Orange County Transportation Authority

Board Agenda
Monday, September 8, 2025 at 9:30 a.m.

550 South Main Street, Orange, California

Board Members

Doug Chaffee, Chair
Jamey M. Federico, Vice Chair
Valerie Amezcua
Katrina Foley
William Go
Patrick Harper
Michael Hennessey
Fred Jung
Stephanie Klopfenstein
Carlos A. Leon
Janet Nguyen
Tam T. Nguyen
Vicente Sarmiento
John Stephens
Kathy Tavoularis
Mark Tettemer
Donald P. Wagner
Lan Zhou, Ex-Officio

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 Board 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 or access live streaming of the Board meetings by clicking this link: https://octa.legistar.com/Calendar.aspx

In-Person Comment

Members of the public may attend in-person and address the Board regarding any item within the subject matter jurisdiction of OCTA. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

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

Invocation

Director Amezcua

Pledge of Allegiance

Director Sarmiento

1. Closed Session

Overview

A Closed Session will be held as follows:

Pursuant to Government Code Section 54956.9(d) - Conference with General Counsel - Potential Litigation - One Item.

Special Calendar

Orange County Local Transportation Authority Special Calendar Matters

2. Update on Emergency Need for Railroad Track Stabilization in the Vicinity of Mile Post 203.83 to 204.40 and 206.00 to 206.70 on the Orange Subdivision

Jason Lee/James G. Beil

Overview

The four reinforcement areas identified in the Coastal Rail Resiliency Study adjacent to the Orange County Transportation Authority-owned railroad right-of-way, in the vicinity of Mile Post 203.83 to 204.40 and 206.00 to 206.70 on the Orange Subdivision, have continued to experience coastal erosion and the hillside continues to move incrementally, posing an imminent threat to the railroad corridor and public safety if immediate necessary actions are not taken to mitigate the threat. Measures must be taken immediately to stabilize the track and maintain passenger and freight rail service.

Recommendation(s)

Reaffirm Resolution No. 2025-068 to authorize the Chief Executive Officer to take any and

all necessary actions in regard to agreements with partner public agencies to address the emergency need for railroad track stabilization in the vicinity of Mile Post 203.83 to 204.40 and 206.00 to 206.70 on the Orange Subdivision.

Attachments:

Presentation

Consent Calendar (Items 3 through 18)

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

Orange County Transportation Authority Consent Calendar Matters

3. Approval of Minutes

Clerk of the Board

Recommendation(s)

Approve the minutes of the August 25, 2025 Orange County Transportation Authority and affiliated agencies' regular meeting.

Attachments:

Minutes

4. 91 Express Lanes Zero-Emissions Vehicle Discount

Kirk Avila

Overview

The State of California's clean air vehicle decal program is set to expire on September 30, 2025. With the expiration of the decal program, several California toll agencies will be discontinuing toll discounts associated with the program. Board of Directors' approval is requested to update the Toll Policy for the 91 Express Lanes to remove a similar zero-emission vehicle discount on the 91 Express Lanes.

Recommendation(s)

Approve the updated Toll Policy for the 91 Express Lanes, eliminating discounts for zero-emission vehicles, and direct staff to present this item to the next State Route 91 Advisory Committee on October 30, 2025.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C

5. Proposed Response to 2024-2025 Orange County Grand Jury Report "OCTA: It Takes a Lot to Keep Us Moving"
Melanie Masud/Kristin Jacinto

Overview
Staff has prepared a response to the June 18, 2025, report issued by the Orange County Grand Jury entitled, "OCTA: It Takes a Lot to Keep Us Moving," for the Orange County Transportation Authority Board of Directors' consideration. The response addresses each of the findings and recommendations made by the Grand Jury and highlights areas of agreement, clarification, or actions already taken.

Recommendation(s)
Authorize the Chief Executive Officer to submit the proposed response to the Orange County Grand Jury report's findings and recommendations as required by California Penal Code Section 933(c).

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B

6. Award of Agreement for Claims Administration of the Self-Insured Workers' Compensation Program
Greg Bych/Maggie McJilton

Overview
On May 12, 2025, the Board of Directors approved the release of a request for proposals for claims administration of the Self-Insured Workers' Compensation Program. Proposals were received in accordance with Orange County Transportation Authority procurement procedures for professional and technical services. Approval is requested to execute an agreement for this service.

Recommendation(s)
A. Approve the selection of Pacific Secured Equities, doing business as Intercare Holdings Insurance Services, Inc., to provide claims administration for the Orange County Transportation Authority's Self-Insured Workers' Compensation Program.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3964 between the Orange County Transportation Authority and Pacific Secured Equities, doing business as Intercare Holdings Insurance Services, Inc., in the amount of $2,794,000, to provide claims administration for the Orange County Transportation Authority's Self-Insured Workers' Compensation Program, for a five-year term.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C

7. Active Transportation Program Biannual Update
Peter Sotherland/Rose Casey

Overview
The Orange County Transportation Authority coordinates regional active transportation efforts with local jurisdictions, key stakeholders, and the public to support development of a balanced multimodal transportation system. An update on recent and upcoming activities is provided.

Recommendation(s)
Receive and file as an information item.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Presentation

8. Draft 2025 Orange County Congestion Management Program Report Release for Public Review
Angel Garfio/Rose Casey

Overview
The Orange County Transportation Authority, as the designated Congestion Management Agency, is required by state statute to report on the Orange County Congestion Management Program every two years. Accordingly, a draft 2025 Orange County Congestion Management Program Report has been prepared for public review and will be posted and circulated to local agencies upon direction by the Board of Directors.

Recommendation(s)
A. Direct staff to release the draft 2025 Orange County Congestion Management Program Report for public review.

B. Set November 10, 2025, as a public hearing date for adoption of the final 2025 Orange County Congestion Management Program Report.

Attachments:

Transmittal
Staff Report
Attachment A

9. 2026 Long-Range Transportation Plan Development
Kristin Tso/Rose Casey

Overview
The Orange County Transportation Authority has initiated development of the 2026 Long-Range Transportation Plan, which defines the long-term vision and investment priorities for Orange County's transportation system through the year 2050. The plan is updated every four years and provides Orange County's required input to the Southern California Association of Governments' Regional Transportation Plan and Sustainable Communities Strategy. This report provides an update on early development activities, including challenges and goals that will help guide the development of scenarios and evaluation criteria.

Recommendation(s)
Receive and file as an information item.

Attachments:

Transmittal
Staff Report
Presentation

10. Acceptance of Grant Awards from the Southern California Association of Governments and the California Department of Transportation
Roslyn Lau/Rose Casey

Overview
The Orange County Transportation Authority has been awarded two state-funded grants for the countywide active transportation plan, Move OC: A Vibrant Path to Active Transportation. These grant awards include a Southern California Association of Governments Sustainable Communities Program grant for $400,000 and a California Department of Transportation Sustainable Transportation Planning Grant for $600,000. Board of Directors' approval is required to accept these grants.

Recommendation(s)
A. Authorize the Chief Executive Officer to accept the award of $400,000 in Southern California Association of Governments Sustainable Communities Program funding for Move Orange County: A Vibrant Path to Active Transportation.

B. Adopt Orange County Transportation Authority Resolution No. 2025-070 authorizing the acceptance of the $600,000 California Department of Transportation Sustainable Transportation Planning Grant confirming the match which is provided through the grant noted in Recommendation A, and authorizing the Chief Executive Officer to negotiate and execute grant agreements and any other required documents or applications.

C. Authorize the Chief Executive Officer to negotiate and execute grant-related agreements and documents with the Southern California Association of Governments and the California Department of Transportation.

D. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the recommendations above.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B

11. 2026 State Transportation Improvement Program Overview
Ben Ku/Rose Casey

Overview
The State Transportation Improvement Program is a biennial five-year plan of projects adopted by the California Transportation Commission for future allocations of state transportation funds. Every two years, the Orange County Transportation Authority updates the program of projects to be funded through this program. An overview of the 2026 State Transportation Improvement Program process is presented for information purposes.

Recommendation(s)
Receive and file as an information item.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C

Orange County Local Transportation Authority Consent Calendar Matters

12. Amendment to Agreement for Construction Management Support Services for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5
Steven L. King/James G. Beil

Overview
On April 12, 2021, the Orange County Transportation Authority's Board of Directors approved the selection of AECOM Technical Services, Inc. as the firm to provide construction management support services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5. An amendment to the agreement is needed to provide additional services through the completion of the State Route 55 Improvement Project.

Recommendation(s)
Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to

Agreement No. C-0-2582 between the Orange County Transportation Authority and AECOM Technical Services, Inc., in the amount of $6,272,656, and extend the agreement term for an additional nine months through June 30, 2027, for additional construction management support services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5. This will increase the maximum cumulative obligation of the agreement to a total contract value of $24,797,276.

Attachments:

Transmittal
Staff Report
Attachment A

13. Amendment to Cooperative Agreements with the Cities of Costa Mesa, Fountain Valley, Huntington Beach, and Westminster for the Interstate 405 Improvement Project

Jeff Mills/James G. Beil

Overview

On March 14, 2016, the Orange County Transportation Authority Board of Directors approved Cooperative Agreement nos. C-5-3612, C-5-3613, C-5-3614, and C-5-3615 with the cities of Costa Mesa, Fountain Valley, Huntington Beach, and Westminster, respectively, for city services required during design-build implementation of the Interstate 405 Improvement Project. On June 12, 2023, the Orange County Transportation Authority Board of Directors approved Cooperative Agreement No. C-3-2654 with the City of Huntington Beach, which superseded expired Agreement No. C-5-3614. These cooperative agreements need to be amended to provide final reimbursement for pavement mitigation and other costs for city streets used for signed, long-term detour routes during construction.

Recommendation(s)

A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Cooperative Agreement No. C-5-3612 between the Orange County Transportation Authority and the City of Costa Mesa, in the amount of $1,989,000, to provide final reimbursement for pavement mitigation and other costs on city streets used for signed, long-term detour routes during construction. This will increase the maximum obligation of the cooperative agreement to a total value of $3,295,380.

B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 12 to Cooperative Agreement No. C-5-3613 between the Orange County Transportation Authority and the City of Fountain Valley, in the amount of $2,039,000, to provide final reimbursement for pavement mitigation and other costs on city streets used for signed, long-term detour routes during construction. This will increase the maximum obligation of the cooperative agreement to a total value of $7,478,658.

C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement No. C-3-2654 between the Orange County Transportation

Authority and the City of Huntington Beach, in the amount of $1,331,000, to provide final reimbursement for pavement mitigation and other costs on city streets used for signed, long-term detour routes during construction. This will increase the maximum obligation of the cooperative agreement to a total value of $1,531,000.

D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 9 to Cooperative Agreement No. C-5-3615 between the Orange County Transportation Authority and the City of Westminster, in the amount of $2,850,000, to provide final reimbursement for pavement mitigation and other costs on city streets used for signed, long-term detour routes during construction. This will increase the maximum obligation of the cooperative agreement to a total value of $7,348,331.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C
Attachment D
Attachment E
Attachment F
Attachment G
Attachment H

14. Consultant Selection for Construction Management Support Services for the Interstate 5 Improvement Project Between Interstate 405 and Yale Avenue
Josue Vaglienty/James G. Beil

Overview
On April 14, 2025, the Orange County Transportation Authority Board of Directors authorized the release of a request for proposals to retain a consultant for construction management support services for the Interstate 5 Improvement Project between Interstate 405 and Yale Avenue. Board of Directors' approval is requested for the selection of a firm to perform the required services.

Recommendation(s)
A. Approve the selection of Jacobs Project Management Co. as the firm to provide construction management support services for the Interstate 5 Improvement Project between Interstate 405 and Yale Avenue.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3961 between the Orange County Transportation Authority and Jacobs Project Management Co. to provide construction management support services for the Interstate 5 Improvement Project between Interstate 405 and Yale Avenue.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C

15. Cooperative Agreement with the California Department of Transportation for the Preparation of the Project Report and Environmental Document for the State Route 57 Northbound Project from Lambert Road to the Orange County/Los Angeles County Line

Niall Barrett/James G. Beil

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation to provide environmental phase services for preparation of the project report and environmental document for the State Route 57 Northbound Project from Lambert Road to the Orange County/Los Angeles County Line.

Recommendation(s)

A. Authorize the use of $3,250,000 in Measure M2 funds for the State Route 57 Northbound Project from Lambert Road to the Orange County/Los Angeles County Line.

B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-5-4294 between the Orange County Transportation Authority and the California Department of Transportation, for preparation of the project report and environmental document for the State Route 57 Northbound Project from Lambert Road to the Orange County/Los Angeles County Line.

Attachments:

Transmittal
Staff Report
Attachment A

16. Release 2026 Annual Call for Projects for Measure M2 Comprehensive Transportation Funding Programs

Cynthia Morales/Rose Casey

Overview

The Orange County Transportation Authority provides grants to local agency projects to improve the regional roadway network and coordinate traffic signals. The Measure M2 Comprehensive Transportation Funding Programs guidelines provide the mechanism for administration of the annual competitive call for streets and roads projects. The sections for the Regional Capacity Program (Project O) and the Regional Traffic Signal Synchronization Program (Project P) in the 2026 Comprehensive Transportation Funding Programs guidelines and a request to issue a call for projects are presented for review and approval.

Recommendation(s)

A. Approve proposed revisions to the Comprehensive Transportation Funding Programs guidelines.

B. Authorize staff to issue the 2026 call for projects for the Regional Capacity Program.

C. Authorize staff to issue the 2026 call for projects for the Regional Traffic Signal Synchronization Program.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B

17. Measure M2 Quarterly Progress Report for the Period of April 2025 through June 2025

Jonathan Lee/Rose Casey

Overview

Staff has prepared the Measure M2 Quarterly Progress Report for the fourth quarter of fiscal year 2024-25 as information for the Orange County Transportation Authority Board of Directors. This progress report highlights the delivery of Measure M2 projects and programs as promised to voters and the monitoring of external challenges. The full report will be available to the public via the Orange County Transportation Authority website.

Recommendation(s)

Receive and file as an information item.

Attachments:

Transmittal
Staff Report
Attachment A

18. Regional Traffic Signal Synchronization Program Update
Alicia Yang/Rose Casey

Overview
The Orange County Transportation Authority has been working with cities, the County of Orange, and the California Department of Transportation to fund and implement key regional traffic signal synchronization projects. This annual report provides an update on the Measure M2 Regional Traffic Signal Synchronization Program, including results from recently completed projects, and an update to the Countywide Signal Synchronization Baseline Project.

Recommendation(s)
Receive and file as an information item.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Presentation

Regular Calendar

Orange County Local Transportation Authority Regular Calendar Matters

19. Proposed Amendment to the Orange County Local Transportation Authority Measure M2 Ordinance No. 3
Adriann Cardoso/Rose Casey

Overview
The voter-approved Measure M2 Ordinance No. 3 requires that all net revenues be allocated solely for transportation purposes described in the ordinance. A safeguard for the use of the Measure M2 net revenues indicates that any jurisdiction which uses net revenues in any amount and for any reason for a purpose other than those authorized by the ordinance must fully reimburse the Orange County Transportation Authority for any misspent funds and that jurisdiction shall be deemed ineligible to receive net revenues for a period of five years. The Board of Directors requested that staff develop options for potentially amending Ordinance No. 3 that include less severe remedies than what are currently required where Measure M2 net revenues are used for purposes other than those authorized by the ordinance.

Recommendation(s)
A. Provide direction to staff to initiate the process to amend the Orange County Local

Transportation Authority Measure M2 Ordinance No. 3 to provide the Board of Directors with flexibility in determining a lesser penalty when a local jurisdiction uses Measure M2 net revenues for purposes other than those authorized by the M2 Ordinance No. 3.

B. Provide direction to staff to make the necessary changes to the Transportation Investment Plan provided in Attachment A to reflect the changes made to the Measure M2 Ordinance No. 3.

C. Direct staff to set a date of October 27, 2025, for a public hearing and Board of Directors' action to consider adoption of the amendment to the Orange County Local Transportation Authority Measure M2 Ordinance No. 3 as it relates to the safeguard of use of revenues requirement.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C

Discussion Items

20. Public Comments

21. Chief Executive Officer's Report

22. Directors' Reports

23. Adjournment

The next regularly scheduled meeting of this Board will be held:

9:30 a.m., on Monday, September 22, 2025

OCTA Headquarters
Board Room
550 South Main Street
Orange, California

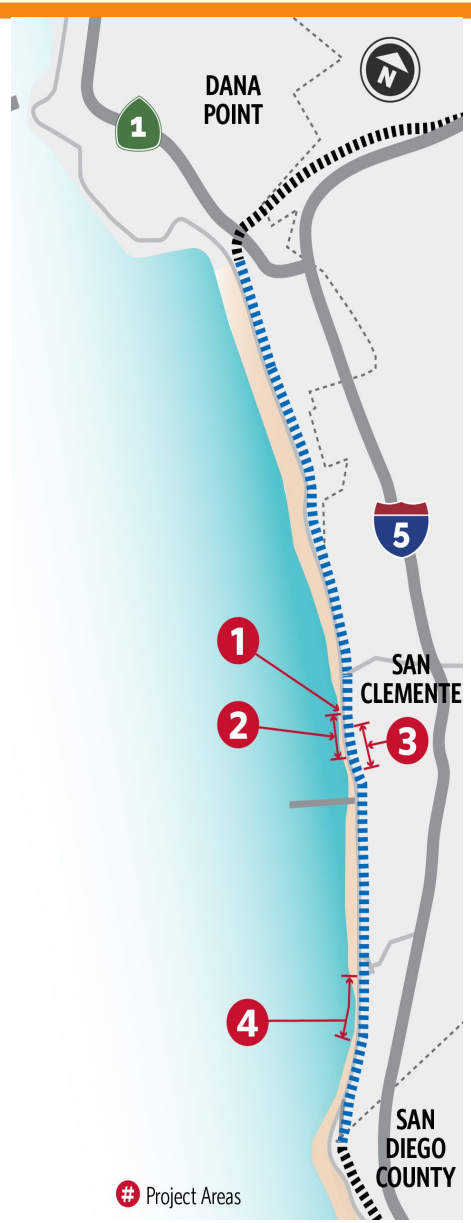
Update on Emergency Need for Railroad Track Stabilization in the Vicinity of Mile Post 203.80 to 204.40 and 206.00 to 206.70 on the Orange Subdivision

Coastal Rail Stabilization Priority Project

- Four priority reinforcement areas were identified in January 2024
- Proposed solutions evaluated at a preliminary design level considering different materials, performance, costs, methods, and schedule

Area	Location (MP)	Challenge	Proposed Solutions
1	203.80 – 203.90	Ongoing deterioration of existing riprap protection	Riprap repair (900 tons/600 CY) followed by sand nourishment
2	204.00 – 204.40	Erosion - no beach at high tide and direct wave attack damaging existing riprap protection	Riprap repair (6,750 tons/4,500 CY) followed by sand nourishment
3	204.07 – 204.34	Steep bluffs with high potential for failure that could impact rail infrastructure	1,400-ft catchment structure
4	206.00 - 206.10 206.42 - 206.70	Near San Clemente State Beach - erosion exposing areas of limited to no riprap protection	Riprap repair (2,100 tons/1,400 CY) and 1,200-ft shoreline protection structure followed by sand nourishment

MP – Mile Post
CY – Cubic Yard



Areas 1 and 2 Riprap Repair Activities

- All construction activities have been completed
- Provided responses to the California Coastal Commission (CCC) on Emergency Coastal Development Permit (eCDP) conditions of approval for Areas 1 and 2 which included:
  - Revetment as-built plans
  - Sand and revetment monitoring plans
  - Sand nourishment update
  - California State Transportation Agency commitment letter to perform potential railroad relocation analysis
  - Correspondence on habitat mitigation and monitoring plan
  - Nesting bird monitoring and avoidance memorandum (April 23 and April 28, 2025 surveys)
- Received Notice of Incomplete application from CCC on July 18, 2025, requesting additional construction as-built data and an update on the sand nourishment schedule



North Beach and Area 1 Initial Sand Nourishment

Initial Sand Nourishment

- Orange County Transportation Authority (OCTA) is pursuing an inland sand source (Garnet Pit) to place ~3,200 CY of sand in Area 1 and North Beach, outside of the United States Army Corps of Engineers' (USACE) jurisdiction to expedite sand delivery
- Expecting to be substantially complete by September 14, 2025
- OCTA is coordinating with Southern California Regional Rail Authority (SCRRA) on temporary crossing for initial sand nourishment project

Areas 1 and 2 Ultimate Sand Nourishment

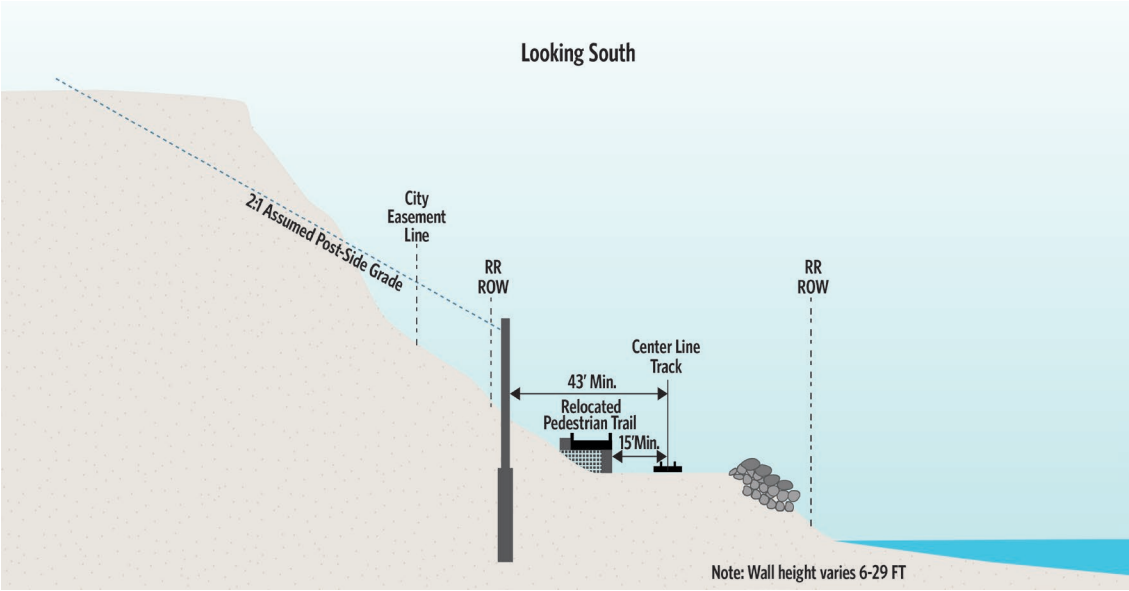
- Initial sand nourishment is part of the larger effort for placing 240,000 CY of sand nourishment for Areas 1 and 2 approved by the CCC
- OCTA is coordinating with SCRRA for right-of-entry permit, California State Lands Commission, USACE, and CCC on permitting, letter of permission, or waiver needs
- Ongoing coordination with the Orange County Water District (OCWD) on availability of Prado Dam basin material





Area 3 Mariposa Catchment Wall Activities

- California Transportation Commission allocated $92.231 million
- Executed contract with the design-build contractor, Condon Johnson & Associates (CJA)
  - 100 percent design package submitted to CCC and City of San Clemente (City), under final review
  - Structural steel column in queue for fabrication
  - Potholing activities to start this week
  - Construction activities to start September 15, 2025
- Cooperative agreement for construction support executed with SCRRA
- Submitted wall aesthetics and trail plan to CCC
- Submitted CDP amendment for soil nail shoring and Verdura Wall for September 2025 CCC meeting
- Received approval from CCC for pedestrian bridge pier removal, site clearing and grubbing, and potholing activities, under eCDP extension



RR – Railroad
ROW – Right-of-Way

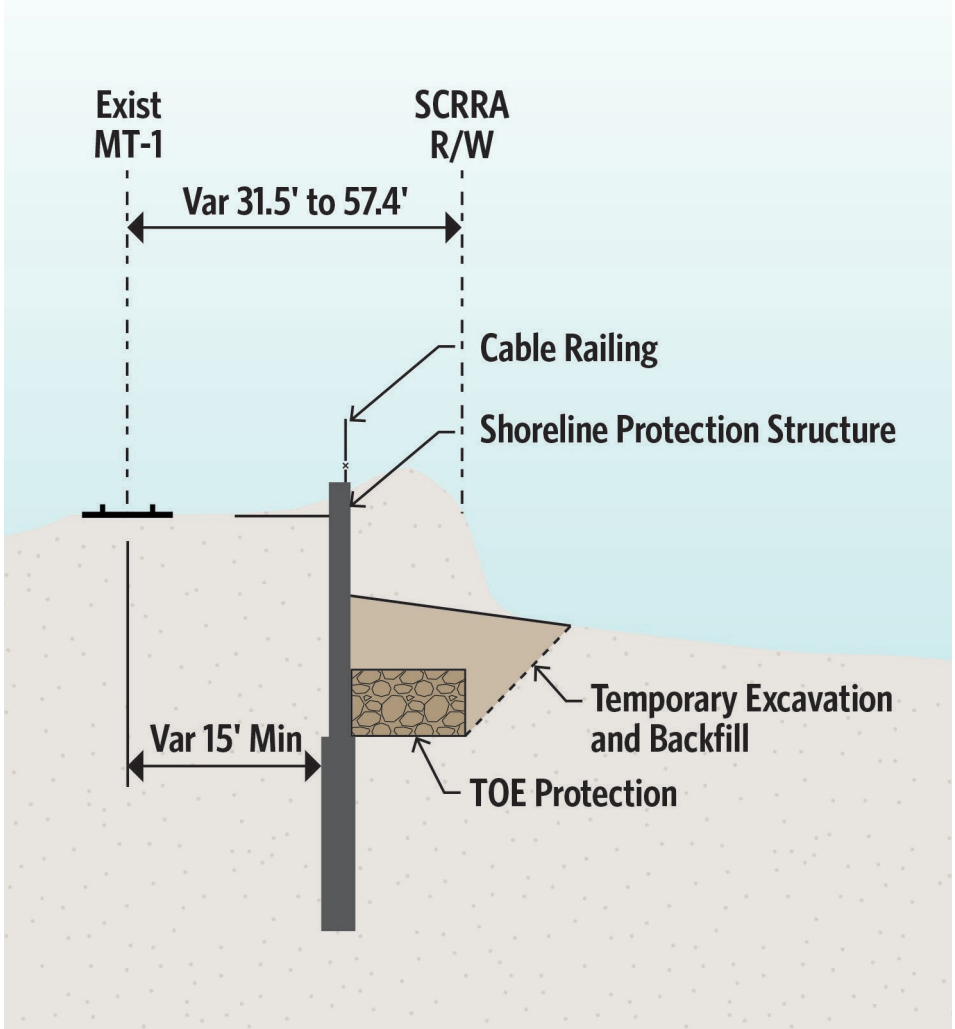
Concept as of July 2025, subject to change with design refinement

Area 3 Catchment Wall



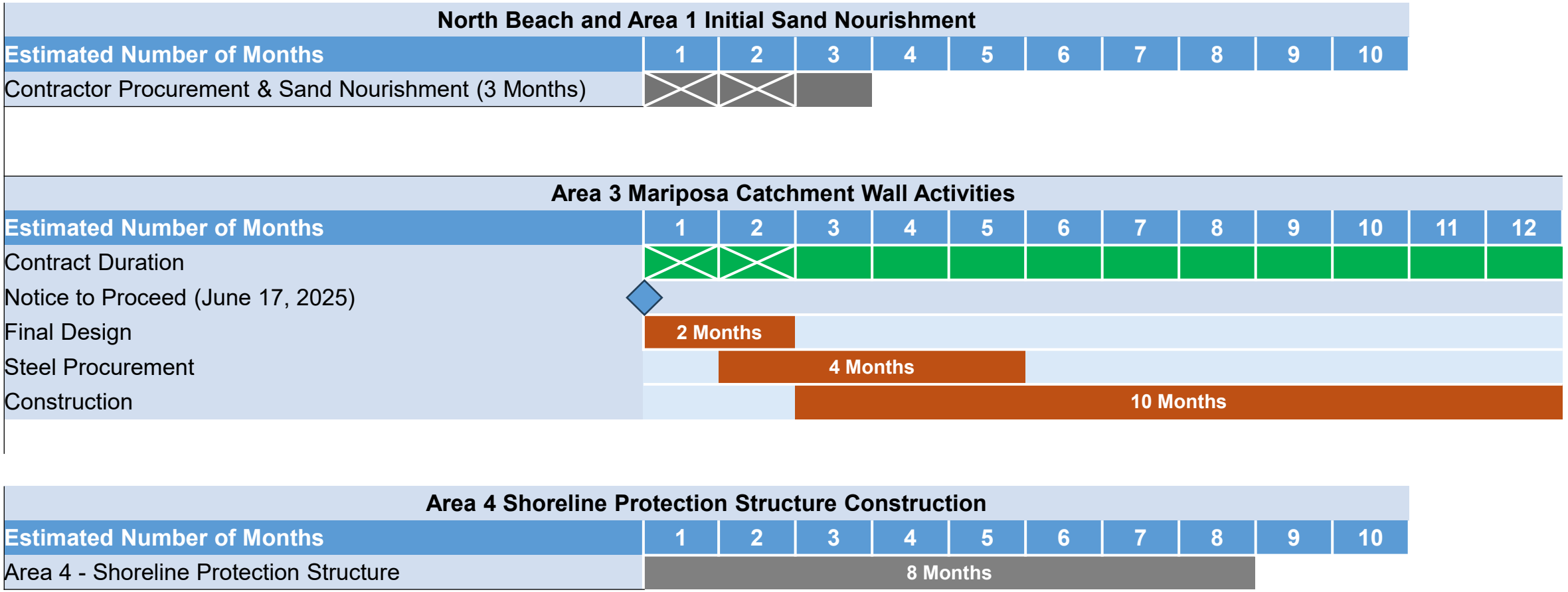
Area 4 Shoreline Protection Structure Activities

- CCC does not recognize Area 4 as an emergency; no eCDP will be issued
- Resumed prior efforts to complete the pending CDP from 2024 and submitted responses on June 30, 2025, seeking opportunities to expedite review and approval
- Resubmitted the draft coastal erosion modeling report to address CCC comments
- CCC approved a CDP waiver for geotechnical investigation testing at the August 15, 2025 CCC meeting
- Final planning and permiting for geotechnical field investigations to begin this month for validation of conceptual design
- CCC to consider Area 4 CDP at future CCC meeting (date to be determined)



Area 4 – Shoreline Protection Structure

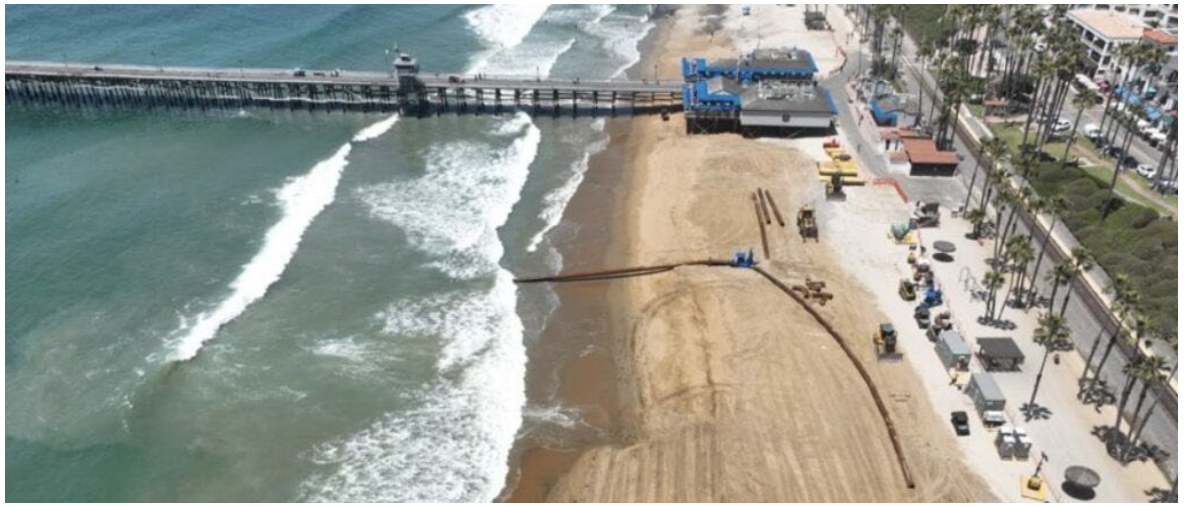
Estimated Schedule



Areas 1, 2, and 4 overall sand nourishment schedule is TBD depending on environmental and permit approvals

Sand Nourishment

- OCTA is securing federal environmental clearance for offshore sand source dredging and placement of sand for Areas 1, 2, and 4
- OCTA is utilizing previous studies by the City to streamline the process, and the collaborative City offshore sand exploration is scheduled to begin offshore from Dana Point on September 5, 2025, weather conditions permitting
- Marine environmental studies for beach nourishment are underway
- Preliminary schedule (subject to change):
  - Environmental and final design approvals: Anticipated Q4 of 2026
  - Procure sand nourishment contractor: Anticipated Q4 of 2026
  - Bids due date: Anticipated Q4 of 2026
  - Contract award and notice to proceed: Anticipated Q1 of 2027
  - Project completion: Anticipated in 2027





Pictures from San Clemente Sand Replenishment Project

Q - Quarter

Recommendation

Reaffirm Resolution No. 2025-068 and authorize the Chief Executive Officer to take all necessary actions to address the emergency need for railroad track stabilization in the vicinity of Mile Post 203.80 to 204.40 and 206.00 to 206.70 on the Orange Subdivision, and to return to the Board of Directors, as required, to report on the status thereof.

Call to Order

The August 25, 2025, regular meeting of the Orange County Transportation Authority (OCTA) Board of Directors and its affiliated agencies was called to order by Chair Chaffee at 9:31 a.m. at the OCTA Headquarters, located at 550 South Main Street, Orange, California.

Directors Present:
Doug Chaffee, Chair
Jamey M. Federico, Vice Chair
Katrina Foley
William Go
Patrick Harper
Fred Jung
Stephanie Klopfenstein
Carlos A. Leon
Janet Nguyen
Tam T. Nguyen
John Stephens
Kathy Tavoularis
Mark Tettemer
Donald P. Wagner
Lan Zhou, Ex-Officio

Directors Absent:
Valerie Amezcua
Michael Hennessey
Vicente Sarmiento

Staff Present:
Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Gina Ramirez, Assistant Clerk of the Board
Allison Cheshire, Clerk of the Board Specialist, Senior
James Donich, General Counsel
Cassie Trapesonian, Assistant General Counsel

1. Closed Session

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, to meet with the designated representative, Chair Doug Chaffee, regarding the compensation of the Chief Executive Officer, Darrell E. Johnson.

James Donich, General Counsel, noted there was no report out on this item.

All Members were present except for Directors Amezcua, Hennessey, and Sarmiento.

Special Calendar

2. Annual Review and Compensation Adjustment for the Chief Executive Officer, Darrell E. Johnson

A motion was made by Vice Chair Federico, seconded by Director Tam T. Nguyen, and declared passed by those present, to approve the Chief Executive Officer, Darrell E. Johnson the following:

- Three percent base salary increase
- One-time six percent bonus
- Contract extended by three years

Director Foley voted in favor of the salary increase but abstained from voting on the bonus.

3. Presentation of Resolution of Appreciation for Employees of the Month

Resolutions of Appreciation were presented to Cynthia Guardado, Coach Operator, Santos Reyes, Maintenance, and Ricardo Avila, Administration, as Employees of the Month for August 2025.

4. Adopt Resolution No. 2025-068 and Authorize the Chief Executive Officer to Take all Necessary Actions to Address the Emergency Need for Railroad Track Stabilization in the Vicinity of Mile Post 203.80 to 204.40 and 206.00 to 206.70 on the Orange Subdivision

A motion was made by Vice Chair Federico, seconded by Director Tam T. Nguyen, and declared passed by those present to:

A. Adopt Resolution No. 2025-068 and authorize the Chief Executive Officer to take all necessary actions to address the emergency need for railroad track stabilization in the vicinity of Mile Post 203.80 to 204.40 and 206.00 to 206.70 on the Orange Subdivision, and to return to the Board of Directors, as required, to report on the status thereof.

B. Authorize the Chief Executive Officer to take any and all necessary actions in regard to agreements with partner public agencies to address the emergency need for railroad track stabilization in the vicinity of Mile Post 203.80 to 204.40 and 206.00 to 206.70 on the Orange Subdivision.

Consent Calendar (Items 5 through 14)

5. Approval of Minutes

A motion was made by Director Tam T. Nguyen, seconded by Director Foley, and declared passed by those present to approve the minutes of the July 28, 2025, Orange County Transportation Authority and affiliated agencies' regular meeting.

6. Budget Development, Monitoring, and Reporting, Internal Audit Report No. 25-514

A motion was made by Director Tam T. Nguyen, seconded by Director Foley, and declared passed by those present to receive and file Budget Development, Monitoring, and Reporting Internal Audit Report No. 25-514, as an information item.

7. Agreement for Oversight Services for the 405 Express Lanes Back-Office System/Customer Service Center Operations

A motion was made by Director Tam T. Nguyen, seconded by Director Foley, and declared passed by those present to:

A. Approve the selection of HNTB Corporation as the firm to provide oversight services for the 405 Express Lanes back-office system/ customer service center operations.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-53898 between the Orange County Transportation Authority and HNTB Corporation, in the amount of $895,000, for a 15-month term, to provide oversight services for the 405 Express Lanes back-office system/customer service center operations.

8. Orange County Transportation Authority Investment and Debt Programs Report - June 2025

A motion was made by Director Tam T. Nguyen, seconded by Director Foley, and declared passed by those present to receive and file as an information item.

9. 2025 Board of Directors and Chief Executive Officer Initiatives and Action Plan - Mid-Year Report

A motion was made by Director Tam T. Nguyen, seconded by Director Foley, and declared passed by those present to receive and file as an information item.

10. SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program and SB 125 (Chapter 54, Statutes of 2023) Transit Program Funding Recommendations for Fiscal Year 2025-26 and 2026-27

A motion was made by Director Tam T. Nguyen, seconded by Director Foley, and declared passed by those present to:

A. Approve Resolution No. 2025-069 to authorize the use of fiscal year 2025-26 SB 1 State of Good Repair Program funding, which is estimated to provide approximately $7.542 million, for the following proposed projects:·

- Heating-ventilation replacement at the Santa Ana Bus Base ($1.747 million)
- Battery-electric chargers at the Santa Ana Bus Base ($1.290 million)·
- Hydrogen fueling station at the Garden Grove Bus Base ($4.505 million)

B. Authorize the use of the following funds for a hydrogen fueling station at the Garden Grove Bus Base:

- Fiscal year 2026-27 SB 1 State of Good Repair ($3.651 million)
- SB 125 Transit Program accrued interest ($0.424 million)

C. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any necessary agreements to facilitate the above recommendation.

11. Consultant Selection for Program Management and Construction Management Services for Improvements to Orange County Transportation Authority's Headquarters Property

A motion was made by Director Tam T. Nguyen, seconded by Director Foley, and declared passed by those present to:

A. Approve the selection of Griffin Structures, Inc., as the firm to provide program management and construction management services for improvements to the Orange County Transportation Authority's headquarters property.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C- 5-3977 between the Orange County Transportation Authority and Griffin Structures, Inc., to provide program management and construction management services for improvements to the Orange County Transportation Authority's headquarters property.

12. Oversight and Contract Compliance Related to Public Outreach Activities for the OC Streetcar Project

This item was pulled by Director Janet Nguyen for questions, and Janet Sutter, Executive Director of Internal Audit, responded.

A motion was made by Chair Chaffee, seconded by Director Foley, and declared passed by those present to Direct staff to implement the three recommendations provided in Oversight and Contract Compliance Related to Public Outreach Activities for the OC Streetcar Project, Internal Audit Report No. 25-512.

13. Fourth Quarter Fiscal Year 2024-25 and Planned Fiscal Year 2025-26 Capital Action Plan and Performance Metrics

Director Tettemer pulled this item to inquire about the Project D delivery schedule, and requested a status update memo to the Board.

Darrell E. Johnson, Chief Executive Officer (CEO), responded that a status update will be provided to the Board.

No action was taken on this receive and file information item.

14. Measure M2 Community-Based Transit Circulators Program Project V Ridership Report and Grant Confirmation for the 2024 Balboa Peninsula Trolley

A motion was made by Director Tam T. Nguyen, seconded by Director Foley, and declared passed by those present to:

A. Receive and file the Project V Ridership Report.

B. Confirm Project V funding for the City of Newport Beach's 2024 Balboa Peninsula Trolley grant of $3,274,720, consistent with prior Board of Directors' action.

C. Authorize the Chief Executive Officer or his designee to negotiate, amend, and enter into an agreement with the City of Newport Beach for the grant amount of $3,274,720 for the Balboa Peninsula Trolley.

Regular Calendar

15. OC Streetcar Project Quarterly Update

Jeff Mills, Director of Capital Project Delivery, and Tresa Oliveri, Community Relations Specialist, Principal, presented this item.

No action was taken on this receive and file as an information item.

Discussion Items

16. Public Comments

The Clerk of the Board's Department received public comments from Craig A. Durfey. The comments were emailed to the Board of Directors on August 24, 2025.

An in-person public comment was received from Paul Hyek.

17. Chief Executive Officer's Report

Mr. Johnson, CEO, reported on the following:

- 2025 OC Fair Express Service
- Labor Day Operations

18. Directors' Reports

There were no Directors' Reports.

19. Adjournment

The meeting adjourned at 10:41 a.m.

The next regularly scheduled meeting of this Board will be held:
9:30 a.m., Monday, September 8, 2025
OCTA Headquarters, Board Room
550 South Main Street
Orange, California

ATTEST:

_____
Gina Ramirez
Assistant Clerk of the Board

COMMITTEE TRANSMITTAL

September 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: 91 Express Lanes Zero-Emissions Vehicle Discount

Finance and Administration Committee Meeting of August 27, 2025

Present: Directors Federico, Go, Harper, Hennessey, Leon, and Tettemer
Absent: Director Sarmiento

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Approve the updated Toll Policy for the 91 Express Lanes, eliminating discounts for zero-emission vehicles, and direct staff to present this item to the next State Route 91 Advisory Committee on October 30, 2025.

August 27, 2025

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 91 Express Lanes Zero-Emission Vehicle Discount

Overview

The State of California's clean air vehicle decal program is set to expire on September 30, 2025. With the expiration of the decal program, several California toll agencies will be discontinuing toll discounts associated with the program. Board of Directors' approval is requested to update the Toll Policy for the 91 Express Lanes to remove a similar zero-emission vehicle discount on the 91 Express Lanes.

Recommendation

Approve the updated Toll Policy for the 91 Express Lanes, eliminating discounts for zero-emission vehicles, and direct staff to present this item to the next State Route 91 Advisory Committee on October 30, 2025.

Background

The Orange County segment of the 91 Express Lanes (91 EL) is a four-lane, ten-mile tolled facility built in the median of State Route 91 (SR-91) between the State Route 55/SR-91 interchange and the Orange/Riverside County Line. The 91 EL was built by the California Private Transportation Company (CPTC) for a cost of approximately $135 million and opened to travelers in December 1995. An agreement with the California Department of Transportation included a non-compete provision that created a 1.5-mile protection zone along each side of SR-91. This zone prohibited improvements along the corridor and created mobility problems as the region and corresponding transportation demands grew.

To mitigate growing concerns over congestion, the Orange County Transportation Authority (OCTA) acquired the 91 EL franchise rights from the CPTC in January 2003. This eliminated the non-compete provision, clearing the way for future enhancements to increase capacity and improve traffic flow along

the SR-91 corridor. With OCTA's acquisition of the 91 EL, the OCTA Board of Directors (Board) approved the 91 EL Toll Policy (Policy) on July 14, 2003. The adopted Policy outlined goals, toll schedules, holiday toll schedules, operating and financial metrics for adjusting tolls, and discounts. One of the discounts included in the Policy is free or reduced tolls for zero-emission vehicles (ZEV) on the 91 EL. The ZEV discount was unique to 91 EL customers and was established to promote ZEV early adoption in the region. Furthermore, it was supported by members of the California Toll Operations Committee (CTOC), of which OCTA is a member, through its standardization of discounts for clean air vehicles (CAV).

California Vehicle Code (CVC) Section 5205.5 (h) (1) requires high-occupancy toll lanes, which were authorized under the Streets and Highways Code Section 149.7, to provide toll-free or reduced-rate passage to certain CAV that display a valid Department of Motor Vehicles-issued CAV decal. The Bay Area Bridges and Express Lanes, Metro Express Lanes, Riverside Transportation Commission Express Lanes, San Bernardino Express Lanes, San Diego Express Lanes, and OCTA (for the 405 Express Lanes) were among the CTOC agencies that adopted this discount.

Federal authorization for the CAV decal program is set to expire on September 30, 2025. This program allows certain low-emission vehicles meeting specific emissions standards to use high-occupancy vehicle lanes regardless of the number of occupants. After the expiration date, CAV decals will no longer be valid for single-occupant use of high-occupancy vehicle lanes. Also, upon the expiration of the decal program, the requirement to provide the CAV discount on express lanes will no longer be in effect, and the basis for determining eligibility will no longer be available.

Staff has participated in meetings with CTOC agencies to discuss the future of the CAV discount on the various toll facilities. All CTOC members who currently offer CAV discounts on their express lanes are preparing to eliminate their CAV discounts upon termination of the decal program. Additionally, the 405 Express Lanes (405 EL)-adopted toll policy also eliminates the CAV discount upon the termination of the decal program. Therefore, on October 1, 2025, only the 91 EL will continue to offer a CAV/ZEV discount to customers.

Discussion

The number of CAV/ZEV discounts provided continues to grow as more eligible vehicles are purchased. This increase reflects the success of the original discount goal to support early adoption of CAV/ZEV. The continued increase in vehicles receiving the CAV/ZEV discount reduces the effectiveness of

congestion management pricing, as these users are not affected by toll increases.

CTOC agencies plan to be consistent in removing the CAV discount on October 1, 2025, after the sunset of the CAV decal program. OCTA's 405 EL are among the facilities that are scheduled to remove the discount per the adopted toll policy. The Riverside Transportation Commission (RCTC) also plans to remove the CAV discount from the 15 Express Lanes and the ZEV discount from their segment of the 91 EL. Staff has been working with RCTC on the analysis and review of the ZEV discount and the impact of its removal. While not required, OCTA and RCTC have historically maintained the same discount policy for both 91 EL segments for ease of communication to customers.

For the 91 EL, the total number of vehicles eligible for the ZEV/CAV discount as of June 30, 2025, was 23,372. This is 4.6 percent of the total registered vehicles for the 91 EL of 504,283. For fiscal year 2024-25 (FY 2025), on the OCTA segment of the 91 EL, the CAV/ZEV discount was provided to over 1.3 million transactions. This accounts for over 6.1 percent of the total transactions for FY 2025, which were 21.9 million. Moreover, the financial impact of the ZEV discount for FY 2025 was $5.8 million, which is 8.3 percent of the total gross potential toll revenue of $70.1 million.

Based on the coordination with the CTOC agencies, the highly collaborative efforts with RCTC for the 91 EL, as well as the forthcoming expiration of the CAV program, staff recommends that the 91 EL Toll Policy be updated to eliminate the zero-emission discount. In order to implement this change, the 91 EL back-office system (BOS) will need to be updated to remove the ZEV discount. Changes would include removing the discount from all eligible vehicles, transferring ZEV customers from a special access account to a convenience plan account, along with extensive customer communications. Staff is working with the BOS contractor to determine the time required for these changes. A change to the user agreement requires written notification to all account holders at least 30 days prior to the change taking place. Additionally, CVC Section 5205.5 (k) provides a 60-day grace period where CAV can use high-occupancy lanes and possibly continue to be eligible for discounts on express lanes after the sunset of the decal program.

Staff recommends the effect date to discontinue the ZEV discount on the 91 EL to be effective on or after December 31, 2025. Staff's recommended end date extends the discount period to allow sufficient time for communications to customers and surpass the possible required grace period prior to the change taking effect. If there are delays in system updates, the effective date is proposed to be upon completion of the updates and customer notification.

A comprehensive communication effort will be made in addition to the required accountholder notification. Communication efforts will include email announcements, website updates, statement inserts, and social media postings. The Policy update will also be communicated through SoCal 511, the FasTrak.org website, and AAA.

Staff has reviewed the current Policy and recommends updating the Policy to remove the ZEV discount, along with making minor updates throughout. The removal of the ZEV discount will more closely align the 91 EL discounts with the discounts offered by CTOC agencies. In addition, the updates to the Policy are clarification changes that align with the 405 EL Toll Policy that was adopted on July 24, 2023. While making minor updates, the updated Policy maintains the same goals, operating metrics, and financial metrics for adjusting tolls. The toll schedules, holiday toll schedules, and discount sections were updated to current rates and policies.

Next Steps

If the updated Policy is approved by the Board, staff will begin making the necessary notifications to customers of the Policy change. This will include communication to CTOC agencies, customer communication, marketing outreach, user agreement updates, standard operating procedure updates, and BOS updates. Additionally, as outlined in SB 1316 (Chapter X, Statutes of X), toll policy changes must be presented to the State Route 91 Advisory Committee. Staff will present the changes to the Policy with RCTC at the next State Route 91 Advisory Committee meeting on October 30, 2025.

Summary

Staff recommends the Board of Directors approve the updated 91 Express Lanes Toll Policy, eliminating discounts for zero-emission vehicles, and direct staff to present this item to the next State Route 91 Advisory Committee.

Attachments

A. 91 Express Lanes 2025 Toll Policy, Adopted September 8, 2025 – Clean Version
B. 91 Express Lanes 2025 Toll Policy, Adopted September 8, 2025 – Redline Version
C. 91 Express Lanes Toll Policy, Adopted July 14, 2003

Prepared by:



Kirk Avila
General Manager,
Express Lanes Programs
(714) 560-5674

OCTA

91 Express Lanes Toll Policy

Adopted September 8, 2025

Goals

The goals for the 91 Express Lanes toll policy are to:

- Provide a safe, reliable, predictable commute for 91 Express Lanes customers.
- Optimize vehicle throughput at free flow speeds.
- Pay debt service and maintain debt service coverage.
- Increase average vehicle occupancy.
- Balance capacity and demand to serve customers who pay tolls as well as carpoolers with three or more persons who are offered discounted tolls.
- Generate sufficient revenue to sustain the financial viability of the 91 Express Lanes.
- Ensure all bond covenants are met.
- Repay the Orange County Transportation Authority's (OCTA) internal borrowing and provide net revenues for Riverside Freeway/State Route 91 corridor improvements.[1]

Definitions

Exhibit I, "Definitions", clarifies terms used in this 91 Express Lanes Toll Policy.

Super Peak Hours

The toll adjustment goals are to: a) reduce the likelihood of congestion by diverting traffic to other hours with available capacity; b) maintain free flow travel speed in the 91 Express Lanes; c) maintain travel time savings; d) accommodate projected growth in travel demand and; e) ensure that the toll road generates sufficient revenue to effectively operate the toll lanes and maintain a strong debt service position.

[1] As allowable under Assembly Bill 1010.

The toll for use of the 91 Express Lanes during a Super Peak hour shall be determined as follows:

1. Hourly, day, and directional traffic volumes will be continually monitored on a rolling 12 consecutive week period basis.

2. Hourly, day, and directional traffic volumes of 3,128 or more will be flagged for further review.

3. If the hourly, day, and directional traffic volume is consistently at a level of Super Peak, then the toll rate for that hour, day, and direction may be increased.

4. The toll for that hour, day, and direction shall be increased, based on the average vehicle volume of the flagged hour, day, and direction identified per Section 2 above, as follows:

    (a) If the average flagged vehicle volume is 3,300 or more, then the toll shall be increased by $1.00.

    (b) If the average flagged vehicle volume is between 3,200 and 3,299, then the toll shall be increased by $0.75.

    (c) If the average flagged vehicle volume is less than 3,200, then the toll shall not be changed.

Six months after a toll increase, the most recent 12 consecutive weeks (excluding weeks with a Holiday or a major traffic anomaly caused by an accident or incident) shall be reviewed for the hour, day, and direction that the toll was increased. If the traffic volume is less than 2,720 vehicles per hour, day, and direction in six or more of the weeks, then the traffic volumes for that hour, day, and direction for the 12 consecutive weeks shall be averaged. If the average traffic volume is less than 2,720, then the toll shall be reduced by $0.50 to stimulate demand and encourage 91 Express Lanes use.

OCTA's Board of Directors and customers will be informed of a toll adjustment at least 10 days prior to that toll adjustment becoming effective.

Non-Super Peak Hours

All Non-Super Peak tolls shall generally remain at fixed levels, except for an annual adjustment for inflation (see Exhibit IV). The Inflation Factor shall be identified and applied at the beginning of each fiscal year to all Non-Super Peak and Super Peak hours that were not adjusted in the previous 12 months. All tolls shall be rounded up or down to the nearest 5-cent increment.

Discounts

Vehicles with three or more persons (HOV3+), motorcycles, disabled plates and disabled veterans are permitted to ride free in the 91 Express Lanes during most hours. The exception is Monday through Friday, 4:00 p.m. to 6:00 p.m., in the eastbound direction, when these users pay 50 percent of the toll. The exception that these users pay 50 percent remains in effect until such time as the Debt Service Coverage Ratio – inclusive of senior and subordinated debt - is projected to be 1.2 or greater for a six-month period. At that time, HOV3+ users will ride free all day, every day.

Vehicles with California disabled veteran plates and special recognition plates are permitted to always ride free in the 91 Express Lanes. In addition, the 91 Express Lanes shall provide free travel for vehicles as required by state and federal legislation.

Financing Requirements

OCTA shall charge and collect tolls that generate enough revenue to maintain the Debt Service Coverage Ratio to be at least 1.30 to 1.00. OCTA recognizes that it must maintain a strong debt service position in order to satisfy the existing taxable bond covenants as well as the bond covenants in the proposed tax-exempt refinancing documents.

Holiday Toll Schedules

All existing holiday toll schedules shall apply. Existing holiday toll schedules are identified on Exhibit V and shall be adjusted by the inflation factor at the beginning of each fiscal year in a similar fashion as with Non-Super Peak Hours.

The intent of the Holiday schedule is to offer tolls that reflect Holiday traffic patterns. If Christmas, New Year's, or Fourth of July falls on Tuesday, Wednesday, Thursday, or Friday, the regular Friday toll schedule will be used the day before the Holiday. If the day after Christmas, New Year's, or Fourth of July is a Friday or Monday, then the Friday after Thanksgiving rate will be used. If Christmas, New Year's, or Fourth of July falls on Saturday, the stated Christmas, New Year's, or Fourth of July Holiday toll schedule shall apply to the Friday before and the day of the Holiday. It is also assumed that the Thursday before is a heavy traffic day, therefore, the regular Friday schedule applies.

Exhibit I
Definitions

Cash Available for Debt Service – for any Period, the excess, if any, computed on a cash basis, of:

(1) the amount of 91 Express Lanes cash receipts during such Period from whatever source, including, without limitation, toll receipts, transponder revenues, amounts paid to OCTA under the Facility Agreements, and investment earnings, *excluding*:

- proceeds of insurance,
- proceeds of the debt service letter of credit or other amounts held in or disbursed from the payment account, the debt service reserve account, the coverage account, and the major maintenance reserve account, and
- the proceeds of any Additional Senior Bonds or Subordinated Bonds, *over*

(2) All Operating and Maintenance Costs incurred during such Period and not deducted in the computation of Cash Available for Debt Service in a prior Period. In computing Operating and Maintenance Costs for any Period, an appropriate prorating will be made for expenditures such as insurance premiums and taxes that would be prorated if the computation were to be made in accordance with GAAP.

Consistently – Any six weeks of twelve consecutive weeks, excluding any week that includes a Holiday or major traffic pattern anomaly caused by an accident or incident.

Debt Service – for any Period, all payments of principal, interest, premiums (if any), fees and other amounts made (including by way of prepayment) or required to be made by OCTA during such Period under the Bond Documents (debt service payments related to OCTA's internal subordinated debt borrowings are to be excluded from these calculations). In computing Debt Service for any Period prior to the issuance of the new bonds, OCTA will give pro forma effect to the transactions contemplated by the Bond Documents and the use of proceeds of the new bonds. In computing Debt Service for any prospective Period, OCTA will estimate in good faith such payments on the basis of reasonable assumptions. Such assumptions will include the absence of any waivers of or amendments to any agreements and the absence of any optional or extraordinary mandatory redemption of the bonds.

Debt Service Coverage Ratio – for any Period, the ratio of Cash Available for Debt Service for such Period to Debt Service for such Period.

Fiscal Year – July 1 to June 30

Holiday – Any of the following holidays, and the preceding or subsequent dates identified: New Year's Day, Easter Sunday, Mother's Day, Memorial Day, Fourth of July, Thursday before Labor Day, Friday before Labor Day, Labor Day, Wednesday before Thanksgiving, Thanksgiving, Friday after Thanksgiving, and Christmas.

Inflation Factor[2] (Included in the present 91 Express Lanes Operating Agreement and subject to change with any new contractor agreement):

(1) 0.75 times the product of (A) the hourly toll for the immediately preceding fiscal year, times (B) a fraction, the numerator of which shall be the Labor Index Adjuster for June of the prior fiscal year and the denominator of which shall be the Labor Index Adjuster for June of the year immediately preceding such fiscal year, plus

(2) 0.25 times the product of (A) the hourly toll for the immediately preceding fiscal year, times (B) a fraction, the numerator of which shall be the CPI Index Adjuster for June of the prior fiscal year and the denominator of which shall be the CPI Index Adjuster for June of the year immediately preceding such fiscal year.

Maximum Optimal Capacity – 3,400 vehicles per hour, per day, per direction in the 91 Express Lanes facility

Non-Super Peak – Hourly period that is not Super Peak.

Operating and Maintenance Costs – all reasonable and necessary expenses of administering, managing, maintaining, and operating the 91 Express Lanes, and in accordance with the Bond Documents and the Facility Agreements.

Period – the most recent twelve complete months.

Super Peak – Hourly period, per day, and per direction with traffic volume use that meets or exceeds the Trigger Point.

Trigger Point – 92 percent or more of Maximum Optimal Capacity (3,128+ vehicles per hour, per day, and per direction).

Week – 12:00 a.m. Sunday to 11:59 p.m. the following Saturday.

[2] The inflation factor shall be the same as in the OCTA– 91 Express Lanes Back-Office and Customer Service Operating Agreement effective January 28, 2020 or as in successor operating agreements.

Some of the financial definitions will be modified to reflect the bond covenants in the tax-exempt refinancing documents.

Exhibit II
Toll Policy Decision Process
Congestion Management Pricing in Super Peak

Definitions / Detail

Monitor hourly, day of week and directional traffic for last 12 consecutive weeks (exclude days/hours with holidays, major incidents, and accidents)

Flag hours when traffic volume is 3,128 or more vehicles per hour, per day, per direction. Determine if this occurs six or more times in the 12-week period.

Average the traffic volume for the flagged hours.

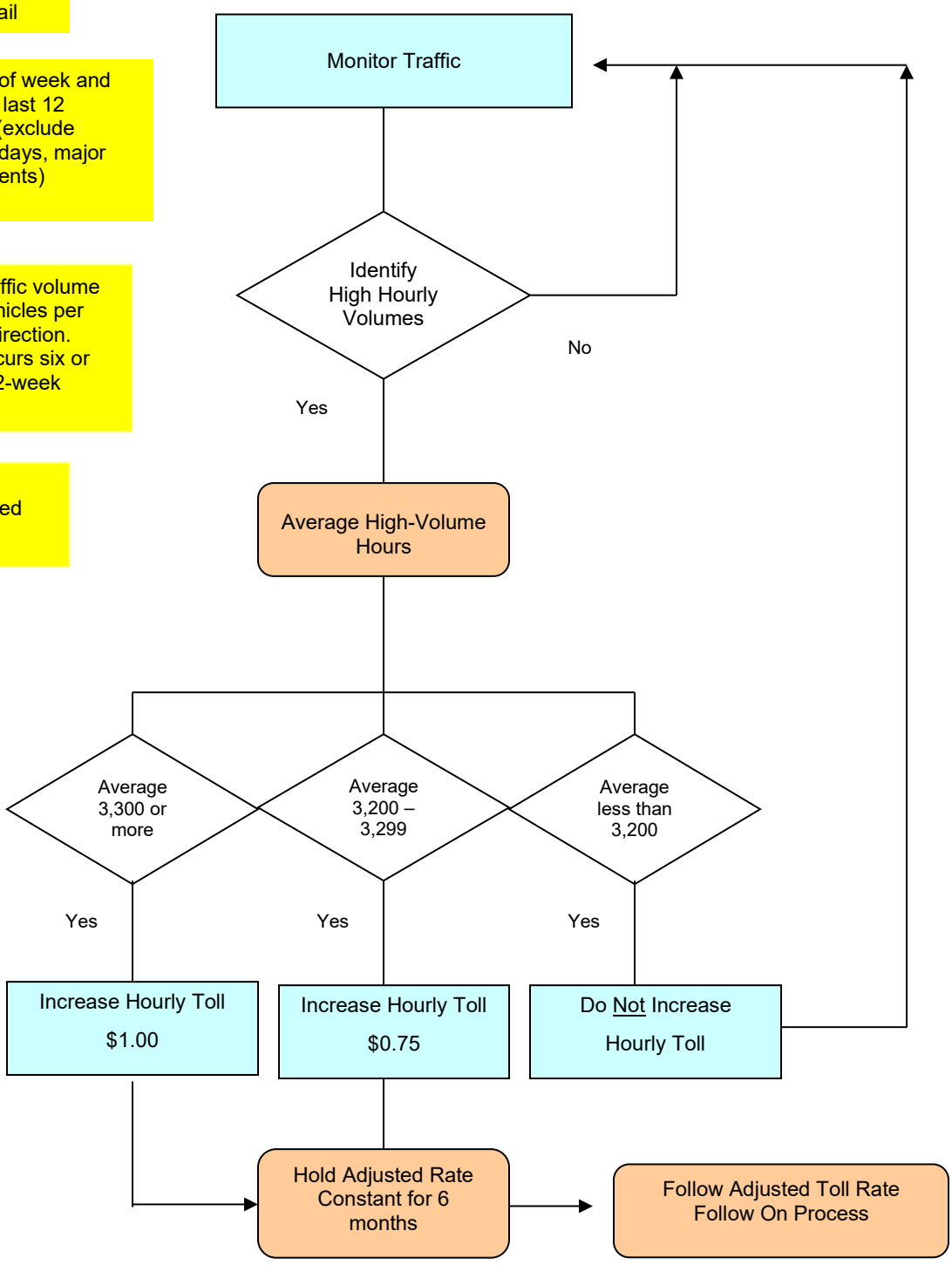


Exhibit III
Adjusted Toll Rate Follow On Process
(Super Peak Adjusted Rates Only)

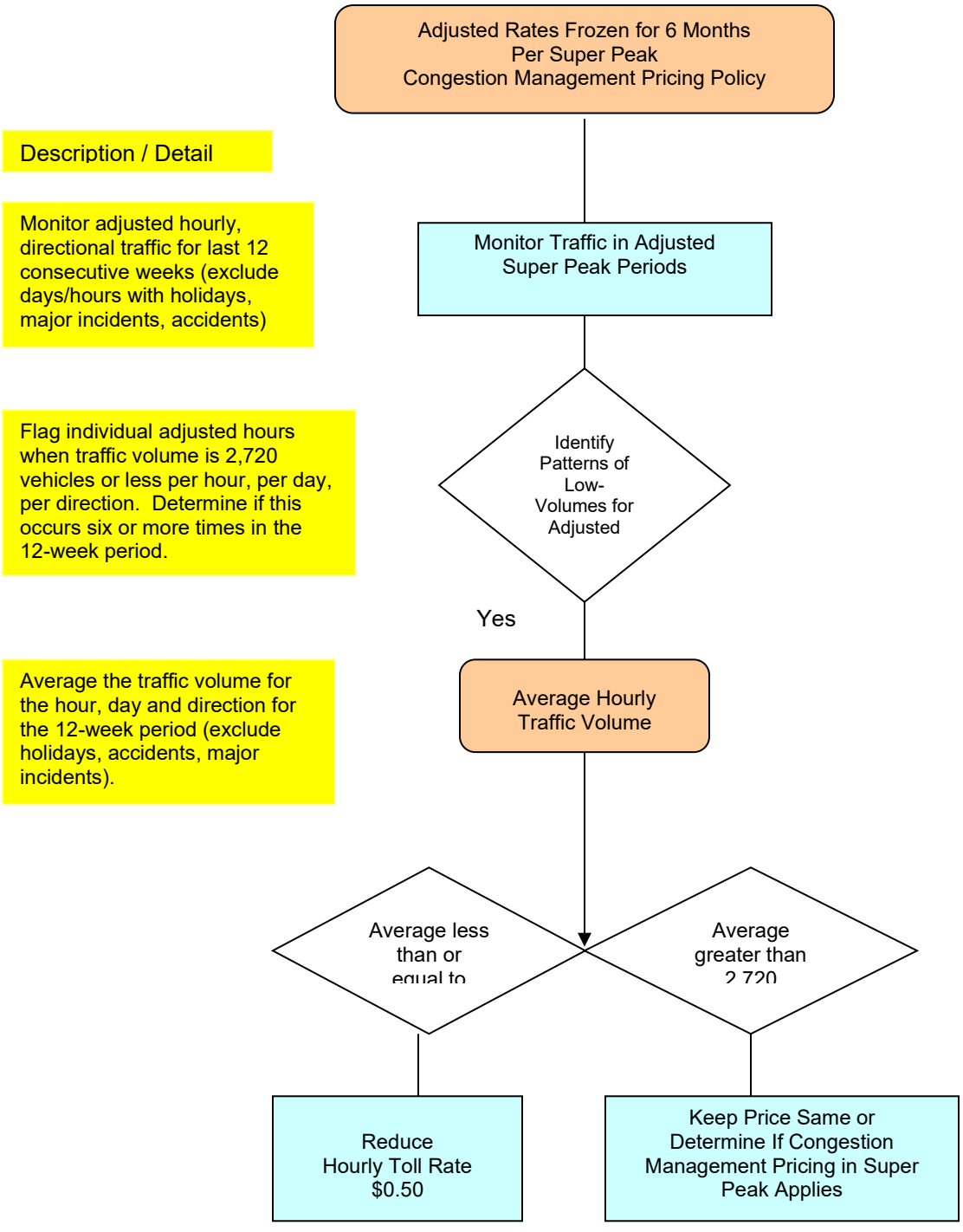


Exhibit IV
91 Express Lanes Toll Schedule
July 2025

The charts below identify the base toll structure in effect as of July 2025.

91 Express Lanes **Toll Schedule** Effective July 1, 2025 — **Westbound** Riverside Co. Line to SR-55

	Sun	M	Tu	W	Th	F	Sat
Midnight	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95
1:00 am	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95
2:00 am	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95
3:00 am	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95
4:00 am	$1.95	$3.55	$3.55	$3.55	$3.55	$3.55	$1.95
5:00 am	$1.95	$5.70	$5.70	$5.70	$5.70	$5.45	$1.95
6:00 am	$1.95	$5.90	$5.90	$5.90	$5.90	$5.70	$1.95
7:00 am	$1.95	$6.55	$6.55	$6.55	$6.55	$6.35	$2.40
8:00 am	$2.40	$5.90	$5.90	$5.90	$5.90	$5.70	$3.00
9:00 am	$2.40	$4.80	$4.80	$4.80	$4.80	$4.80	$3.70
10:00 am	$3.70	$3.00	$3.00	$3.00	$3.00	$3.00	$3.70
11:00 am	$3.70	$3.00	$3.00	$3.00	$3.00	$3.00	$4.10
Noon	$3.70	$3.00	$3.00	$3.00	$3.00	$3.00	$4.10
1:00 pm	$4.10	$3.00	$3.00	$3.00	$3.00	$3.00	$4.10
2:00 pm	$4.10	$3.00	$3.00	$3.00	$3.00	$3.00	$4.10
3:00 pm	$4.10	$3.00	$3.00	$3.00	$3.00	$3.70	$4.10
4:00 pm	$4.25	$3.00	$3.00	$3.00	$3.00	$3.70	$4.25
5:00 pm	$4.25	$3.00	$3.00	$3.00	$3.00	$3.70	$4.25
6:00 pm	$4.25	$3.00	$3.00	$3.00	$3.00	$4.20	$3.70
7:00 pm	$3.70	$1.95	$1.95	$1.95	$1.95	$3.00	$3.00
8:00 pm	$3.70	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95
9:00 pm	$3.70	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95
10:00 pm	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95
11:00 pm	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95

91 Express Lanes **Toll Schedule** Effective July 1, 2025 — **Eastbound** SR-55 to Riverside Co. Line

	Sun	M	Tu	W	Th	F	Sat
Midnight	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95
1:00 am	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95
2:00 am	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95
3:00 am	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95
4:00 am	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95
5:00 am	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95
6:00 am	$1.95	$3.00	$3.00	$3.00	$3.00	$3.00	$1.95
7:00 am	$1.95	$3.00	$3.00	$3.00	$3.00	$3.00	$1.95
8:00 am	$2.30	$3.00	$3.00	$3.00	$3.00	$3.00	$3.00
9:00 am	$2.30	$3.00	$3.00	$3.00	$3.00	$3.00	$3.00
10:00 am	$3.70	$3.00	$3.00	$3.00	$3.00	$3.00	$3.70
11:00 am	$3.70	$3.00	$3.00	$3.00	$3.00	$3.00	$3.70
Noon	$4.20	$3.00	$3.00	$3.00	$3.00	$4.40	$4.20
1:00 pm	$4.20	$4.05	$4.05	$4.05	$4.40	$7.00	$4.20
2:00 pm	$4.20	$5.90	$5.90	$5.90	$8.70	$9.35	$4.20
3:00 pm	$3.70	$6.35	$6.30	$8.40	$8.40	$8.90	$4.20
4:00 pm	$3.70	$5.55	$5.05	$7.30	$7.85	$6.85	$4.20
5:00 pm	$3.70	$5.40	$5.35	$6.05	$7.50	$7.55	$4.20
6:00 pm	$3.70	$6.35	$4.55	$4.55	$4.40	$7.55	$3.70
7:00 pm	$3.70	$4.40	$4.40	$4.40	$6.50	$7.05	$3.00
8:00 pm	$3.70	$3.00	$3.00	$3.00	$4.05	$6.50	$3.00
9:00 pm	$3.00	$3.00	$3.00	$3.00	$3.00	$4.05	$3.00
10:00 pm	$1.95	$1.95	$1.95	$1.95	$1.95	$3.00	$1.95
11:00 pm	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95	$1.95

Exhibit V
91 Express Lanes Holiday Schedules

4th of July*

	Westbound	Eastbound
Time	Price	Price
Midnight	$ 1.95	$ 1.95
1:00 AM	$ 1.95	$ 1.95
2:00 AM	$ 1.95	$ 1.95
3:00 AM	$ 1.95	$ 1.95
4:00 AM	$ 1.95	$ 1.95
5:00 AM	$ 1.95	$ 1.95
6:00 AM	$ 1.95	$ 1.95
7:00 AM	$ 1.95	$ 1.95
8:00 AM	$ 3.00	$ 3.00
9:00 AM	$ 5.00	$ 3.00
10:00 AM	$ 5.70	$ 5.00
11:00 AM	$ 5.70	$ 5.00
Noon	$ 5.70	$ 5.00
1:00 PM	$ 5.70	$ 5.00
2:00 PM	$ 5.70	$ 5.00
3:00 PM	$ 5.70	$ 5.00
4:00 PM	$ 5.00	$ 5.00
5:00 PM	$ 5.00	$ 5.00
6:00 PM	$ 4.10	$ 5.00
7:00 PM	$ 4.10	$ 5.00
8:00 PM	$ 4.10	$ 5.00
9:00 PM	$ 4.10	$ 5.00
10:00 PM	$ 4.10	$ 6.55
11:00 PM	$ 1.90	$ 6.35

Thurs Before Labor Day

	Westbound	Eastbound
Time	Price	Price
Midnight	$ 1.95	Regular Schedule
1:00 AM	$ 1.95	Regular Schedule
2:00 AM	$ 1.95	Regular Schedule
3:00 AM	$ 1.95	Regular Schedule
4:00 AM	$ 3.55	Regular Schedule
5:00 AM	$ 5.70	Regular Schedule
6:00 AM	$ 5.90	Regular Schedule
7:00 AM	$ 6.55	Regular Schedule
8:00 AM	$ 6.55	Regular Schedule
9:00 AM	$ 6.55	Regular Schedule
10:00 AM	$ 6.55	Regular Schedule
11:00 AM	$ 5.70	Regular Schedule
Noon	$ 3.70	Regular Schedule
1:00 PM	$ 4.05	Regular Schedule
2:00 PM	$ 4.05	Regular Schedule
3:00 PM	$ 4.05	Regular Schedule
4:00 PM	$ 4.05	Regular Schedule
5:00 PM	$ 4.05	Regular Schedule
6:00 PM	$ 3.70	Regular Schedule
7:00 PM	$ 1.95	Regular Schedule
8:00 PM	$ 1.95	Regular Schedule
9:00 PM	$ 1.95	Regular Schedule
10:00 PM	$ 1.95	Regular Schedule
11:00 PM	$ 1.95	Regular Schedule

Fri Before Labor Day

	Westbound	Eastbound
Time	Price	Price
Midnight	$ 1.95	Regular Schedule
1:00 AM	$ 1.95	Regular Schedule
2:00 AM	$ 1.95	Regular Schedule
3:00 AM	$ 1.95	Regular Schedule
4:00 AM	$ 3.55	Regular Schedule
5:00 AM	$ 5.70	Regular Schedule
6:00 AM	$ 5.90	Regular Schedule
7:00 AM	$ 6.35	Regular Schedule
8:00 AM	$ 6.10	Regular Schedule
9:00 AM	$ 5.30	Regular Schedule
10:00 AM	$ 4.40	Regular Schedule
11:00 AM	$ 4.05	Regular Schedule
Noon	$ 3.70	Regular Schedule
1:00 PM	$ 4.05	Regular Schedule
2:00 PM	$ 4.05	Regular Schedule
3:00 PM	$ 4.40	Regular Schedule
4:00 PM	$ 4.40	Regular Schedule
5:00 PM	$ 4.40	Regular Schedule
6:00 PM	$ 4.20	Regular Schedule
7:00 PM	$ 3.00	Regular Schedule
8:00 PM	$ 1.95	Regular Schedule
9:00 PM	$ 1.95	Regular Schedule
10:00 PM	$ 1.95	Regular Schedule
11:00 PM	$ 1.95	Regular Schedule

Labor Day

	Westbound	Eastbound
Time	Price	Price
Midnight	$ 1.95	$ 1.95
1:00 AM	$ 1.95	$ 1.95
2:00 AM	$ 1.95	$ 1.95
3:00 AM	$ 1.95	$ 1.95
4:00 AM	$ 1.95	$ 1.95
5:00 AM	$ 1.95	$ 1.95
6:00 AM	$ 3.00	$ 3.00
7:00 AM	$ 3.00	$ 3.00
8:00 AM	$ 3.00	$ 3.00
9:00 AM	$ 4.20	$ 3.00
10:00 AM	$ 5.45	$ 3.00
11:00 AM	$ 5.45	$ 3.00
Noon	$ 6.50	$ 4.85
1:00 PM	$ 6.50	$ 5.20
2:00 PM	$ 6.50	$ 5.20
3:00 PM	$ 5.00	$ 5.20
4:00 PM	$ 4.20	$ 5.20
5:00 PM	$ 3.00	$ 5.20
6:00 PM	$ 3.00	$ 5.20
7:00 PM	$ 3.00	$ 5.20
8:00 PM	$ 3.00	$ 4.85
9:00 PM	$ 3.00	$ 3.00
10:00 PM	$ 1.95	$ 1.95
11:00 PM	$ 1.95	$ 1.95

Wed Before Thanksgiving

	Westbound	Eastbound
Time	Price	Price
Midnight	$ 1.95	$ 1.95
1:00 AM	$ 1.95	$ 1.95
2:00 AM	$ 1.95	$ 1.95
3:00 AM	$ 1.95	$ 1.95
4:00 AM	$ 3.55	$ 1.95
5:00 AM	$ 5.90	$ 1.95
6:00 AM	$ 6.10	$ 3.00
7:00 AM	$ 6.70	$ 3.00
8:00 AM	$ 6.70	$ 3.00
9:00 AM	$ 6.10	$ 3.55
10:00 AM	$ 5.70	$ 5.70
11:00 AM	$ 5.70	$ 5.90
Noon	$ 5.70	$ 6.70
1:00 PM	$ 5.70	$ 7.00
1:00 PM	$ 5.70	$ 8.65
3:00 PM	$ 5.70	$ 9.85
4:00 PM	$ 5.70	$ 9.85
5:00 PM	$ 5.70	$ 9.85
6:00 PM	$ 5.70	$ 7.00
7:00 PM	$ 3.55	$ 6.70
8:00 PM	$ 1.95	$ 6.70
9:00 PM	$ 1.95	$ 5.90
10:00 PM	$ 1.95	$ 3.00
11:00 PM	$ 1.95	$ 1.95

Thanksgiving

	Westbound	Eastbound
Time	Price	Price
Midnight	$ 1.95	$ 1.95
1:00 AM	$ 1.95	$ 1.95
2:00 AM	$ 1.95	$ 1.95
3:00 AM	$ 1.95	$ 1.95
4:00 AM	$ 1.95	$ 1.95
5:00 AM	$ 1.95	$ 1.95
6:00 AM	$ 1.95	$ 1.95
7:00 AM	$ 1.95	$ 3.00
8:00 AM	$ 1.95	$ 3.55
9:00 AM	$ 3.00	$ 5.70
10:00 AM	$ 5.70	$ 6.10
11:00 AM	$ 6.10	$ 6.70
Noon	$ 6.70	$ 6.70
1:00 PM	$ 6.70	$ 6.70
2:00 PM	$ 6.70	$ 6.10
3:00 PM	$ 5.70	$ 5.70
4:00 PM	$ 5.70	$ 5.70
5:00 PM	$ 5.70	$ 5.70
6:00 PM	$ 5.70	$ 6.10
7:00 PM	$ 5.70	$ 6.10
8:00 PM	$ 5.70	$ 6.10
9:00 PM	$ 5.70	$ 6.10
10:00 PM	$ 5.70	$ 5.70
11:00 PM	$ 3.00	$ 3.00

Friday After Thanksgiving

Time	Westbound Price	Eastbound Price
Midnight	$ 1.95	$ 1.95
1:00 AM	$ 1.95	$ 1.95
2:00 AM	$ 1.95	$ 1.95
3:00 AM	$ 1.95	$ 1.95
4:00 AM	$ 1.95	$ 1.95
5:00 AM	$ 1.95	$ 1.95
6:00 AM	$ 3.00	$ 1.95
7:00 AM	$ 3.55	$ 1.95
8:00 AM	$ 3.55	$ 3.55
9:00 AM	$ 4.40	$ 5.70
10:00 AM	$ 5.70	$ 5.70
11:00 AM	$ 5.70	$ 5.70
Noon	$ 5.70	$ 6.10
1:00 PM	$ 5.70	$ 5.70
2:00 PM	$ 5.70	$ 5.70
3:00 PM	$ 5.70	$ 5.70
4:00 PM	$ 5.70	$ 5.70
5:00 PM	$ 5.70	$ 5.70
6:00 PM	$ 5.70	$ 5.70
7:00 PM	$ 3.55	$ 5.70
8:00 PM	$ 1.95	$ 3.55
9:00 PM	$ 1.95	$ 3.00
10:00 PM	$ 1.95	$ 3.00
11:00 PM	$ 1.95	$ 1.95

Christmas Day *

Time	Westbound Price	Eastbound Price
Midnight	$ 1.95	$ 1.95
1:00 AM	$ 1.95	$ 1.95
2:00 AM	$ 1.95	$ 1.95
3:00 AM	$ 1.95	$ 1.95
4:00 AM	$ 1.95	$ 1.95
5:00 AM	$ 1.95	$ 1.95
6:00 AM	$ 1.95	$ 1.95
7:00 AM	$ 1.95	$ 1.95
8:00 AM	$ 3.55	$ 3.00
9:00 AM	$ 3.70	$ 3.55
10:00 AM	$ 5.40	$ 5.70
11:00 AM	$ 5.90	$ 5.90
Noon	$ 5.90	$ 7.00
1:00 PM	$ 5.90	$ 7.00
2:00 PM	$ 5.90	$ 7.00
3:00 PM	$ 5.70	$ 7.00
4:00 PM	$ 5.70	$ 7.00
5:00 PM	$ 5.70	$ 7.00
6:00 PM	$ 5.70	$ 7.00
7:00 PM	$ 5.70	$ 7.00
8:00 PM	$ 5.70	$ 7.00
9:00 PM	$ 5.70	$ 5.90
10:00 PM	$ 5.70	$ 3.00
11:00 PM	$ 5.40	$ 1.95

New Years Day *

Time	Westbound Price	Eastbound Price
Midnight	$ 1.95	$ 1.95
1:00 AM	$ 1.95	$ 1.95
2:00 AM	$ 1.95	$ 1.95
3:00 AM	$ 1.95	$ 1.95
4:00 AM	$ 1.95	$ 1.95
5:00 AM	$ 1.95	$ 1.95
6:00 AM	$ 1.95	$ 1.95
7:00 AM	$ 1.95	$ 1.95
8:00 AM	$ 1.95	$ 3.00
9:00 AM	$ 3.55	$ 3.55
10:00 AM	$ 3.55	$ 3.55
11:00 AM	$ 5.40	$ 5.40
Noon	$ 5.90	$ 5.40
1:00 PM	$ 5.90	$ 5.40
2:00 PM	$ 5.90	$ 5.90
3:00 PM	$ 5.90	$ 5.90
4:00 PM	$ 5.90	$ 5.90
5:00 PM	$ 5.90	$ 5.90
6:00 PM	$ 5.90	$ 5.90
7:00 PM	$ 5.40	$ 5.40
8:00 PM	$ 5.40	$ 5.40
9:00 PM	$ 3.55	$ 3.55
10:00 PM	$ 3.55	$ 3.55
11:00 PM	$ 1.95	$ 1.95

Easter Sunday

Time	Westbound Price	Eastbound Price
Midnight	$ 1.95	$ 1.95
1:00 AM	$ 1.95	$ 1.95
2:00 AM	$ 1.95	$ 1.95
3:00 AM	$ 1.95	$ 1.95
4:00 AM	$ 1.95	$ 1.95
5:00 AM	$ 1.95	$ 1.95
6:00 AM	$ 1.95	$ 1.95
7:00 AM	$ 1.95	$ 1.95
8:00 AM	$ 2.40	$ 2.40
9:00 AM	$ 2.40	$ 2.40
10:00 AM	$ 3.70	$ 3.70
11:00 AM	$ 5.70	$ 5.70
Noon	$ 5.70	$ 5.70
1:00 PM	$ 5.70	$ 5.70
2:00 PM	$ 5.70	$ 5.70
3:00 PM	$ 5.70	$ 5.70
4:00 PM	$ 5.70	$ 5.70
5:00 PM	$ 5.70	$ 5.70
6:00 PM	$ 5.70	$ 5.70
7:00 PM	$ 5.70	$ 5.70
8:00 PM	$ 5.70	$ 5.70
9:00 PM	$ 5.70	$ 3.00
10:00 PM	$ 5.70	$ 1.95
11:00 PM	$ 1.95	$ 1.95

Mother's Day

Time	Westbound Price	Eastbound Price
Midnight	$ 1.95	$ 1.95
1:00 AM	$ 1.95	$ 1.95
2:00 AM	$ 1.95	$ 1.95
3:00 AM	$ 1.95	$ 1.95
4:00 AM	$ 1.95	$ 1.95
5:00 AM	$ 1.95	$ 1.95
6:00 AM	$ 1.95	$ 1.95
7:00 AM	$ 1.95	$ 1.95
8:00 AM	$ 3.00	$ 3.00
9:00 AM	$ 5.70	$ 3.00
10:00 AM	$ 6.35	$ 5.00
11:00 AM	$ 6.75	$ 5.70
Noon	$ 6.75	$ 5.70
1:00 PM	$ 6.75	$ 5.70
2:00 PM	$ 6.35	$ 5.70
3:00 PM	$ 6.35	$ 5.70
4:00 PM	$ 6.35	$ 5.70
5:00 PM	$ 6.35	$ 5.70
6:00 PM	$ 6.35	$ 5.70
7:00 PM	$ 6.35	$ 5.70
8:00 PM	$ 5.70	$ 5.70
9:00 PM	$ 5.70	$ 5.00
10:00 PM	$ 5.00	$ 1.95
11:00 PM	$ 1.95	$ 1.95

Memorial Day

Time	Westbound Price	Eastbound Price
Midnight	$ 1.95	$ 1.95
1:00 AM	$ 1.95	$ 1.95
2:00 AM	$ 1.95	$ 1.95
3:00 AM	$ 1.95	$ 1.95
4:00 AM	$ 1.95	$ 1.95
5:00 AM	$ 1.95	$ 1.95
6:00 AM	$ 1.95	$ 1.95
7:00 AM	$ 1.95	$ 1.95
8:00 AM	$ 3.00	$ 3.00
9:00 AM	$ 4.10	$ 3.00
10:00 AM	$ 4.10	$ 4.10
11:00 AM	$ 5.70	$ 5.00
Noon	$ 5.70	$ 5.00
1:00 PM	$ 5.70	$ 5.00
2:00 PM	$ 5.70	$ 5.00
3:00 PM	$ 5.70	$ 5.00
4:00 PM	$ 4.10	$ 5.00
5:00 PM	$ 4.10	$ 5.00
6:00 PM	$ 4.10	$ 5.00
7:00 PM	$ 4.10	$ 5.00
8:00 PM	$ 4.10	$ 4.10
9:00 PM	$ 4.10	$ 4.10
10:00 PM	$ 1.95	$ 1.95
11:00 PM	$ 1.95	$ 1.95

[*] The intent of the holiday schedule is to offer tolls that reflect holiday traffic patterns. If Christmas, New Years or Fourth of July falls on a Tuesday, Wednesday, Thursday, or Friday, the regular Friday toll schedule will be used the day before the holiday. If the day after Christmas, New Years or Fourth of July is a Friday or Monday, it is assumed these are traditionally light traffic days, therefore, a reduced rate applies (Friday after Thanksgiving rate will be used).

