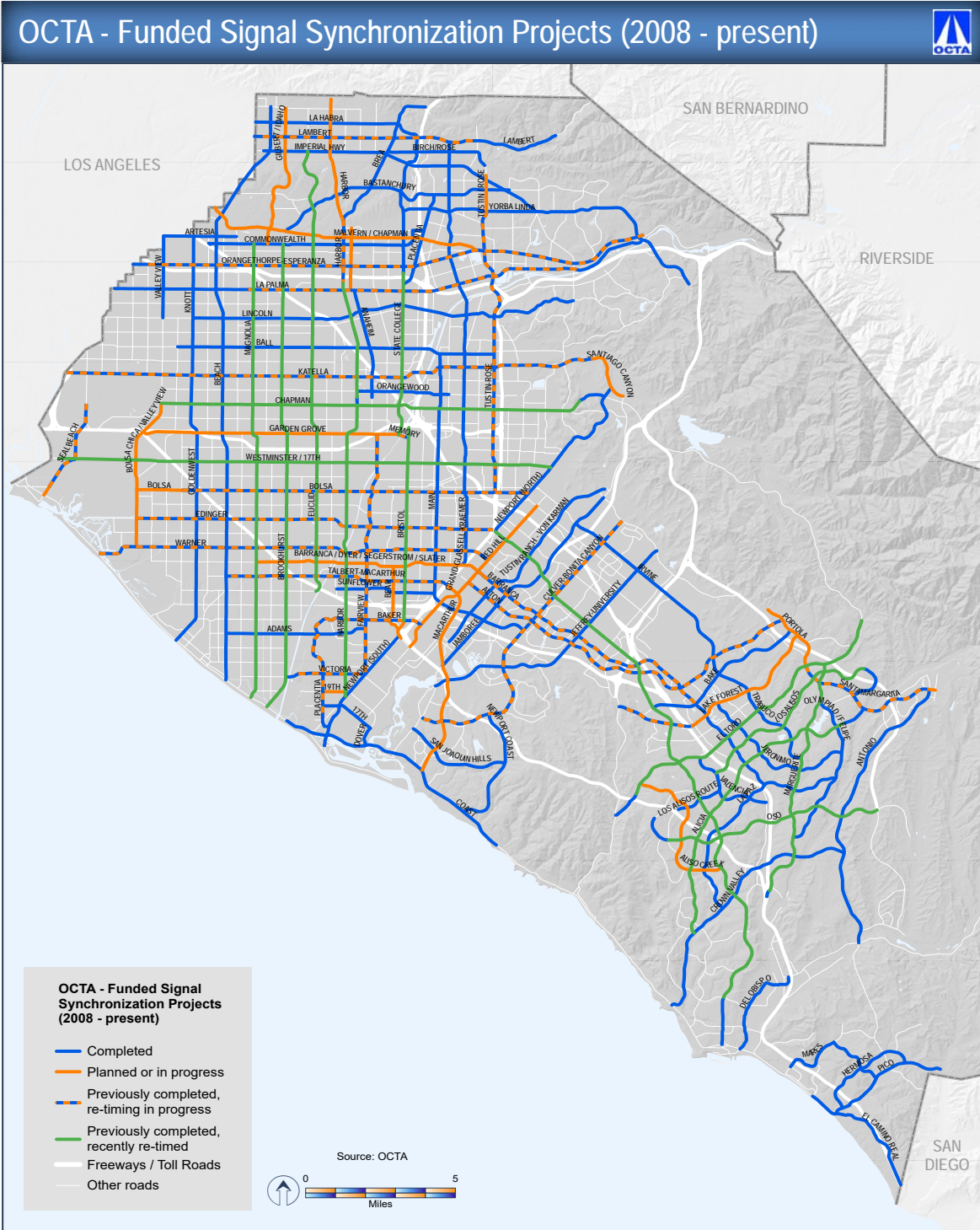
Contact: Sean Murdock, Finance • (714) 560-5685

Summary: To help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures by the cities and the County. Annually, all local jurisdictions are reviewed to determine eligibility to receive M2 funds. All local jurisdictions have been found eligible to receive LFS funds. On a bimonthly basis, 18 percent of net revenues are allocated by formula. Since 2011, approximately \$584.3 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



10/6/2021



TRANSIT

HIGH FREQUENCY METROLINK SERVICE

PROJECT R

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. Due to the COVID-19 pandemic, Metrolink implemented temporary service reductions. In April 2022, Metrolink partially restored some service in response to customer feedback and demand for more train trips. The three lines serving Orange County currently operate 45 weekday trains, 17 percent less service compared to the 54 weekday trains prior to COVID-19 related service reductions. During the quarter, ridership recovery continued to trend positively yet below expectations. Total boardings on the three lines are approximately 62 percent lower compared to the same quarter of FY 2018-19. Metrolink’s forecast suggests that 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.



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](#).

Project: Anaheim Canyon Metrolink Station Improvements

Status: Construction Underway - 50 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 retaining walls for the new platform, rail and signal work, and installation of two turnouts and one new grade crossing panel. The project is anticipated to be completed in early 2023.

Project: Fullerton Transportation Center Improvements

Status: PROJECT COMPLETE

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

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



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

Status: PROJECT COMPLETE

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

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



TRANSIT

Project: Orange Transportation Center Metrolink Parking Structure

Status: PROJECT COMPLETE

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

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



Project: New Placentia Metrolink Station and Parking Structure

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

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

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

Project: San Clemente Pier Station Lighting

Status: PROJECT COMPLETE

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

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



Additional Rail Corridor Improvements

Completed:

- Emergency installation of riprap (erosion preventing stonewall) to stabilize tracks south of the San Clemente Pier Station
- 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



TRANSIT

- 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:

- Conceptual design of interim/mid-term track stabilization solutions 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

Project: Sand Canyon Grade Separation

Status: PROJECT COMPLETE

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

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



Project: Tustin Metrolink Station Parking Structure

Status: PROJECT COMPLETE

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

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



Project: Laguna Niguel to San Juan Capistrano Passing Siding Project

Status: PROJECT COMPLETE

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

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





TRANSIT

HIGH FREQUENCY METROLINK SERVICE

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 (NTP) Executed with Operations and Maintenance (O&M) Contractor

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

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

Construction

This quarter, the Santa Ana River and Westminster bridges reached substantial completion with the placement of concrete plinths and rails. Fairview Street and Fifth Street at-grade crossings have been completed, with the exception of train warning and gate systems. Eighty percent of the overhead catenary system poles that will power the streetcar have been installed. Embedded tracks have been installed on Santa Ana Boulevard westbound from French Street to Raitt Street, eastbound from Raitt Street to Bristol Street, and eastbound from Flower Street to Sasscer Park; Mortimer Street from Fourth Street to Sixth Street; and Fourth Street from Broadway Street to Mortimer Street. Key work completed on Fourth Street includes the intersections at Bush Street and French Street, and foundations for the Sycamore Street and French Street platforms. On June 9, 2022, the westbound lane on Fourth Street reopened to traffic between Bush Street and French Street, the segment that is in front of the Fourth Street Market area. This is the first section to reopen since Fourth Street was closed to traffic for construction in February 2022.

Work on the MSF continued with construction and installation of inspection pits, turntables, and a vehicle wash station. Steel erection at the MSF was completed on May 10, 2022. Other key MSF activities completed include concrete placement for the first and second floor slabs, and the installation of the building roof and tracks inside the building.

Vehicle

The vehicle manufacturer continued production of the eight S700 streetcar vehicles. The first seven cars are in the final stages of manufacturing 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.



TRANSIT

In May 2022, staff traveled to the vehicle manufacturer's factory in the City of Sacramento to conduct the FAI for the first vehicle. This FAI is a significant milestone in the vehicle production process as it is the first time the vehicle manufacturer presented the first completed vehicle to OCTA for inspection based on the contractual technical specifications. Overall, the FAI was successful, which resulted in only minor action items that will be completed in early July 2022. The First of Kind testing on Computer Aided Dispatching and Automated Vehicle Locator was also conducted and subsequently closed as all testing was successful with the system.

Operations

The O&M general manager has been coordinating with OCTA on several processes, which will be performed by the O&M consultant during system integration testing, pre-revenue operations, and when revenue service begins. Over 60 documents have been submitted by the O&M consultant, which range from standard operating procedures, training documents, and submittals for state and federal oversight. Based on the project schedule and anticipated revenue service date, a second limited NTP was issued in April 2022. Many tasks in the first limited NTP were completed by the contractor, while others have been ongoing based upon the agreed schedule in relation to the full NTP and revenue service. Recent documentation submitted to OCTA includes drafts of additional operating procedures, rulebooks, safety and communication plans, policies, and training programs.

Cost and Schedule

In December 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. Staff is also coordinating 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

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, nearly \$105.3 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

Status: Ongoing

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

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

Since inception, nearly \$30.3 million⁷ has been provided to support 2,579,366 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



TRANSIT

service. This quarter, nearly \$1.2 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: Jack Garate, Transit • (714) 560-5387

Summary: This program provides one percent of net M2 revenues to supplement existing countywide SNEMT services. Since inception, more than \$32.6 million has been allocated to support nearly 1.4 million SNEMT boardings⁸. This quarter, nearly \$1.3 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.

Approximately \$1.9 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 2.4 million program-related boardings recorded on fixed-route and ACCESS services, approximately \$658,000 was utilized. The senior and disabled boardings recorded are based on pass sales and ACCESS boardings figures. Since inception, more than \$42.4 million has been allocated to support more than 132 million program-related boardings.

PROJECT V

COMMUNITY-BASED TRANSIT/CIRCULATORS

Status: Service Updates

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

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

TRANSIT

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

With the commencement of the 2022 summer season, all ten seasonal summer services are operational and available to the public at regular service levels. This includes the newest Project V service, the Laguna Niguel Summer Trolley, which recently debuted at the end of May 2022.