If Christmas, New Years or Fourth of July fall on Saturday, it is assumed the Friday before is a traditionally light traffic day; therefore the stated Christmas, New Years or Fourth of July holiday toll schedule applies. It is also assumed that the Thursday before is a heavy traffic day, therefore the regular Friday schedule applies.

ATTACHMENT B

91 Express Lanes Toll Policy

Adopted SeptemberJuly 814, 202503

Goals

The goals for the 91 Express Lanes toll policy are to:

- Provide a safe, reliable, predictable commute for 91 Express Lanes customers.
- Optimize vehicle throughput at free flow speeds.
- Pay debt service and maintain debt service coverage.
- Increase average vehicle occupancy.
- Balance capacity and demand to serve customers who pay tolls as well as carpoolers with three or more persons who are offered discounted tolls.
- Generate sufficient revenue to sustain the financial viability of the 91 Express Lanes.
- Ensure all bond covenants are met.
- Repay the Orange County Transportation Authority's (OCTA) internal borrowing and provide net revenues for Riverside Freeway/State Route 91 corridor improvements.[1]

Definitions

Exhibit I, "Definitions", clarifies terms used in this 91 Express Lanes Toll Policy.

Super Peak Hours

The toll adjustment goals are to: a) reduce the likelihood of congestion by diverting traffic to other hours with available capacity; b) maintain free flow travel speed in the 91 Express Lanes; c) maintain travel time savings; d) accommodate projected growth in travel demand and; e) ensure that the toll road generates sufficient revenue to effectively operate the toll lanes and maintain a strong debt service position.

[1] As allowable under Assembly Bill 1010.

The toll for use of the 91 Express Lanes during a Super Peak hour shall be determined as follows:

1. Hourly, day, and directional traffic volumes will be continually monitored on a rolling 12 consecutive week period basis.

2. Hourly, day, and directional traffic volumes of 3,128 or more ~~–~~will be flagged for further review.

3. If the hourly, day, and directional traffic volume is c~~C~~onsistently at a level of Super Peak, then the toll rate for that hour, day, and direction may be increased.

4. The toll for that hour, day, and direction shall be increased, based on the average vehicle volume of the flagged hour, day, and direction identified per Section 2 above, as follows:

   (a) l~~i~~f the average flagged vehicle volume is 3,300 or more, then the toll shall be increased by $1.00.

   (b) l~~i~~f the average flagged vehicle volume is between 3,200 and 3,299, then the toll shall be increased by $0.75.

   (c) l~~i~~f the average flagged vehicle volume is less than 3,200, then the toll shall not be changed.

Six months after a toll increase, the most recent 12 consecutive weeks (excluding weeks with a Holiday or a major traffic anomaly caused by an accident or incident) shall be reviewed for the hour, day, and direction that the toll was increased. If the traffic volume is less than 2,720 vehicles per hour, day, and direction in six or more of the weeks, then the traffic volumes for that hour, day, and direction for the 12 consecutive weeks shall be averaged. If the average traffic volume is less than 2,720, then the toll shall be reduced by $0.50 to stimulate demand and encourage 91 Express Lanes use.

OCTA's Board of Directors and customers will be informed of a toll adjustment at least 10 days ~~or more days~~ prior to that toll adjustment becoming effective.

Non-Super Peak Hours

All Non-Super Peak tolls shall generally remain at fixed levels, ~~at November 2001 levels~~ except for an annual adjustment for inflation (see Exhibit IV). The Inflation Factor shall be identified and applied at the beginning ~~July 1, 2004 and at the beginning~~ of each fiscal year ~~thereafter~~ to all Non-Super Peak and Super Peak hours that were not adjusted in the previous 12 months. All tolls shall be rounded up or down to the nearest 5-cent increment.

Discounts

Vehicles with three or more persons (HOV3+)~~, zero emission vehicles (ZEVs)~~, motorcycles, disabled plates and disabled veterans are permitted to ride free in the 91 Express Lanes during most hours.~~–~~ The exception is Monday through Friday ~~4:00 p.m. to 6:00 p.m. in the eastbound direction~~, 4:00 p.m. to 6:00 p.m., in the eastbound direction, when these users pay 50 percent of the toll. ~~–~~The exception that these users pay 50 percent remains in effect until such time as the Debt Service Coverage Ratio – inclusive of senior and subordinated debt - is projected to be 1.2 or greater for a six~~-~~-month period. At that time, HOV3+ users will ride free all day, every day.

Vehicles with California disabled veteran plates and special recognition plates are permitted to always ride free in the 91 Express Lanes. In addition, the 91 Express Lanes shall provide free travel for vehicles as required by state and federal legislation.

Financing Requirements

OCTA shall charge and collect tolls that generate enough revenue to maintain the Debt Service Coverage Ratio to be at least 1.30 to 1.00. OCTA recognizes that it must maintain a strong debt service position in order to satisfy the existing taxable bond covenants as well as the bond covenants in the proposed tax-exempt refinancing documents.

Holiday Toll Schedules

All existing holiday toll schedules shall apply. Existing holiday toll schedules are identified on Exhibit V and shall be adjusted by the inflation factor at the beginning of each fiscal year ~~beginning July 1, 2004~~ in a similar fashion as with Non-Super Peak Hours.

The intent of the Holiday schedule is to offer tolls that reflect Holiday traffic patterns. If Christmas, New Year's, or Fourth of July falls on Tuesday, Wednesday, Thursday, or Friday, the regular Friday toll schedule will be used the day before the Holiday. If the day after Christmas, New Year's, or Fourth of July is a Friday or Monday, then the Friday after Thanksgiving rate will be used. If Christmas, New Year's, or Fourth of July falls on Saturday, the stated Christmas, New Year's, or Fourth of July Holiday toll schedule shall apply to the Friday before and the day of the Holiday. It is also assumed that the Thursday before is a heavy traffic day, therefore, the regular Friday schedule applies.

Exhibit I
Definitions

Cash Available for Debt Service – for any Period, the excess, if any, computed on a cash basis, of:

(1) the amount of 91 Express Lanes cash receipts during such Period from whatever source, including, without limitation, toll receipts, transponder revenues, amounts paid to OCTA under the Facility Agreements, and investment earnings, *excluding*:

- proceeds of insurance,
- proceeds of the debt service letter of credit or other amounts held in or disbursed from the payment account, the debt service reserve account, the coverage account, and the major maintenance reserve account, and
- the proceeds of any Additional Senior Bonds or Subordinated Bonds, *over*

(2) All Operating and Maintenance Costs incurred during such Period and not deducted in the computation of Cash Available for Debt Service in a prior Period. In computing Operating and Maintenance Costs for any Period, an appropriate prorating will be made for expenditures such as insurance premiums and taxes that would be prorated if the computation were to be made in accordance with GAAP.

Consistently – Any six weeks of twelve consecutive weeks, excluding any week that includes a Holiday or major traffic pattern anomaly caused by an accident or incident.

Debt Service – for any Period, all payments of principal, interest, premiums (if any), fees and other amounts made (including by way of prepayment) or required to be made by OCTA during such Period under the Bond Documents (debt service payments related to OCTA's internal subordinated debt borrowings are to be excluded from these calculations). In computing Debt Service for any Period prior to the issuance of the new bonds, OCTA will give pro forma effect to the transactions contemplated by the Bond Documents and the use of proceeds of the new bonds. In computing Debt Service for any prospective Period, OCTA will estimate in good faith such payments on the basis of reasonable assumptions. Such assumptions will include the absence of any waivers of or amendments to any agreements and the absence of any optional or extraordinary mandatory redemption of the bonds.

Debt Service Coverage Ratio – for any Period, the ratio of Cash Available for Debt Service for such Period to Debt Service for such Period.

Fiscal Year – July 1 to June 30

Holiday – Any of the following holidays, and the preceding or subsequent dates identified: New Year's Day, Easter Sunday, Mother's Day, Memorial Day, Fourth of July, Thursday before Labor Day, Friday before Labor Day, Labor Day, Wednesday before Thanksgiving, Thanksgiving, Friday after Thanksgiving, and Christmas.~~Any of the following holidays that occur or are recognized any day between Monday through Friday: New Year's Day, Memorial Day, 4th of July, Labor Day, Thanksgiving and Christmas.~~

Inflation Factor[2] (Included in the present 91 Express Lanes Operating Agreement and subject to change with any new contractor agreement):

(1) 0.75 times the product of (A) the hourly toll for the immediately preceding fiscal year, times (B) a fraction, the numerator of which shall be the Labor Index Adjuster for June of the prior fiscal year and the denominator of which shall be the Labor Index Adjuster for June of the year immediately preceding such fiscal year, plus

(2) 0.25 times the product of (A) the hourly toll for the immediately preceding fiscal year, times (B) a fraction, the numerator of which shall be the CPI Index Adjuster for June of the prior fiscal year and the denominator of which shall be the CPI Index Adjuster for June of the year immediately preceding such fiscal year.

Maximum Optimal Capacity – 3,400 vehicles per hour, per day, per direction in the 91 Express Lanes facility

Non-Super Peak – Hourly period that is not Super Peak.

Operating and Maintenance Costs – all reasonable and necessary expenses of administering, managing, maintaining, and operating the 91 Express Lanes, and in accordance with the Bond Documents and the Facility Agreements.

Period – the most recent twelve complete months.

Super Peak – Hourly period, per day, and per direction with traffic volume use that~~which~~ meets or exceeds the Trigger Point.

Trigger Point – 92 percent or more of Maximum Optimal Capacity (3,128+ vehicles per hour, per day, and per direction).

[2] The inflation factor shall be the same as in the OCTA ~~– Cofiroute Global Mobility~~ 91 Express Lanes Back-Office and Customer Service Operating Agreement ~~dated November 15, 2002 and~~ effective January 283, 202003 or as in successor operating agreements.

Week – 12:00 a.m. Sunday to 11:59 p.m. the following Saturday.

Some of the financial definitions will be modified to reflect the bond covenants in the tax-exempt refinancing documents.

Exhibit II
Toll Policy Decision Process
Congestion Management Pricing in Super Peak

Definitions / Detail

Monitor hourly, day of week and directional traffic for last 12 consecutive weeks (exclude days/hours with holidays, major incidents, and accidents)

Flag hours when traffic volume is 3,128 or more vehicles per hour, per day, per direction. Determine if this occurs six or more times in the 12-week period.

Average the traffic volume for the flagged hours.

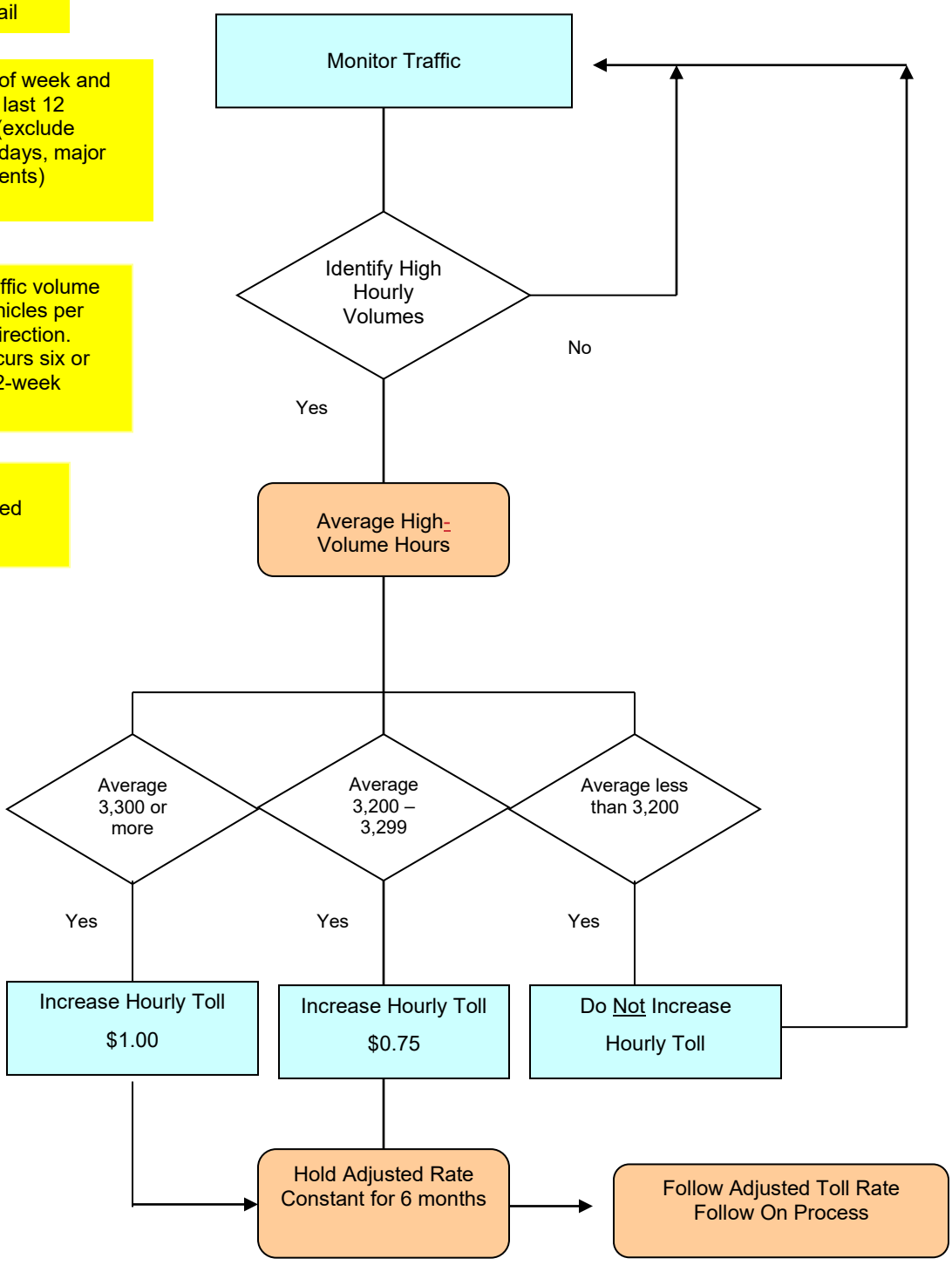


Exhibit III
Adjusted Toll Rate Follow On Process
(Super Peak Adjusted Rates Only)

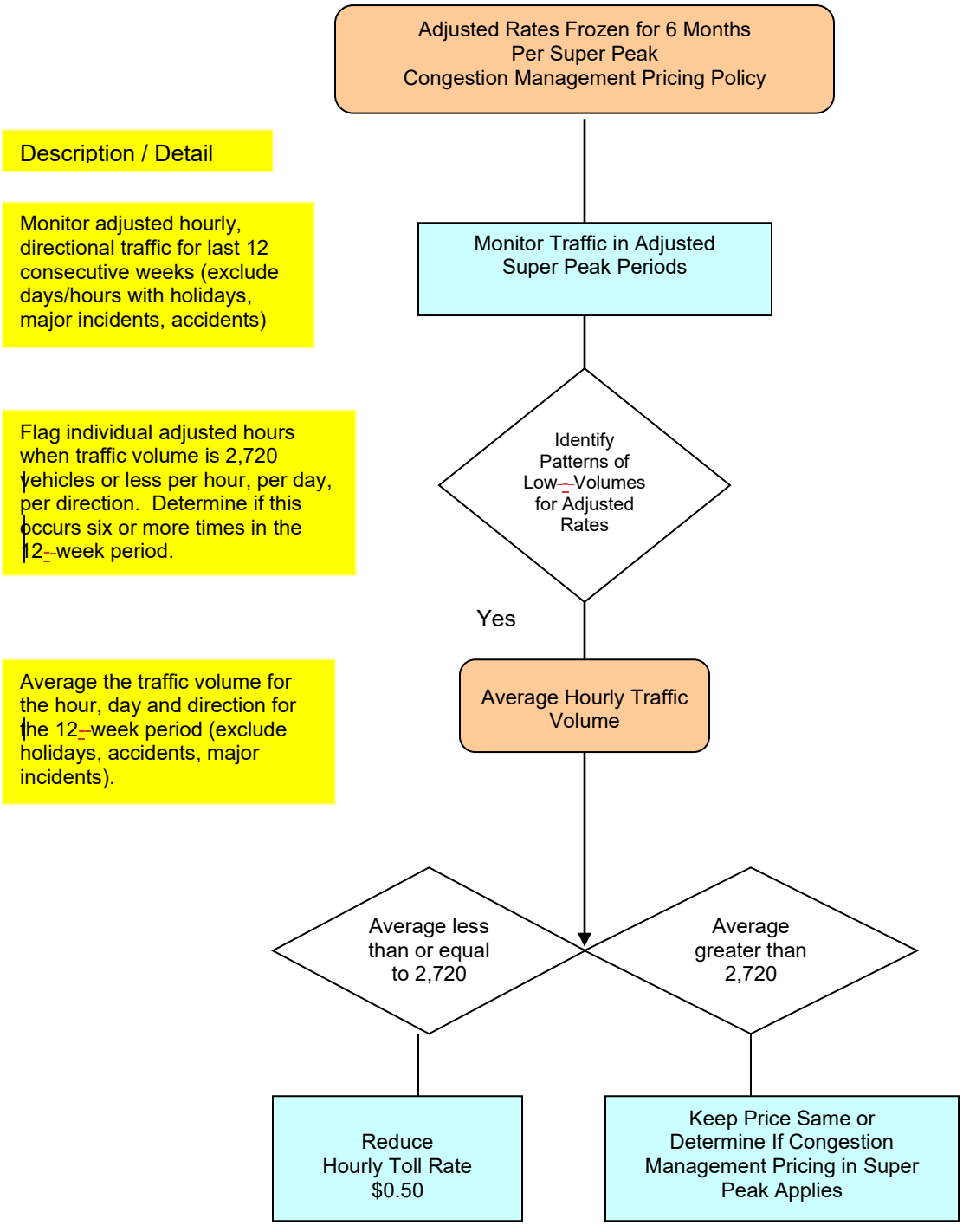


Exhibit IV
91 Express Lanes Toll Schedule
~~**November, 2001 and as Amended May 19, 2003**~~**July 2025**

The charts below identify the base toll structure in effect as of ~~November~~ July 202501. ~~In addition to the posted tolls, the 91 Express Lane toll policy was amended May 19, 2003 to allow carpoolers with three or more persons (HOV3+), zero emission vehicles (ZEVs), motorcycles, disabled plates and disabled veterans to ride free during most hours. The exception is Monday through Friday 4:00 p.m. to 6:00 p.m. in the eastbound direction when they pay 50 percent of the posted toll.~~

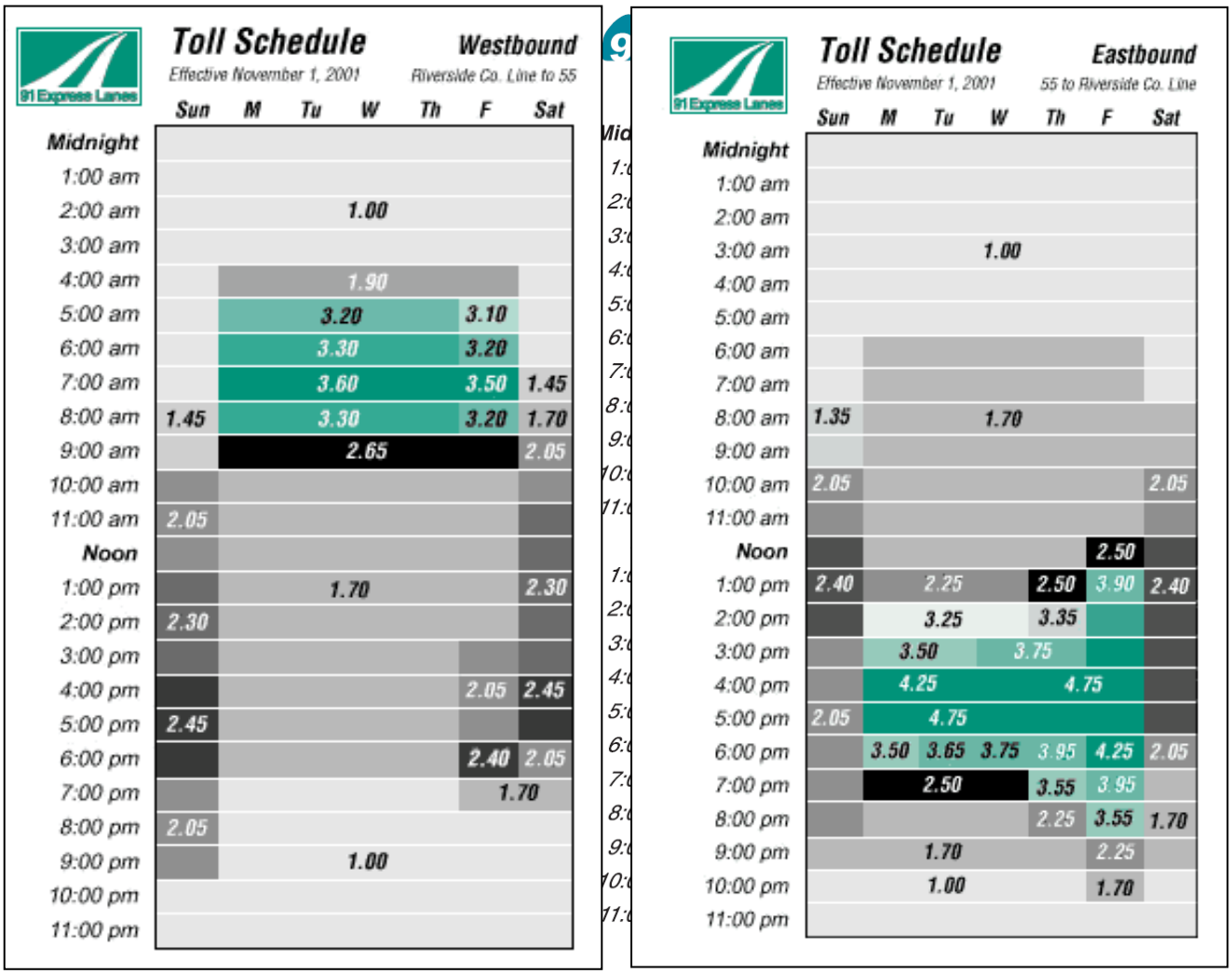


Exhibit V
91 Express Lanes Holiday Schedules

New Years Day*

	Westbound	Eastbound
Time	Price	Price
Midnight	$ 1.25	$ 1.25
1:00 AM	$ 1.25	$ 1.25
2:00 AM	$ 1.25	$ 1.25
3:00 AM	$ 1.25	$ 1.25
4:00 AM	$ 1.25	$ 1.25
5:00 AM	$ 1.25	$ 1.25
6:00 AM	$ 1.25	$ 1.25
7:00 AM	$ 1.25	$ 1.25
8:00 AM	$ 1.25	$ 1.95
9:00 AM	$ 2.30	$ 2.30
10:00 AM	$ 2.30	$ 2.30
11:00 AM	$ 3.60	$ 3.60
Noon	$ 3.90	$ 3.60
1:00 PM	$ 3.90	$ 3.60
2:00 PM	$ 3.90	$ 3.90
3:00 PM	$ 3.90	$ 3.90
4:00 PM	$ 3.90	$ 3.90
5:00 PM	$ 3.90	$ 3.90
6:00 PM	$ 3.90	$ 3.90
7:00 PM	$ 3.60	$ 3.60
8:00 PM	$ 3.60	$ 3.60
9:00 PM	$ 2.30	$ 2.30
10:00 PM	$ 2.30	$ 2.30
11:00 PM	$ 1.25	$ 1.25

Easter Sunday

	Westbound	Eastbound
Time	Price	Price
Midnight	$ 1.25	$ 1.25
1:00 AM	$ 1.25	$ 1.25
2:00 AM	$ 1.25	$ 1.25
3:00 AM	$ 1.25	$ 1.25
4:00 AM	$ 1.25	$ 1.25
5:00 AM	$ 1.25	$ 1.25
6:00 AM	$ 1.25	$ 1.25
7:00 AM	$ 1.25	$ 1.25
8:00 AM	$ 1.70	$ 1.70
9:00 AM	$ 1.70	$ 1.70
10:00 AM	$ 2.40	$ 2.40
11:00 AM	$ 3.80	$ 3.80
Noon	$ 3.80	$ 3.80
1:00 PM	$ 3.80	$ 3.80
2:00 PM	$ 3.80	$ 3.80
3:00 PM	$ 3.80	$ 3.80
4:00 PM	$ 3.80	$ 3.80
5:00 PM	$ 3.80	$ 3.80
6:00 PM	$ 3.80	$ 3.80
7:00 PM	$ 3.80	$ 3.80
8:00 PM	$ 3.80	$ 3.80
9:00 PM	$ 3.80	$ 1.95
10:00 PM	$ 3.80	$ 1.25
11:00 PM	$ 1.25	$ 1.25

Mother's Day

	Westbound	Eastbound
Time	Price	Price
Midnight	$ 1.25	$ 1.25
1:00 AM	$ 1.25	$ 1.25
2:00 AM	$ 1.25	$ 1.25
3:00 AM	$ 1.25	$ 1.25
4:00 AM	$ 1.25	$ 1.25
5:00 AM	$ 1.25	$ 1.25
6:00 AM	$ 1.25	$ 1.25
7:00 AM	$ 1.25	$ 1.25
8:00 AM	$ 1.95	$ 1.95
9:00 AM	$ 3.80	$ 1.95
10:00 AM	$ 4.20	$ 3.25
11:00 AM	$ 4.50	$ 3.80
Noon	$ 4.50	$ 3.80
1:00 PM	$ 4.50	$ 3.80
2:00 PM	$ 4.20	$ 3.80
3:00 PM	$ 4.20	$ 3.80
4:00 PM	$ 4.20	$ 3.80
5:00 PM	$ 4.20	$ 3.80
6:00 PM	$ 4.20	$ 3.80
7:00 PM	$ 4.20	$ 3.80
8:00 PM	$ 3.80	$ 3.80
9:00 PM	$ 3.80	$ 3.25
10:00 PM	$ 3.25	$ 1.25
11:00 PM	$ 1.25	$ 1.25

Memorial Day

	Westbound	Eastbound
Time	Price	Price
Midnight	$ 1.25	$ 1.25
1:00 AM	$ 1.25	$ 1.25
2:00 AM	$ 1.25	$ 1.25
3:00 AM	$ 1.25	$ 1.25
4:00 AM	$ 1.25	$ 1.25
5:00 AM	$ 1.25	$ 1.25
6:00 AM	$ 1.25	$ 1.25
7:00 AM	$ 1.25	$ 1.25
8:00 AM	$ 1.95	$ 1.95
9:00 AM	$ 2.80	$ 1.95
10:00 AM	$ 2.80	$ 2.80
11:00 AM	$ 3.80	$ 3.25
Noon	$ 3.80	$ 3.25
1:00 PM	$ 3.80	$ 3.25
2:00 PM	$ 3.80	$ 3.25
3:00 PM	$ 3.80	$ 3.25
4:00 PM	$ 2.80	$ 3.25
5:00 PM	$ 2.80	$ 3.25
6:00 PM	$ 2.80	$ 3.25
7:00 PM	$ 2.80	$ 3.25
8:00 PM	$ 2.80	$ 2.80
9:00 PM	$ 2.80	$ 2.80
10:00 PM	$ 1.25	$ 1.25
11:00 PM	$ 1.25	$ 1.25

4th of July*

	Westbound	Eastbound
Time	Price	Price
Midnight	$ 1.25	$ 1.25
1:00 AM	$ 1.25	$ 1.25
2:00 AM	$ 1.25	$ 1.25
3:00 AM	$ 1.25	$ 1.25
4:00 AM	$ 1.25	$ 1.25
5:00 AM	$ 1.25	$ 1.25
6:00 AM	$ 1.25	$ 1.25
7:00 AM	$ 1.25	$ 1.25
8:00 AM	$ 1.95	$ 1.95
9:00 AM	$ 3.25	$ 1.95
10:00 AM	$ 3.80	$ 3.25
11:00 AM	$ 3.80	$ 3.25
Noon	$ 3.80	$ 3.25
1:00 PM	$ 3.80	$ 3.25
2:00 PM	$ 3.80	$ 3.25
3:00 PM	$ 3.80	$ 3.25
4:00 PM	$ 3.25	$ 3.25
5:00 PM	$ 3.25	$ 3.25
6:00 PM	$ 2.80	$ 3.25
7:00 PM	$ 2.80	$ 3.25
8:00 PM	$ 2.80	$ 3.25
9:00 PM	$ 2.80	$ 3.25
10:00 PM	$ 2.80	$ 4.35
11:00 PM	$ 1.25	$ 4.35

Thurs Before Labor Day

	Westbound	Eastbound
Time	Price	Price
Midnight	$ 1.25	regular schedule
1:00 AM	$ 1.25	regular schedule
2:00 AM	$ 1.25	regular schedule
3:00 AM	$ 1.25	regular schedule
4:00 AM	$ 2.30	regular schedule
5:00 AM	$ 3.80	regular schedule
6:00 AM	$ 3.90	regular schedule
7:00 AM	$ 4.35	regular schedule
8:00 AM	$ 4.35	regular schedule
9:00 AM	$ 4.35	regular schedule
10:00 AM	$ 4.35	regular schedule
11:00 AM	$ 3.80	regular schedule
Noon	$ 2.40	regular schedule
1:00 PM	$ 2.75	regular schedule
2:00 PM	$ 2.75	regular schedule
3:00 PM	$ 2.75	regular schedule
4:00 PM	$ 2.75	regular schedule
5:00 PM	$ 2.75	regular schedule
6:00 PM	$ 2.40	regular schedule
7:00 PM	$ 1.25	regular schedule
8:00 PM	$ 1.25	regular schedule
9:00 PM	$ 1.25	regular schedule
10:00 PM	$ 1.25	regular schedule
11:00 PM	$ 1.25	regular schedule

[*] The intent of the holiday schedule is to offer tolls that reflect holiday traffic patterns. If Christmas, New Years or Fourth of July falls on a Tuesday, Wednesday, Thursday, or Friday, the regular Friday toll schedule will be used the day before the holiday. If the day after Christmas, New Years or Fourth of July is a Friday or Monday, it is assumed these are traditionally light traffic days, therefore, a reduced rate applies (Friday after Thanksgiving rate will be used). If Christmas, New Years or Fourth of July fall on Saturday, it is assumed the Friday before is a traditionally light traffic day; therefore the stated Christmas, New Years or Fourth of July holiday toll schedule applies. It is also assumed that the Thursday before is a heavy traffic day, therefore the regular Friday schedule applies. When reduced rates apply, the weekend HOV 3+ policy will be in effect.

Exhibit V
91 Express Lanes Holiday Schedules

4th of July*

	Westbound	Eastbound
Time	Price	Price
Midnight	$ 1.95	$ 1.95
1:00 AM	$ 1.95	$ 1.95
2:00 AM	$ 1.95	$ 1.95
3:00 AM	$ 1.95	$ 1.95
4:00 AM	$ 1.95	$ 1.95
5:00 AM	$ 1.95	$ 1.95
6:00 AM	$ 1.95	$ 1.95
7:00 AM	$ 1.95	$ 1.95
8:00 AM	$ 3.00	$ 3.00
9:00 AM	$ 5.00	$ 3.00
10:00 AM	$ 5.70	$ 5.00
11:00 AM	$ 5.70	$ 5.00
Noon	$ 5.70	$ 5.00
1:00 PM	$ 5.70	$ 5.00
2:00 PM	$ 5.70	$ 5.00
3:00 PM	$ 5.70	$ 5.00
4:00 PM	$ 5.00	$ 5.00
5:00 PM	$ 5.00	$ 5.00
6:00 PM	$ 4.10	$ 5.00
7:00 PM	$ 4.10	$ 5.00
8:00 PM	$ 4.10	$ 5.00
9:00 PM	$ 4.10	$ 5.00
10:00 PM	$ 4.10	$ 6.55
11:00 PM	$ 1.90	$ 6.35

Thurs Before Labor Day

	Westbound	Eastbound
Time	Price	Price
Midnight	$ 1.95	Regular Schedule
1:00 AM	$ 1.95	Regular Schedule
2:00 AM	$ 1.95	Regular Schedule
3:00 AM	$ 1.95	Regular Schedule
4:00 AM	$ 3.55	Regular Schedule
5:00 AM	$ 5.70	Regular Schedule
6:00 AM	$ 5.90	Regular Schedule
7:00 AM	$ 6.55	Regular Schedule
8:00 AM	$ 6.55	Regular Schedule
9:00 AM	$ 6.55	Regular Schedule
10:00 AM	$ 6.55	Regular Schedule
11:00 AM	$ 5.70	Regular Schedule
Noon	$ 3.70	Regular Schedule
1:00 PM	$ 4.05	Regular Schedule
2:00 PM	$ 4.05	Regular Schedule
3:00 PM	$ 4.05	Regular Schedule
4:00 PM	$ 4.05	Regular Schedule
5:00 PM	$ 4.05	Regular Schedule
6:00 PM	$ 3.70	Regular Schedule
7:00 PM	$ 1.95	Regular Schedule
8:00 PM	$ 1.95	Regular Schedule
9:00 PM	$ 1.95	Regular Schedule
10:00 PM	$ 1.95	Regular Schedule
11:00 PM	$ 1.95	Regular Schedule

Fri Before Labor Day

	Westbound	Eastbound
Time	Price	Price
Midnight	$ 1.95	Regular Schedule
1:00 AM	$ 1.95	Regular Schedule
2:00 AM	$ 1.95	Regular Schedule
3:00 AM	$ 1.95	Regular Schedule
4:00 AM	$ 3.55	Regular Schedule
5:00 AM	$ 5.70	Regular Schedule
6:00 AM	$ 5.90	Regular Schedule
7:00 AM	$ 6.35	Regular Schedule
8:00 AM	$ 6.10	Regular Schedule
9:00 AM	$ 5.30	Regular Schedule
10:00 AM	$ 4.40	Regular Schedule
11:00 AM	$ 4.05	Regular Schedule
Noon	$ 3.70	Regular Schedule
1:00 PM	$ 4.05	Regular Schedule
2:00 PM	$ 4.05	Regular Schedule
3:00 PM	$ 4.40	Regular Schedule
4:00 PM	$ 4.40	Regular Schedule
5:00 PM	$ 4.40	Regular Schedule
6:00 PM	$ 4.20	Regular Schedule
7:00 PM	$ 3.00	Regular Schedule
8:00 PM	$ 1.95	Regular Schedule
9:00 PM	$ 1.95	Regular Schedule
10:00 PM	$ 1.95	Regular Schedule
11:00 PM	$ 1.95	Regular Schedule

Labor Day

	Westbound	Eastbound
Time	Price	Price
Midnight	$ 1.95	$ 1.95
1:00 AM	$ 1.95	$ 1.95
2:00 AM	$ 1.95	$ 1.95
3:00 AM	$ 1.95	$ 1.95
4:00 AM	$ 1.95	$ 1.95
5:00 AM	$ 1.95	$ 1.95
6:00 AM	$ 3.00	$ 3.00
7:00 AM	$ 3.00	$ 3.00
8:00 AM	$ 3.00	$ 3.00
9:00 AM	$ 4.20	$ 3.00
10:00 AM	$ 5.45	$ 3.00
11:00 AM	$ 5.45	$ 3.00
Noon	$ 6.50	$ 4.85
1:00 PM	$ 6.50	$ 5.20
2:00 PM	$ 6.50	$ 5.20
3:00 PM	$ 5.00	$ 5.20
4:00 PM	$ 4.20	$ 5.20
5:00 PM	$ 3.00	$ 5.20
6:00 PM	$ 3.00	$ 5.20
7:00 PM	$ 3.00	$ 5.20
8:00 PM	$ 3.00	$ 4.85
9:00 PM	$ 3.00	$ 3.00
10:00 PM	$ 1.95	$ 1.95
11:00 PM	$ 1.95	$ 1.95

Wed Before Thanksgiving

	Westbound	Eastbound
Time	Price	Price
Midnight	$ 1.95	$ 1.95
1:00 AM	$ 1.95	$ 1.95
2:00 AM	$ 1.95	$ 1.95
3:00 AM	$ 1.95	$ 1.95
4:00 AM	$ 3.55	$ 1.95
5:00 AM	$ 5.90	$ 1.95
6:00 AM	$ 6.10	$ 3.00
7:00 AM	$ 6.70	$ 3.00
8:00 AM	$ 6.70	$ 3.00
9:00 AM	$ 6.10	$ 3.55
10:00 AM	$ 5.70	$ 5.70
11:00 AM	$ 5.70	$ 5.90
Noon	$ 5.70	$ 6.70
1:00 PM	$ 5.70	$ 7.00
1:00 PM	$ 5.70	$ 8.65
3:00 PM	$ 5.70	$ 9.85
4:00 PM	$ 5.70	$ 9.85
5:00 PM	$ 5.70	$ 9.85
6:00 PM	$ 5.70	$ 7.00
7:00 PM	$ 3.55	$ 6.70
8:00 PM	$ 1.95	$ 6.70
9:00 PM	$ 1.95	$ 5.90
10:00 PM	$ 1.95	$ 3.00
11:00 PM	$ 1.95	$ 1.95

Thanksgiving

	Westbound	Eastbound
Time	Price	Price
Midnight	$ 1.95	$ 1.95
1:00 AM	$ 1.95	$ 1.95
2:00 AM	$ 1.95	$ 1.95
3:00 AM	$ 1.95	$ 1.95
4:00 AM	$ 1.95	$ 1.95
5:00 AM	$ 1.95	$ 1.95
6:00 AM	$ 1.95	$ 1.95
7:00 AM	$ 1.95	$ 3.00
8:00 AM	$ 1.95	$ 3.55
9:00 AM	$ 3.00	$ 5.70
10:00 AM	$ 5.70	$ 6.10
11:00 AM	$ 6.10	$ 6.70
Noon	$ 6.70	$ 6.70
1:00 PM	$ 6.70	$ 6.70
2:00 PM	$ 6.70	$ 6.10
3:00 PM	$ 5.70	$ 5.70
4:00 PM	$ 5.70	$ 5.70
5:00 PM	$ 5.70	$ 5.70
6:00 PM	$ 5.70	$ 6.10
7:00 PM	$ 5.70	$ 6.10
8:00 PM	$ 5.70	$ 6.10
9:00 PM	$ 5.70	$ 6.10
10:00 PM	$ 5.70	$ 5.70
11:00 PM	$ 3.00	$ 3.00

Fri Before Labor Day

Time	Westbound Price	Eastbound Price
Midnight	$ 1.25	regular schedule
1:00 AM	$ 1.25	regular schedule
2:00 AM	$ 1.25	regular schedule
3:00 AM	$ 1.25	regular schedule
4:00 AM	$ 2.30	regular schedule
5:00 AM	$ 3.80	regular schedule
6:00 AM	$ 3.90	regular schedule
7:00 AM	$ 4.20	regular schedule
8:00 AM	$ 4.00	regular schedule
9:00 AM	$ 3.55	regular schedule
10:00 AM	$ 3.00	regular schedule
11:00 AM	$ 2.75	regular schedule
Noon	$ 2.40	regular schedule
1:00 PM	$ 2.75	regular schedule
2:00 PM	$ 2.75	regular schedule
3:00 PM	$ 3.00	regular schedule
4:00 PM	$ 3.00	regular schedule
5:00 PM	$ 3.00	regular schedule
6:00 PM	$ 2.90	regular schedule
7:00 PM	$ 1.95	regular schedule
8:00 PM	$ 1.25	regular schedule
9:00 PM	$ 1.25	regular schedule
10:00 PM	$ 1.25	regular schedule
11:00 PM	$ 1.25	regular schedule

Labor Day

Time	Westbound Price	Eastbound Price
Midnight	$ 1.25	$ 1.25
1:00 AM	$ 1.25	$ 1.25
2:00 AM	$ 1.25	$ 1.25
3:00 AM	$ 1.25	$ 1.25
4:00 AM	$ 1.25	$ 1.25
5:00 AM	$ 1.25	$ 1.25
6:00 AM	$ 1.95	$ 1.95
7:00 AM	$ 1.95	$ 1.95
8:00 AM	$ 1.95	$ 1.95
9:00 AM	$ 2.90	$ 1.95
10:00 AM	$ 3.65	$ 1.95
11:00 AM	$ 3.65	$ 1.95
Noon	$ 4.30	$ 3.20
1:00 PM	$ 4.30	$ 3.45
2:00 PM	$ 4.30	$ 3.45
3:00 PM	$ 3.25	$ 3.45
4:00 PM	$ 2.90	$ 3.45
5:00 PM	$ 1.95	$ 3.45
6:00 PM	$ 1.95	$ 3.45
7:00 PM	$ 1.95	$ 3.45
8:00 PM	$ 1.95	$ 3.20
9:00 PM	$ 1.95	$ 1.95
10:00 PM	$ 1.25	$ 1.25
11:00 PM	$ 1.25	$ 1.25

Wed Before Thanksgiving

Time	Westbound Price	Eastbound Price
Midnight	$ 1.25	$ 1.25
1:00 AM	$ 1.25	$ 1.25
2:00 AM	$ 1.25	$ 1.25
3:00 AM	$ 1.25	$ 1.25
4:00 AM	$ 2.30	$ 1.25
5:00 AM	$ 3.90	$ 1.25
6:00 AM	$ 4.00	$ 1.95
7:00 AM	$ 4.45	$ 1.95
8:00 AM	$ 4.45	$ 1.95
9:00 AM	$ 4.00	$ 2.30
10:00 AM	$ 3.80	$ 3.80
11:00 AM	$ 3.80	$ 3.90
Noon	$ 3.80	$ 4.45
1:00 PM	$ 3.80	$ 4.65
2:00 PM	$ 3.80	$ 5.65
3:00 PM	$ 3.80	$ 6.55
4:00 PM	$ 3.80	$ 6.55
5:00 PM	$ 3.80	$ 6.55
6:00 PM	$ 3.80	$ 4.65
7:00 PM	$ 2.30	$ 4.45
8:00 PM	$ 1.25	$ 4.45
9:00 PM	$ 1.25	$ 3.90
10:00 PM	$ 1.25	$ 1.95
11:00 PM	$ 1.25	$ 1.25

Thanksgiving

Time	Westbound Price	Eastbound Price
Midnight	$ 1.25	$ 1.25
1:00 AM	$ 1.25	$ 1.25
2:00 AM	$ 1.25	$ 1.25
3:00 AM	$ 1.25	$ 1.25
4:00 AM	$ 1.25	$ 1.25
5:00 AM	$ 1.25	$ 1.25
6:00 AM	$ 1.25	$ 1.25
7:00 AM	$ 1.25	$ 1.95
8:00 AM	$ 1.25	$ 2.30
9:00 AM	$ 1.95	$ 3.80
10:00 AM	$ 3.80	$ 4.00
11:00 AM	$ 4.00	$ 4.45
Noon	$ 4.45	$ 4.45
1:00 PM	$ 4.45	$ 4.45
2:00 PM	$ 4.45	$ 4.00
3:00 PM	$ 3.80	$ 3.80
4:00 PM	$ 3.80	$ 3.80
5:00 PM	$ 3.80	$ 3.80
6:00 PM	$ 3.80	$ 4.00
7:00 PM	$ 3.80	$ 4.00
8:00 PM	$ 3.80	$ 4.00
9:00 PM	$ 3.80	$ 4.00
10:00 PM	$ 3.80	$ 3.80
11:00 PM	$ 1.95	$ 1.95

Friday After Thanksgiving

Time	Westbound Price	Eastbound Price
Midnight	$ 1.25	$ 1.25
1:00 AM	$ 1.25	$ 1.25
2:00 AM	$ 1.25	$ 1.25
3:00 AM	$ 1.25	$ 1.25
4:00 AM	$ 1.25	$ 1.25
5:00 AM	$ 1.25	$ 1.25
6:00 AM	$ 1.95	$ 1.25
7:00 AM	$ 2.30	$ 1.25
8:00 AM	$ 2.30	$ 2.30
9:00 AM	$ 3.00	$ 3.80
10:00 AM	$ 3.80	$ 3.80
11:00 AM	$ 3.80	$ 3.80
Noon	$ 3.80	$ 4.00
1:00 PM	$ 3.80	$ 3.80
2:00 PM	$ 3.80	$ 3.80
3:00 PM	$ 3.80	$ 3.80
4:00 PM	$ 3.80	$ 3.80
5:00 PM	$ 3.80	$ 3.80
6:00 PM	$ 3.80	$ 3.80
7:00 PM	$ 2.30	$ 3.80
8:00 PM	$ 1.25	$ 2.30
9:00 PM	$ 1.25	$ 1.95
10:00 PM	$ 1.25	$ 1.95
11:00 PM	$ 1.25	$ 1.25

Christmas Day*

Time	Westbound Price	Eastbound Price
Midnight	$ 1.25	$ 1.25
1:00 AM	$ 1.25	$ 1.25
2:00 AM	$ 1.25	$ 1.25
3:00 AM	$ 1.25	$ 1.25
4:00 AM	$ 1.25	$ 1.25
5:00 AM	$ 1.25	$ 1.25
6:00 AM	$ 1.25	$ 1.25
7:00 AM	$ 1.25	$ 1.25
8:00 AM	$ 2.30	$ 1.95
9:00 AM	$ 2.40	$ 2.30
10:00 AM	$ 3.60	$ 3.80
11:00 AM	$ 3.90	$ 3.90
Noon	$ 3.90	$ 4.65
1:00 PM	$ 3.90	$ 4.65
2:00 PM	$ 3.90	$ 4.65
3:00 PM	$ 3.80	$ 4.65
4:00 PM	$ 3.80	$ 4.65
5:00 PM	$ 3.80	$ 4.65
6:00 PM	$ 3.80	$ 4.65
7:00 PM	$ 3.80	$ 4.65
8:00 PM	$ 3.80	$ 4.65
9:00 PM	$ 3.80	$ 3.90
10:00 PM	$ 3.80	$ 1.95
11:00 PM	$ 3.60	$ 1.25

[*] The intent of the holiday schedule is to offer tolls that reflect holiday traffic patterns. If Christmas, New Years or Fourth of July falls on a Tuesday, Wednesday, Thursday, or Friday, the regular Friday toll schedule will be used the day before the holiday. If the day after Christmas, New Years or Fourth of July is a Friday or Monday, it is assumed these are traditionally light traffic days, therefore, a reduced rate applies (Friday after Thanksgiving rate will be used).

If Christmas, New Years or Fourth of July fall on Saturday, it is assumed the Friday before is a traditionally light traffic day; therefore the stated Christmas, New Years or Fourth of July holiday toll schedule applies. It is also assumed that the Thursday before is a heavy traffic day, therefore the regular Friday schedule applies. When reduced rates apply, the weekend HOV 3+ policy will be in effect.

Friday After Thanksgiving

Time	Westbound Price	Eastbound Price
Midnight	$ 1.95	$ 1.95
1:00 AM	$ 1.95	$ 1.95
2:00 AM	$ 1.95	$ 1.95
3:00 AM	$ 1.95	$ 1.95
4:00 AM	$ 1.95	$ 1.95
5:00 AM	$ 1.95	$ 1.95
6:00 AM	$ 3.00	$ 1.95
7:00 AM	$ 3.55	$ 1.95
8:00 AM	$ 3.55	$ 3.55
9:00 AM	$ 4.40	$ 5.70
10:00 AM	$ 5.70	$ 5.70
11:00 AM	$ 5.70	$ 5.70
Noon	$ 5.70	$ 6.10
1:00 PM	$ 5.70	$ 5.70
2:00 PM	$ 5.70	$ 5.70
3:00 PM	$ 5.70	$ 5.70
4:00 PM	$ 5.70	$ 5.70
5:00 PM	$ 5.70	$ 5.70
6:00 PM	$ 5.70	$ 5.70
7:00 PM	$ 3.55	$ 5.70
8:00 PM	$ 1.95	$ 3.55
9:00 PM	$ 1.95	$ 3.00
10:00 PM	$ 1.95	$ 3.00
11:00 PM	$ 1.95	$ 1.95

Christmas Day*

Time	Westbound Price	Eastbound Price
Midnight	$ 1.95	$ 1.95
1:00 AM	$ 1.95	$ 1.95
2:00 AM	$ 1.95	$ 1.95
3:00 AM	$ 1.95	$ 1.95
4:00 AM	$ 1.95	$ 1.95
5:00 AM	$ 1.95	$ 1.95
6:00 AM	$ 1.95	$ 1.95
7:00 AM	$ 1.95	$ 1.95
8:00 AM	$ 3.55	$ 3.00
9:00 AM	$ 3.70	$ 3.55
10:00 AM	$ 5.40	$ 5.70
11:00 AM	$ 5.90	$ 5.90
Noon	$ 5.90	$ 7.00
1:00 PM	$ 5.90	$ 7.00
2:00 PM	$ 5.90	$ 7.00
3:00 PM	$ 5.70	$ 7.00
4:00 PM	$ 5.70	$ 7.00
5:00 PM	$ 5.70	$ 7.00
6:00 PM	$ 5.70	$ 7.00
7:00 PM	$ 5.70	$ 7.00
8:00 PM	$ 5.70	$ 7.00
9:00 PM	$ 5.70	$ 5.90
10:00 PM	$ 5.70	$ 3.00
11:00 PM	$ 5.40	$ 1.95

New Years Day*

Time	Westbound Price	Eastbound Price
Midnight	$ 1.95	$ 1.95
1:00 AM	$ 1.95	$ 1.95
2:00 AM	$ 1.95	$ 1.95
3:00 AM	$ 1.95	$ 1.95
4:00 AM	$ 1.95	$ 1.95
5:00 AM	$ 1.95	$ 1.95
6:00 AM	$ 1.95	$ 1.95
7:00 AM	$ 1.95	$ 1.95
8:00 AM	$ 1.95	$ 3.00
9:00 AM	$ 3.55	$ 3.55
10:00 AM	$ 3.55	$ 3.55
11:00 AM	$ 5.40	$ 5.40
Noon	$ 5.90	$ 5.40
1:00 PM	$ 5.90	$ 5.40
2:00 PM	$ 5.90	$ 5.90
3:00 PM	$ 5.90	$ 5.90
4:00 PM	$ 5.90	$ 5.90
5:00 PM	$ 5.90	$ 5.90
6:00 PM	$ 5.90	$ 5.90
7:00 PM	$ 5.40	$ 5.40
8:00 PM	$ 5.40	$ 5.40
9:00 PM	$ 3.55	$ 3.55
10:00 PM	$ 3.55	$ 3.55
11:00 PM	$ 1.95	$ 1.95

Easter Sunday

Time	Westbound Price	Eastbound Price
Midnight	$ 1.95	$ 1.95
1:00 AM	$ 1.95	$ 1.95
2:00 AM	$ 1.95	$ 1.95
3:00 AM	$ 1.95	$ 1.95
4:00 AM	$ 1.95	$ 1.95
5:00 AM	$ 1.95	$ 1.95
6:00 AM	$ 1.95	$ 1.95
7:00 AM	$ 1.95	$ 1.95
8:00 AM	$ 2.40	$ 2.40
9:00 AM	$ 2.40	$ 2.40
10:00 AM	$ 3.70	$ 3.70
11:00 AM	$ 5.70	$ 5.70
Noon	$ 5.70	$ 5.70
1:00 PM	$ 5.70	$ 5.70
2:00 PM	$ 5.70	$ 5.70
3:00 PM	$ 5.70	$ 5.70
4:00 PM	$ 5.70	$ 5.70
5:00 PM	$ 5.70	$ 5.70
6:00 PM	$ 5.70	$ 5.70
7:00 PM	$ 5.70	$ 5.70
8:00 PM	$ 5.70	$ 5.70
9:00 PM	$ 5.70	$ 3.00
10:00 PM	$ 5.70	$ 1.95
11:00 PM	$ 1.95	$ 1.95

Mother's Day

Time	Westbound Price	Eastbound Price
Midnight	$ 1.95	$ 1.95
1:00 AM	$ 1.95	$ 1.95
2:00 AM	$ 1.95	$ 1.95
3:00 AM	$ 1.95	$ 1.95
4:00 AM	$ 1.95	$ 1.95
5:00 AM	$ 1.95	$ 1.95
6:00 AM	$ 1.95	$ 1.95
7:00 AM	$ 1.95	$ 1.95
8:00 AM	$ 3.00	$ 3.00
9:00 AM	$ 5.70	$ 3.00
10:00 AM	$ 6.35	$ 5.00
11:00 AM	$ 6.75	$ 5.70
Noon	$ 6.75	$ 5.70
1:00 PM	$ 6.75	$ 5.70
2:00 PM	$ 6.35	$ 5.70
3:00 PM	$ 6.35	$ 5.70
4:00 PM	$ 6.35	$ 5.70
5:00 PM	$ 6.35	$ 5.70
6:00 PM	$ 6.35	$ 5.70
7:00 PM	$ 6.35	$ 5.70
8:00 PM	$ 5.70	$ 5.70
9:00 PM	$ 5.70	$ 5.00
10:00 PM	$ 5.00	$ 1.95
11:00 PM	$ 1.95	$ 1.95

Memorial Day

Time	Westbound Price	Eastbound Price
Midnight	$ 1.95	$ 1.95
1:00 AM	$ 1.95	$ 1.95
2:00 AM	$ 1.95	$ 1.95
3:00 AM	$ 1.95	$ 1.95
4:00 AM	$ 1.95	$ 1.95
5:00 AM	$ 1.95	$ 1.95
6:00 AM	$ 1.95	$ 1.95
7:00 AM	$ 1.95	$ 1.95
8:00 AM	$ 3.00	$ 3.00
9:00 AM	$ 4.10	$ 3.00
10:00 AM	$ 4.10	$ 4.10
11:00 AM	$ 5.70	$ 5.00
Noon	$ 5.70	$ 5.00
1:00 PM	$ 5.70	$ 5.00
2:00 PM	$ 5.70	$ 5.00
3:00 PM	$ 5.70	$ 5.00
4:00 PM	$ 4.10	$ 5.00
5:00 PM	$ 4.10	$ 5.00
6:00 PM	$ 4.10	$ 5.00
7:00 PM	$ 4.10	$ 5.00
8:00 PM	$ 4.10	$ 4.10
9:00 PM	$ 4.10	$ 4.10
10:00 PM	$ 1.95	$ 1.95
11:00 PM	$ 1.95	$ 1.95

[*] The intent of the holiday schedule is to offer tolls that reflect holiday traffic patterns. If Christmas, New Years or Fourth of July falls on a Tuesday, Wednesday, Thursday, or Friday, the regular Friday toll schedule will be used the day before the holiday. If the day after Christmas, New Years or Fourth of July is a Friday or Monday, it is assumed these are traditionally light traffic days, therefore, a reduced rate applies (Friday after Thanksgiving rate will be used).
If Christmas, New Years or Fourth of July fall on Saturday, it is assumed the Friday before is a traditionally light traffic day; therefore the stated Christmas, New Years or Fourth of July holiday toll schedule applies. It is also assumed that the Thursday before is a heavy traffic day, therefore the regular Friday schedule applies.

OCTA

91 Express Lanes Toll Policy

Adopted July 14, 2003

Goals

The goals for the 91 Express Lanes toll policy are to:

- Provide a safe, reliable, predictable commute for 91 Express Lanes customers.
- Optimize vehicle throughput at free flow speeds.
- Pay debt service and maintain debt service coverage.
- Increase average vehicle occupancy.
- Balance capacity and demand to serve customers who pay tolls as well as carpoolers with three or more persons who are offered discounted tolls.
- Generate sufficient revenue to sustain the financial viability of the 91 Express Lanes.
- Ensure all bond covenants are met.
- Repay the Orange County Transportation Authority's (OCTA) internal borrowing and provide net revenues for Riverside Freeway/State Route 91 corridor improvements.[1]

Definitions

Exhibit I, "Definitions", clarifies terms used in this 91 Express Lanes Toll Policy.

Super Peak Hours

The toll adjustment goals are to: a) reduce the likelihood of congestion by diverting traffic to other hours with available capacity; b) maintain free flow travel speed in the 91 Express Lanes; c) maintain travel time savings; d) accommodate projected growth in travel demand and; e) ensure that the toll road generates sufficient revenue to effectively operate the toll lanes and maintain a strong debt service position.

[1] As allowable under Assembly Bill 1010.

The toll for use of the 91 Express Lanes during a Super Peak hour shall be determined as follows:

1. Hourly, day, and directional traffic volumes will be continually monitored on a rolling 12 consecutive week period basis.

2. Hourly, day, and directional traffic volumes of 3,128 or more will be flagged for further review.

3. If the hourly, day, and directional traffic volume is Consistently at a level of Super Peak then the toll rate for that hour, day and direction may be increased.

4. The toll for that hour, day, and direction shall be increased, based on the average vehicle volume of the flagged hour, day, and direction identified per Section 2 above, as follows:

   (a) if the average flagged vehicle volume is 3,300 or more then the toll shall be increased by $1.00.

   (b) if the average flagged vehicle volume is between 3,200 and 3,299 then the toll shall be increased by $0.75.

   (c) if the average flagged vehicle volume is less than 3,200 then the toll shall not be changed.

Six months after a toll increase, the most recent 12 consecutive weeks (excluding weeks with a Holiday or a major traffic anomaly caused by an accident or incident) shall be reviewed for the hour, day and direction that the toll was increased. If the traffic volume is less than 2,720 vehicles per hour, day, and direction in six or more of the weeks then the traffic volumes for that hour, day and direction for the 12 consecutive weeks shall be averaged. If the average traffic volume is less than 2,720 then the toll shall be reduced by $0.50 to stimulate demand and encourage 91 Express Lanes use.

OCTA's Board of Directors and customers will be informed of a toll adjustment 10 or more days prior to that toll adjustment becoming effective.

Non-Super Peak Hours

All Non-Super Peak tolls shall remain fixed at November 2001 levels except for an annual adjustment for inflation (see Exhibit IV). The Inflation Factor shall be identified and applied beginning July 1, 2004 and at the beginning of each fiscal year thereafter to all Non-Super Peak and Super Peak hours that were not adjusted in the previous 12 months. All tolls shall be rounded up or down to the nearest 5-cent increment.

Discounts

Vehicles with three or more persons (HOV3+), zero emission vehicles (ZEVs), motorcycles, disabled plates and disabled veterans are permitted to ride free in the 91 Express Lanes during most hours. The exception is Monday through Friday 4:00 p.m. to 6:00 p.m. in the eastbound direction when these users pay 50 percent of the toll. The exception that these users pay 50 percent remains in effect until such time as the Debt Service Coverage Ratio – inclusive of senior and subordinated debt - is projected to be 1.2 or greater for a six month period. At that time, HOV3+ users will ride free all day, every day.

Financing Requirements

OCTA shall charge and collect tolls that generate enough revenue to maintain the Debt Service Coverage Ratio to be at least 1.30 to 1.00. OCTA recognizes that it must maintain a strong debt service position in order to satisfy the existing taxable bond covenants as well as the bond covenants in the proposed tax-exempt refinancing documents.

Holiday Toll Schedules

All existing holiday toll schedules shall apply. Existing holiday toll schedules are identified on Exhibit V and shall be adjusted by the inflation factor at the beginning of each fiscal year beginning July 1, 2004 in a similar fashion as with Non-Super Peak Hours.

Exhibit I
Definitions

Cash Available for Debt Service – for any Period, the excess, if any, computed on a cash basis, of:

(1) the amount of 91 Express Lanes cash receipts during such Period from whatever source, including, without limitation, toll receipts, transponder revenues, amounts paid to OCTA under the Facility Agreements, and investment earnings, *excluding*:

- proceeds of insurance,
- proceeds of the debt service letter of credit or other amounts held in or disbursed from the payment account, the debt service reserve account, the coverage account and the major maintenance reserve account, and
- the proceeds of any Additional Senior Bonds or Subordinated Bonds, *over*

(2) All Operating and Maintenance Costs incurred during such Period and not deducted in the computation of Cash Available for Debt Service in a prior Period. In computing Operating and Maintenance Costs for any Period, an appropriate prorating will be made for expenditures such as insurance premiums and taxes that would be prorated if the computation were to be made in accordance with GAAP.

Consistently – Any six weeks of twelve consecutive weeks, excluding any week that includes a Holiday or major traffic pattern anomaly caused by an accident or incident.

Debt Service – for any Period, all payments of principal, interest, premiums (if any), fees and other amounts made (including by way of prepayment) or required to be made by OCTA during such Period under the Bond Documents (debt service payments related to OCTA's internal subordinated debt borrowings are to be excluded from these calculations). In computing Debt Service for any Period prior to the issuance of the new bonds, OCTA will give pro forma effect to the transactions contemplated by the Bond Documents and the use of proceeds of the new bonds. In computing Debt Service for any prospective Period, OCTA will estimate in good faith such payments on the basis of reasonable assumptions. Such assumptions will include the absence of any waivers of or amendments to any agreements and the absence of any optional or extraordinary mandatory redemption of the bonds.

Debt Service Coverage Ratio – for any Period, the ratio of Cash Available for Debt Service for such Period to Debt Service for such Period.

Fiscal Year – July 1 to June 30

Holiday – Any of the following holidays that occur or are recognized any day between Monday through Friday: New Year's Day, Memorial Day, 4th of July, Labor Day, Thanksgiving and Christmas.

Inflation Factor[2] (Included in the present 91 Express Lanes Operating Agreement and subject to change with any new contractor agreement):

(1) 0.75 times the product of (A) the hourly toll for the immediately preceding fiscal year, times (B) a fraction, the numerator of which shall be the Labor Index Adjuster for June of the prior fiscal year and the denominator of which shall be the Labor Index Adjuster for June of the year immediately preceding such fiscal year, plus

(2) 0.25 times the product of (A) the hourly toll for the immediately preceding fiscal year, times (B) a fraction, the numerator of which shall be the CPI Index Adjuster for June of the prior fiscal year and the denominator of which shall be the CPI Index Adjuster for June of the year immediately preceding such fiscal year.

Maximum Optimal Capacity – 3,400 vehicles per hour, per day, per direction in the 91 Express Lanes facility

Non-Super Peak – Hourly period that is not Super Peak.

Operating and Maintenance Costs – all reasonable and necessary expenses of administering, managing, maintaining and operating the 91 Express Lanes and in accordance with the Bond Documents and the Facility Agreements.

Period – the most recent twelve complete months.

Super Peak – Hourly period, per day, and per direction with traffic volume use which meets or exceeds the Trigger Point.

Trigger Point – 92 percent or more of Maximum Optimal Capacity (3,128+ vehicles per hour, per day, and per direction).

Week – 12:00 a.m. Sunday to 11:59 p.m. the following Saturday.

Some of the financial definitions will be modified to reflect the bond covenants in the tax-exempt refinancing documents.

[2] The inflation factor shall be the same as in the OCTA – Cofiroute Global Mobility 91 Express Lanes Operating Agreement dated November 15, 2002 and effective January 3, 2003 or as in successor operating agreements.

Exhibit II
Toll Policy Decision Process
Congestion Management Pricing in Super Peak

Definitions / Detail

Monitor hourly, day of week and directional traffic for last 12 consecutive weeks (exclude days/hours with holidays, major incidents, and accidents)

Flag hours when traffic volume is 3,128 or more vehicles per hour, per day, per direction. Determine if this occurs six or more times in the 12-week period.

Average the traffic volume for the flagged hours.

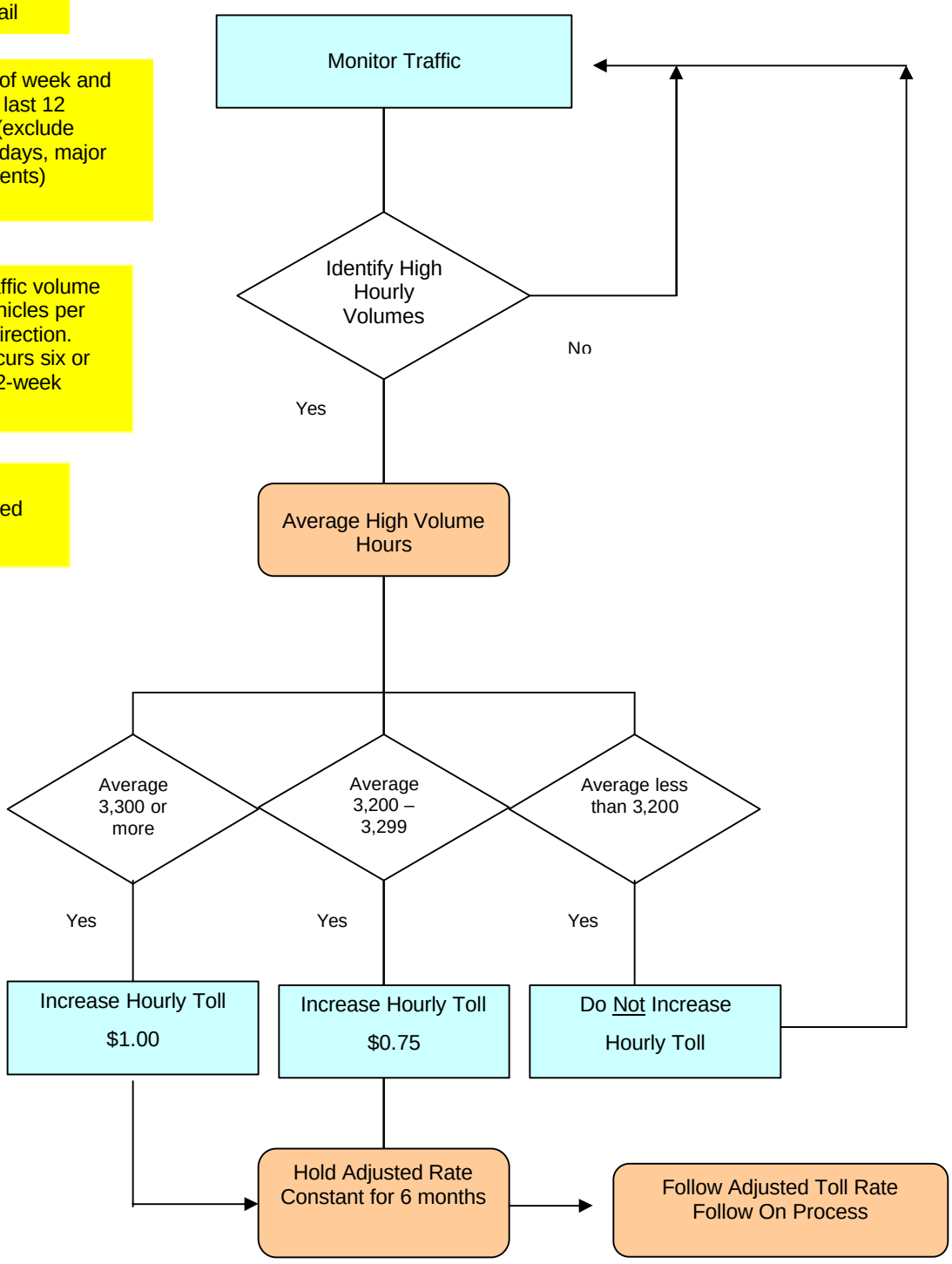


Exhibit III
Adjusted Toll Rate Follow On Process
(Super Peak Adjusted Rates Only)

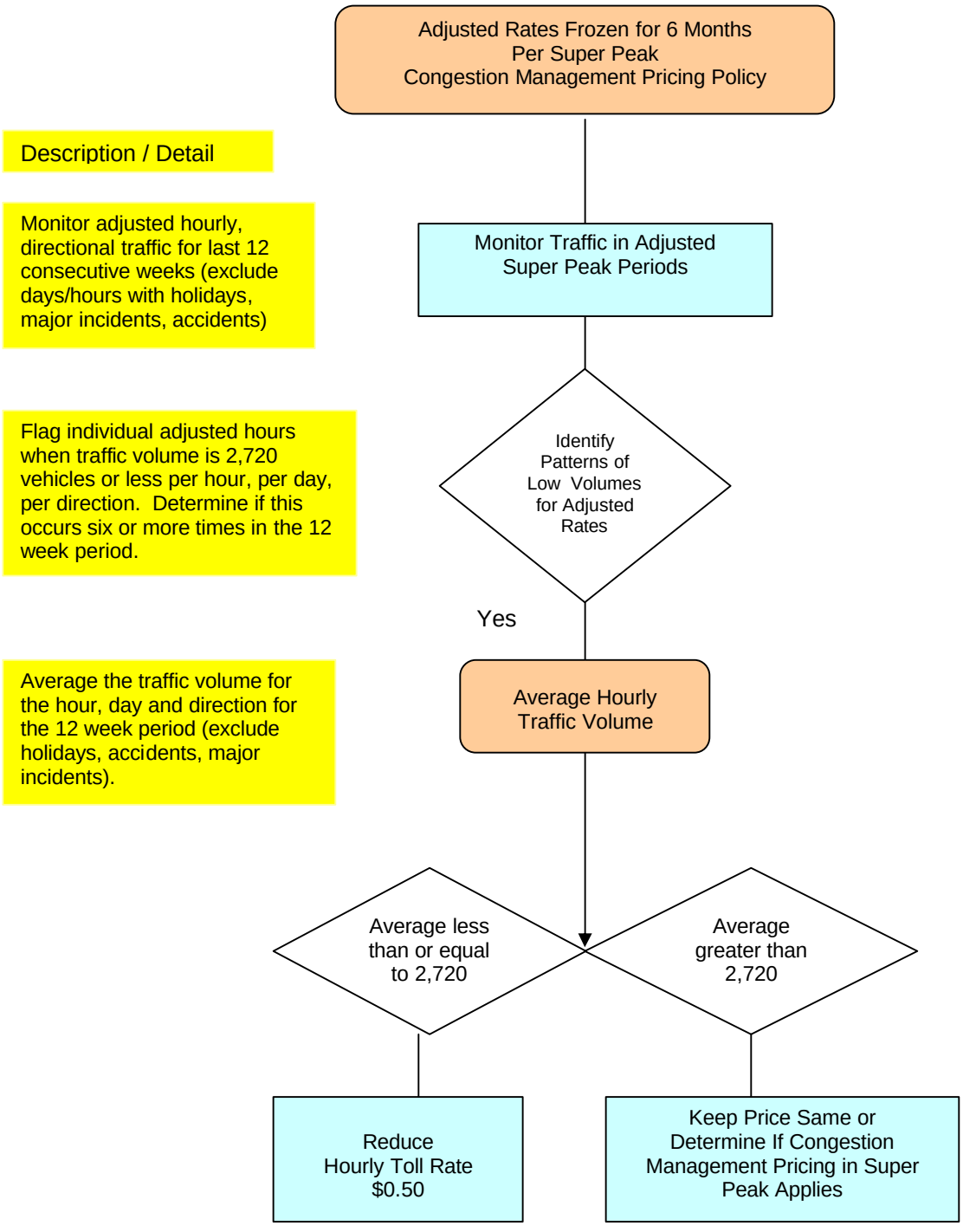
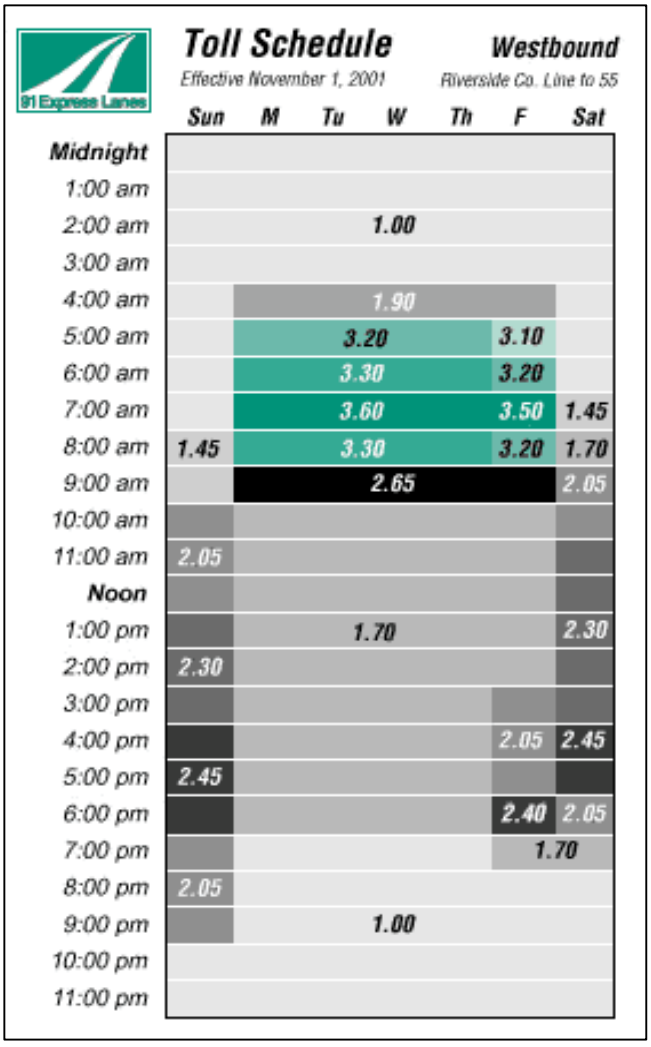


Exhibit IV
91 Express Lanes Toll Schedule
November, 2001 and as Amended May 19, 2003

The charts below identify the base toll structure in effect as of November 2001. In addition to the posted tolls, the 91 Express Lane toll policy was amended May 19, 2003 to allow carpoolers with three or more persons (HOV3+), zero emission vehicles (ZEVs), motorcycles, disabled plates and disabled veterans to ride free during most hours. The exception is Monday through Friday 4:00 p.m. to 6:00 p.m. in the eastbound direction when they pay 50 percent of the posted toll.