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 July 2022. Lessons learned from the success of implemented services are incorporated into recommendations for future funding guidelines and programming recommendations.

PROJECT W

SAFE TRANSIT STOPS

Status: City-Initiated Improvements Underway or Completed

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

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

To date, through a competitive process, OCTA has issued three calls (July 2014, October 2018, and April 2020), which have awarded just over \$3.1 million to support improvements at 122 locations. Of the 122 projects, 49 have been completed, 63 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

PROJECT X

CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES

Project: Environmental Cleanup Program

Status: 12th Tier 1 Call Applications Under Review

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 approximately \$3 million. Applications were due on June 16, 2022, and programming recommendations are anticipated to be presented to the Board in October 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.



ENVIRONMENTAL

FREEWAY MITIGATION

Segment: Environmental Mitigation Program

Status: Biological Permits Issued and Conservation Plan in Place

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

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

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

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

As part of the Conservation Plan requirement, an endowment has been established to pay for the long-term management of the Preserves. The most recent Board-adopted 2021 Next 10 Plan confirms that OCTA will be able to continue endowment deposits of \$2.9 million annually. OCTA is anticipated to make the seventh endowment deposit in July 2022. Quarterly investment reports are provided to the Board, with the most recent one in June 2022. As of June 30, 2022, the endowment balance was \$19,332,924, which is below the FY 2021-22 target of \$20,076,431. Current projections indicate that OCTA still remains on track to meet the endowment target of \$46.2 million in FY 2027-28; however, the performance of the endowment fund may affect the time frame. The next report is anticipated to be presented to the Board in September 2022.

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



ENVIRONMENTAL

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

As required by the Conservation Plan, OCTA is developing fire management plans (FMP) for the Preserves. Each Preserve will have its own separate FMP. These FMPs will provide guidelines for decision-making at all stages, including fire prevention, pre-fire vegetation management, suppression activities, and post-fire responses that are compatible with conservation and stewardship responsibilities. All seven of the FMPs have been drafted and are currently being reviewed by the Wildlife Agencies. It is anticipated that the FMPs will be completed by the end of 2022. Once complete, they will be shared with the EOC and posted on OCTA's website.

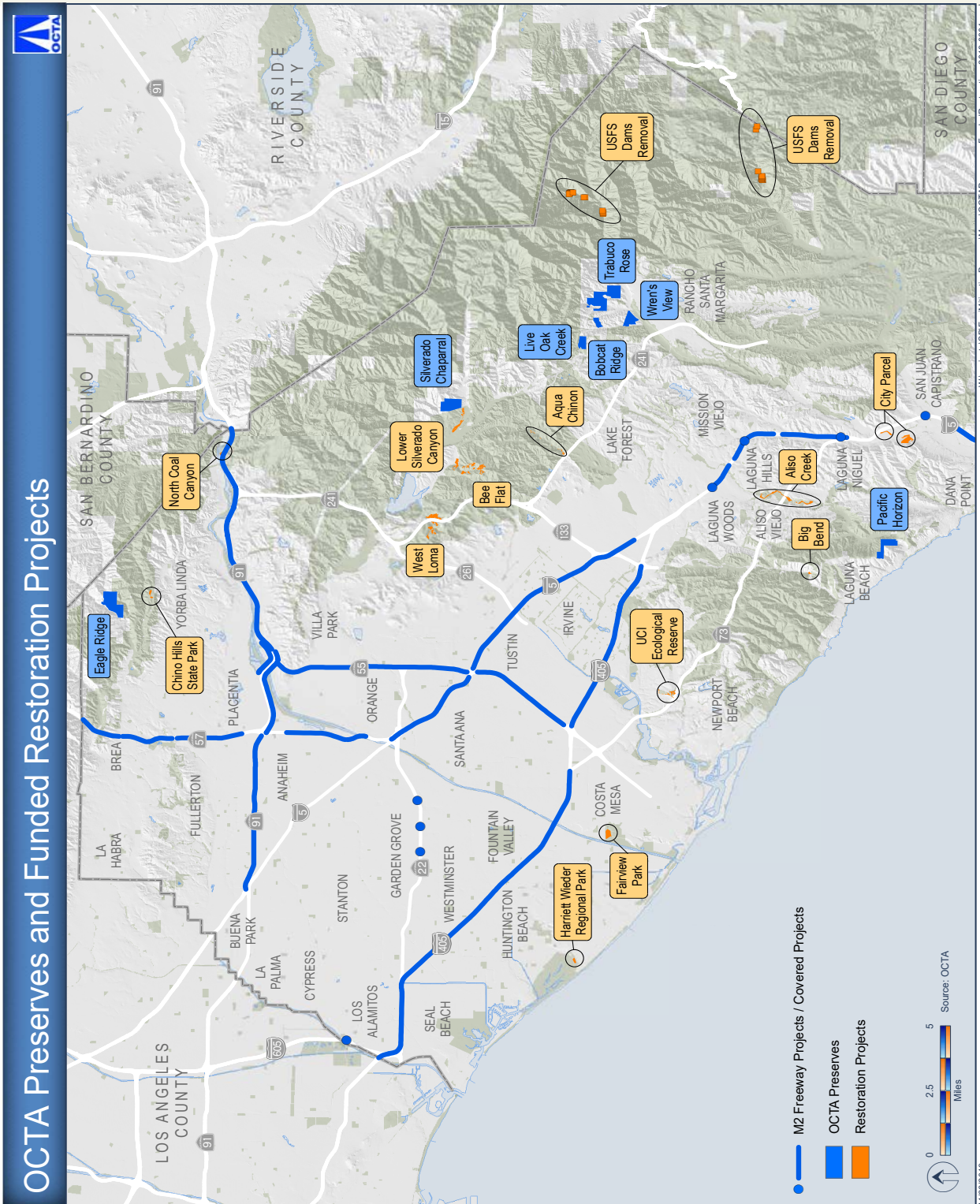
Conservation Plan reports are completed annually. These reports include the tracking of impacts associated with covered freeway improvement projects, other management and monitoring activities on Preserves, status and activities, the progress of the restoration projects, plan administration, and public outreach activities. Annual reports are reviewed and must be approved by the Wildlife Agencies. In summary, the annual reports to date document that OCTA's activities through 2021 were in compliance and on target with the Conservation Plan commitments. 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 I (SR-91 from SR-55 to Lakeview Avenue), Project K (I-405 from SR-73 to I-605), and Project M (I-605, Katella Avenue Interchange). If these mechanisms were not in place, it is anticipated that these projects would incur an additional \$700,000 to \$2.5 million (in 2018 dollars) in mitigation-related costs and unknown schedule risks. Furthermore, a strong partnership has been forged through collaboration with the environmental community.