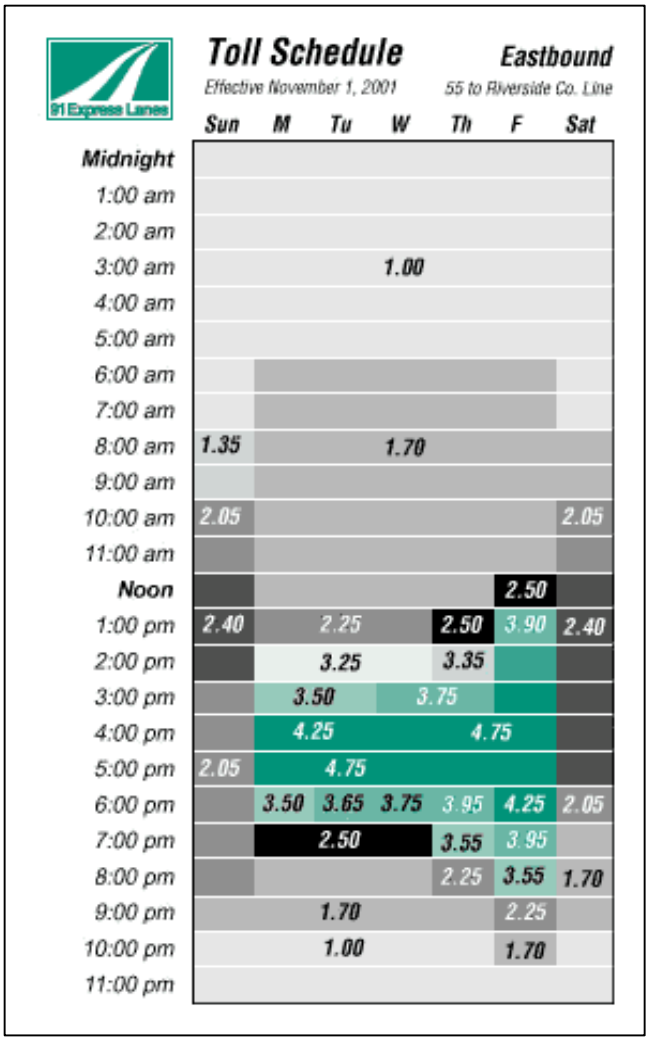


Exhibit V
91 Express Lanes Holiday Schedules

New Years Day*

Time	Westbound Price	Eastbound Price
Midnight	$ 1.00	$ 1.00
1:00 AM	$ 1.00	$ 1.00
2:00 AM	$ 1.00	$ 1.00
3:00 AM	$ 1.00	$ 1.00
4:00 AM	$ 1.00	$ 1.00
5:00 AM	$ 1.00	$ 1.00
6:00 AM	$ 1.00	$ 1.00
7:00 AM	$ 1.00	$ 1.00
8:00 AM	$ 1.00	$ 1.70
9:00 AM	$ 1.90	$ 1.90
10:00 AM	$ 1.90	$ 1.90
11:00 AM	$ 3.05	$ 3.05
Noon	$ 3.30	$ 3.05
1:00 PM	$ 3.30	$ 3.05
2:00 PM	$ 3.30	$ 3.30
3:00 PM	$ 3.30	$ 3.30
4:00 PM	$ 3.30	$ 3.30
5:00 PM	$ 3.30	$ 3.30
6:00 PM	$ 3.30	$ 3.30
7:00 PM	$ 3.05	$ 3.05
8:00 PM	$ 3.05	$ 3.05
9:00 PM	$ 1.90	$ 1.90
10:00 PM	$ 1.90	$ 1.90
11:00 PM	$ 1.00	$ 1.00

Easter Sunday

Time	Westbound Price	Eastbound Price
Midnight	$ 1.00	$ 1.00
1:00 AM	$ 1.00	$ 1.00
2:00 AM	$ 1.00	$ 1.00
3:00 AM	$ 1.00	$ 1.00
4:00 AM	$ 1.00	$ 1.00
5:00 AM	$ 1.00	$ 1.00
6:00 AM	$ 1.00	$ 1.00
7:00 AM	$ 1.00	$ 1.00
8:00 AM	$ 1.45	$ 1.45
9:00 AM	$ 1.45	$ 1.45
10:00 AM	$ 2.05	$ 2.05
11:00 AM	$ 3.20	$ 3.20
Noon	$ 3.20	$ 3.20
1:00 PM	$ 3.20	$ 3.20
2:00 PM	$ 3.20	$ 3.20
3:00 PM	$ 3.20	$ 3.20
4:00 PM	$ 3.20	$ 3.20
5:00 PM	$ 3.20	$ 3.20
6:00 PM	$ 3.20	$ 3.20
7:00 PM	$ 3.20	$ 3.20
8:00 PM	$ 3.20	$ 3.20
9:00 PM	$ 3.20	$ 1.70
10:00 PM	$ 3.20	$ 1.00
11:00 PM	$ 1.00	$ 1.00

Mother's Day

Time	Westbound Price	Eastbound Price
Midnight	$ 1.00	$ 1.00
1:00 AM	$ 1.00	$ 1.00
2:00 AM	$ 1.00	$ 1.00
3:00 AM	$ 1.00	$ 1.00
4:00 AM	$ 1.00	$ 1.00
5:00 AM	$ 1.00	$ 1.00
6:00 AM	$ 1.00	$ 1.00
7:00 AM	$ 1.00	$ 1.00
8:00 AM	$ 1.70	$ 1.70
9:00 AM	$ 3.20	$ 1.70
10:00 AM	$ 3.50	$ 2.75
11:00 AM	$ 3.75	$ 3.20
Noon	$ 3.75	$ 3.20
1:00 PM	$ 3.75	$ 3.20
2:00 PM	$ 3.50	$ 3.20
3:00 PM	$ 3.50	$ 3.20
4:00 PM	$ 3.50	$ 3.20
5:00 PM	$ 3.50	$ 3.20
6:00 PM	$ 3.50	$ 3.20
7:00 PM	$ 3.50	$ 3.20
8:00 PM	$ 3.20	$ 3.20
9:00 PM	$ 3.20	$ 2.75
10:00 PM	$ 2.75	$ 1.00
11:00 PM	$ 1.00	$ 1.00

Memorial Day

Time	Westbound Price	Eastbound Price
Midnight	$ 1.00	$ 1.00
1:00 AM	$ 1.00	$ 1.00
2:00 AM	$ 1.00	$ 1.00
3:00 AM	$ 1.00	$ 1.00
4:00 AM	$ 1.00	$ 1.00
5:00 AM	$ 1.00	$ 1.00
6:00 AM	$ 1.00	$ 1.00
7:00 AM	$ 1.00	$ 1.00
8:00 AM	$ 1.70	$ 1.70
9:00 AM	$ 2.30	$ 1.70
10:00 AM	$ 2.30	$ 2.30
11:00 AM	$ 3.20	$ 2.75
Noon	$ 3.20	$ 2.75
1:00 PM	$ 3.20	$ 2.75
2:00 PM	$ 3.20	$ 2.75
3:00 PM	$ 3.20	$ 2.75
4:00 PM	$ 2.30	$ 2.75
5:00 PM	$ 2.30	$ 2.75
6:00 PM	$ 2.30	$ 2.75
7:00 PM	$ 2.30	$ 2.75
8:00 PM	$ 2.30	$ 2.30
9:00 PM	$ 2.30	$ 2.30
10:00 PM	$ 1.00	$ 1.00
11:00 PM	$ 1.00	$ 1.00

4th of July*

Time	Westbound Price	Eastbound Price
Midnight	$ 1.00	$ 1.00
1:00 AM	$ 1.00	$ 1.00
2:00 AM	$ 1.00	$ 1.00
3:00 AM	$ 1.00	$ 1.00
4:00 AM	$ 1.00	$ 1.00
5:00 AM	$ 1.00	$ 1.00
6:00 AM	$ 1.00	$ 1.00
7:00 AM	$ 1.00	$ 1.00
8:00 AM	$ 1.70	$ 1.70
9:00 AM	$ 2.75	$ 1.70
10:00 AM	$ 3.20	$ 2.75
11:00 AM	$ 3.20	$ 2.75
Noon	$ 3.20	$ 2.75
1:00 PM	$ 3.20	$ 2.75
2:00 PM	$ 3.20	$ 2.75
3:00 PM	$ 3.20	$ 2.75
4:00 PM	$ 2.75	$ 2.75
5:00 PM	$ 2.75	$ 2.75
6:00 PM	$ 2.30	$ 2.75
7:00 PM	$ 2.30	$ 2.75
8:00 PM	$ 2.30	$ 2.75
9:00 PM	$ 2.30	$ 2.75
10:00 PM	$ 2.30	$ 3.60
11:00 PM	$ 1.00	$ 3.60

Thurs Before Labor Day

Time	Westbound Price	Eastbound Price
Midnight	$ 1.00	regular schedule
1:00 AM	$ 1.00	regular schedule
2:00 AM	$ 1.00	regular schedule
3:00 AM	$ 1.00	regular schedule
4:00 AM	$ 1.90	regular schedule
5:00 AM	$ 3.20	regular schedule
6:00 AM	$ 3.30	regular schedule
7:00 AM	$ 3.60	regular schedule
8:00 AM	$ 3.60	regular schedule
9:00 AM	$ 3.60	regular schedule
10:00 AM	$ 3.60	regular schedule
11:00 AM	$ 3.20	regular schedule
Noon	$ 2.00	regular schedule
1:00 PM	$ 2.25	regular schedule
2:00 PM	$ 2.25	regular schedule
3:00 PM	$ 2.25	regular schedule
4:00 PM	$ 2.25	regular schedule
5:00 PM	$ 2.25	regular schedule
6:00 PM	$ 2.00	regular schedule
7:00 PM	$ 1.00	regular schedule
8:00 PM	$ 1.00	regular schedule
9:00 PM	$ 1.00	regular schedule
10:00 PM	$ 1.00	regular schedule
11:00 PM	$ 1.00	regular schedule

[*] The intent of the holiday schedule is to offer tolls that reflect holiday traffic patterns. If Christmas, New Years or Fourth of July falls on a Tuesday, Wednesday, Thursday, or Friday, the regular Friday toll schedule will be used the day before the holiday. If the day after Christmas, New Years or Fourth of July is a Friday or Monday, it is assumed these are traditionally light traffic days, therefore, a reduced rate applies (Friday after Thanksgiving rate will be used). If Christmas, New Years or Fourth of July fall on Saturday, it is assumed the Friday before is a traditionally light traffic day; therefore the stated Christmas, New Years or Fourth of July holiday toll schedule applies. It is also assumed that the Thursday before is a heavy traffic day, therefore the regular Friday schedule applies. When reduced rates apply, the weekend HOV 3+ policy will be in effect.

Fri Before Labor Day

Time	Westbound Price	Eastbound Price
Midnight	$ 1.00	regular schedule
1:00 AM	$ 1.00	regular schedule
2:00 AM	$ 1.00	regular schedule
3:00 AM	$ 1.00	regular schedule
4:00 AM	$ 1.90	regular schedule
5:00 AM	$ 3.20	regular schedule
6:00 AM	$ 3.30	regular schedule
7:00 AM	$ 3.50	regular schedule
8:00 AM	$ 3.40	regular schedule
9:00 AM	$ 3.00	regular schedule
10:00 AM	$ 2.50	regular schedule
11:00 AM	$ 2.25	regular schedule
Noon	$ 2.00	regular schedule
1:00 PM	$ 2.25	regular schedule
2:00 PM	$ 2.25	regular schedule
3:00 PM	$ 2.50	regular schedule
4:00 PM	$ 2.50	regular schedule
5:00 PM	$ 2.50	regular schedule
6:00 PM	$ 2.40	regular schedule
7:00 PM	$ 1.70	regular schedule
8:00 PM	$ 1.00	regular schedule
9:00 PM	$ 1.00	regular schedule
10:00 PM	$ 1.00	regular schedule
11:00 PM	$ 1.00	regular schedule

Labor Day

Time	Westbound Price	Eastbound Price
Midnight	$ 1.00	$ 1.00
1:00 AM	$ 1.00	$ 1.00
2:00 AM	$ 1.00	$ 1.00
3:00 AM	$ 1.00	$ 1.00
4:00 AM	$ 1.00	$ 1.00
5:00 AM	$ 1.00	$ 1.00
6:00 AM	$ 1.70	$ 1.70
7:00 AM	$ 1.70	$ 1.70
8:00 AM	$ 1.70	$ 1.70
9:00 AM	$ 2.40	$ 1.70
10:00 AM	$ 3.10	$ 1.70
11:00 AM	$ 3.10	$ 1.70
Noon	$ 3.55	$ 2.70
1:00 PM	$ 3.55	$ 2.90
2:00 PM	$ 3.55	$ 2.90
3:00 PM	$ 2.75	$ 2.90
4:00 PM	$ 2.40	$ 2.90
5:00 PM	$ 1.70	$ 2.90
6:00 PM	$ 1.70	$ 2.90
7:00 PM	$ 1.70	$ 2.90
8:00 PM	$ 1.70	$ 2.70
9:00 PM	$ 1.70	$ 1.70
10:00 PM	$ 1.00	$ 1.00
11:00 PM	$ 1.00	$ 1.00

Wed Before Thanksgiving

Time	Westbound Price	Eastbound Price
Midnight	$ 1.00	$ 1.00
1:00 AM	$ 1.00	$ 1.00
2:00 AM	$ 1.00	$ 1.00
3:00 AM	$ 1.00	$ 1.00
4:00 AM	$ 1.90	$ 1.00
5:00 AM	$ 3.30	$ 1.00
6:00 AM	$ 3.40	$ 1.70
7:00 AM	$ 3.70	$ 1.70
8:00 AM	$ 3.70	$ 1.70
9:00 AM	$ 3.40	$ 1.90
10:00 AM	$ 3.20	$ 3.20
11:00 AM	$ 3.20	$ 3.30
Noon	$ 3.20	$ 3.70
1:00 PM	$ 3.20	$ 3.90
2:00 PM	$ 3.20	$ 4.75
3:00 PM	$ 3.20	$ 5.50
4:00 PM	$ 3.20	$ 5.50
5:00 PM	$ 3.20	$ 5.50
6:00 PM	$ 3.20	$ 3.90
7:00 PM	$ 1.95	$ 3.70
8:00 PM	$ 1.00	$ 3.70
9:00 PM	$ 1.00	$ 3.30
10:00 PM	$ 1.00	$ 1.70
11:00 PM	$ 1.00	$ 1.00

Thanksgiving

Time	Westbound Price	Eastbound Price
Midnight	$ 1.00	$ 1.00
1:00 AM	$ 1.00	$ 1.00
2:00 AM	$ 1.00	$ 1.00
3:00 AM	$ 1.00	$ 1.00
4:00 AM	$ 1.00	$ 1.00
5:00 AM	$ 1.00	$ 1.00
6:00 AM	$ 1.00	$ 1.00
7:00 AM	$ 1.00	$ 1.70
8:00 AM	$ 1.00	$ 1.90
9:00 AM	$ 1.70	$ 3.20
10:00 AM	$ 3.20	$ 3.40
11:00 AM	$ 3.40	$ 3.70
Noon	$ 3.70	$ 3.70
1:00 PM	$ 3.70	$ 3.70
2:00 PM	$ 3.70	$ 3.40
3:00 PM	$ 3.20	$ 3.20
4:00 PM	$ 3.20	$ 3.20
5:00 PM	$ 3.20	$ 3.20
6:00 PM	$ 3.20	$ 3.40
7:00 PM	$ 3.20	$ 3.40
8:00 PM	$ 3.20	$ 3.40
9:00 PM	$ 3.20	$ 3.40
10:00 PM	$ 3.20	$ 3.20
11:00 PM	$ 1.70	$ 1.70

Friday After Thanksgiving

Time	Westbound Price	Eastbound Price
Midnight	$ 1.00	$ 1.00
1:00 AM	$ 1.00	$ 1.00
2:00 AM	$ 1.00	$ 1.00
3:00 AM	$ 1.00	$ 1.00
4:00 AM	$ 1.00	$ 1.00
5:00 AM	$ 1.00	$ 1.00
6:00 AM	$ 1.70	$ 1.00
7:00 AM	$ 1.90	$ 1.00
8:00 AM	$ 1.90	$ 1.90
9:00 AM	$ 2.50	$ 3.20
10:00 AM	$ 3.20	$ 3.20
11:00 AM	$ 3.20	$ 3.20
Noon	$ 3.20	$ 3.40
1:00 PM	$ 3.20	$ 3.20
2:00 PM	$ 3.20	$ 3.20
3:00 PM	$ 3.20	$ 3.20
4:00 PM	$ 3.20	$ 3.20
5:00 PM	$ 3.20	$ 3.20
6:00 PM	$ 3.20	$ 3.20
7:00 PM	$ 1.90	$ 3.20
8:00 PM	$ 1.00	$ 1.90
9:00 PM	$ 1.00	$ 1.70
10:00 PM	$ 1.00	$ 1.70
11:00 PM	$ 1.00	$ 1.00

Christmas Day*

Time	Westbound Price	Eastbound Price
Midnight	$ 1.00	$ 1.00
1:00 AM	$ 1.00	$ 1.00
2:00 AM	$ 1.00	$ 1.00
3:00 AM	$ 1.00	$ 1.00
4:00 AM	$ 1.00	$ 1.00
5:00 AM	$ 1.00	$ 1.00
6:00 AM	$ 1.00	$ 1.00
7:00 AM	$ 1.00	$ 1.00
8:00 AM	$ 1.90	$ 1.70
9:00 AM	$ 2.05	$ 1.90
10:00 AM	$ 3.05	$ 3.20
11:00 AM	$ 3.30	$ 3.30
Noon	$ 3.30	$ 3.90
1:00 PM	$ 3.30	$ 3.90
2:00 PM	$ 3.30	$ 3.90
3:00 PM	$ 3.20	$ 3.90
4:00 PM	$ 3.20	$ 3.90
5:00 PM	$ 3.20	$ 3.90
6:00 PM	$ 3.20	$ 3.90
7:00 PM	$ 3.20	$ 3.90
8:00 PM	$ 3.20	$ 3.90
9:00 PM	$ 3.20	$ 3.30
10:00 PM	$ 3.20	$ 1.70
11:00 PM	$ 3.05	$ 1.00

[*] The intent of the holiday schedule is to offer tolls that reflect holiday traffic patterns. If Christmas, New Years or Fourth of July falls on a Tuesday, Wednesday, Thursday, or Friday, the regular Friday toll schedule will be used the day before the holiday. If the day after Christmas, New Years or Fourth of July is a Friday or Monday, it is assumed these are traditionally light traffic days, therefore, a reduced rate applies (Friday after Thanksgiving rate will be used).

If Christmas, New Years or Fourth of July fall on Saturday, it is assumed the Friday before is a traditionally light traffic day; therefore the stated Christmas, New Years or Fourth of July holiday toll schedule applies. It is also assumed that the Thursday before is a heavy traffic day, therefore the regular Friday schedule applies. When reduced rates apply, the weekend HOV 3+ policy will be in effect.

COMMITTEE TRANSMITTAL

September 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Proposed Response to 2024-2025 Orange County Grand Jury Report "OCTA: It Takes a Lot to Keep Us Moving"

Executive Committee Meeting of August 28, 2025

Present: Chair Chaffee, Vice Chair Federico, Directors Hennessey, Jung, Klopfenstein, Tam Nguyen, and Wagner
Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Authorize the Chief Executive Officer to submit the proposed response to the Orange County Grand Jury report's findings and recommendations as required by California Penal Code Section 933(c).

August 28, 2025

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Proposed Response to 2024–2025 Orange County Grand Jury Report "OCTA: It Takes a Lot to Keep Us Moving"

Overview

Staff has prepared a response to the June 18, 2025, report issued by the Orange County Grand Jury entitled, “OCTA: It Takes a Lot to Keep Us Moving,” for the Orange County Transportation Authority Board of Directors’ consideration. The response addresses each of the findings and recommendations made by the Grand Jury and highlights areas of agreement, clarification, or actions already taken.

Recommendation

Authorize the Chief Executive Officer to submit the proposed response to the Orange County Grand Jury report’s findings and recommendations as required by California Penal Code Section 933(c).

Background

California Penal Code Section 933(c) states that the Orange County Transportation Authority (OCTA) Board of Directors (Board) shall comment on the findings and recommendations of the Orange County Grand Jury (Grand Jury) that pertain to public agency matters under the control of the Board within 90 days of the release of the Grand Jury’s final report. The Grand Jury report entitled “OCTA: It Takes a Lot to Keep Us Moving” was released on June 18, 2025 (Attachment A). The 90-day deadline for submission is September 16, 2025. If approved, the proposed response (Attachment B) will be submitted to the Presiding Judge of the Superior Court, with copies placed on file with the OCTA Clerk of the Board and the Orange County Clerk of the Board of Supervisors.

The Grand Jury’s report focused on OCTA’s administration of major transportation infrastructure projects, including the OC Streetcar Project, rail

stabilization efforts in the City of San Clemente, the agency's approach to liability risk management, and the transition to a zero-emission bus fleet. It also reviewed the use of Measure M2 funds and OCTA's environmental mitigation and public outreach practices. The report provided both commendations and recommendations related to project delivery, community impacts, and interagency coordination.

Discussion

The 2024–2025 Orange County Grand Jury Report titled *"OCTA: It Takes a Lot to Keep Us Moving"* presented 14 findings and six recommendations related to OCTA's ongoing transportation infrastructure projects, community outreach, environmental permitting, funding practices, and risk management. The recommended response addresses each finding and recommendation, acknowledging areas of agreement, clarifying regulatory limitations, and detailing recent Board actions or ongoing initiatives.

Agreement was made with many of the Grand Jury's observations, including its recognition of OCTA's strong performance in delivering Measure M2 projects, compliance with state zero-emission bus mandates, and its commitment to long-term environmental mitigation. The responses also highlighted OCTA's extensive public engagement efforts, and the regulatory complexities involved in planning and delivering large-scale transit projects.

In certain instances, clarification is provided on why recommendations could not be implemented, citing legal restrictions on direct financial assistance to businesses and reaffirming its decision to remain self-insured while creating a $32 million catastrophic reserve fund. The response underscores OCTA's transparency, fiscal responsibility, and continued commitment to working collaboratively with regional partners and stakeholders to deliver critical infrastructure projects that serve Orange County residents, businesses, and visitors.

Summary

The proposed response to the 2024–2025 Orange County Grand Jury Report addresses all findings and recommendations. The response highlights areas of agreement, clarifies regulatory limitations, and outlines actions already taken. It reflects OCTA's ongoing commitment to transparency, fiscal responsibility, and delivering transportation solutions that serve Orange County.

Attachments

A. 2024-2025 Orange County Grand Jury Report, “OCTA: It Takes a Lot to Keep Us Moving”
B. Proposed Response to 2024-2025 Orange County Grand Jury Report, “OCTA: It Takes a Lot to Keep Us Moving”

Prepared by:

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ATTACHMENT A

2024-2025 ORANGE COUNTY GRAND JURY REPORT









Photos credit: OCTA

OCTA: It Takes a Lot to Keep Us Moving

COUNTY OF ORANGE CALIFORNIA

Grand Jury

TABLE OF CONTENTS

ACRONYMS AND TERMS **4**
SUMMARY **6**
BACKGROUND **6**
M1 and M2 ..... **7**
REASON FOR THE STUDY **8**
METHOD OF STUDY **8**
INVESTIGATION **9**
San Clemente Railroad Corridor **9**
Overview *9*
Rail Line Environmental Disruptions *9*
Permitting *11*
Recent Progress *13*
OC Streetcar Project **13**
Background *13*
Challenges *14*
Impact On Business *15*
Other OCTA topics **17**
Freeways *17*
Environmental Mitigation *18*
Zero Emission Buses *18*
Liability Insurance *19*
FINDINGS **21**
RECOMMENDATIONS **22**
RESPONSES **23**
Required Responses **25**
Findings *25*
Recommendations *25*
Requested Responses **25**

Findings *25*
Recommendations *25*
BIBLIOGRAPHY **26**
REFERENCES **27**

TABLES

Table 1: Bus Types and Purchase Cost 19

ACRONYMS AND TERMS

ACOE	U.S. Army Corps of Engineers
Amtrak	National Railroad Passenger Corporation
BEB	Battery Electric Bus
BIF	Business Interruption Fund
BNSF	Burlington Northern Santa Fe Railway
BOS	Board of Supervisors
CALSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCC	California Coastal Commission
CDP	Coastal Development Permit
CNG	Compressed Natural Gas
CRRS	Coastal Rail Resiliency Study
CTC	California Transportation Commission
DOD	Department of Defense
FCEB	Fuel Cell Electric Bus
FRA	Federal Railroad Administration
HOV	High Occupancy Vehicle
I	Interstate
JPA	Joint Powers Authority
LACMTA (MTA)	Los Angeles County Metropolitan Transportation Authority
LOSSAN	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency
LTA	Local Transportation Authority

MOU	Memorandum of Understanding
OC Go	Orange County M2 moniker
OCTA	Orange County Transportation Authority
SANDAG	San Diego Association of Governments
SB	Senate Bill (California)
SIR	Self-Insured Retention Fund
SR	State Route
TCA	Transportation Corridor Authority
TOC	Taxpayer Oversight Committee
ZEB	Zero Emission Bus

SUMMARY

The Orange County Transportation Authority (OCTA), a massive component of Orange County government, is responsible for trains, buses, roads, highway and freeway improvements, and the unfinished OC Streetcar. With its greater than $1.8 billion budget, the work of OCTA affects all those living in, working in, and visiting Orange County. A major source of OCTA funding is Measure M2, now called OC Go, which is a ½-cent sales tax currently running from 2011-2041.

The Grand Jury performed an overview of OCTA, with particular emphasis on two controversial and expensive projects: the OC Streetcar Project and the on-going San Clemente railroad disruption issues. Other topics addressed in this report include OCTA's liability insurance exposure, the introduction of zero-emission buses, and freeways.

Transportation projects can cost in the billions of dollars and take decades from design to completion. In addition, the predicted potential benefits of major transportation projects can take years to evaluate. The Grand Jury found that OCTA has generally delivered its transportation projects successfully. However, it still faces tremendous challenges in keeping Orange County moving.

The Grand Jury investigated these issues and has made six recommendations.

BACKGROUND

Orange County Transportation Authority's (OCTA) mission, as stated on their website, is to "develop and deliver transportation solutions to enhance quality of life and keep Orange County moving."

Orange County Transportation Authority began serving the residents and visitors to Orange County in 1991. With a budget in excess of $1.8 billion of combined federal, State and County funds for fiscal 2024-2025, OCTA is working to support a sustainable transportation system with bus and ADA paratransit service, Metrolink commuter rail service, freeway upgrades, street and road improvements, motorist aid service, and environmental programs. Orange County Transportation Authority is also the managing agency for the Los Angeles—San Diego—San Luis Obispo (LOSSAN) Rail Corridor Agency.

Orange County Transportation Authority is overseen by a governing board made up of all five County Supervisors, other elected city officials, and public members. The board has several advisory committees. Agendas and audio recordings of the board and committee meetings are available on the OCTA website.

M1 and M2

In 1990, Measure M1, a ½-cent sales tax to be used for transportation projects, was approved by Orange County voters and took effect in 1991. This measure raised more than $4 billion in the twenty years it existed.

In 2006, Orange County voters approved Measure M2 transportation investment plan, a continuation of the ½ cent tax. The Measure M2 sales tax commenced in 2011 and is scheduled to last for thirty years.

This breakdown of project funding is detailed in the progress report given by OCTA staff to the OCTA Taxpayer Oversight Committee (TOC) every quarter. The Grand Jury was unable to determine why these percentages add up to 104.5%:

- 43% Freeway congestion (includes environmental protection and preservation in exchange for streamlined freeway project approvals)
- 32% Repair and improve roads
- 25% Improve and expand public transit
- 2% Protect beaches from transportation pollution
- 1% Audits and the Taxpayer Oversight Committee
- 1.5% Payment to California State Board of Equalization to collect the sales tax

The original M2 revenue projection for thirty years was $24.3 billion. As of September 2024, the projection has been reduced to $14 billion due to economic changes. The money is kept in a special trust fund.

On June 10, 2024, the TOC determined for the thirty-third consecutive year that Measure M1 and M2 had delivered as promised to Orange County voters. The Orange County Auditor-Controller, as chair of the TOC, must certify annually that the money is spent in compliance with the M2 ordinance, which specifies project eligibility and spending requirements. Every three years, external consultants provide a status report on project delivery and fiscal compliance. Every ten years, all projects are reviewed by the Taxpayer Oversight Committee for level of public support, program performance, and progress of plan implementation.

Proposed changes in allocations between the four major project funding categories—freeways, streets and roads, transit, and environmental—requires a two-thirds vote of the TOC, a two-thirds vote of the OCTA Board, and approval by a majority of Orange County voters.

The M2 name was changed to OC Go in 2017 to raise awareness of the County sales tax and to avoid confusion with Measure M in Los Angeles County.

REASON FOR THE STUDY

Orange County Transportation Authority's $1.8 billion-plus taxpayer-funded budget for the 2024-25 fiscal year represents approximately 19% of the total County budget. Orange County Transportation Authority has delivered major on-time projects and continues to work to do so. Their goal of "Promises Made, Promises Kept" is mostly accurate, with some exceptions.

As a result of complaints to the Grand Jury, this report focuses on two major projects undertaken by OCTA: the OC Streetcar Project and the on-going San Clemente railroad disruption issues. Other issues addressed in this report include OCTA's liability insurance expense, zero-emission buses, and freeways.

METHOD OF STUDY

The Grand Jury interviewed numerous government administrators and professionals directly involved in transportation planning pertinent to the OC Streetcar Project in Santa Ana, the ongoing railroad closure emergencies in San Clemente, and other transportation issues.

In undertaking this study, the Grand Jury:

- Interviewed OCTA employees and board members
- Reviewed published articles related to the subject
- Received and reviewed documents relevant to the investigation
- Went on site tours, including riding the Metrolink train from Irvine to Oceanside and walking through the environmental and railroad track disruptions in San Clemente. Members of the Grand Jury drove through the section of the OC Streetcar Project that was publicly accessible.
- Interviewed members of non-profit environmental advocacy groups
- Reviewed relevant websites and publicly available documents
- Listened to recordings of
    - OCTA board and subcommittee meetings
    - Santa Ana City Council meetings
    - California Coastal Commission Committee meetings

INVESTIGATION

San Clemente Railroad Corridor

Overview

The 351-mile rail corridor, extending from San Luis Obispo to San Diego, is managed by the LOSSAN (Los Angeles-San Diego-San Luis Obispo) Agency, a Joint Powers Authority (JPA) staffed by the OCTA. According to OCTA officials, this is the second-busiest passenger rail line in the United States.

The railroad tracks in Orange County were built in the late 1880s by the Atchison Topeka and Santa Fe Railroad, which later became Burlington Northern Santa Fe (BNSF) Railway, currently owned by the Berkshire Hathaway conglomerate holding company. The tracks through the San Clemente corridor were built on the beach, as this was the flattest land in the area. Orange County Transportation Authority purchased the forty-two miles of tracks from Fullerton to the Orange County–San Diego County line along with fifty feet of land on either side, in the 1990s. As part of the purchase, OCTA agreed to a Federal Common Carrier Obligation not to cut off freight carrier access.

Rail services using the tracks:

- Department of Defense
- Burlington Northern Santa Fe Railway
- Amtrak
- Metrolink

The Department of Defense (DOD) designates this rail corridor as critical infrastructure for the military. Burlington Northern Santa Fe carries more than $1 billion in freight each year. Amtrak is managed by the state of California. Metrolink is a JPA representing Orange, Los Angeles, Riverside, San Bernadino and Ventura counties. Through the LOSSAN corridor, Amtrak ridership for fiscal year 2023-2024 was approximately 1.9 million passengers, and Metrolink ridership for 2024 was approximately 5.6 million passengers.

Rail Line Environmental Disruptions

From the 1880s through 2020, there were *only three track closures* due to environmental issues involving the seven miles of track adjacent to the San Clemente coastline. Since fall 2021—*a span of just four years*—bluff failures and landslides have caused *five track closures.* In aggregate, the five recent shutdowns amount to approximately one year of closure.

Orange County Transportation Authority has spent an estimated $40 million in emergency repairs, including clearing debris off the tracks, construction of catchment walls (barriers to catch debris at the bottom of the bluffs), re-grading the landslide debris, and placing rip rap (large boulders) adjacent to the ocean side of the tracks.

There is no agreement on the causes of the environmental disruption affecting the San Clemente rail corridor. Factors that have been blamed for bluff slides include natural ground water seeping out of the hillsides, too much irrigation of land above the bluffs by homeowners, heavy rainstorms, and vibrations caused by passing freight trains.

Another environmental issue that may be affecting the rail line is beach erosion. Factors that have been blamed for the erosion include the rip rap and revetment (smaller rocks strategically placed to fit together) already in place, sea-level rise due to climate change, and natural movement of sand from ocean currents. During the initial repair plans in 2021, OCTA favored rip rap deployment over sand replacement, while the City of San Clemente and environmental groups wanted only sand replenishment to widen the beaches. After multiple public meetings, OCTA has agreed to make beach nourishment with sand a much larger component of their strategy.



Credit: OCTA

The City of San Clemente and environmental and academic experts claim that there is abundant sand from inland sources for widening the beach. These sources include sand from behind Prado Dam, built in 1941 by the U.S. Army Corps of Engineers (ACOE), near Corona, California, and from the Santa Ana River channels. The OCTA argues that transporting the sand from inland sites via trucks or trains would be extremely difficult and costly and would cause lengthy track closures when the sand is offloaded. There are enormous difficulties in accessing and dredging offshore sand including the following:

- Ensuring sand quality
- Protecting the ecosystems living in the donor and recipient sand sites
- Only one dredging company serving the entire west coast

Offshore sand was successfully dredged by the ACOE from the Seal Beach area and placed in the San Clemente pier area. However, this was a relatively small project compared to what would be needed to protect the tracks.

Orange County Transportation Authority is currently working on the Orange County Coastal Resiliency Study to ensure uninterrupted rail service for the next thirty years between Dana Point and the Orange County–San Diego County line. From January to June 2024, OCTA held nearly three dozen meetings with various stakeholders, including regulatory agencies, local cities, and environmental groups. Orange County Transportation Authority identified four “hot spots” in San Clemente needing immediate action to prevent future track closures. In addition to the above-mentioned repair methods, OCTA added some limited sand placement on the beach.

Permitting

California Coastal Commission

Permitting is a major issue for OCTA in keeping the railroad tracks open, mainly dealing with the California Coastal Commission (CCC) at the State level and the ACOE at the federal level.

The most challenging agency for OCTA to deal with is the California Coastal Commission. The CCC’s main priority is lateral beach access. This is the public’s right to walk uninterrupted on the beach, parallel to the shoreline. Over the past few years, the CCC has considered the bluff slides in San Clemente as an emergency situation only when there is track closure, at which point the clearing of the tracks and bluff stabilization could begin immediately. It is the permitting agencies who make the final determination of what constitutes an emergency. If the CCC determines that there is no emergency and repair work has already begun, then the CCC can issue fines.

After an emergency is resolved, OCTA must apply for the standard Coastal Development Permit (CDP), which would include mandatory mitigation, such as beach sand nourishment and possible financial payments to the CCC. Unfortunately, the CDP does not differentiate between private

development (hotels and homes) and critical public infrastructure (railroad). There is no intermediate permit classification between the Emergency permit and the standard CDP.

The Emergency permit is only *two* pages long. The standard Coastal Development Permit application is *twenty-two* pages and requires information such as a parcel map, vicinity map, two sets of project plans, environmental documents, technical reports, and verification of permits applied for or granted by other public agencies. The CCC's staff is supposed to review the CDP application within thirty days. At times, the CCC requests additional information before it will perform a full review. Once the entire CDP is completed, the California Coastal Commission staff is required to analyze it and present it to its Board within 180 days for formal approval or rejection. This entire process can take up to two years.

The Governor does have the power to override the decisions of the California Coastal Commission, but has never exercised this power with regard to the San Clemente railroad issues.

To help the OCTA mitigate the difficulties in obtaining an Emergency permit from the CCC, California State Senator Catherine Blakespear introduced Senate Bill (SB) 741 in February 2025, which, if passed, would allow a municipality, county or special district to declare an environmental emergency, thus bypassing the CCC's emergency declaration power.

Army Corps of Engineers

In addition to obtaining permits from California Coastal Commission, OCTA must obtain permits from the Army Corps of Engineers, which is most concerned with protection and navigation of coastal waterways. Orange County Transportation Authority attempted to be proactive to prevent further environmental disasters from causing track closures along the San Clemente railroad corridor, but they ran into obstacles at every turn. In August 2024, OCTA applied for an Army Corps of Engineers Nationwide Permit 13 to expedite their preventive efforts. However, OCTA was forced to withdraw its request because the ACOE believed the proposed projects would cause too many adverse environmental effects. In September 2024, OCTA applied for an Emergency permit from the ACOE, which again had to be withdrawn.

The Grand Jury's *multiple requests* to interview an Army Corps of Engineers representative were refused.

The California State Transportation Agency (CALSTA) has instituted a long-term study on the efficacy of relocating inland an eleven-mile span of tracks between San Juan Capistrano and San Onofre State Beach. Current concerns about moving the tracks include the need to use eminent domain against homeowners, environmental effects, the uphill grade the trains would have to traverse, and the estimated $10 billion cost. Most OCTA officials interviewed by the Grand Jury believe track relocation is not currently viable. On the other hand, most environmental groups

argue that track relocation is the *only* solution to keep the rail line operating and to preventing further beach erosion.

Recent Progress

On March 31, 2025, OCTA submitted an emergency permit application to the California Coastal Commission to expedite work stabilizing the four San Clemente hot spots threatened by the bluffs and ocean, which could result in imminent track closures. Until this time, the CCC had only considered the situation to be an emergency if the railroad tracks were actually closed. On April 10, 2025, for the first time, the California Coastal Commission issued a "partial" Emergency permit, which allowed work to begin immediately in three areas that had not yet experienced closures—two completely and one partially. The CCC is requiring more information before ruling on the fourth area.

Orange County Transportation Authority plans to add up to 540,000 cubic yards of sand to the beach, 6,500 cubic yards of rip rap (large boulders), and 22,000 cubic yards of new revetment adjacent to the tracks. In addition, they will install a 1,400-foot length catchment wall on the bluff side. These figures represent significantly more sand than rock. The rocks can be placed in a matter of weeks, but the sand placement may take up to two years, due to the challenges mentioned above. Orange County Transportation Authority has secured $313 million in State and federal funding for these projects, and the County has allocated an additional $135 million from County funds.

As stated in the OCTA news release dated April 14, 2025, "the public will be informed of construction timelines, beach access changes, and rail service updates throughout the process."

OC Streetcar Project

Background

In 2006, the early ideas for the OC Streetcar Project developed out of OCTA's Go Local; this transit program provided individual grants of $100,000 to all interested cities to develop possible projects for rail extensions or connections from Metrolink Transportation Centers to their cities.

Orange County Transportation Authority accepted the plan submitted by the City of Santa Ana for a 4.15-mile route streetcar from the Santa Ana Regional Transportation Center through downtown Santa Ana to Harbor Boulevard in Garden Grove. The City of Santa Ana saw the project as benefiting business development as well as satisfying transportation needs.

In a press release dated May 11, 2015, OCTA announced they would be taking over as lead agency of the design, build, and operation of the OC Streetcar Project. This decision would increase their chances of obtaining federal funding. In this same press release, they advised the public that the streetcar plans were approved, that they expected *6,000 riders per day by 2035*,

the cost of the project would be *$250 million*, and that the streetcar would be *operational by 2019*. As of the writing of this report, these unmet figures and projections continue to change.

The ridership report for the streetcar project was based on information from 2015. While no one could foresee the COVID-19 pandemic, the original date for the streetcar to be operational was pre-COVID. With no new ridership studies completed since 2015, it remains to be seen if the more recent OCTA projections of 6,000 to 7,500 riders per day for the 4.15-mile route will be met.

As of April 2025, the price tag for the OC Streetcar Project:

- Federal funds $280.10 million
- State funds $175.43 million
- County funds $193.63 million (all future costs will be O.C. taxpayer funds)

Current total: $649.16 million

This cost to taxpayers is over two and half times the initial stated cost and equates to a staggering *$156.42 million per mile*.

Orange County Transportation Authority projects a reduction of 12,500 vehicle miles of travel per day as a result of people riding the streetcar. Considering that the total vehicle miles of travel per day in the entire county is almost 81,000,000[1], the Grand Jury finds it hard to justify a *0.015% vehicle mile reduction* as a project benefit.

Even at the highest projections of 7,500 riders per day, with no current or future plans to extend beyond the 4.15 miles, this is an extraordinary amount of money for a project that will serve a tiny fraction (less than ¼ of 1%) of the 3.2 million Orange County residents.

Challenges

The OC Streetcar Project continues to face many challenges. Groundbreaking was November 30, 2018. Sixteen months later (March 2020), Governor Gavin Newsom announced the COVID-19 pandemic stay-at-home order.

The pandemic lockdown created significant barriers to creating and maintaining a high-performing streetcar project team. The focus was no longer just on construction but on how teams stayed connected, engaged, and supported, both in-person and remotely. Virtual meetings and conference calls replaced one-on-one, boots on the ground, impromptu problem-solving meetings. These communication challenges contributed to construction delays.

[1] California Air Resources Board. *Appendix C: Large Entity One-Time Reporting Fact Sheet*. January 2021

Orange County Transportation Authority hired Walsh Construction as the streetcar contractor. Walsh Construction has an extensive rapid transit portfolio for major metropolitan public agencies. Alternatively, Orange County Transportation Authority and the city of Santa Ana faced significant challenges, since neither had previous streetcar construction experience.

Construction delays resulted from:

- Inaccurate historical Santa Ana utility survey maps
- Discovery of an unmarked Native American burial ground in the project area
- Discovery and remediation of additional contaminated soil
- Unexpected rail ties already in place
- Project design package disagreements among contracted companies
- Improper specifications of streetcar tracks, necessitating removal and replacement of work already done
- Completion of Maintenance and Storage Facility and issues with information technology, heating, ventilation, and air conditioning
- Customer information kiosk design changes
- Civil complaint filed by Walsh Construction against OCTA during construction
- Cross complaint filed by OCTA against Walsh Construction

Several OCTA officials indicated to the Grand Jury that it is highly unusual for a construction company to file a legal action while construction is still ongoing.

According to OCTA (as of May 2025), the streetcar construction is 90–95% complete, with a projected in-operation date sometime in 2026—approximately seven years after the original planned 2019 in-operation date.

Impact On Business

The Grand Jury was unable to determine how strongly the residents of Santa Ana wanted a streetcar in their city. The 2012 Santa Ana City Council, led by Mayor Miguel Pulido, envisioned the OC Streetcar Project becoming the hub of a light rail system that could connect the County's core. They saw the planned route as the beginning of a larger project, anticipating

where else it *could* go.[2] Dissenters stated that "streetcars don't make sense from both a safety and financial perspective."[3]

The Grand Jury learned that, given the fact that the project is now limited to its 4.1-mile route with no plans to lengthen it, enhanced bus routes could have been a viable alternative to the OC Streetcar Project.

Affected Santa Ana businesses began protesting the project as far back as 2014, citing anticipated issues of loss of business revenue, dust, parking problems, and inadequate and sporadic signage. The Grand Jury learned that by 2018, rather than following a linear pattern, the hopscotch method of construction significantly contributed to confusing street closures, resulting in customers being unable to reach city businesses.

The impact of the OC Streetcar Project construction has been devasting to downtown Santa Ana businesses. One business, NOVA Academy Early College High School, had the financial ability to pursue a lawsuit against OCTA. Orange County Transportation Authority generally denied the allegations asserted by NOVA and responded with a cross-complaint against OCTA's contractor, Walsh Construction. A settlement was reached between NOVA and OCTA. The Grand Jury learned that other Santa Ana businesses may not have been able to afford to pursue legal action, but were nonetheless impacted by the construction.

Newspaper reports and other sources indicated that while there are justifiable reasons for the construction delays, which OCTA claims were partially the fault of Walsh Construction, OCTA failed to mitigate the significant interruptions and the loss of income to the businesses.

A forward-thinking "Business Interruption Fund" (BIF) would have been helpful to Santa Ana business owners. Orange County Transportation Authority does not have a BIF and claims it is illegal to use public funds for this type of program.

The Board of Directors for Los Angeles Metro Transit Authority *did* find a way to offer a BIF, utilizing a Capital and Advisory Services company. Their Business Interruption Fund provides $10 million annually for businesses, who can be paid the lesser of $60,000 or 60% of their annual business revenue losses resulting from transportation construction.[4]

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[2] Kwong, Jessica. "Santa Ana Streetcar Could Spark New Era of Mass Transit in O.C." *Orange County Register*, February 7, 2016.
[3] Elmahrek, Adam. "OCTA Takes Lead in Santa Ana Streetcar Project." *Voice of OC*, May 27, 2014
[4] Los Angeles County Metropolitan Transportation Authority, *Business Interruption Fund*, https://www.metro.net/about/business-interruption-fund/.

The City of Santa Ana did provide a nominal payment of $10,000 to some businesses who applied for compensation.

In May 2025, *at a reported 90-95% completion*, the OC Streetcar Project must still undergo the testing phase, which in other states has revealed problems. The testing phase is scheduled to last up to one year, and per OCTA's news release dated May 7, 2025, is set to begin this summer.

While OCTA is providing updates to the public, there is no guarantee as to when this project will be completed nor how it ultimately will impact Santa Ana's downtown business traffic.

Despite OCTA's oft-repeated statement that "this is what Santa Ana wanted," the Grand Jury is uncertain that Santa Ana would have been as eager to proceed with this project had the city known there would be this level of construction delays, continuing cost overruns, monetary damages to local businesses, and an unknown completion date.

Other OCTA topics

Freeways

Thirty freeway projects are included in Measure M2. As of February 2025:

- 15 are completed
- 4 are in construction
- 8 are in design
- 3 are in development

Orange County Transportation Authority's twenty-year project plan is expected to be completed by 2031. No new freeway widening projects are planned to begin after 2030. The completed Interstate 405 improvement project, which included the 405 Express Lanes, cost $2.16 billion.

In past years, OCTA has spent the 43% of its M2 revenue on freeway improvement projects on the following: Interstates (I) 405, 5, 605, State Routes (SR) 22, 55, 57, 91, and other projects, such as Environmental Mitigation.

Orange County Transportation Authority completed their work on the toll lanes on both the I-405 and the SR-91 freeways in 2024. While OCTA considers the introduction of toll lanes as successfully mitigating traffic congestion, the toll revenues have not been equally successful. The original ridership and revenue estimates on the SR-91 freeway have been exceeded; however, the I-405 estimates for ridership and revenue have not.

Toll lanes are designed to *theoretically* lighten the traffic flow in the free lanes. Many commuters would argue that within a few months of those lanes opening, traffic quickly flowed in to fill gaps.

The revenue from the toll lanes is collected by the Transportation Corridor Agency (TCA) and managed and coordinated by OCTA.

Environmental Mitigation

Orange County Transportation Authority spent $55 million to purchase approximately 1,300 acres of land for environmental preservation. Per the M2 mandate, OCTA must spend a portion of the money allocated to freeway improvements on environmental mitigation programs. This is in exchange for streamlining State and federal freeway project approval. The public may enjoy this open space by participating in docent-led hikes and horseback rides.

Some of the revenue was also used to restore a habitat on 350 acres of open space, which is not open to the public. Orange County Transportation Authority has established an endowment to manage these lands, to which it contributes $2.9 million annually.

As of March 2024, this endowment consisted of $28 million, with a projected target of $46 million by fiscal year 2027-2028.

Zero Emission Buses

The Innovative Clean Transit Rule was issued by the California Air Resources Board (CARB) in 2018, stating that all public transit agencies' bus fleets must be zero emission by 2040. The interim steps are:

- 25% of new bus purchases by 2023
- 50% of new bus purchases by 2026
- 100% of new bus purchases by 2029

According to the US Environmental Protection Agency (EPA), in 2022, vehicles caused 24.2% of greenhouse gas emissions in the United States. The Congressional Budget Office (CBO) reports that in 2021, the United States created almost 17% of greenhouse gas emissions for the entire planet.

As part of the nationwide effort to reduce carbon emissions, many areas, including New York, Chicago and several California school districts, are transitioning to zero emission buses (ZEB). In California, ZEBs must meet certain standards, including that 70% of the parts must be made in the United States. Currently, the only manufacturer meeting these standards is a company named New Flyer, which limits competition and keeps prices high. Zero emission buses include battery electric buses (BEB) and fuel cell electric buses (FCEB), which use hydrogen as the fuel source.

The OCTA Board approved the purchase of zero emission buses starting in 2020 to replace older compressed natural gas (CNG) buses, which are not zero emission. They also mandated the purchasing of charging infrastructure to support the ZEBs.

Orange County Transportation Authority has over 500 buses. As of December 2024, ten FCEBs have been in service for five years and ten BEBs for two years. On November 14, 2024, the OCTA Board approved the purchase of an additional forty fuel cell electric buses and ten battery electric buses. (see Table 1) These two types of ZEBs have advantages and disadvantages in their operating range, infrastructure cost, bus availability, and operation cost per mile.

The "jury is still out" on which type of bus is most efficient. For the above-stated reasons, the cost of the ZEBs has not decreased as expected—in fact it has *increased*—when compared to electric vehicles for personal use.

Table 1: Bus Types and Purchase Cost

	Compressed Natural Gas	Battery Electric	Fuel Cell Electric
In service as of Dec 2024	~500	10	10
Approved to Purchase	0	10	40
• Total Zero Emission Buses	N/A	20	50
• Purchase Cost per Bus	<$1.0 M	$1.3 M+	$1.5 M+

From the November 25, 2024 OCTA Board meeting

As of early 2025, the cost of the ZEBs has been grant funded from the federal and State governments. There is concern at the OCTA that the federal grants may dissolve under the current federal administration, but the State mandate to purchase these buses will remain. Orange County Transportation Authority has taken a leading role with other California transit agencies in establishing a task force to address the challenges of ZEB deployment with government officials.

Liability Insurance

From 1991 to the end of 2020, OCTA carried an excess liability insurance policy (coverage for claims exceeding their self-insured limit). Due to significantly increased policy costs, the OCTA Board decided not to renew OCTA's excess liability insurance policy at the end of 2020. It has been self-insured since 2021, with only $5 million in its Self-Insured Retention (SIR) fund as of the writing of this report.

The Grand Jury has learned that there is no consensus within the OCTA Board on the best way to move forward on the liability insurance issue. A major argument for staying fully self-insured is the high cost of returning to the insurance market after five years and the fact that OCTA has not

paid out a claim in excess of $4.5 million in the last ten years. Per OCTA, the average claim paid has been $280,000.

At a November 25, 2024, OCTA Board meeting, staff recommended that the Board increase its Self-Insured Retention to $10 million and purchase a $5 million excess liability insurance policy. This has been an ongoing recommendation, but the OCTA Board has voted it down and instead voted to "continue to monitor" insurance costs and revisit this issue in late 2025.

The fact that OCTA has been fortunate enough to have avoided catastrophic losses to date does not mean there couldn't be one in the future. Given the changes in the transportation environment post pandemic and the new modes of transportation introduced to the County, including the OC Streetcar, its liability risk is likely to increase substantially.

As of February 12, 2025, OCTA reserves were $2.8 billion, and debt was $1.2 billion. As stated on the record in an OCTA Board meeting in 2024, OCTA has been "extremely lucky" in their liability claims history over the past ten years.

FINDINGS

In accordance with California Penal Code Sections 933 and 933.05, the 2024-2025 Grand Jury requires (or as noted, requests) responses from each agency affected by the findings presented in this section. The responses are to be submitted to the Presiding Judge of the Superior Court.

Based on its investigation titled "OCTA: It Takes a Lot to Keep Us Moving," the 2024-2025 Orange County Grand Jury has arrived at fourteen findings, as follows:

San Clemente Railroad Corridor

F1. There is no consensus on the causes of environmental disruptions resulting in track closures on the San Clemente Railroad corridor, which significantly hinders Orange County Transportation Authority (OCTA) from finding an agreed-upon solution.

F2. Orange County Transportation Authority has made good faith efforts to listen to input from all interested parties in San Clemente on the railroad and beach environmental issues and has made substantial adjustments in its proposed solutions based on these discussions.

F3. Experts agree that there is abundant sand available for replenishment from inland sources, as well as offshore sources; both could help with track stabilization.

F4. The California Coastal Commission (CCC) and US Army Corps of Engineers (USACOE) determine what is classified as an "emergency." OCTA must abide by their decisions. As a result, it is very challenging for OCTA to proactively address future environmental disruptions, which are almost certain to occur.

F5. There are only two types of permits for projects within the coastal zone: Emergency and Standard Coastal Development. Limited to these categories, it is extremely difficult for OCTA to be proactive in addressing impending environmental disruption to rail service.

F6. The Standard Coastal Development permit does not differentiate between public infrastructure and private development. Therefore, projects that impact public transport and safety are not afforded an expedited process over hotels or other private development.

OC Streetcar Project

F7. The Grand Jury cannot determine Santa Ana residents' and merchants' level of support and enthusiasm for the OC Streetcar when it was first proposed, or even currently.

F8. Orange County Transportation Authority is relying on outdated OC Streetcar Project ridership analyses from 2015, resulting in unrealistic expectations.

F9. Despite significant cost overruns and delays in the construction of the OC Streetcar Project, OCTA has failed to mitigate significant interruptions and lost revenue experienced by Santa Ana businesses.

F10. The estimated reduction of 12,500 daily vehicle miles of travel projected to be a benefit of the OC Streetcar Project is a tiny fraction of the daily miles traveled in the entire County. This calls into question the efficacy of the OC Streetcar Project.

Other OCTA Topics

F11. Orange County Transportation Authority is making a responsible effort to comply with the State-mandated zero emission bus pilot program. It has purchased fuel cell and battery electric buses and related infrastructure to determine which type will be the bus of the future.

F12. Orange County Transportation Authority's decision to fully self-insure for liability runs the risk that a catastrophic loss could severely deplete its financial reserves.

F13. As mitigation for expedited freeway project approvals, OCTA has purchased approximately 1,300 acres of open space, restored 350 acres of habitat, and established an endowment to manage these properties. This benefits the health of wildlife and residents of Orange County.

F14. Measure M2 sales tax (now referred to as OC Go) benefits Orange County by providing significant funding for transportation projects.

RECOMMENDATIONS

In accordance with California Penal Code Sections 933 and 933.05, the 2024-2025 Grand Jury requires (or as noted, requests) responses from each agency affected by the recommendations presented in this section. The responses are to be submitted to the Presiding Judge of the Superior Court.

Based on its investigation titled "OCTA: It Takes a Lot to Keep Us Moving," the 2024-2025 Orange County Grand Jury makes six recommendations, as follows:

San Clemente Railroad Corridor

R1. Despite significant obstacles to sand replenishment, OCTA should dedicate sufficient assets to investigating solutions whereby sand can be sourced and transported more quickly so that it can be a larger component of railroad track fortification. This investigation should begin by September 30, 2025. (**F3**)

R2. Orange County Transportation Authority should prioritize its lobbying of State and federal agencies to create an intermediate-level environmental permit designed specifically for public infrastructure that is between "Standard Coastal Development" and "Emergency." (**F4, F5, F6**)

OC Streetcar Project

R3. Projects of the financial magnitude of the OC Streetcar (*now over $600,000,000.00 and counting*) should be planned and executed to benefit a significantly larger portion of Orange County. This should begin with all projects currently underway. (**F7, F10**)

R4. For major transportation projects such as the OC Streetcar, OCTA should improve public outreach, including education about each project's origin, need, expected benefit, timeline, cost, and funding sources. This should begin with all projects currently underway. (**F7, F8**)

R5. Orange County Transportation Authority should establish a Business Interruption Fund (BIF), through a third party, like that of Los Angeles Metro Transit Authority, to assist business owners whose livelihoods are disrupted by major transportation projects such as the OC Streetcar Project. BIF to be established by December 31, 2025. (**F9**)

R6. Orange County Transportation Authority should consider reentering the liability insurance market to reduce the potential cost of a catastrophic loss. Staff report to OCTA Board about reentering the market by December 31, 2025. (**F12**)

RESPONSES

The following excerpts from the California Penal Code provide the requirements for public agencies to respond to the Findings and Recommendations of this Grand Jury report:

§933

(c) No later than 90 days after the grand jury submits a final report on the operations of any public agency subject to its reviewing authority, the governing body of the public agency shall comment to the presiding judge of the superior court on the findings and recommendations pertaining to matters under the control of the governing body, and every elected county officer or agency head for which the grand jury has responsibility pursuant to Section 914.1 shall comment within 60 days to the presiding judge of the superior court, with an information copy sent to the board of supervisors, on the findings and recommendations pertaining to matters under the control of that county officer or agency head and any agency or agencies which that officer or agency head supervises or controls. In any city and county, the mayor shall also comment on the findings and recommendations. All of these comments and reports shall forthwith be submitted to the presiding judge of the superior court who impaneled the grand jury. A copy of all responses to grand jury reports shall be placed on file with the clerk of the public agency and the office of the county clerk, or the mayor when applicable, and shall remain

on file in those offices. One copy shall be placed on file with the applicable grand jury final report by, and in the control of the currently impaneled grand jury, where it shall be maintained for a minimum of five years.

933.05.

(a) For purposes of subdivision (b) of Section 933, as to each grand jury finding, the responding person or entity shall indicate one of the following:

(1) The respondent agrees with the finding.

(2) The respondent disagrees wholly or partially with the finding, in which case the response shall specify the portion of the finding that is disputed and shall include an explanation of the reasons therefor.

(b) For purposes of subdivision (b) of Section 933, as to each grand jury recommendation, the responding person or entity shall report one of the following actions:

(1) The recommendation has been implemented, with a summary regarding the implemented action.

(2) The recommendation has not yet been implemented, but will be implemented in the future, with a timeframe for implementation.

(3) The recommendation requires further analysis, with an explanation and the scope and parameters of an analysis or study, and a timeframe for the matter to be prepared for discussion by the officer or head of the agency or department being investigated or reviewed, including the governing body of the public agency when applicable. This timeframe shall not exceed six months from the date of publication of the grand jury report.

(4) The recommendation will not be implemented because it is not warranted or is not reasonable, with an explanation therefor.

(c) However, if a finding or recommendation of the grand jury addresses budgetary or personnel matters of a county agency or department headed by an elected officer, both the agency or department head and the board of supervisors shall respond if requested by the grand jury, but the response of the board of supervisors shall address only those budgetary or personnel matters over which it has some decision-making authority. The response of the elected agency or department head shall address all aspects of the findings or recommendations affecting his or her agency or department.

(d) A grand jury may request a subject person or entity to come before the grand jury for the purpose of reading and discussing the findings of the grand jury report that relates to that person or entity in order to verify the accuracy of the findings prior to their release.

(e) During an investigation, the grand jury shall meet with the subject of that investigation regarding the investigation, unless the court, either on its own determination or upon request of the foreperson of the grand jury, determines that such a meeting would be detrimental.

(f) A grand jury shall provide to the affected agency a copy of the portion of the grand jury report relating to that person or entity two working days prior to its public release and after the approval of the presiding judge. No officer, agency, department, or governing body of a public agency shall disclose any contents of the report prior to the public release of the final report.

(Amended by Stats. 1997, Ch. 443, Sec. 5. Effective January 1, 1998.)

Required Responses

Comments to the Presiding Judge of the Superior Court in compliance with Penal Code §933.05 are required from:

Findings

OCTA Board of Directors	F1, F2, F3, F4, F5, F6, F7, F8, F9, F10, F11, F12, F13, F14

Recommendations

OCTA Board of Directors	R1, R2, R3, R4, R5, R6

Requested Responses

Comments to the Presiding Judge of the Superior Court in compliance with Penal Code §933.05, are requested from:

Findings

California Coastal Commission	F2, F4, F5, F6

Recommendations

California Coastal Commission	R2

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ATTACHMENT B

OCTA

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transportation Service Agency

Congestion Management Agency

September 8, 2025

Honorable Maria E. Hernandez
Presiding Judge of the Superior Court
Orange County Superior Court
700 Civic Center Drive West
Santa Ana, CA 92701

Dear Judge Hernandez:

On behalf of the Orange County Transportation Authority (OCTA), I am pleased to submit OCTA's formal response to the 2024–2025 Orange County Grand Jury Report titled *"OCTA: It Takes a Lot to Keep Us Moving."*

We appreciate the Grand Jury's review of our agency's responsibilities and challenges in planning, funding, and delivering essential public transportation services for Orange County. We are especially encouraged by the Grand Jury's recognition of OCTA's responsible delivery of Measure M2-funded projects, our commitment to long-range environmental planning, and our leadership in state-mandated zero-emission bus deployment.

We welcome the opportunity to provide clarification on several complex issues raised in the report and to outline steps OCTA is already taking in areas such as public engagement, project permitting, and mitigation support for impacted communities.

OCTA remains committed to transparency, continuous improvement, and meeting the evolving transportation needs of Orange County's residents, businesses, and visitors. We thank the Grand Jury for its service and for the opportunity to provide this response.

If you have any questions regarding the enclosed document, please feel free to contact me directly at (714) 560-5343.

Sincerely,

Darrell E. Johnson
Chief Executive Officer

DEJ:mm
Enclosure

Proposed Response to 2024-2025 Orange County Grand Jury Report, "OCTA: It Takes a Lot to Keep Us Moving"

Prepared in accordance with California Penal Code §933 and §933.05

F1

There is no consensus on the causes of environmental disruptions resulting in track closures on the San Clemente Railroad corridor, which significantly hinders Orange County Transportation Authority (OCTA) from finding an agreed-upon solution.

OCTA agrees with this finding. OCTA acknowledges the complexity of coastal conditions and continues collaborating with regulatory partners and technical experts to pursue a mix of short- and long-term rail resiliency strategies, while soliciting feedback from the public, scientific experts, and from state and federal regulatory agencies.

F2

Orange County Transportation Authority has made good faith efforts to listen to input from all interested parties in San Clemente on the railroad and beach environmental issues and has made substantial adjustments in its proposed solutions based on these discussions.

OCTA agrees with this finding. Through dozens of meetings and multiple public workshops, OCTA has incorporated feedback from local governments, regulatory agencies, environmental groups, and residents.

F3

Experts agree that there is abundant sand available for replenishment from inland sources, as well as offshore sources; both could help with track stabilization.

OCTA partially agrees with this finding. Despite the availability of sand, environmental suitability, transport logistics, and regulatory approvals remain significant challenges for public agencies in pursuit of sand nourishment projects. OCTA is working to address these challenges through inter-agency coordination, permitting, and legislative support.

F4

The California Coastal Commission (CCC) and US Army Corps of Engineers (USACOE) determine what is classified as an "emergency." OCTA must abide by their decisions. As a result, it is very challenging for OCTA to proactively address future environmental disruptions, which are almost certain to occur.

OCTA agrees with this finding. The current regulatory structure limits OCTA's ability to proactively address environmental threats without an official declaration of emergency by external agencies.

F5

There are only two types of permits for projects within the coastal zone: Emergency and Standard Coastal Development. Limited to these categories, it is extremely difficult for OCTA to be proactive in addressing impending environmental disruption to rail service.

OCTA agrees with this finding. OCTA supports the creation of additional permitting mechanisms for critical public infrastructure within the coastal zone and is advocating for legislative change.

F6

The Standard Coastal Development permit does not differentiate between public infrastructure and private development. Therefore, projects that impact public transport and safety are not afforded an expedited process over hotels or other private development.

OCTA agrees with this finding. The California Coastal Act does not distinguish between private development and vital public transportation and infrastructure projects, limiting OCTA's ability to expedite necessary work.

F7

The Grand Jury cannot determine Santa Ana residents' and merchants' level of support and enthusiasm for the OC Streetcar when it was first proposed, or even currently.

OCTA respectfully disagrees with this finding. The City of Santa Ana was the lead local sponsor of the project and played a vital role in its early development. As the original sponsor, the City of Santa Ana applied for and received planning funds through OCTA's Go Local program and subsequently led community outreach and environmental review efforts. In 2014, the Santa Ana City Council, as representative of the local constituency, unanimously adopted the Locally Preferred Alternative (LPA), confirming the route, station locations, and vehicle type. The LPA process is a public project vetting mechanism which involves community and stakeholder engagement. This process enables the public to provide meaningful input on the project alternatives, leading to a general consensus on the preferred project alternative by the Santa Ana City Council. This action reflected strong institutional and community-based support at the time of project approval.

Therefore, the OC Streetcar Project was advanced through a highly transparent and inclusive process that involved extensive public input and formal support. The

planning and approval of the OC Streetcar Project fully complied with all applicable procedural and regulatory requirements, including the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). CEQA and NEPA both have a robust public involvement process that includes input on the project from conceptual planning through the LPA selection stage.

The record clearly shows that the project proceeded through formal channels with local backing and public input at every key stage. Accordingly, the suggestion that support is indeterminable does not reflect the documented planning and decision-making history.

F8

Orange County Transportation Authority is relying on outdated OC Streetcar Project ridership analyses from 2015, resulting in unrealistic expectations.

OCTA respectfully disagrees with this finding. OCTA is following the requirements from the Federal Transit Administration (FTA) in developing ridership forecasts for the OC Streetcar Project. The initial forecast was developed in 2015 as part of the Full Funding Grant Agreement application. An update is required six months prior to revenue service. OCTA is underway with this update and does expect a lower forecast based on changes to post-pandemic travel patterns. This trend is consistent with other new transit projects around the country.

F9

Despite significant cost overruns and delays in the construction of the OC Streetcar Project, OCTA has failed to mitigate significant interruptions and lost revenue experienced by Santa Ana businesses.

OCTA respectfully disagrees with this finding. Throughout the OC Streetcar construction, OCTA conducted extensive community and business outreach aimed specifically at supporting Downtown Santa Ana businesses and minimizing disruption to the extent possible. Importantly, construction occurred during the COVID-19 pandemic, a time when many businesses were already impacted by state-mandated closures and public health restrictions that significantly affected customer traffic and operations. In addition, the downtown area experienced substantial non-OCTA-related construction activity during this same period, including major residential and commercial projects, which compounded the overall disruption.

Despite these challenges, OCTA proactively launched and sustained multiple initiatives to assist affected businesses. This included the Eat, Shop, Play Program, which offered individualized marketing support such as professional photography, copywriting, social media placement, and paid advertising on digital billboards,

buses, and local media. A walking map of participating businesses was created and distributed at community events and through digital ad campaigns to increase visibility and customer engagement. Additionally, customized individual banners and wayfinding signage were installed on sidewalks and fencing to ensure visibility for businesses.

OCTA also purchased radio and newspaper advertising and deployed digital message boards beyond the immediate project area to remind the public that businesses remained open during construction. Additionally, OCTA partnered with and provided direct funding to Downtown Inc. and the Santa Ana Business Council, enabling those organizations to plan and promote special events and seasonal programming that drew visitors to the downtown corridor. To further support businesses and encourage visitors to Downtown Santa Ana during construction, OCTA entered into a funding agreement with the City of Santa Ana to provide free parking in four key downtown parking structures. OCTA also created large-format banners placed on the parking structures to highlight and direct visitors to the free parking.

These efforts reflect OCTA's ongoing commitment to supporting local businesses and maintaining open communication with the community throughout construction.

F10

The estimated reduction of 12,500 daily vehicle miles of travel projected to be a benefit of the OC Streetcar Project is a tiny fraction of the daily miles traveled in the entire County. This calls into question the efficacy of the OC Streetcar Project.

OCTA respectfully disagrees with this finding. The OC Streetcar Project was evaluated and received federal funding based on meeting the FTA's Capital Investment Grant *New Starts* criteria. Environmental benefits, including reductions in vehicle miles traveled (VMT), were just one of several factors considered. The project's value goes beyond VMT reduction and should also be measured by improvements in mobility, cost-effectiveness, congestion relief, land use, and economic development.

In addition to VMT reduction, this project provides a key vital first/last mile connection. The project also offers reliable, fixed-route service to key destinations, enhances access to major OC Bus and commuter rail services, and expands mobility options for residents, visitors, and workers.

F11

Orange County Transportation Authority is making a responsible effort to comply with the State-mandated zero emission bus pilot program. It has purchased fuel cell and

battery electric buses and related infrastructure to determine which type will be the bus of the future.

OCTA agrees with this finding. The agency remains committed to following current state regulatory requirements to transition to zero-emission technology. Simultaneously, OCTA will continue to collaborate with regional and state entities to address infrastructure and funding challenges.

F12

Orange County Transportation Authority's decision to fully self-insure for liability runs the risk that a catastrophic loss could severely deplete its financial reserves.

OCTA respectfully disagrees with the finding. OCTA has taken proactive, responsible, and sufficient measures to manage the risk associated with being self-insured. In December 2024, the OCTA Board of Directors re-affirmed its decision to continue with self-insurance and subsequently directed staff to develop a reserve policy specifically intended to cover the financial impact of a potential catastrophic event.

Following this direction, staff returned to the Board with a recommendation to establish a catastrophic loss reserve of $32 million. The Board adopted this reserve policy and instructed staff to evaluate and revisit the adequacy of the reserve amount on an annual basis. This reserve approach provides a fiscally responsible means to address high-impact, low-probability liability exposures while preserving flexibility and avoiding the high premiums and limited benefits of returning to the commercial insurance market.

Through this action, OCTA has established a practical and forward-looking framework to ensure long-term financial resiliency and safeguard public funds.

F13

As mitigation for expedited freeway project approvals, OCTA has purchased approximately 1,300 acres of open space, restored 350 acres of habitat, and established an endowment to manage these properties. This benefits the health of wildlife and residents of Orange County.

OCTA agrees with this finding. These innovative mitigation efforts exemplify OCTA's commitment to balancing transportation progress with environmental stewardship.

F14

Measure M2 sales tax (now referred to as OC Go) benefits Orange County by providing significant funding for transportation projects.

OCTA agrees with this finding. Measure M2 remains foundational to OCTA's long-range transportation strategy.

R1

Despite significant obstacles to sand replenishment, OCTA should dedicate sufficient assets to investigating solutions whereby sand can be sourced and transported more quickly so that it can be a larger component of railroad track fortification. This investigation should begin by September 30, 2025.

This recommendation has been implemented. OCTA is partnering with the City of San Clemente on an offshore sand source study and evaluating various efforts to expedite and meet rail reinforcement commitments. Concurrently, OCTA is also exploring inland sand sources to potentially place smaller quantities in anticipation of the larger quantity from an offshore sand source.

R2

Orange County Transportation Authority should prioritize its lobbying of State and federal agencies to create an intermediate-level environmental permit designed specifically for public infrastructure that is between "Standard Coastal Development" and "Emergency."

This recommendation has been implemented. OCTA has made the streamlining of the environmental permit process a legislative priority and is working with partners to create a flexible permitting track. Specifically, OCTA's Board-approved legislative platform states that OCTA should engage in sponsor legislation pertaining to policy areas such as, "Expedited permitting and project delivery for critical public transportation projects located within the coastal zone." OCTA recognizes the critical need for a more flexible permitting pathway through the coastal development permit process that supports timely public infrastructure response during emergencies while ensuring appropriate environmental oversight.

R3

Projects of the financial magnitude of the OC Streetcar should be planned and executed to benefit a significantly larger portion of Orange County. This should begin with all projects currently underway.

Respectfully, this recommendation will not be implemented because it is not warranted. The OC Streetcar Project was developed and funded through a

combination of local, state, and federal sources, including funding from the FTA under a full funding grant agreement, state funds through the California State Transportation Agency (CalSTA), and local Measure M2 dollars. Each of these funding sources has specific eligibility requirements, and project proposals must meet strict evaluation criteria regarding community benefit, cost-effectiveness, ridership potential, and deliverability.

While OCTA provided grant opportunities to all 34 cities in Orange County through the Go Local Program, only the cities of Santa Ana and Garden Grove submitted a proposal that successfully met the eligibility requirements of both federal and local funding programs. This was a competitive process, and the OC Streetcar emerged as the most viable and fundable transit investment.

It is also important to recognize the demographic and urban characteristics of the area served. Santa Ana is one of the most densely populated cities in the United States among cities with a population over 300,000 and it is the third most populous city in Orange County. This makes Santa Ana uniquely suited to benefit from fixed-guideway transit investments. In fact, placing major transit infrastructure in dense, high-ridership corridors is a standard practice nationwide. Planning and executing major infrastructure projects like the OC Streetcar require attention to a complex range of factors including land use, equity, transit dependency, economic development potential, and environmental outcomes — all of which were carefully weighed in the project's development.

All OCTA projects undergo a detailed planning process in full compliance with state and federal regulatory requirements. Project benefits are evaluated through established criteria defined by funding agencies and regulatory frameworks to ensure consistency with regional, environmental, and policy objectives.

R4

For major transportation projects such as the OC Streetcar, OCTA should improve public outreach, including education about each project's origin, need, expected benefit, timeline, cost, and funding sources.

This recommendation has been implemented. OCTA has long maintained a robust and proactive public outreach and communications program that is consistently applied across all major capital projects. From the earliest planning stages through final implementation, OCTA develops and executes comprehensive communications strategies that include the identification of key stakeholders, the creation of collateral materials such as fact sheets, FAQs, project maps, and public notices, and the use of both traditional and digital platforms to ensure broad community access to project

information. Residents, business owners, and other impacted groups are regularly engaged through in-person and virtual community meetings, one-on-one briefings, presentations to neighborhood associations, weekly email updates, and active social media outreach. In addition, all project details are published and continuously updated on OCTA's website.

This approach has long been standard practice for OCTA, and it reflects the agency's commitment to transparency, responsiveness, and inclusive community engagement. The OC Streetcar Project has followed this same model from its inception, with sustained outreach to stakeholders in Santa Ana and Garden Grove and regional coordination consistent with the agency's established procedures.

R5

Orange County Transportation Authority should establish a Business Interruption Fund (BIF), through a third party, like that of Los Angeles Metro Transit Authority, to assist business owners whose livelihoods are disrupted by major transportation projects such as the OC Streetcar Project. BIF to be established by December 31, 2025.

Respectfully, this recommendation will not be implemented because it is unreasonable. After a thorough review of peer transit agency programs and applicable legal frameworks, OCTA determined that it does not have the statutory authority to implement a Business Interruption Fund (BIF) of the type proposed. Direct financial assistance to individual businesses is restricted under both federal and state law. Specifically, the Federal Transit Administration prohibits the use of federal capital project funds for business disruption expenses, as they fall outside the definition of an eligible capital expenditure under Title 49, U.S. Code Section 5302.

Additionally, the California Constitution's Article XVI, Section 6 prohibits gifts of public funds. Because business interruption payments primarily benefit individual owners rather than the public at large, they fail to meet the "public purpose" exemption required to justify such expenditures. OCTA's legal counsel and finance staff confirmed these restrictions during the development of a staff report presented to the Board of Directors on April 4, 2022.

In light of those findings, the Board of Directors directed staff to continue pursuing non-financial mitigation strategies, including support for marketing and promotional activities in partnership with Downtown Inc. and the Santa Ana Business Council. Those efforts included $400,000 in Measure M2 funding for business promotions, event sponsorships, and advertising campaigns. OCTA also enhanced signage, public awareness efforts, and outreach efforts to help educate the public regarding access to Downtown Santa Ana businesses during OC Streetcar construction.

Given that the Board has already taken formal action and that legal and regulatory constraints prevent the creation of a BIF as proposed, this recommendation cannot be implemented.

R6

Orange County Transportation Authority should consider reentering the liability insurance market to reduce the potential cost of a catastrophic loss. Staff report to OCTA Board about reentering the market by December 31, 2025.

This recommendation has been implemented. In December 2024, the OCTA Board reviewed the agency's risk exposure and re-affirmed its decision to remain fully self-insured. Following this reaffirmation, the Board took additional action to mitigate potential risk by directing staff to develop a reserve policy designed to adequately fund a catastrophic loss.

Pursuant to this direction, staff returned to the Board with a proposal to establish a catastrophic loss reserve fund in the amount of $32 million. The Board formally adopted this recommendation and further instructed staff to revisit the reserve policy and funding level on an annual basis to ensure the reserve remains adequate and responsive to evolving conditions and liabilities.

This set of actions satisfies the intent of the Grand Jury's recommendation. OCTA continues to monitor liability trends and will make adjustments to its risk strategy as needed to ensure prudent financial planning and protection of public resources.

COMMITTEE TRANSMITTAL

September 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Award of Agreement for Claims Administration of the Self-Insured Workers' Compensation Program

Finance and Administration Committee Meeting of August 27, 2025

Present: Directors Federico, Go, Harper, Hennessey, Leon, and Tettemer
Absent: Director Sarmiento

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

A. Approve the selection of Pacific Secured Equities, doing business as Intercare Holdings Insurance Services, Inc., to provide claims administration for the Orange County Transportation Authority's Self-Insured Workers' Compensation Program.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3964 between the Orange County Transportation Authority and Pacific Secured Equities, doing business as Intercare Holdings Insurance Services, Inc., in the amount of $2,794,000, to provide claims administration for the Orange County Transportation Authority's Self-Insured Workers' Compensation Program, for a five-year term.

OCTA

August 27, 2025

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Award of Agreement for Claims Administration of the Self-Insured Workers' Compensation Program

Overview

On May 12, 2025, the Board of Directors approved the release of a request for proposals for claims administration of the Self-Insured Workers' Compensation Program. Proposals were received in accordance with Orange County Transportation Authority procurement procedures for professional and technical services. Approval is requested to execute an agreement for this service.

Recommendations

A. Approve the selection of Pacific Secured Equities, doing business as Intercare Holdings Insurance Services, Inc., to provide claims administration for the Orange County Transportation Authority's Self-Insured Workers' Compensation Program.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3964 between the Orange County Transportation Authority and Pacific Secured Equities, doing business as Intercare Holdings Insurance Services, Inc., in the amount of $2,794,000, to provide claims administration for the Orange County Transportation Authority's Self-Insured Workers' Compensation Program, for a five-year term.

Discussion

The State of California requires each employer to secure payment for workers' compensation as provided in Section 3700 of the Labor Code. An employer may be insured through an insurance company or be permissibly self-insured. The Orange County Transportation Authority (OCTA) has received approval from the Director of the State of California Industrial Relations Department to self-insure and self-administer its workers' compensation claims.

OCTA contracts with and oversees a third party to administer the state-mandated claims process.

Contracting with the most qualified outside contractor or third-party administrator (TPA) is important as the TPA is primarily responsible for providing assistance and coordination of an injured employee's medical care and resolution of their claim as regulated by the State. Failure to properly follow state regulations can lead to costly penalties and litigation of claims. On an annual basis, a TPA working for OCTA may be required to simultaneously coordinate medical treatment for up to 150 employees, work with attorneys handling litigated cases, and ensure accuracy and timeliness of claim-related payments.

OCTA has been self-insured since January 1, 1979, and has contracted with a TPA to administer its workers' compensation claims since that date. Historically, OCTA has found TPAs with previous public transportation agency experience better equipped to understand the physical duties and jobs of transportation workers. In addition, TPAs who provide a dedicated claims team have been successful in reducing OCTA's overall costs of claims administration, medical and disability costs, legal fees, and medical case expenses.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for professional and technical services. In addition to cost, other factors are considered in an award for professional and technical services. Award is recommended to the firm offering the most comprehensive overall proposal considering such factors as staffing and project organization, prior experience with similar projects, work plan, and a fair and reasonable price structure.

On May 12, 2025, the Board authorized the release of Request for Proposals (RFP) 5-3964, which was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on May 12 and May 19, 2025. A pre-proposal conference was held on May 20, 2025, with 11 attendees representing three firms. Two addenda were issued to provide a copy of the pre-proposal registration sheet and to respond to questions related to the RFP.

On June 10, 2025, five proposals were received. Two proposals were deemed non-responsive and were eliminated from evaluation due to one firm's failure to retract contractual exceptions and deviations and the other firm's failure to provide required pricing. An evaluation committee consisting of OCTA staff from the Contracts Administration and Materials Management, Risk Management, and Health, Safety, and Environmental Compliance departments, as well as

external representatives from the City of Huntington Beach and Los Angeles County Metropolitan Transportation Authority, met to review the three remaining responsive proposals. The proposals were evaluated based on the following Board-approved evaluation criteria and weightings:

- Qualifications of the Firm 20 percent
- Staffing and Project Organization 25 percent
- Work Plan 30 percent
- Cost and Price 25 percent

Several factors were considered in developing the evaluation criteria weightings. Qualifications of the firm was weighted at 20 percent to ensure consultants have sufficient resources and the necessary experience related to claims administration. Staffing and project organization was weighted at 25 percent to ensure the firms propose a knowledgeable management team and staff that are experienced in all aspects of the administration of workers' compensation claims to cost-effectively manage the claims process. Work plan was weighted highest at 30 percent to emphasize the importance of the proposing firms to effectively demonstrate their understanding and approach to completing the requirements specified in the scope of work. Cost and price was weighted at 25 percent to ensure competitiveness in proposed pricing to accomplish the required work and ensure that OCTA receives value for the services provided.

On June 24, 2025, the evaluation committee interviewed the three firms as listed below in alphabetical order based on the evaluation criteria:

Firm and Location

Athens Insurance Service, Inc., doing business as (dba)
Athens Administrators, Inc. (Athens)
Headquarters: Concord, California
Project Office: Orange, California

CorVel Enterprise Claims, Inc. (Corvel)
Headquarters: Irvine, California
Project Office: Irvine, California

Pacific Secured Equities, dba Intercare Holdings Insurance Services, Inc. (Intercare)
Headquarters: Rocklin, California
Project Office: Orange, California

The interviews consisted of a presentation to demonstrate the firms' understanding of OCTA's requirements. The firms' project managers and key team members had an opportunity to present qualifications and respond to the evaluation committee's questions. Questions were related to each firm's approach to managing claims for a self-insured public agency, ensuring regulatory compliance, key personnel assignments, and performance measurement practices. Additional firm-specific questions addressed transition and onboarding processes, use of proprietary technology or tools, and understanding of OCTA's scope of work.

At the conclusion of the interviews, a request for a best and final offer (BAFO) was sent to the three firms to offer the opportunity to adjust pricing for the required services and for clarifications.

Based on the evaluation of the written proposals, the firm's qualifications, the proposed total annual fees, as well as information obtained from the interviews and BAFOs, the evaluation committee recommends Intercare for consideration of the award. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

Athens is a privately held, family-owned S Corporation founded in 1976 and is headquartered in the City of Concord. The firm has nearly five decades of experience in workers' compensation claims administration and reported that approximately 60 percent of its client base is composed of public entities, including counties, cities, school districts, and transit agencies such as the Bay Area Rapid Transit, Golden Gate Bridge Authority, and Long Beach Transit. Athens employs approximately 600 staff and maintains a debt-free financial status. The firm utilizes its proprietary JARVIS platform to support claims administration, communication, and predictive modeling. Athens demonstrated strong audit performance and high client retention and provided information on its reporting capabilities and data management tools. Positive references were received for the firm.

CorVel is a wholly owned subsidiary of CorVel Corporation, a publicly traded healthcare management company founded in 1987. The firm operates 75 offices nationwide and employs over 5,000 staff. CorVel serves over 200 municipalities and public agencies and processes more than 360,000 claims annually. The firm provides all core services in-house through its proprietary CareMC Edge platform, which integrates claims administration, nurse triage, analytics, and reporting. CorVel reported over $896 million in annual revenue and maintains a long-standing position of zero debt. The firm included general descriptions of its vendor relationships but did not provide subcontractor roles. While CorVel

demonstrated strong national experience and financial stability, the proposal did not fully address how its systems would be customized for OCTA's specific operational environment. Positive references were received for the firm.

Intercare is a privately held corporation founded in 1994 and headquartered in the City of Rocklin. The firm specializes in administering workers' compensation programs for public sector employers and has provided claims administration services for over 30 years. Approximately 70 percent of its claims volume is attributed to public entity clients, including transit agencies such as the San Francisco Municipal Transportation Agency, Riverside Transit Agency, Sacramento Regional Transit Agency, and the City of Santa Monica Big Blue Bus. Intercare is OCTA's current TPA and has supported OCTA's Self-Insured Workers' Compensation Program since 2010. The firm employs over 600 staff, including 38 located at its Orange, California office, and proposed to continue service from this location without disruption. Intercare demonstrated a clear understanding of OCTA's program and maintains a strong financial position. The firm also provided examples of its reporting tools, audit protocols, and predictive modeling capabilities. Additionally, the firm explained use of its proprietary e-provider platform, MW Exchange, that allows secure access to crucial claims information. Positive feedback was received from client references regarding Intercare's performance, responsiveness, and understanding of public agency needs.

Staffing and Project Organization

Athens proposed a claims management structure led by a division manager with more than 20 years of industry experience. The staffing structure did not identify specific individuals for key roles such as the claim's supervisor or examiners. During the interview, the project team described their approach to program implementation and demonstrated an understanding of OCTA's service expectations. Additionally, Athens stated that staffing would be finalized upon contract award, although onboarding timelines and transition plans for those positions were not clearly defined during the interview.

CorVel submitted a staffing plan supported by internal resources and stated that all services would be delivered in-house without subcontracting for core functions. The proposal included an organizational chart and labor allocations but listed several key roles – such as claims adjusters and claims assistant – unassigned. While CorVel indicated that staffing assignments would be finalized prior to implementation and referenced access to a broad national talent pool, the proposal did not include a transition timeline or contingency plan. The firm demonstrated familiarity with public agency staffing requirements and confirmed that proposed personnel would be available as needed. During the interview, the

project team outlined their general staffing framework and internal resource model, though some key roles and transition timelines remained to be finalized.

Intercare proposed an experienced team dedicated to OCTA's Self-Insured Workers' Compensation Program, with several team members having previously supported OCTA. The proposed claims supervisor, dedicated at 50 percent, has over 25 years of industry experience, while the two claims examiners and one claims assistant are fully dedicated. The proposed team is based in the City of Orange, which also supports other public sector clients. Additionally, Intercare provided labor hour projections to support the proposed staffing plan. The proposed project team demonstrated familiarity with public agency claims handling, regulatory compliance, and claims technology platforms. Intercare's proposed staffing structure supports continuity of service and seamless transition. During the interview, the project team clearly explained their roles and responsibilities and demonstrated familiarity with OCTA's current program and claims handling procedures.

Work Plan

Athens presented a work plan supported by its proprietary JARVIS platform, which includes integrated tools for real-time communication, predictive analytics, dashboard access, and claimant messaging. The firm proposed a 30- to 45-day transition period, led by an onboarding specialist and supported by weekly transition calls and a dedicated integration team. Athens also included stewardship reporting and other engagement tools designed to support return-to-work outcomes. While the proposal included a general outline of workflow processes, it did not include specific internal audit protocols, measurable performance indicators, or detailed descriptions of vendor coordination practices. During the interview, the team highlighted features of their JARVIS system and onboarding strategy, and described their general approach to managing public agency programs.

CorVel proposed a work plan centered around its CareMC Edge platform, which integrates claims administration, nurse triage, analytics, and client reporting into a single system. The plan includes a 30-day transition schedule, quarterly quality audits, and the use of predictive tools to support early intervention and claims closure strategies. CorVel also described the development of a new web-based portal for injured workers to access claim information and resources. While the firm demonstrated strong national capabilities and internal systems, the proposal did not provide detailed information on how its platform would be integrated into OCTA's infrastructure or how system customization would be managed. During the interview, the team described their platform capabilities and outlined a

high-level transition approach, though several operational details were not fully addressed.

Intercare presented a detailed and tailored work plan aligned with OCTA's operational needs. The approach includes monthly on-site meetings at OCTA's facilities, quarterly audits, ongoing coordination with occupational clinics, and scheduled reviews of complex claims. The plan also incorporates the use of predictive modeling and benchmarking through Official Disability Guidelines, recorded statements via Zoom, and an electronic provider portal to expedite communications. Intercare proposed proactive claims handling, early intervention, and close coordination with OCTA's Risk Management team. A structured transition plan was included to support an uninterrupted changeover. The proposed work plan reflects familiarity with OCTA's current program and the capacity to provide seamless service. During the interview, the project team clearly outlined continued work processes, claims workflows, e-provider platform, and use of predictive tools, demonstrating a detailed understanding of OCTA's operational needs.

Cost and Price

Pricing scores were based on a formula, which assigned the highest score to the firm with the lowest fees and weighed the remaining firms' fees based on their relation to the lowest fees. The RFP requested that the firms propose annual firm-fixed prices to represent OCTA in all matters related to the investigation, adjustment, processing, supervision, and resolution of workers' compensation claims against OCTA. Intercare proposed a competitive overall bundled fee structure, which amounts to a total of $2,794,000 for five years, slightly less than the OCTA Project Manager's independent cost estimate.

Procurement Summary

Based on the evaluation of the written proposals, the firm's qualifications, work plan, as well as information obtained from the interviews and BAFOs, the evaluation committee recommends the selection of Intercare as the top-ranked firm to provide workers' compensation claims administration. The firm delivered a thorough and comprehensive proposal that was responsive to all requirements of the RFP.

Fiscal Impact

These services are included in OCTA's Fiscal Year 2025-26 Budget, People and Community Engagement, Risk Management Department,

Account No. 0041-7519-A2311-F41 and is funded through Local Transportation Fund.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3964 between the Orange County Transportation Authority and Pacific Secured Equities, doing business as Intercare Holdings Insurance Services, Inc., in the amount of $2,794,000, for a five-year term to provide claims administration services for the Orange County Transportation Authority's Self-Insured Workers' Compensation Program.

Attachments

A. Review of Proposals, RFP 5-3964 Claims Administration of the Self-Insured Workers' Compensation Program
B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 5-3964 Claims Administration of the Self-Insured Workers' Compensation Program
C. Contract History for the Past Two Years, RFP 5-3964 Claims Administration of the Self-Insured Workers' Compensation Program

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ATTACHMENT A

Review of Proposals
RFP 5-3964 Claims Administration of the Self-Insured Workers' Compensation Program
Presented to Finance and Administration Committee - August 27, 2025
5 proposals were received, 2 firms were non-responsive, 3 firms were interviewed, 1 firm is being recommended.

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Total Firm-Fixed Price
1	86	**Pacific Secured Equities, doing business as Intercare Holdings Insurance Services, Inc.** Orange, California	WS Law, APC Law Offices of Jodie P. Filkins Allied Universal Lexitas Platinum Court Reporters Macro Pro TCS Risk Management Services Shaw HR Consulting InterMed Ancillary Services Optum Examworks Compliance Solutions	Specialized in providing workers' compensation claims administration services since 1994 with over 600 employees. More than 70 percent of Intercare's clients are public entities. Currently serves multiple California transit agencies, including the San Francisco Municipal Transportation Agency, Riverside Transit Agency, Sacramento Regional Transit, and Big Blue Bus. Demonstrated a strong understanding of OCTA's internal systems, claims philosophy, and program expectations. Proposed team includes claims supervisor with over 25 years of experience, and dedicated claims adjusters and assistant with tenures ranging from one to nine years. Proposed seamless continuity of service from Orange office with no disruption to current operations. Interview responses clearly demonstrated knowledge of regulations, workflows, and performance monitoring. Detailed work plan included monthly in-person base meetings, quarterly audits, clinic coordination, and strategic claim resolution. Value-added services included Official Disability Guidelines predictive analytics, Zoom for recorded statements, and benchmarking tools. Positive references.	$2,794,000.00
2	83	**Athens Insurance Service, Inc., doing business as Athens Administrators** Concord, California	One Call Cadence RX Unisource Discovery Accuro Solutions	Privately held firm founded in 1976 with approximately 600 employees. Sixty percent of clients are public agencies, including the Bay Area Rapid Transit, Long Beach Transit, and Golden Gate Bridge Authority. Proposed division manager with over 20 years of experience. Emphasized staffing continuity and reported a 98.7 percent client retention rate. Committed to seeking OCTA's approval prior to replacing key personnel. Did not identify specific individuals for key day-to-day roles. Interview responses lacked clarity regarding onboarding timelines and staffing readiness. Proposed proprietary JARVIS platform with injured worker dashboards, alerts, predictive modeling, and automated messaging. Work plan lacked measurable performance indicators and did not fully address internal audit processes or clinic collaboration. Some interview questions regarding integration and operational specifics were not fully addressed. Positive references.	$2,763,690.00
3	78	**CorVel Enterprise Claims, Inc.** Irvine, California	LegalNet, Inc. Allied Universal P&S Netwrok Physician Based Medical Management Risk Consultants of America CVS Caremark Akeso Macro Pro Lexitas WS Law, APC Law Offices of Jodie Filkins	Founded in 1987, currently serving over 200 municipalities and public agencies. Operates 75 offices nationwide and delivers all claims and managed care services in-house using proprietary CareMC platform. Emphasized financial stability and scalability; zero debt reported. Staffing plan listed several key positions as "to be determined." No contingency plan provided for pending hires; interview confirmed hiring in progress without clear timelines. Proposed work plan included predictive modeling, nurse triage, and digital portal for injured workers. Lacked sufficient detail on customization of tools and integration with OCTA systems. Centralized service model raised concerns regarding flexibility and responsiveness to OCTA's localized operational needs. Interview responses did not clearly address succession planning or OCTA-specific onboarding strategy. Positive references.	$2,660,755.00

Evaluation Panel:

Internal:
Contracts Administration and Materials Management (1)
Risk Management (1)
Health, Safety and Environmental Compliance (1)
External:
City of Huntington Beach (1)
Los Angeles County Metropolitan Transportation Authority (1)

Proposal Criteria	Weight Factors
Qualifications of the Firm	20%
Staff and Project Organization	25%
Work Plan	30%
Cost and Price	25%

ATTACHMENT B

PROPOSAL EVALUATION CRITERIA MATRIX (SHORT-LISTED FIRMS)
RFP 5-3964 Claims Administration of the Self-Insured Workers' Compensation Program

Pacific Secured Equities, doing business as Intercare Holdings Insurance Services, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.5	4.0	4.0	4	16.4
Staffing/Project Organization	4.0	4.0	4.5	4.0	4.0	5	20.5
Work Plan	4.0	4.0	4.0	4.5	4.5	6	25.2
Cost and Price	4.76	4.76	4.76	4.76	4.76	5	23.8
Overall Score	83.8	83.8	88.3	86.8	86.8		86

Athens Insurance Service, Inc., doing business as Athens Administrators						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.0	4.0	4.5	4	16.4
Staffing/Project Organization	3.5	4.0	4.0	3.5	3.5	5	18.5
Work Plan	4.0	4.0	4.0	4.0	4.0	6	24.0
Cost and Price	4.81	4.81	4.81	4.81	4.81	5	24.1
Overall Score	81.6	84.1	84.1	81.6	83.6		83

Corvel Enterprise Claims, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	3.5	3.5	4.0	3.5	4.0	4	14.8
Staffing/Project Organization	3.5	4.0	3.5	3.5	3.5	5	18.0
Work Plan	3.0	3.5	3.5	3.0	3.5	6	19.8
Cost and Price	5.00	5.00	5.00	5.00	5.00	5	25.0
Overall Score	74.5	80.0	79.5	74.5	79.5		78

ATTACHMENT C

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 5-3964 CLAIMS ADMINISTRATION OF THE SELF-INSURED WORKERS' COMPENSATION PROGRAM

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Athens Administrators						
Contract Type: N/A	N/A	N/A	N/A	N/A		N/A
Subconsultants:						
N/A						
				Total		**$ -**
CorVel Enterprise Claims, Inc.						
Contract Type: N/A	N/A	N/A	N/A	N/A		N/A
Subconsultants:						
N/A						
				Total		**$ -**
Intercare Holdings Insurance Services, Inc.						
Contract Type: Firm-Fixed Price	C-0-2202	Workers' Compensation Claims Administration Services	November 3, 2020	October 31, 2025		$ 2,445,559
Subconsultants:						
WS Law, APC						
Law Offices of Jodie P. Filkins						
Allied Universal						
Imber Court Reporters						
Platinum Court Reporters						
Macro Pro						
Dickerson Disability						
InterMed						
Optum						
				Total		**$ 2,445,559**

COMMITTEE TRANSMITTAL

September 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Active Transportation Program Biannual Update

Regional Transportation Planning Committee Meeting of August 28, 2025

Present: Directors Federico, Harper, Klopfenstein, Stephens, and Tavoularis
Absent: Directors Foley and Go

Committee Vote

No action was taken on this item.

Staff Recommendation(s)

Receive and file as an information item.

OCTA

August 28, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Active Transportation Program Biannual Update

Overview

The Orange County Transportation Authority coordinates regional active transportation efforts with local jurisdictions, key stakeholders, and the public to support development of a balanced multimodal transportation system. An update on recent and upcoming activities is provided.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) is engaged in regional active transportation projects and programs in Orange County (OC). These efforts support OCTA's vision for a balanced multimodal transportation system. To realize this vision, OCTA works with local jurisdictions, stakeholders, and the public to advance the development of safe, accessible, and connected bicycling and walking networks. Updates on these projects and a summary of additional active transportation efforts are discussed below.

Discussion

OCTA Electric Bicycles (E-bikes) Safety Initiative

In December 2024, OCTA finalized the OCTA funded E-Bike Safety Action Plan (Plan), which identifies gaps in e-bike safety efforts at the local, regional, and state levels and outlines strategies to address these gaps. OCTA reviewed existing data and non-infrastructure resources related to e-bike safety such as crash data, usage trends, local and regional initiatives, legislation, and other safety efforts. The team reviewed these efforts and resources to determine where additional efforts are needed.

OCTA staff is beginning implementation of the Plan by forming four stakeholder groups. One stakeholder group will be formed for each of the following e-bike safety strategy areas identified in the Plan: policy, education, enforcement, and data. The fourth group serves as the E-bike Safety Steering Committee (Steering Committee) and will be composed of the chairperson from each of the three strategy area groups, along with additional critical stakeholders. The Steering Committee's purview will be coordinating the input from the strategy area groups, guiding implementation of the Plan, and general e-bike safety coordination. Together, the Steering Committee and strategy area groups will work collaboratively to support a broader vision for e-bike safety, accessibility, and integration. OCTA staff is seeking out a variety of stakeholders that have expertise in each of the strategy areas. Invitations for these four stakeholder groups have been made, but rosters have not yet been finalized. Stakeholders invited include, but are not limited to, education officials, local and county law enforcement, city staff, county staff, Orange County Health Care Agency, healthcare workers, first responders, California Department of Transportation, and OCTA staff. Meetings are anticipated to begin in fall 2025.

Next Safe Travels Education Program (Next STEP) Project

In June 2024, OCTA, in partnership with the Orange County Health Care Agency, launched the Next STEP Project. The Next STEP project team partners with city staff, schools, and school districts to conduct walking and bicycling education, encourage activities, and conduct walk audits to assess infrastructure needs at participating schools. The Next STEP Project will be implemented at 25 eligible public elementary schools across OC. The Next STEP Project is funded by an $850,000 California Transportation Commission Active Transportation Program (ATP) grant and a $1.25 million Southern California Association of Governments (SCAG) Regional Early Action Planning (REAP) 2.0 grant and will be completed in 2027.

The Next STEP project team has completed walk audits at eight schools (Attachment A). These audits include observing drop-off and/or pick-up activities followed by evaluation of surrounding roadway, bicycle, and pedestrian facilities. During the walk audits, parents and school staff are encouraged to provide feedback on infrastructure conditions and performance as well as safety and access needs. Traffic data collection efforts and student travel tally surveys are also completed to help analyze the use and movement of vehicles, bicycles, and pedestrians near schools. Recommendations based on the audits will be developed by the project team and reviewed with city staff prior to being finalized.

The project is continuing to solicit participation from schools that are eligible based on criteria established in OCTA's Safe Routes to School Action Plan. The Next STEP project team is anticipating having all schools recruited by the end of the calendar year 2025, to deliver the concepts by June 2026, and the

educational programming by the end of 2027. To date, 14 schools have expressed interest in participating, and two - Jefferson Elementary School and Melrose Elementary School - have been recruited. Once schools are recruited, the project team will begin delivering walking and bicycling education and encouragement activities at the participating schools.

Active Transportation Outreach and Engagement Project

The Active Transportation Education and Engagement Project began in summer 2024 and continues through June 2026. The project team is attending community events, conducting bicycle rodeos, and deploying mobile street team ambassadors to distribute safety materials to the public, empowering residents to safely and confidently use bicycling and walking as a viable mode of transportation. The project also develops and strengthens existing partnerships with community-based organizations, in support of active transportation safety to help increase community engagement and participation in active transportation-related events. This project is funded with a $400,000 SCAG REAP 2.0 grant.

The project team is working with local jurisdictions and stakeholders to identify community events where providing active transportation engagement and education can be beneficial to the safety and wellbeing of the community. Collateral and educational materials have been developed and are being distributed to aid in this messaging including:

- Bicycle stickers
- E-bike safety flyers
- E-bike stickers
- Vehicle, pedestrian, and bicycle safety tips flyers

The project team identified and procured walking and bicycle safety equipment. Depending on the focus of the events attended, the project team has been distributing the following:

- Branded water bottles
- Bicycle bells
- Bicycle helmets
- Bicycle lights
- Reflective ankle wraps and keychains

Through the end of June, the project team has attended 31 events, engaged 3,410 attendees, distributed over 4,988 safety items, and 4,239 educational materials (Attachment B). Board Members who are interested in having the project team participate in an event with a pop-up, street team, or bicycle rodeo in their jurisdiction are encouraged to contact staff for further coordination.

OC Connect Project

The OC Connect Project proposes approximately four miles of Class I shared-use path connecting the cities of Garden Grove and Santa Ana (cities) and closing an active transportation gap for the communities around the former Pacific Electric Right-of-Way (PE ROW) corridor. The Project Approval and Environmental Document (PA/ED) phase was funded by a $3 million ATP grant and includes preliminary design, determining the trail's feasibility, estimating project costs, and completing the requisite environmental documentation. OCTA completed the PA/ED phase of the OC Connect Project in June 2025 in cooperation with the cities, California Department of Transportation (Caltrans) District 12, and Orange County Public Works.

OCTA has secured $6 million in funding to advance OC Connect through the final design phase. OCTA is preparing to initiate the procurement process for the plans, specifications, and estimates phase and, concurrently, OCTA is working with the cities to obtain commitments to operate and maintain the trail, should it be constructed. In addition, a Phase II Environmental Site Assessment (ESA), additional corridor re-use design, and several outreach activities have been added to the existing environmental contract. These efforts, scheduled to begin in fall 2025, will include two public meetings, participation in up to three community events, and a comprehensive notification campaign. The Phase II ESA includes soils testing recommended by the Phase I ESA completed during the PA/ED phase. This identifies any cleanup efforts which would be incorporated into the design phase and undertaken as a part of construction.

Constructing the OC Connect trail would greatly improve the active transportation connectivity by providing a safe, well connected active transportation corridor linking the cities' downtown areas to the surrounding communities as well as the Santa Ana River Trail, multiple transit stops, and the OC Streetcar. In addition to increased connectivity, the project creates a valuable and lasting community greenway that benefits both city's downtown areas and the neighborhoods surrounding the corridor. Transformation of the former PE ROW corridor into a vibrant community asset will promote health and wellbeing and create a positive identity using recreation and leisure amenities not currently available in the surrounding areas.

Orange County Bicycle Counts

OCTA collected bicycle count data from 450 locations on roads and bicycle paths around the County and updated the OCTA bicycle counts database. This effort provides data for analysis, grant applications, and project development in support of active transportation. OCTA provided a web-based platform for local agencies to request counts at specific locations.

In January and February 2025, outreach emails were sent to key city and Orange County Public Works staff with the purpose of encouraging all jurisdictions to request bicycle count locations within their areas. Data collection took place in May 2025. Counts were taken at each location for one weekday and one weekend day during the collection period. The count information includes a range of data categories such as direction of travel, sidewalk versus street usage, electric versus non-electric bicycles, and helmet usage. The final 2025 bicycle count data have been added to the database and are available to cities upon request.

Move OC: A Vibrant Path to Active Transportation

OCTA is undertaking an update to the 2019 OC Active Countywide ATP. Staff applied for and secured $1 million in funding for the project through Caltrans' Sustainable Transportation and SCAG Sustainable Communities grant programs. The new plan, titled "Move OC", will provide infrastructure, programs, policies, and funding recommendations aimed at advancing the forthcoming vision, goals, and objectives of the plan. The overarching purpose of the project is to help make OC an area where residents of all ages and abilities can easily choose active transportation as a primary mode of travel for everyday trips.

Building upon the foundation of the 2019 OC Active ATP, "Move OC" will take a more proactive and forward-looking view of active transportation in OC. It will be shaped through a comprehensive, multi-phase public outreach process designed to guide the development of a clear vision, supported by specific goals and objectives. Community engagement activities will include bicycle and pedestrian safety rodeos, open house events, virtual workshops, pop-up installations, on-the-street intercept surveys, social media outreach, and platforms for ongoing public feedback. Due to varying transportation challenges and opportunities in different parts of the County, the plan will have regionally tailored analysis that is organized around four distinct geographic areas to be determined during the initial stages of the project. This project scope is currently in development and the project is planned to begin by July 2026.

Summary

OCTA supports efforts to improve active transportation throughout OC. This includes ongoing education, encouragement, engineering, and evaluation efforts for active transportation. Coordination and collaboration will continue among state, regional, and local agencies, key stakeholders, and the public to encourage and support safer walking and bicycling in OC.

Attachments

A. Next Safe Travel Education Program Completed Walk Audits
B. Active Transportation Outreach Support

Prepared by:



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Approved by:



Rose Casey
Executive Director, Planning
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ATTACHMENT A

Next Safe Travel Education Program Completed Walk Audits		
City	**District**	**School**
Cypress	Cypress Elementary	Clara J. King Elementary
Fountain Valley	Garden Grove Unified	James Monroe Elementary
Fullerton	Fullerton Elementary	Commonwealth Elementary
Garden Grove	Garden Grove Unified	Mitchell Elementary
		Sunnyside Elementary
Lake Forest	Saddleback Valley Unified	Rancho Canada Elementary
Tustin	Tustin Unified	Benjamin F. Beswick Elementary
		Sycamore Magnet Academy

ATTACHMENT B

Active Transportation Outreach Support

Event Name	Date	Participation	City
2024			
SEPTEMBER			
Fiestas Patrias	09/14/24	Pop-Up	Santa Ana
Community Bike Ride to Raise Prostate Cancer Awareness	09/24/24	Pop-Up	Fullerton
OCTOBER			
Washington Elementary: Walk to School Day	10/09/24	Pop-Up	Santa Ana
Trunk or Treat Resource Fair	10/23/24	Pop-Up	Santa Ana
NOVEMBER			
Metrolink Holiday Express Train	11/30/24	Pop-Up	Anaheim
DECEMBER			
Rossmoor Winter Festival	12/14/24	Pop-Up	Rossmoor
Anaheim Garden Walk: Holiday Market	12/21/24	Pop-Up	Anaheim
2025			
JANUARY			
City of Santa Ana: Tet Festival	01/25/25	Pop-Up	Santa Ana
First Baptist Church: Tet Celebration	01/30/25	Mobile Street Team	Westminster
FEBRUARY			
2025 Roger Millikan Race	02/09/25	Mobile Street Team	Brea
California State Fullerton University (CSUF): Bike Safety Check	02/19/25	Pop-Up	Fullerton
Oso Fit 5k and Community Health Fair	02/22/25	Pop-Up	Mission Viejo

Aliso Viejo Brave Race 5K & 1K Fun Run	02/23/25	Pop-Up	Aliso Viejo
Strong Town OC Active Transportation Forum	02/27/25	Pop-Up	Fullerton
Oso Fit 5k and Community Health Fair	02/22/25	Mobile Street Team	Mission Viejo
Aliso Viejo Brave Race 5K & 1K Fun Run	02/23/25	Mobile Street Team	Aliso Viejo
Strong Town OC Active Transportation Forum	2/27/2025	Pop-Up	Fullerton
MARCH			
Sports Basement Mobile Street Team	03/01/25	Mobile Street Team	Fountain Valley
Metrolink Station - Santa Ana	03/19/25	Mobile Street Team	Santa Ana
Family Community Partnership	03/21/25	Pop-Up	Costa Mesa
Metrolink Station - Irvine	3/26/2025	Mobile Street Team	Irvine
APRIL			
Aliso Viejo: Spring Celebration	04/12/25	Pop-Up	Aliso Viejo
CSUF: Earth Day	04/23/25	Mobile Street Team	Fullerton
MAY			
Children Hospital Orange County: Bike Rodeo	05/03/25	Bike Rodeo	Santa Ana
Bike to University of California Irvine (UCI)	5/6/2025	Pop-Up	Irvine
Orange County Health Care Agency (OCHCA): Simmons Elementary Bike to School Day	05/06/25	Pop-Up	Garden Grove

OCHCA: Kaiser & Woodland Elementary Bike to School Day	05/07/25	Pop-Up	Costa Mesa
UCI: WhimCycle Festival of Bikes	05/15/25	Pop-Up	Irvine
Cypress Police Open House Pop-Up	5/17/2025	Pop-Up	Cypress
Laguna Beach Police Department (PD): Bike and Road Show	5/18/2025	Pop-Up	Laguna Beach
City of Orange PD: Bike Rodeo	5/24/2025	Bike Rodeo	Orange
Orange County Transportation Authority: Bike Rally	05/18/25	Pop-Up	Orange
Mission Viejo Police Services: Bike-X and Helments Event	05/31/25	Pop-Up	Mission Viejo
Dwyer Middle School: Electric Bicycle (E-bike) Training	5/31/2025	Bike Rodeo	Huntington Beach
JULY			
E-bike Safety Rodeo	7/26/2025	Bike Rodeo	Fountain Valley
National Night Out	7/26/2025	Mobile Street Team	Cypress
AUGUST			
Summer Concert Series	08/01/25	Mobile Street Team	Laguna Niguel
Big Brothers/Big Sisters: Back to School Night	08/03/25	Pop-Up	Santa Ana
OCHCA: Bike Rodeo	8/7/2025	Bike Rodeo	Costa Mesa
Fryberger Elementary: Back to School Night	8/26/2025	Pop-Up	Westminster

Active Transportation Program Biannual Update

Overview

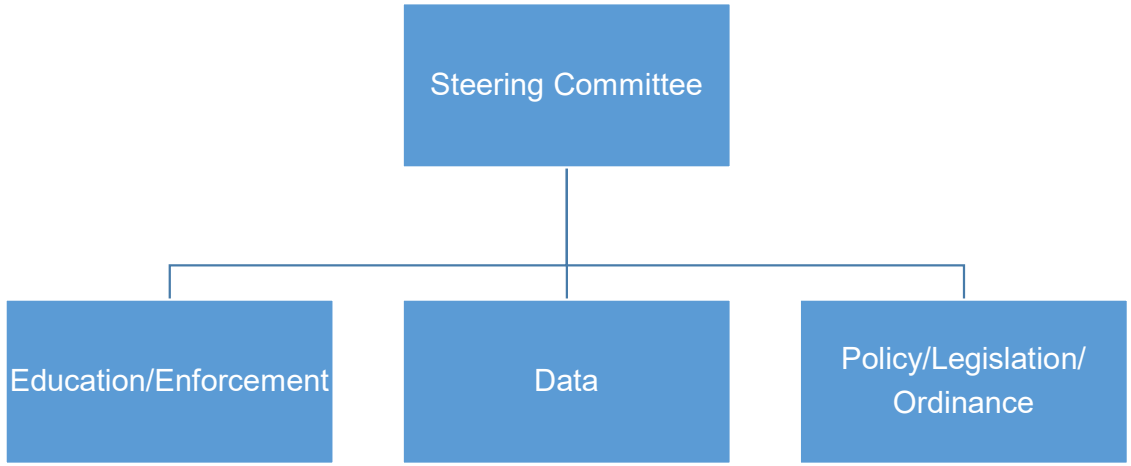
- E-bikes Safety Initiative
- Next STEP
- Active Outreach and Education
- OC Connect
- Orange County Bicycle Counts
- Move OC

E-bikes - Electric Bicycles
Next STEP - Next Safe Travels Education Program

E-bike Safety Initiatives and Projects

Strategy Area Teams and Implementation

- Primary goals:
  - Support e-bike safety plan implementation
  - Facilitate safe use of e-bikes
  - Facilitate coordination
- Strategy area rosters to include local agencies, law enforcement, first responders, healthcare, public health, and others
- Meeting frequency
  - Steering committee – biannually
  - Strategy areas – quarterly
- Meetings beginning in fall 2025



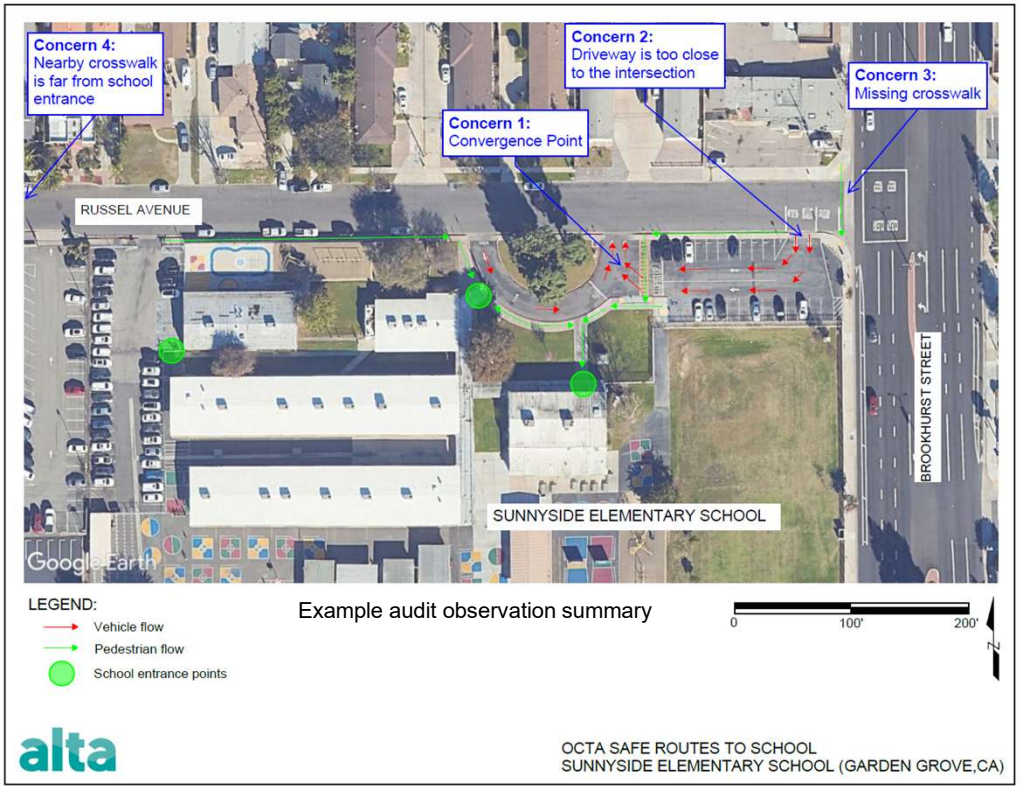
Next Safe Travels Education Program

Project Summary

- 25 schools - Eligibility determined by Safe Routes to School Action Plan needs analysis
- Evaluation/concept development
- Educational programming

Current Activities

- School recruitment
- City, schools, and district staff coordination
- Conduct walk audits
- Have begun developing draft conceptual recommendations
- Collect traffic data



CA - California
OCTA – Orange County Transportation Authority

Active Outreach and Education

Project Overview

- Education and safety engagement
- Community events participation
- Bike rodeos
- Online education modules
- Mobile street teams for safety material distribution
- Staff are taking event requests

Events summary

- Number of events: 31
- Educational materials distributed: 4,239 total
- Safety equipment distributed: 4,988 total
- Reflective ankle wraps and keychains, water bottles, bike lights, bells, helmets, spoke reflectors



Day of Event Highlights and Community Partner Collaboration

OC Connect

Project Overview

- Class I bikeway
  - 1.5 miles in the City of Garden Grove
  - 2.45 miles in the City of Santa Ana
- Historic bridge preservation

Project Updates

- PA/ED phase completed: June 2025
- Funding secured: $6 million for final design and site preparation

PA/ED - Project Approval and Environmental Document



AVE – Avenue
BLVD – Boulevard
DR - Drive
ST - Street

OC Connect – Next Steps

Phase II Environmental Site Assessment & Trailhead Design

- Soils testing, evaluation, and reporting
- Additional design
- Community outreach:
  - Two public meetings
  - Up to three community events
  - Public notification campaign
- Funded by Environmental Protection Agency, and Department of Toxic Substance Control grants

Plans, Specifications, and Estimates

- Upcoming phase, consultant services to be procured this fiscal year
- To be completed through partnerships developed during PA/ED and with input from surrounding communities



OC Bicycle Counts

Project Overview

- Track bicycle usage across 450 locations
- Various metrics collected
- Location selection feedback requested from cities, January – February 2025
- Data collection took place in May 2025
- Data being delivered to cities who requested locations

Use of Data

- Supports grant applications and project planning
- Available by request for analysis
- Incorporation into OCTA's flow map

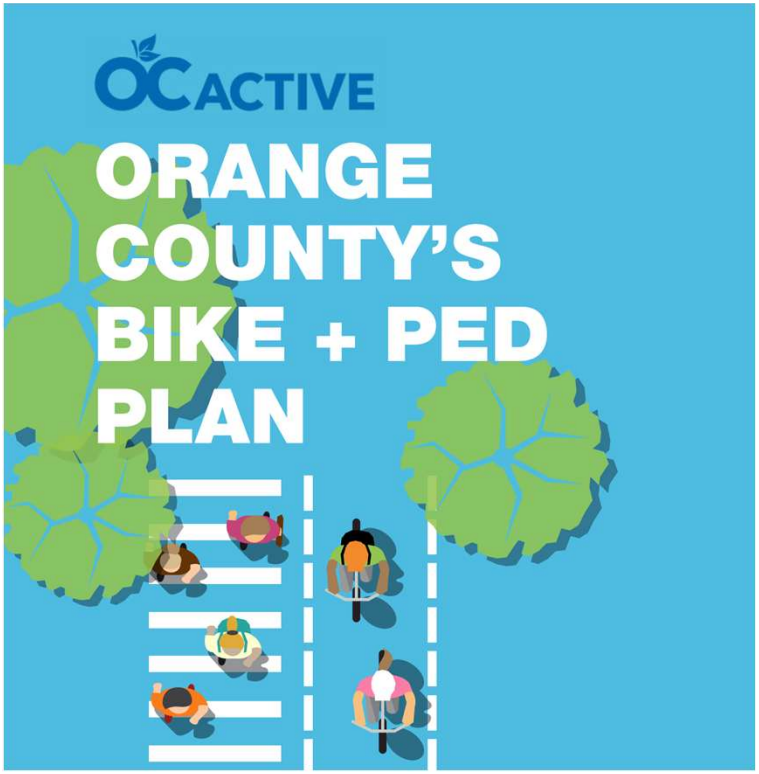


Example of count camera

Upcoming Project: Move OC

Overview

- Funding - $1 million
  - SCAG Sustainable Communities
  - Caltrans planning grants
- New active transportation plan replacing OC Active (2019)
- Project starts in summer 2026
- Infrastructure, program, policy, and funding analysis and recommendations
- Includes four geographic areas to provide region-specific analysis and recommendations
- Establishing goals, objectives, metrics, and performance targets to track progress and guide action
- Targeting end of 2025 for request for proposals release



Caltrans – California Department of Transportation
SCAG – Southern California Association of Governments

Next Steps

Return to the Board with updates on active transportation efforts including:

- Move OC procurement, OC Connect, e-bike safety initiatives, upcoming projects
- Coordinating with stakeholders on local issues

Seek funding opportunities to support active transportation initiatives and projects:

- Continue working with local agencies and community groups to advance active transportation measures for all Orange County residents

Board – Board of Directors

COMMITTEE TRANSMITTAL

September 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Draft 2025 Orange County Congestion Management Program Report Release for Public Review

Regional Transportation Planning Committee Meeting of August 28, 2025

Present: Directors Federico, Harper, Klopfenstein, Stephens, and Tavoularis
Absent: Directors Foley and Go

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

A. Direct staff to release the draft 2025 Orange County Congestion Management Program Report for public review.

B. Set November 10, 2025, as a public hearing date for adoption of the final 2025 Orange County Congestion Management Program Report.

OCTA

August 28, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Draft 2025 Orange County Congestion Management Program Report Release for Public Review

Overview

The Orange County Transportation Authority, as the designated Congestion Management Agency, is required by state statute to report on the Orange County Congestion Management Program every two years. Accordingly, a draft 2025 Orange County Congestion Management Program Report has been prepared for public review and will be posted and circulated to local agencies upon direction by the Board of Directors.

Recommendations

A. Direct staff to release the draft 2025 Orange County Congestion Management Program Report for public review.

B. Set November 10, 2025, as a public hearing date for adoption of the final 2025 Orange County Congestion Management Program Report.

Background

In 1990, Proposition 111 required urbanized areas to designate a Congestion Management Agency (CMA) and establish a Congestion Management Program (CMP) to continue receiving state gasoline tax funds. As Orange County's designated CMA, the Orange County Transportation Authority (OCTA) is responsible for monitoring and preparing biennial reports on the Orange County CMP.

Specific CMP elements are also linked to the Measure M2 eligibility process for Orange County cities and the County of Orange. The purpose of the CMP is to coordinate land-use and transportation decisions, and to assess how traffic congestion is being managed.

The draft 2025 Orange County CMP Report (Attachment A) is a composite of data submittals, including CMP traffic counts and capital improvement programs. It was developed over the past year in accordance with state legislation and in coordination with local jurisdictions.

Discussion

To assist Orange County cities, OCTA funds and administers the collection of traffic count data at over 100 intersections within the Orange County CMP highway system. The count data was used to calculate intersection capacity utilization (ICU) ratings, which represent the percentage of capacity used at each intersection during morning and evening peak hours, when demand is highest. Based on ICU ratings, level of service (LOS) grades are assigned to each intersection. Local jurisdictions have reviewed and concurred with all intersection performance data.

LOS Grade	ICU Rating
A	< .60
B	.60 - .70
C	.70 - .80
D	.80 - .90
E	.90 - 1.00
F	> 1.00

CMP intersections are generally expected to maintain an LOS grade of E or better. In most cases, if an intersection receives an LOS grade of F, it is considered deficient, and a deficiency plan may need to be developed by the responsible jurisdiction. A deficiency plan must identify the cause of congestion, the improvements needed to solve the problem, and the cost and timing of the proposed improvements.

No deficiency plans are required based on the findings in the draft 2025 Orange County CMP Report. Rather, conditions have generally improved over the baseline year data (1991 in most cases). For example, 13 intersections operated at LOS F in the baseline year, and they are now operating at LOS C or better. Overall, the 2025 data showed improvements over the baseline year data of 19 percent for the morning average ICU rating, and nearly 20 percent for the evening average ICU rating.

The draft 2025 Orange County CMP Report also preliminarily finds that all local jurisdictions are in compliance with the CMP requirements. This is based on the performance data and submittals provided by local jurisdictions pertaining to capital improvement programs, coordination of land use and transportation, and other legislatively required CMP elements.

Next Steps

Upon direction from the OCTA Board of Directors (Board), the draft 2025 Orange County CMP Report will be released for a three-week public review period. Comments received will be reviewed and incorporated as appropriate into the final 2025 Orange County CMP Report.

The final 2025 Orange County CMP Report will be brought to the Board for adoption at a noticed public hearing, as required by state law. Upon adoption by the Board, the final 2025 Orange County CMP Report will be submitted to the Southern California Association of Governments for a required consistency finding with their approved Regional Transportation Plan.

Summary

A draft 2025 CMP Report has been prepared in accordance with state legislation and developed in cooperation with local jurisdictions and public agencies. With Board direction, staff will circulate the draft 2025 Orange County CMP Report for a three-week public review period and return with a final report for adoption at a public hearing.

Attachment

A. Draft 2025 Orange County Congestion Management Program Report

Prepared by:



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Approved by:



Rose Casey
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ATTACHMENT A

Draft 2025 Orange County Congestion Management Program Report

Orange County Transportation Authority

Draft August 2025

www.octa.net







Table of Contents

CHAPTER 1: INTRODUCTION 4

Purpose and Need 4

State Statute 5

Required Elements *5*

CMA Requirements *7*

Other Relevant Legislation *7*

CHAPTER 2: TRAFFIC LEVEL OF SERVICE STANDARDS 9

CHAPTER 3: SYSTEM PERFORMANCE 12

Highway and Roadway System Performance Measures 12

Overview of ICU Methodology *12*

Deficiency Plans 19

Overview *21*

Rail Capital Improvements 27

CHAPTER 4: TRANSPORTATION DEMAND MANAGEMENT (TDM) 30

TDM Ordinances 30

TDM Strategies 31

OCTA Vanpool Program *31*

Mobility Hubs *32*

Transportation Management Associations (TMAs) *32*

Park-and-Ride Lots *32*

Parking Cash-Out Programs *32*

Guaranteed Ride Home Program *32*

Active Transportation *32*

Motorist Aid and Traffic Information System (511) *33*

Freeway Construction Mitigation *34*

CHAPTER 5: LAND-USE IMPACT ANALYSIS 35

CHAPTER 6: CAPITAL IMPROVEMENT PROGRAM 36

CHAPTER 7: CMP CONFORMANCE 38

Regional Consistency *39*

List of Figures

FIGURE 1: Level of Service (LOS) Grade Chart 9

FIGURE 2: 2025 CMP Highway System 10

FIGURE 3: 2025 CMP Intersection Level of Service 15

FIGURE 4: 2025 CMP Level of Service Chart 16

FIGURE 5: Summary of Compliance 40

Appendix

Appendix A: Freeway Mobility Performance Reports

Appendix B-1: Meeting CMP Traffic Impact Analysis Requirements

Appendix B-2: Traffic Impact Analysis Exempt Projects

Appendix C-1: CMP Deficiency Plan Flow Chart

Appendix C-2: Deficiency Plan Decision Flow Chart

Appendix D: CMP Monitoring Checklist

Appendix E: Capital Improvement Programs

Appendix F: Measure M2 Program of Projects

Appendix G: Orange County Subarea Modeling Guidelines

Chapter 1: Introduction

Purpose and Need

In 1990, the passage of the Proposition 111 gas tax increase required California's urbanized areas – areas with populations of 50,000 or more – to adopt a Congestion Management Program (CMP). The purpose of the CMP is to support regional mobility objectives by reducing traffic congestion, provide a mechanism for coordinating land-use and development decisions that support the regional economy, and ensure gas tax funding eligibility.

The following year, Orange County's local agencies designated the Orange County Transportation Authority (OCTA) as the Congestion Management Agency (CMA). As a result, OCTA is responsible for the development, monitoring, and biennial updating of Orange County's CMP.

To achieve the purpose of the CMP, several policies are followed to monitor and address system performance issues. OCTA developed these policies in coordination with local jurisdictions, the California Department of Transportation (Caltrans), and the South Coast Air Quality Management District (SCAQMD).



The passage of AB 2419 (Chapter 293, Statutes of 1996), in 1996, gave local agencies the ability to opt out of the CMP process without the risk of losing state transportation funding. However, local jurisdictions in Orange County expressed a desire to continue the CMP process, because the requirements were similar to those of the Orange County Measure M Growth Management Program (GMP), and because it contributes to fulfilling requirements for the federal Congestion Management Process (23 Code of Federal Regulations 450.320), which is prepared by the Southern California Association of Governments (SCAG). The OCTA Board of Directors affirmed the decision to continue with the existing CMP process on January 13, 1997. Although the GMP was not part of the Measure M2 renewal that

took effect in 2011, local jurisdiction compliance with the CMP remains a Measure M2 funding eligibility requirement.

As mentioned above, the CMP contributes to the federal Congestion Management Process (Process). This Process serves to provide information on transportation system performance and assess alternative strategies for congestion management that meet state and local needs.

The federal Process is required in metropolitan areas with population exceeding 200,000, which includes the SCAG region. It must also be integrated into the development of Regional Transportation Plans and Federal Transportation Improvement Programs.

State Statute

Required Elements

California Government Code Section 65089(b) requires the CMP to include specific elements, as summarized below.

Traffic Level of Service Standards – §65089(b)(1)(A) & (B)

Traffic level of service (LOS) standards shall be established for a system of highways and roadways. The highways and roadway system shall be designated by OCTA and shall include, at minimum, all state highways and principal arterials. None of the designated facilities may be removed, and new state highways and principal arterials must be added, except if they are within an infill opportunity zone. The LOS must be measured using a method that is consistent with the Highway Capacity Manual. The LOS standards shall not be set below LOS "E", unless the LOS from the baseline CMP dataset is worse than "E". If a Congestion Management Program Highway System (CMPHS) segment or intersection does not meet the minimum LOS standard outside an infill opportunity zone, a deficiency plan must be adopted (subject to exclusions).

Chapter 2 specifically addresses this element.

Performance Measures – §65089(b)(2)

Performance measures shall be established to evaluate the current and future performance of the transportation system. At a minimum, measures must be established for the highway and roadway system, frequency and routing of public transit, and for the coordination of transit service by separate operators. These measures will be used to support improvements to mobility, air quality, land use, and economic objectives and shall be incorporated into the Capital Improvement Program, the Land-Use Analysis Program, and any required deficiency plans.



Chapter 3 specifically addresses this element.

Travel Demand – §65089(b)(3)

A travel demand element shall be established to promote alternative transportation methods, improve the balance between jobs and housing, and other trip reduction strategies. These methods and strategies may include, but are not limited to, carpools, vanpools, transit, bicycles, park-and-ride lots, flexible work hours, telecommuting, parking management programs, and parking cash-out programs.

Chapter 4 specifically addresses this element.

Land-Use Analysis Program – §65089(b)(4)

A program shall be established to analyze the impacts of land-use decisions on the transportation system, using the previously described performance measures. The analysis must also include cost estimates associated with mitigating those impacts. To avoid duplication, this program may require implementation through the requirements and analysis of the California Environment Quality Act (CEQA).

Chapter 5 specifically addresses this element.

Capital Improvement Program – §65089(b)(5)

The CMP shall use the performance measures described above to determine effective projects that mitigate impacts identified in the Land-Use Analysis Program, through an adopted seven-year capital improvement program. This seven-year program will conform to transportation-related air quality mitigation measures and will include any projects

that increase the capacity of the transportation system. Furthermore, consideration will be given to maintaining or improving bicycle access and safety within the project areas. Projects necessary for preserving investments in existing facilities may also be included.

Chapter 6 specifically addresses this element.

CMA Requirements

As Orange County's CMA, OCTA is responsible for the administration of the CMP, as well as providing data and models that are consistent with those used by SCAG. OCTA is also responsible for developing the deficiency plan processes. These requirements are described in the legislation and are summarized below.

Modeling and Data Consistency – §65089(c)

In consultation with SCAG and local jurisdictions, OCTA developed a uniform database on traffic impacts for use in a countywide transportation computer model. This database is consistent with the database maintained by SCAG, the regional agency. The Orange County Transportation Analysis Model (OCTAM) is developed and maintained by OCTA. OCTAM uses standardized assumptions and conventions and is consistent with the methodologies adopted by SCAG. OCTA encourages local jurisdictions to use OCTAM to determine the quantitative impacts of development on the circulation system. This approach to modeling and data consistency reflects a consensus approach developed through discussions between OCTA and local jurisdictions.

Appendix G discusses this requirement in more detail.

Deficiency Plan Procedures – §65089.4

OCTA is responsible for preparing and adopting procedures for local deficiency plan development and implementation. OCTA's deficiency plan procedures incorporate a methodology for determining if deficiency impacts are caused by more than one local jurisdiction within Orange County. If required, a multi-jurisdictional deficiency plan must be adopted by all participating local jurisdictions. The procedures also provide for a conflict resolution process for addressing conflicts or disputes between local jurisdictions in meeting the multi-jurisdictional deficiency plan responsibilities.

Chapter 3 and Appendix C discuss this requirement in more detail.

Other Relevant Legislation

SB 743

Approved in 2013, SB 743 amended the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Since its passing, the Governor's Office of Planning and Research has proposed changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation

impacts. Since adoption by the California Natural Resources Agency in 2018, automobile delay, as measured by LOS and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA.

The intent of this legislation is to balance the need for traffic LOS standards with the need to build infill housing and mixed-use commercial developments within walking distance of mass transit facilities, downtowns, and town centers. In doing so, this legislation aims to provide greater flexibility to local governments to balance these sometimes-competing needs.

Lead agencies, including OCTA, are required to comply with SB 743 requirements in the CEQA Guidelines, and OCTA even evaluates VMT in plans such as the Long-Range Transportation Plan (LRTP). However, a jurisdiction may still adopt LOS as a performance standard for analyzing traffic conditions and maintaining throughput on its highway system. Therefore, as Orange County's CMA, OCTA still requires LOS analysis for certain projects as defined in the CMP Transportation Impact Analysis (TIA) Guidelines.

Chapter 2: Traffic Level of Service Standards

Since 1991, OCTA has used the Intersection Capacity Utilization (ICU) method to measure LOS at CMP intersections. The ICU methodology, developed with local and state agency input, is consistent with the Highway Capacity Manual and provides a standardized basis for performance monitoring. The ICU thresholds for each LOS grade are illustrated in Figure 1.

FIGURE 1: LOS Grade Chart

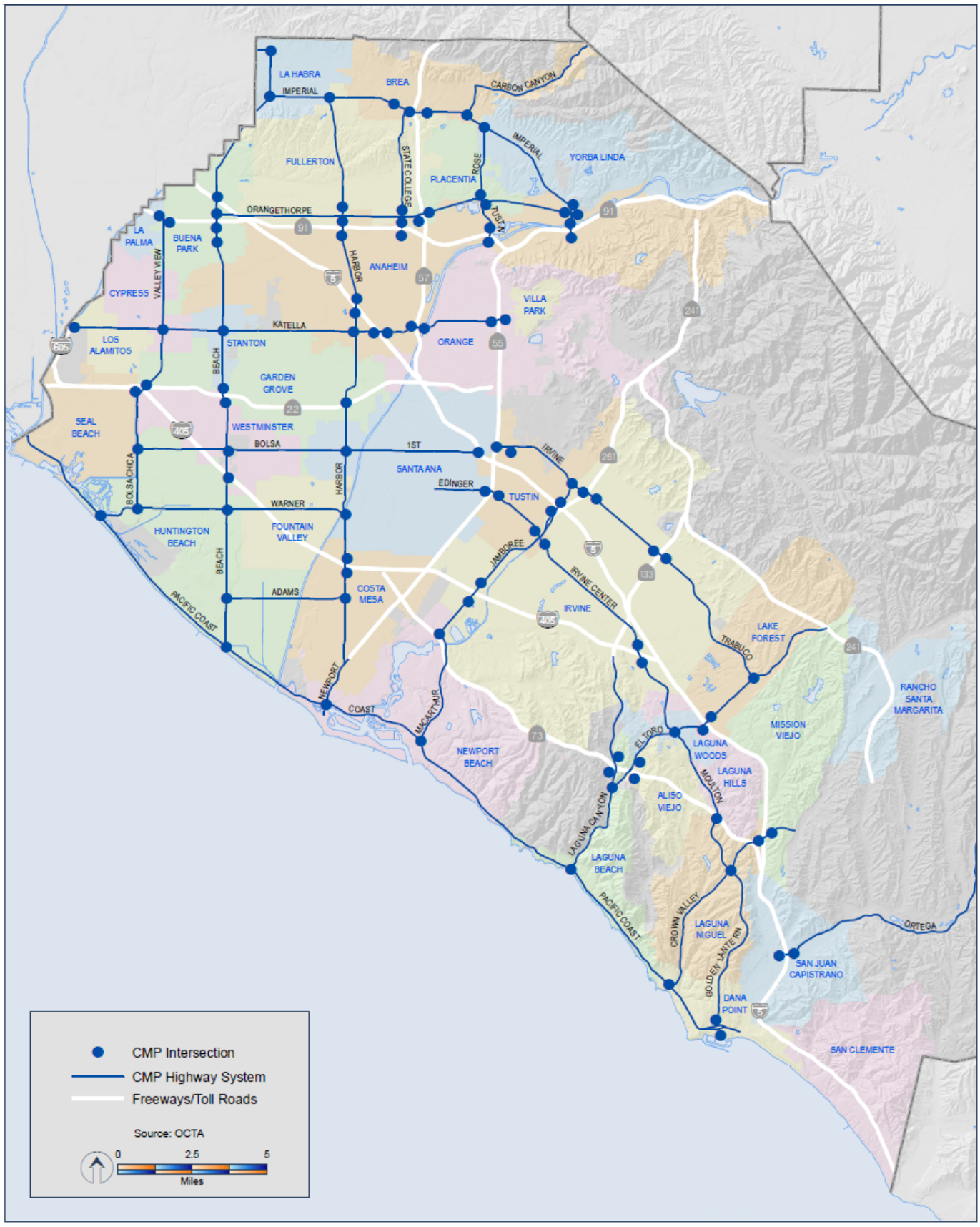
Level of Service	ICU Rating
A	0.00 – 0.60
B	0.60 – 0.70
C	0.70 – 0.80
D	0.80 – 0.90
E	0.90 – 1.00
F	> 1.00

The first measurement recorded (1992 for most CMP intersections) establishes the baseline for comparing future measurements. In general, CMPHS intersections must maintain an LOS grade of 'E' or better. However, if an intersection's baseline LOS is worse than 'E', it can remain at that level, provided the ICU does not increase by more than 0.10 compared to baseline conditions. Chapter 3 discusses the ICU method in more detail.

OCTA has an established CMPHS, consisting of Orange County's state highways and the arterials included in OCTA's Smart Street network (Figure 2). If, during any monitoring period, a CMPHS intersection is determined to be performing below the LOS standards, the responsible agency must identify improvements necessary to meet the LOS standards. This is accomplished either through existing plans or capital improvement programs, or through the development of a deficiency plan. This is described in more detail in Chapter 3.



FIGURE 2: 2025 CMP Highway System



Caltrans District 12 publishes quarterly mobility performance results, which are in Appendix A. Caltrans is responsible for monitoring freeway performance and addressing any deficient state-operated facilities. The CMP-related responsibilities of Caltrans include, but are not limited to:

A. Evaluating current conditions and identifying deficiencies.

B. Developing plans and strategies to address deficiencies.

C. Evaluating development projects of local and regional significance to determine whether they will impact the state transportation system and, if so, working with lead agencies to develop potential mitigation measures.

While OCTA uses LOS for monitoring CMPHS intersections, Caltrans applies a different set of performance measures for state facilities. These include metrics such as vehicle hours of delay, average speed, queue length, ramp metering effectiveness, and throughput. Caltrans also evaluates signal phasing and progression at ramp intersections that influence freeway performance.



Local agencies are encouraged to coordinate with the Caltrans Local Development Review Branch to determine what methodologies and thresholds of significance should be used to identify impacts from any development projects on the State transportation system.

Chapter 3: System Performance

Highway and Roadway System Performance Measures

This section discusses the process for determining ICU ratings, as well as how ICU ratings determine the LOS at CMPHS intersections. This method is generally consistent with the Highway Capacity Manual.

Overview of ICU Methodology

Traffic counts are manually collected at CMPHS intersections to initiate the ICU calculation process. The counts monitor the traffic flow, including the approach (northbound, eastbound, southbound, or westbound) and movement (left turn, through, or right turn) for each vehicle.



Each intersection has counts conducted in 15-minute increments, during AM and PM peak periods on three separate mid-weekdays (Tuesday, Wednesday, and Thursday). Counts are not taken during periods when irregular conditions exist (inclement weather, holidays, construction, etc.).

The highest count total during any four consecutive 15-minute count intervals within a peak period represents the peak-hour count set. For each intersection, a peak-hour count set is determined for each day's AM and PM peak period, resulting in a group of three AM peak-hour count sets and a group of three PM peak-hour count sets (one for each mid-week count day).

The group of AM peak-hour count sets is averaged, as is the group of PM peak-hour count sets. The results are the volumes used to determine AM and PM volume-to-capacity (V/C) ratios for each movement through the intersection. Several assumptions determine the capacities for each movement.

An example of an assumption used to determine capacity is the saturation flow-rate, which represents the theoretical maximum number of vehicles that can move through an intersection in a single lane during a green light phase. In 1991, OCTA and the technical staff members from local and state agencies agreed upon a saturation flow-rate of 1,700 vehicles per lane per hour. However, other factors can adjust this assumption.

Such factors include right turn lanes, which can increase the saturation flow-rate by 15 percent in specific circumstances. Right turn overlaps (signalized right turn lanes that are green during the cross traffic's left turn movements) and free right turns (lanes in which vehicles are allowed to turn right without stopping, even when the through signal is red) are some of the circumstances that will increase the saturation flow-rate. If right turns on red are permitted, a *de facto* right turn lane (approaches that do not have designated right turn lanes, but which are at least 19 feet wide and prohibit on-street parking during peak hours) may also increase the saturation flow rate.

Roadway capacity can also be reduced under certain conditions. For example, if a lane is shared for through and turn movements, the saturation flow-rate of 1,700 could be reduced. This occurs only when the turn movement volumes reach a certain threshold that is calculated for each intersection with shared lanes. The reduction represents the slower turning movements interfering with through movements.

Finally, bicycle and pedestrian counts are conducted simultaneously with vehicle counts. Saturation flow-rate calculations may be requested to factor in bicycle and pedestrian activity for affected lanes. These calculations shall use standard reductions in accordance with the most recent Highway Capacity Manual. Reductions are only considered when field observations indicate the presence of more than 100 pedestrians per hour on one leg of an intersection.

Once the V/C ratios are determined for each movement, critical V/C ratios are calculated. Conflicting movements determine which V/C ratios are included in the calculation of the critical V/C ratios. Conflicting movements represent a situation where a movement from one approach prevents a movement from the opposite approach. For example, if through movements are being made from the southbound approach, left turn movements cannot simultaneously be made from the northbound approach. For each set of opposing approaches (north/south and east/west), the two conflicting movements with the greatest summed V/C ratios are identified. These summed V/C ratios then become known as the critical V/C ratios.

OCTA and technical staff members from local and state agencies also agreed upon a lost time factor of 0.05 in 1991. The lost time factor represents the assumed amount of time it takes for a vehicle to travel through an intersection. For each intersection, the critical V/C ratios are summed (north/south + east/west), and the lost time factor is added to the sum, producing the ICU rating for the intersection.

Based on a set of ICU rating ranges, which were agreed upon by OCTA and technical staff members from local and state agencies, grades are assigned to each intersection. The grades indicate the LOS for intersections and are used to determine whether the intersections meet the performance standards described at the beginning of the chapter.

The 2025 LOS ratings for the CMP intersections have been mapped in Figure 3. A spreadsheet of the baseline and 2025 LOS ratings for the CMP intersections and corresponding ICU measurements is located in Figure 4.

Note that in Figure 4, Orange County's average ICU rating has improved over the baseline. Between 1991 and 2025, the average AM ICU improved from 0.67 to 0.54 (an improvement of 19.4 percent), and the PM ICU improved from 0.71 to 0.57 (an improvement of 19.7 percent). The ICU improvements indicate that Orange County agencies are effectively operating, maintaining, and improving the CMP Highway System.

FIGURE 3: 2025 CMP Intersection Level of Service

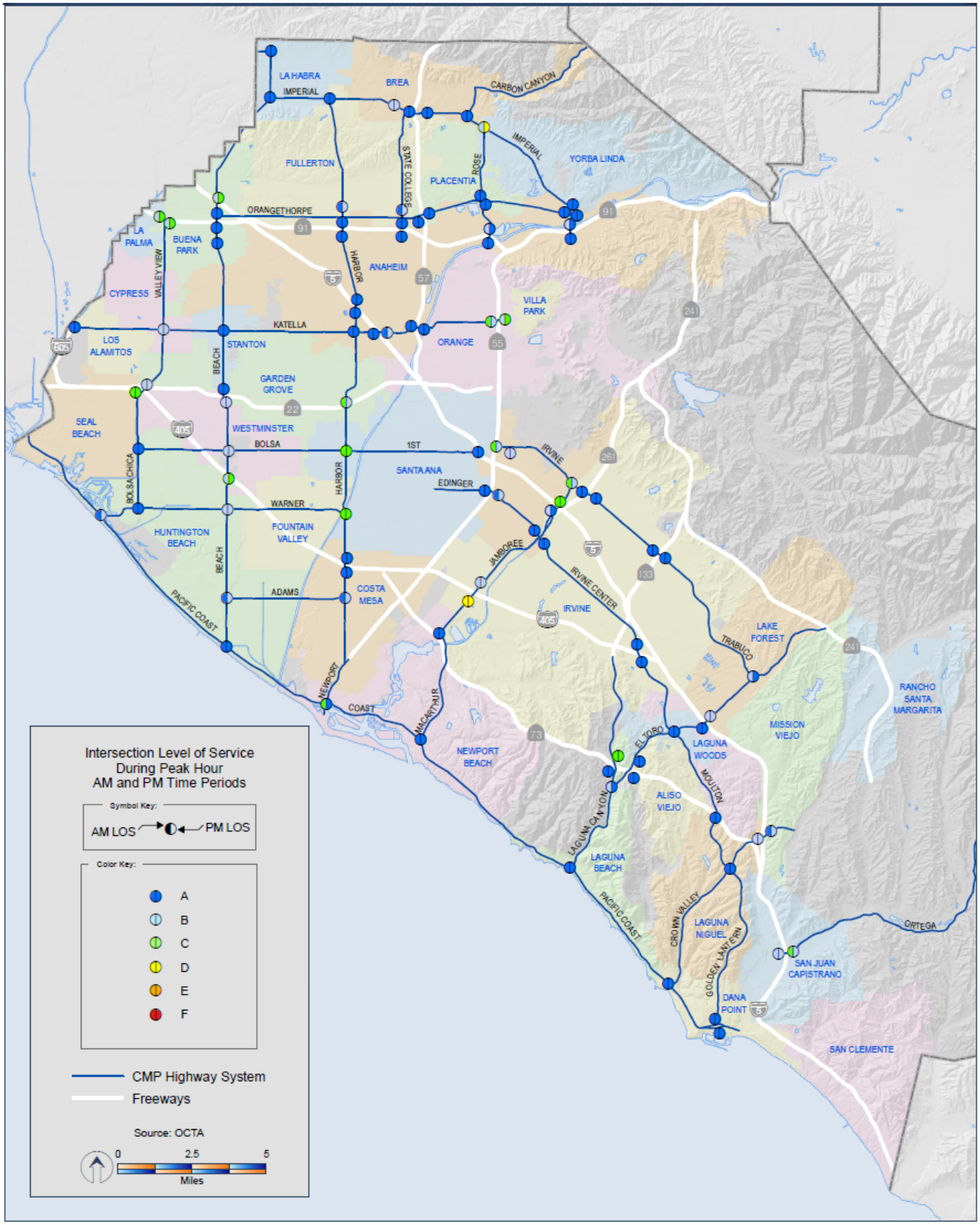


FIGURE 4: 2025 CMP Level of Service Chart

Jurisdiction	Intersection/Interchange	Baseline AM LOS	Baseline AM ICU	2025 AM LOS	2025 AM ICU	Baseline PM LOS	Baseline PM ICU	2025 PM LOS	2025 PM ICU
Anaheim	Anaheim Boulevard-I-5 NB Ramp/Katella Avenue	A	0.49	A	0.38	D	0.82	B	0.61
Anaheim	Harbor Boulevard/Katella Avenue	A	0.53	A	0.54	B	0.67	A	0.58
Anaheim	Harbor Boulevard/I-5 SB Ramps	A	0.29	A	0.28	A	0.31	A	0.35
Anaheim	Harbor Boulevard/SR-91 EB Ramps	A	0.46	A	0.42	A	0.52	A	0.48
Anaheim	I-5 NB Ramp/Harbor Boulevard	A	0.52	A	0.54	A	0.54	A	0.42
Anaheim	I-5 SB Ramps/Katella Avenue	A	0.48	A	0.56	A	0.41	A	0.55
Anaheim	SR-57 NB Ramps/Katella Avenue	A	0.51	A	0.35	A	0.41	A	0.42
Anaheim	SR-57 SB Ramps/Katella Avenue	A	0.52	A	0.4	A	0.51	A	0.49
Anaheim	SR-91 EB Ramp/Imperial Highway	C	0.73	A	0.54	C	0.79	A	0.51
Anaheim	SR-91 EB Ramps/State College Boulevard	B	0.69	A	0.5	D	0.82	A	0.51
Anaheim	SR-91 EB Ramps/Tustin Avenue	B	0.66	A	0.48	D	0.84	A	0.43
Anaheim	SR-91 WB Ramp/Harbor Boulevard	B	0.61	A	0.52	C	0.77	A	0.55
Anaheim	SR-91 WB Ramp/Imperial Highway	C	0.71	B	0.63	B	0.63	A	0.56
Anaheim	SR-91 WB Ramp/State College Boulevard	A	0.55	A	0.54	B	0.63	A	0.6
Anaheim	SR-91 WB Ramps/Tustin Avenue	B	0.64	B	0.61	A	0.6	A	0.57
Anaheim	Imperial Highway Off/SB On/Orangethorpe Avenue	A	0.32	A	0.39	A	0.39	A	0.49
Anaheim	Imperial Highway NB On/Orangethorpe Avenue	A	0.26	A	0.24	A	0.3	A	0.35
Anaheim	Imperial Highway/Orangethorpe Avenue Ramps	A	0.41	A	0.47	A	0.42	A	0.39
Brea	SR-57 SB Ramps/Imperial Highway	B	0.68	A	0.51	B	0.7	A	0.6
Brea	State College Boulevard/Imperial Highway	C	0.73	B	0.66	E	0.93	B	0.62
Brea	Valencia Avenue/Imperial Highway	A	0.56	A	0.41	A	0.59	A	0.44
Brea	SR-57 NB Ramp/Imperial Highway	C	0.78	A	0.5	E	0.91	A	0.6
Buena Park	Beach Boulevard/Orangethorpe Avenue	C	0.76	A	0.53	D	0.87	A	0.54
Buena Park	I-5 SB Ramps/Beach Boulevard	C	0.72	B	0.65	C	0.78	C	0.73
Buena Park	SR-91 EB Ramp/Beach Boulevard	C	0.74	A	0.6	D	0.84	A	0.56
Buena Park	SR-91 EB Ramp/Valley View Street	A	0.58	B	0.62	D	0.86	C	0.71
Buena Park	SR-91 WB Ramp/Beach Boulevard	A	0.58	A	0.43	A	0.59	A	0.47
Buena Park	SR-91 WB Ramp/Valley View Street	C	0.8	B	0.65	E	0.94	C	0.77
Costa Mesa	Harbor Boulevard/Adams Avenue	E	0.99	A	0.54	F	1.09	B	0.63
Costa Mesa	I-405 SB Ramps/Harbor Boulevard	A	0.53	A	0.47	B	0.63	A	0.58
Costa Mesa	I-405 NB Ramps/Harbor Boulevard	E	0.95	A	0.49	F	1.07	A	0.58
Cypress	Valley View Street/Katella Avenue	B	0.63	B	0.64	D	0.87	B	0.67
Dana Point	Crown Valley Parkway/Bay Drive/PCH	F	1.41	A	0.47	F	1.62	A	0.56
Dana Point	Street of the Golden Lantern/Del Prado Avenue	A	0.32	A	0.19	A	0.53	A	0.28
Dana Point	Street of the Golden Lantern/PCH	A	0.42	A	0.52	A	0.55	A	0.6
Fullerton	Harbor Boulevard/Orangethorpe Avenue	A	0.6	A	0.56	E	0.94	B	0.66
Fullerton	State College Boulevard/Orangethorpe Avenue	C	0.8	A	0.58	D	0.86	B	0.67
Garden Grove	SR-22 WB/Beach Boulevard	C	0.73	B	0.69	C	0.73	B	0.62
Garden Grove	SR-22 WB Ramp/Valley View Street	C	0.76	B	0.67	D	0.87	B	0.67
Garden Grove	SR-22 WB Ramps/Harbor Boulevard	F	1.1	C	0.71	F	1.16	C	0.67
Huntington Beach	Beach Boulevard/405 SB Ramp/Edinger Avenue	B	0.63	B	0.69	E	1.03	C	0.71
Huntington Beach	Beach Boulevard/Adams Avenue	A	0.55	A	0.54	C	0.67	B	0.65
Huntington Beach	Beach Boulevard/PCH	A	0.45	A	0.51	A	0.47	A	0.53
Huntington Beach	Beach Boulevard/Warner Avenue	C	0.78	B	0.68	E	0.93	B	0.66
Huntington Beach	Bolsa Chica Street/Bolsa Avenue	B	0.66	A	0.44	A	0.53	A	0.46
Huntington Beach	Bolsa Chica Street/Warner Avenue	A	0.57	A	0.54	D	0.81	A	0.6
Huntington Beach	PCH/Warner Avenue	D	0.81	A	0.54	B	0.72	B	0.62
Irvine	SR-133 NB Ramps/Irvine Boulevard	A	0.37	A	0.51	A	0.33	A	0.58

FIGURE 4: 2025 CMP Level of Service Chart

Jurisdiction	Intersection/Interchange	Baseline AM LOS	Baseline AM ICU	2025 AM LOS	2025 AM ICU	Baseline PM LOS	Baseline PM ICU	2025 PM LOS	2025 PM ICU
Irvine	SR-133 SB Ramps/Irvine Boulevard	A	0.37	A	0.46	A	0.29	A	0.47
Irvine	SR-261 NB Ramps/Irvine Boulevard	A	0.38	A	0.36	A	0.53	A	0.48
Irvine	SR-261 SB Ramps/Irvine Boulevard	A	0.42	A	0.38	A	0.4	A	0.38
Irvine	I-405 NB Ramps/Enterprise Dr/Irvine Center Drive	E	0.95	A	0.48	A	0.39	A	0.58
Irvine	I-405 NB Ramps/Jamboree Road	F	1.03	B	0.65	C	0.78	B	0.67
Irvine	I-405 SB Ramps/Irvine Center Drive	E	1	A	0.46	A	0.57	A	0.47
Irvine	I-405 SB Ramps/Jamboree Road	E	0.92	D	0.81	B	0.66	D	0.85
Irvine	I-5 NB Ramps/Jamboree Road	A	0.54	C	0.71	C	0.75	C	0.72
Irvine	I-5 SB Ramps/Jamboree Road	A	0.4	B	0.67	A	0.35	A	0.58
Irvine	MacArthur Boulevard/Jamboree Road	B	0.61	A	0.49	B	0.69	A	0.56
La Habra	Harbor Boulevard/Imperial Highway	D	0.81	A	0.58	D	0.86	A	0.57
La Habra	Beach Boulevard/Imperial Highway	D	0.85	A	0.51	D	0.87	A	0.58
La Habra	Beach Boulevard/Whittier Boulevard	A	0.33	A	0.46	A	0.29	A	0.49
Laguna Beach	El Toro Road/SR-73 NB Ramps	E	0.91	A	0.52	A	0.59	A	0.57
Laguna Beach	El Toro Road/SR-73 SB Ramps	A	0.41	A	0.39	B	0.67	A	0.54
Laguna Beach	Laguna Canyon Rd/SR-73 NB Ramps	C	0.73	C	0.76	C	0.72	C	0.74
Laguna Beach	Laguna Canyon Rd/SR-73 SB Ramps	A	0.32	A	0.33	A	0.33	A	0.42
Laguna Beach	Laguna Canyon Road/El Toro Road	F	1.54	B	0.63	F	1.16	A	0.59
Laguna Beach	Laguna Canyon Road/PCH	D	0.84	A	0.53	C	0.74	A	0.58
Laguna Hills	I-5 SB Ramp/Avenida de la Carlotta/El Toro Road	F	1.18	A	0.42	F	1.13	A	0.41
Laguna Niguel	Moulton Parkway/SR-73 SB Ramps	A	0.45	A	0.34	A	0.38	A	0.35
Laguna Niguel	Moulton Parkway/Crown Valley Parkway	A	0.56	A	0.52	B	0.65	A	0.55
Laguna Niguel	I-5 SB Ramps/Crown Valley Parkway	E	0.94	B	0.62	F	1.01	B	0.63
Laguna Woods	Moulton Parkway/El Toro Road	A	0.56	A	0.53	F	1.26	A	0.59
Lake Forest	I-5 NB/Bridger/El Toro Road	F	1.03	B	0.69	D	0.81	B	0.63
Lake Forest	Trabuco Road/El Toro Road	B	0.69	B	0.66	C	0.8	A	0.54
Los Alamitos	I-605 NB Ramps/Katella Avenue	B	0.68	A	0.41	B	0.65	A	0.5
Mission Viejo	I-5 NB Ramps/Crown Valley Parkway	D	0.86	A	0.59	B	0.69	B	0.66
Newport Beach	MacArthur Boulevard/PCH	A	0.51	A	0.5	B	0.7	A	0.6
Newport Beach	Newport Boulevard/PCH	A	0.56	C	0.75	A	0.49	A	0.5
Orange	SR-55 NB Ramps/Sacramento/Katella Avenue	C	0.75	B	0.68	D	0.85	C	0.72
Orange	SR-55 SB Ramps/Katella Avenue	C	0.73	C	0.78	E	0.95	B	0.69
Placentia	Rose Drive/Imperial Highway	E	0.95	B	0.66	E	0.99	D	0.81
Placentia	SR-57 NB Ramps/Orangethorpe Avenue	B	0.67	A	0.48	C	0.8	A	0.58
Placentia	SR-57 SB Ramps/Iowa Place/Orangethorpe Avenue	C	0.74	A	0.42	B	0.69	A	0.39
Placentia	Del Cerro Dr/Orangethorpe Avenue	A	0.29	A	0.3	A	0.27	A	0.34
Placentia	Rose Dr/Del Cerro Drive	A	0.59	A	0.59	A	0.51	A	0.47
San Juan Capistrano	I-5 NB Ramps/Ortega Highway	A	0.52	C	0.71	A	0.58	B	0.7
San Juan Capistrano	I-5 SB Ramps/Ortega Highway	B	0.61	B	0.63	C	0.77	B	0.65
Santa Ana	Harbor Boulevard/1st Street	A	0.48	C	0.75	D	0.81	C	0.75
Santa Ana	Harbor Boulevard/Warner Avenue	E	0.93	C	0.74	E	0.98	C	0.75
Santa Ana	I-5 SB Ramps/1st Street	A	0.29	A	0.44	A	0.46	A	0.5
Santa Ana	SR-55 SB Ramp/Auto Mall/Edinger Avenue	D	0.9	A	0.52	F	1.06	A	0.53
Santa Ana	SR-55 SB Ramps/Irvine Boulevard	B	0.68	C	0.77	D	0.83	C	0.67
Stanton	Beach Boulevard/Katella Avenue	D	0.89	A	0.58	F	1.02	A	0.58
Tustin	Jamboree Road/Edinger Avenue-NB Ramp	A	0.28	A	0.51	A	0.32	A	0.55
Tustin	Jamboree Road/Edinger Avenue-SB Ramp	D	0.81	A	0.51	A	0.41	A	0.55
Tustin	Jamboree Road/Irvine Boulevard	B	0.65	C	0.71	A	0.59	B	0.67

FIGURE 4: 2025 CMP Level of Service Chart

Jurisdiction	Intersection/Interchange	Baseline AM LOS	Baseline AM ICU	2025 AM LOS	2025 AM ICU	Baseline PM LOS	Baseline PM ICU	2025 PM LOS	2025 PM ICU
Tustin	SR-55 NB Ramps/Edinger Avenue	C	0.72	A	0.43	B	0.65	B	0.63
Tustin	SR-55 NB Ramps/Irvine Boulevard	A	0.59	B	0.62	A	0.45	B	0.62
Westminster	SR-22 EB/Beach Boulevard	A	0.53	A	0.46	A	0.54	A	0.46
Westminster	Beach Boulevard/Bolsa Avenue	F	1.09	B	0.66	F	1.11	B	0.63
Westminster	Bolsa Chica Road/Garden Grove Boulevard	E	0.91	C	0.75	E	0.97	C	0.74
	COUNTY AVERAGE		**0.67**		**0.54**		**0.71**		**0.57**

AM - Before Noon
DR - Drive
EB – Eastbound
I-405 – Interstate 405
I-5 – Interstate 5
I-605 – Interstate 605
ICU – Intersection Capacity Utilization
LOS – Level of Service
NB – Northbound
PCH - Pacific Coast Highway
PM - After Noon
SB – Southbound
SR-133 – State Route 133
SR-22 – State Route 22
SR-261 – State Route 261
SR-55 – State Route 55
SR-57 – State Route 57
SR-73 – State Route 73
SR-91 – State Route 91
WB – Westbound

Deficiency Plans

If an intersection does not meet LOS standards, then a deficiency plan is required, as described under California Government Code Section 65089.4. The deficiency plan identifies the cause of congestion, the improvements needed to solve the problem, and the cost and timing for implementing proposed improvements.

A deficiency plan process was developed by the CMP Technical Advisory Committee to provide local jurisdictions with a framework for maintaining compliance with the CMP when a portion of the CMPHS fails to meet its established LOS standard (Appendix C-1). The Deficiency Plan Decision Flow Chart (Appendix C-2) illustrates the individual steps that must be taken for a local jurisdiction to meet CMP deficiency plan requirements.

Deficiency plans are not required if a deficient intersection is brought into compliance within 18 months of its initial detection, using improvements that have been previously planned and programmed in the CMP Capital Improvement Program. In addition, CMP legislation specifies that the following shall be excluded from deficiency determinations:



- Interregional travel (trips with origins outside the Orange County CMPHS)
- Construction, rehabilitation, or maintenance of facilities that impact the system
- Freeway ramp metering
- Traffic signal coordination by the State or multi-jurisdictional agencies
- Traffic generated by the provision of low-income and very low-income housing
- Traffic generated by high-density residential development within one-quarter mile of a fixed-rail passenger station
- Traffic generated by any mixed-use development located within one-quarter mile of a fixed-rail passenger station, but only if more than half of the land area, or floor area, of the mixed-use development is used for high-density residential housing.

Per §65089.4, the following three CMP intersections have adjustment factors applied to their traffic counts as a result of interregional travel:

- *Beach Boulevard/Whittier Boulevard (City of La Habra)*
- *Beach Boulevard/Imperial Highway (City of La Habra)*
- *Harbor Boulevard/Imperial Highway (City of La Habra)*

There are no intersections exceeding the CMP level of service standard in 2025.

Transit System Performance Measures

In addition to roadway performance, the CMP statute requires transit performance monitoring, including service frequency, load factors, on-time performance, and coordination among providers. The following section discusses OC Bus and Metrolink services and evaluates the related metrics.

Overview



As Orange County's transit provider, OCTA continually monitors the frequency and routing of its transit services. Bus and rail transit are essential components of Orange County's transportation system and are important tools for achieving a balanced and equitable multimodal transportation system capable of maintaining level of service standards.

Fixed-Route Bus Service

Currently, OC Bus service consists of 51 routes: 34 local, eight community, four limited-stop, four rail feeder, and one circulator shuttle.