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.

ENVIRONMENTAL





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.

During the quarter, the contract for the consultant team was executed to continue monitoring efforts. An updated market conditions forecast is anticipated to be presented to the Board in fall 2022.

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 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. The next review of the Next 10 Plan is anticipated in fall 2022.

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.



PROGRAM MANAGEMENT

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 team presented the final report to the Executive Committee on April 4, 2022, and the Board on April 25, 2022. The consultant's report reflected a positive assessment of OCTA's efficiency and effectiveness in the delivery of M2 projects and programs. While there were no significant findings, four recommendations for enhancements were made. Actions to address these recommendations are underway and progress updates will be provided in future M2 quarterly reports.

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. The tracking matrix was finalized and shared with the Taxpayer Oversight Committee (TOC) on April 12, 2022. This document is for PMO tracking purposes but is also helpful to TOC members during their annual compliance finding.

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 update of the city fact sheets through June 30, 2022, is underway.

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.



PROGRAM MANAGEMENT

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. On May 27, 2022, the construction contract was awarded to the lowest bidder, which was 0.8 percent below the engineer’s estimate. Staff will continue to track the construction market and update the spreadsheet as appropriate.

M2 Administrative Safeguards

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

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (currently \$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 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:



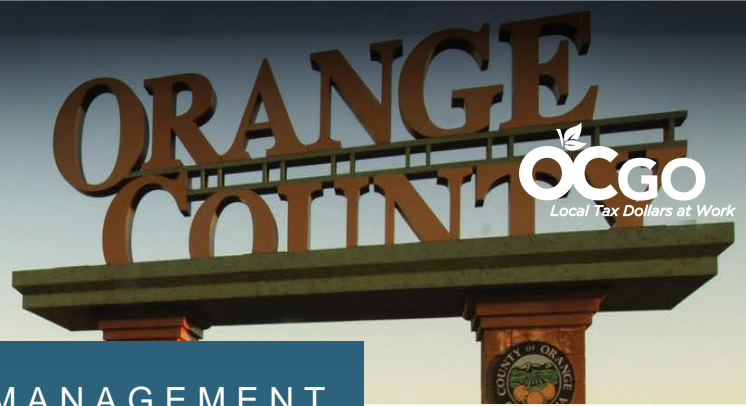
PROGRAM MANAGEMENT

- 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

At the April 12, 2022 meeting, the TOC unanimously voted to affirm that the TOC received and reviewed the FY 2020-21 M2 Expenditure Reports of all 35 Orange County local jurisdictions. In addition, the committee received presentations on the OC Streetcar Project, M2 Performance Assessment, and the M2 Quarterly Progress Report for the period October through December 2021, and received updates on the M2 Ordinance Compliance Matrix.

In addition, the TOC held its annual public hearing on June 14, 2022, and determined unanimously that OCTA is proceeding in accordance with the M2 Ordinance for the 31st consecutive year. In addition, the committee received and filed the M2 Quarterly Revenue and Expenditure Reports through March 2022, received a presentation on the M2 Quarterly Progress Report for the period January 2022 through March 2022, and received updates on Project V and the M2 EMP.