- Local routes (numbered 1 to 99): Operate primarily along arterial corridors serving bus stops spaced about one quarter mile apart, serving diverse destinations such as residential areas, employment centers, educational institutions, and health care facilities. They are the most heavily used routes and often require additional trips during peak commute periods.
- Community routes (numbered 100 to 199): Typically shorter and less direct, often serving as local circulators providing connections to the broader community with one-seat rides. They often link to the local transit network. Operating hours vary based on the purpose and type of service.
- Rail feeder/StationLink routes (numbered 400 to 499): Provide first and last mile trips to and from employment centers for commuters using Metrolink commuter rail service. Feeder trips are scheduled to match specific train trips and, like express routes, operate only during commute hours.
- Limited stop/Rapid routes (numbered 500 to 599): Provide faster travel times by stopping less frequently, typically every 3/4 to one mile, and connect with other

OCTA bus networks and modes. Local bus riders making longer-distance trips are among those attracted to the service. Typically, limited-stop routes operate on weekdays.

- Shuttle routes (numbered 600 to 699): Serve special events or provide additional connections to points of interest. Shuttle routes may be point-to-point and seasonal in nature such as OCTA's Orange County Fair Express network or a community circular route. Operating hours vary based on the purpose and type of service.

- Circulator Shuttle routes (numbered 800 to 899): Typically provide frequent, short-distance connections to local businesses or destinations. For example, Route 862 connects the Santa Ana Regional Transportation Center to Downtown Santa Ana during OC Streetcar construction, mirroring the future OC Streetcar alignment and headway, helping riders acclimate to the service.

Post-Pandemic Bus Service

In March 2020, federal and state emergency declarations were issued to reduce the spread of coronavirus (COVID-19). This resulted in reduced demand for public transit with average weekday bus ridership declining from approximately 125,000 boardings per day to the low 30,000s. In response, OCTA implemented an emergency service change on March 23, 2020, that reduced bus service to approximately 40 percent of the pre-pandemic levels. Since then, ridership has steadily recovered and is back to approximately 125,000 boardings per day.

Recent Transit Studies

The lack of ongoing operating revenues, competing resources (e.g., rising paratransit costs), shift in ridership patterns, and impacts from COVID-19 in recent years have all contributed to an increasing set of challenges. Improvement priorities include addressing vehicle loads, headways, on-time performance, and service accessibility. The following studies highlight OCTA's efforts to address priorities and identify equitable system improvements where appropriate.

Making Better Connections Study

The 2023 Making Better Connections Study examined aligning the transit system design with post pandemic travel patterns, improving customer experience, and growing ridership. This was accomplished by:

- Improving service in the central urban core areas, such as Anaheim, Garden Grove, and Santa Ana.

- Improving service in the peripheral suburban areas of the County where lower ridership and frequencies are experienced, designing trips to pulse or be timed at existing transit hubs, such as the Brea Mall and Laguna Hills Transportation Center, to improve transfer wait times.
- Increasing service frequency and span, especially in the midday and weekend time periods.

The plan restores service to pre-pandemic levels equating to 390 weekday bus trips (13 percent above 2021 service levels) and 275 weekend bus trips (five percent and nine percent above 2021 service levels for Saturdays and Sundays, respectively). These adjustments allow for more frequent service, better connections, and more hours of service for 89 percent of OC Bus riders. The remaining ten percent of riders will experience no changes and less than one percent of riders will be located more than one-half mile from a bus stop.

To ensure that the plan meets current available resources and demand, OCTA adopted a phasing plan to implement improvements, which coincide with OCTA's quarterly Service Changes.

2024 OC Transit Vision

The 2024 OC Transit Vision is a 30-year plan to enhance and expand public transit service in Orange County. It is an effort by OCTA to be more responsive and proactive in addressing the changing transit market. The plan identifies near-term, mid-term, and long-term projects and programs that can make transit a more compelling travel option for Orange County residents and visitors. This is the second OC Transit Vision which builds upon the goals and objectives laid out in 2018.

The 2024 OC Transit Vision includes recommendations for fixed-route bus service, paratransit, OC Vanpool, and first/last mile considerations, among others. It also provides policy guidance to cities, developers, and other stakeholders to incorporate transit-oriented development into their planning processes.

Performance Measures

The following section outlines OCTA's transit performance measures for vehicle load, vehicle headway, on-time performance, and service accessibility. These performance measures are used to evaluate the effectiveness of transit service provided by OCTA. OC ACCESS, OCTA's complementary paratransit service, is not reported separately as it functions as an extension of the fixed-route network.

Performance Measure 1: Vehicle Load

Vehicle load refers to the maximum number of passengers allowed on a service vehicle, expressed as the ratio of passengers to the number of seats on the vehicle and varied by

mode and time of day. OCTA monitors vehicle load to maintain customer safety and comfort.

Performance Measure 2: Vehicle Headway

Vehicle headway is the time interval between vehicles on a route and reflects how long passengers wait for the next vehicle. Headways vary by mode and time of day and are primarily determined by bus ridership and available operational resources. OCTA routinely monitors ridership and headway data by route to identify areas for service improvement, subject to funding availability.

Peak Weekday Vehicle Headways

Service	≤15 Min.	16 – 30 min.	>30 min.	Timed to Metrolink Trains
Local Routes	7	20	7	0
Limited stop/Rapid*	0	4	0	0
Community Routes	0	0	8	0
Circulator Shuttle Routes	1	0	0	0
Rail Feeder Routes	0	0	0	4

**Rapid routes plus their family local routes provide less than 15-minute service headways on their shared alignments.*

Performance Measure 3: On-Time Performance (OTP)

OCTA defines a trip as "on time" if it departs no more than five minutes later than the scheduled time and does not leave early. On-time performance is measured at designated time points. For FY 2024–25, OCTA's systemwide OTP was 78.5 percent.

Performance Measure 4: Service Accessibility

Service accessibility refers to the percentage of the population and employment centers within a half mile of a bus stop. A 2020 review showed that:

- **86.5 percent** of the total population and employment in Orange County are within a half-mile of OCTA bus service.
- **94.9 percent** of population and employment in minority communities (defined as census tracts with ≥53.75 percent minority population) are within a half-mile of service.

Coordination of Transit Service with Other Carriers

OCTA coordinates with several regional and local transit agencies to enhance network connectivity and improve service coverage. Partner agencies include:

- Municipal Providers: City of Irvine, City of Laguna Beach

- Regional Operators: Foothill Transit, LA Metro, Long Beach Transit, North County Transit District, Norwalk Transit, Omnitrans, Riverside Transit Agency
- Special Services: Anaheim Transportation Network, charter bus operators, and commuter rail

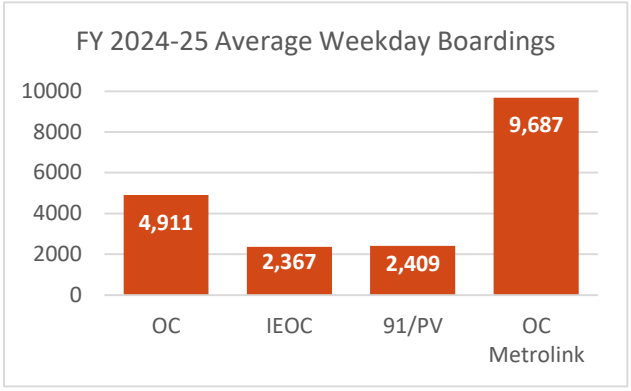
OCTA also collaborates with cities through programs like Project V to plan and implement community circulators. Additionally, trip planning tools such as Google Transit help riders navigate transfers across systems.

Commuter Rail Service

Metrolink is Southern California's commuter rail system that links residential communities to employment and activity centers. Metrolink is operated by the Southern California Regional Rail Authority (SCRRA), a joint powers authority of five member agencies representing the counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura.



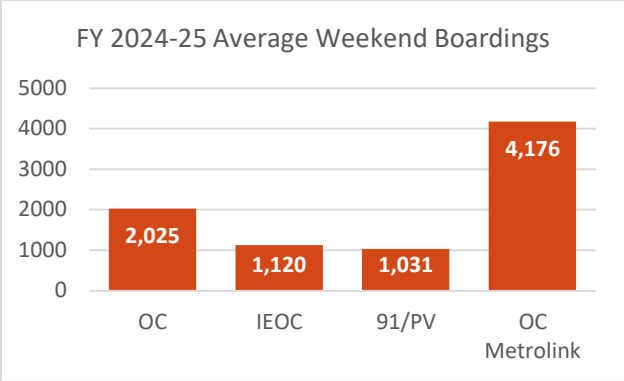
As of 2025, Metrolink provides service on seven routes, covering 538 miles through six counties in Southern California. On an average weekday, there are 134 trains serving an average of 25,337 passengers across 61 stations. Orange County plays an important and growing role within this system.



As one of the five SCRRA member agencies, OCTA administers and funds Orange County's portion of the Metrolink commuter rail system. Orange County's share of Metrolink service covers 68 route miles and sees approximately 9,687 average weekday boardings, an increase of 17 percent compared to FY2023-24, and comprising almost 40 percent of Metrolink's total system-wide boardings. There are 12 stations in Orange County that serve a total of 58 one-way trips each weekday on three lines:

- **Orange County (OC) Line**: Daily service from Los Angeles Union Station to the City of Oceanside;
- **Inland Empire-Orange County (IEOC) Line**: Daily service from San Bernardino and Riverside counties through Orange County to the City of Oceanside; and
- **91 / Perris Valley (91/PV) Line**: Daily service from the South Perris Station through the cities of Riverside and Fullerton to Los Angeles Union Station.

In 2006, Metrolink Weekend service was introduced on the OC and IEOC lines, with increased service during the summer travel season. In July 2014, weekend service was added on the 91/PV Line, providing four trains between Riverside County and Los Angeles Union Station. Weekend ridership varies considerably depending on the season and local events, but generally the OC, IEOC and 91/PV Lines combined carry a total of approximately 4,176 riders per weekend day, an increase of 39 percent from FY2023-24.



It should be noted that Metrolink's train ridership has faced significant challenges in its attempt to regain pre-pandemic levels. A significant number of Metrolink's pre-pandemic weekday riders utilized the train to commute to and from work. Reduced demand for public transportation services due to the pandemic, coupled with a shift in remote work has affected ridership for Metrolink. Strategies to increase ridership are continuing to be evaluated.

OCTA and other local agencies provide free transfers to local bus service to deliver Metrolink passengers to their final destinations. OCTA has four dedicated StationLink bus routes that connect with Orange County Metrolink stations in the cities of Irvine, Orange, Santa Ana, and Tustin. The iShuttle in the City of Irvine has four routes that provide peak hour connections to and from the Tustin and Irvine stations. Anaheim Resort Transportation provides transfers at the Anaheim Regional Transportation Intermodal Center to various destinations. These local transit connections offer Metrolink ticket holders free, easy connections between stations and major employment and activity centers, with schedules designed to meet Metrolink weekday train arrivals and departures.

In addition to Metrolink, Amtrak's Pacific Surfliner provides daily service with 14 trains between Los Angeles Union Station and downtown San Diego as an alternative for commuters. Within Orange County, Amtrak stops are located in the cities of Anaheim, Fullerton, Irvine, San Juan Capistrano, Santa Ana, and at the San Clemente Pier.

Rail Capital Improvements

OCTA and partner agencies, such as Metrolink, are working together to improve transit infrastructure in Orange County by undertaking capital improvement projects.

OC Streetcar



The OC Streetcar, opening in spring 2026, is a 4.15-mile fixed-guideway transit project connecting the Santa Ana Regional Transportation Center with Harbor Boulevard in the City of Garden Grove. Designed as a high-frequency, zero-emission service, the project includes:

- Ten stations;
- Integration with existing OCTA bus service, Amtrak, and Metrolink;
- Multimodal connections supporting active transportation and local circulators.

By connecting major employment, civic, and residential centers, the OC Streetcar will provide a reliable alternative to auto travel along congested arterial corridors. Its role in reducing arterial traffic volumes, enhancing transit frequency, and improving system connectivity aligns directly with CMP priorities.

Southern California Optimized Rail Expansion (SCORE) Program

Metrolink's SCORE program is a region-wide capital improvement initiative designed to increase rail capacity, reliability, and service frequency by 2028. In Orange County, SCORE includes key infrastructure upgrades that directly support CMP goals of congestion reduction and multimodal system performance.

Planned investments include track and signal improvements at Fullerton Junction, a critical rail bottleneck where multiple Metrolink and freight corridors converge. These upgrades will enhance train throughput and reduce conflicts, enabling more consistent service and minimizing delays that can shift commuters back to single-occupancy vehicles.

SCORE also identifies platform and passenger facility improvements at the Orange Transportation Center, supporting higher service frequencies and improved passenger circulation. These upgrades, combined with existing and planned first/last mile connections, expand the effective reach and reliability of Metrolink, reducing pressure on regional highways.

Additional SCORE investments planned in Orange County include the Laguna Niguel to San Juan Capistrano passing siding extension, which will enhance schedule flexibility in a high-demand single-track segment, and station improvements at Tustin and Santa Ana, aimed at improving access, amenities, and boarding efficiency. Signal system upgrades in the Los Alamitos–Seal Beach area will also contribute to safer and more reliable operations where freight and passenger services interface. Collectively, these projects help reduce service disruptions, improve transit reliability, and strengthen commuter rail as a viable alternative to highway travel.

Collectively, SCORE projects in Orange County strengthen the commuter rail network's ability to accommodate more riders, provide a competitive alternative to highway travel, and contribute to a more balanced, multimodal transportation system.

Coastal Rail Resiliency

The Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor along the City of San Clemente's coast is a critical passenger and freight route and a key component of Orange County's multimodal network. In response to repeated closures caused by coastal erosion and bluff instability, OCTA has implemented targeted stabilization measures to restore and protect this vital infrastructure. These efforts include:

- Installation of ground anchors and slope reinforcement to stabilize the trackbed;
- Real-time geotechnical monitoring to manage risk and ensure safe operations;
- Coordination with partner agencies to maintain continuity in regional mobility.

These stabilization actions are essential to preserving transit reliability, minimizing diversion of passengers to the freeway system, and maintaining multimodal system performance, all of which support CMP goals.

To plan for long-term resilience, OCTA has launched the Coastal Rail Resiliency Study, which will evaluate engineering, environmental, and alignment alternatives to improve the sustainability of the corridor and reduce future service interruptions.

Additional Improvements

San Juan Creek Bridge Replacement Project

OCTA, in coordination with Metrolink, is advancing the San Juan Creek Bridge Replacement Project to modernize a critical rail crossing along the LOSSAN corridor in south Orange County. The existing bridge, located near the San Juan Capistrano Metrolink Station, is more than 100 years old and presents structural and operational limitations that constrain service reliability and capacity. The replacement project will provide a new, modern rail bridge designed to current seismic and hydraulic standards, improving long-term safety and climate resiliency.

This project directly supports CMP goals by preserving reliable commuter rail service in a corridor that parallels congested segments of I-5. By reducing the risk of unplanned service disruptions and enabling continued passenger operations during extreme weather or flood events, the project helps maintain a viable transit alternative to highway travel, thereby supporting system performance, regional mobility, and congestion management objectives.

Anaheim Canyon Station (Completed 2023)

This recently completed project supports the CMP by facilitating higher rail throughput and improving the reliability of service. The project included construction of a second track and platform that has increased train handling capacity and reduced schedule conflicts. The project also improved boarding efficiency, Americans with Disabilities Act access, and overall station functionality.

Placentia Metrolink Station – Phased Improvements (In Progress)

The planned Metrolink station in the City of Placentia is intended to enhance transit access and regional connectivity in northern Orange County. While the full station project has encountered development challenges, work is progressing on a key element: a parking structure designed to support future rail service and adjacent multimodal connections.

In the near term, the structure will support CMP goals by serving as a park-and-ride facility that can reduce local roadway congestion, enable carpooling and vanpooling opportunities, and support connections to existing bus services, thereby encouraging mode shift away from single-occupancy vehicle travel.

Chapter 4: Transportation Demand Management (TDM)

TDM strategies are intended to reduce the number of single-occupant vehicle trips, promote the use of transit and active transportation options, decrease overall trip lengths, and improve air quality. The adoption of a TDM ordinance was required from every local jurisdiction for Orange County's 1991 CMP. The adoption of these ordinances is no longer a statutory requirement; however, OCTA continues to encourage local jurisdictions to maintain these ordinances.

TDM Ordinances

The model TDM ordinance, prepared by OCTA, promotes carpools, vanpools, alternate work hours, park and ride facilities, teleworking, and other traffic reduction strategies. OCTA updated the model ordinance in 2001 to reflect the adoption of Rule 2202 by the SCAQMD, which requires employers with 250 or more employees at a worksite to develop an emission reduction program.



Principal provisions of the TDM model ordinance are as follows:

- Applies to non-residential development proposals expected to generate more than 250 employees;
- Contains a methodology for determining projected employment;
- Includes development standards that apply to proposals that exceed the employment threshold;
- Presents optional provisions for implementing operational TDM programs and strategies that target the property owner or employer;
- Contains implementation and annual monitoring provisions; and
- Includes enforcement and penalty provisions.

Several jurisdictions have adopted strategies that go beyond the provisions contained in the model TDM ordinance, such as:

- Encouraging employers to establish and help subsidize telecommuting, providing monetary incentives for ridesharing, and implement alternative work hour programs;
- Proposing that new development projects establish and/or participate in Transportation Management Associations (TMAs);
- Implementing bus loading facilities at worksites;
- Implementing pedestrian facilities such as sidewalks and pedestrian grade separations over arterial streets to connect worksites to shopping, eating, recreation, parking, or transit facilities; and
- Participating in the development of remote parking facilities and shuttles.

TDM Strategies

OCTA developed a countywide TDM Strategic Plan in Spring 2025 that serves as a resource to encourage coordinated efforts on advancing TDM objectives. The plan includes a "Toolbox" of TDM strategies that address Orange County's unique transportation needs accompanied by an Action Plan detailing steps needed to deliver each TDM strategy.

In addition to the transit services discussed in Chapter 3, the following TDM services and programs also help to manage demand on the multimodal system.

OCTA Vanpool Program

The OC Vanpool Program provides subsidies to help commuters in Orange County form shared vanpools to work. Coordinated with regional rideshare providers, OCTA offers a monthly financial incentive to reduce leasing costs and encourage participation. By reducing single-occupant vehicle trips during peak hours, the program directly supports CMP congestion mitigation and VMT reduction goals. Program data also provides valuable insight into regional travel behavior.



Mobility Hubs

OCTA completed the Orange County Mobility Hubs Strategy in the fall of 2022. While not yet implemented in Orange County, mobility hubs are identifiable places that facilitate travel by co-locating transportation modes and amenities. These can include shared electric-bikes, electric-scooters, ride sharing, and public transportation services, amongst others. Mobility hubs reduce automobile dependency, enhance active transportation, and create a more desirable experience for all public transit passengers.

TMAs

TMAs are local partnerships between employers, developers, and agencies that implement customized TDM programs within business districts or high-employment areas. OCTA coordinates with TMAs like Spectrumotion in Irvine and the Anaheim Transportation Network, which offer rideshare support, shuttle coordination, and commuter outreach. TMAs advance CMP goals by reducing drive-alone rates and improving commute efficiency in targeted areas.

Park-and-Ride Lots

Orange County has a network of 16 park-and-ride lots, which serve as transfer points for carpools, vanpools, and transit connections. These facilities help reduce freeway congestion by offering travelers convenient options to park and switch to higher-occupancy modes. As key components of the CMP's travel demand strategy, park-and-ride lots support regional carpooling, transit use, and VMT reduction.

Parking Cash-Out Programs

Parking cash-out programs are employer-funded programs that provide cash incentives to employees who do not drive to work. The most effective programs provide an incentive equal to the full cost of employee parking. The intent is to reduce single-occupant vehicle commute trips and emissions by offering employees a cash incentive for not driving and parking their personal automobile.

Guaranteed Ride Home Program

OCTA offers a Guaranteed Ride Home (GRH) Program for employees who use alternative commuting methods. The program reimburses occasional emergency rides (e.g., via taxi or rideshare). This encourages commuter participation in TDM programs by reducing barriers to ridesharing and transit use, thereby supporting congestion reduction objectives.

Active Transportation

OCTA supports active transportation as a key strategy to reduce vehicle trips, improve multimodal system performance, and enhance first/last mile access. Through countywide

planning efforts like OC Active and regional initiatives such as OC Loops and OC Connect, OCTA works with local jurisdictions to expand safe, connected pedestrian and bicycle infrastructure. These projects improve access to transit, employment centers, and schools, enabling more people to shift from single-occupancy vehicles to active modes of travel.

To support safe adoption, OCTA implements educational programs including Safe Routes to School and the E-Bike Safety Action Plan. These efforts not only help reduce peak-hour congestion but also improve air quality and system efficiency. By promoting walking and biking as viable alternatives to car travel, OCTA's active transportation initiatives and coordination with local jurisdictions directly advance CMP goals related to congestion management, system performance, and sustainable mobility.



Additionally, OCTA provides bicycle racks, parking, and bicycle lockers at transit stations, and the racks on OCTA buses carry approximately 5,000 bicycles per day. Metrolink trains also have special bicycle cars with room to secure up to 18 bicycles.

Motorist Aid and Traffic Information System (511)

Orange County's 511 service is a one-stop source for up-to-the-minute travel information, advisories, and trip planning information. Traffic and transit updates are provided via the free Go511 application, calling 511, or visiting Go511.com.

The 511 Motorist Aid and Travelers' Information System helps commuters outsmart traffic by providing real-time traffic speeds, congestion alerts, and incident updates. The system offers access to live freeway cameras and roadwork advisories, as well as a trip planner for bus and rail services. Users can view scheduled departures for more than 70 transit agencies across Southern California. Additional features include carpool and ride-matching information, park-and-ride lot locations, airport information, bike resources, and local weather conditions to support informed and multimodal trip planning.

Freeway Construction Mitigation

OCTA and Caltrans developed a comprehensive public outreach program for commuters impacted by construction projects and improvements on Orange County freeways. The outreach program alleviates traffic congestion during freeway construction by providing up-to-date ramp, lane, and bridge closure information as well as suggestions for alternate routes and travel modes.

Outreach efforts include public workshops, open houses, fast fax construction alerts, flyers, and newsletters, as well as other materials and presentation events. Also, OCTA's website (www.octa.net), and the Orange County Freeway Construction Helpline (1-800 724-0353), make detour and closure information available. In addition, most jurisdictions implement traffic management plans to alleviate roadway congestion during construction.

Chapter 5: Land-Use Impact Analysis

The CMP Traffic Impact Analysis (TIA) measures the impacts of proposed development projects on the CMPHS. Orange County's jurisdictions are allowed to select either the process outlined in the CMP TIA guidelines (Appendix B-1), or their previously existing traffic-environmental analysis process, so long as consistency is maintained with the CMP TIA Guidelines.



It should also be noted that the transportation impact analysis required for the CEQA no longer considers vehicle delay, such as the LOS metric used for CMP analysis. Instead CEQA guidance recommends analyzing vehicle miles traveled, or VMT. However, specifically for CMP purposes, Orange County jurisdictions must still use a process consistent with the CMP TIA guidelines for monitoring and maintaining the performance of the CMPHS, in addition to any other analyses used for CEQA purposes. The selected TIA process must be consistently applied to all development projects meeting the adopted trip generation thresholds. Traffic impact analysis focuses on:

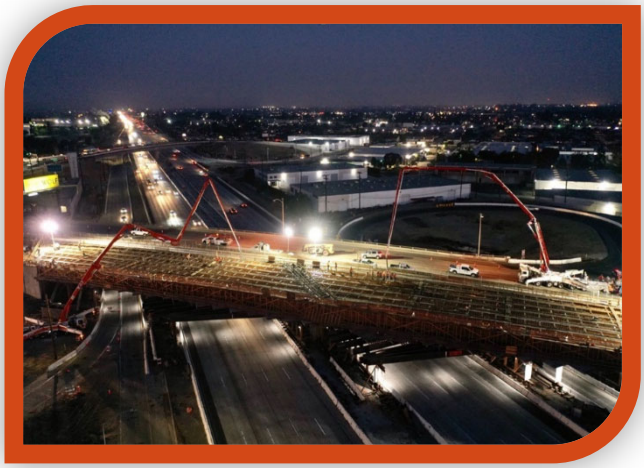
- Identifying CMPHS impacts that could result from trips generated by the proposed project;
- Assessing feasible mitigation strategies capable of reducing the identified impacts, thereby maintaining the LOS standard; and,
- Utilizing existing environmental processes and inter jurisdictional forums to conduct cooperative, interjurisdictional discussion when proposed CMP mitigation strategies include modifications to roadway networks beyond the lead jurisdiction's boundaries; and/or, when a proposed development will increase traffic at CMPHS locations outside the jurisdiction's boundaries.

OCTA does allow exemptions from this requirement for selected categories of development projects, consistent with state legislation (see Appendix B-2 for a listing of exempt projects).

Chapter 6: Capital Improvement Program

A capital improvement program (CIP) is a seven-year plan of projects and programs that must be adopted by each Orange County jurisdiction and integrated into a countywide CIP by OCTA as part of the CMP requirements. It includes projects that often maintain or improve traffic conditions on the CMPHS and adjacent facilities. In addition to traditional capital projects, which preserve investments in existing facilities, the CIP may include projects that increase the capacity of the multimodal system and provide air quality benefits, such as active transportation projects.

The CIP projects can be used to mitigate transportation impacts identified in the Land-Use Impact Analysis component of the CMP, and preserve and maintain CMPHS infrastructure. Many types of CIP projects have been submitted by local jurisdictions in the past, including roadway and intersection improvements, signal coordination projects, and roadway resurfacing projects.



Each Orange County jurisdiction's CIP is included in Appendix E, which is published separately and provided on OCTA's website at https://www.octa.net/programs-projects/programs/plans-and-studies/congestion-management-program/. All projects in the CIP that are state or federally funded, or that are considered regional significant, are included in the Orange County portion of the Federal Transportation Improvement Program (FTIP). These projects are consistent with the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), which are prepared and adopted by SCAG.

Projects that significantly increase single occupant vehicle (SOV) capacity in the region are monitored and regulated by the federal government and should be developed in a manner consistent with the federal Congestion Management Process. In carrying out this process, SCAG identifies SOV capacity increasing projects in the FTIP that are at least one mile in length. These projects, if at least partially funded by federal sources, require the lead agency to document and demonstrate the consideration of alternative Transportation Systems Management/TDM strategies during the alternatives analysis. Those that are considered safety, operational, or bottleneck improvements are exempt from this process.

Lastly, based upon a resolution by the California Transportation Commission (G-17-22), the M2 program of projects is being included in the 2025 CMP (by reference) to satisfy the CMP requirement of this resolution. For a listing of the M2 program of projects, please see Appendix F.

Chapter 7: CMP Conformance

As Orange County's CMA, OCTA is statutorily required to monitor the implementation of all elements of the CMP and biennially determine conformance. In so doing, OCTA consults with local jurisdictions to determine their conformance with the CMP by monitoring the following:

- Consistency with LOS standards;
- Adoption of CIPs;
- Adoption and implementation of a traffic impact analysis (TIA) program that is consistent with the CMP TIA guidelines; and
- Adoption and implementation of deficiency plans, as needed.

OCTA gathers local traffic data to determine the LOS at intersections throughout the CMPHS, as discussed in Chapter 2. In addition, local jurisdictions complete checklists, developed by OCTA, to document their conformance with the legislative requirements of the CMP (Appendix D).

Based on the LOS data and the completed CMP checklists, the following determinations were made:



LOS

The LOS data, prepared by OCTA, was provided to local jurisdictions for verification. The data shows that all local jurisdictions are compliant with the established LOS standards.

CIP

All local jurisdictions submitted adopted seven-year CIPs. The CIPs included projects to maintain or improve the traffic LOS on the CMPHS, or adjacent facilities which benefit the CMPHS.

Land-Use Coordination

All local jurisdictions have adopted CMP TIA processes, consistent with the CMP TIA guidelines, for analyzing the impacts of land-use decisions on the CMPHS. All local jurisdictions have applied their TIA processes to development projects that met the CMP

minimum threshold of 2,400 or more daily trips (1,600 or more trips per day for development projects that will directly access the CMPHS).

Deficiency Plans

Based on the data exhibited in Figure 3, all non-exempt intersections on the CMP highway system were found in compliance with LOS requirements. Therefore, no deficiency plans were required for the 2025 CMP.

Based on the findings noted above, all jurisdictions are in compliance with the CMP.

Regional Consistency

To ensure consistency between CMPs within the SCAG region, OCTA submits each biennial update of the Orange County CMP to SCAG. As the regional agency, SCAG evaluates consistency with the RTP/SCS and with the CMPs of adjoining counties, and incorporates the program into the FTIP, once consistency is determined.

FIGURE 5: Summary of Conformance

Jurisdiction	Capital Improvement Program	Deficiency Plan	Land Use	Level of Service	2025 Compliance
Aliso Viejo *	Yes	N/A	Yes	N/A	Yes
Anaheim	Yes	N/A	Yes	Yes	Yes
Brea	Yes	N/A	Yes	Yes	Yes
Buena Park	Yes	N/A	Yes	Yes	Yes
Costa Mesa	Yes	N/A	Yes	Yes	Yes
Cypress	Yes	N/A	Yes	Yes	Yes
Dana Point	Yes	N/A	Yes	Yes	Yes
Fountain Valley *	Yes	N/A	Yes	N/A	Yes
Fullerton	Yes	N/A	Yes	Yes	Yes
Garden Grove	Yes	N/A	Yes	Yes	Yes
Huntington Beach	Yes	N/A	Yes	Yes	Yes
Irvine	Yes	N/A	Yes	Yes	Yes
La Habra	Yes	N/A	Yes	Yes	Yes
La Palma*	Yes	N/A	Yes	N/A	Yes
Laguna Beach	Yes	N/A	Yes	Yes	Yes
Laguna Hills	Yes	N/A	Yes	Yes	Yes
Laguna Niguel	Yes	N/A	Yes	Yes	Yes
Laguna Woods	Yes	N/A	Yes	Yes	Yes
Lake Forest	Yes	N/A	Yes	Yes	Yes
Los Alamitos	Yes	N/A	Yes	Yes	Yes
Mission Viejo	Yes	N/A	Yes	Yes	Yes
Newport Beach	Yes	N/A	Yes	Yes	Yes
Orange	Yes	N/A	Yes	Yes	Yes
Placentia	Yes	N/A	Yes	Yes	Yes
Rancho Santa Margarita *	Yes	N/A	Yes	N/A	Yes
San Clemente *	Yes	N/A	Yes	N/A	Yes
San Juan Capistrano	Yes	N/A	Yes	Yes	Yes
Santa Ana	Yes	N/A	Yes	Yes	Yes
Seal Beach *	Yes	N/A	Yes	N/A	Yes
Stanton	Yes	N/A	Yes	Yes	Yes
Tustin	Yes	N/A	Yes	Yes	Yes
Villa Park *	Yes	N/A	Yes	N/A	Yes
Westminster	Yes	N/A	Yes	Yes	Yes
Yorba Linda *	Yes	N/A	Yes	N/A	Yes
County *	Yes	N/A	Yes	N/A	Yes

*No CMP intersections within jurisdiction

Appendix A: Freeway Mobility Performance Reports

The following appendix includes Caltrans' Quarterly Mobility Performance Reports from 2024 and 2025, comparing VMT, vehicle hours of delay, and other performance measures.

Additional Quarterly Mobility Performance Reports can be found on Caltrans' website: dot.ca.gov/programs/traffic-operations/mpr/quarterly

District 12
Mobility Performance Report

2024 1st Quarter

DEPARTMENT OF TRANSPORTATION

April 29, 2024

District 12 Traffic Operations Northwest

2024 1st Quarter

EXECUTIVE SUMMARY

Overview

Caltrans District 12 (Orange County) is located in southern California and is adjacent to District 7 (Los Angeles), District 8 (San Bernardino), and District 11 (San Diego). As of April 1, 2020, the total population in Orange County was 3,010,232. Orange County encompasses 794 square miles, and includes 34 cities, and 17 State highway routes. The county has 1,059 lane miles of general purpose lanes and 226 lane miles of High-Occupancy Vehicle (HOV) lanes, which is one of California's largest HOV lane networks. Orange County is the third most populous county in California, the sixth-most populous in the United States, and more populous than twenty-one U.S. states. Its county seat is Santa Ana. It is the second most densely populated county in the state.

The Mobility Performance quarterly analysis compares information from the most recent quarter and the previous 4 quarters, involving the following performance measures:

- Vehicle Miles of Travel (VMT)
- Vehicle Hours of Delay (VHD)
- Lost Lane Miles (LLM)
- Detector Health

This information is based on data collected every day of the quarter, twenty-four hours a day, by automated vehicle detector stations deployed on urban-area freeways where congestion is regularly experienced. The Mobility Performance Report uses congestion at two speed thresholds: delay from vehicles traveling below 35 MPH and delay from vehicles traveling

below 60 MPH. The 35 MPH limit represents severe congestion while the 60 MPH limit represents light and heavy congestion. These thresholds/limits are set by Caltrans and are based upon engineering experience and District input.

FINDINGS

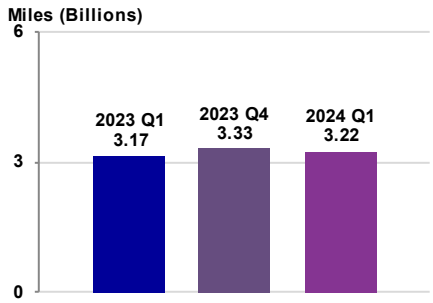
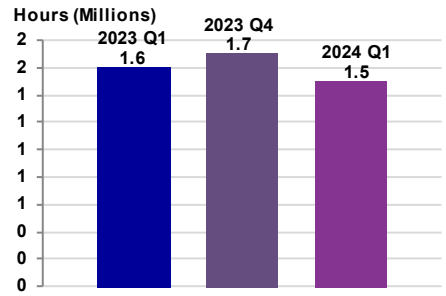
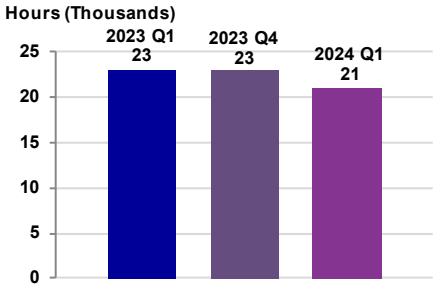
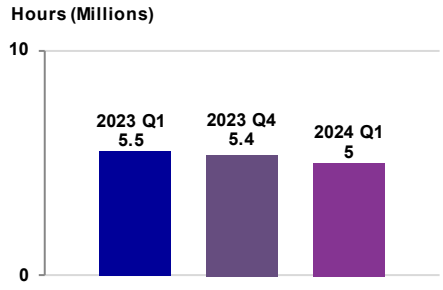
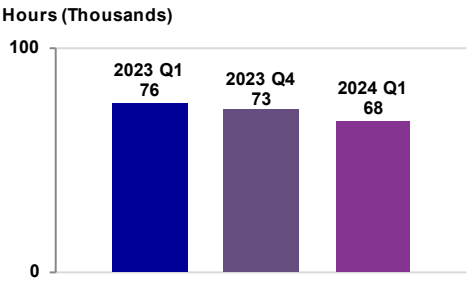
In the 1st quarter of 2024, total delay equaled to 1.5 million vehicle hours of delay (VHD) at the 35 MPH speed threshold and 5 million VHD at 60 MPH threshold. Compared to the previous quarter, there was a 12 percent decrease in 35 MPH VHD and 7.4 percent decrease in 60 MPH VHD.

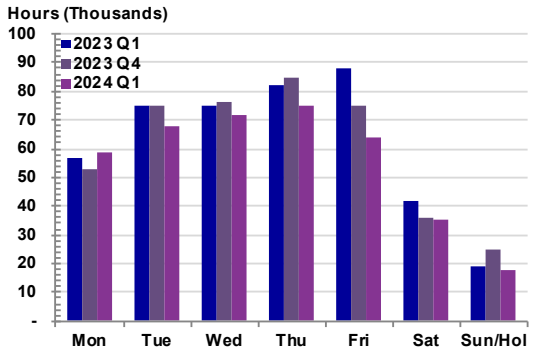
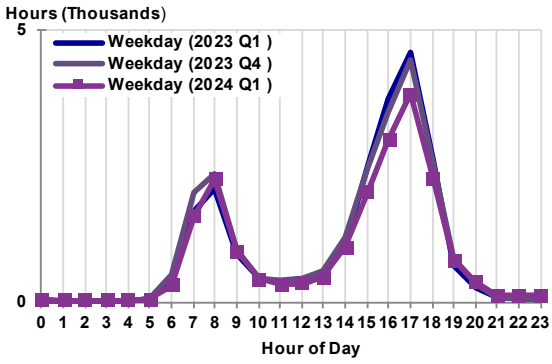
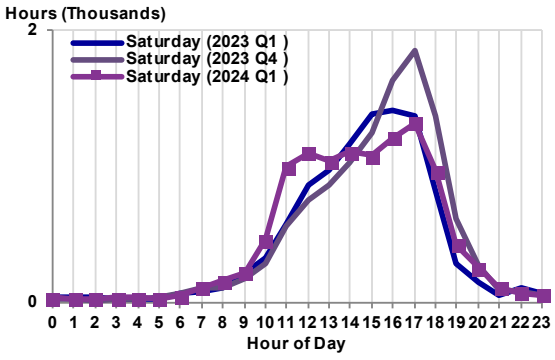
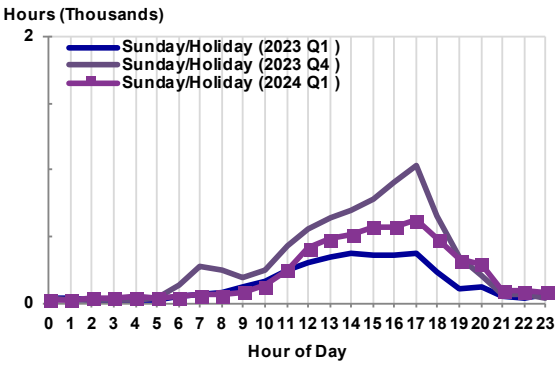
The average weekday VHD experienced in this quarter was approximately 21 thousand VHD at 35 MPH and 68 thousand VHD at 60 MPH. Compared to the previous quarter, there was 11.8 percent decrease in 35 MPH VHD and 7 percent decrease in 60 mph VHD.

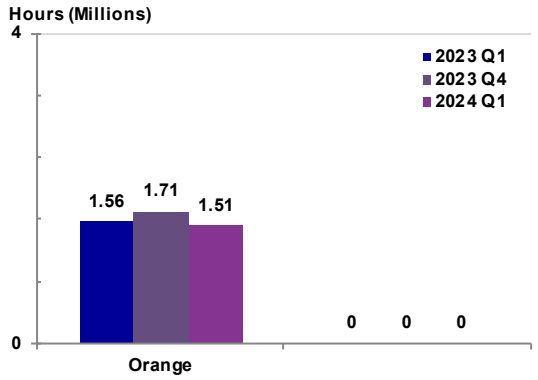
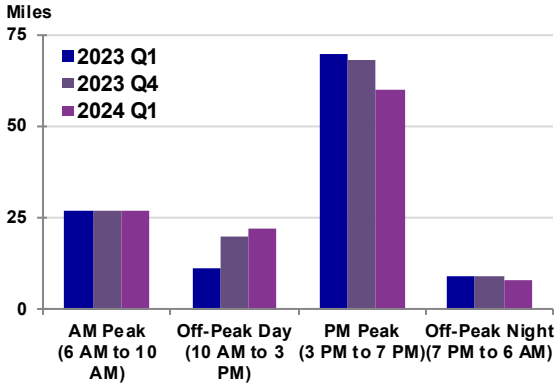
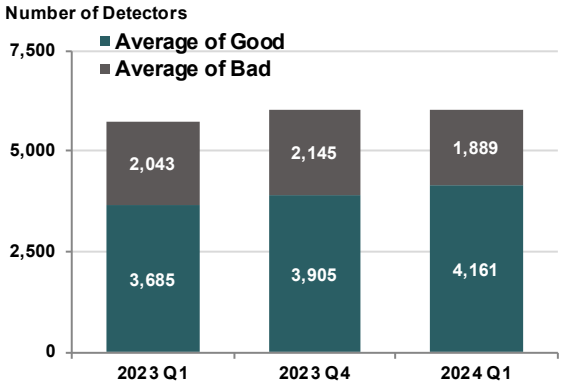
Top 10 Bottlenecks for the 1st Quarter of 2024

Co	Shift	Fwy	Dir	Name	Abs PM	CA PM	Latitude	Longitude	# Days Active	Avg Extent (Miles)	Total Delay (veh-hrs)	Total Duration (mins)
Ora	PM	SR55	N	TAFT	15.78	15.8	33.82	-117.83	59	3.14	44,939	12,870
Ora	PM	SR57	N	TONNER	11.27	22	33.94	-117.88	61	1.24	38,213	13,845
Ora	AM	I5	S	MAIN 1	105.19	33	33.77	-117.87	62	1.05	30,944	9,435
Ora	AM	I5	S	LA PALMA	113.17	40.98	33.85	-117.96	58	1.39	30,735	6,490
Ora	AM	I405	S	HARBOR 1	10.97	11.2	33.69	-117.92	48	1.96	27,088	4,720
Ora	PM	SR91	E	LAKEVIEW1	28.45	R10.08	33.85	-117.81	57	3.09	24,848	13,005
Ora	PM	I405	N	BROOKHUR2	13.74	13.97	33.71	-117.96	60	1.42	22,147	10,200
Ora	PM	I5	N	CULVER 1	98.82	R26.56	33.71	-117.78	62	2.11	21,103	11,730
Ora	PM	SR55	N	N-O E WARNER MVDS	8.56	R8.563	33.72	-117.84	60	2.02	20,934	4,760
Ora	AM	I405	S	WARNER	14.49	14.72	33.71	-117.97	56	1.07	19,361	7,535

2024 Q1 Quarterly Mobility Statistics

Measure	Graph	Percentage Change	
		Over one year ago	Over last quarter
Vehicle Miles of Travel (VMT)		1.6%	-3.4%
Total Vehicle Hours of Delay (VHD) at 35 mph		-3.5%	-12%
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph		-8.6%	-11.8%
Total Vehicle Hours of Delay (VHD) at 60 mph		-9.1%	-7.4%
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph		-10.6%	-7%

Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph		Largest Magnitude Decrease over one year ago Friday -26.8%	Largest Magnitude Decrease over last quarter Thursday -12.8%
		Largest Magnitude Increase over one year ago Monday 2.7%	Largest Magnitude Increase over last quarter Monday 10.1%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays		Largest Magnitude Weekday Decrease over one year ago 5 PM -16.3%	Largest Magnitude Weekday Decrease over last quarter 5 PM -13.9%
		Largest Magnitude Weekday Increase over one year ago 8 AM 8.4%	Largest Magnitude Weekday Increase over last quarter 11 PM 113.2%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays		Largest Magnitude Saturday Decrease over one year ago 3 PM -22.1%	Largest Magnitude Saturday Decrease over last quarter 5 PM -28.4%
		Largest Magnitude Saturday Increase over one year ago 11 AM 71.9%	Largest Magnitude Saturday Increase over last quarter 11 AM 79.1%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/ Holidays		Largest Magnitude Sun./Holiday Decrease over one year ago 9 AM -35.5%	Largest Magnitude Sun./Holiday Decrease over last quarter 5 PM -40.3%
		Largest Magnitude Sun./Holiday Increase over one year ago 6 PM 96.8%	Largest Magnitude Sun./Holiday Increase over last quarter 8 PM 38.3%

Measure	Graph	Percentage Change	
Total Vehicle Hours of Delay (VHD) by County at 35 mph		Largest Magnitude Decrease over one year ago Orange -3.5%	Largest Magnitude Decrease over last quarter Orange -12%
		Largest Magnitude Increase over one year ago –	Largest Magnitude Increase over last quarter –
Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph		Largest Magnitude Decrease over one year ago PM Peak -14%	Largest Magnitude Decrease over last quarter PM Peak -12.6%
		Largest Magnitude Increase over one year ago Off-Peak Day 92.8%	Largest Magnitude Increase over last quarter Off-Peak Day 5.9%
Average Number of Good and Bad Detectors		Change in Good over one year ago 13%	Change in Good over last quarter 7%
		Change in Bad over one year ago -8%	Change in Bad over last quarter -12%

Congestion by Route											
		Vehicle Hours of Delay at 35 mph			Difference 2024 Q1-2023 Q1		Difference 2024 Q1-2023 Q4		Rank		
Route	County	2023 Q1	2023 Q4	2024 Q1	Absolute	Percentage	Absolute	Percentage	2023 Q1	2023 Q4	2024 Q1
I405	Orange	303,029	395,101	402,228	99,199	32.7%	7,127	1.8%	3	2	1
I5	Orange	420,637	424,171	346,063	-74,574	-17.7%	-78,109	-18.4%	1	1	2
SR91	Orange	380,644	335,903	280,152	-100,491	-26.4%	-55,750	-16.6%	2	3	3
SR55	Orange	194,124	218,522	217,800	23,676	12.2%	-722	-0.3%	4	4	4
SR57	Orange	170,253	193,305	159,496	-10,757	-6.3%	-33,809	-17.5%	5	5	5
SR22	Orange	62,374	78,028	60,819	-1,555	-2.5%	-17,210	-22.1%	6	6	6
SR73	Orange	8,407	18,697	15,760	7,354	87.5%	-2,937	-15.7%	8	9	7
I605	Orange	2,183	27,056	15,560	13,377	612.7%	-11,497	-42.5%	9	7	8
SR241	Orange	20,098	22,686	9,480	-10,618	-52.8%	-13,206	-58.2%	7	8	9
SR133	Orange	1,038	1,343	1,455	417	40.1%	111	8.3%	11	10	10
SR261	Orange	1,299	158	73	-1,226	-94.4%	-85	-53.9%	10	11	11
SR74	Orange	5	5	5	0	0.0%	0	0.0%	12	12	12
SR142	Orange	3	3	3	0	0.0%	0	0.0%	13	13	13
SR1	Orange	0	0	0	0		0				
TOTALS		**1,564,092**	**1,714,979**	**1,508,893**	**-55,199**	**-3.5%**	**-206,085**	**-12.0%**			

District 12
Mobility Performance Report

2025 1st Quarter

DEPARTMENT OF TRANSPORTATION

April 30, 2025

District 12 Traffic Operations Northwest

2025 1st Quarter

EXECUTIVE SUMMARY

Overview

Caltrans District 12 (Orange County) is located in southern California and is adjacent to District 7 (Los Angeles), District 8 (San Bernardino), and District 11 (San Diego). As of July 1, 2024, the total population estimate in Orange County was 3,170,435 per census.gov. Orange County encompasses 794 square miles, and includes 34 cities and 17 State highway routes. The county has 1,059 lane miles of general purpose lanes and 226 lane miles of High-Occupancy Vehicle (HOV) lanes, which is one of California's largest HOV lane networks. Orange County is the third most populous county in California, the sixth-most populous in the United States, and more populous than twenty-one U.S. states. Its county seat is Santa Ana. It is the second most densely populated county in the state.

The Mobility Performance quarterly analysis compares information from the most recent quarter and the previous 4 quarters, involving the following performance measures:

- Vehicle Miles of Travel (VMT)
- Vehicle Hours of Delay (VHD)
- Lost Lane Miles (LLM)
- Detector Health

This information is based on data collected every day of the quarter, twenty-four hours a day, by automated vehicle detector stations deployed on urban-area freeways where congestion is regularly experienced. The Mobility Performance Report uses congestion at two speed thresholds: delay from vehicles traveling below 35 MPH and delay from vehicles traveling

below 60 MPH. The 35 MPH limit represents severe congestion while the 60 MPH limit represents light and heavy congestion. These thresholds/limits are set by Caltrans and are based upon engineering experience and District input.

FINDINGS

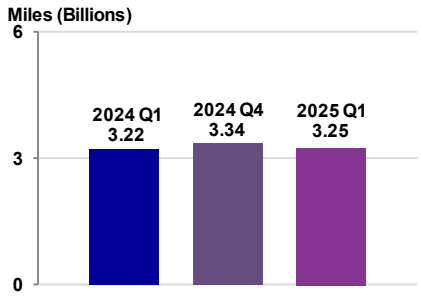
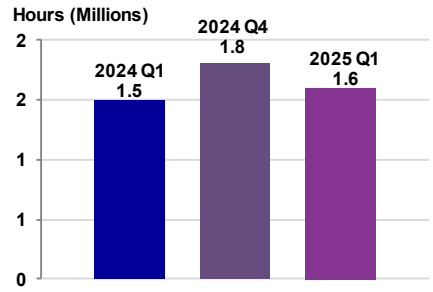
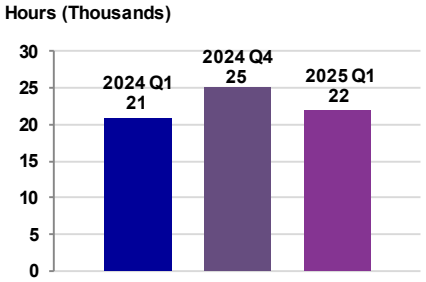
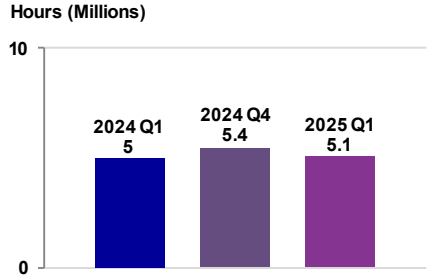
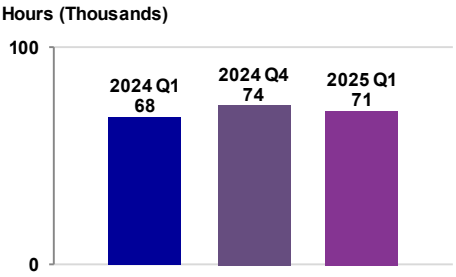
In the 1st quarter of 2025, total delay equaled to 1.6 million vehicle hours of delay (VHD) at the 35 MPH speed threshold and 5.1 million VHD at 60 MPH threshold. Compared to the previous quarter, there was a 11.2 percent decrease in 35 MPH VHD and 5.5 percent decrease in 60 MPH VHD

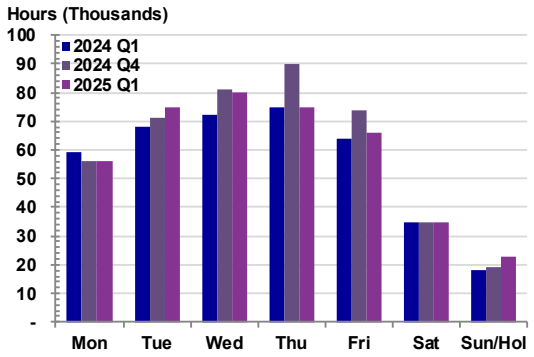
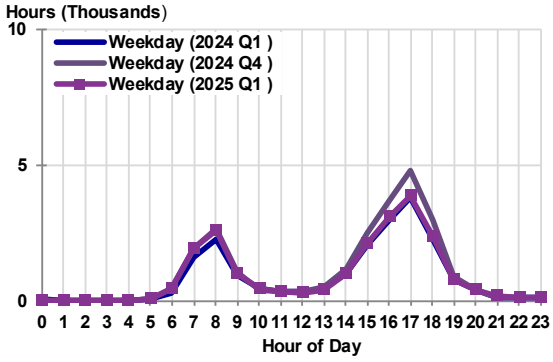
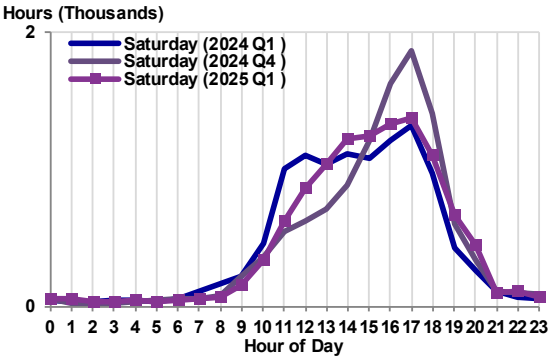
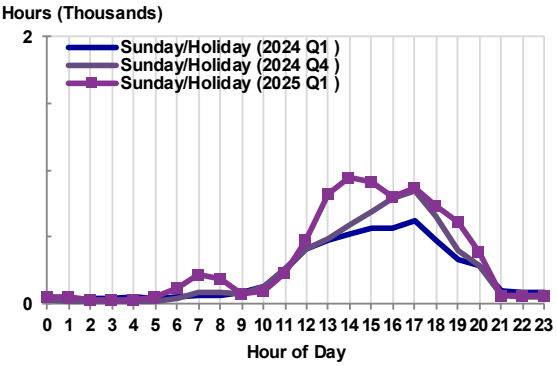
The average weekday VHD experienced in this quarter was approximately 22 thousand VHD at 35 MPH and 71 thousand VHD at 60 MPH. Compared to the previous quarter, there was 12.2 percent decrease in 35 MPH VHD and 4.1 percent decrease in 60 mph VHD.

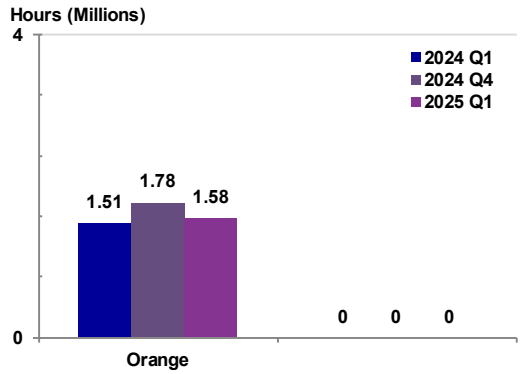
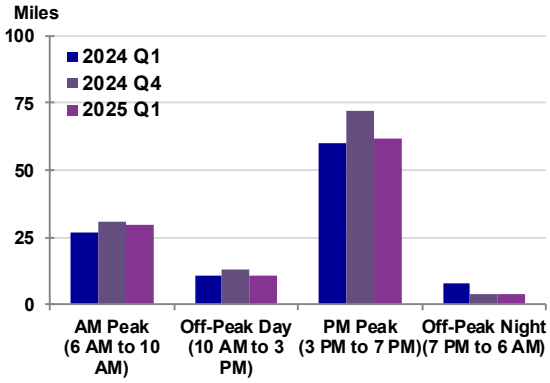
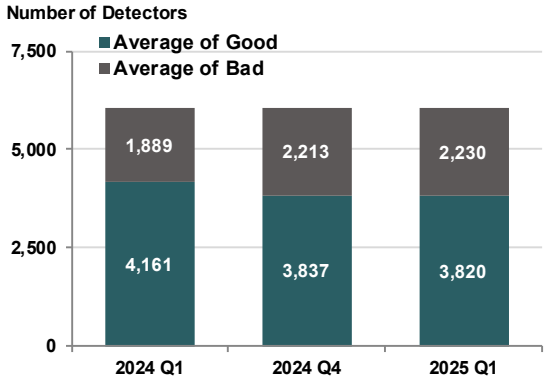
Top 10 Bottlenecks for the 1st Quarter of 2025

Co	Shift	Fwy	Dir	Name	Abs PM	CA PM	Latitude	Longitude	# Days Active	Avg Extent (Miles)	Total Delay (veh-hrs)	Total Duration (mins)
Ora	PM	SR55	N	TAFT	15.78	15.8	33.82	-117.83	60	3.19	58,994	14,705
Ora	PM	SR55	N	NEWPORT AVE OR MVDS	9.76	R9.755	33.73	-117.83	59	1.72	38,707	10,725
Ora	PM	I405	N	BROOKHUR2	13.74	13.97	33.71	-117.96	61	1.66	35,168	11,665
Ora	AM	I5	S	MAIN 1	105.19	33	33.77	-117.87	58	1.11	34,787	9,945
Ora	AM	I405	S	HARBOR 1	10.97	11.2	33.69	-117.92	44	2.03	27,573	4,215
Ora	PM	SR55	N	LINCOLN 2	17.10	17.12	33.84	-117.83	48	2.06	26,950	8,690
Ora	PM	I5	S	RED ROBIN	91.53	19.33	33.62	-117.71	57	1.10	24,222	8,835
Ora	AM	I405	S	WARNER	14.49	14.72	33.71	-117.97	54	1.32	23,679	8,175
Ora	PM	I5	N	CULVER 1	98.82	R26.56	33.71	-117.78	43	2.03	21,879	9,495
Ora	PM	I5	N	YALE	98.06	R25.8	33.70	-117.77	55	0.82	20,143	7,255

2025 Q1 Quarterly Mobility Statistics

Measure	Graph	Percentage Change	
		Over one year ago	Over last quarter
Vehicle Miles of Travel (VMT)		1%	-2.7%
Total Vehicle Hours of Delay (VHD) at 35 mph		4.9%	-11.2%
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph		5.3%	-12.2%
Total Vehicle Hours of Delay (VHD) at 60 mph		2.2%	-5.5%
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph		4%	-4.7%

Measure	Graph	Percentage Change		
Average Vehicle Hours of Delay by Day of Week at 60 mph		Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter	
		Monday -5.3%	Thursday -16.6%	
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter	
		Wednesday 11.1%	Sun/Hol 19.3%	
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays		Largest Magnitude Weekday Decrease over one year ago	Largest Magnitude Weekday Decrease over last quarter	
		12 PM -20.6%	5 PM -19.5%	
		Largest Magnitude Weekday Increase over one year ago	Largest Magnitude Weekday Increase over last quarter	
		7 AM 23.5%	9 PM 33.7%	
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays		Largest Magnitude Saturday Decrease over one year ago	Largest Magnitude Saturday Decrease over last quarter	
		11 AM -38.3%	5 PM -26.5%	
		Largest Magnitude Saturday Increase over one year ago	Largest Magnitude Saturday Increase over last quarter	
		7 PM 57%	2 PM 38.8%	
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/ Holidays		Largest Magnitude Sun./Holiday Decrease over one year ago	Largest Magnitude Sun./Holiday Decrease over last quarter	
		10 AM -25.5%	11 AM -12.4%	
		Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter	
		2 PM 81.5%	2 PM 62%	

Measure	Graph	Percentage Change	
Total Vehicle Hours of Delay (VHD) by County at 35 mph		Largest Magnitude Decrease over one year ago –	Largest Magnitude Decrease over last quarter Orange -11.2%
		Largest Magnitude Increase over one year ago Orange 4.9%	Largest Magnitude Increase over last quarter –
Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph		Largest Magnitude Decrease over one year ago Off-Peak Night -51.6%	Largest Magnitude Decrease over last quarter PM Peak -14.2%
		Largest Magnitude Increase over one year ago AM Peak 11.3%	Largest Magnitude Increase over last quarter Off-Peak Night 4.8%
Average Number of Good and Bad Detectors		Change in Good over one year ago -8%	Change in Good over last quarter 0%
		Change in Bad over one year ago 18%	Change in Bad over last quarter 1%

Congestion by Route

Route	County	Vehicle Hours of Delay at 35 mph			Difference 2025 Q1-2024 Q1		Difference 2025 Q1-2024 Q4		Rank		
		2024 Q1	2024 Q4	2025 Q1	Absolute	Percentage	Absolute	Percentage	2024 Q1	2024 Q4	2025 Q1
I405	Orange	402,228	476,511	393,993	-8,235	-2.0%	-82,518	-17.3%	1	1	1
I5	Orange	346,063	429,484	368,277	22,215	6.4%	-61,207	-14.3%	2	2	2
SR55	Orange	217,800	277,698	281,089	63,289	29.1%	3,391	1.2%	4	3	3
SR91	Orange	280,152	262,799	278,663	-1,490	-0.5%	15,864	6.0%	3	4	4
SR57	Orange	159,496	180,345	153,339	-6,157	-3.9%	-27,007	-15.0%	5	5	5
SR22	Orange	60,819	78,656	49,711	-11,108	-18.3%	-28,945	-36.8%	6	6	6
SR73	Orange	15,760	43,194	28,700	12,939	82.1%	-14,494	-33.6%	7	7	7
I605	Orange	15,560	28,303	17,001	1,441	9.3%	-11,302	-39.9%	8	8	8
SR241	Orange	9,480	448	6,186	-3,294	-34.7%	5,737	1279.5%	9	10	9
SR133	Orange	1,455	4,074	5,232	3,777	259.6%	1,158	28.4%	10	9	10
SR261	Orange	73	106	61	-12	-16.3%	-45	-42.4%	11	11	11
SR74	Orange	5	5	5	0	0.0%	0	0.0%	12	12	12
SR142	Orange	3	3	3	0	0.0%	0	0.0%	13	13	13
SR1	Orange	0	0	0	0		0				
TOTALS		**1,508,893**	**1,781,626**	**1,582,260**	**73,366**	**4.9%**	**-199,367**	**-0.03%**			

Appendix B-1: Meeting CMP Traffic Impact Analysis Requirements

Meeting CMP Traffic Impact Analysis Requirements

AN OPTIONAL GUIDANCE FOR LOCAL JURISDICTIONS

Prepared for:

Orange County Environmental Management Agency
Orange County Transportation Commission
Orange County Transit District
League of Cities, Orange County Division
Transportation Corridor Agencies

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June 11, 1991

CMP-TIA REQUIREMENTS

Requirements of CMP legislation

- Analyze impacts of land-use decisions on CMP Highway System.
- Estimate costs associated with mitigation of impacts on CMP Highway System.
- Exclude costs associated with mitigating the impacts of interregional travel.
- Allow credits against mitigation costs for local public and private contributions to improvements to the CMP Highway System.
  - For toll road facilities, allow credits only for local public and private contributions which will not be reimbursed from toll revenues or other state or federal sources.
- Report annually on actions taken to adopt and implement a program to analyze the impacts of land-use decisions on the CMP Highway System and to estimate the costs of mitigating those impacts.

Year One Goal

- Identify the impacts of development anticipated to occur over the next 7 years on the CMP Highway System and the projected costs of mitigating those impacts.

Actions Required of Local Jurisdictions

- A TIA will be required for CMP purposes for all proposed developments generating 2,400 or more daily trips. For developments which will directly access the CMP Highway System, the threshold for requiring a TIA should be reduced to 1,600 or more trips per day.
- Document procedures used to identify and analyze traffic impacts of new development on CMP Highway System. This documentation should include the following:
  - Identification of type of development proposals which are subject to a traffic impact analysis (TIA);
  - Description of required or acceptable TIA methodology; and
  - Description of inter-jurisdictional coordination process used when impacts cross local agency boundaries.
- Document procedures/standards used to determine the costs of mitigation requirements for impacts of new development on CMP Highway System.
- Document methodology and procedures for determining applicable credits against mitigation costs including allowable credits associated with contributions to toll road facilities.

SECTION 1 – INTRODUCTION

Purpose

State legislation creating the CMP requires that the program contain a process to analyze the impacts of land-use decisions by local governments on the regional transportation system. Once impacts of a land-use decision are identified, the CMP also requires that the costs to mitigate the impacts be determined.

For CMP purposes, the regional transportation system is defined by the legislation as all state highways and principal arterials at a minimum. This system is referred to as the CMP Highway System. The identification and analysis of impacts along with estimated mitigation costs are determined with respect to this CMP Highway System.

The objectives of this report are to:

- Provide guidance to local agencies in conducting traffic impact analyses.
- Assist local agencies in maintaining eligibility for funds through documentation of CMP compliance.
- Make available minimum standards for jurisdictions wishing to use them for identifying and analyzing impacts on CMP Highway System.
- Establish CMP documentation requirements for those jurisdictions which elect to use their own TIA methodology.
- Establish a baseline from which TIA standardization may evolve as experience is gained in the CMP process.
- Cause the analysis of impacts on the CMP Highway System to be integrated into the local agency development review process.
- Provide a method for determining the costs associated with mitigating development impacts.
- Provide a framework for facilitating coordination between agencies when appropriate.

Background

Through a coordinated effort among local jurisdictions, public agencies, business and community groups, Orange County has developed a CMP framework in response to the requirements of Assembly Bill 1791. This framework is contained in the CMP Preparation Manual which was issued in January 1991 as a joint publication of the following agencies:

- County of Orange
- Orange County Division, League of California Cities
- Orange County Transportation Commission
- Orange County Transit District
- Transportation Corridor Agencies

The CMP Manual describes the CMP Program requirements for each component prescribed by the CMP provision of AB 1791. The components include one entitled Land-Use Coordination, which sets forth the basic requirements for the assessment, mitigation, and monitoring of traffic impacts to the CMP Highway System which are attributable to development projects.

Consolidation of Remaining Issues

This report is intended to present a useful reference in addressing the remaining issues associated with the identification and treatment of development impacts on the CMP Highway System. It is desirable that a standardized approach be utilized for determining which projects require analysis and in carrying out the resulting traffic impact analysis (TIA). It is also desirable that a reasonably uniform approach be utilized in determining appropriate mitigation strategies and estimating the associated costs.

TIA Survey History

In 1989, Kimley-Horn and Associates, Inc. conducted a survey of TIA procedures being used at the time by local jurisdictions within Orange County. The survey revealed that although there were some commonalities, there was considerable variation in approach, scope, evaluation methodology, and project disposition.

As part of the CMP process, it was determined that the identification of TIA elements which can or should be standardized should be accomplished. Additional documentation of cost estimating practices and the development of standardized costs and estimating procedures will be valuable in achieving desired consistency among jurisdictions.

To accomplish these objectives, Kimley-Horn's previous TIA survey was updated, and additional information was solicited from each local agency within Orange County. The information was obtained through telephone interviews with City Engineers and Planners after they had an opportunity to examine the survey questionnaire which was mailed to them in advance of the interview. The information obtained was used in preparing the methodology recommendations contained in this report. A summary of the updated survey results is provided in the Appendix.

Relationships with Other Components

In addition to being an integral part of the Land-Use Coordination component of the CMP, the traffic impact analysis requirements also relate to all other CMP components to a greater or lesser degree. These components include the following:

- Modeling
- Level of Service
- Transit Standards
- Traffic Demand Management

- Deficiency Plans
- Capital Improvement Program

The Land-Use Coordination section in Chapter 3 of the CMP Preparation Manual dated January 1991 contains a detailed description of each of the component linkages listed above.

SECTION 2- REQUIREMENTS OF CMP LEGISLATION

The complete text of CMP legislation is contained in Appendix A to the Preparation Manual for the CMP for Orange County dated January 1991. For ease of reference, the requirements of this legislation related to analysis of the impacts of land-use decisions made by local jurisdictions are summarized as follows:

- Analyze impacts of land-use decisions on CMP Highway System.
- Estimate costs associated with mitigation of impacts on CMP Highway System.
- Exclude costs associated with mitigating the impacts of interregional travel.
- Allow credits against mitigation costs for local public and private contributions to improvements to the CMP Highway System.
    - For toll road facilities, allow credits only for local public and private contributions which will not be reimbursed from toll revenues or other state or federal sources.
- Report annually on actions taken to adopt and implement a program to analyze the impacts of land-use decisions on the CMP Highway System and to estimate the costs of mitigating those impacts.

SECTION 3 - ACTIONS REQUIRED OF LOCAL AGENCIES

The provisions of CMP legislation, as summarized in the preceding section, impose a requirement on local jurisdictions to carry out certain actions to demonstrate their compliance with the CMP program. This compliance will maintain eligibility to receive state gas tax funds made available by the voter approved Proposition 111. The actions and documentation requirements related to the identification and analysis of traffic impacts include the following:

- A TIA will be required for CMP purposes for all proposed developments generating 2,400 or more daily trips. For developments which will directly access the CMP Highway System, the threshold for requiring a TIA should be reduced to 1,600 or more trips per day.
- Document procedures used to identify and analyze traffic impacts of new development on CMP Highway System. This documentation should include the following:
    - Identification of type of development proposals which are subject to a

traffic impact analysis (TIA);

- Description of required or acceptable TIA methodology; and
- Description of inter-jurisdictional coordination process used when impacts cross local agency boundaries.

- Document procedures/standards used to determine the costs of mitigation requirements for impacts of new development on CMP Highway System.
- Document methodology and procedures for determining applicable credits against mitigation costs, including allowable credits associated with contributions to toll road facilities.
- Establish annual monitoring and reporting process to summarize activities performed in analyzing the impacts of land-use decisions on the CMP Highway System and in estimating the associated mitigation costs. Procedures for incorporating mitigation measures into the Capital Improvement Program should also be established.
- For the first year, local jurisdictions may assume that all interregional travel occurs on the freeway system, or they may develop an analysis methodology to determine the amount of interregional travel occurring on arterials which are part of the CMP Highway System. During the first year, TIAs need to analyze only the impacts to arterial portions of the CMP Highway System.

SECTION 4 - CMP TRAFFIC IMPACT ANALYSIS METHODOLOGY

To ensure that the CMP Program meets its objectives of linking land-use decisions with the adequate evaluation of impacts related to those decisions, traffic impact analyses must often be undertaken. There are a few essential elements which should be included in traffic impact analyses (TIA) used to support the program. Many local jurisdictions already employ development review processes which will be adequate for addressing CMP requirements. For those jurisdictions wishing technical guidance in carrying out the analysis of traffic impacts on the CMP Highway System, this section offers an appropriate TIA methodology.

PROJECTS REQUIRING TIA ANALYSIS

All development in Orange County will use the CMP Network to a greater or lesser extent from time to time. The seven-year capital improvement program, together with deficiency plans to respond to deficiencies which cannot be resolved in the 7-year timeframe, are developed in response to anticipated growth in travel within a jurisdiction. Thus, a certain level of travel growth is addressed in the normal planning process, and it is not necessary to evaluate relatively small projects with a TIA or to rely on TIAs as the primary means of identifying needed CMP Highway System improvements. Furthermore, County voters have approved a sales tax increase which will fund major improvements to the transit and highway systems serving the County.

Many jurisdictions will require an EIR for a proposed development project. When required, the EIR should include steps necessary to incorporate the required CMP analysis. Most or all of the TIA elements described in this section would normally be incorporated into the typical EIR traffic analysis.

Certain development projects not requiring an EIR should still be evaluated through a TIA process due to their land-use type, intensity, proximity to the CMP network, and/or duration of development timeframe. In other words, developments which will significantly alter the anticipated demand on a CMP roadway should be evaluated through a TIA approach.

At the present time, there is a wide-ranging approach to determining which projects will require a TIA. In some jurisdictions, there are formal guidelines, while in others it depends primarily on the judgment of a member of staff relative to the probable significance of the project's impact on the surrounding road system.

The OCTC TIA guidelines recommended defining three percent of the level of service standard as significant impact. This seems reasonable for application for CMP purposes. Thus, project impacts of three percent or less can be mitigated by impact fees or other revenues. Projects with the potential to create an impact of more than three percent of Level of Service E capacity will require TIAs. On this basis, it is recommended that all development projects which generate more than 2,400 daily trips be subject to a TIA for CMP evaluation. For projects which will directly access or be near a CMP Highway System link, a reduced threshold of 1,600 trips/day would be appropriate. Appendix B provides background information of the derivation of these threshold values.

TIA PROCESS

There are several essential elements in the TIA process itself. It is desirable that all elements be evaluated within an acceptable range of criteria to assure the objectives of the CMP process and to maintain a reasonable degree of equity from jurisdiction to jurisdiction. It is recognized, however, that for certain elements, some variations relating to professional judgment and local criteria and characteristics are necessary and appropriate to the process. These factors have been fully considered in developing the descriptions of the following elements:

- Evaluation of existing conditions
- Trip generation
- Internal capture and passer-by traffic
- Trip distribution and assignment
- Radius of development influence
- Background traffic
- Capacity analysis methodology

- Impact costs/mitigation

Evaluation of Existing Conditions

To evaluate the relative impacts of a proposed development, determine CMP Highway System status, and define appropriate mitigation for new impacts, it is necessary to understand the existing conditions on the affected roadway network. Evaluation of existing conditions is common to nearly all jurisdictions in Orange County. Given that most jurisdictions use link and intersection capacity analysis techniques compatible with the techniques identified in the level-of-service component, no changes in existing local jurisdiction procedures should be necessary in connection with the CMP Program.

Trip Generation

At the foundation of traffic impact analyses is the quantification of trip generation. Use of the ITE Trip Generation Manual is common throughout Orange County. In addition, other widely accepted practices are being used when appropriate to supplement the lit data. These practices include the use of acceptable rates published by local agencies and surveys conducted at similar sites, subject to approval of the reviewing agency. Given the uniformity of practice in Orange County to date, no major adjustments in this procedure should be required. It would be desirable, however, to establish a central library for reporting the results of special trip generation studies and to make these results available to all other jurisdictions who request them.

Internal Capture and Passer-by Traffic

Techniques for identifying the internal relationship of travel within mixed-use developments and the degree to which development captures passer-by trips as opposed to creating new trips are being applied by approximately 2/3 of the local jurisdictions within Orange County. The use of guidelines in the ITE Trip Generation Manual and appropriate professional judgment are the predominant techniques employed. To supplement the guidance available through ITE documentation, local jurisdictions are encouraged to undertake additional studies to document rates applicable within their jurisdiction. The determination of applicable rates should be undertaken by experienced transportation engineering professionals with thorough documentation of the methodology, data, and assumptions used. It is recommended that those jurisdictions which do not currently allow these adjustments establish revised TIA procedures incorporating this element. As with trip generation data, a central library would be desirable for reporting of data and analyses performed locally related to determination of appropriate factors.

Trip Distribution and Assignment

Several appropriate distribution and assignment techniques are used in Orange County, depending on the size of the development and the duration of buildout. Manual and computer modeling approaches are used as appropriate. Manual methods based on the best socio-economic information available to the agency and applicant should be acceptable except when a development's size makes a modeling approach more appropriate. Sources of this information include demographic surveys, market analyses, and previous studies.

Radius of Development Influence

There are numerous ways to identify the study area to be evaluated in a TIA. These include both qualitative and quantitative approaches. One of the most effective ways is through the determination of the quantity of project traffic on CMP roadway links compared to a selected level of impact. The goal of a quantitative approach is to ensure that all elements of the CMP network are addressed in a comparable manner from jurisdiction to jurisdiction. This is important due to the potential for overlapping impacts among jurisdictions. It is also important to maintain flexibility within a quantitative process to allow transportation professionals at local jurisdictions to add areas to the study which are of specific concern. It is not intended that CMP practices should restrict this aspect of each agency's existing TIA process.

It is recommended that the study area for CMP Highway System links be defined by a measure of significant impact on the roadway links. As a starting point, it is proposed that the measure be three percent of existing roadway capacity. Thus, when a traffic impact analysis is being done it would require the inclusion of CMP roadway links that are impacted by 3 percent or more of their LOS E capacity. If a TIA is required only for CMP purposes, the study area would end when traffic falls below three percent of capacity on individual roadway links. If the TIA is also required for other purposes, additional analysis can be required by the local jurisdiction based on engineering judgment or local regulation as applicable.

Background Traffic

For a reasonable assessment of the level of service on the CMP network, it is necessary to not only identify the proposed development impact, but also the other traffic which can be expected to occur during the development of the project. There are numerous methods of evaluating background traffic. The implications of these alternative methods are that certain methodologies may result in deficiencies, while other methodologies may find acceptable operating conditions.

The cost to mitigate impacts of a land-use decision is unrelated to background traffic. Rather, it is related to the cost of replacing the capacity which is consumed by the proposed development. However, it is necessary to understand background traffic to evaluate level of service. Background traffic is composed of existing traffic demands and growth from new development, which will occur over a specific period of time. Both the existing and the growth elements of background traffic contain sub-elements. These include traffic which is generated within Orange County, that which begins and/or ends within the County, and interregional traffic which has neither end in Orange County. CMP legislation stipulates that interregional traffic will not be considered in CMP evaluations with respect to LOS compliance or determining costs of mitigation.

Given that the CMP process is new, there is no existing practice of separating interregional traffic from locally generated traffic. Until a procedure for identifying interregional traffic is developed, local jurisdictions may assume that all interregional traffic occurs on the freeway system. Initially, TIAs required for CMP purposes need only analyze the impacts to arterial portions of the CMP Highway System.

Local governments in Orange County are generally consistent in their approach to background traffic. There are three major approaches used. The first is to use historical growth factors which are applied to existing traffic volumes to project future demands. The second is to aggregate the impacts of specific individual projects which have been approved or planned but not built to identify the total approved background traffic on the study area roadway system. A third method is to use computer modeling to identify total traffic demands which represent both background traffic and project impact traffic. For the present CMP program, it is recommended that the discretion for the appropriate process lie within the local jurisdiction, however, the method to be used in the jurisdiction should be clearly defined in the agency's TIA rules and procedures. In addition, it is recommended that all jurisdictions create a listing of approved development projects and a map showing their locations which would be updated frequently and be available to other jurisdictions on request. The listing should include information related to type and size of land-use and phasing for each project.

It is appropriate to periodically update long range forecasts based on development approvals and anticipated development growth in the region and plan a transportation system which will provide the necessary level of service for this amount of development. When a development proposal significantly alters this long-term plan, it will be necessary to address the aggregate of all approved development to assure that there is a long-term solution. However, from a TIA perspective, it is reasonable and practical to consider only that development traffic which can be expected to exist at the time of buildout of a new development proposal. For CMP purposes, background traffic should be limited to that traffic which is generated by development which will exist at the time of buildout of a proposed development. CEQA requirements may dictate that other background traffic scenarios be analyzed as well.

Capacity Analysis Methodology

Once the projected traffic demands are known, it is necessary to evaluate these demands relative to available and planned roadway capacity. The methodology used in capacity determination in Orange County is relatively uniform. Additionally, the level of service (LOS) component of the CMP Program has identified specific criteria which are to be used in determining level-of-service on the CMP Highway System.

Impact Costs/Mitigation

This element is at the heart of the CMP process; that is to identify the costs of mitigating a land development decision on the CMP System.

The current practice throughout Orange County requires mitigation only when the level-of-service standard is exceeded. However, some jurisdictions require regular impact mitigation fees and phasing road improvements with development. The growth management requirement of the sales tax Measure M2 mandates a traffic phasing program. Often, mitigation is equated to construction of roadway improvements to maintain an acceptable level-of-service and/or to maintain the existing level-of-service. In some instances, a pay-and-go mitigation approach is allowed. This means that new development may pay its fair share and go forward, and the provision of improvements remains the responsibility for the local jurisdiction.

To assess responsibility for impacts, there are a variety of approaches. One approach is to consider impact traffic as a percentage of total traffic. Impact traffic may also be taken as a percentage of existing capacity. Another common approach is to use the net impact of development as a percentage of total future traffic demand.

Since CMP legislation requires the identification of costs of land-use decisions and impacts across jurisdictional lines, it is desirable that the CMP program have a consistent method for identifying the costs of development impacts. On the other hand, a wide variety of mitigations can occur from jurisdiction to jurisdiction.

It is recommended that the impact costs be calculated as the total of new development traffic on a roadway link requiring improvement divided by the capacity of the improvement times the cost of the improvement. This can be expressed in a formula as follows:

$$\textbf{Impact Cost} = \frac{\text{Development Traffic}}{\text{Capacity of Improvement}} \times \text{Improvement Cost}$$

Improvements to be included in the cost analysis should be those identified in the jurisdiction's adopted Circulation Element and any additional improvements identified in the development TIA. The total impact cost for a development would be the sum of costs for all significantly impacted links. Funds collected from these assessments could be aggregated and applied to specific projects on an annual basis in accordance with locally established priorities. If project impacts extend across jurisdictional boundaries, the impact costs calculated for significantly impacted links in an adjacent jurisdiction should be allocated to that jurisdiction for use in its program of prioritized improvements.

Through this process, progress can be achieved in implementing system improvements without having to wait for 100% of the funds to be collected for each individual improvement. In theory, all required improvements will be accomplished over time as new developments are approved which will generate traffic to utilize available and planned system capacity. The costs should be based on recent unit cost experience in Orange County and may include planning, permitting, preliminary engineering, design, right-of-way, construction, landscaping, construction inspection, and, if applicable, financing costs.

There are two approaches to mitigation. One is traffic reduction, and the other is to build improvements to accommodate the new traffic. Traffic reduction through transportation demand ordinances or other regulations which will reduce impacts can be calculated in the same way a development impact would be calculated. But in this case, it would be taken as a credit or a reduction in impact. Mitigation techniques such as TDM or phasing or reduction in project intensity merely reduce for a new development the amount of impact which must be mitigated and are changes which should occur prior to the calculation of project impact costs. A monitoring program should be established to confirm that anticipated reductions are realized.

To comply with the CMP process, a local jurisdiction should accomplish two things. First, it should demonstrate that it is analyzing and mitigating the impact of new development on the CMP Highway System. Second, it should maintain the level-of-service standards or adopt a deficiency plan Consistent with CMP legislation. To demonstrate the mitigation which has been undertaken, the local jurisdiction should maintain a record of the cumulative impact cost of all development approvals and the cumulative mitigation value of improvements provided by the local jurisdiction. These could be construction programs or credits from a TDM ordinance or other traffic reduction measures. It is then only necessary to show on an annual basis that the total improvement costs plus traffic reduction credits are equal to or greater than the total impact cost of new development approvals to prove mitigation compliance.

The maintenance of level-of-service would come through implementation of improvements contained in the 7-year capital improvements element, Measure M2 and state-funded improvements, additional improvements which may be made in conjunction with development approvals, and from deficiency plans which may be required from time to time. From a TIA perspective, it would be necessary to document the following:

a. the level of service on the CMP network at buildout of the proposed development will be: 1) level of service “E” or better, or 2) will not result in a cumulative increase of more than 0.10 in V/C ratio if the established LOS standard is worse than LOS E.

b. a deficiency plan exists to address the links for which level-of-service is not provided, and

c. a deficiency plan will be developed for a new link when a deficiency occurs.

DOCUMENTATION OF RULES AND PROCEDURES

To assure a clear understanding of the TIA procedures which are necessary to support a viable CMP program, it is recommended that a set of rules and procedures be established by each local jurisdiction. Ideally, these rules and procedures would cover the requirements for the full TIA analysis and would include minimum requirements for the CMP process. Local jurisdictions which prefer not to adopt separate CMP TIA standards could implement standards for CMP requirements within a TIA and maintain their existing approach for all other aspects of their existing TIA process. The following is a summary of the elements which should be included in CMP procedures documentation and the methodologies applicable to each element:

1. **Thresholds for Requiring a TIA for CMP** - Projects with the potential to create an impact of more than 3% of LOS "E" capacity on CMP Highway system links should require a TIA. All projects generating 2,400 or more daily trips should require a TM for CMP evaluation. If a project has direct access to a CMP link, this threshold should be reduced to 1,600 or more daily trips. A TIA should not be required again if one has already been performed for the project as part of an earlier development approval which takes the impact on the CMP Highway System into account.
2. **Existing Conditions Evaluation** - Identify current level-of-service on CMP roadways and intersections where the proposed development traffic will contribute to 3 percent of the existing capacity. Use procedures defined in the level-of-service component for evaluation of level of service.
3. **Trip Generation** - ITE trip generation rates or studies from other agencies and locally approved studies for specific land uses.
4. **Internal Capture and Passerby Traffic** - Justification for internal capture should be included in the discussion. Passerby traffic should be calculated based upon ITE data or approved special studies.
5. **Distribution and Assignment** - Basis for trip distribution should be discussed and should be linked to demographic or market data in the area. Quantitative and/or qualitative information can be used depending on the size of the proposed development. As the size of the project increases, there should be a tendency to use a detailed quantitative approach for trip distribution. Trip assignment should be based on existing and projected travel patterns and the future roadway network and its travel time characteristics.
6. **Radius of Impact/Project Influence** - The analysis should identify the traffic assignment on all CMP roadway links until the impact becomes less than 3 percent of level of service E capacity.
7. **Background Traffic** - Total traffic which is expected to occur at buildout of the proposed development should be identified.
8. **Impact Assessment Period** - This should be the buildout timeframe of the proposed development.
9. **Capacity Analysis Methodology** - The methodology should be consistent with that specified in the level-of-service component of the CMP Program.
10. **Improvement Costs** - The cost of roadway improvements should include all costs of implementation including studies, design, right-of-way, construction, construction inspection, and financing costs, if applicable.
11. **Impact Costs and Mitigation** - The project impact divided by the capacity of a roadway improvement multiplied by the cost of the improvement should be identified for each significantly impacted CMP link and summed for the study area.

12. **Projected Level-of-Service** - The TIA should document that the projected level-of-service on all CMP links in the study area will be at Level-of-Service "E" or the existing level-of-service, whichever is less, or that a deficiency plan exists or will be developed to address specific links or intersections.

SECTION 5 – APPENDICES

Appendix A – Summary of TIA Update Survey Results (Available Upon Request)

Appendix B – Deviation of Thresholds for Projects Requiring TIA Analysis

APPENDIX B

DERIVATION OF THRESHOLDS FOR PROJECTS REQUIRING TRAFFIC IMPACT ANALYSIS

The TIA process recommendation is to require a TIA for any project generating 2,400 or more daily trips. This number is based on the desire to analyze any impacts which will be 3% or more of the existing capacity. Since most of the CMP Highway System will be four lanes or more, the capacity used to derive the threshold is a generalized capacity of 40,000 vehicles/day. The calculations are as follows:

40,000 veh./day x 3% = 1,200 veh./day

Assuming 50/50 distribution of project traffic on a CMP link

1,200 x 2 = 2,400 veh./day total generation

As can be seen, a project which will generate 2,400 trips/day will have an expected maximum link impact on the CMP system of 1,200 trips/day based on a reasonably balanced distribution of project traffic. On a peak-hour basis, the 3% level of impact would be 120 peak-hour trips. For intersections, a 3% level of impact applied to the sum of critical volume (1,700 veh./hr.) would be 51 vehicles per hour.

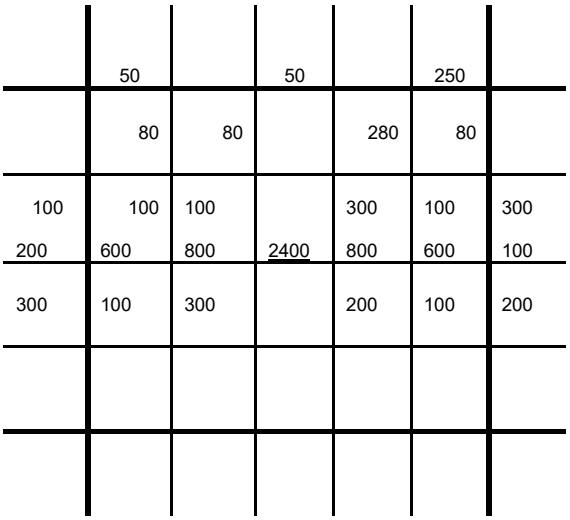
A level of impact below 3% is not recommended because it sets thresholds which are generally too sensitive for the planning and analytical tools available. Minor changes in project assumptions can significantly alter the results of the analysis, resulting in additional unnecessary costs for the developer and additional review time by staff with little benefit. Additionally, a lower threshold of significance will expand the study area, which also increases effort and costs, and increases the probability that the analysis would extend beyond jurisdictional boundaries.

The following illustration shows that the 2,400 trip/day threshold would be expected to produce a 3% impact on the CMP System only when the project has relatively direct access to a CMP link. As a project location moves further off the CMP System, the expected impact is reduced. With a more directional distribution of project traffic a development with direct CMP System access could produce a 3% impact with somewhat lower daily trip generation.

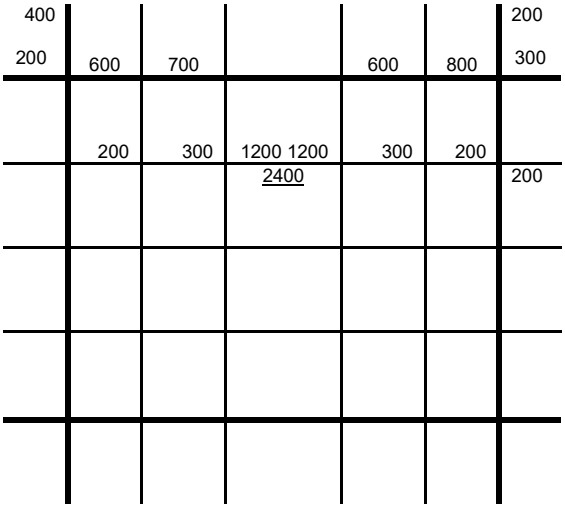
The table included on the following page illustrates the daily trip generation thresholds which would produce various levels of impact on the CMP System for project locations with and without direct access to the system. Based on a 3% impact the trip generation thresholds for requiring a TIA are 1,600 veh./day with direct CMP System access and 2,400 veh./day if a project does not have direct CMP System access.

CMP Highway System Impacts for Development Generating 2,400 trips/day

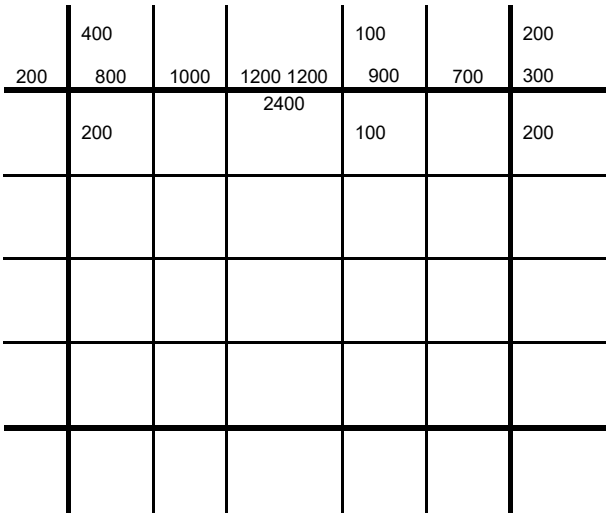
Based on proximity to CMP System



MAXIMUM IMPACT < 1%



MAXIMUM = 1.8%



MAXIMUM = 3%
COULD BE 4.5% WITH 75/25 SPLIT

Alternative Criteria

Assume 75/25 distribution

For direct access to CMP System:
1,200/.75 = 1,600 veh./day

For no direct CMP System Access:
Approximately 1/3 less impact on CMP System
1,600 x 3/2 = 2,400 veh./day

Daily Trip Generation

Significant Impact	Direct Access	No Direct Access
1%	500	800
2%	1,100	1,600
3%	1,600	2,400

Appendix B-2: Traffic Impact Analysis Exempt Projects

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Projects exempt from the requirements of a mandatory CMP Traffic Impact Analysis are listed below. This list is not meant to be all-inclusive. Any inquiries regarding additional exemptions shall be transmitted in writing to the Orange County Transportation Authority, attention CMP Program Manager.

Project Not Requiring a CMP TIA Analysis:

1. Applicants for subsequent development permits (i.e., conditional use permits, subdivision maps, site plans, etc.) for entitlement specified in and granted in a development agreement entered into prior to July 10, 1989.[1]
2. Any development application generating vehicular trips below the Average Daily Trip (ADT) threshold for CMP Traffic Impact Analysis, specifically, any project generating less than 2,400 ADT total, or any project generating less than 1,600 ADT directly onto the CMPHS. [1, 2]
3. Final tract and parcel maps. [1, 2, 3]
4. Issuance of building permits. [1, 2, 3]
5. Issuance of certificates of use and occupancy. [1, 2, 3]
6. Minor modifications to approved developments where the location and intensity of project uses have been approved through previous and separate local government actions prior to January 1, 1992. [1, 2, 3]

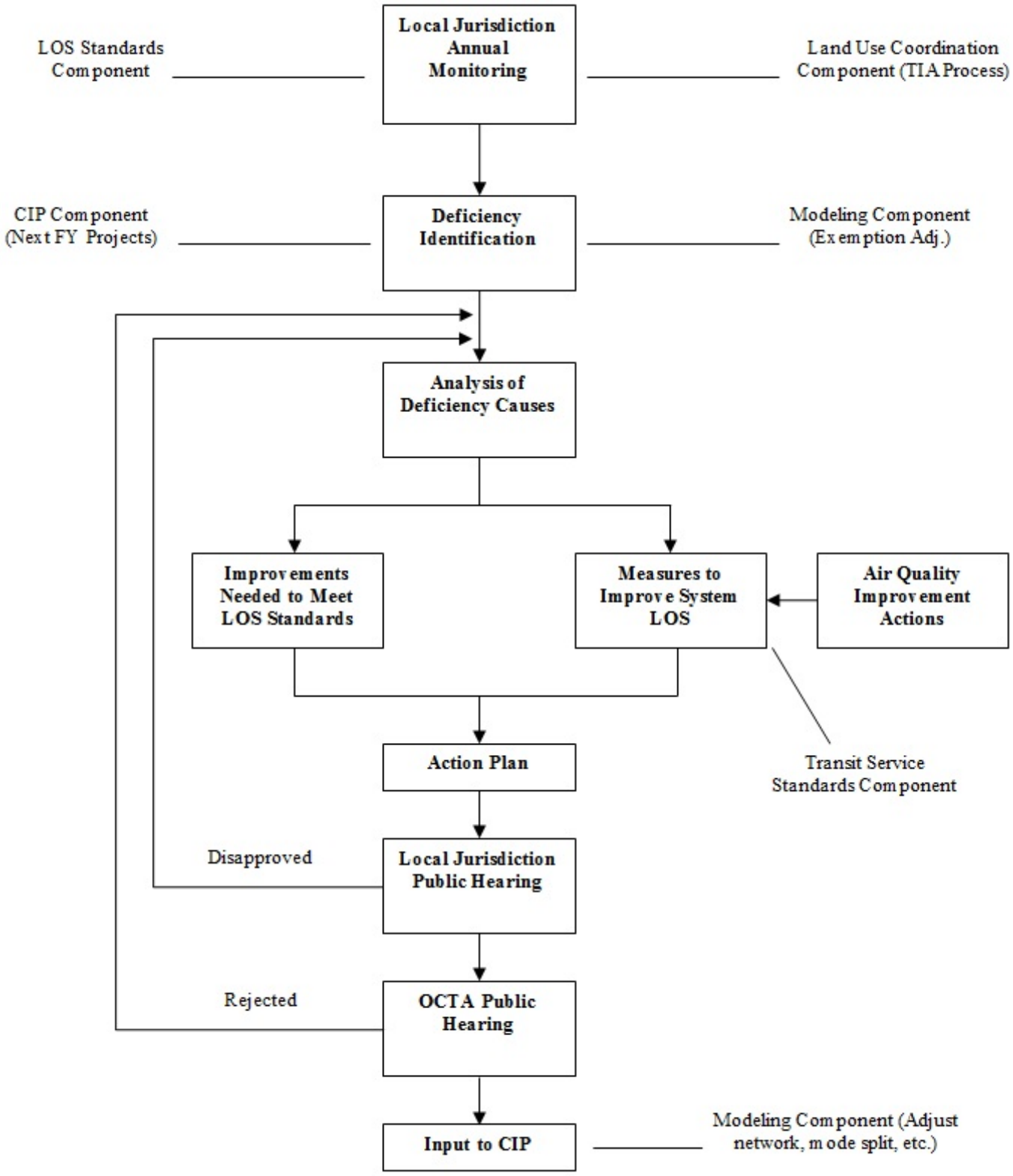
[1] Vehicular trips generated by CMP TIA-exempt development applications shall not be factored out in any traffic analyses or levels of service calculations for the CMPHS.

[2] Exemption from conduction a CMP TIA shall not be considered an exemption from such projects' participation in approved, transportation fee programs established by the local jurisdiction.

[3] A CMP TIA is not required for these projects only in those instances where development approvals granting entitlement for the project sites were granted prior to the effective date of CMP TIA requirements (i.e., January 1992).

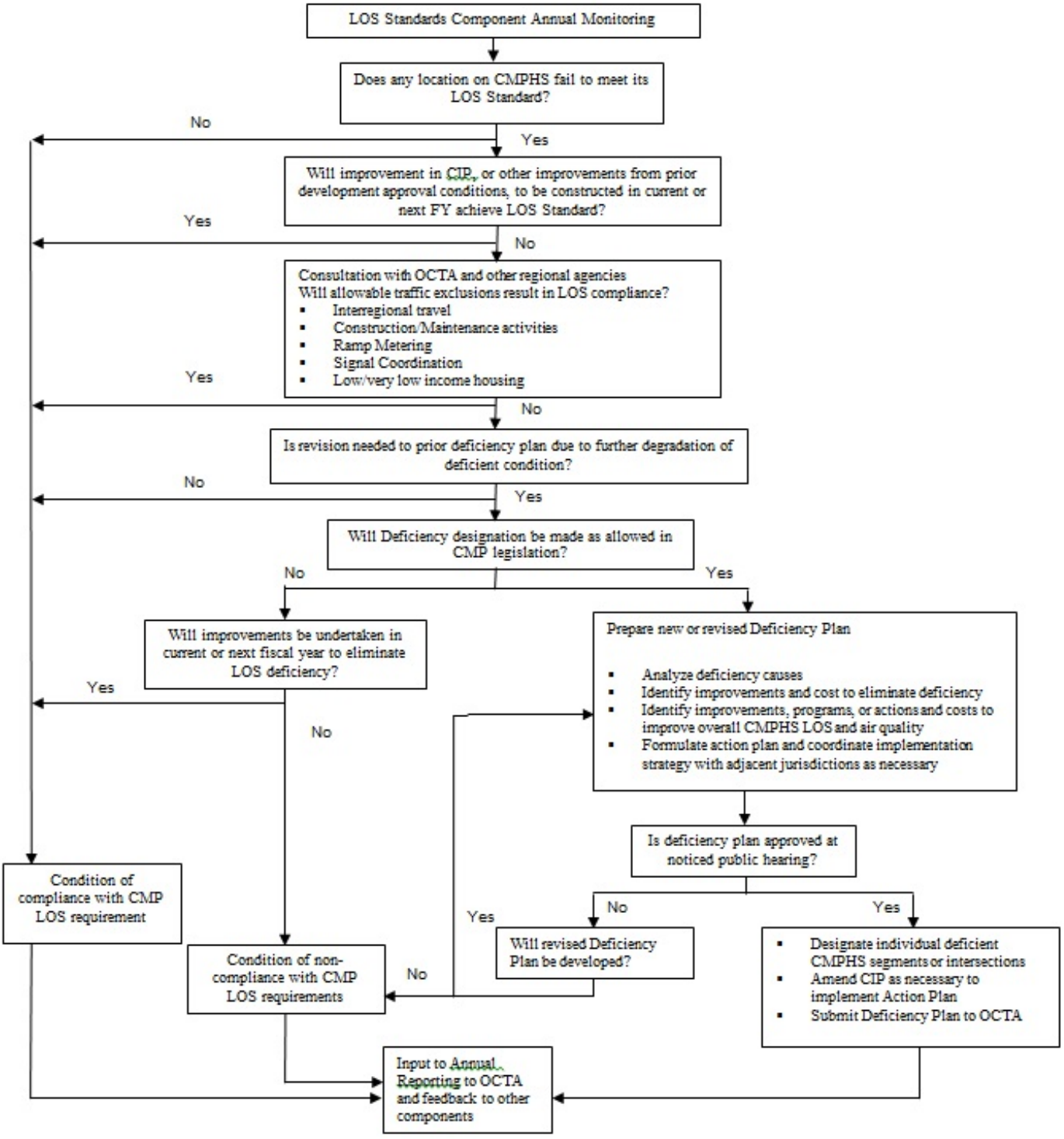
Appendix C-1: CMP Deficiency Plan Flow Chart

APPENDIX C-1: CMP Deficiency Plan Flow Chart



Appendix C-2: Deficiency Plan Decision Flow Chart

APPENDIX C-2: Deficiency Plan Decision Flow Chart



Appendix D: CMP Monitoring Checklist

Jurisdiction:	Choose an item.

CMP Monitoring Checklist: Level of Service (LOS)				
CMP Checklist		**YES**	**NO**	**N/A**
1.	Check "Yes" if either of the following apply: • There are no CMP intersections in your jurisdiction. • Factoring out statutorily-exempt activities[1], all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.	☐	☐	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections that are not operating at the CMP LOS standards. • _____ • _____ • _____			☐
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?	☐	☐	☐
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	☐	☐	☐
Additional Comments:				

[1]The following activities are statutorily-exempt from deficiency determinations: interregional travel, traffic generated by the provision of low and very low income housing, construction rehabilitation or maintenance of facilities that impact the system, freeway ramp metering, traffic signal coordination by the state or multi-jurisdictional agencies, traffic generated by high-density residential development within 1/4 mile of a fixed-rail passenger station, traffic generated by mixed-use residential development within 1/4 mile of a fixed-rail passenger station.

CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		**YES**	**NO**	**N/A**
1.	Check "Yes" if either of the following apply: • There are no CMP intersections in your jurisdiction. • Factoring out statutorily-exempt activities[2], all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.	☐	☐	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found that are not operating at the CMP LOS standards. • _____ • _____ • _____			☐
3.	Are there improvements to bring these intersections to the CMP LOS standard scheduled for completion during the next 18 months or programmed in the first year of the CIP?	☐	☐	☐
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 3 NEED TO ANSWER THE REMAINING QUESTIONS.				
4.	Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to OCTA?	☐	☐	☐
5.	Does the deficiency plan fulfill the following statutory requirements? :			
	a. Include an analysis of the causes of the deficiency?	☐	☐	☐
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	☐	☐	☐
	c. Include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality?	☐	☐	☐
	i. Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?	☐	☐	☐

[2]The following activities are statutorily-exempt from deficiency determinations: interregional travel, traffic generated by the provision of low and very low income housing, construction rehabilitation or maintenance of facilities that impact the system, freeway ramp metering, traffic signal coordination by the state or multi-jurisdictional agencies, traffic generated by high-density residential development within 1/4 mile of a fixed-rail passenger station, traffic generated by mixed-use residential development within 1/4 mile of a fixed-rail passenger station.

CMP Monitoring Checklist: Deficiency Plans (cont.)				
CMP Checklist		**YES**	**NO**	**N/A**
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?	☐	☐	☐
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	☐	☐	☐
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	☐	☐	☐
9.	Has necessary inter-jurisdictional coordination occurred?	☐	☐	☐
10.	Please describe any innovative programs, if any, included in the deficiency plan:			☐
Additional Comments:				

CMP Monitoring Checklist: Land Use Coordination				
CMP Checklist		**YES**	**NO**	**N/A**
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	☐	☐	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	☐	☐	☐
2.	Did any development projects require a CMP TIA during this CMP cycle?[3]	☐	☐	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO ANSWER THE REMAINING QUESTIONS.				
3.	If so, how many?		_____	
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction). • _____ • _____ • _____			☐
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	☐	☐	☐
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	☐	☐	☐
5.	If a local traffic model was/will be used, did you follow the data and modeling consistency requirements as described in the CMP Preparation Manual (available online at http://www.octa.net/pdf/cmpprepmanual.pdf)?	☐	☐	☐
Additional Comments:				

[3]Exemptions include: any development generating less than 2,400 daily trips, any development generating less than 1,600 daily trips (if it directly accesses a CMP highway), final tract and parcel maps, issuance of building permits, issuance of certificate of use and occupancy, and minor modifications to approved developments where the location and intensity of project uses have been approved through previous and separate local government actions prior to January 1, 1992.

CMP Monitoring Checklist: Capital Improvement Program (CIP)				
CMP Checklist		**YES**	**NO**	**N/A**
1.	Did you submit a seven-year CIP to OCTA by June 30?	☐	☐	☐
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	☐	☐	☐
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	☐	☐	☐
4.	Was the OC Fundtracker CIP provided by the OCTA used to prepare the CIP?	☐	☐	☐
Additional Comments:				

OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management				
CMP Checklist		**YES**	**NO**	**N/A**
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?	☐	☐	☐
NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTION.				
2.	If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?	☐	☐	☐
Additional Comments:				

I certify that the information contained in this checklist is true.

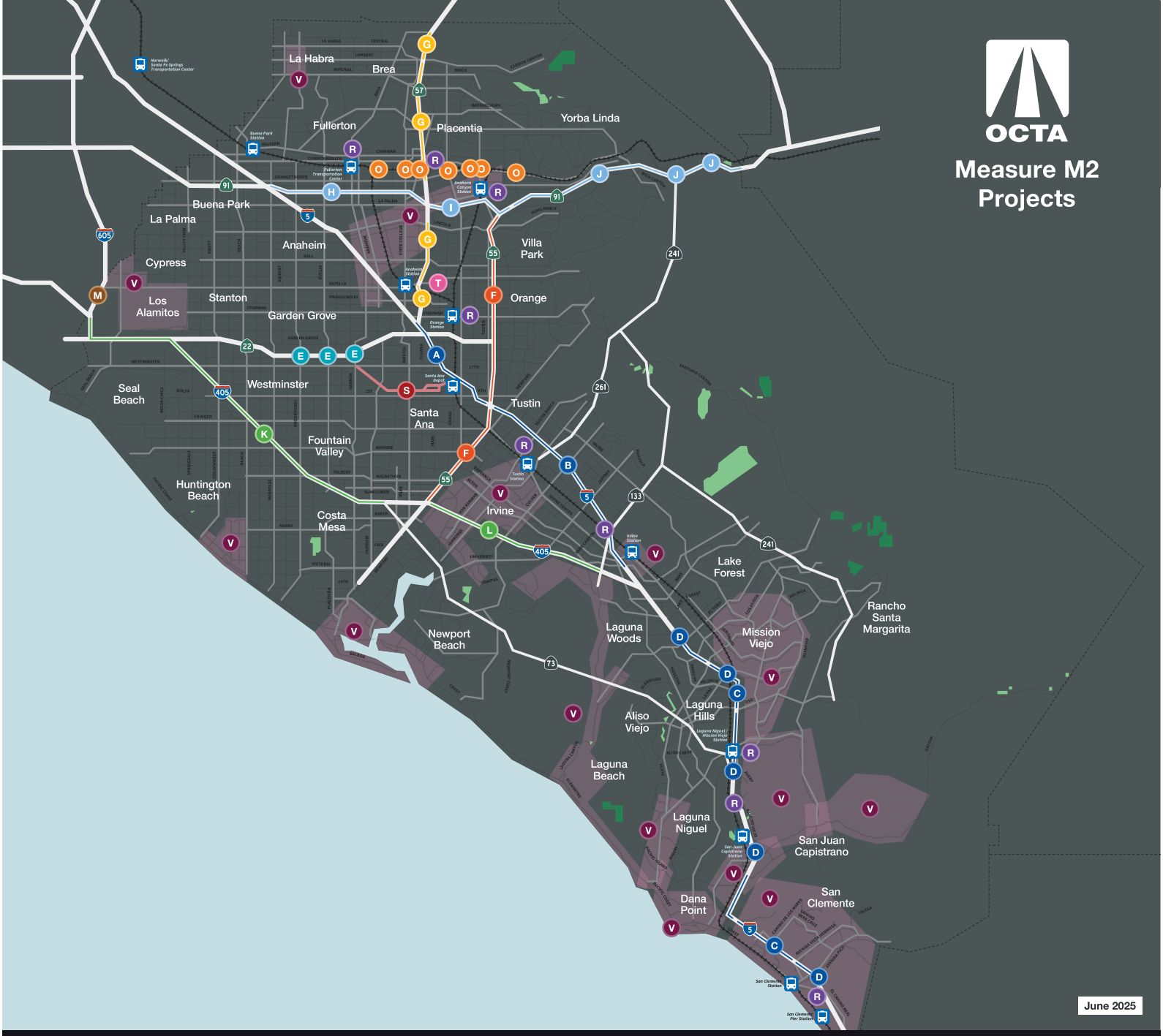
Name (Print)	Title	Signature	Date

Appendix E: Capital Improvement Programs

Available online at:

https://www.octa.net/programs-projects/programs/plans-and-studies/congestion-management-program/

Appendix F: Measure M2 Program of Projects



Freeway Improvement Program

Interstate 5 (I-5) Projects

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

State Route 22 (SR-22) Projects

- E Access Improvements

State Route 55 (SR-55) Projects

- F I-405 to I-5
- F I-5 to SR-91

State Route 57 (SR-57) Projects

- G Northbound, Orangewood Avenue to Katella Avenue
- G Northbound, Katella Avenue to Lincoln Avenue
- G Northbound, Orangethorpe Avenue to Lambert Road
- G Northbound, Lambert Road to Tonner Canyon Road

State Route 91 (SR-91) Projects

- H Westbound, I-5 to SR-57
- I SR-57 to SR-55
- J SR-55 to Riverside County Line

Interstate 405 (I-405) Projects

- K SR-73 to I-605
- L I-5 to SR-55

Interstate 605 (I-605) Projects

- M Katella Avenue Interchange Improvements

Freeway Mitigation Program

- Restoration Projects (Part of Projects A-M)
- Acquisition Projects (Part of Projects A-M)

Streets & Roads

- O Grade Separation Program
- P Signal Synchronization Project Corridors

Rail

- Metrolink Rail Line
- Metrolink Station

Transit Projects

- R Grade Separation and Station Improvement Projects
- S Transit Extensions to Metrolink
- T Metrolink Station Conversion to accept Future High-Speed Rail Systems
- V Community Based Transit/Circulators

Other Projects Not Shown

Project N:
- Freeway Service Patrol

Project O:
- Regional Capacity Program

Project Q:
- Local Fair Share Program

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

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

Project W:
- Safe Transit Stops

Project X:
- Environmental Cleanup Program

Appendix G: Orange County Subarea Modeling Guidelines

Note: *The primary purpose of these guidelines is to promote consistency in transportation modeling within Orange County.*

Available online at:

https://www.octa.net/programs-projects/programs/plans-and-studies/congestion-management-program/

COMMITTEE TRANSMITTAL

September 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: 2026 Long-Range Transportation Plan Development

Regional Transportation Planning Committee Meeting of August 28, 2025

Present: Directors Federico, Harper, Klopfenstein, Stephens, and Tavoularis
Absent: Directors Foley and Go

Committee Vote

No action was taken on this item.

Staff Recommendation(s)

Receive and file as an information item.

OCTA

August 28, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 2026 Long-Range Transportation Plan Development

Overview

The Orange County Transportation Authority has initiated development of the 2026 Long-Range Transportation Plan, which defines the long-term vision and investment priorities for Orange County's transportation system through the year 2050. The plan is updated every four years and provides Orange County's required input to the Southern California Association of Governments' Regional Transportation Plan and Sustainable Communities Strategy. This report provides an update on early development activities, including challenges and goals that will help guide the development of scenarios and evaluation criteria.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) is underway with the development of the 2026 Long-Range Transportation Plan (LRTP), which will guide the OCTA's long-term transportation planning through the year 2050. The LRTP is a 25-year planning document that is updated every four years. The LRTP will evaluate current commitments, assess future travel needs and financial forecasts, incorporate public and stakeholder input, and identify key challenges and strategies through 2050. These inputs inform the LRTP's core outputs, which include the plan's long-term goals, a list of preferred projects, evaluation of system performance, and a short-term action plan to guide near-term planning. The LRTP also serves as Orange County's required input to the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) developed by the Southern California Association of Governments (SCAG). Inclusion in the RTP/SCS is a critical step for positioning projects for state and federal funding.

Discussion

The five key challenges outlined below will influence Orange County's future transportation needs and were used to inform the development of the draft LRTP goals.

Shifting Mobility Trends

Travel patterns across Orange County continue to evolve, driven by a combination of growing electronic commerce (e-commerce), rise of electric vehicles and bicycles, and other emerging technologies. Flexible and hybrid work schedules have contributed to the spread of peak-hour demand, resulting in reduced congestion during traditional commute times in some corridors, but more unpredictable travel patterns throughout the day. In parallel with these trends, the number of commuters traveling into Orange County for jobs continues to grow. In 2024, approximately 293,000 daily work trips originate from outside Orange County, accounting for 16 percent of all work trips within the County. By 2050, this number is projected to increase by 15 percent, with the largest share of outside trips coming from Los Angeles County.

Post-pandemic travel demand has rebounded at different rates and in different ways across modes, reflecting changes in how and when people choose to travel. Additionally, increased freight and e-commerce activity has contributed to congestion, competition for curb space, and heightened safety concerns, such as more frequent conflicts between delivery vehicles and pedestrians or bicyclists and increased double parking. These shifting travel patterns present new challenges for forecasting demand and require more flexible approaches to planning and delivering services that meet the County's diverse needs across all travel modes.

Built Out Roadways

While the latest demographic projections indicate a modest three percent population growth by 2050, employment is expected to grow by ten percent and housing by 13 percent. Together, these trends are increasing overall travel demand on Orange County's transportation system, particularly along key corridors and around job centers.

In contrast, opportunities to expand roadway capacity are limited. Existing land uses, right-of-way constraints, and the rising financial and environmental costs associated with large-scale capital infrastructure projects make capacity expansion increasingly difficult.

These limitations highlight the importance of accommodating more trips within the existing transportation right-of-way and infrastructure. As congestion grows, maintaining system performance will rely increasingly on strategies that improve

operational efficiency and maximize people-throughput for various modes of transportation.

Increasing Risks to System Resiliency

OCTA's Climate Adaptation and Sustainability Plan, completed in 2024, identifies several climate-related hazards to the system, including air quality, flooding, severe weather, storm surge, extreme heat, and wildfires. These events can create safety hazards for the traveling public, threaten Orange County's transportation infrastructure, cause service disruptions, and increase maintenance and operations costs. OCTA has a strong track record of protecting public safety and maintaining service during past disruptions. However, the increasing frequency and severity of extreme weather events will continue to test the system's resilience.

At the state level, ambitious goals have been set over the last two decades to reduce greenhouse gas emissions and vehicle miles traveled. While OCTA continues to implement projects and strategies that support these goals, achieving them remains challenging due to the high cost of emerging technologies and evolving state and federal requirements.

Evolving Funding Landscape

With the Measure M2 (M2) sunset in 2041, there is uncertainty around the future of locally controlled revenue for transportation investments. In the 2022 LRTP, M2 accounted for nearly a quarter of the total projected revenue. The 2026 LRTP cycle extends the planning horizon to 2050, the sunset of M2 will present a significant funding shortfall that must be addressed.

Adding to the funding challenges, state and federal funding programs are becoming increasingly restrictive. For example, the Surface Transportation Block Grant, and Congestion Mitigation and Air Quality programs, which were previously allocated by formula, are now awarded by SCAG through a competitive process that selects projects based on alignment with regional priorities. Rising construction and maintenance costs further complicate these issues and require ongoing reassessment of long-term financial strategies and project prioritization.

Access to Economic Opportunities

Reliable access to transportation is essential to economic vitality and workforce mobility. Major job centers in Orange County continue to attract a growing regional workforce but often remain difficult to access by modes other than driving. This can create barriers for individuals who may not have access to a personal vehicle and depend on other travel options.

First- and last-mile gaps, limited transit coverage in some areas, and rising transportation costs continue to disproportionately affect transit-dependent populations. Addressing these conditions presents an opportunity to strengthen the County's economic growth and quality of life through investments that improve transportation access to jobs, education, and essential services.

Proposed LRTP Goals

In response to the key challenges outlined above, staff has identified four goals to guide the development of the 2026 LRTP. The overarching goals are consistent with those established in the 2022 LRTP with an updated emphasis to reflect evolving priorities. These goals will inform the 2026 LRTP development.

- Expand Multimodal Capacity – continue to invest in an integrated transportation network that supports all travel modes.

- Improve Operations – enhance safety, efficiency, and reliability for daily travel and goods movement.

- Enhance Accessibility – improve access to jobs and key destinations through convenient and affordable transportation options.

- Strengthen System Resiliency – develop a sustainable transportation system that can withstand climate risks, economic uncertainties, and other disruptions.

Public Engagement

In addition to the challenges and goals, community input is a critical component in shaping scenarios and strategies that will guide the development of the LRTP. The LRTP outreach efforts are intended to inform the audiences about current challenges and emerging issues, and to gather input on potential transportation options and priorities.

To ensure broad reach and participation from across the County, OCTA will implement a combination of traditional and innovative outreach methods. Engagement efforts will target the general public, stakeholders, community-based organizations, advisory groups (such as the Citizens Advisory Committee and Diverse Community Leaders), and city and elected officials.

Outreach tools will include social media, online surveys, webinars, pop-up events, roundtables, and a telephone townhall. The first phase of outreach is tentatively scheduled to begin on September 10, 2025. Survey and outreach materials will be multilingual to reach a wide and representative audience.

Milestones and Schedule

The 2026 LRTP is currently in the early development phase, with efforts focused on refining goals and preparing for scenario development, revenue forecasting, and performance analysis. A draft of the 2026 LRTP will be presented to the Board of Directors (Board) to review findings and provide input prior to the release of the draft plan to the public in summer 2026. The final LRTP is scheduled for Board consideration in fall 2026 to align with SCAG's RTP/SCS timeline.

Summary

Orange County's transportation system continues to face new and evolving challenges. While OCTA's transit services, M2 investments, and other committed projects provide a strong foundation, additional strategies will be needed to address shifting travel patterns, climate risks, and long-term funding gaps. The draft goals outlined in this report provide a strategic framework for guiding investment and policy decisions in the 2026 LRTP.

Attachment

None.

Prepared by:



Kristin Tso
Principal Transportation Analyst
(714) 560-5496

Approved by:



Rose Casey
Executive Director, Planning
(714) 560-5729

2026 LONG-RANGE TRANSPORTATION PLAN

Development

DIRECTIONS 2050

LONG RANGE TRANSPORTATION PLAN

Connecting Communities: Better Mobility for All

OCTA

THE LRTP CYCLE

OCTA LRTP

- Countywide
- Four-year cycle | 20+ year plan

SCAG RTP/SCS

- Regionwide
- Includes counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura
- Four-year cycle | 20+ year plan

FTIP

- Near-term projects with committed funding
- Two-year cycle | Six-year funding program

FTIP – Federal Transportation Improvement Program
LRTP – Long-Range Transportation Plan
OCTA – Orange County Transportation Authority
RTP – Regional Transportation Plan
SCAG – Southern California Association of Governments
SCS – Sustainable Communities Strategy

LRTP OVERVIEW

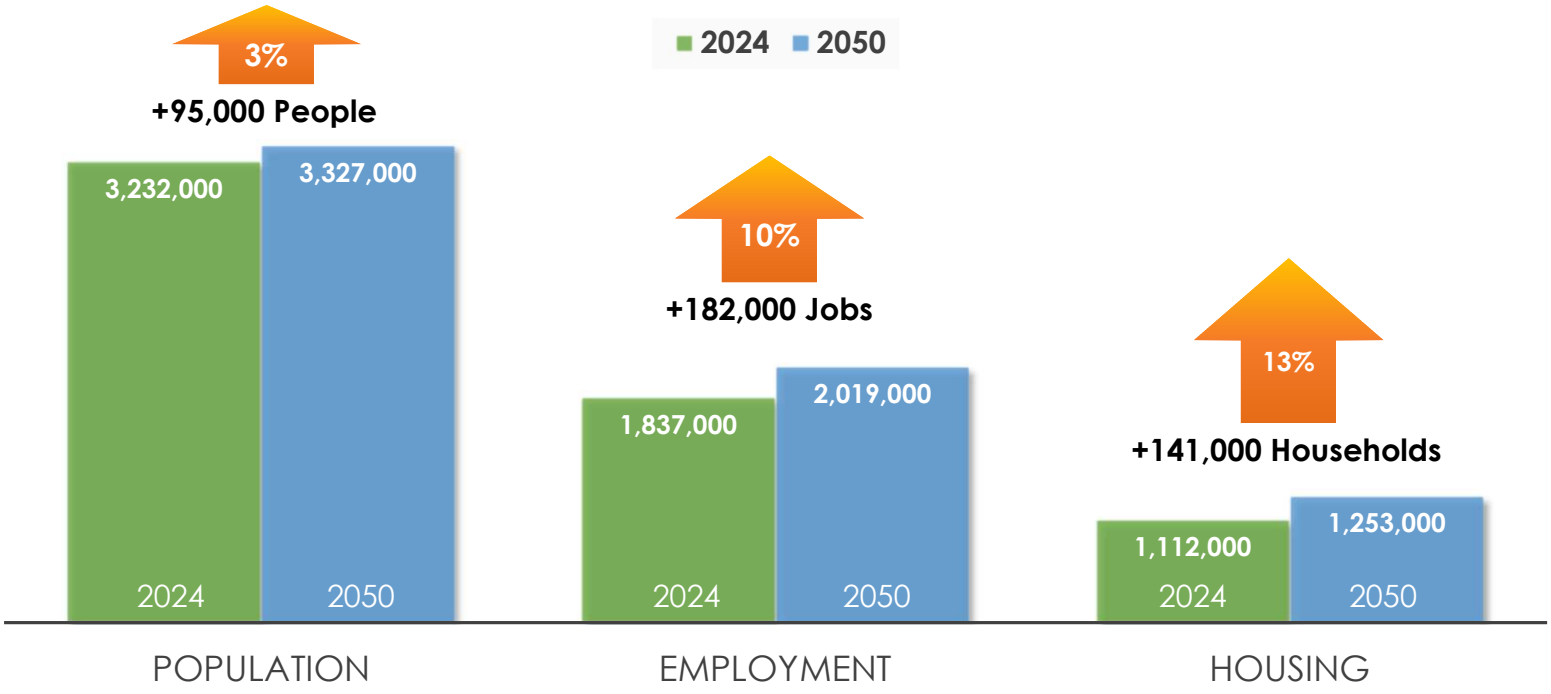
Input:

- Population/employment/housing forecasts
- Financial forecasts
- Current commitments
- Public outreach
- Stakeholder engagement
- Challenges and considerations

Output:

- Goals
- Project list
- Plan performance
- Short-Term Action Plan

DEMOGRAPHIC GROWTH



Source:
Orange County Projections 2022 by Center for Demographic Research California State University, Fullerton
Orange County Transportation Analysis Model Socioeconomic Data

KEY CHALLENGES

Shifting Mobility Trends

- Freight and e-commerce growth
- Technological advancements
- Post-pandemic travel behavior

Built Out Roadways

- Slowing population growth
- Limited right-of-way

Increasing Risks to System Resiliency

- Extreme weather events
- VMT and GHG targets

Evolving Funding Landscape

- Measure M2 Sunset in 2041
- High costs and changing legislation

Access to Economic Opportunities

- Transit-dependent populations
- First/last-mile connectivity gaps

E-commerce – Electronic commerce
GHG – Greenhouse Gas
VMT – Vehicle Miles Traveled

DRAFT GOALS



Expand Multimodal Capacity

Continue to invest in an integrated transportation network that supports all modes.



Improve Operations

Enhance safety, efficiency, and reliability for daily travel and goods movement.



Enhance Accessibility

Improve access to jobs and key destinations through convenient and affordable options.



Strengthen System Resiliency

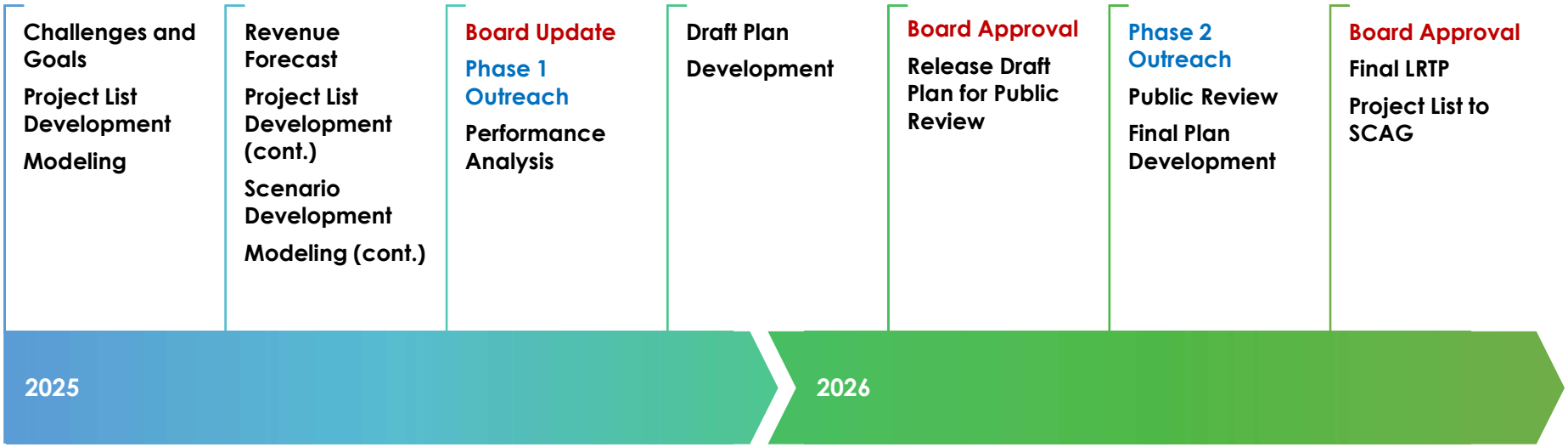
Develop a sustainable transportation system to withstand climate risks, economic uncertainties, and other disruptions.

PUBLIC ENGAGEMENT

- Stakeholder outreach
- Digital and social media
- Community surveys
- Public meetings/webinars
- Pop-ups/community events
- Telephone townhall
- Multilingual materials
- Communications toolkit



MILESTONES/SCHEDULE



Note: Schedule is estimated and subject to change

Board – Board of Directors

COMMITTEE TRANSMITTAL

September 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Acceptance of Grant Awards from the Southern California Association of Governments and the California Department of Transportation

Regional Transportation Planning Committee Meeting of August 28, 2025

Present: Directors Federico, Harper, Klopfenstein, Stephens, and Tavoularis
Absent: Directors Foley and Go

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

A. Authorize the Chief Executive Officer to accept the award of $400,000 in Southern California Association of Governments Sustainable Communities Program funding for Move Orange County: A Vibrant Path to Active Transportation.

B. Adopt Orange County Transportation Authority Resolution No. 2025-070 authorizing the acceptance of the $600,000 California Department of Transportation Sustainable Transportation Planning Grant confirming the match which is provided through the grant noted in Recommendation A, and authorizing the Chief Executive Officer to negotiate and execute grant agreements and any other required documents or applications.

C. Authorize the Chief Executive Officer to negotiate and execute grant-related agreements and documents with the Southern California Association of Governments and the California Department of Transportation.

D. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the recommendations above.

OCTA

August 28, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Acceptance of Grant Awards from the Southern California Association of Governments and the California Department of Transportation

Overview

The Orange County Transportation Authority has been awarded two state-funded grants for the countywide active transportation plan, Move OC: A Vibrant Path to Active Transportation. These grant awards include a Southern California Association of Governments Sustainable Communities Program grant for $400,000 and a California Department of Transportation Sustainable Transportation Planning Grant for $600,000. Board of Directors' approval is required to accept these grants.

Recommendations

A. Authorize the Chief Executive Officer to accept the award of $400,000 in Southern California Association of Governments Sustainable Communities Program funding for Move Orange County: A Vibrant Path to Active Transportation.

B. Adopt Orange County Transportation Authority Resolution No. 2025-070 authorizing the acceptance of the $600,000 California Department of Transportation Sustainable Transportation Planning Grant confirming the match which is provided through the grant noted in Recommendation A, and authorizing the Chief Executive Officer to negotiate and execute grant agreements and any other required documents or applications.

C. Authorize the Chief Executive Officer to negotiate and execute grant-related agreements and documents with the Southern California Association of Governments and the California Department of Transportation.

D. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the recommendations above.

Background

Sustainable Communities Program Grant

On July 8, 2024, the Southern California Association of Governments (SCAG) released a notice of funding opportunity for the Sustainable Communities Program making approximately $8.2 million available for Community/Areawide Plans and Quick-Build Projects that support active transportation modes such as walking, bicycling, and transit, improve roadway safety, and achieve the mobility goals, planning policies, strategic investments, and implementation strategies of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The Sustainable Communities Program is funded through a set-aside of funding from the Regional Active Transportation Program for planning purposes.

On September 27, 2024, the Orange County Transportation Authority (OCTA) submitted an application to SCAG requesting $400,000 in grant funds for Move OC: A Vibrant Path to Active Transportation (Move OC).

Sustainable Transportation Planning Grant

On October 24, 2024, the California Department of Transportation (Caltrans) released a notice of funding opportunity for the Sustainable Communities Competitive Grant as part of the Sustainable Transportation Planning Grant Program, which made available $29.5 million to implement strategies of the RTP/SCS and to support the state's greenhouse gas reduction targets.

On January 22, 2025, OCTA submitted an application to Caltrans requesting $600,000 for Move OC, an updated countywide active transportation plan which could be used in concert with the SCAG Sustainable Communities Program Grant.

Discussion

In December 2024, SCAG notified OCTA that Move OC was selected for $400,000 in Sustainable Communities Program Grant funding, and the California Transportation Commission approved the awards on June 26, 2025. On

July 1, 2025, Caltrans notified OCTA that Move OC was selected for $600,000 in Sustainable Transportation Planning Grant funding.

Together, these two grants will fully fund the $1,000,000 countywide active transportation plan. The regionally focused plan aims to provide seamless active transportation systems across the County focused on mode share, safety and comfort, and bicycle and pedestrian network improvement. This plan will support providing Orange County residents of all ages and abilities in choosing safe, non-motorized transportation as their primary mode for everyday trips. The plan will offer infrastructure, programming, policy, and funding recommendations, making it a valuable tool for cities across Orange County to compete for active transportation implementation grants. An overview of the project is included in Attachment A. Attachment B confirms Board of Directors' acceptance of the grants and that the $400,000 SCAG Sustainable Communities Program Grant will serve as matching funds for the $600,000 Caltrans Sustainable Transportation Planning Grant. It also authorizes the Chief Executive Officer to negotiate and enter into grant agreements on behalf of OCTA for this funding program.

Next Steps

Following the acceptance of the SCAG Sustainable Communities Program Grant and the Caltrans Sustainable Transportation Planning Grant, staff will follow OCTA's procurement process and target award of a consultant contract in summer 2026.

Summary

Staff recommends Board of Directors' approval to accept and enter into two grant agreements for the Move OC plan. These grants include an agreement with SCAG for a $400,000 Sustainable Communities Program Grant award and with Caltrans for a $600,000 Sustainable Transportation Planning Grant award for developing a countywide active transportation plan.

Attachments

A. Move OC: A Vibrant Path to Active Transportation Fact Sheet
B. Resolution No. 2025-070 of the Orange County Transportation Authority, 2025-2026 Sustainable Transportation Planning Grant Award Authorization

Prepared by:



Roslyn Lau
Senior Transportation Funding Analyst
(714) 560-5341

Approved by:



Rose Casey
Executive Director, Planning
(714) 560-5729

Move OC: A Vibrant Path to Active Transportation Fact Sheet

PROJECT SCOPE

Orange County Transportation Authority (OCTA) will develop a countywide active transportation plan to advance infrastructure, programming, policy, and funding recommendations centered around the following vision: Orange County will become a county where residents of all ages and abilities can easily choose safe, non-motorized transportation as their primary mode for everyday trips. The goals and metrics will focus on mode share, safety and comfort, bicycle and pedestrian network improvement, and transportation equity. Outreach will incorporate:

- Four geographic areas to address regionally specific transportation needs.
- A robust, multi-phase public outreach process informing the refinement of the goals and development of the objectives and metrics.
- Bicycle rodeo and pedestrian open house activities, virtual workshops, pop-up events, intercept teams, surveys, social media, and open feedback.
- Coordination with all local jurisdictions to facilitate comprehensive inventories of active transportation infrastructure and non-infrastructure initiatives and plans, demographics, land-use, safety, and mode share data.

AT A GLANCE

PROJECT TYPE

Active Transportation

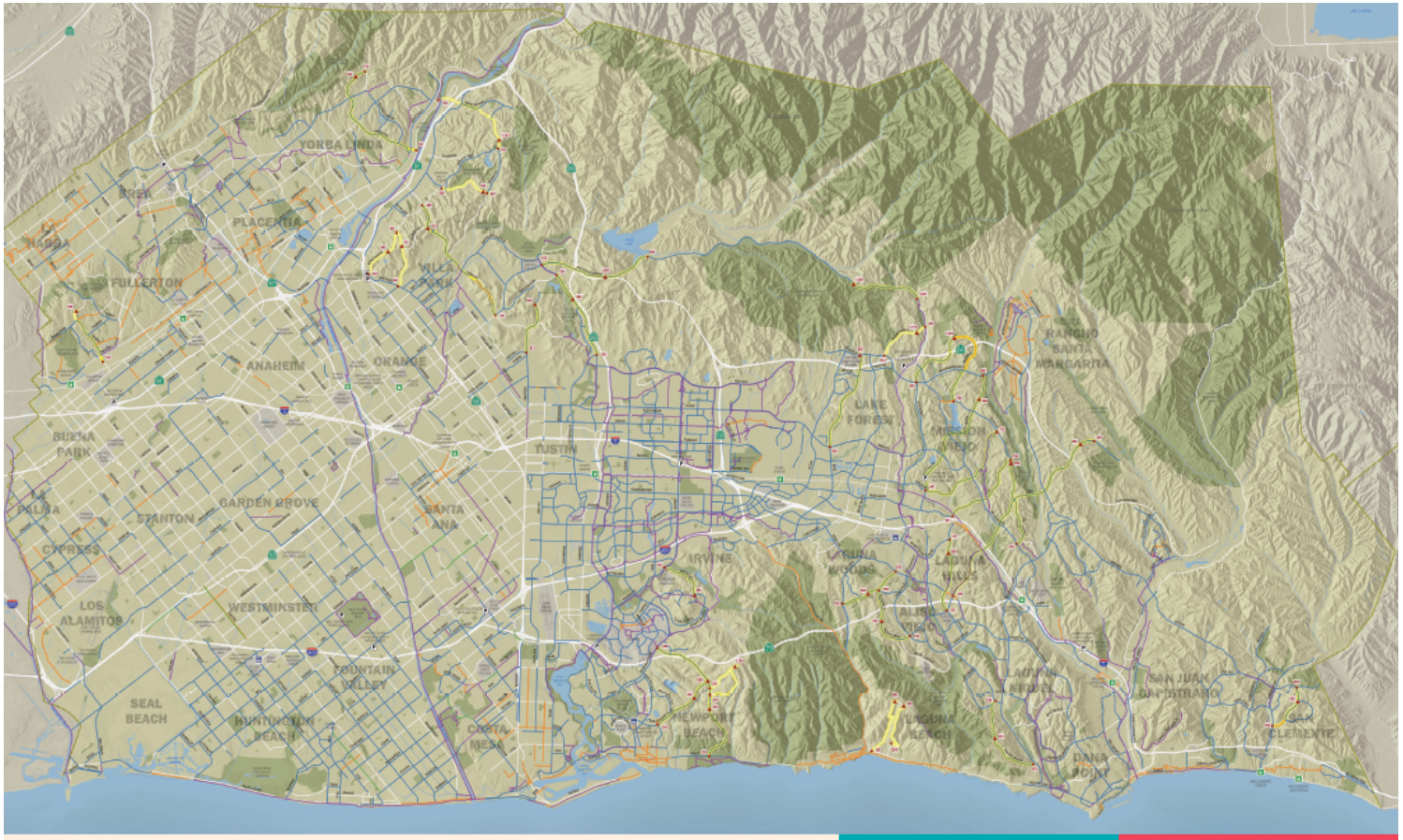
TOTAL PROJECT BUDGET

Total Project Cost: $1,000,000

PROJECT TIMEFRAME

Project Start: July 2026
Project Complete: October 2028

Orange County Transportation Authority
550 S. Main Street, P.O. Box 14184
Orange, CA 92863-14184
(714) 560-OCTA
www.octa.net



LEGEND

- Park and Ride
- Metrolink Stations
- Transit Centers

- Class I Bike Path (Off-Road, Paved)
- Class II Bike Lane (On-Road, Striped Lanes)
- Class III Bike Route (On-Road, Signed)
- Class IV Bike Boulevard (On-Road, Separated Bikeway)
- Major Road Without Designated Bikeway

SELECTED STEEP GRADES

- Class I Steep Grade
- Class II Steep Grade
- Class III Steep Grade
- Steep Grade Without Designated Bikeway
- Peak Elevation (ft.)
- 200 100 — Elevation (ft.)

N

0 1 2
Miles

OCTA | OCBIKE

ORANGE COUNTY

BIKEWAYS MAP GUIDE

ft. - Feet

ATTACHMENT B

RESOLUTION NO. 2025-070
OF THE
ORANGE COUNTY TRANSPORTATION AUTHORITY
2025-2026 SUSTAINABLE TRANSPORTATION PLANNING GRANT AWARD AUTHORIZATION

WHEREAS, the California Department of Transportation administers the Sustainable Transportation Planning Grant Program to support its mission, which is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability; and

WHEREAS, the Orange County Transportation Authority, as an eligible grantee of the California Department of Transportation's Sustainable Transportation Planning Grant Program, applied for and was awarded $600,000 in grant funds for Move OC: A Vibrant Path to Active Transportation; and

WHEREAS, the California Department of Transportation requires the grantee to certify, by resolution, the acceptance of awarded grant funds and authority to execute grant-related agreements; and

WHEREAS, the Orange County Transportation Authority will provide a match of $400,000 in Active Transportation Program grant funds received from the Southern California Association of Governments; and

NOW, THEREFORE, BE IT RESOLVED that the Orange County Transportation Authority Board of Directors accepts the awarded grant funds, confirms that it will provide the required match, and authorizes the Chief Executive Officer, or designee, to file grant applications; negotiate and execute agreements; and sign and submit certifications, assurances, and other necessary documents on behalf of the Orange County Transportation Authority with the California Department of Transportation.

ADOPTED, SIGNED, AND APPROVED this _____ day of _____, 2025.

AYES:

NOES:

ABSENT:

ATTEST:

_____	_____
Andrea West Clerk of the Board	Doug Chaffee, Chair Orange County Transportation Authority

COMMITTEE TRANSMITTAL

September 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: 2026 State Transportation Improvement Program Overview

Regional Transportation Planning Committee Meeting of August 28, 2025

Present: Directors Federico, Harper, Klopfenstein, Stephens, and Tavoularis
Absent: Directors Foley and Go

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Receive and file as an information item.

OCTA

August 28, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 2026 State Transportation Improvement Program Overview

Overview

The State Transportation Improvement Program is a biennial five-year plan of projects adopted by the California Transportation Commission for future allocations of state transportation funds. Every two years, the Orange County Transportation Authority updates the program of projects to be funded through this program. An overview of the 2026 State Transportation Improvement Program process is presented for information purposes.

Recommendation

Receive and file as an information item.

Background

The State Transportation Improvement Program (STIP) is a five-year state funding program that is adopted by the California Transportation Commission (CTC) for transportation projects. The STIP is divided into two major funding categories: the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). Seventy-five percent of the program is allocated to the RTIP, which is then provided to counties by formula to help deliver transportation capital projects that are consistent with the regional transportation plan. The remaining 25 percent is provided to the California Department of Transportation (Caltrans) through the ITIP for transportation projects of interregional significance and intercity rail projects.

Every two years, the CTC considers changes to the STIP Guidelines (Guidelines) and approves the fund estimate (FE), which forecasts what level of funding will be available to support the STIP, as well as other state funding programs, for the following five-year period.

Projects eligible for the STIP must adhere to the Guidelines and the Orange County Transportation Authority (OCTA) Capital Programming Policies (CPP) that were adopted by the Board of Directors (Board) on December 13, 2021, (Attachment A). OCTA is responsible for the development and programming of Orange County's share of the RTIP portion of STIP revenues, which is submitted to the CTC for approval. OCTA and Caltrans coordinate the development of projects that are considered for inclusion in the RTIP and the ITIP.

The current 2024 STIP was adopted on March 21, 2024, by the CTC. Orange County's approved 2024 STIP contained nine projects for Orange County and totaled $222.326 million (Attachment B).

Discussion

2026 STIP FE

The 2026 STIP FE, which was adopted by the CTC on August 14-15, 2025, indicates that the total statewide STIP funding capacity for the 2026 STIP is $952 million. The OCTA share of the new capacity is approximately $24.718 million including adjustments for prior STIP advancements. For the 2026 STIP, OCTA's program of projects would be approximately $130.720 million, including $106.002 million in carryover funds committed to projects in the 2024 STIP.

2026 Guidelines

The Guidelines identify procedures and requirements that project sponsors and implementing agencies must adhere to in order to program, allocate, deliver, and seek reimbursement for STIP funds.

This year, the Guidelines include minor changes related to how uncommitted funds are identified, and more clarification on what needs to be included in fact sheets.

Next Steps

Staff is coordinating with Caltrans and local agencies, as applicable, on specific project proposals for the RTIP and the ITIP. A schedule of the next steps is included as Attachment C. Staff expects to return to the Board in October 2025 with specific programming recommendations. Additionally, once approved, the program of projects will be formally submitted to the Southern California Association of Governments for modeling purposes and to the CTC by their December 15, 2025 due date. The CTC is expected to approve the 2026 STIP at the March 2026 meeting.

The updated program of projects that will be recommended to the Board may include modifications to existing projects or new projects that are consistent with OCTA priorities, Long-Range Transportation Plan, the CPP, and requests to expedite existing STIP projects.

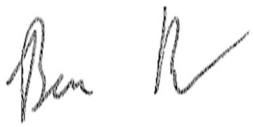
Summary

OCTA is responsible for the development and programming of the STIP projects for Orange County. With the upcoming 2026 STIP cycle, OCTA staff has started the process to consider priority projects for recommendation to the Board for the RTIP submittal to the CTC.

Attachments

A. Capital Programming Policies by Fund Source, December 2021
B. 2024 STIP - California Transportation Commission Approved Projects
C. 2026 State Transportation Improvement Program Development Schedule

Prepared by:



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Approved by:



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ATTACHMENT A

Capital Programming Policies by Fund Source
December 2021

Equity Consideration for all Funding Programs: In addressing the mobility needs of the County, the Orange County Transportation Authority (OCTA) will consider both benefits and impacts of improvements to low-income and disadvantaged communities, with the goal of improving transportation and mobility options.	
Funding Source	Updated Measure M (M2) Programming Policies
M2 Programs	
Projects A-M (Freeway Projects on Interstate 5, State Route 22, State Route 55, State Route 57, State Route 91, Interstate 405, and Interstate 605)	Use projects A-M M2 funding consistent with the M2 Transportation Investment Plan, the Next 10 Delivery Plan, and subsequent Board of Directors' (Board)-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.
Freeway Environmental Mitigation Program (Tied to projects A-M)	Utilize five percent of net revenues derived from M2 funding for projects A-M consistent with the M2 Transportation Investment Plan, with the Next 10 Delivery Plan (Next 10 Plan), and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through Board approval actions for needed environmental mitigation projects.
Project N (Freeway Service Patrol)	Use Project N funds for the Freeway Service Patrol Program. Funds are programmed through the annual budget process.
Project O (Regional Capacity Program) and Project P (Regional Traffic Signal Synchronization Program)	Use Project O and Project P M2 funding consistent with the M2 Ordinance No. 3, and consistent with the Comprehensive Transportation Funding Programs (CTFP) guidelines. Program funds to projects through the cyclical CTFP call for projects (call) programming recommendations.
Project R (High-Frequency Metrolink Service)	Use Project R M2 funding consistent with the M2 Transportation Investment Plan, with the latest Next 10 Delivery Plan (Next 10 Plan), with the Comprehensive Business Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.
H Project S (Transit Extensions to Metrolink) and Project T (Metrolink Gateways)	Use Project S and Project T M2 funding consistent with the M2 Transportation Investment Plan, and consistent with CTFP guidelines. Program funds to projects through formal call awards. Supplemental funds for approved competitive projects may be changed through Board action.
Project U (Expand Mobility Choices for Seniors and Persons with Disabilities)	Use Project U M2 funds, consistent with the M2 Ordinance No. 3, the Comprehensive Business Plan, and subsequent Board-approved plans and updates to the M2 Program. Funds are programmed through the annual budget process.

Capital Programming Policies by Fund Source
December 2021

Funding Source	Updated M2 Programming Policies
Project V (Community-Based Transit Circulators) and Project W (Safe Transit Stops)	Use Project V and Project W M2 funding consistent with the M2 Transportation Investment Plan, and consistent with CTFP guidelines. Program funds to projects through formal call awards and/or Board action. Funds for Orange County Transportation Authority (OCTA)-approved projects may be programmed through Board action.
Project X (Environmental Cleanup)	Use Project X M2 funding consistent with the M2 Transportation Investment Plan and consistent with CTFP guidelines. Program funds to projects through the CTFP call. The Environmental Cleanup Program consists of two programs. The Tier 1 Grant Program is designed to mitigate the more visible forms of pollution. Tier 1 consists of funding for equipment purchases and upgrades to existing catch basins and related devices such as screens, filters, and inserts. The Tier 2 Grant Program consists of funding regional, multi-jurisdictional, and capital-intensive projects, such as constructed wetlands, detention/infiltration basins, and bioswales.
Funding Source/Agency	**Other Local Funding Programming Policies**
91 Express Lanes Excess Revenues/OCTA	Please see the policy for the use of excess 91 Express Lanes toll revenue finalized through Board action on June 9, 2014.
County Transportation Commission/Mobile Source Air Pollution Reduction Review Committee (MSRC)	Prioritize activities that encourage transit ridership and support zero-emission bus initiatives. Depending on work program criteria, submit OCTA priority projects that meet program criteria and work to support a return to source program for Orange County through all MSRC programs, including but not limited to, freight focused programs. Funds are programmed through formal programming action.
Funding Source/Agency	**State and Federal Programming Policies**
All State and Federal Fund Sources and New Funding Programs	OCTA's goal for external funding is to be successful in increasing the use of external funds and decrease the use of local funds, when possible. The first priority for all funding sources, when consistent with the funding agency priority and policies, is to fulfill commitments to the latest Next 10 Plan, specifically M2 projects, and to maintain existing OCTA assets in a state of good repair and support OCTA priorities. Consideration will be given to use state and federal funds for projects that are complementary to M2 projects and that share the M2 Program goals to reduce congestion, strengthen the economy, and improve the quality of life. All fund sources must be programmed through formal programming actions.

Capital Programming Policies by Fund Source
December 2021

State	
Funding Source/Agency	State Programming Policies
Active Transportation Program (ATP) – Southern California Association of Governments (SCAG) Regional Selection (Formula)/California Transportation Commission (CTC)/SCAG	OCTA, through Board action, will establish prioritization criteria based on regional planning, for the SCAG regional call every cycle.
Cap-and-Trade (Formula) – Low Carbon Transit Operations Program (LCTOP)/California Department of Transportation (Caltrans)	Use LCTOP for transit operations or capital for expansion of bus transit service, fare reduction programs, and other bus and commuter rail transit efforts that increase ridership and reduce greenhouse gas (GHG) emissions, where 50 percent of the funds provide benefit for passengers in disadvantaged communities, as appropriate. Funds generated from commuter rail service in Orange County may be used in Orange County for the expansion of commuter rail service, fare reduction programs for commuter rail, and other eligible commuter rail efforts that increase ridership and reduce GHG emissions.
SB 1 (Chapter 5, Statutes of 2017) – Local Partnership Program (LPP) – Formula/CTC	Use LPP for ready-to-deliver committed and prioritized projects which are compatible with state goals and seek to balance funds between freeways, streets and roads, transit capital and eligible environmental clean-up and based on the timing of the request for project nominations.
SB 1 – State of Good Repair (SGR)/Caltrans	Use funds for bus transit capital projects and for maintenance, rehabilitation, and replacement of existing OCTA transit assets. Funds may be used for transit operations, if allowed by the State.
SB 1 – Trade Corridors Enhancement Program (TCEP)/CTC	Use TCEP for eligible trade corridor projects that meet the requirements and goals of the program.
State Transportation Improvement Program (STIP)/CTC	Use STIP funds for eligible transit capital, freeway, traffic system management, complete streets, commuter rail, fixed-guideway projects, planning/programming and complementary activities, which seek an equitable balance among all modes and are consistent with state goals.

Capital Programming Policies by Fund Source
December 2021

Funding Source/Agency	State and Federal Programming Policies
Federal	
Congestion Mitigation and Air Quality (CMAQ)/Caltrans for Federal Highways Administration (FHWA)	Use CMAQ funding for: • Fixed-guideway and/or high-occupancy vehicle or high-occupancy toll operational improvements, • vanpool program and rideshare services, • rail and bus transit capital projects, • traffic light synchronization projects, • new or expanded transit operations (three years of CMAQ funding may be used for the first five years), and • eligible bicycle and pedestrian projects. All projects that use CMAQ funds must demonstrate a quantifiable air quality benefit. Projects must be recommended based on performance.
Federal Transit Administration (FTA) Section 5307 Formula/FTA	Use funds to support ongoing transit operations and SGR through (not in priority order): • Preventive maintenance, • capital cost of contracting, and • bus replacement. Lower priority but eligible if funding is available: • Other priority capital projects that are consistent with the comprehensive business plan. Set-asides: Up to 20 percent for paratransit operating assistance, one percent for transit security (unless funded using local, state, or other federal funds), and percent of funds generated by rail operations to be used for rail operations and capital projects.
FTA Section 5310 Formula Funds/FTA	Use funds for eligible enhancements to paratransit capital and operations.

Capital Programming Policies by Fund Source
December 2021

Funding Source/Agency	Federal Programming Policies
FTA Section 5337 Formula Funds/FTA	Use funds for commuter rail rehabilitation and/or renovation projects, capital projects that maintain and/or replace equipment, and facilities to keep the commuter rail system in a state of good repair and for preventive maintenance. Use funds generated by express bus transit for bus transit capital maintenance. Use of funding must also benefit OCTA express bus services.
FTA Section 5339 Formula Funds/FTA	Use funds for: • Capital maintenance, • capital cost of contracting, • bus replacement, and • other bus capital projects as identified in the transit asset management plan.
Highway Infrastructure Program/Caltrans for FHWA	Use funds for M2 Freeway Program, consistent with the latest Next 10 Plan.
National Highway Freight Program/CTC for FHWA	These funds are administered by the state through the TCEP (see TCEP above).
Surface Transportation Block Grant Program - Formerly the Regional Surface Transportation Program/Caltrans for FHWA	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan) and for other non-M2 freeway projects that are complementary with the M2 freeway program, local streets and roads, bicycle, pedestrian, and/or complete streets projects. Funds may also be used for countywide planning activities up to five percent annually Projects will be recommended based on performance.
Transportation Alternatives Program – CTC/SCAG through ATP	These funds are administered by the state through the ATP. See ATP above.

ATTACHMENT B

2024 STIP - California Transportation Commission Approved Projects

2024 STIP (In Thousands)	2024-25	2025-26	2026-27	2027-28	2028-29	Total STIP	Other Funding					Unfunded Need	Phase Cost	Total Project Cost
							Prior STIP	STBG / CMAQ	Local	LPP-F	Other[1]			
OC Loop - Segment A (La Habra) (CON)				38,233		38,233		2,402	5,023		340		45,998	45,998
Orange County Maintenance Facility (Phase 1) (CON)				20,000		20,000					59,590	43,150	29,000	122,740
OC Connect Santa Ana - Garden Grove Rails to Trails (PS&E)		3,900				3,900					3,750		3,900	7,650
I-5 Improvements from I-405 to Yale Avenue - Segment 1 (CON)		95,338				95,338		47,473	46,188	11,374	5,421		177,030	205,794
SR-74 Gap Closure and Multimodal Improvements (CON)			24,600			24,600	19,313	21,374	9,350		4,250		59,600	78,887
SR-57 Truck Climbing Lane Phase II - Lambert Road to County Line (ENV & PS&E)		6,500			18,000	24,500							24,500	24,500
Planning, Programming, and Monitoring	1,056	1,030	1,030	2,769	1,370	7,255							7,255	7,255
I-5 Improvements from SR-73 to El Toro Road (Replacement Planting/Landscaping)	6,000					6,000		790	5,545				11,545	12,335
Digital Bus Stop Signs 13" Along High-Quality Transit Corridors (143 Sign)		2,500				2,500							2,500	2,500
2024 STIP Subtotal	**7,056**	**109,268**	**25,630**	**61,002**	**19,370**	**222,326**	**19,313**	**72,039**	**66,106**	**11,374**	**73,351**	**43,150**	**461,328**	**507,659**

1. Other funds include $5.421 million in National Highway Performance Program, $0.25 million in SHOPP, $4.0 million in Community Project Funding Earmarks, $0.34 million in Active Transportation Program (ATP), $3 million in ATP, $0.75 million in Community Project Funding Earmark, and $59.590 million in Transit and Intercity Rail Capital Program. Unfunded need will be provided through future SB 1 (Chapter 5, Statues of 2017) and Transit and Intercity Rail Capital Program funds.

Acronyms

CON - Construction
CMAQ - Congestion Mitigation and Air Quality
ENV - Environmental
I-5 - Interstate 5
I-405 - Interstate 405
LPP-F - Local Partnership Program - Formula
PS&E - Plans, Specifications, and Engineering
SB - Senate Bill
SCORE - Southern California Optimized Rail Expansion
SHOPP - State Highway Operations & Protection Program
SR-57 - State Route 57
SR-73 - State Route 73
SR-74 - State Route 74
STBG - Surface Transportation Block Grant Program
STIP - State Transportation Improvement Program
" - Inches

ATTACHMENT C

2026 State Transportation Improvement Program Development Schedule

- August 14-15, 2025 – The California Transportation Commission (CTC) adopts the State Transportation Improvement Program (STIP) fund estimate.
- September 18, 2025 – Draft projects are submitted to the Southern California Association of Governments for regional modeling analysis.
- October 6, 2025 – Present to Orange County Transportation Authority (OCTA) Regional Transportation Planning Committee the STIP/Regional Transportation Improvement Program (RTIP) programming recommendations.
- October 13, 2025 – Present to the OCTA Board of Directors the STIP/RTIP programming recommendations for approval.
- October 15, 2025 – The California Department of Transportation (Caltrans) submits the final draft Interregional Transportation Improvement Program (ITIP) to CTC.
- October 30, 2025 – CTC ITIP hearing – North.
- November 7, 2025 – CTC ITIP hearing – South.
- By December 15, 2025 – STIP/RTIP and Caltrans ITIP submittal due to CTC.
- January 28, 2026 – CTC STIP hearing – North.
- February 5, 2026 – CTC STIP hearing – South.
- March 2026 – CTC publishes staff recommendations.
- March 19-20, 2026 – CTC adopts STIP.

COMMITTEE TRANSMITTAL

September 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Amendment to Agreement for Construction Management Support Services for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5

Regional Transportation Planning Committee Meeting of August 28, 2025

Present: Directors Federico, Harper, Klopfenstein, Stephens, and Tavoularis
Absent: Directors Foley and Go

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-0-2582 between the Orange County Transportation Authority and AECOM Technical Services, Inc., in the amount of $6,272,656, and extend the agreement term for an additional nine months through June 30, 2027, for additional construction management support services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5. This will increase the maximum cumulative obligation of the agreement to a total contract value of $24,797,276.

August 28, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Construction Management Support Services for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5

Overview

On April 12, 2021, the Orange County Transportation Authority's Board of Directors approved the selection of AECOM Technical Services, Inc. as the firm to provide construction management support services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5. An amendment to the agreement is needed to provide additional services through the completion of the State Route 55 Improvement Project.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-0-2582 between the Orange County Transportation Authority and AECOM Technical Services, Inc., in the amount of $6,272,656, and extend the agreement term for an additional nine months through June 30, 2027, for additional construction management support services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5. This will increase the maximum cumulative obligation of the agreement to a total contract value of $24,797,276.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), is implementing the State Route 55 (SR-55) Improvement Project from Interstate 405 (I-405) to Interstate 5 (I-5) (Project). The Project is part of Project F in the Measure M2 (M2) freeway program and is being advanced through the 2024 Updated Next 10 Delivery Plan approved by the OCTA Board of Directors (Board) in November 2024.

The Project will add one general purpose lane and one high-occupancy vehicle lane in each direction between I-405 and I-5, and auxiliary lanes between interchanges.

On October 21, 2021, OCTA entered into an agreement with AECOM Technical Services, Inc. (AECOM) to provide construction management support services.

Additional construction management support services are required due to a variety of issues that have been encountered within the project limits, including extending the construction contract duration as a result of time impact delays and management of delay mitigation resequencing strategies. These issues include elevated arsenic levels in the excavated soil requiring storage and double handling of materials before disposal, third-party utility relocation delay impacts, and extensive efforts to avoid business relocations adjacent to the Project and providing the contractor with necessary temporary construction easements. The contractor's delay claims have been negotiated, and construction contract change orders have been processed to eliminate disputes. Several construction activities have been re-sequenced to minimize delays to the overall project schedule, including advancing the construction of the Dyer Road undercrossing, additional demolition of pavement structural section, additional subgrade excavation, and installation of drainage facilities to accommodate temporary construction easements between Dyer Road and Edinger Avenue.

In summary, the level of construction management support services has increased to assess, negotiate, and implement schedule mitigation efforts, process the contractor's delay claims, negotiate and resolve these disputes and claims, and to process and implement construction contract change orders. Additionally, the construction management contract term is required to be extended an additional nine months to account for the increased construction duration negotiated with the contractor. This nine-month extension, coupled with a previously approved 12-month time-only extension, are the primary reason for the increase in construction management costs included in this amendment.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering services, which conform to both state and federal laws. On April 12, 2021, the Board approved an agreement with AECOM for a term of six-and-a-half years. The contract was issued with a maximum obligation of $18,524,620. This agreement has been

previously amended as shown in Attachment A. It has become necessary to amend the existing agreement to include additional construction management support services.

OCTA staff negotiated the required level of effort with AECOM for the additional construction management support services. Staff found AECOM's cost proposal, in the amount of $6,272,656, to be fair and reasonable relative to the negotiated level of effort and the independent cost estimate prepared by the OCTA project management team. Proposed Amendment No. 7 to Agreement No. C-0-2582, in the amount of $6,272,656, will bring the total contract value to $24,797,276 and extend the term for an additional nine months through June 30, 2027.

Fiscal Impact

Funding for this amendment is included in OCTA's Fiscal Year 2025-26 Budget, Capital Programs Division, Account No. 0017-9085-FF101-0KU with a combination of federal, state, and local funds. The costs for this amendment are funded from project contingency and are not anticipated to increase the total project estimate of $505,700,000.

Summary

Staff requests Board of Directors' approval to authorize for the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-0-2582 between the Orange County Transportation Authority and AECOM Technical Services, Inc., in the amount of $6,272,656, and extend the term of the agreement through June 30, 2027, for additional construction management support services.

Attachment

A. AECOM Technical Services, Inc., Agreement No. C-0-2582 Fact Sheet

Prepared by:

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Approved by:

James G. Beil, P.E.
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ATTACHMENT A

AECOM Technical Services, Inc., Agreement No. C-0-2582 Fact Sheet

1. April 12, 2021, Agreement No. C-0-2582, $18,524,620, approved by the Board of Directors (Board).

    - Agreement was executed on October 21, 2021, with AECOM Technical Services, Inc. (AECOM) to provide construction management support services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

2. June 13, 2022, Amendment No. 1 to Agreement No. C-0-2582, $0, approved by the Contracts Administration and Materials Management (CAMM) Department.

    - Revised key personnel and added personnel for AECOM.

3. October 14, 2022, Amendment No. 2 to Agreement No. C-0-2582, $0, approved by the CAMM Department.

    - Revised key personnel and added personnel for AECOM.

4. June 8, 2023, Amendment No. 3 to Agreement No. C-0-2582, $0, approved by the CAMM Department.

    - Added new personnel for subconsultants Fountainhead Consulting Corporation, Ghirardelli Associates, Inc., Guida Surveying, Inc., and Ninyo and Moore.

5. May 13, 2024, Amendment No. 4 to Agreement No. C-0-2582, $0, approved by the CAMM Department.

    - Added new personnel for AECOM and subconsultants Guida Surveying, Inc., Ninyo and Moore, and V&A, Inc.

6. May 13, 2024, Amendment No. 5 to Agreement No. C-0-2582, $0, approved by the CAMM Department.

    - Added new personnel for AECOM.

7. September 19, 2024, Amendment No. 6 to Agreement No. C-0-2582, $0, approved by the CAMM Department.

    - Extended the term of the agreement for an additional 12 months through September 25, 2026.
    - Added new personnel for AECOM and subconsultants Guida Surveying, Inc. and Ninyo and Moore.

8. September 8, 2025, Amendment No. 7 to Agreement No. C-0-2582, $6,272,656, pending approval by the Board.

    - Additional construction management support services and extension of the contract term by nine months through June 30, 2027.

Total funds committed to AECOM Technical Services, Inc. after approval of Amendment No. 7 to Agreement No. C-0-2582: $24,797,276.

COMMITTEE TRANSMITTAL

September 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Amendment to Cooperative Agreements with the Cities of Costa Mesa, Fountain Valley, Huntington Beach, and Westminster for the Interstate 405 Improvement Project

Regional Transportation Planning Committee Meeting of August 28, 2025

Present: Directors Federico, Harper, Klopfenstein, Stephens, and Tavoularis
Absent: Directors Foley and Go

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Cooperative Agreement No. C-5-3612 between the Orange County Transportation Authority and the City of Costa Mesa, in the amount of $1,989,000, to provide final reimbursement for pavement mitigation and other costs on city streets used for signed, long term detour routes during construction. This will increase the maximum obligation of the cooperative agreement to a total value of $3,295,380.

B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 12 to Cooperative Agreement No. C-5-3613 between the Orange County Transportation Authority and the City of Fountain Valley, in the amount of $2,039,000, to provide final reimbursement for pavement mitigation and other costs on city streets used for signed, long term detour routes during construction. This will increase the maximum obligation of the cooperative agreement to a total value of $7,478,658.

C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement No. C-3-2654 between the Orange County Transportation Authority and the City of Huntington Beach, in the amount of $1,331,000, to provide final reimbursement for pavement mitigation and other costs on city streets used for signed, long term detour routes during construction. This will increase the maximum obligation of the cooperative agreement to a total value of $1,531,000.