Two subcommittees assist the TOC with their safeguard responsibilities: the Annual Eligibility Review (AER) Subcommittee and the Audit Subcommittee. The AER Subcommittee meets a few times per year, as needed, to receive and review the following documents submitted by local jurisdictions to be deemed eligible to receive M2 funding: Congestion Management Program, Mitigation Fee Program, Local Signal Synchronization Plan, Pavement Management Plan, and 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.



PROGRAM MANAGEMENT

M2 FINANCING AND SCHEDULE OF FUNDING

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

Revenue Forecast and Collection

OCTA contracts with three universities (Chapman University; 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.

During the quarter, MuniServices, LLC. provided their sales tax forecast to the F&A Committee on May 11, 2022, followed by the sales tax forecast from Chapman University on June 8, 2022. Sales tax forecast presentations from California State University, Fullerton and University of California, Los Angeles are anticipated to be provided to the F&A Committee in July 2022.

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.

The 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. Staff will also consider other economic factors such as inflation, higher interest rates, and a potential future recession.

The FY 2022-23 budget was adopted by the Board in June 2022. The proposed budget growth rate for FY 2022-23 is 3.9 percent based on the sales tax forecast provided by MuniServices, LLC. 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 June 30, 2022 (Unaudited) Schedule 1

(\$ in thousands)	Quarter Ended June 30, 2022	Year to Date June 30, 2022 (A)	Period from Inception to June 30, 2022 (B)
Revenues:			
Sales taxes	\$ 102,061	\$ 417,781	\$ 3,494,817
Other agencies' share of Measure M2 costs:			
Project related	39,808	53,662	826,482
Non-project related	-	-	454
Interest:			
Operating:			
Project related	(1,855)	(2,617)	3,499
Non-project related	(740)	5,348	94,231
Bond proceeds	2,126	5,700	89,344
Debt service	20	23	1,086
Commercial paper	-	-	393
Right-of-way leases	9	223	1,601
Proceeds on sale of assets held for resale	1,216	1,227	13,428
Donated assets held for resale			
Project related	-	-	2,071
Miscellaneous:			
Project related	-	-	331
Non-project related	-	29	129
Total revenues	<u>142,645</u>	<u>481,376</u>	<u>4,527,866</u>
Expenditures:			
Supplies and services:			
Sales tax administration fees	206	2,699	35,060
Professional services:			
Project related	20,926	41,544	487,356
Non-project related	612	1,546	35,826
Administration costs:			
Project related	2,622	10,493	104,496
Non-project related:			
Salaries and Benefits	2,250	4,999	36,654
Other	1,532	6,129	60,078
Other:			
Project related	51	292	5,841
Non-project related	58	105	5,288
Payments to local agencies:			
Project related	35,548	96,735	1,233,449
Capital outlay:			
Project related	156,441	330,329	1,949,959
Non-project related	-	-	32
Debt service:			
Principal payments on long-term debt	-	8,455	75,550
Interest on long-term debt and commercial paper	-	35,371	284,627
Total expenditures	<u>220,246</u>	<u>538,697</u>	<u>4,314,216</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(77,601)</u>	<u>(57,321)</u>	<u>213,650</u>
Other financing sources (uses):			
Transfers out:			
Project related	(16,285)	(139,304)	(457,328)
Transfers in:			
Project related	6,603	14,101	204,003
Bond proceeds	-	-	804,625
Payment to refunded bond escrow agent	-	-	(45,062)
Total other financing sources (uses)	<u>(9,682)</u>	<u>(125,203)</u>	<u>506,238</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ (87,283)</u>	<u>\$ (182,524)</u>	<u>\$ 719,888</u>

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of June 30, 2022 (Unaudited) Schedule 2

<i>(\$ in thousands)</i>	Quarter Ended June 30, 2022 (actual)	Year to Date June 30, 2022 (actual) <i>(C.1)</i>	Period from Inception through June 30, 2022 (actual) <i>(D.1)</i>	Period from July 1, 2022 through March 31, 2041 (forecast) <i>(E.1)</i>	Total <i>(F.1)</i>
Revenues:					
Sales taxes	\$ 102,061	\$ 417,781	\$ 3,494,817	\$ 9,714,764	\$ 13,209,581
Operating interest	(740)	5,348	94,231	137,263	231,494
Subtotal	<u>101,321</u>	<u>423,129</u>	<u>3,589,048</u>	<u>9,852,027</u>	<u>13,441,075</u>
Other agencies share of M2 costs	-	-	454	-	454
Miscellaneous	-	29	129	-	129
Total revenues	<u>101,321</u>	<u>423,158</u>	<u>3,589,631</u>	<u>9,852,027</u>	<u>13,441,658</u>
Administrative expenditures:					
Sales tax administration fees	206	2,699	35,060	94,577	129,637
Professional services	612	1,546	32,051	90,013	122,064
Administration costs:					
Salaries and Benefits	2,250	4,999	36,654	98,515	135,169
Other	1,532	6,129	60,078	167,640	227,718
Other	58	105	2,268	6,328	8,596
Capital outlay	-	-	32	-	32
Environmental cleanup	534	1,935	47,955	194,264	242,219
Total expenditures	<u>5,192</u>	<u>17,413</u>	<u>214,098</u>	<u>651,336</u>	<u>865,434</u>
Net revenues	<u>\$ 96,129</u>	<u>\$ 405,745</u>	<u>\$ 3,375,533</u>	<u>\$ 9,200,691</u>	<u>\$ 12,576,224</u>
		<i>(C.2)</i>	<i>(D.2)</i>	<i>(E.2)</i>	<i>(F.2)</i>
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 804,625	\$ 199,300	\$ 1,003,925
Interest revenue from bond proceeds	2,126	5,700	89,344	67,620	156,964
Interest revenue from debt service funds	20	23	1,086	3,280	4,366
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>2,146</u>	<u>5,723</u>	<u>895,448</u>	<u>270,200</u>	<u>1,165,648</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	75,550	809,470	885,020
Bond debt and other interest expense	-	35,371	284,627	468,131	752,758
Other	-	-	3,020	-	3,020
Total financing expenditures and uses	<u>-</u>	<u>43,826</u>	<u>412,034</u>	<u>1,278,299</u>	<u>1,690,333</u>
Net bond revenues (debt service)	<u>\$ 2,146</u>	<u>\$ (38,103)</u>	<u>\$ 483,414</u>	<u>\$ (1,008,099)</u>	<u>\$ (524,685)</u>

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of
June 30, 2022 (Unaudited)
Schedule 3

Project	Description	Net Revenues through June 30, 2022	Total Net Revenues
(G)		(H)	(I)
(\$ in thousands)			
Freeways (43% of Net Revenues)			
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 133,047	\$ 495,693
B	I-5 Santa Ana/SR-55 to El Toro	84,980	316,611
C	I-5 San Diego/South of El Toro	177,492	661,276
D	I-5 Santa Ana/San Diego Interchange Upgrades	73,034	272,104
E	SR-22 Garden Grove Freeway Access Improvements	33,969	126,560
F	SR-55 Costa Mesa Freeway Improvements	103,607	386,009
G	SR-57 Orange Freeway Improvements	73,232	272,842
H	SR-91 Improvements from I-5 to SR-57	39,631	147,653
I	SR-91 Improvements from SR-57 to SR-55	117,902	439,269
J	SR-91 Improvements from SR-55 to County Line	99,700	371,454
K	I-405 Improvements between I-605 to SR-55	303,687	1,131,447
L	I-405 Improvements between SR-55 to I-5	90,500	337,177
M	I-605 Freeway Access Improvements	5,662	21,093
N	All Freeway Service Patrol	42,462	158,200
	Freeway Mitigation	72,574	270,389
Subtotal Projects		1,451,479	5,407,777
Net (Bond Revenue)/Debt Service		-	-
Total Freeways		\$ 1,451,479	\$ 5,407,777
%			
Street and Roads Projects (32% of Net Revenues)			
O	Regional Capacity Program	\$ 337,558	\$ 1,257,638
P	Regional Traffic Signal Synchronization Program	135,017	503,033
Q	Local Fair Share Program	607,596	2,263,720
Subtotal Projects		1,080,171	4,024,391
Net (Bond Revenue)/Debt Service		-	-
Total Street and Roads Projects		\$ 1,080,171	\$ 4,024,391
%			

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of June 30, 2022 (Unaudited) Schedule 3

Expenditures through June 30, 2022 (J)	Reimbursements through June 30, 2022 (K)	Net M2 Cost (L)
\$ 10,960	\$ 8,763	\$ 2,197
17,946	12,838	5,108
297,148	53,097	244,051
2,772	529	2,243
5	-	5
63,765	40,341	23,424
52,052	12,539	39,513
34,960	824	34,136
45,115	42,489	2,626
18,206	16,730	1,476
1,269,226	160,760	1,108,466
9,207	6,954	2,253
4,699	16	4,683
6,200	-	6,200
58,841	4,334	54,507
<u>1,891,102</u>	<u>360,214</u>	<u>1,530,888</u>
<u>137,692</u>	<u>-</u>	<u>137,692</u>
<u>\$ 2,028,794</u>	<u>\$ 360,214</u>	<u>\$ 1,668,580</u>
		50.0%
\$ 802,089	\$ 507,884	\$ 294,205
97,152	19,401	77,751
<u>589,085</u>	<u>77</u>	<u>589,008</u>
1,488,326	527,362	960,964
<u>40,344</u>	<u>-</u>	<u>40,344</u>
<u>\$ 1,528,670</u>	<u>\$ 527,362</u>	<u>\$ 1,001,308</u>
		30.0%

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of
June 30, 2022 (Unaudited)
Schedule 3