D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 9 to Cooperative Agreement No. C-5-3615 between the Orange County Transportation Authority and the City of Westminster, in the amount of $2,850,000, to provide final reimbursement for pavement mitigation and other costs on city streets used for signed, long term detour routes during construction. This will increase the maximum obligation of the cooperative agreement to a total value of $7,348,331.

August 28, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Cooperative Agreements with the Cities of Costa Mesa, Fountain Valley, Huntington Beach, and Westminster for the Interstate 405 Improvement Project

Overview

On March 14, 2016, the Orange County Transportation Authority Board of Directors approved Cooperative Agreement nos. C-5-3612, C-5-3613, C-5-3614, and C-5-3615 with the cities of Costa Mesa, Fountain Valley, Huntington Beach, and Westminster, respectively, for city services required during design-build implementation of the Interstate 405 Improvement Project. On June 12, 2023, the Orange County Transportation Authority Board of Directors approved Cooperative Agreement No. C-3-2654 with the City of Huntington Beach, which superseded expired Agreement No. C-5-3614. These cooperative agreements need to be amended to provide final reimbursement for pavement mitigation and other costs for city streets used for signed, long-term detour routes during construction.

Recommendations

A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Cooperative Agreement No. C-5-3612 between the Orange County Transportation Authority and the City of Costa Mesa, in the amount of $1,989,000, to provide final reimbursement for pavement mitigation and other costs on city streets used for signed, long-term detour routes during construction. This will increase the maximum obligation of the cooperative agreement to a total value of $3,295,380.

B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 12 to Cooperative Agreement No. C-5-3613 between the Orange County Transportation Authority and the City of Fountain Valley, in the amount of $2,039,000, to provide final reimbursement for pavement mitigation and other costs on city streets used for signed, long-term detour routes during construction. This will increase the maximum obligation of the cooperative agreement to a total value of $7,478,658.

C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement No. C-3-2654 between the Orange County Transportation Authority and the City of Huntington Beach, in the amount of $1,331,000, to provide final reimbursement for pavement mitigation and other costs on city streets used for signed, long-term detour routes during construction. This will increase the maximum obligation of the cooperative agreement to a total value of $1,531,000.

D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 9 to Cooperative Agreement No. C-5-3615 between the Orange County Transportation Authority and the City of Westminster, in the amount of $2,850,000, to provide final reimbursement for pavement mitigation and other costs on city streets used for signed, long-term detour routes during construction. This will increase the maximum obligation of the cooperative agreement to a total value of $7,348,331.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation, has implemented the Interstate 405 Improvement Project from State Route 73 (SR-73) to Interstate 605 (I-605) (Project). The Project added one general purpose lane from Euclid Street to I-605, consistent with Measure M2 (M2) Project K, and 405 Express Lanes between SR-73 and I-605.

On March 14, 2016, the OCTA Board of Directors (Board) approved cooperative agreements with the cities of Costa Mesa, Fountain Valley, Huntington Beach, and Westminster (corridor cities) to provide funding for city support services during the design-build implementation of the Project. The reimbursement to each corridor city includes costs for review and approval of plans, specifications, and reports, oversight of construction inspection services for each city's facilities, review and acceptance of the transportation management plan (TMP), traffic engineering, and police services during the design and construction of the Project. The cooperative agreements also provided for reimbursement for pavement mitigation on corridor city streets used for signed, long-term detour routes during construction. Specific dollar amounts were not included at the time because the TMP was not yet approved, and the pavement mitigation costs had not been quantified.

The TMP, which identifies city-approved signed, long-term detour routes, was approved on November 16, 2017. Subsequently, a pavement study based on the approved TMP and forecasted construction traffic was completed. The

study identified the pre-project pavement conditions and forecasted the project-related pavement impacts to the detour routes and the associated mitigation costs, which were mutually agreed to with the corridor cities.

On November 12, 2018, the Board approved Amendment No. 1 to the cooperative agreements with the corridor cities to provide reimbursement for pavement mitigation on city streets for signed, long-term detour routes during construction (Attachments A through D). The reimbursement for pavement mitigation was made to each city as a lump sum payment upon execution of the amendments to each city's cooperative agreement prior to the start of construction.

During negotiations to determine the pavement mitigation amounts included in these amendments, the corridor cities collectively expressed concern regarding the potential of signed, long-term detour routes experiencing pavement damage beyond the levels anticipated under these amendments post-construction. To address this concern, language was incorporated into these amendments to allow for a post-construction assessment of detour routes, on a case-by-case basis, to determine if unanticipated and excessive pavement damage has occurred, which requires repair above and beyond what was originally anticipated. Staff also reported that if excessive pavement damage is determined and verified after construction, that future amendments would be brought to the Board for approval to address additional pavement mitigation costs, as applicable and mutually agreed upon.

Consistent with the terms of the amendment to cooperative agreements approved by the Board, staff completed a post-construction final pavement study to evaluate the pavement impacts by the Project and worked with each city to negotiate the final mitigation costs. The increases were mainly due to post-detour pavement conditions beyond original estimates, increases in asphalt unit prices, additional detours not included in the original study, as well as other project elements beyond the scope of the design-build contract scope of work, but were necessary and more cost effective to be completed by the cities.

The amendments represent final compensation to the corridor cities for all impacts by the Project.

Attachments E through H depict the revised reimbursement amounts for each corridor city. The proposed amendments will be funded from the project contingency and will not increase the total project estimate of $2.16 billion.

Fiscal Impact

Funding for these amendments to the cooperative agreements is included in the approved OCTA's Fiscal Year 2025-26 Budget, Capital Programs Division, account nos. 0017-9084-FK101-0I2 and 0037-9017-A9510-0I2, and will be funded with a combination of federal, state, and local M2 funds.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Amendment No. 7, Amendment No. 12, Amendment No. 4, and Amendment No. 9 to cooperative agreement nos. C-5-3612, C-5-3613, C-3-2654, and C-5-3615 with the cities of Costa Mesa, Fountain Valley, Huntington Beach, and Westminster, in the amounts of $1,989,000, $2,039,000, $1,331,000, and $2,850,000, respectively, to provide final reimbursement for pavement mitigation and other costs on city streets used for signed, long-term freeway detours during construction of the Interstate 405 Improvement Project.

Attachments

A. City of Costa Mesa, Cooperative Agreement No. C-5-3612 Fact Sheet
B. City of Fountain Valley, Cooperative Agreement No. C-5-3613 Fact Sheet
C. City of Huntington Beach, Cooperative Agreement No. C-3-2654 Fact Sheet
D. City of Westminster, Cooperative Agreement No. C-5-3615 Fact Sheet
E. Revised City of Costa Mesa Maximum Reimbursement for City Services
F. Revised City of Fountain Valley Maximum Reimbursement for City Services
G. Revised City of Huntington Beach Maximum Reimbursement for City Services
H. Revised City of Westminster Maximum Reimbursement for City Services

Prepared by:

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Director, Capital Project Delivery
(714) 560-5925

Approved by:

James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646

City of Costa Mesa
Cooperative Agreement No. C-5-3612 Fact Sheet

1. March 14, 2016, Cooperative Agreement No. C-5-3612, $344,900, approved by the Board of Directors (Board).

   - To provide City of Costa Mesa (City) services, including plan review and approval of plans, specifications, reports, and the traffic management plan (TMP), and oversight of construction and detour inspection services, traffic engineering and police services, and allow for future amendment for repairs to City street pavements impacted by signed, long-term detour routes for the Interstate 405 Improvement Project (Project).

2. June 20, 2019, Amendment No. 1 to Cooperative Agreement No. C-5-3612, $661,980, approved by the Board.

   - To provide additional City services, including plan review and approval of plans, specifications, report, oversight construction and detour inspection services, review and acceptance of the TMP, traffic engineering, and police services.
   - To include costs for repairs to City street pavements impacted by signed, long-term freeway detours during construction of the Project that were not accounted for in the original cooperative agreement.

3. February 12, 2020, Amendment No. 2 to Cooperative Agreement No. C-5-3612, $249,500, approved by the Board.

   - To provide additional City services, including plan review and approval of plans, specifications, reports, oversight construction and detour inspection services, review and acceptance of the TMP, traffic engineering, and police services.

4. February 20, 2023, Amendment No. 3 to Cooperative Agreement No. C-5-3612, $50,000, approved by the Contracts Administration and Materials Management (CAMM) Department.

   - To provide additional City services, including plan review and approval of plans, specifications, reports, oversight construction and detour inspection services, review and acceptance of the TMP, traffic engineering, and police services.
   - To extend the term of agreement by 14 months, to June 30, 2024, to allow for contract acceptance and closeout of the Project.

5. June 24, 2024, Amendment No. 4 to Cooperative Agreement No. C-5-3612, $0, approved by the CAMM Department.

   - To extend the term of agreement by six months, to December 31, 2024, to allow for contract acceptance and closeout of the Project.

6. December 25, 2024, Amendment No. 5 to Cooperative Agreement No. C-5-3612, $0, approved by the CAMM Department.

   - To extend the term of agreement by six months, to June 30, 2025, to allow for contract acceptance and closeout of the Project.

7. June 10, 2025, Amendment No. 6 to Cooperative Agreement No. C-5-3612, $0, approved by the CAMM Department.

   - To extend the term of agreement by six months, to December 31, 2025, to allow for contract acceptance and closeout of the Project.

8. September 8, 2025, Amendment No. 7 to Cooperative Agreement No. C-5-3612, $1,989,000, pending Board approval.

   - To provide final reimbursement for pavement mitigation and other costs on City streets used by signed, long-term detour routes during construction of the Project

Total committed to the City of Costa Mesa after approval of Amendment No. 7 to Cooperative Agreement No. C-5-3612: $3,295,380.

City of Fountain Valley
Cooperative Agreement No. C-5-3613 Fact Sheet

1. March 14, 2016, Cooperative Agreement No. C-5-3613, $975,700, approved by the Board of Directors (Board).

   - To provide City of Fountain Valley (City) services, including plan review and approval of plans, specifications, reports, and traffic management plan (TMP), and oversight of construction and detour inspection services, traffic engineering and police services, and for repairs to City street pavements impacted by signed, long-term freeway detours for the Interstate 405 Improvement Project (Project).

2. November 12, 2018, Amendment No. 1 to Cooperative Agreement No. C-5-3613, $657,008, approved by the Board.

   - To include costs for repairs to City street pavements impacted by signed, long-term freeway detours during construction of the Project that were not accounted for in the original cooperative agreement.

3. December 18, 2018, Amendment No. 2 to Cooperative Agreement No. C-5-3613, $750,000, approved by the Board.

   - To include reimbursement costs (City's cost share), in the amount of $750,000, from the City to pay for the relocation of City water lines into bridges.

4. April 8, 2019, Amendment No. 3 to Cooperative Agreement No. C-5-3613, $1,985,000, approved by the Board.

   - To provide additional City services, including plan review and approval of plans, specifications, reports; oversight construction and detour inspection services, review and acceptance of the TMP, traffic engineering, and police services.

5. March 9, 2020, Amendment No. 4 to Cooperative Agreement No. C-5-3613, $282,000, approved by the Board.

   - To provide design and construction for the replacement of a new eight-inch waterline along the freeway between Mt. Baldy Circle and Euclid Street in the City.

6. October 12, 2020, Amendment No. 5 to Cooperative Agreement No. C-5-3613, $374,000, approved by the Board.

   - To procure and install emergency vehicle preemptions at the 28 proposed signal locations within the City.

7. April 11, 2022, Amendment No. 6 to Cooperative Agreement No. C-5-3613, $165,950, approved by the Board.

   - To perform traffic signal modifications at the intersection of Magnolia Street and Slater Avenue in the City.

8. December 22, 2022, Amendment No. 7 to Cooperative Agreement No. C-5-3613, $0, approved by the Contracts Administration and Materials Management (CAMM) Department.

   - To extend the term of agreement by 14 months, to June 30, 2024, to allow for contract acceptance and closeout of the Project.

9. December 5, 2023, Amendment No. 8 to Cooperative Agreement No. C-5-3613, $140,000, approved by the CAMM Department.

   - To provide additional City services, including plan review and approval of plans, specifications, reports, oversight construction and detour inspection services, review and acceptance of the TMP, traffic engineering, and police services.

10. June 17, 2024, Amendment No. 9 to Cooperative Agreement No. C-5-3613, $0, approved by the CAMM Department.

    - To extend the term of agreement by six months, to December 31, 2024, to allow for contract acceptance and closeout of the Project.

11. June 29, 2025, Amendment No. 10 to Cooperative Agreement No. C-5-3613, $50,000, approved by the CAMM Department.

    - To provide additional City services, including plan review and approval of plans, specifications, reports, oversight construction and detour inspection services, review and acceptance of the TMP, traffic engineering, and police services.
    - To extend the term of agreement by six months, to June 30, 2025, to allow for contract acceptance and closeout of the Project.

12. June 29, 2025, Amendment No. 10 to Cooperative Agreement No. C-5-3613, $60,000, approved by the CAMM Department.

    - To provide additional City services, including plan review and approval of plans, specifications, reports, oversight construction and detour inspection services, review and acceptance of the TMP, traffic engineering, and police services.
    - To extend the term of agreement by six months, to December 31, 2025, to allow for contract acceptance and closeout of the Project.

13. September 8, 2025, Amendment No. 12 to Cooperative Agreement No. C-5-3613, $2,039,000, pending Board approval.

    - To provide final reimbursement for pavement mitigation and other costs on City streets used for signed, long-term freeway detours during construction of the Project.

Total cooperative agreement amount, including $750,000 reimbursement from the City, after approval of Amendment No. 12 to Cooperative Agreement No. C-5-3613: $7,478,658.

City of Huntington Beach
Cooperative Agreement No. C-3-2654 Fact Sheet

1. June 12, 2023, Cooperative Agreement No. C-3-2654, $200,000, approved by the Board of Directors (Board).

    - To provide City of Huntington Beach (City) services, including plan review and approval of plans, specifications, reports, and the traffic management plan, and oversight of construction and detour inspection services, traffic engineering and police services, and allow for future amendment for repairs to City street pavements impacted by signed, long-term detour routes for the Interstate 405 Improvement Project (Project).

2. June 27, 2024, Amendment No. 1 to Cooperative Agreement No. C-3-2654, $0, approved by the Contracts Administration and Materials Management (CAMM) Department.

    - To extend the term of agreement by six months, to December 31, 2024, to allow for contract acceptance and closeout of the Project.

3. December 27, 2024, Amendment No. 2 to Cooperative Agreement No. C-3-2654, $0, approved by the CAMM Department.

    - To extend the term of agreement by six months, to June 30, 2025, to allow for contract acceptance and closeout of the Project.

4. June 10, 2025, Amendment No. 3 to Cooperative Agreement No. C-3-2654, $0, approved by the CAMM Department.

    - To extend the term of agreement by six months, to December 31, 2025, to allow for contract acceptance and closeout of the Project.

5. September 8, 2025, Amendment No. 4 to Cooperative Agreement No. C-3-2654, $1,331,000, pending Board approval.

    - To provide final reimbursement for pavement mitigation and other costs on City streets used by signed, long-term detour routes during construction of the Project.

Total committed to the City of Huntington Beach after approval of Amendment No. 4 to Cooperative Agreement No. C-3-2654: $1,531,000.

ATTACHMENT D

City of Westminster
Cooperative Agreement No. C-5-3615 Fact Sheet

1. March 14, 2016, Cooperative Agreement No. C-5-3615, $1,200,000, approved by the Board of Directors (Board).

   - To provide City of Westminster (City) services, including plan review and approval of plans, specifications, reports, and the traffic management plan (TMP), and oversight of construction and detour inspection services, traffic engineering and police services, and allow for future amendment for repairs to City-street pavements impacted by signed, long-term detour routes for the Interstate 405 Improvement Project (Project).

2. November 12, 2018, Amendment No. 1 to Cooperative Agreement No. C-5-3615, $623,888, approved by the Board.

   - To include costs for repairing City-street pavements impacted by signed, long-term freeway detours during construction of the Project that were not accounted for in the original cooperative agreement.

3. March 9, 2020, Amendment No. 2 to Cooperative Agreement No. C-5-3615, $838,791, approved by the Board.

   - To provide additional City services, including plan review and approval of plans, specifications, reports, oversight construction and detour inspection services, review and acceptance of the TMP, traffic engineering, and police services.

4. September 13, 2021, Amendment No. 3 to Cooperative Agreement No. C-5-3615, $998,652, approved by the Board.

   - To provide close project coordination and support by City staff and additional City services to accommodate the current construction schedule milestone date of late 2023. The additional services include plan review and approval of plans, specifications, reports, oversight construction and detour inspection services, review and acceptance of the TMP, traffic engineering, and police services.

5. April 21, 2023, Amendment No. 4 to Cooperative Agreement No. C-5-3615, $0, approved by the Contracts Administration and Materials Management (CAMM) Department.

   - To extend the term of agreement by 14 months, to June 30, 2024, to allow for contract acceptance and closeout of the Project.

6. June 12, 2023, Amendment No. 5 to Cooperative Agreement No. C-5-3615, $590,000, approved by the Board.

    - To provide additional City services, including plan review and approval of plans, specifications, reports, oversight construction and detour inspection services, review and acceptance of the TMP, traffic engineering, and police services.

7. June 17, 2024, Amendment No. 6 to Cooperative Agreement No. C-5-3615, $177,000, approved by the CAMM Department.

    - To provide additional City services, including plan review and approval of plans, specifications, reports, oversight construction and detour inspection services, review and acceptance of the TMP, traffic engineering, and police services.
    - To extend the term of agreement by six months, to December 31, 2024, to allow for contract acceptance and closeout of the Project.

8. December 26, 2024, Amendment No. 7 to Cooperative Agreement No. C-5-3615, $70,000, approved by the CAMM Department.

    - To provide additional City services, including plan review and approval of plans, specifications, reports, oversight construction and detour inspection services, review and acceptance of the TMP, traffic engineering, and police services.
    - To extend the term of agreement by six months, to June 30, 2025, to allow for contract acceptance and closeout of the Project.

9. June 25, 2025, Amendment No. 8 to Cooperative Agreement No. C-5-3615, $0, approved by the CAMM Department.

    - To extend the term of agreement by six months, to December 31, 2025, to allow for contract acceptance and closeout of the Project.

10. September 8, 2025, Amendment No. 9 to Cooperative Agreement No. C-5-3615, $2,850,000, pending Board approval.

    - To provide final reimbursement for pavement mitigation and other costs on City streets used for signed, long-term freeway detours during construction of the Project.

Total committed to the City of Westminster after approval of Amendment No. 9 to Cooperative Agreement No. C-5-3615: $7,348,331.

ATTACHMENT E

REVISED CITY OF COSTA MESA
MAXIMUM REIMBURSEMENT FOR CITY SERVICES

Item No.	*Reimbursement Description*	*Maximum Reimbursement Amount (1)*
1	Review and approval of plans, specifications, and other pertinent engineering plans and reports, Traffic Management Plan review and concurrence, and construction oversight inspection services related to city facilities	$425,400
2	Traffic engineering and detour inspection	$132,300
3	Police services (including overtime costs)	$86,700
4	Pre-construction pavement mitigation	$661,980 (2)
5	Post-construction pavement mitigation	$1,989,000 (3)
	TOTAL MAXIMUM REIMBURSEMENT	**$3,295,380**

(1) This revised reimbursement schedule shows estimated reimbursement amounts for each city services item of work. During the term of this agreement, the city may redistribute funds among items of work as needed; however, the total combined amount for city services shall not exceed the total maximum reimbursement amount shown herein.

(2) This amount has been determined by the Orange County Transportation Authority (OCTA), and was reimbursed as a one-time, lump sum amount upon execution of Amendment No. 1 to Cooperative Agreement No. C-5-3612.

(3) This amount has been determined by the OCTA, and will be reimbursed as one-time, lump sum amount upon execution of Amendment No. 7 to Cooperative Agreement No. C-5-3612.

ATTACHMENT F

REVISED CITY OF FOUNTAIN VALLEY
MAXIMUM REIMBURSEMENT FOR CITY SERVICES

Item No.	*Description of City Services*	*Maximum Reimbursement Amount by OCTA(1)*	*Maximum Contribution Amount by CITY*
1	Review and approval of plans, specifications, and other pertinent engineering plans and reports, Traffic Management Plan review and concurrence, and construction oversight inspection services related to city facilities.	$1,988,200	
2	Traffic engineering and detour oversight inspection	$675,900	
3	Police services (including overtime costs)	$546,600	
4	Pre-construction pavement mitigation	$657,008 (2)	
5	Replacement of waterline between Mt. Baldy Circle and Euclid Street	$586,000	
6	Procurement and installation of emergency vehicle preemptions at 28 proposed locations	$374,000	
7	Traffic signal modifications at the intersection of Magnolia Street and Slater Avenue	$165,950	
8	Post-construction pavement mitigation	$1,735,000 (3)	
	TOTAL MAXIMUM REIMBURSEMENT BY OCTA	**$6,728,658**	
9	Relocation of city waterlines into bridges		$750,000
	TOTAL MAXIMUM CONTRIBUTION BY CITY		**$750,000**
	TOTAL AGREEMENT AMOUNT (OCTA AND CITY)		**$7,478,658**

(1) Revised Schedule A shows estimated reimbursement amounts for each city services item of work. During the term of this agreement, the city may redistribute funds for items of work as needed; however, the total amount for city services shall not exceed the total maximum reimbursement amount shown herein.

(2) This amount has been determined by the Orange County Transportation Authority (OCTA), and was reimbursed as a one-time, lump sum amount upon execution of Amendment No. 1 to Cooperative Agreement No. C-5-3613.

(3) This amount has been determined by OCTA, and will be reimbursed as a one-time, lump sum amount upon execution of Amendment No. 12 to Cooperative Agreement No. C-5-3613.

ATTACHMENT G

REVISED CITY OF HUNTINGTON BEACH
MAXIMUM REIMBURSEMENT FOR CITY SERVICES

Item No.	***Description of City Services***	***Maximum Reimbursement Amount*** [(1)]
1	Review and approval of plans, specifications, and other pertinent engineering plans and reports, Traffic Management Plan review and concurrence, and construction oversight inspection services related to city facilities.	$125,000
2	Traffic engineering and detour inspection	$50,000
3	Police services (including overtime costs)	$25,000
4	Post-construction pavement mitigation	$1,331,000 [(2)]
	TOTAL MAXIMUM REIMBURSEMENT	**$1,531,000**

(1) This revised reimbursement schedule shows estimated reimbursement amounts for each city services item of work. During the term of this agreement, the city may redistribute funds for items of work as needed; however, the total combined amount for city services shall not exceed the Total Maximum Reimbursement amount shown herein.

(2) This amount has been determined by the Orange County Transportation Authority, and will be reimbursed as a one-time, lump sum amount upon execution of Amendment No. 4 to Cooperative Agreement No. C-5-3614.

ATTACHMENT H

REVISED CITY OF WESTMINSTER
MAXIMUM REIMBURSEMENT FOR CITY SERVICES

Item No.	*Reimbursement Description*	*Maximum Reimbursement Amount* (1)
1	Review and approval of plans, specifications, and other pertinent engineering plans and reports, Traffic Management Plan review and concurrence, and construction oversight inspection services related to city facilities.	$2,770,900
2	Traffic engineering and detour inspection	$729,543
3	Police services (including overtime costs)	$374,000
4	Pre-construction pavement mitigation	$623,888 (2)
5	Post-construction pavement mitigation	$2,850,000 (3)
	TOTAL MAXIMUM REIMBURSEMENT	**$7,348,331**

(1) This revised reimbursement schedule shows estimated reimbursement amounts for each city services item of work. During the term of this agreement, the city may redistribute funds for items of work as needed; however, the total combined amount for city services shall not exceed the total maximum reimbursement amount shown herein.

(2) This amount has been determined by the Orange County Transportation Authority (OCTA), and was reimbursed as a one-time, lump sum amount upon execution of Amendment No. 1 to Cooperative Agreement No. C-5-3615

(3) This amount has been determined by OCTA, and will be reimbursed as a one-time, lump sum amount upon execution of Amendment No. 9 to Cooperative Agreement No. C-5-3615.

COMMITTEE TRANSMITTAL

September 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Consultant Selection for Construction Management Support Services for the Interstate 5 Improvement Project Between Interstate 405 and Yale Avenue

Regional Transportation Planning Committee Meeting of August 28, 2025

Present: Directors Federico, Harper, Klopfenstein, Stephens, and Tavoularis
Absent: Directors Foley and Go

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

A. Approve the selection of Jacobs Project Management Co. as the firm to provide construction management support services for the Interstate 5 Improvement Project between Interstate 405 and Yale Avenue.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3961 between the Orange County Transportation Authority and Jacobs Project Management Co. to provide construction management support services for the Interstate 5 Improvement Project between Interstate 405 and Yale Avenue.

August 28, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Consultant Selection for Construction Management Support Services for the Interstate 5 Improvement Project Between Interstate 405 and Yale Avenue

Overview

On April 14, 2025, the Orange County Transportation Authority Board of Directors authorized the release of a request for proposals to retain a consultant for construction management support services for the Interstate 5 Improvement Project between Interstate 405 and Yale Avenue. Board of Directors' approval is requested for the selection of a firm to perform the required services.

Recommendations

A. Approve the selection of Jacobs Project Management Co. as the firm to provide construction management support services for the Interstate 5 Improvement Project between Interstate 405 and Yale Avenue.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3961 between the Orange County Transportation Authority and Jacobs Project Management Co. to provide construction management support services for the Interstate 5 Improvement Project between Interstate 405 and Yale Avenue.

Discussion

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the Interstate 5 (I-5) Improvement Project between Interstate 405 (I-405) and Yale Avenue (Project). The Project is part of Project B in the Measure M2 (M2) freeway program and is being advanced through the updated Next 10 Delivery Plan approved by the OCTA Board of Directors (Board) in November 2024.

The Project will add a general purpose lane in both the northbound and southbound directions on I-5 between I-405 and Yale Avenue, re-establish existing auxiliary lanes, improve the existing on- and off-ramps, and include improved bicycle lane and pedestrian improvements at Jeffrey Road, Sand Canyon Avenue, and Alton Parkway. Separately, Caltrans has developed the plans, specifications, and estimates (PS&E) for a multi-asset project (MAP) within the same project limits, which includes pavement rehabilitation, safety device upgrades, a weigh-in-motion facility, additional signage, and electrical conduit replacements. The MAP scope is funded by the State Highway Operation and Protection Program, and the design plans have been combined with OCTA's PS&E package with all improvements to be advertised in one construction bid package. This will ensure efficient construction of all improvements and will minimize disruption to the traveling public, construction fatigue, potential construction conflicts, and redundant work.

Final design for the Project is complete with advertisement for construction bids targeted for later in 2025.

Cooperative Agreement No. C-5-4067 between Caltrans and OCTA outlines the responsibilities of both agencies for the Project and was approved by the Board on May 12, 2025. As specified in the cooperative agreement, Caltrans will be the implementing agency responsible for advertisement, award, and administration of the construction contract. Caltrans will also provide the resident engineer, structures representatives, and environmental services, along with a limited number of field personnel. OCTA will retain a construction management (CM) consultant firm to supplement Caltrans staff with structural, roadway, construction staking, office engineering, materials testing, surveying, and claims support services. OCTA's CM consultant will also provide a field office to house construction staff working on the Project. Through a separate contract, OCTA will lead the public outreach efforts for the Project.

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering (A&E) services that conform to both federal and state laws. Proposals are evaluated and ranked in accordance with the qualifications of the firm, staffing and project organization, and work plan. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws. An evaluation of the proposals was conducted based on overall qualifications to develop a competitive range of offerors. The highest-ranked firm is requested to submit a cost proposal, and the final agreement is negotiated. Should negotiations fail with the highest-ranked firm, a cost proposal will be

solicited from the second-ranked firm in accordance with Board-approved procurement policies.

On April 14, 2025, the Board authorized the release of Request for Proposals (RFP) 5-3961 which was issued electronically on CAMMNET. The RFP was advertised in a newspaper of general circulation on April 14 and April 21, 2025. A pre-proposal conference was held on April 22, 2025, with 34 attendees representing 17 firms. Two addenda were issued to make available the pre-proposal conference registration sheets and presentation materials, provide responses to questions received, and address administrative issues related to the RFP.

On May 12, 2025, four proposals were received. An evaluation committee consisting of members from the Contracts Administration and Materials Management and Capital Project Delivery departments, as well as external representatives from Caltrans and the City of Irvine, met to review all submitted proposals. The proposals were evaluated based on the following Board-approved evaluation criteria and weightings:

- Qualifications of the Firm 20 percent
- Staffing and Project Organization 40 percent
- Work Plan 40 percent

Several factors were considered in developing the evaluation criteria weightings. Qualifications of the firm was weighted at 20 percent as the firm must demonstrate experience in performing relevant work of similar scope, size, and complexity. Staffing and project organization was weighted at 40 percent as the qualifications of the project manager (PM) and other key task leaders are critical to understanding the project requirements and to the timely delivery and successful performance of the work. Work plan was equally weighted at 40 percent as the technical approach to the Project is critical to the successful performance of the Project.

The evaluation committee reviewed the four proposals received based on the evaluation criteria and found three firms most qualified to perform the required services. The most qualified firms are listed below in alphabetical order:

Firms and Location

FALCON Engineering Services, Inc. (Falcon)
Headquarters: Temecula, California
Project Office: Fullerton, California

HNTB Corporation (HNTB)
Headquarters: Kansas City, Missouri
Project Office: Santa Ana, California

Jacobs Project Management Co. (Jacobs)
Headquarters: Dallas, Texas
Project Office: Irvine, California

On June 30, 2025, the evaluation committee interviewed the short-listed firms. The interviews consisted of a presentation allowing each team to present its qualifications, highlight its proposal, and respond to the evaluation committee's questions. Each firm highlighted its staffing plan, work plan, and perceived project challenges. The firms were asked general questions regarding the approach to the requirements of the scope of work, management of the Project, coordination with various agencies, experience with similar projects, and solutions for achieving the project goals.

Based on the evaluation of the written proposals and information obtained during the interviews, the evaluation committee recommends Jacobs as the top-ranked firm to provide CM support services for the Project. Jacobs ranked the highest among the proposing firms because it submitted a comprehensive proposal that was responsive to the requirements of the RFP, proposed a highly qualified and experienced team of key personnel, presented a work plan that demonstrated a thorough understanding of the overall project requirements, and presented a cohesive interview with focused responses to the specific interview questions, highlighting the firm's experience, qualified staff, and detailed work plan.

The following is a summary of the proposal evaluation results.

Qualifications of the Firm

All short-listed firms are well established with recent and relevant experience and are qualified to perform the services. Positive references were received for all three firms.

Jacobs was founded in 1947 and has five local offices across Southern California with access to more than 1,500 employees. Jacobs provides full CM services consisting of specialty inspections, permit compliance, and quality, schedule, and budget control. The firm has extensive experience in providing CM support services for complex freeway infrastructure projects. The firm has successfully delivered multiple projects for both OCTA and Caltrans over the past 20 years with recent experience that includes CM services for six major OCTA-led

freeway projects, notably the I-5 Improvement Project (Segments 2 and 3), the I-405 Improvement Project, and the I-5 Improvement Project between Avenida Pico and Vista Hermosa. These projects encompassed complex bridge construction, extensive utility relocations, and high-level stakeholder coordination, which align with the requirements of the scope of work.

Founded in 2007, Falcon is an engineering firm with over 18 years of experience providing CM and inspection services for transportation and public works projects. Falcon offers a full range of CM services, including resident engineering, structural and roadway inspection, materials testing coordination, and document control, with 65 employees across three offices in Southern California. Falcon has successfully supported major clients including Caltrans, OCTA, the Riverside County Transportation Commission, and numerous local jurisdictions. Notable projects that are similar in scope include the I-405 Improvement Project and the recent State Route 91 (SR-91)/State Route 71 (SR-71) Interchange Project in the City of Corona. The team has demonstrated experience working together on projects of similar size and scope with all five of the proposed subconsultants.

HNTB, founded in 1914, is a nationwide engineering and CM corporation with four local offices in Southern California with access to over 475 employees. With more than 200 staff located at its office in the City of Santa Ana, HNTB offers strong local presence and rapid response capabilities. The firm provides full CM services including, but not limited to, project management, resident engineering, structures inspection, and roadway inspection. The firm has successfully delivered CM support services for a wide range of freeway improvement projects for both OCTA and Caltrans. HNTB has extensive experience delivering capital improvement projects and has served as a prime consultant and integrated team member on the Los Angeles County Metropolitan Transportation Authority's SR-91 Improvement Project, where the firm was responsible for constructability reviews, bridge falsework submittals, and preparing and filing as-built drawings. The team has demonstrated experience working together on projects of similar size and scope with all four of the proposed subconsultants.

Staffing and Project Organization

All firms proposed experienced construction managers, key personnel, and subconsultants with relevant CM experience.

Jacobs proposed a highly qualified and experienced team of personnel with extensive backgrounds in CM, field inspection, structural and roadway engineering, environmental compliance, and office engineering. Each key personnel demonstrated relevant project experience on past OCTA and Caltrans projects, including the I-5 improvement Project (Segment 3) and the I-405 Improvement Project.

The proposed PM has over 33 years of experience in transportation CM, including oversight roles on Caltrans and OCTA freeway improvement projects. Relevant experience includes the management of the State Route 210 Mixed Flow Lane Addition Project and the I-5 Improvement Project (Segment 3) and will be responsible for overall project delivery.

The proposed deputy senior resident engineer brings more than 33 years of CM experience specializing in all aspects of project and construction management, including managing resources, budget, baseline critical path method schedule and updates, time impact analysis, and monthly reports. Similar project experience includes the SR-91 Roadway and Rehabilitation projects, Interstate 710 Widening Pavement Rehabilitation and Bridge Widening Project, and I-5 Improvement Project (Segment 3) where similar services were provided.

The proposed lead structural inspector is a structural expert with over 35 years of experience in bridge and structural construction with experience in all phases of construction. Previous experience in which similar services were provided includes both the I-405 and SR-91 Improvement projects.

The Jacobs team was well prepared for its interview and provided project-specific responses to questions with participation from all staff in attendance, which further demonstrated the firm's experience and understanding of the scope of work, project requirements, and risks associated with the Project. The team has demonstrated experience working together on projects of similar size and scope with all four of the proposed subconsultants.

Falcon proposed a streamlined and highly experienced team composed of professionals with specialized expertise in freeway widening, structural inspection, and Caltrans oversight support. The proposed PM has 35 years of experience in heavy civil design, CM, and inspection. Similar project experience includes the SR-91/SR-71 Interchange Project, State Route 60 Potrero Boulevard Interchange, and Interstate 10/Jefferson Street Interchange Project where the PM also provided similar services.

The proposed deputy senior resident engineer has 36 years of experience in complex transportation projects with expertise in quality management, claims

review, and ensuring contract compliance with Caltrans standards. Relevant project experience includes work in a similar capacity on the Hamner Avenue Bridge Replacement Project for Riverside County Transportation Department and the Limonite Gap Closure Project for the City of Eastvale.

The proposed structures inspector for Falcon has 39 years of experience in structural engineering with expertise in bridge widening, retaining walls, and complex foundation systems on freeway corridors and interchanges. Similar project experience includes working on the Mount Vernon Viaduct Project for the San Bernardino County Transportation Commission, and a state highway in Monterey County near Carmel-by-the Sea at Granite Canyon Bridge for Caltrans District 5.

The interview confirmed the technical knowledge and expertise of the Falcon team and its comprehensive understanding of the project challenges and requirements with participation from most of the staff in attendance.

HNTB proposed a qualified and experienced team of CM professionals, including key personnel that have limited experience working together on past projects. The proposed PM has 36 years of experience in transportation infrastructure design and CM. Similar project experience includes Caltrans' I-405 Multi-Asset Management Project.

The proposed deputy senior resident engineer has over 30 years of CM experience with expertise in strategic partnering, dispute resolution, and construction change orders. Relevant experience includes providing similar services for OCTA's SR-91 Westbound Lane Addition Project.

HNTB's proposed structures inspector has over 35 years of experience in transportation engineering and project management. Relevant project experience includes OCTA's I-405 Improvement Project and Caltrans' SR-57 Improvement Project.

The HTNB team was responsive to most of the evaluation committee's interview questions; however, some responses lacked the level of detail needed to highlight the firm's knowledge and expertise.

Work Plan

All short-listed firms met the requirements of the RFP, and each firm adequately discussed its approach to the Project.

Jacobs submitted a comprehensive work plan tailored to the Project. The work plan demonstrated Jacobs' strong familiarity with OCTA, Caltrans, and the project corridor, while outlining a phased CM strategy emphasizing risk mitigation, schedule coordination, and regulatory compliance. The work plan includes full-time support to augment Caltrans' resident engineer and structure representative with key activities, including pre-construction risk planning, utility coordination, full-time construction inspection, stakeholder coordination during construction, and closeout documentation and claims support at project completion. The work plan identifies 12 critical risks with mitigation strategies, such as advanced traffic signal coordination, utility clearance planning, and the use of drone technology and traffic analytics to minimize disruptions. A detailed project schedule was included and identified major services that would be provided throughout the life of the Project.

The work plan submitted by Jacobs outlined a thoughtful and strategic approach, incorporating experience gained by the firm's prior experience with similar projects. During the interview, the team effectively demonstrated its understanding of the scope of work, objectives, and associated risks. The team's responses to interview questions were detailed and tailored to the specific needs of the Project.

Falcon submitted a project-specific work plan that outlined a comprehensive approach to CM across all three project phases, which include the pre-construction, construction, and post-construction phases. The work plan emphasized early coordination, rigorous inspection protocols, and effective communication with stakeholders across all phases of the Project. Key elements of construction were discussed, including potential challenges and mitigation strategies related to the widening of the Irvine Overhead, modifications to census stations, and the integration of a weigh-in-motion facility. Falcon outlined its coordination approach with the adjacent I-5 Improvement Project team to prevent overlapping ramp closures and emphasized the importance of working closely with the public outreach team to keep the community informed of temporary ramp closures. The team also demonstrated an understanding of the need to minimize business impacts to the Irvine Spectrum area, particularly during work at the southbound Alton Parkway off-ramp.

Falcon's overall approach to project execution described in the work plan and presented during the interview identified potential risks accompanied by mitigation plans, detailed approach to completing the tasks, and discussed project challenges. The interview confirmed the technical knowledge and expertise of the Falcon team and its comprehensive understanding of the project challenges and requirements. The Falcon team was responsive to the evaluation

committee's interview questions; however, there was limited participation from the proposed office engineer.

HNTB proposed a comprehensive, three-phase specific work plan that demonstrated a thorough understanding of the scope of work, schedule, and anticipated challenges. HNTB's approach emphasized comprehensive project readiness through early pre-construction coordination with key stakeholders, including Caltrans, OCTA, and the City of Irvine to confirm permits and commitments, alongside identifying utility conflicts and establishing a detailed potholing plan. In addition, HNTB would perform constructability reviews, schedule evaluations, and system setups such as FalconDMS for effective tracking. During construction, the firm would provide on-site oversight with a multidisciplinary team performing daily inspections, environmental monitoring, stakeholder coordination, structural assessments, and proactive cost and risk management. The post-construction phase focuses on efficient closeout through punch list inspections. The work plan identified several critical risk areas and provided mitigation strategies specific to the Project.

The overall approach to project execution described in the work plan and presented during the interview demonstrated an understanding of the scope of work, challenges, risks, and project requirements. The HNTB team was responsive to the evaluation committee's interview questions; however, there was limited participation from the proposed roadway inspector and responses to the questions were general.

Fiscal Impact

Funding for this Project is included in OCTA's Fiscal Year (FY) 2025-26 Budget and subsequent FY budgets, Capital Programs Division, Account No. 0017-9085-FB102-1OC, and will be funded with a combination of federal, state, and local M2 funds.

Summary

Staff requests Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Agreement No. C-5-3961 with Jacobs Project Management Co., as the firm to provide CM support services for the I-5 Improvement Project between I-405 and Yale Avenue.

Attachments

A. Review of Proposals, RFP 5-3961 - Construction Management Support Services for the Interstate 5 Improvement Project Between Interstate 405 and Yale Avenue
B. Proposal Evaluation Criteria Matrix (Short-Listed), RFP 5-3961 - Construction Management Support Services for the Interstate 5 Improvement Project Between Interstate 405 and Yale Avenue
C. Contract History for the Past Two Years, RFP 5-3961 – Construction Management Support Services for the Interstate 5 Improvement Project Between Interstate 405 and Yale Avenue

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Approved by:

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ATTACHMENT A

Review of Proposals

RFP 5-3961 - Construction Management Support Services for the Interstate 5 Improvement Project Between Interstate 405 and Yale Avenue

Presented to Regional Transportation Planning Committee - August 28, 2025

4 proposals were received, 3 firms were interviewed, 1 firm is being recommended

Overall Ranking	Overall Score	Firm & Location	Subcontractors	Evaluation Committee Comments
1	82	Jacobs Project Management Co. Irvine, California	Coast Surveying, Inc. Harris & Associates HDR Construction Control Corporation S2 Engineering, Inc.	Firm has recent and relevant experience providing construction management (CM) services for large-scale transportation projects as a prime consultant. ` Qualified team, including senior resident engineer, key personnel, and subconsultants with experience working together on recent CM services projects. Project manager has comprehensive experience, which includes CM experience and has demonstrated experience working on similar projects. Comprehensive work plan identifying potential risks and challenges with proposed solutions. Detailed presentation and interview with thorough responses to all interview questions. Positive references received.
2	77	Falcon Engineering Services, Inc. Fullerton, California	One Atlas, Inc. CMC Project Solutions David Evans and Associates, Inc. Entrris Associates Skyline Consultants	Firm has recent and relevant experience providing CM services for transportation and public works projects. Qualified team, including project manager, key personnel, technical staff, and subconsultants with experience working together on recent CM services projects. Work plan identified key issues, provided sound recommendations and innovative solutions. Proposed enhancements to minimize risks, improve project efficiency, and detailed safety activities as a priority. Comprehensive team presentation and interview with project-specific responses to all questions. Positive references received.
3	75	HNTB Corporation Santa Ana, California	WSP USA Inc. Samsa Engineering, Inc. Michael Baker International Ninyo & Moore Geotechnical and Environmental Sciences Consultants	Firm has recent and relevant experience managing and delivering projects of similar size and scope. The work plan clearly addressed the project requirements and potential issues, such as the widening of the Irvine Overhead. Thorough team presentation with participation from most staff in attendance. All proposed key personnel have limited experience working together. Positive references received.

Evaluation Panel: 6 Members

Internal:
Contracts Administration and Materials Management (1)
Capital Project Delivery (2)
External:
City of Irvine (1)
California Department of Transportation (2)

Evaluation Criteria:	Weight Factors
Qualifications of the Firm	20%
Staffing and Project Organization	40%
Work Plan	40%

ATTACHMENT B

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed)

RFP 5-3961 - Construction Management Support Services for the Interstate 5 Improvement Project Between Interstate 405 and Yale Avenue

Firm: Jacobs Project Management Co.								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.00	4.50	4.00	4.00	4.00	4.50	4	16.7
Staffing/Project Organization	4.00	4.00	4.00	3.50	4.50	4.50	8	32.7
Work Plan	4.50	4.00	4.00	4.00	4.00	4.00	8	32.7
Overall Score	**84**	**82**	**80**	**76**	**84**	**86**		**82**

Firm: Falcon Engineering Services, Inc.								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.00	3.50	3.50	4.50	4.00	3.50	4	15.3
Staffing/Project Organization	4.00	4.00	3.50	3.50	3.50	4.00	8	30.0
Work Plan	4.00	4.00	4.00	3.50	4.00	4.00	8	31.3
Overall Score	**80**	**78**	**74**	**74**	**76**	**78**		**77**

Firm: HNTB Corporation								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	3.50	3.50	4.00	3.50	4.00	4.00	4	15.0
Staffing/Project Organization	4.00	3.50	3.50	3.00	3.00	4.00	8	28.0
Work Plan	4.00	4.00	4.00	4.00	4.00	4.00	8	32.0
Overall Score	**78**	**74**	**76**	**70**	**72**	**80**		**75**
The score for the non-short-listed firm was 68								

ATTACHMENT C

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 5-3961 - Construction Management Support Services for the Interstate 5 Improvement Project Between Interstate 405 and Yale Avenue

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Jacobs Project Management Co.						
Contract Type: Time and Expense	C-0-2047	Technical Consulting Services for Next Generation Fare Collection System	July 15, 2020	July 31, 2025		$ 1,244,538.45
Subconsultants:						
None						
Contract Type: Time and Expense	C-4-1447	Construction Management Consultant Services for Design-Build Interstate 405 Improvement Project Between State Route 55 and Interstate 605	June 29, 2016	December 31, 2025		$ 52,185,642.00
Subconsultants:						
Fountainhead Consulting Corporation						
Harris & Associates						
MTGL Inc.						
Wagner Engineering & Survey						
Contract Type: Time and Expense	C-9-1605	Construction Management Services for Interstate 5 Improvement Project Between Alicia Parkway and El Toro Road	October 19, 2020	June 30, 2026		$ 15,689,840.78
Subconsultants:						
Coast Surveying, Inc.						
Ghiradelli Associates						
S2 Engineering						
WSP USA Inc.						
					Total	**$69,120,021.23**
HNTB Corporation						
Contract Type: Time and Expense	C-3-2298	On-Call and Technical Consulting Services for 91 Express Lanes	September 12, 2023	June 30, 2028		$ 800,000.00
Subconsultants:						
None						
Contract Type: Firm Fixed Price	C-5-3337	Plans, Specifications, and Estimates for the OC Streetcar Project	February 1, 2016	August 31, 2025		$ 34,083,841.00
Subconsultants:						
Alta Planning + Design					$ 27,276.00	
Auriga Corporation					$ 41,508.00	
Coast Surveying, Inc.					$ 109,565.00	
Cornerstone Studios, Inc.					$ 449,535.00	
Corrpro Companies, Inc.					$ 284,680.00	
Diaz Yourman & Associates					$ 1,221,590.00	
FPL & Associates, Inc.					$ 1,304,468.00	
Project Engineering Consultants					$ 163,043.00	
Psomas					$ 1,134,246.00	
Safeprobe, Inc.					$ 303,994.00	
STV Incorporated					$ 5,935,360.00	
Utility Specialists					$ 134,525.00	
Contract Type: Firm Fixed Price	C-7-1609	Plans, Specifications, and Estimates for the Anaheim Canyon Metrolink Station	May 17, 2018	March 31, 2024		$ 2,316,980.18
Subconsultants:						
Diaz Yourman & Associates					$ 120,298.00	
FPL & Associates, Inc.					$ 147,565.07	
Lynn Capouya, Inc.					$ 47,332.00	
Rail Surveyors and Engineers, Inc.					$ 102,903.78	
Safeprobe, Inc.					$ 20,432.00	
					Total	**$37,200,821.18**
Falcon Engineering Services Inc.						
Contract Type: N/A	None	N/A	N/A	N/A	N/A	$ -
Subconsultants: N/A						
					Total	**$ -**

COMMITTEE TRANSMITTAL

September 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Cooperative Agreement with the California Department of Transportation for the Preparation of the Project Report and Environmental Document for the State Route 57 Northbound Project from Lambert Road to the Orange County/Los Angeles County Line

Regional Transportation Planning Committee Meeting of August 28, 2025

Present: Directors Federico, Harper, Klopfenstein, Stephens, and Tavoularis
Absent: Directors Foley and Go

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

A. Authorize the use of $3,250,000 in Measure M2 funds for the State Route 57 Northbound Project from Lambert Road to the Orange County/Los Angeles County Line.

B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-5-4294 between the Orange County Transportation Authority and the California Department of Transportation, for preparation of the project report and environmental document for the State Route 57 Northbound Project from Lambert Road to the Orange County/Los Angeles County Line.

August 28, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Cooperative Agreement with the California Department of Transportation for the Preparation of the Project Report and Environmental Document for the State Route 57 Northbound Project from Lambert Road to the Orange County/Los Angeles County Line

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation to provide environmental phase services for preparation of the project report and environmental document for the State Route 57 Northbound Project from Lambert Road to the Orange County/Los Angeles County Line.

Recommendations

A. Authorize the use of $3,250,000 in Measure M2 funds for the State Route 57 Northbound Project from Lambert Road to the Orange County/Los Angeles County Line.

B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-5-4294 between the Orange County Transportation Authority and the California Department of Transportation, for preparation of the project report and environmental document for the State Route 57 Northbound Project from Lambert Road to the Orange County/Los Angeles County Line.

Discussion

The State Route 57 (SR-57) Northbound Project from Lambert Road to the Orange County/Los Angeles County Line (Project) is part of Project G in the Measure M2 (M2) freeway program. The Next 10 Delivery Plan, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) on November 12, 2024, identifies the Project as one of the M2 freeway projects to

advance into a project ready state with completed environmental clearance. The California Department of Transportation (Caltrans) is scheduled to approve the Project Study Report - Project Development Support for the Project in September 2025, after which the Project will be ready to proceed into the environmental phase.

The Project will improve the operational efficiency of truck traffic along northbound (NB) SR-57 between Lambert Road and the Orange County/ Los Angeles County Line by adding a truck climbing lane in the NB direction. The NB mainline currently experiences operational deficiencies due to steep and sustained climbing grades combined with heavy truck traffic. The improved operational efficiency will better accommodate regional goods movement on the state highway system and, where feasible, improve multimodal efficiency by utilizing advanced technologies to manage transportation demands. A cooperative agreement between OCTA and Caltrans is required to document the obligations, roles, and responsibilities of each party and Caltrans' commitment to cost and schedule.

Project environmental clearance work is planned to begin in late 2025 and be completed by late 2028. Both state and federal environmental approval is required, so the Project will be eligible for use of federal funding. Pursuant to Chapter 3 of Title 23, United States Codes 23 U.S.C. 326 and 23 U.S.C. 327, Caltrans is the National Environmental Policy Act (NEPA) lead agency for the Project. Caltrans is responsible for NEPA compliance, will determine the type of NEPA documentation, and will cause that documentation to be prepared in accordance with NEPA requirements. As the implementing agency for the environmental phase, Caltrans will be responsible for preparation of the project report and environmental document for the Project. Caltrans is required to review and approve the project build alternatives, traffic modeling, exceptions to design standards, and supporting studies and technical analysis.

This environmental phase of this project is proposed to be funded through a combination of state and local funds. The Board previously approved the use of $6,500,000 State Transportation Improvement Program/Regional Improvement Program (STIP/RIP) funds.

Use of state funds for M2 freeway projects is consistent with OCTA Board-approved Capital Programming Policies (CPP), which prioritize all state and federal funds to fulfill commitments to M2 projects. The use of these STIP/RIP funds for the Project allows OCTA to preserve M2 freeway funds for future M2 freeway projects. In addition, by utilizing state funds and allowing Caltrans to draw the funds directly, OCTA can fund Caltrans' direct effort as the

implementing agency at a lower overhead rate than would be required if using only local M2 funds.

To fully fund this phase of the Project, OCTA staff is requesting Board authorization of $2,650,000 in M2 funds for Caltrans to perform the environmental work. Separately, OCTA will lead the public outreach activities, including hosting public meetings. The total cost of OCTA's public outreach activities is $600,000. Therefore, the total amount of M2 funds needed for this phase of the Project is $3,250,000. The use of M2 funds for the Project is consistent with the Board-approved CPP as this is Project G. Attachment A provides the updated Capital Funding Plan, which provides summarized funding information for all of OCTA's state highway projects.

Fiscal Impact

The environmental phase of the Project is included in OCTA's Fiscal Year (FY) 2025-26 Budget and subsequent FY budgets, Capital Programs Division, Account No. 0017-7519-FG105-11J, and will be funded with a combination of STIP/RIP and local M2 funds. Caltrans will withdraw $6,500,000 directly from the state for the Project that will not flow through OCTA.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-5-4294 between the Orange County Transportation Authority and the California Department of Transportation to perform environmental phase services for preparation of the project report and environmental document for the State Route 57 Northbound Project from Lambert Road to the Orange County/Los Angeles County Line.

Attachment

A. Capital Funding Program Report

Prepared by:

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Approved by:

James G. Beil, P.E.
Executive Director, Capital Programs
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ATTACHMENT A

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - September 8, 2025

State Highway Project

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 widening, I-405 to Yale Avenue (Segment 1)	B	$337,943	$47,473		$5,421	$95,338	$11,374			$178,337	
I-5 widening, Yale Avenue to SR-55 (Segment 2)	B	$261,164	$32,527				$9,780			$218,857	
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	$227,523	$49,897		$4,728		$16,915			$155,983	
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	$228,675	$48,676		$7,921					$172,078	
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	$248,198	$28,167		$6,433	$73,735	$18,242	$29,832		$91,789	
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	$12,335	$790			$6,000				$5,545	
I-5/El Toro Interchange	D	$9,713	$9,213							$500	
SR-55 (I-5 to SR-91)	F	$202,135	$7,865		$2,641					$191,629	
SR-55 widening between I-405 and I-5	F	$505,720	$160,500		$42,375	$80,000	$140,000			$82,845	
SR-57 Orangewood Avenue to Katella Avenue	G	$120,921	$11,500		$3,240					$106,181	
SR-57 truck climbing lane phase II: Lambert Road to LA County Line [1]	G	$27,750				$24,500				$3,250	
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	$222,404	$1,770		$3,000					$30	$217,604
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	$380,681	$3,460		$4,000		$6,641			$40	$366,540
SR-91, SR-55 to Lakeview Avenue (Segment 1)	I	$132,777	$1,770		$5,000		$42,566			$30	$83,411
SR-91, SR-57 to SR-55 (Segment 1,2 and 3) Outreach	I	$2,000									$2,000
SR-91, SR-241 to I-15	J	$41,800									$41,800
I-405 improvements, SR-73 to I-605	K	$2,159,999	$35,000		$10,648			$89,771		$1,395,650	$628,930
I-405 (I-5 to SR-55)	L	$8,000	$8,000								
I-605/ Katella Avenue interchange	M	$53,014	$17,800							$35,214	
241/91 Express Lanes (HOT) connector		$182,298	$50								$182,248
I-5 Managed Lane Project from Avenida Pico to San Diego County Line		$7,728	$6,978								$750
I-5 widening, I-405 to Yale Avenue (Segment 1) Multi Asset Project		$50,144			$36,400			$13,744			
I-5 widening, Yale Avenue to SR-55 (Segment 2) Multi Asset Project		$27,861			$27,861						
SR-74 - Gap closure for 0.9 mile and multimodal improvements		$87,513	$30,000		$4,250	$43,913				$7,200	$2,150
SR-74 widening, City/County line to Antonio Parkway		$40,905	$5,285			$10,000					$25,620
SR-91, Acacia Avenue to La Palma Avenue (Segment 3) Multi Asset Project		$35,046			$26,021			$9,025			
SR-91, SR-55 to Lakeview Avenue (Segment 1) Multi Asset Project		$7,968			$7,968						
State Highway Project Totals		**$5,622,215**	**$506,721**		**$197,907**	**$333,486**	**$245,518**	**$142,372**		**$2,645,158**	**$1,551,053**

Federal Funding Total	**$704,628**
State Funding Total	**$721,376**
Local Funding Total	**$4,196,211**
Total Funding (000's)	**$5,622,215**

State Highway Project Completed

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - September 8, 2025

State Highway Project Completed

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 from SR-55 to SR-57, add one HOV lane each direction	A	$41,500	$36,191							$5,309	
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	$74,300	$11,326					$20,789		$42,185	
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	$75,300	$12,065			$46,779				$16,456	
I-5 HOV lanes: s/o Avenida Pico to s/o Avenida Vista Hermosa	C	$83,500	$26,867		$1,600	$43,735				$11,298	
I-5/SR-74 interchange improvements	D	$80,300				$48,683		$24,109	$2,500		$5,008
I-5/SR-74 interchange landscaping/replacement planting	D	$1,440			$752	$688					
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping	G	$2,172								$2,172	
SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping	G	$946								$946	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	G	$35,827						$24,127		$11,700	
SR-57 n/b widening, SR-91 to Yorba Linda Boulevard	G	$51,354						$39,475		$11,879	
SR-57 n/b widening, Yorba Linda to Lambert Road	G	$52,871						$41,250		$11,621	
SR-57 n/b widening, Yorba Linda to Lambert Road - landscaping	G	$1,193								$1,193	
SR-91 w/b connect existing aux lanes, I-5 to SR-57	H	$62,977						$27,227		$35,750	
SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping	H	$2,290								$2,290	
SR-91 w/b (SR-55 - Tustin interchange) improvements	I	$43,753				$15,753		$14,000		$14,000	
SR-91 e/b widening, SR-241 to SR-71	J	$57,773			$45,911					$6,942	$4,920
SR-91 w/b routes 91/55 - e/o Weir Canyon Road replacement planting	J	$2,898				$2,898					
SR-91 widening, SR-55 to Gypsum Canyon Road (Weir Canyon Road/SR-241)	J	$76,993				$22,250		$54,045		$698	
I-405 s/b aux lane - University Drive to Sand Canyon Avenue and Sand Canyon Avenue to SR-133		$2,328				$2,328					
I-405/SR-22/I-605 HOV connector - landscaping		$4,600	$4,600								
HOV connectors from I-405 and I-605	M1	$173,091	$14,787					$135,430	$16,200		$6,674
HOV connectors from SR-22 to I-405	M1	$115,878	$64,375		$49,625				$1,878		
State Highway Project Completed Totals		**$1,043,284**	**$170,211**		**$97,888**	**$183,114**		**$380,452**	**$20,578**	**$174,439**	**$16,602**

Federal Funding Total	**$268,099**
State Funding Total	**$563,566**
Local Funding Total	**$211,619**
Total Funding (000's)	**$1,043,284**

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - September 8, 2025

1. Authorize the use of $3,250,000 in Measure M2 funds for the State Route 57 Truck Climbing Lane Project between Lambert Road and the Orange County/Los Angeles County Line.

Acronyms:

Aux - Auxilliary
Board - Board of Directors
CMAQ - Congestion Mitigation Air Quality Improvement Program
E/B - Eastbound
E/O - East of
FTA - Federal Transit Administration
HOT - High-Occupancy Toll
HOV - High-Occupancy Vehicle
I-405 - Interstate 405
I-5 - Interstate 5
I-605 - Interstate 605
LA - Los Angeles
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
N/B - Northbound
OC - Orange County
OCTA - Orange County Transportation Authority
PCH - Pacific Coast Highway
S/B - Southbound
S/O - South of
SB 1 - SB 1 (Chapter 5, Statutes of 2017)
SR-133 - State Route 133
SR-22 - State Route 22
SR-241 - State Route 241
SR-55 - State Route 55
SR-57 - State Route 57
SR-71 - State Route 71
SR-73 - State Route 73
SR-74 - State Route 74
SR-91 - State Route 91
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
W/B - Westbound

COMMITTEE TRANSMITTAL

September 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Release 2026 Annual Call for Projects for Measure M2 Comprehensive Transportation Funding Programs

Regional Transportation Planning Committee Meeting of August 28, 2025

Present: Directors Federico, Harper, Klopfenstein, Stephens, and Tavoularis
Absent: Directors Foley and Go

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

A. Approve proposed revisions to the Comprehensive Transportation Funding Programs guidelines.

B. Authorize staff to issue the 2026 call for projects for the Regional Capacity Program.

C. Authorize staff to issue the 2026 call for projects for the Regional Traffic Signal Synchronization Program.

August 28, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Release 2026 Annual Call for Projects for Measure M2 Comprehensive Transportation Funding Programs

Overview

The Orange County Transportation Authority provides grants to local agency projects to improve the regional roadway network and coordinate traffic signals. The Measure M2 Comprehensive Transportation Funding Programs guidelines provide the mechanism for administration of the annual competitive call for streets and roads projects. The sections for the Regional Capacity Program (Project O) and the Regional Traffic Signal Synchronization Program (Project P) in the 2026 Comprehensive Transportation Funding Programs guidelines and a request to issue a call for projects are presented for review and approval.

Recommendations

A. Approve proposed revisions to the Comprehensive Transportation Funding Programs guidelines.

B. Authorize staff to issue the 2026 call for projects for the Regional Capacity Program.

C. Authorize staff to issue the 2026 call for projects for the Regional Traffic Signal Synchronization Program.

Background

Measure M2 (M2) Project O, the Regional Capacity Program (RCP), provides funding for improvements to the Orange County Master Plan of Arterial Highways. The RCP also provides for intersection improvements and other projects to help improve street operations and reduce congestion.

M2 Project P, the Regional Traffic Signal Synchronization Program (RTSSP), provides funding for multi-agency, corridor-based signal synchronization to support efficient operation of existing arterials throughout Orange County.

These programs allocate funds through a competitive process and target projects that improve traffic flow by considering factors such as degree of congestion relief, cost-effectiveness, and project readiness.

The Comprehensive Transportation Funding Programs (CTFP) serves as the mechanism through which the Orange County Transportation Authority (OCTA) staff administers the RCP and RTSSP, as well as other M2 competitive transit (Projects S and V) and environmental cleanup (Project X) programs.

The CTFP guidelines identify procedures and requirements that local jurisdictions must satisfy to apply for M2 funding and how project applications are evaluated. The guidelines also define how local jurisdictions can seek reimbursement once funds are awarded. The CTFP guidelines were first approved by the OCTA Board of Directors (Board) on March 22, 2010, and were most recently updated and approved in March 2025.

Discussion

Recommended updates to the 2026 CTFP guidelines have been prepared for the release of the 2026 RCP and RTSSP call for projects (call). Minimal changes have been made this cycle to prioritize more time to address the CTFP payment backlog as reported in the M2 performance assessment report that was presented to the Board in March of this year. By limiting changes in the call cycle and implementing multiple recommendations from the consultant's analysis of the CTFP payment process, staff has reduced the payment backlog by 30 percent and is continuing to reduce the payment backlog.

The draft CTFP guidelines have been updated to reflect appropriate deadlines and dates for the 2026 RCP and RTSSP call. On average, OCTA awards approximately $30 million through the RCP call and $12 million through the RTSSP call annually. Additional funding above the average award level may be available pending review of the M2 funding outlook. However, based on discussions regarding this 2026 RCP and RTSSP call with the Technical Advisory Committee (TAC) at the May 2025 meeting, staff is expecting fewer applications than in previous call cycles.

Attachment A provides a table of all proposed 2026 CTFP guidelines changes, and Attachment B provides a redlined version of the 2026 CTFP guidelines in track changes format.

The 2026 CTFP guidelines revisions were provided through email notification to the TAC members in early July 2025, and to date, no comments have been received. The recommended revisions are now being submitted to the Board for final consideration and approval. Authorization is also requested to initiate the

2026 RCP and RTSSP call to support local streets and roads improvement projects throughout Orange County.

Next Steps

If the Board approves the recommendations noted above, staff will notify the local jurisdictions of the initiation of the 2026 RCP and RTSSP call, the timing, and any other pertinent information. Staff will offer a workshop for local jurisdictions as an additional resource. Grant applications will be due to OCTA by November 20, 2025. Upon receipt of the applications, OCTA will review the proposed projects based upon evaluation criteria specified in the 2026 CTFP guidelines and will work with applicants to resolve questions related to the applications. The projects submitted for consideration in this call will be prioritized for Technical Steering Committee, TAC, and Board consideration in spring 2026. Projects selected for funding may start as early as July 1, 2026, and the latest planned start date would be June 30, 2029, depending on each project's schedule. Grant allocations that are planned to start in either fiscal year (FY) 2027-28 or FY 2028-29 will be escalated, consistent with the guidelines.

Summary

M2 provides funding for competitively selected streets and roads congestion improvements through the RCP and corridor signal synchronization improvements through the RTSSP. The 2026 CTFP guidelines serve as the mechanism that OCTA uses to administer these competitive funding sources. Staff is seeking Board approval of the proposed updates to the 2026 CTFP guidelines and authorization to initiate the 2026 RCP and RTSSP call.

Attachments

A. 2026 CTFP Guidelines (Projects O and P) – Proposed Changes List
B. Guidelines Excerpt, Comprehensive Transportation Funding Programs Guidelines, 2026 Call for Projects Redlined

Prepared by:



Cynthia Morales
Principal Transportation Funding Analyst,
Local Programs
(714) 560-5905

Approved by:



Rose Casey
Executive Director, Planning
(714) 560-5729

ATTACHMENT A

2026 CTFP Guidelines (Projects O and P) – Proposed Changes List				
No.	**Chapter**	**Section**	**Page No.**	**Proposed Change**
1	7	2026 Call for Projects	7-3	Update three-year programming cycle to FY 2026/27 - 28/29 and application due date to Thursday, November 20, 2025, by 5:00 PM Remove hardcopy application submittal requirement and specify that only electronic applications shall be submitted.
2	7	Applications	7-5	Remove hardcopy application submittal requirement and specify that only electronic/digital application files shall be accepted. Update OCTA contact information to Cynthia Morales, Principal Transportation Funding Analyst.
3	7	Additional Information	7-11	Update acceptable format of preliminary plans to digital pdf attachments.
4	7	Application Review Process	7-15	Update tentative schedule for the 2026 call as follows: • Board authorization to issue call: September 8, 2025 • Application submittal deadline: November 20, 2025 • TSC/TAC Review: March/April 2026 • Committee/Board approval: May/June 2026
5	7	Selection Criteria, New Facilities,	7-23 7-27 7-39 7-51	Update 2026 call deadline for OCTAM modeling requests to October 9, 2025, which is six weeks prior to the application submittal deadline.
6	8	Overview, 2026 Call for Projects, Other Application Materials	8-1 8-2 8-5	Update references for a 2026 call.
7	8	Applications	8-3 8-4	Update application due date to Thursday, November 20, 2025 by 5:00 PM. Remove hardcopy application submittal requirement, specify that only electronic applications shall be submitted, and update to OCTA contact information.
8	8	Lead Agency	8-6	Update that OCTA Lead is not available for the 2026 call and specify that final applications must only be submitted electronically.
9	8	Application Review and Program Adoption	8-7	Update tentative schedule for a 2026 call as follows: • Board authorization to issue call: September 8, 2025 • Application submittal deadline: November 20, 2025 • TSC/TAC Review: March/April 2026 • Committee/Board approval: May/June 2026
10	8	Project Definition	8-8	Update draft application deadline for "route" projects to October 23, 2025. Allows OCTA at least four weeks to review prior to the final application deadline to ensure projects align with Project P objectives. Failure to do so will automatically disqualify the application from consideration.

Acronyms

Board - Board of Directors
Call - Call for projects
FY - Fiscal year
OCTA - Orange County Transportation Authority
OCTAM - Orange County Transportation Analysis Modeling
PDF - Portal document format
PM - Past noon
Project P - Regional Traffic Signal Synchronization Program
TAC - Technical Advisory Committee
TSC - Technical Steering Committee

ATTACHMENT B

GUIDELINES EXCERPT

COMPREHENSIVE TRANSPORTATION FUNDING PROGRAMS GUIDELINES

2026 CALL FOR PROJECTS

Orange County Transportation Authority



TABLE OF CONTENTS

I. Overview vi
Background vi
Guidelines Overview vi
II. Funding Sources viii
Renewed Measure M viii
State/Federal Programs ix
Call for Projects ix
III. Definitions x
IV. Acronyms xiv
V. Precepts xix
Chapter 1 - Eligibility 1-1
Overview 1-1
MPAH Consistency Review and Amendment Process 1-1
Additional Information Regarding MPAH 1-2
Chapter 2 – Project Programming 2-3
Program Consolidation 2-3
Sequential Programming Process – RCP 2-3
Tiered Funding 2-4
Funding Projections – Call for Projects 2-4
Project Cost Escalation 2-4
Programming Adjustments 2-4
Project Readiness 2-5
Programming Policies 2-5
Schedule Change Requests 2-6
Timely Use of Funds 2-7

Project Advancements 2-7
Semi-Annual Review 2-7
Environmental Cleanup Program Operations and Maintenance Reporting 2-9
Chapter 3 – Safe Transit Stops (Project W) 3-1
Purpose 3-1
Eligible Applicants 3-1
Application 3-1
Evaluation Criteria 3-2
Available Funding 3-2
Eligible Costs 3-2
Chapter 4 – Transit Extensions to Metrolink (Project S) 4-1
Fixed Guideways 4-1
Bus and Station Vans 4-6
Chapter 5 – Metrolink Gateways (Project T) 5-1
Chapter 6 – Community-Based Transit/Circulators (Project V) 6-1
Overview 6-1
2024 Call for Projects 6-3
Applications 6-3
Application Process 6-3
Application Guidelines 6-4
Scoring Criteria 6-5
Application Review and Program Adoption 6-7
Funding Information 6-8
Project Participation Categories 6-8
Ineligible Categories 6-11
Project Requirements 6-11
Agency Match Requirements 6-13

Eligibility Requirements 6-14
Reimbursements 6-14
Calculation of Payment 6-15
Project Cancellation 6-17
Audits 6-17
Chapter 7 – Regional Capacity Program (Project O) 7-1
Overview 7-1
2026 Call for Projects 7-3
Applications 7-3
Attachments 7-8
Additional Information 7-9
Application Review Process 7-13
Funding 7-14
Arterial Capacity Enhancements (ACE) 7-15
Intersection Capacity Enhancements (ICE) 7-32
Freeway Arterial/Streets Transitions (FAST) 7-44
Regional Grade Separation Program (RGSP) 7-56
Chapter 8 – Regional Traffic Signal Synchronization Program (Project P) 8-1
Overview 8-1
2026 Call for Projects 8-2
Applications 8-3
Application Review and Program Adoption 8-6
Chapter 9 – Reimbursements and Reporting 9-1
Procedures for Receiving Funds 9-1
Availability of Funds 9-2
Cancellation of Project 9-2
Project O - Regional Capacity Program Initial Payment 9-3
Project O - Regional Capacity Program Final Report and Payment Process 9-6

Project P - Regional Traffic Signal Synchronization Program Reimbursements and Reporting Requirements 9-12

Project X - Environmental Cleanup Program Reimbursements & Reporting Requirements 9-16

Chapter 10 – Audits 10-1

Chapter 11 – Environmental Cleanup Program (Project X) 11-1

Tier 1 Grant Program 11-3

Tier 2 Grant Program 11-15

Exhibits

Exhibit IV-1 Coastal Zone Boundary xxiii

Exhibit 6-1 Point Breakdown & Application Checklist for Project V 6-15

Exhibit 6-2 Project V Sample Resolution 6-16

Exhibit 7-1 ACE CTFP Application Checklist Guide 7-5

Exhibit 7-2 ICE CTFP Application Checklist Guide 7-6

Exhibit 7-3 FAST CTFP Application Checklist Guide 7-7

Exhibit 7-4 Sample Resolution for CTFP Projects 7-11

Exhibit 7-5 Standard MPAH Cross Sections 7-18

Exhibit 8-1 RTSSP Project P Application Checklist 8-22

Exhibit 8-2 RTSSP Sample Resolution 8-23

Exhibit 11-1 ECP Tier 1 Scoring Criteria 11-8

Exhibit 11-2 ECP Tier 1 Sample Resolution 11-12

Exhibit 11-3 ECP Tier 2 Scoring Criteria 11-24

Exhibit 11-4 ECP Tier 2 Sample Resolution 11-25

Tables

Table 4-1 Point Breakdown for Project S (Fixed Guideway) 4-12

Table 4-2 Point Breakdown for Project S (Bus and Station Van) 4-13

Table 5-1 Point Breakdown for Project T 5-7

Table 6-1 Maximum Annual Project V Funding Allocation 6-8

Table 6-2 Project V Scoring Criteria 6-18
Table 7-1 Street Widening Selection Criteria 7-28
Table 7-2 Street Widening Point Breakdown 7-29
Table 7-3 Intersection Widening Selection Criteria 7-39
Table 7-4 Intersection Widening Point Breakdown 7-40
Table 7-5 Interchange Improvement Selection Criteria 7-50
Table 7-6 Interchange Improvement Point Breakdown 7-51
Table 8-1 RTSSP Point Breakdown 8-16

I. Overview

On November 6, 1990, Orange County voters approved Measure M, a 20-year half-cent local transportation sales tax. All major transportation improvement projects and programs included in the original Measure M have been completed or are currently underway.

Expected growth demands in Orange County over the next 30 years will require agencies to continue to invest in transportation infrastructure projects. A collaborative effort between County leaders and the Orange County Transportation Authority (OCTA) identified additional projects to fund through an extension of the Measure M program. Voters approved Measure M2 (M2) on November 7, 2006. Ordinance No. 3 (Ordinance) outlines all programs.

Background

A robust freeway network, high occupancy vehicle & toll lanes, a Master Plan of Arterial Highways (MPAH), extensive fixed route and demand response bus service, commuter rail, and bicycle/pedestrian facilities comprise Orange County's transportation system. Future planning efforts are considering high speed rail service as part of a statewide system. Separate agencies manage and maintain each transportation component with a common purpose: mobility.

OCTA is responsible for planning and coordination of county regional transportation components. Local agencies generally oversee construction and maintenance of roadway improvements using a combination of regional and local funding sources derived from grants and formula distributions.

The Comprehensive Transportation Funding Programs (CTFP) represents a collection of competitive grant programs offered to local agencies. OCTA administers a variety of additional funding sources including M2, state/federal gas taxes, and Transportation Development Act (TDA) revenues.

Guidelines Overview

This document provides guidelines and procedures necessary for Orange County agencies to apply for funding of transportation projects contained within the CTFP through a simplified and consistent process. Each program has a specific objective, funding source and set of selection criteria detailed in separate chapters contained within these guidelines.

Guidelines are updated on a periodic basis in coordination with local agencies working through the Technical Steering Committee (TSC) and Technical Advisory Committee (TAC). Modifications to the guidelines are discussed in detail with the local agency

representatives during the TSC and TAC meetings held to review and approve the updated guidelines.

Additionally, OCTA may add, modify, or delete non-M2 programs over time to reflect legislative action and funding availability.

II. Funding Sources

Renewed Measure M

M2 is a 30-year, multibillion-dollar program extension of the original Measure M (approved in 1990) with a new slate of planned projects and programs. These include improvements to the County freeway system, streets and roads network, expansion of the Metrolink system, more transit services for seniors and the disabled as well as funding for the cleanup of roadway storm water runoff.

OCTA shall select projects through a competitive process for the Regional Capacity Program (RCP) (Project O), the Regional Traffic Signal Synchronization Program (RTSSP) (Project P), the various transit programs (Projects S, T, V and W), and the Environmental Cleanup Program (ECP) (Project X). Each program has a specific focus and evaluation criteria as outlined in the guidelines.

OCTA shall distribute Local Fair Share (LFS) Program (Project Q) funds on a formula basis to eligible local agencies. The program receives 18 percent (18%) of Net Revenues. The formula is based upon three components:

- Fifty percent (50%) based upon population
- Twenty-five percent (25%) based upon centerline miles on the existing MPAH
- Twenty-five percent (25%) based upon local agency's share of countywide taxable sales

Projects that are wholly funded by M2 LFS revenues and/or local sources are not subject to a competitive process. However, program expenditures must maintain certain criteria as outlined in the Ordinance and M2 Eligibility Guidelines. Local agencies must conform to annual eligibility requirements in order to receive LFS funding and participate in the CTFP funding process. Key requirements include:

- Timely use of funds (expend within three years of receipt)
- Meet maintenance of effort requirements
- Use of funding consistent with Article XIX of the California Constitution (Article XIX) unless otherwise allowed by the M2 Ordinance
- Include project in seven-year Capital Improvement Plan (CIP)
- Consistency with MPAH, Pavement Management Program, and Traffic Signal Synchronization Master Plan

As indicated above, M2 LFS revenues are subject to timely use of funds provisions (must be expended within three years of receipt). If an agency is unable to meet this provision, an extension of up to 24 months can be granted. Requests for extension for the timely use of M2 Fair Share revenues will be made as part of the Semi-Annual Review (SAR)

process. In addition to a written request, the agency will also submit an expenditure plan of how the funds will be expended.

State/Federal Programs

OCTA participates in state and federal transportation funding programs based on competitive and formula distributions. OCTA typically earmarks this funding for major regional transportation projects. From time to time, OCTA may set aside funding, where permitted, for use by local agencies through a competitive selection process. If state and federal funds are provided, the funds would not flow through OCTA, except in very rare circumstances, but would be allocated directly by the state or federal agency to the local agency.

Call for Projects

OCTA issues calls for projects annually or on an as needed basis. Secure revenue sources, such as M2, will provide funding opportunities on an annual basis. OCTA will update program guidelines and selection criteria periodically. OCTA may offer limited opportunity funding, such as a state-wide bond issuance or federal grants, consistent with funding source requirements. OCTA may conduct concurrent calls for projects when necessary. General funding availability, application submittal processes and due dates will be updated for each call for projects. Information required to participate in the call for projects will be included and updated in Section V of these guidelines.

III. Definitions

1. The term "agency," "agencies," "local agency," "local jurisdiction" or any form thereof shall be described in Precept 2.
2. The term "construction support" includes construction engineering which is design carried out during construction, construction management, project management, materials testing, design support, and/or other specific activities that are carried out during construction and are related to but are not directly construction activities.
3. The term "construction" or "construction activities" typically means the building of something or may mean reconstruction of something and also includes any activities that directly allow for the building of something such as equipment mobilization, clearing a site including waste removal and other similar activities that make construction within an area possible. There may be multiple contracts and/or agency workforce involved in construction but there is usually one primary contract.
4. "Competitive funds" refers to funding grants received through the Comprehensive Transportation Funding Programs (CTFP).
5. The term "complete project" as in the entire project, is inclusive of environmental documents, preliminary engineering, final design/engineering, right-of-way (ROW) acquisition, construction, and construction support for infrastructure projects and may also mean the timeframe outlined in the grant for transit operations, or the acquisition and acceptance of equipment or vehicles which is then used for the intended transportation need.
6. The term "cost overrun" in reference to projects awarded through the CTFP shall refer to any and all costs beyond the original estimate that are necessary to complete the approved project scope.
7. The term "encumbrance," or any variation thereof shall mean the execution of a contract or other action (e.g., entering into a cooperative agreement to carry out work, city council award of a contract, or issuance of a purchase order and/or Notice to Proceed [NTP]) or other acceptable documentation for work to be funded by Net Revenues. For purposes of consideration of an administrative delay only, entering into procurement may be considered "encumbrance".
8. The term "escalation" or "escalate" is the inflationary adjustment, as determined by the Engineering News Record (ENR) Construction Cost Index (CCI) 20-city average, added to the application funding request (current year basis) for ROW and construction phases (see Precept 12).
9. The term "environmental mitigation" is the process by which project proponents apply measures to avoid, minimize, or compensate for the adverse effects and

environmental impacts resulting from their projects. Environmental mitigation may include environmental clean-up/preservation measures made as part of that project's environmental clearance and are typically included in the overall project scope of work. Environmental mitigation may be carried out as part of or immediately following construction phase.

10. For the purpose of these guidelines, the terms "excess right-of-way" and "surplus right-of-way" shall interchangeably refer to ROW acquired for a specific transportation purpose that is not needed for that purpose. ROW designation shall be acknowledged by applicant to OCTA within sixty (60) calendar days of designation. Furthermore, surplus property plan must also be provided to OCTA at time of designation.
11. The term "Fast Track" shall refer to projects that apply for both planning and implementation phase funding in a single competitive application/call for projects.
12. The term "Fully Burdened Labor Rates" include Workforce Labor Rate (WFLR) plus overhead (see Chapter 9).
13. The term "funding grant," "grant," "project funding," "competitive funds," or "project programming" shall refer to the total amount of funds approved by the Board through the CTFP competitive process.
14. The term "Gap Closure" shall refer to the construction of a roadway to its full MPAH build-out for the purpose of connecting two existing ends of that roadway by filling in a missing segment or for completing the terminus of an MPAH roadway. This applies to increased roadway capacity only as it relates to vehicular traffic.
15. The term "implementing agency" is the agency responsible for managing the scope, cost and schedule of the proposed project as defined in the grant application.
16. The term "lead agency" or "administering agency" shall refer to the agency responsible for the submission of the grant application.
17. The term "Master Funding Agreements" or any form thereof shall refer to cooperative funding agreements described in Precepts 3 and 4.
18. The term "match rate", "local match", "local matching funds", or any variation thereof, refers to the match funding that an agency is pledging through the competitive process and disposed of through procedures in Chapter 9. Unless otherwise specifically defined in program specific guidelines, this term refers to the cash contribution that is expected from the local agency in terms of dollars and cost share.
19. A "micro-purchase" is any purchase that does not exceed $5,000. For the purposes of proof of payment, only an approved invoice is required.
20. The term "obligate", or any variation thereof shall refer to the process of encumbering funds.

21. "OCFundtracker" refers to the online grant application and payment system used by OCTA to administer the competitive programs awarded through the CTFP. Refer to https://ocfundtracker.octa.net/.

22. The term "final design," or "Plans, Specifications, and Estimates," or "PS&E," shall refer to 100 percent (100%) completion of project design plans.