Project	Description	Net Revenues through June 30, 2022	Total Net Revenues
	(G)	(H)	(I)
<i>(\$ in thousands)</i>			
Transit Projects (25% of Net Revenues)			
R	High Frequency Metrolink Service	\$ 324,071	\$ 1,254,292
S	Transit Extensions to Metrolink	297,981	1,110,189
T	Metrolink Gateways	35,608	64,280
U	Expand Mobility Choices for Seniors and Persons with Disabilities	111,280	436,082
V	Community Based Transit/Circulators	67,493	251,458
W	Safe Transit Stops	7,450	27,755
	Subtotal Projects	843,883	3,144,056
	Net (Bond Revenue)/Debt Service	-	-
	Total Transit Projects	\$ 843,883	\$ 3,144,056
	%		
Measure M2 Program			
		\$ 3,375,533	\$ 12,576,224
Environmental Cleanup (2% of Revenues)			
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 71,781	\$ 268,822
	Net (Bond Revenue)/Debt Service	-	-
	Total Environmental Cleanup	\$ 71,781	\$ 268,822
	%		
Taxpayer Safeguards and Audits			
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 52,422	\$ 198,144
	%		
	Oversight and Annual Audits (1% of Revenues)	\$ 35,890	\$ 134,411
	%		

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of June 30, 2022 (Unaudited) Schedule 3

Expenditures through June 30, 2022 (J)	Reimbursements through June 30, 2022 (K)	Net M2 Cost (L)
\$ 430,738	\$ 98,886	\$ 331,852
158,106	2,133	155,973
98,220	60,956	37,264
107,018	88	106,930
15,754	1,439	14,315
1,210	26	1,184
<u>811,046</u>	<u>163,528</u>	<u>647,518</u>
<u>22,563</u>	<u>-</u>	<u>22,563</u>
<u>\$ 833,609</u>	<u>\$ 163,528</u>	<u>\$ 670,081</u> 20.1%
<u><u>\$ 4,391,073</u></u>	<u><u>\$ 1,051,104</u></u>	<u><u>\$ 3,339,969</u></u>
<u>\$ 47,955</u>	<u>\$ 311</u>	<u>\$ 47,644</u>
<u>-</u>	<u>-</u>	<u>-</u>
<u>\$ 47,955</u>	<u>\$ 311</u>	<u>\$ 47,644</u> 1.3%
<u>\$ 35,060</u>	<u>\$ -</u>	<u>\$ 35,060</u> 1.0%
<u>\$ 36,654</u>	<u>\$ 764</u>	<u>\$ 35,890</u> 1.0%

LOCAL FAIR SHARE

M2 Funds		
ENTITY	4TH QUARTER FY 2021-22	FUNDS TO DATE
ALISO VIEJO	\$271,796	\$7,292,377
ANAHEIM	\$2,383,232	\$61,047,627
BREA	\$387,269	\$10,470,416
BUENA PARK	\$610,703	\$16,268,518
COSTA MESA	\$994,666	\$26,722,102
CYPRESS	\$366,904	\$9,652,435
DANA POINT	\$237,177	\$6,130,986
FOUNTAIN VALLEY	\$430,208	\$11,356,430
FULLERTON	\$916,116	\$23,874,063
GARDEN GROVE	\$1,051,961	\$27,319,650
HUNTINGTON BEACH	\$1,378,013	\$35,733,351
IRVINE	\$2,000,170	\$50,365,312
LAGUNA BEACH	\$170,220	\$4,641,737
LAGUNA HILLS	\$234,944	\$6,227,239
LAGUNA NIGUEL	\$469,989	\$12,205,626
LAGUNA WOODS	\$88,849	\$2,329,087
LA HABRA	\$383,671	\$9,713,002
LAKE FOREST	\$574,357	\$14,624,609

LOCAL FAIR SHARE

M2 Funds		
ENTITY	4TH QUARTER FY 2021-22	FUNDS TO DATE
LA PALMA	\$97,025	\$2,913,226
LOS ALAMITOS	\$91,253	\$2,376,539
MISSION VIEJO	\$632,474	\$17,041,337
NEWPORT BEACH	\$764,139	\$20,165,693
ORANGE	\$1,174,755	\$30,359,286
PLACENTIA	\$333,171	\$8,471,865
RANCHO SANTA MARGARITA	\$298,910	\$7,768,457
SAN CLEMENTE	\$411,988	\$10,394,323
SAN JUAN CAPISTRANO	\$272,380	\$6,978,029
SANTA ANA	\$1,957,538	\$51,007,489
SEAL BEACH	\$165,740	\$4,534,883
STANTON	\$215,041	\$5,486,289
TUSTIN	\$650,002	\$16,510,319
VILLA PARK	\$36,976	\$956,882
WESTMINSTER	\$593,155	\$15,644,434
YORBA LINDA	\$432,877	\$11,083,133
COUNTY UNINCORPORATED	\$1,851,320	\$36,655,176
TOTAL M2 FUNDS	\$22,928,990	\$584,321,930

CAPITAL ACTION PLAN

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Non-bolded = Planned/Baseline

Bold = Forecasted/Actual

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

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

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

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Bold = Forecasted/Actual

Capital Projects	Cost	Schedule			
	Baseline/Forecast (millions)	Plan/Forecast			
		Complete Environmental	Complete Design	Award Contract	Complete Construction
I-605, Katella Avenue Interchange	\$29.0	Nov-18	Mar-23	Feb-24	Nov-25
Project M	\$29.0	Oct-18	Apr-23	Jun-24	Mar-26
Grade Separation Projects:					
Raymond Avenue Railroad Grade Separation	\$77.2	Nov-09	Aug-12	May-13	Aug-18
Project O	\$126.2	Nov-09	Dec-12	Feb-14	May-18
State College Boulevard Railroad Grade Separation (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
Rail and Station Projects:					
Sand Canyon Avenue Railroad Grade Separation	\$55.6	Sep-03	Jul-10	Feb-11	May-14
Project R	\$61.9	Sep-03	Jul-10	Feb-11	Jan-16

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 Red = Forecast milestone is over three months later than plan
 Non-bolded = Planned/Baseline **Bold = Forecasted/Actual**

Capital Projects	Cost	Schedule			
	Baseline/Forecast (millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Oct-08	Sep-08	Aug-09	Dec-11
Project R	\$90.4	Oct-08	Sep-08	Aug-09	Dec-11
San Clemente Beach Trail Safety Enhancements	\$6.0	Jul-11	Apr-12	Oct-12	Jan-14
Project R	\$5.0	Jul-11	Jun-12	May-13	Mar-14
San Juan Capistrano Passing Siding	\$25.3	Jan-13	May-16	Dec-16	Feb-21
	\$33.5	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 June 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
- Project V:** 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



September 2, 2022

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: City of Santa Ana Parking Revenue Losses and Additional Security Costs

Overview

The City of Santa Ana is offering free parking in Downtown Santa Ana during certain hours of the day to assist businesses during the construction of the OC Streetcar. Staff has worked with the City of Santa Ana to better understand the extent of parking revenue losses and additional security costs. The Orange County Transportation Authority could reimburse the City of Santa Ana for actual parking revenue losses and security costs, during the period of February 2022 and December 2022, which could allow for expanded hours of free parking in Downtown Santa Ana.

Recommendation

Provide up to \$679,748 to the City of Santa Ana based on actual losses in parking revenues and verifiable additional costs incurred between February 2022 and December 2022.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the cities of Santa Ana (City) and Garden Grove, is implementing a modern streetcar running between the Santa Ana Regional Transportation Center and the intersection of Harbor Boulevard and Westminster Avenue in the City of Garden Grove. The OC Streetcar project (Project) will improve transit connectivity and accessibility and help relieve congestion. The Project will be the first modern streetcar line in the state's third most populous county. The Project vehicles are being built by Siemens Mobility, Inc., with expected delivery in summer 2023 when testing will begin on streets. The targeted revenue service date is March 2024. Construction that required the closure of Fourth Street to vehicular traffic in the City began in February 2022, and the street is expected to fully reopen to traffic in November 2022.

In February 2022, the City began providing free parking in the Downtown area from 7 a.m. to 5 p.m. at four city-owned parking garages in an effort to ease impacts of Project construction. In March 2022, free parking hours were expanded on weekends and weekday evenings from one hour to two hours. In addition to the loss in parking revenue, the City has stated it is experiencing additional security costs at the four city-owned parking garages within the area of Project construction.

OCTA staff has worked with City staff to review data supporting the loss of parking revenue and continues to work with City staff to validate the increased security costs. To derive the impact of the decrease in parking revenue, OCTA staff reviewed invoices to determine a historical baseline for average monthly parking revenue. It was determined that average monthly parking revenue could reasonably be estimated at \$173,582 for 2022 based on 2021 standard parking revenues and the inclusion of special event parking revenue, which experienced a significant decline in 2020 and 2021 but is anticipated to return after construction. Actual parking revenues are available for February 2022 through July 2022 and average \$135,878, creating an estimated loss of parking revenue of \$37,704 per month. As a result, the estimated loss in parking revenue for the 11-month period between February 2022 and December 2022 is \$414,748.

The City also provided information on additional costs for security. It is anticipated that additional security costs will be \$265,000 over the 11-month period. OCTA staff is working with City staff to validate these costs.

OCTA could reimburse the City up to \$679,748 for the 11 months from February 2022 to December 2022 to address anticipated parking revenue losses at \$414,748 and security costs of \$265,000. If approved, OCTA would reimburse the City for actual parking revenue losses and security costs already incurred and provide subsequent payments each month based on actual parking revenue losses and additional security costs incurred. Based on discussions with City staff, they have indicated that these funds could be used to expand the hours of free parking at the four parking structures.

Fiscal Impact

If approved, OCTA would use local funds to reimburse the City in an amount up to \$679,748, to be determined by actual losses in parking revenue, and verifiable additional security costs incurred between February 2022 and December 2022.

Summary

The City is experiencing a decrease in parking revenue and additional security costs at four city-owned parking garages within the area of Project construction. The total estimated impact over the 11-month period of construction is anticipated to be \$679,748, which OCTA could reimburse the City based on actual losses in parking revenue and verifiable additional security costs. The City could use these funds to allow for expanded hours of free parking in Downtown Santa Ana.

Attachment

A. None.

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