23. "Primary Implementation (PI) Report" refers to the report required at the end of the PI phase for the Regional Traffic Signal Synchronization Program (RTSSP). It is a technical report that documents the work completed during the PI phase, which contains the Before and After Study. The PI Report is a separate report from the project final report required by the M2 Ordinance, Attachment B, Section III.A.9.

24. "Operations and Maintenance (O&M) Report" refers to the report required at the conclusion of the O&M phase for the RTSSP (Project P). It is a technical report that documents the work completed during the O&M phase. This is a separate report from the project final report required by the M2 Ordinance, Attachment B, Section III.A.9.

25. The term "project phase" or any form thereof shall refer to the three distinct project phases (engineering, right-of-way, and construction) for infrastructure projects that OCTA funds through the CTFP. Additionally, the "engineering phase" includes the preparation of environmental documents, preliminary engineering, final design or engineering and ROW engineering. The "ROW phase" includes ROW support, ROW acquisition, utility relocation and adjustment to private property as contained in the ROW agreements, private improvements taken, Temporary Construction Easements (TCE), severance damages, relocation costs that are the legal obligation of the agency, as well as loss of good will, fixtures and equipment including legal cost and may include ROW engineering work. The "construction phase" includes construction and construction support and may also include utility relocation if that is being carried out by the construction contractor. A fourth phase defined as "O&M" applies to select programs and is described more fully in the applicable program chapter. Programming for RCP (Project O) follows a sequential process related to Pre-construction elements as described more fully in Chapter 2. Pre-construction includes environmental evaluation, planning and engineering activities. The Implementation step includes ROW and construction activities.

26. The term "project phase completion" refers to the date that the local agency has paid the final contractor/consultant invoice (including retention) for work performed and any pending litigation has been adjudicated for the engineering phase or for the ROW phase, and all liens/claims have been settled for the construction phase. The date of project phase completion will begin the 180-day requirement for the submission of a project final report as required by the M2 Ordinance, Attachment B, Section III.A.9. For projects that include environmental mitigation there may be two project phase

completion dates. Either date may be used for the 180-day requirement for the submission of a final report.

27. The term "Public-Private Partnerships" is defined as direct financial contributions, sponsorships or ROW dedications for eligible program activities.

28. The term "reasonable" in reference to project phase costs shall refer to a cost that, in its nature and amount, does not exceed that which would normally be incurred under the circumstances prevailing at the time the decision was made to incur the cost. Factors that influence the reasonableness of costs: whether the cost is of a type generally recognized as ordinary and necessary for the completion of the work effort and market prices for comparable goods or services.

29. The term "savings" or "project savings" in reference to projects awarded through the CTFP are any grant funds remaining on a particular project phase after all eligible items within the approved project scope have been reimbursed.

30. The term "scope change" or "scope modification" is defined as a material change to the original project scope committed to by the local agency in the project application approved by the Board for M2 grant funding.

31. "Sustainability", as it applies to capacity enhancing infrastructure projects, refers to project elements that support environmental benefits such as use of renewable or recycled resources.

32. The term "Workforce Labor Rates (WFLR)" include direct salaries plus direct fringe benefits.

33. The term "offset intersection" or "offset signal" refers to traffic signalized intersections on the MPAH that are within 2,700 feet from either direction of the project corridor (Project P Only).

IV. Acronyms

AADT – Average Annual Daily Traffic

ACE – Arterial Capacity Enhancements

ADA – Americans with Disabilities Act of 1990

ADT – Average Daily Trips

A/E – Architectural/Engineering

APIRI – Applications Programming Interface with Referenced Implementations

ATC – Advanced Transportation Controller

ATMS – Advanced Transportation Management System

BMP – Best Management Practices

B/RVH – Boardings Divided by the Revenue Vehicle Hours

C2C – Center-to-Center Communication

CASQA – California Stormwater Quality Association

CAPPM – Cost Accounting Policies and Procedures Manual

CCI – Construction Cost Index

CCTV – Closed Circuit Television

CDS – Continuous Deflection Separator

CFS – Climate Forecast System

CE – Categorical Exclusion

CEQA – California Environmental Quality Act

CIP – Capital Improvement Program

CPI – Catchment Prioritization Index

CS – Customer Satisfaction

CSPI – Corridor System Performance Index

CTC – California Transportation Commission

CTFP – Comprehensive Transportation Funding Programs

ECAC – Environmental Cleanup Allocation Committee

ECP – Environmental Cleanup Program

EIR – Environmental Impact Report

ENR – Engineering News Record
EVP – Emergency Vehicle Preempt
FAST – Freeway Arterial/Streets Transition
FTA – Federal Transit Administration
FY – Fiscal Year
GIS – Geographic Information System
GTFS – General Transit Feed Specification
GSRD – Gross Solid Removal Device
HAWK – High-Intensity Activated Crosswalk Signaling Systems
HCM – Highway Capacity Manual
ICE – Intersection Capacity Enhancements
ICU – Intersection Capacity Utilization
ID – Identification
IRWMP – Integrated Regional Water Management Plan
ITS – Intelligent Transportation System
LFS – Local Fair Share
LID – Low-Impact Development
LOS – Level of Service
M2 – Measure M2
MG/yr – Megagrams per Year
MPAH – Master Plan of Arterial Highways
MUTCD – Manual on Uniform Traffic Control Devices
ND – Negative Declaration
NDS – National Data & Surveying Services
NEPA – National Environmental Policy Act
NTP – Notice to Proceed
O&M – Operations and Maintenance
OCTA – Orange County Transportation Authority
OCTAM – Orange County Transportation Analysis Model

OTP – On-Time Performance
PA/ED – Project Approvals/Environmental Documentation
PCI – Pavement Condition Index
PI – Primary Implementation
PSR – Project Study Report
PS&E – Plans, Specifications and Estimates (100% Final Design)
PUC – Public Utilities Commission
RCP – Regional Capacity Program
RGSP – Regional Grade Separation Program
RTSSP – Regional Traffic Signal Synchronization Program
RTSSMP – Regional Traffic Signal Synchronization Master Plan
ROADS – Roadway Operations and Analysis Database System
ROW – Right-of-Way
RVH – Revenue Vehicle Hours
SAR – Semi-Annual Review
SBPAT – Structural BMP Prioritization Analysis Tool
SLPP – State-Local Partnership Program
TAC – Technical Advisory Committee
TCE – Temporary Construction Easement
TCIF – Trade Corridors Improvement Funds
TDA – Transportation Development Act
TMC – Traffic Management Center
TNC – Transportation Network Companies
TOC – Traffic Operations Center
TPC – Total Project Cost
TPI – Transportation Priority Index
TSC – Technical Steering Committee
TSP – Transit Signal Priority
UPS – Uninterruptible Power Supply

UTDF – Universal Traffic Data Format

v/c – Volume/Capacity

VMT – Vehicle Miles Traveled

WFLR – Workforce Labor Rates

WQLRI – Water Quality Load Reduction Index

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V. Precepts

The OCTA Board of Directors (Board) approved these guidelines on March 22, 2010. The guidelines subsequently have been amended and approved by the Board as needed. The purpose is to provide procedures that assist in the administration of the CTFP under M2 where other superseding documents lack specificity. OCTA, or an agent acting on the authority's behalf, shall enforce these guidelines.

1. All eligible Orange County cities and the County of Orange (County) may participate in the M2 competitive programs and federal funding programs included in the CTFP. Other agencies (e.g., California Department of Transportation [Caltrans] or local jurisdiction) may participate on a project; however, one local agency shall be designated as the implementing agency, shall be responsible for all funding requirements associated with the project, and shall be the recipient of funds through the program.
2. To participate in the CTFP, OCTA must declare that an agency is eligible to receive M2 Net Revenues which include LFS distributions. Failure to meet minimum eligibility requirements after programming of funds will result in deferral or cancellation of funding.
3. The lead agency must execute a Master Funding Agreement with OCTA. OCTA and lead agencies will periodically amend the agreement via letter to reflect funding changes through competitive calls for projects.
4. A separate cooperative funding agreement will be issued for Project V funded projects and any OCTA-led Project P (RTSSP) funded projects.
5. An agency must have a fully executed letter agreement prior to the obligation of funds. Local agencies may be granted pre-award authority for M2 funded projects. Local agencies, at their own risk, may use this pre-award authority to obligate funds for an M2 funded project prior to the programmed year. Expenditures actualized prior to the Board approved programmed year will not be eligible for reimbursement (see Chapter 9).
6. For transit programs (e.g., Projects S, V, and W), pre-award authority is granted upon Board approval of the funding grant. See Precept 5 above for pre-award authority provisions.
7. Local agencies shall scope projects, prepare estimates, and conduct design in cooperation with and in accordance with the standards and procedures required by the local agencies involved with the project (e.g., Caltrans, County, state/federal resource agencies).
8. If not using agency workforce, local agencies should select consultants based upon established contract management and applicable public contracting practices, with

qualification-based selection for architectural/engineering (A/E) services, and competitive bidding environments for construction contracts in accordance with the Public Contracts Code. Agencies must meet procurement and contracting requirements of non-M2 funding sources which may exceed those identified in the CTFP. See Chapter 9 if using local workforce.

9. Based upon funding availability, a "Call for Projects" shall be considered annually but may be issued less frequently.
10. In each call cycle, OCTA shall program projects for a three-year period, based upon an estimate of available funds.
11. OCTA will base funding grants on project cost estimates including up to 10 percent (10%) contingency for right-of-way and construction. During the programming process, OCTA adds an inflationary adjustment, as appropriate.
12. OCTA shall escalate project grants for years two and three for ROW and construction phases only. OCTA will base escalation rates on the Engineering News Record (ENR) CCI 20-city average.
13. Match rate commitments identified by implementing agencies in the project grant application shall remain constant throughout the funded project phase. This includes projects where the programming has been escalated for future years. OCTA and implementing agencies shall not reduce match rate commitments or split the match rate by phase. Actual project contributions by the local agency or OCTA are dependent on final project costs and may not be equal to the match rate if a local agency overmatch exists. Local agency contributions may exceed the committed local match rate in the event of cost overruns. OCTA will not increase the funding grant to cover cost overruns. Ineligible expenditures cannot be considered when calculating the local match rate.
14. Where a project experiences savings, the local match percentage must be maintained.
15. OCTA shall program funds by fiscal year for each phase of a project.
16. A grant for a specific project shall be cancelled if the funds are not encumbered within the fiscal year the funds are programmed, unless OCTA has granted a delay.
17. Implementing agencies may request a one-time delay not exceeding a total of 24 months per project grant. Agencies shall justify this request, receive City Council/Board of Supervisor concurrence, and seek approval of OCTA staff, the TAC, and the Board as part of the SAR process. Delay requests must be received no less than ninety (90) calendar days prior to the encumbrance deadline and are not permitted for projects that seek "fast track" grants.

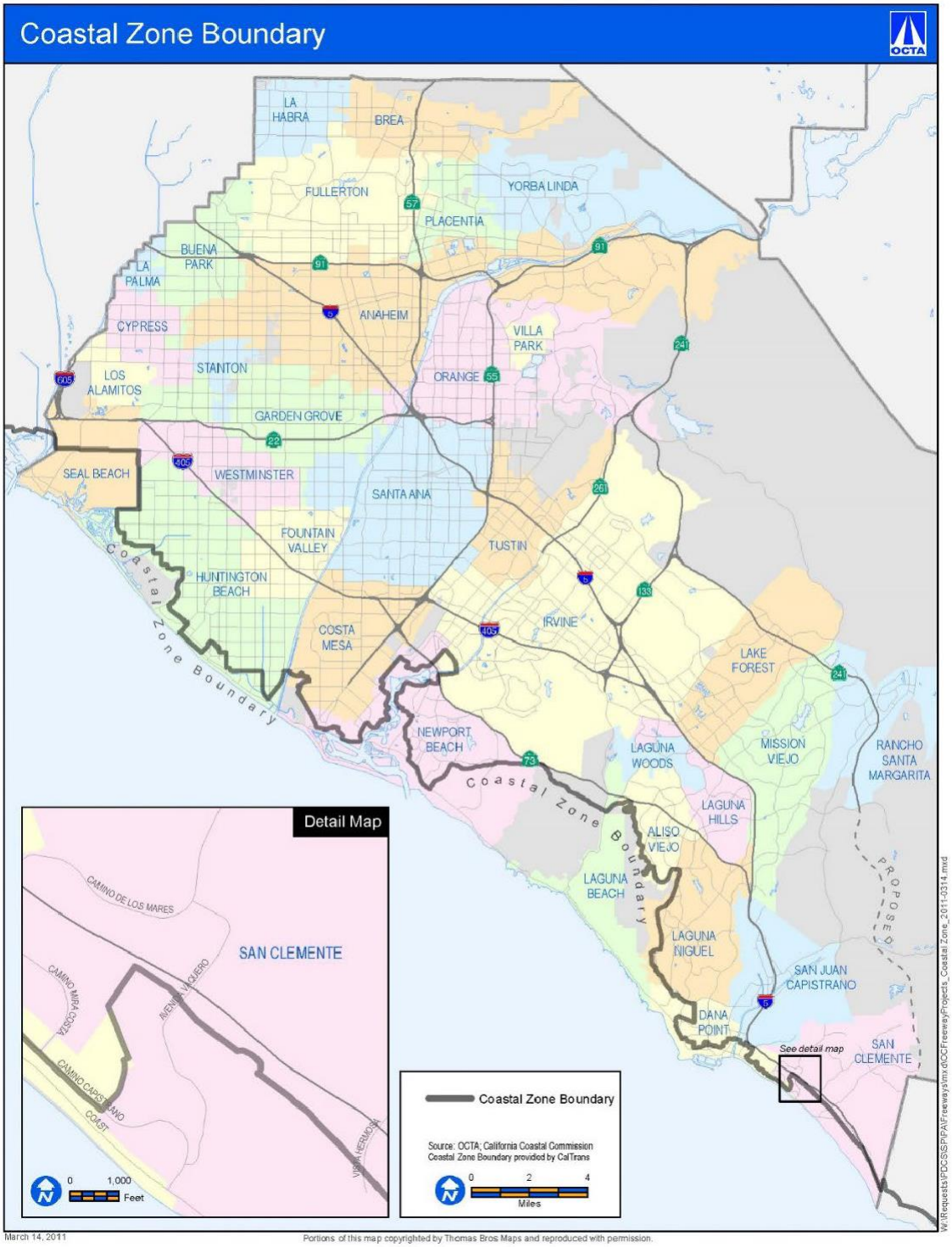
18. An administrative delay may be granted for expiring M2 funds for a project that is clearly engaged in the procurement process (advertised but not yet awarded).
19. Funds that have been encumbered shall be used in a timely fashion. There shall be one encumbrance date determined for each project phase. For project phases (excluding Projects O and P), funds must be expensed within 36 months from encumbrance. Funds extensions up to 24 months may be granted through the SAR process. Extension requests must be received prior to the expenditure deadline. See Precept 20 for Project O and Project P.
20. For Project O and Project P, funds that have been encumbered shall be used in a timely fashion. There shall be one encumbrance date determined for each project phase. For project phases, local agencies have at least 36 months from encumbrance to complete a project phase and expend the funds. For project phases expected to be longer than 36 months, funds must be expensed within 6 months from the scheduled completion date for that project phase. This schedule information is provided within the application. As an example, if an agency indicates construction will be completed within 40 months from encumbrance, the agency would have 46 months to complete the phase or request an extension. Funds extensions up to 24 months may be granted through the SAR process. Extension requests must be received prior to the expenditure deadline. For Project O construction phase funds, participating environmental mitigation activities (see Precept 28) may be reimbursed up to 48 months after adopted Notice of Completion (NOC), contingent upon verification of environmental mitigation requirements.
21. Preliminary Engineering allocations can be programmed in two different fiscal years depending on the project schedule and when certain engineering costs will need to occur during the project development and implementation phases. Local agencies can issue a separate NTP on a single contract to ensure compliance with the timely use of funds requirement. Local agencies may also issue separate contracts for the funds programmed in different fiscal years. Local agencies are required to obligate the funds within the same fiscal year of the programming or request a delay at least 90 days prior to the obligation deadline.
22. For all construction projects awarded CTFP funds in excess of $500,000 and/or exceeding a 90-day construction period schedule, the local agency shall install and remove signage in accordance with OCTA specifications during the construction period. The implementing agency shall request OCTA furnished signage. OCTA signage specifications can be found on the Call for Projects website (https://www.octa.net/programs-projects/programs/funding-programs/call-for-projects/ctfp/regional-capacity-program). Agencies will be required to certify that these signage requirements have been met as part of the initial payment process (see Chapter 9).

23. OCTA shall reprogram funds derived from savings or project cancellation based upon final project status. An implementing agency may request to transfer 100 percent (100%) of savings of M2 funds between the phases within a project with approval from the TAC and Board. Funds can only be transferred to a phase that has already been awarded competitive funds. Such requests must be made prior to the acceptance of a final report and submitted as part of a SAR. Agencies may only use savings as an aid for unanticipated cost overruns within the approved scope of work.
24. Where the actual conditions of a roadway differ from the MPAH classification (e.g., number of through lanes), OCTA shall use the actual conditions for the purposes of competitive scoring. An agency may appeal to the TAC to request that the MPAH classification be adjusted/reconsidered.
25. For the purpose of calculated Level of Service (LOS), the capacity used in the volume over capacity calculation shall be 100 percent (100%) capacity, or LOS level "E". Intersection Capacity Utilization (ICU) calculations shall use 1,700 vehicles per hour per lane with a .05 clearance interval.
26. OCTA shall consider matching fund credit(s) for an implementing agency's proposed projects current and applicable environmental clearance expenditures. OCTA will review and consider these expenditures on a case-by-case basis at the time of funding approval.
27. An approved CTFP project may be determined ineligible for funding at any time if it is found that M2 funding has replaced all or a portion of funds or commitments that were to be provided by other sources such as: development conditions of approval, development deposits, fee programs, redevelopment programs or other dedicated local funding sources (i.e., assessment districts, community facilities districts, bonds, certificates of participation, etc.). Appeals may be made in accordance with Precept 40.
28. OCTA may fund environmental mitigation, up to 25 percent (25%) of the total eligible project cost by phase, as required for the proposed project contained in the environmental document. Participating environmental mitigation expenditures are eligible for funding under certain programs, but not all.
29. Construction support may be reimbursed up to 20 percent (20%) of the total M2 grant, with costs subject to the match requirements. Construction activities carried out by local agency workforces are not considered construction support.
30. Contract change orders are only eligible for reimbursement of work within the original scope of work and not exceeding 10 percent (10%) of eligible construction costs or contingency provided in the application cost estimate, whichever amount is higher.

31. OCTA shall evaluate "whole" projects during the initial review process. Subsequent phase application reviews shall not include prior phases in the evaluation unless locally funded and pledged as a match and are subject to OCTA verification. The criteria for ranking project applications is included in these guidelines as part of each program component chapter.
32. Projects that receive competitive CTFP funds shall not use other M2 competitive funds as a local match source. Lead agencies may request project consolidation. The TAC and Board must approve consolidation requests. OCTA shall use the weighted average match rate of the consolidated project's individual segments.
33. OCTA shall conduct a SAR of all active CTFP projects. All agencies shall participate in these sessions through a process established by OCTA. Currently, OCTA administers the SAR through OCFundtracker. OCTA's intent is to: 1) verify project schedule, 2) confirm project's continued viability, 3) discuss project changes to ensure successful and timely implementation, 4) request sufficient information from agencies to administer the CTFP, and 5) address any potential issues with external fund sources committed as match against the competitive funds.
34. For any project experiencing cost increases exceeding 10 percent (10%) of the originally contracted amount, a revised cost estimate must be submitted to OCTA as part of the SAR process. This is applicable even if the increase is within the overall grant amount.
35. Agencies shall submit payment requests to OCTA in a timely fashion. Agencies may request an initial payment for M2 (generally up to 75 percent (75%) of programmed amount or eligible expenditures, see Chapter 9) once the funds have been encumbered. The final 25 percent (25%) of the available programmed balance will be released upon the submission of an approved final report.
36. For situations where a grant amount exceeds $2,000,000, the amount withheld pending the submittal of an approved final report shall be capped at $500,000 per project phase but shall in no case be less than 10 percent (10%) of the grant or the contract amount, whichever is less. Should the 75 percent/25 percent (75%/25%) payment distribution ratio result in a final payment retention that exceeds $500,000, the payment percentages will be adjusted to meet the $500,000 cap until the 10 percent (10%) threshold is reached. At no time will the final payment retention be less than 10 percent (10%).
37. When a project phase is complete, an agency should notify OCTA in writing within thirty (30) calendar days of completion. The date of project phase completion will begin the 180-day requirement for the submission of a project final report as required by the M2 Ordinance, Attachment B, Section III.A.9.

38. An agency shall provide final accounting in an approved final report format (see Chapter 9) within 180 calendar days of project phase completion. The process for untimely final reports is described in Chapter 9. Failure to provide a final accounting shall result in repayment of applicable M2 funds received for the project phase in a manner consistent with the Master Funding Agreement. Projects funded with M2 funding require a project final report within 180 calendar days of project phase completion as part of eligibility compliance. Failure to meet eligibility requirements, including submittal of final reports within 180 calendar days of project phase completion may result in suspension of all net revenues including fair share funds.
39. The payment distribution ratio referenced in Precept 35 may be modified to a reimbursement process, at the discretion of the Board, in the event that financing, or bonding is required to meet OCTA's cash flow needs.
40. Agencies may appeal to the TAC on issues that the agency and OCTA staff cannot resolve. An agency may file an appeal by submitting a brief written statement of the facts and circumstances to OCTA staff. The appellant local agency must submit a written statement which proposes an action for TAC consideration. The TSC shall recommend specific action for an appeal to the TAC. The Board shall have final approval on appeals.
41. Projects within the Coastal Zone Boundary, as a requirement of a Coast Development Permit, may be required to replace existing on-street parking on a one-for-one basis for spaces removed as a result of a roadway widening project. ROW costs to replace the existing on-street parking can be considered mitigation for coastal zone cities only (see exhibit IV-1). The mitigation activities can be covered up to 25 percent (25%) of the total eligible cost consistent with Precept 28. Jurisdictional boundaries are more fully described in the Public Resource Code, Division 20, California Coastal Act (2016) Sections 30168 & 30169. OCTA staff will work with the local agency staff during the project application process to determine eligibility of these costs and to identify any excess ROW that will require a disposal plan. OCTA and the local agency will also establish any savings that will revert back to the Measure M Program after project completion. The cost of ROW required to replace parking should be fair and reasonable in comparison to the total cost of the project.

Exhibit IV-1


Coastal Zone Boundary
LA HABRA
BREA
FULLERTON
YORBA LINDA
PLACENTIA
BUENA PARK
LA PALMA
CYPRESS
ANAHEIM
VILLA PARK
STANTON
LOS ALAMITOS
ORANGE
GARDEN GROVE
SEAL BEACH
WESTMINSTER
SANTA ANA
FOUNTAIN VALLEY
TUSTIN
HUNTINGTON BEACH
COSTA MESA
IRVINE
LAKE FOREST
NEWPORT BEACH
LAGUNA WOODS
MISSION VIEJO
RANCHO SANTA MARGARITA
LAGUNA HILLS
ALISO VIEJO
LAGUNA BEACH
LAGUNA NIGUEL
SAN JUAN CAPISTRANO
DANA POINT
SAN CLEMENTE
See detail map
Coastal Zone Boundary
PROPOSED
Detail Map
CAMINO DE LOS MARES
SAN CLEMENTE
AVENIDA VAQUERO
CAMINO MIRA COSTA
CAMINO CAPISTRANO
COAST
VIA HERMOSA
0 1,000 Feet
Coastal Zone Boundary
Source: OCTA; California Coastal Commission
Coastal Zone Boundary provided by CalTrans
0 2 4
Miles
March 14, 2011
Portions of this map copyrighted by Thomas Bros Maps and reproduced with permission.
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Chapter 7 – Regional Capacity Program (Project O)

Overview

The RCP (Project O) is a competitive program that will provide more than $1 billion over a thirty-year period. The RCP replaces the Measure M local and regional streets and roads competitive programs (1991-2011).

Although each improvement category described in this chapter has specific eligible activities, the use of RCP funding is restricted to and must be consistent with the provisions outlined in Article XIX and the California State Controller's Guidelines Relating to Gas Tax Expenditures (March 2019). These Guidelines are available at the following link: https://www.sco.ca.gov/Files-AUD/Gas_Tax_Fund_Guidelines.pdf.

The MPAH serves as the backbone of Orange County's arterial street network. Improvements to the network are required to meet existing needs and address future demand. The RCP is made up of three (3) individual program categories which provide improvements to the network:

- The ACE improvement category complements freeway improvement initiatives underway and supplements development mitigation opportunities on arterials throughout the MPAH.
- The ICE improvement category provides funding for operational and capacity improvements at intersecting MPAH roadways.
- The FAST focuses upon street to freeway interchanges and includes added emphasis upon arterial transitions to interchanges.

Projects in the arterial, intersection, and interchange improvement categories are selected on a competitive basis. All projects must meet specific criteria in order to compete for funding through this program.

Also included under the RCP is the Regional Grade Separation Program (RGSP), which is meant to address vehicle delays and safety issues related to at-grade rail crossings. Seven rail crossing projects along the MPAH network were identified by the California Transportation Commission (CTC) to receive TCIF. TCIF allocations required an additional local funding commitment. The RGSP captures these prior funding commitments. Future calls for projects for grade separations are not anticipated.

Funding Estimates

Funding will be provided on a pay-as-you-go basis. The RCP will make an estimated $1.5 billion (in 2022 dollars) available during the 30-year M2 program. Programming estimates are developed in conjunction with periodic calls for projects. Funding is shared with intersection, interchange and grade separation improvement categories. No predetermined funding has been set aside or established for street widening.

Programming Approach

Programming decisions are based upon project prioritization ranking, feasibility and readiness. Each round of funding has resulted in a diverse range of activities, cost and competitive score. Funding applications may seek financial assistance for planning, engineering, ROW, construction or a combination of these activities. Effective grant programs include a combination of project development as well as implementation projects. In order to ensure continued distribution of funding opportunities between small and large-scale projects, a tiered funding approach will be used.

Typically, OCTA has made approximately $32 million available for each RCP (Project O) programming cycle. Category 1 projects are limited to those projects requesting $5 million or less. Category 2 projects are defined as those requesting more than $5 million in Measure M2 funds.

Tiered Funding Approach: The two-tiered funding (Tier 1 and Tier 2) approach will only be applicable to the RCP. This approach is proposed to prioritize high scoring projects while providing a balanced program with funding availability for small and large projects. The first tier is for projects scoring 50 points or higher, and the second tier is for all projects after first satisfying the Tier 1 ranking. Within Tier 1, two categories would be established with 60 percent (60%) (Category 1) of the M2 funds available for smaller projects (requesting $5 million or less), and 40 percent (40%) (Category 2) of the M2 funds available for larger projects (requesting $5 million or more). This approach is intended to broaden the distribution of M2 funds to higher scoring/lower cost projects and retain the ability to fund larger projects without placing formal funding caps on allocations. Any M2 funds not programmed in Tier 1 will be designated for Tier 2 allocation. A funding split between small and large projects is not recommended for Tier 2.

Applications may be for any project phase provided it represents a meaningful, logical terminus and is consistent with scoping from a previously funded project if applicable (i.e., if engineering was previously funded, the ROW and/or construction request must be for the same project scope).

	Category 1 (60%)	Category 2 (40%)
Tier 1 >=50	• $0 - $5 million • Score at least 50 points • Logical, standalone project • Unallocated balance shifts to Tier 2 for programming	• $5+ million request • Score at least 50 points • Logical, standalone project • Unallocated balance shifts to Tier 2 for programming
Tier 2	• Balance of unallocated funds from Tier 1 prioritization • Request can be of any dollar value to compete in Tier 2 • Multiple segments of the same project cannot be submitted under both categories.	

2026 Call for Projects

Funding will be provided for the three RCP funding programs: ACE, ICE, and FAST. Chapter 7 details the specific program's intent, eligible project expenditures, ineligible project expenditures, and additional information that may be needed when applying for funds. Each section should be read thoroughly before applying for funding. Application should be prepared for the program that best fits the proposed project.

For this call, OCTA shall program projects for a three-year period (FY 26/27 – 28/29), based upon the current estimate of available funds. For specifics on the funding policies that apply to this call, refer to the Program Precepts as found in Section V of these guidelines.

Applications

In order for OCTA to consider a project for funding, applications will be prepared by the lead agency. A separate application package must be completed for each individual project. Multiple variations of the same project (i.e. with different local match rates) will not be considered. If funding is requested under multiple program components for a single project (i.e. arterials and intersections) a separate application must be prepared for each request. OCTA shall require agencies to submit ~~both online and hardcopy~~ electronic applications for the 2026 call for projects by **5:00 p.m. on Thursday, ~~October 24, 2024~~ November 20, 2025**.
Late and/or incomplete submittals will not be accepted.

Since each funding program has slightly different application requirements, an "Internal

Application Checklist Guide" has been provided for the three programs under the RCP

(Exhibits 7-1, 7-2, and 7-3). The checklist guide identifies the basic forms and documentation required for each of the program components. In addition, items required at the time of project submittal are differentiated from supplemental items due later. The appropriate **checklist must be provided as a cover sheet for each application submitted**. For any items that are required for the candidate project or program that are missing or incomplete, an explanation should be included in a cover letter with the application. In addition to this checklist guide, please review the **Attachments/Additional Information** section of each program component for a description of supplementary documentation which may be required to support your agency's project application in specific cases.

~~Additionally, **one (1) unbound hardcopy and one**~~ **An electronic copy on a USB, thumb drive, memory stick, or via electronic file upload and/or email** of the application and any supporting documentation must be submitted to OCTA by the application deadline. ~~Please note, h~~Hardcopies will not be accepted~~of the supporting plans, drawings and/or specifications are to be in a minimum size of 11 x 17 inches~~.

~~Hardcopy application packages~~Digital media files shall be mailed or

delivered in person to, as needed:

By mail:

Orange County Transportation Authority
Attn: Cynthia Morales
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584
Tel: (714) 560-5905

In person:

Orange County Transportation Authority
600 South Main Street
Orange, CA 92868

Electronic application copies may be emailed to:
cmorales@octa.net

Exhibit 7-1

Arterial Capacity Enhancement (ACE)

CTFP Application Checklist Guide

Planning – Environmental & Engineering

- CTFP Online Application – submitted through OCFundtracker
- Project Description, Scope of Work and Project Limits
- Cost Estimate for Complete Project - ALL PHASES
- General Application Sample Resolution
- ADT Counts and LOS Calculations
- Aerial Photo w/ Proposed Improvements Shown

Right-of-Way

- CTFP Online Application – submitted through OCFundtracker
- Project Description Detail (include plat maps and legal descriptions for proposed acquisitions)
- Detailed right-of-way Acquisition/Disposal Plan using the OCTA provided right-of-way acquisition/disposal plan form available for download at https://ocfundtracker.octa.net.
- Cost Estimate for Complete Project - ALL PHASES
  - Estimated right-of-way Cost by Parcel (Land, Improvements Taken, Severance, Goodwill, Incidental Expenses)*
- General Application Sample Resolution
- CEQA Compliance Form (CE, Negative Declaration, EIR)
- Aerial Strip Map w/ Existing and Proposed Improvements Shown
  - Include right-of-way Improvements and Parcels to be Acquired
- Preliminary Construction Layout Plans*
- ADT and LOS Calculations

Construction

- CTFP Online Application – submitted through OCFundtracker
- Project Description, Scope of Work and Project Limits
- Project Construction Specifications
- Cost Estimate for Complete Project - ALL PHASES
- General Application Sample Resolution
- CEQA Compliance Form (CE, Negative Declaration, EIR)
- Project Development Documents - Project Report or Materials Report *
- Approved Project Final Design (100% PS&E) Plans*
- ADT and LOS Calculations

NOTE: To qualify for the 10 percent (10%) local match discount for measurable improvement of PCI, please include documentation from the last two PMP biennial Measure M Eligibility submittals that provide average PCI for Overall System.

Items are due after first application review. OCTA staff will contact you regarding those projects that will require this additional information. If final engineering is underway, final design (100% PS&E) must be submitted prior to encumbrance/ contract award.

Exhibit 7-2

Intersection Capacity Enhancement (ICE)

CTFP Application Checklist Guide

Planning – Environmental & Engineering

- CTFP Online Application – submitted through OCFundtracker
- Project Description, Scope of Work and Project Limits
- Cost Estimate for Complete Project - ALL PHASES
- General Application Sample Resolution
- Peak Hour Turning Movement Counts, LOS Calculations, and ADT for each leg of the intersection
- Aerial Photo w/ Proposed Improvements Shown

Right-of-Way

- CTFP Online Application – submitted through OCFundtracker
- Project Description Detail (include plat maps and legal descriptions for proposed acquisitions)
- Detailed right-of-way Acquisition/Disposal Plan using the OCTA provided right-of-way acquisition/disposal plan form available for download at https://ocfundtracker.octa.net.
- Cost Estimate for Complete Project - ALL PHASES
  - Estimated right-of-way Cost by Parcel (Land, Improvements Taken, Severance, Goodwill, Incidental Expenses) *
- General Application Sample Resolution
- Peak Hour Turning Movement Counts, LOS/ICU Calculations, and ADT for each leg of the intersection
- CEQA Compliance Form (CE, Negative Declaration, EIR)
- Aerial Strip Map w/ Existing and Proposed Improvements Shown
  - Include right-of-way Improvements and Parcels to be Acquired
- Preliminary Construction Layout Plans*

Construction

- CTFP Online Application – submitted through OCFundtracker
- Project Description, Scope of Work and Project Limits
- Project Construction Specifications
- Cost Estimate for Complete Project - ALL PHASES
- General Application Sample Resolution
- Peak Hour Turning Movement Counts, LOS Calculations, and ADT for each leg of the intersection
- CEQA Compliance Form (CE, Negative Declaration, EIR)
- Project Development Documents - Project Report or Materials Report *
- Approved Project Final Design (100% PS&E) Plans*

NOTE: To qualify for the 10 percent (10%) local match discount for measurable improvement of PCI, please include documentation from the last two PMP biennial Measure M Eligibility submittals that provide average PCI for Overall System.

Items are due after first application review. OCTA staff will contact you regarding those projects that will require this additional information. If final engineering is underway, final design (100% PS&E) must be submitted prior to encumbrance/ contract award.

Exhibit 7-3

Freeway Arterial/Streets Transition (FAST)

CTFP Application Checklist Guide

Planning – Environmental & Engineering

- CTFP Online Application – submitted through OCFundtracker
- Project Description, Scope of Work and Project Limits
- Cost Estimate for Complete Project - ALL PHASES
- General Application Sample Resolution
- Peak Hour Turning Movement Counts, LOS Calculations, ADT for arterial and ramp exit volumes
- Caltrans Letter of Support
- Aerial Photo w/ Proposed Improvements Shown

Right-of-Way

- CTFP Online Application – submitted through OCFundtracker
- Project Description Detail (include plat maps and legal descriptions for proposed acquisitions)
- Detailed right-of-way Acquisition/Disposal Plan using the OCTA provided right-of-way acquisition/disposal plan form available for download at https://ocfundtracker.octa.net.
- Cost Estimate for Complete Project - ALL PHASES
  - Estimated right-of-way Cost by Parcel (Land, Improvements Taken, Severance, Goodwill, Incidental Expenses) *
- General Application Sample Resolution
- Peak Hour Turning Movement Counts, LOS Calculations, and ADT for each leg of the intersection
- CEQA Compliance Form (CE, Negative Declaration, EIR)
- Aerial Strip Map w/ Existing and Proposed Improvements Shown
  - Include right-of-way Improvements and Parcels to be Acquired
- Preliminary Construction Layout Plans*

Construction

- CTFP Online Application – submitted through OCFundtracker
- Project Description, Scope of Work and Project Limits
- Project Construction Specifications
- Cost Estimate for Complete Project - ALL PHASES
- General Application Sample Resolution
- Peak Hour Turning Movement Counts, LOS Calculations, and ADT for each leg of the intersection
- CEQA Compliance Form (CE, Negative Declaration, EIR)
- Project Development Documents - Project Report or Materials Report*
- Approved Project Final Design (100% PS&E) Plans*
- Appropriate agreements between Caltrans and the project lead agency need to be in draft form and/or in place.

NOTE: To qualify for the 10 percent (10%) local match discount for measurable improvement of PCI, please include documentation from the last two PMP biennial Measure M Eligibility submittals that provide average PCI for Overall System.

Items are due after first application review. OCTA staff will contact you regarding those projects that will require this additional information. If final engineering is underway, final design (100% PS&E) must be submitted prior to encumbrance/ contract award.

Attachments

OCFundtracker Application

Agencies must submit a copy of the OCFundtracker application and scoring information with all application submittals. This document is created within the OCFundtracker web-based application.

"Project Cost Estimate" Form

Include a separate attachment listing all expenditures and costs for the project using the Revised Cost Estimate Form 10-3 provided by OCTA and available for download at https://ocfundtracker.octa.net. Another attachment may be included in addition if desired. Accurate unit prices and a detailed description of work, including design, will be critical when the candidate project is reviewed. For example, design applications should include major tasks that will be performed. ROW cost estimate should include parcel information (including project area needed), improvements taken, severance damages, easements, ROW engineering, appraisal and legal costs. Construction should include a listing of all bid items including a maximum 10 percent (10%) allowance for contingencies and a maximum 20 percent (20%) of M2 grant allowance for construction support, subject to match requirements. The anticipated disbursement of costs (e.g., Agency, Other, Non-Eligible) must also be completed. Agencies should reference the program from which funding is expected to be allocated when completing this portion of the form. Each of the funding programs described in these guidelines may have differing matching fund requirements.

If more than one project phase is requested to be funded, a separate project cost estimate form is to be completed for each phase, or each phase must be clearly indicated, and a subtotal prepared on this form. Separate forms should also be prepared if funding for project phases is being requested over multiple fiscal years.

"Sample Resolution" Form

A resolution or minute action must be approved by the local jurisdiction's governing body prior to the Board approval of grant funds. A sample resolution is included as Exhibit 7-4. Local agencies, at a minimum, must include items a-h. The mechanism selected shall serve as a formal request for CTFP funds and states that matching funds will be provided by the agency, if necessary. All project requests must be included in this action. **If a *draft* copy of the resolution is provided, the local jurisdiction must also provide the date the resolution will be finalized by the local jurisdiction's governing body.**

ROW Acquisition/Disposal Plan

For all projects requesting ROW phase funding, a detailed plan for acquisition/disposal of excess right-of-way, along with any reasonable labor costs expected, must be included. The ROW acquisition/disposal plan and labor cost estimate must be submitted using the "ROW acquisition/disposal plan" form provided by OCTA and available for download at https://ocfundtracker.octa.net.

Project Summary Information

For each application that is recommended for funding, the agency shall submit a PowerPoint presentation summarizing the pertinent project information for TAC review and discussion purposes. The presentation shall be no more than three (3) slides and should contain, at a minimum, a project description, project benefits, location map, and cost estimate. **OCTA staff will request the PowerPoint file when/if a project is recommended for funding.**

Pavement Management Supporting Documentation

The M2 Ordinance provides for a 10 percent (10%) reduction in the required local match if the agency can either:

a. Show measurable improvement of paved road conditions during the previous reporting period defined as an overall weighted (by area) average system improvement of one Pavement Condition Index (PCI) point with no reduction in the overall weighted (by area) average PCI in the MPAH or local street categories;

or

b. Road pavement conditions during the previous reporting period within the highest 20% (20 percent) of the scale for road pavement conditions in conformance with OCTA Ordinance No. 3, defined as a PCI of 75 or higher, otherwise defined as in "good condition".

If an agency is electing to take the 10 percent (10%) local match reduction, **supporting documentation indicating either the PCI improvement or PCI scale must be provided.**

Additional Information

The following documentation should be included with your completed project application:

If a project includes more than one jurisdiction and is being submitted as a joint application, one agency shall act as lead agency and must provide a resolution of support from the other agency.

1. Letters of support for the candidate project (optional). As part of the application submittal projects that require Caltrans consent, review, or approval must have a letter of support or acknowledgement.
2. Geotechnical/materials reports for all applicable candidate projects (e.g., widening, intersection improvement, new roadway). The reports should contain sufficient detail for an accurate assessment of improvements needed and costs, since funding will be jeopardized if a project is unable to meet proposed schedule and costs.
3. Preliminary plans, if available for the project. The plans (1"=40' preferred) should be included ~~in hard copy attachments at a minimum size of 11 x 17 inches~~as digital pdf attachments and include:
    a. Existing and proposed ROW (include plat maps and legal descriptions for proposed acquisitions).
    b. Agency boundaries, dimensions and station numbers.
    c. Existing and proposed project features such as: pavement width and edge of pavement, curb, gutter and sidewalk, raised median, driveway reconstruction, signal pole locations, etc.
    d. Typical cross sections.
    e. Proposed striping.
    f. Structural sections per the materials report.
    g. Proposed traffic signals, storm drains, bridges, railroad crossing improvements, safety lighting, etc.
    h. If requesting funds for traffic signals, include traffic signal warrant(s) prepared by the City Traffic Engineer or City Engineer.
    i. If the project includes construction, relocation, alteration or widening of any railroad crossing or facility, include a copy of the letter of intent sent to the railroad, a copy of which must be sent to the Public Utilities Commission (PUC). Any project including work of interest to a railroad will not be considered for eligibility until the railroad and PUC have been notified.
    j. If the project is proposed as a staged project and additional funds will be necessary in subsequent calls for projects, the preliminary project statement should be accompanied with a complete preliminary estimate and schedule for the completion of the entire project.
    k. If the project is proposed as a safety improvement, provide justifying accident data for the past three years and show the expected decrease in intersection or mid-block accident rate.

4. Current 24-hour traffic counts (taken for a typical mid-week period within the preceding 12-month period) for the proposed segment. Projects submitted without "current counts" will be considered incomplete and non-responsive. Counts taken no more than 36 months prior to the application due date may be accepted.

Exhibit 7-4

Sample Resolution for Candidate Orange County Comprehensive Transportation Funding Programs Projects

A resolution of the _____ City Council approving the submittal of _____ improvement project(s) to the Orange County Transportation Authority for funding under the Comprehensive Transportation Program

THE CITY COUNCIL OF THE CITY OF _____ HEREBY RESOLVES, DETERMINES, AND ORDERS AS FOLLOWS THAT:

(a) WHEREAS, the City of _____ desires to implement the transportation improvements listed below; and

(b) WHEREAS, the City of _____ has been declared by the Orange County Transportation Authority to meet the eligibility requirements to receive M2 "Fair Share" funds; and

(c) WHEREAS, the City's Circulation Element is consistent with the County of Orange Master Plan of Arterial Highways; and

(d) WHEREAS, the City of _____ will not use M2 funds to supplant Developer Fees or other commitments;

(e) WHEREAS, the City/County must include all projects funded by Net Revenues in the seven-year Capital Improvement Program as part of the Measure M2 Ordinance eligibility requirement.

(f) WHEREAS, the City of _____ will provide a minimum in __% in matching funds for the _____ project as required by the Orange County Comprehensive Transportation Funding Programs Guidelines; and

(g) WHEREAS, the Orange County Transportation Authority intends to allocate funds for transportation improvement projects, if approved, within the incorporated cities and the County; and

(h) WHEREAS, the City/County authorizes a formal amendment to the seven-year Capital Improvement Program to add projects approved for funding upon approval from the Orange County Transportation Authority Board of Directors, if necessary.

NOW, THEREFORE, BE IT RESOLVED THAT:

The City Council of the City of _____ hereby requests the Orange County Transportation Authority allocate funds in the amounts specified in the City's application to said City from the Comprehensive Transportation Funding Programs. Said funds, if approved, shall be matched by funds from said City as required and shall be used as supplemental funding to aid the City in the improvement of the following street(s):

ADOPTED BY THE CITY COUNCIL on _____, 20____.

SIGNED AND APPROVED on _____, 20____.

_____ _____

City Clerk Mayor

*Required language a-h

Application Review Process

OCTA staff will conduct a preliminary review of all applications for completeness and accuracy, request supplemental information (i.e., plans, aerial/strip maps, CEQA forms) for projects that appear to rank well during initial staff evaluations, and prepare a recommended program for the TSC. In addition, OCTA may hire a consultant(s) to verify information within individual applications such as, but not limited to, project scope, cost estimates, ADT and LOS. These applications will be selected through a random process.

The following guidelines will be used in reviewing project applications. Any application that does not meet these minimum guidelines must include an explanation of why the guidelines were not met:

1. The travel lane width should be no less than 11 feet (12 feet if adjacent to a raised median or other obstruction) for all arterial highways.
2. For divided roadways, the minimum median width should be no less than 10 feet to allow for turning movements. Divided roadways are defined as those with either a painted or raised median.
3. Arterial highways that are designated for uses in addition to automobile travel (e.g., bicycle, pedestrian, parking) shall provide additional ROW consistent with local jurisdiction standards to facilitate such uses.
4. An eight-lane roadway should provide for a continuous median, protected dual or single left-turn pockets as warranted at signalized intersections, single left-turn pockets at non-signalized intersections, and a right-turn lane at signalized intersections where determined necessary by traffic volumes. ROW for a free right-turn lane should be provided at locations warranted by traffic demand.
5. A six-lane divided roadway should provide a continuous median, protected dual or single left-turn pockets as warranted by existing traffic at all signalized intersections, and single left-turn pockets at non-signalized intersections. A right-turn option lane should also be provided as warranted by traffic demand.
6. A four-lane divided roadway should provide a continuous median, protected dual or single left-turn pockets at all signalized intersections, and a left-turn pocket at all non-signalized intersections. A right-turn lane should also be provided as warranted by traffic demand.
7. A four-lane undivided roadway shall provide for a single left-turn pocket at all intersections as warranted by traffic demand.

Applications will be reviewed by OCTA for consistency, accuracy and concurrence. Applications determined complete in accordance with the program requirements will be scored, ranked and submitted to the TSC, TAC and Board for consideration and funding approval.

Local agencies awarded funding will be notified as to which projects have been funded and from what sources after the Board takes action. A tentative call schedule is detailed below:

Board authorization to issue call: ~~August 12, 2024~~ September 8, 2025

Application submittal deadline: ~~October 24, 2024~~ November 20, 2025

TSC/TAC Review: ~~February/March 2025~~ March/April 2026

Committee/Board approval: ~~April/May 2025~~ May/June 2026

Funding

M2 RCP (Project O) funding will be used for this call.

The CTFP Guidelines include a provision that allows applicants to request ROW and/or construction funding prior to completion of the planning phase (including final design) provided that the phase is underway, substantially complete and the agency will complete the activities within six months of the start of the new phase programmed year.

A thorough review of eligible activities is not always possible during the call for projects evaluation period. As a result, it is possible that cost elements contained within an application and included in a funding recommendation may ultimately be deemed ineligible for program participation. The applicant is responsible for ensuring projects are implemented according to eligible activities contained within the program guidelines.

In order to make certain that local agencies are aware of ineligible activities and/or potentially ineligible elements within a funded project, OCTA staff is available to review elements of the project design at any time through the duration of the M2 grant. It is highly recommended that grantees engage in the design review process with OCTA staff **prior to initiating project implementation** (i.e., commencing ROW acquisitions, executing construction contract) to allow for design changes by the local agencies, as needed.

Arterial Capacity Enhancements (ACE)

Overview

The MPAH serves as the backbone of Orange County's arterial street network. Improvements to the network are required to meet existing needs and address future traffic demand. The ACE improvement category complements freeway improvement initiatives underway, supplements development mitigation activities and enables improvements based upon existing deficiencies.

Projects in the ACE improvement category are selected on a competitive basis. Projects must meet specific criteria in order to compete for funding through this program.

Objectives

- Complete MPAH network through gap closures and construction of missing segments
- Relieve congestion by providing additional roadway capacity where needed
- Provide timely investment of M2 Revenues
- Leverage funding from other sources

Project Participation Categories

The ACE category provides capital improvement funding (including planning, design, ROW acquisition and construction) for capacity enhancements on the MPAH for the following:

- Gap closures – the construction of a roadway to its full MPAH build-out for the purpose of connecting two existing ends of that roadway by filling in a missing segment or for completing the terminus of an MPAH roadway. This applies to increased roadway capacity only as it relates to vehicular traffic.
- Roadway widening where additional capacity is needed
- New roads / extension of existing MPAH facility

Eligible Activities

- Planning, environmental clearance
- Design
- ROW acquisition
- Construction (including curb-to-curb, lighting, drainage, etc.)
- Rehabilitation and/or resurfacing of existing pavement when necessitated by proposed improvement (such as change in profile and cross section).

Potentially Eligible Items

Below is a list of potentially eligible items. However, final determination of the eligibility of all project related costs will be made at the time of reimbursement. Prior to the submittal of an application for funding, or at any point in the project life cycle, local agencies may meet with OCTA staff to review the eligibility of project related costs. **Application review and approval does not guarantee the eligibility of all items.**

- Direct environmental mitigation for projects funded by ACE (subject to limitations identified in precepts)
- Storm drains/catch basins/detention basins/bioswales/other pollutant discharge mitigation devices
- Sound walls (in conjunction with roadway improvement mitigation measures)
- Aesthetic improvements including landscaping within the project ROW (eligible improvements up to 10 percent (10%) of construction costs, provided costs are reasonable for the transportation benefit)
- ITS infrastructure (advance placement in anticipation of future project)
- Rehabilitation and/or resurfacing of incidental pavement areas within the proposed project limits is eligible but shall not exceed 10 percent (10%) of the M2 construction grant, subject to match requirements.
- Improvements to private property if part of a ROW settlement agreement
- Utility relocation where the serving utility has prior rights as evidenced by a recorded legal document
- Roadway grading within the ROW (inclusive of any TCE and/or ROW agreement related improvements) should not exceed a depth for normal roadway excavation (e.g., structural section). Additional grading will be considered on a case-by-case basis. Agencies shall provide supporting documentation (e.g., soils reports, ROW agreements) to justify the additional grading.
- Additional ROW and CON to accommodate pedestrian or bike improvements (including Class II and Class IV bike lanes) **as a complementary feature to the MPAH project** are eligible. Construction of eligible bike facilities shall not exceed 25 percent (25%) of M2 construction grant, subject to match requirements.
- Installation of a pedestrian activated traffic signal where necessitated by pedestrian traffic warrants or other engineering criteria.

Environmental mitigation will be allowed only as required for the proposed roadway improvement, and only as contained in the environmental document. Program participation in environmental mitigation shall not exceed 25 percent (25%) of the total eligible construction costs.

Longitudinal storm drains are eligible for program participation when the storm drain is an incidental part (cost is less than 25 percent (25%) of the total eligible construction

cost) of an eligible improvement. Program participation shall not exceed 10 percent (10%) of the cost of storm drain longitudinal/parallel and main lines. Storm drain inlets, connectors, laterals and cross culverts shall have full participation in ACE Program funding. Storm drains outside standard MPAH ROW widths are not eligible, excluding catch basins within reasonable distance and in general proximity to a project intersection (e.g., within ten feet of the curb return). Catch basins and drainage systems extending into adjacent areas (including public streets) shall not be eligible past the first catch basin designated by aforementioned criteria.

The relocation of detention basins/bioswales are potentially eligible dependent on prior rights and will be given consideration on a case-by-case basis (see Utility Relocations below).

Soundwalls are eligible only if they are required as part of the environmental mitigation for the proposed project and the Measure M contribution to the cost of soundwalls shall not exceed 25 percent (25%) of the total eligible construction costs. Aesthetic enhancements and landscaping in excess of minimum environmental mitigation requirements are subject to limitations described in this section above.

Roadway grading is eligible for structural sections if within the standard MPAH cross section for the facility (inclusive of any TCEs). Rough grading can be considered eligible, so long as it supports MPAH improvement(s) within the ROW and does not supplant developer (or any other project obligations). Any proposed rough grading outside of the MPAH ROW will be evaluated by OCTA on a case-by-case basis but must be tied to the MPAH improvement(s) and not supplant developer (or any other project obligations).

Utility Relocations

The expenses associated with the relocation of utilities are eligible for RCP reimbursement only when all conditions listed below have been met:

- The relocation is made necessary due to conflict with proposed improvements.
- The facility to be relocated is within the project right-of-way.
- It has been determined that the local agency is legally liable for either a portion of or all of the relocation costs.

Liability can be determined by property rights, franchise rights/agreements, state and local statutes/ordinances, permits, a finding by the local agency's counsel, or other recorded legal document. Documentation providing proof of the local agency's liability for the costs of utility relocation must be submitted at the time of a payment request (see Chapter 9). Utilities funded through enterprise funds shall not be eligible for reimbursement.

If a relocation is eligible to be reimbursed, and to be performed by the utility owner or by the utility owner's contractor, the work should be included in the ROW phase costs

and clearly identified in the project application submittal. For eligible relocations to be performed during the construction phase by the local agency's contractor, the work should be included in the plans and specifications similar to other construction activities. Adjustment of existing utilities to grade (e.g., water valves, manhole frames and covers), due to new roadway cross sections are either eligible or not eligible in the construction phase subject to the limitations previously described (e.g., prior rights). New or relocated fire hydrants are ineligible.

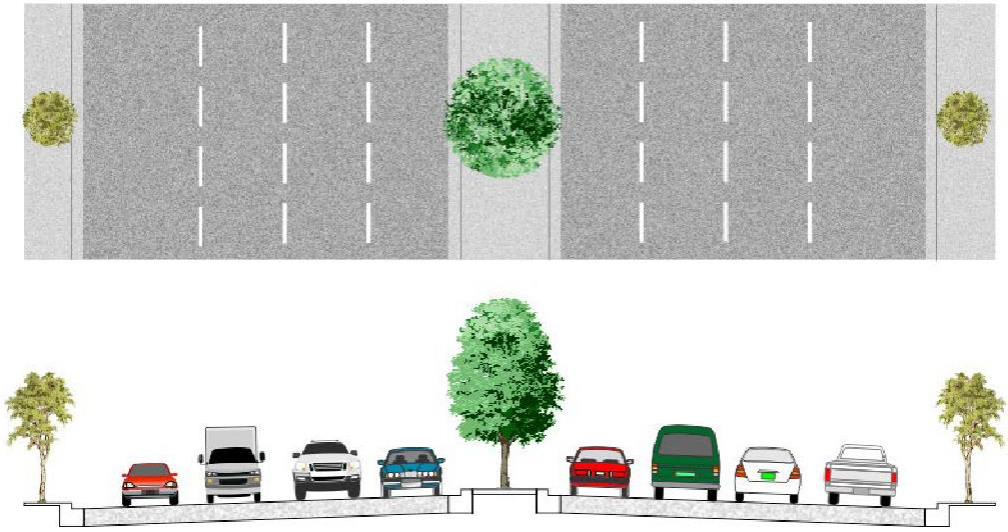
In all cases, eligible costs shall only include "in-kind" relocation. No reimbursements will be made for betterments above the cost of "in-kind" relocation. Additionally, costs submitted for program reimbursement must include any salvage credits received.

Ineligible Expenditures

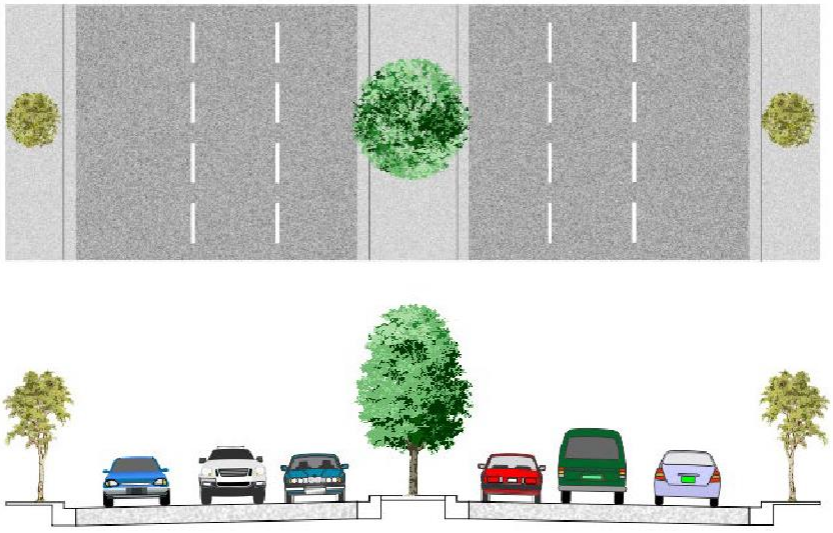
Items that are not eligible under the ACE Program are:

- Grading outside of the roadway ROW not related to a TCE or ROW agreement is generally considered ineligible but can be evaluated by OCTA on a case-by-case basis but must be tied to the MPAH improvement(s) and not supplant developer (or any other project obligations).
- Rehabilitation, unless there is a change in profile and cross section
- Reconstruction (unless in ROW agreement or within project scope)
- New Railroad Grade Separation Projects
- Enhanced landscaping, aesthetics and gateway treatments (landscaping that exceeds that necessary for normal erosion control and ornamental hardscape)
- ROW acquisition and construction costs for improvements greater than the typical ROW width for the applicable MPAH Roadway Classification (See standard MPAH cross sections in Exhibit 7-5), unless required by Class II or Class IV bike facilities. Where full parcel acquisitions are necessary to meet typical ROW requirements for the MPAH classification, any excess parcels shall be disposed of in accordance with the provisions of these guidelines, State statutes as outlined in Article XIX and the California State Controllers Guidelines Relating to Gas Tax Expenditures.
- Construction and/or ROW for separated Class I bike facilities, unless a connection into the MPAH roadway is required.
- Utility Betterments
- Construction of new utilities

Exhibit 7-5
Standard MPAH Cross Sections

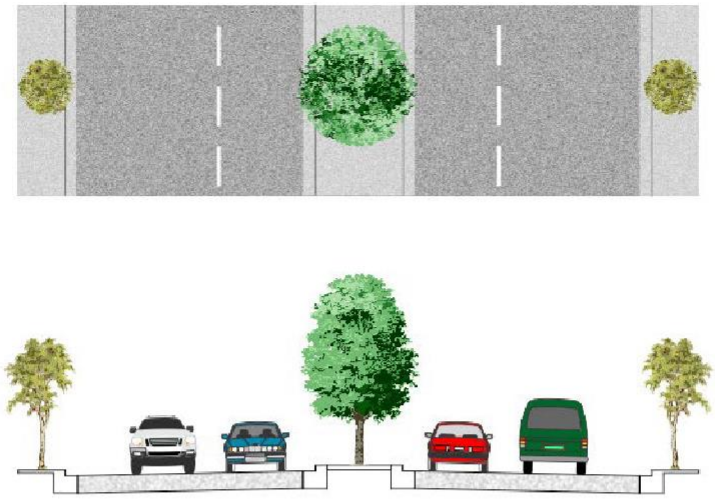


PRINCIPAL
144 FT
(8 LANES, DIVIDED)

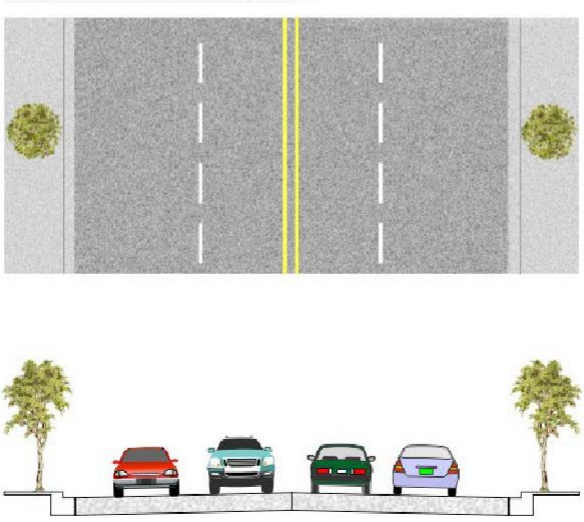


MAJOR
120FT
(6 LANES, DIVIDED)

Exhibit 7-5 *continued*
Standard MPAH Cross Sections



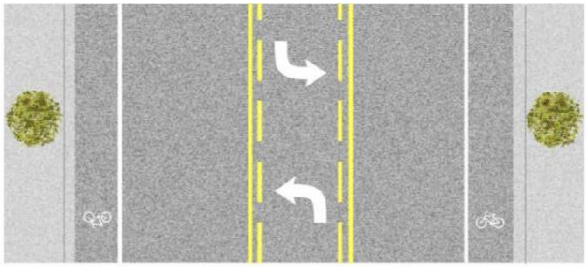
PRIMARY
100 FT
(4 LANES, DIVIDED)

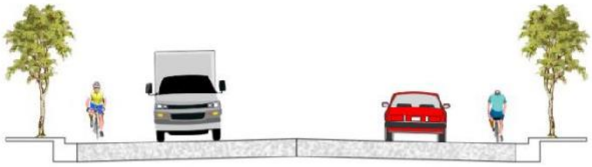


SECONDARY
80 FT
(4 LANES, UNDIVIDED)

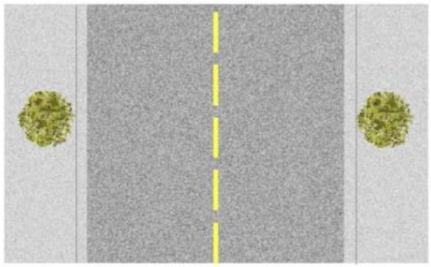
Exhibit 7-5 *continued*

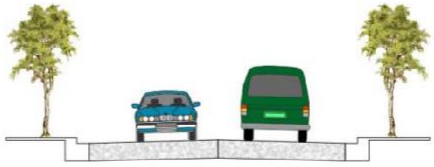
Standard MPAH Cross Sections





DIVIDED COLLECTOR
80 FT
(2 LANES, DIVIDED)





COLLECTOR
56 FT
(2 LANES, UNDIVIDED)

Master Plan of Arterial Highway Capacities

Below are the approximate roadway capacities that will be used in the determination of LOS:

Type of Arterial	Level of Service (LOS) A .51 - .60 v/c	B .61 - .70 v/c	C .71 - .80 v/c	D .81 - .90 v/c	E .91 - 1.00 v/c
8 Lanes Divided	45,000	52,500	60,000	67,500	75,000
6 Lanes Divided	33,900	39,400	45,000	50,600	56,300
4 Lanes Divided	22,500	26,300	30,000	33,800	37,500
4 Lanes (Undivided)	15,000	17,500	20,000	22,500	25,000
2 Lanes Divided	9,000	12,000	15,000	20,000	22,000
2 Lanes (Undivided)	7,500	8,800	10,000	11,300	12,500

Note: Values are maximum Average Daily Traffic

Selection Criteria

Specific selection criteria will be used to evaluate competitive program project applications. Emphasis is placed on existing usage, proposed Vehicle Miles Traveled (VMT), level of services benefits, local match rate funding and overall facility importance. Technical categories and point values are shown on Tables 7-1 and 7-2. Data sources and methodology are described below.

Projected/Current Average Daily Trips (ADT): Current ADT is the preferred method of measuring congestion. However, traffic counts projected to the year of opening for the project will be allowed as part of the competitive evaluation. These must be submitted along with current 24-hour traffic counts for the proposed segment for comparison purposes. The agency must submit the project's projected ADT, current ADT, the delta, and justification of the increase. Regarding "current" counts, these are defined as those taken for a typical mid-week period within the preceding 12-months. Projects submitted without "current counts" will be considered incomplete and non-responsive. Project applications using projected ADT must use traffic counts taken within the preceding 12 months. Project applications not using projected ADT may use traffic counts taken within the 36 months preceding the release date of the current call. **Note:** New facilities must be modeled through OCTAM and requests should be submitted to OCTA a minimum of six (6) weeks prior to application submittal deadline. **The OCTAM modeling request**

deadline is ~~September 12, 2024~~ October 9, 2025 for the 2026 Call for Projects. If modeling requests are not submitted six (6) weeks prior to the application submittal deadline, the application will not be considered. For agencies where event, weekend, or seasonal traffic presents a significant issue, Average Annual Daily Traffic (AADT) counts can be used, provided the agency gives sufficient justification for the use of AADT.

VMT: Centerline length of segment proposed for improvement multiplied by the existing ADT for the proposed segment length. Measurements must be taken proximate to capacity increase. VMT for improvements covering multiple discrete count segments are calculated on a weighted average basis.

Current Project Readiness: This category is additive. **Points are earned for the highest qualifying designation at the time applications are submitted.** Local agency should select the most current phase of the project.

- Environmental Approvals – applies where all environmental clearances have been obtained on the project.
- Preliminary design (35 percent (35%) level) – will require certification from the City Engineer and is subject to verification.
- Final Design (PS&E) – applies where the jurisdiction's City Engineer or other authorized person has approved the final design.
- ROW (all offers issued) – applies where offers have been made for every parcel where acquisition is required and/or offers of dedication or orders of immediate possession have been received by the jurisdiction. Documentation of ROW possession will be required with application submittal.
- ROW (all easements and titles) – applies where no ROW is needed for the project or where all ROW has been acquired/dedicated.

Cost Benefit: Total project cost (including unfunded phases) divided by the existing ADT (or modeled ADT for new segments).

Funding Over-Match: The percentages shown apply to match rates above a jurisdiction's minimum local match rate requirement. M2 requires a 50 percent (50%) local match for RCP projects. This minimum match can be reduced by up to 25 percentage points if certain eligible components are met. If a jurisdiction's minimum match target is 30 percent (30%) and a local match of 45 percent (45%) is pledged, points are earned for the 15 percent (15%) over-match differential. The pledged amount is considered the committed match rate and will be required, at a minimum, from the local agency throughout the life of the project.

Transportation Significance: Roadway classification as shown in the current MPAH.

Operational Attributes (within the roadway): This category is additive. Each category, except Active Transit Routes, must be a new feature added as a part of the proposed project. Only one feature can be selected for any qualifying category. For example,

installation of a bike lane that is identified in an adopted ATP plan can be awarded points under "Bike Facilities" or " Active Transportation Focused Plan Elements," but not both.

- Pedestrian Facilities: Placement of a new sidewalk where **none currently exists** along an entire segment of proposed project.
- Meets MPAH configuration: Improvement of roadway to full MPAH standard for the segment classification.
- Active Transit Route(s): Segments served by fixed route public transit service.
- Bus Turnouts: Construction of bus turnouts.
- Bike Facilities: Installation of new bike facilities (Class II or Class IV bike lanes) **as a complementary feature to the MPAH project**. Class I is not eligible. All proposed bike facilities must be included in an approved transportation plan or circulation element. For bonus points (max 5 total), Class II and Class IV facilities may also describe how improvements will help improve street operations and reduce congestion including how the project will connect a diversity of land-uses, fill gap(s) in existing bicycle facilities, and contribute to the broader bicycling infrastructure network AND/OR a quantitative analysis showing congestion reduction/reduction in vehicle miles traveled. Potential methodology includes the California Air Resources Board (CARB) VMT reduction or alternative quantification method, see CARB link: https://ww2.arb.ca.gov/sites/default/files/auction-proceeds/bicycle%20facilities_summary_032519.pdf
- Median (Raised): Installation of a mid-block raised median where none exists today. Can be provided in conjunction with meeting MPAH standards.
- Safety Improvements: Project features that increase the safety of pedestrians. These elements can include the new installation of: median barriers, curb extensions, residential traffic diverters, pedestrian crossing islands, pedestrian activated signals, crosswalk enhancements, safety signage, and the addition, modification, or improvement of existing pedestrian signals. Other elements of safety may be considered on a case-by-case basis.
- Elements of Approved Active Transportation Plan/Active Transportation Focused Sections of other Types of Mobility Plans: Incorporate project features that are approved in an active transportation plan or if very focused, in active transportation focused sections of other types of plans that improve mobility. These elements can include bike infrastructure and pedestrian elements. Other elements of an active transportation plan may be considered on a case-by-case basis. Documentation of approved plan will be required with application submittal and assignment of points for active transportation focused sections of other types of plans will be considered on a case-by-case basis.
- Sustainability Elements: Includes the use of multiple complete street elements, the installation of solar lighting within the roadway cross section, or water conservation elements that reduce water consumption, compared to current usage within

project limits; such as the replacement of existing landscaping with hardscape and/or "California Native" drought tolerant type landscaping; the replacement of existing sprinklers with drip irrigation systems; the installation of new "grey" or recycled water systems where such does not currently exist. Other elements of sustainability may be considered on a case-by-case basis. Points are awarded at construction phase only.

- Other (e.g., Golf cart paths in conformance with California Vehicle Code and which are demonstrated to remove vehicle trips from roadway).

Improvement Characteristics: Select one characteristic which best describes the project:

- Gap Closures: the construction of a roadway to its full MPAH build-out for the purpose of connecting two existing ends of that roadway by filling in a missing segment or for completing the terminus of an MPAH roadway. This applies to increased roadway capacity only as it relates to vehicular traffic.
- New Facility/Extensions: Construction of new roadways.
- Bridge crossing: Widening of bridge crossing within the project limits to full MPAH width. Widening beyond MPAH shall not qualify for Project O funding.
- Adds capacity: Addition of through traffic lanes.
- Improves traffic flow: Installation of a median, restricting cross street traffic, adding midblock turn lanes, or elimination of driveways.

LOS Improvement: This category is a product of the existing or projected LOS based upon volume/capacity -- or v/c -- and LOS improvement "with project". **Projects must meet a minimum existing or projected LOS of "D" (.81 v/c) "without project" condition to qualify for priority consideration for funding.** Existing LOS is determined using current 24-hour traffic counts for the proposed segment. However, for projects where traffic volumes follow unconventional patterns, unidirectional volumes may be proposed as an acceptable alternate methodology for determining LOS. If unidirectional volumes are used for LOS calculations, ADT for the proposed direction of improvement shall serve as the basis for ADT, cost benefit and vehicle miles travelled (VMT) scoring categories. Projects that do not meet the minimum LOS "D" can be submitted but are not guaranteed consideration as part of the competitive process.

If during the competitive process, it is determined that additional programming capacity exists after all eligible projects with LOS "D" have been funded, a consideration of projects with a minimum LOS "C" (.71 v/c) may be undertaken. Such consideration will be at the discretion of OCTA. Projects with a LOS better than "C" (.70 v/c) will not be considered.

Application Process

Project grants are determined through a competitive application process. Local agencies seeking funding must complete a formal application and provide supporting

documentation that will be used to evaluate the project proposal as outlined below. Detailed instructions and checklists are provided in this chapter.

Complete application

- Funding needs by phase and fiscal year
- Local committed match funding source, confirmed through city council resolution or minute order
- Supporting technical information (including current traffic counts)
- Project development and implementation schedule
- ROW status and detailed plan for acquisition/disposal of excess right-of-way. The ROW acquisition/disposal plan must be submitted using the "ROW acquisition/disposal plan" form provided by OCTA and available for download at https://ocfundtracker.octa.net.
- Any additional information deemed relevant by the applicant
- Grants subject to Master Funding Agreement

Calls are expected to be issued on an annual basis, or as determined by the Board. Complete project applications must be submitted by the established due date to be considered eligible for consideration.

Minimum Eligibility Requirements

Projects must have an existing or projected LOS "D" (.81 v/c) or worse to qualify for priority consideration for funding in this program.

All project roadways must be identified on the MPAH network. Local streets not shown on the MPAH are not eligible for funding through this program.

New Facilities

New facilities must be modeled through OCTAM. A local agency planning on submitting a request for funding for a new facility must submit a modeling request a minimum of six (6) weeks prior to the application submittal deadline. If modeling requests are not submitted six (6) weeks prior to the application submittal deadline, the application associated with the related project will not be considered. Any request for modeling **must be submitted to OCTA no later than ~~September 12, 2024~~ October 9, 2025** for the 2026 call.

Facility Modeling: For consistency purposes, all proposed new facilities will be modeled by OCTA using the most current version of OCTAM. Applicants may supplement their application with a locally-derived model with OCTAM used for validation purposes. The facility will be modeled with the lane capacity reflected in the application.

Average Daily Trips Determination: OCTAM will provide an "existing" ADT using a "with project" model run under current conditions. The ADT for the proposed segment will serve as the ADT value to be considered in the application.

LOS Improvement: LOS on existing facilities may be positively or negatively affected by a proposed new roadway segment through trip redistribution. A current condition model run is generated "with" and "without" the proposed project. The intent is to test the efficacy of the proposed segment. A comparison of these before and after project runs (using current traffic volumes) yields potential discernable changes in LOS. The greatest benefit is generally on a parallel facility directly adjacent to the proposed project. Trip distribution changes generally dissipate farther from the project. For evaluation purposes, the segment LOS (determined through a simple volume / capacity calculation) for the "with" and "without project" will be used for the existing LOS and LOS improvement calculations.

Matching Funds

Local agencies are required to provide local match funding for each phase of the project. As prescribed by the M2 Ordinance, the minimum local match requirement is 50 percent (50%) with potential to reduce this amount if certain eligibility requirements are met. The amount pledged during the application process is considered the committed match rate and will be required, at a minimum, from the local agency throughout the life of the project. Actual project contributions by the local agency are dependent on final project costs and may not be equal to the committed match rate in the event of cost overruns. OCTA will not increase the funding grant to cover cost overruns. Ineligible expenditures do not contribute to the local match rate.

Other Application Materials

Supporting documentation will be required to fully consider each project application. In addition to the funding plan described above, local agencies will be required to submit the following materials:

Council Approval: A Council Resolution or Minute Order action authorizing request for funding consideration with a commitment of local match funding must be provided with the project application. **If a *draft* copy of the resolution is provided, the local agency must also provide the date the resolution will be finalized by the local agency's governing body.** A final copy of the City Council approved resolution must be provided at least four (4) weeks **PRIOR** to the consideration of programming recommendations by OCTA's Board of Directors.

Project Documentation: If proposed project has completed initial planning activities (such as PSR or equivalent, EIR, or design), evidence of approval should be included with the application. Satisfactory evidence includes project approval signature page, engineer-

stamped site plan, or other summary information to demonstrate completion or planning phases. An electronic copy of the PSR and/or environmental document must be supplied as applicable. The applicant will be asked for additional detailed information if necessary, to adequately evaluate the project application.

Project Summary Information: With each application being recommended for funding, the agency shall submit a PowerPoint presentation summarizing the pertinent project information for review and discussion purposes. The presentation shall be no more than three (3) slides and should contain, at a minimum, a project description, project benefits, location map, and cost estimate. **OCTA staff will request the PowerPoint file when/if a project is recommended for funding.**

Reimbursements

This program is administered on a reimbursement basis for capital improvements, planning, design, and ROW acquisition. Reimbursements will be disbursed upon review and approval of an acceptable initial payment submittal, final report, and consistency with Master Funding Agreement or cooperative agreement if federal funds are awarded. The reimbursement process is more fully described in Chapter 9 of this manual.

Project Cancellation

If a local agency decides to cancel a project, for whatever reason, the agency shall notify OCTA as soon as possible. Projects deemed infeasible during the planning phase shall bring that phase to a logical conclusion, file a final report, and cancel remaining phases so that remaining funds can be reprogrammed without penalty. All ROW funding received for property acquisition prior to cancellation shall be repaid upon cancellation even if property has been acquired. All construction funding received prior to cancellation shall be repaid upon cancellation.

Cancelled projects will be eligible to reapply upon resolution of issues that led to original project termination. Agencies can resubmit an application for funding consideration once either the cancellation of the existing funding grant has been approved by the OCTA Board or is in the process of approval through the semi-annual review. In the event the OCTA Board does not approve the cancellation, the lead agency will be required to withdraw the application.

Audits

All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation, which may include repayment, reduction in overall grant, and/or other sanctions to be determined. Audits shall be conducted by OCTA's Internal Audit department or other authorized agent either through

the normal annual process or on a schedule to be determined by the Board (see Chapter 10).

Proceeds from the sale of excess ROW acquired with program funding must be paid back to the project fund as described in Chapter 9 and the Master Funding Agreement.

Table 7-1
Regional Capacity Program
Street Widening Selection Criteria

Category		Points Possible	Percentage
Facility Usage			**25%**
	Existing ADT & VMT	15	15%
	Current Project Readiness	10	10%
Economic Effectiveness			**15%**
	Cost Benefit	10	10%
	Funding Over-Match	5	5%
Facility Importance			**25%**
	Transportation Significance	10	10%
	Operational Efficiency	15	15%
Benefit			**35%**
	Improvement Characteristics	10	10%
	Level of Improvement and Service	25	25%
	Total	**100**	**100%**
Bonus: Additional details and analysis for Class II or Class IV bike facility as complementary feature to the MPAH project, as applicable.		5	

Table 7-2 Street Widening Point Breakdown

ACE SCORING CRITERIA
Point Breakdown for Arterial Capacity Enhancement Projects
Maximum Points = 100

Facility Usage **Points: 25**

Existing ADT & VMT — Max Points: 15

Existing ADT Range		Points
45+	thousand	10
40 – 44	thousand	8
35 – 39	thousand	6
30 – 34	thousand	5
25 – 29	thousand	4
20 – 24	thousand	3
15 – 19	thousand	2
10 – 14	thousand	1
<10	thousand	0

VMT Range		Points
31+	thousand	10
26 – 30	thousand	8
22 – 25	thousand	6
18 – 21	thousand	5
14 – 17	thousand	4
11 – 13	thousand	3
08 – 10	thousand	2
04 – 07	thousand	1
<4	thousand	0

Current Project Readiness	Max Points: 10
ROW (All Easement and Titles)	5
Final Design (PS&E)	4
Environmental Approvals	2
Preliminary Design (35%)	2
ROW (All Offers Issued)	2

Economic Effectiveness **Points: 15**

Cost Benefit (Total $/ADT)

Range*	Points
< 49	10
50 – 74	9
75 – 99	7
100 – 149	5
150 – 199	4
200 – 249	3
250 – 299	2
300 – 349	1
350+	0

Funding Over-Match (local match/project cost) minus minimum local match requirement.

Range*	Points
25+%	5
20 – 24%	4
15 – 19%	3
10 – 14%	2
05 – 09%	1
00 – 04%	0

*Range refers to % points above agency minimum requirement.

Facility Importance **Points: 25**

Transportation Significance Range	Points
Principal or CMP Route	10
Major	8
Primary	6
Secondary	4
Collector	2

Operational Attributes (within the roadway) — Max Points: 15

Meets MPAH Configs.	4
Pedestrian Facilities (New)	4
Bike Facilities (New)	4
Active Transit Route(s)	2
Bus Turnouts	2
Median (Raised)	2
Safety Improvements	3
Active Transportation Focused Plan Elements	2
Sustainability Elements	2
Other	2

Benefit **Points: 35**

Improve Characteristics	Points
Gap Closure	10
New Facility/Extension	8
Bridge Crossing	8
Adds Capacity	6
Improves Traffic Flow	2

LOS Improvement — Max Points: 25

Existing LOS Starting Point Range

(LOS Imp x LOS Starting Pt)	Points
1.01+	5
.96 – 1.00	4
.91 – .95	3
.86 – .90	2
.81 – .85	1
<.81	0

LOS Improvements with Project (exist. Volume)

Existing LOS Starting Point Range	Points
.20+	5
.16 – .20	4
.10 – .15	3
.05 – .09	2
.01 – .05	1
<.01	0

Bonus **Points: 5**

Additional details and quantitative analysis for Class II and Class IV bike facilities as a complementary feature to the MPAH project, as applicable.

Intersection Capacity Enhancements (ICE)

Overview

The MPAH serves as the backbone of Orange County's arterial street network. Intersections at each intersecting MPAH arterial throughout the County will continue to require improvements to mitigate current and future needs. The ICE improvement category complements roadway improvement initiatives underway and supplements development mitigation opportunities.

Projects in the ICE improvement category are selected on a competitive basis. Projects must meet specific criteria in order to compete for funding through this program.

For the purposes of the ICE improvement category, the limits of an intersection shall be defined as the area that includes all necessary (or planned) through lanes, turn pockets, and associated transitions required for the intersection. Project limits of up to a maximum of 600 feet for each intersection leg are allowable. Projects that, due to special circumstances, must exceed the 600-foot limit, shall include in their application the request for a technical variance. The project shall be presented to the TSC by the local agency to request approval of the variance.

Objectives

- Improve MPAH network capacity and throughput along MPAH facilities
- Relieve congestion at MPAH intersections by providing additional turn and through lane capacity
- Improve connectivity between neighboring jurisdictions by improving operations
- Provide timely investment of M2 revenues

Project Participation Categories

The ICE category provides capital improvement funding (including planning, design, ROW acquisition and construction) for intersection improvements on the MPAH network for the following:

- Intersection widening – constructing additional through lanes and turn lanes, extending turn lanes where appropriate, and signal equipment
- Street to street grade separation projects

Eligible Activities

- Planning, environmental clearance
- Design (plans, specifications, and estimates)
- ROW acquisition
- Construction (including bus turnouts, curb ramps, median, and striping)

- Rehabilitation and/or resurfacing of existing pavement when necessitated by proposed improvement (such as change in profile and cross section).

Potentially Eligible Items

Below is a list of potentially eligible items. However, final determination of the eligibility of all project related costs will be made at the time of reimbursement. Prior to the submittal of an application for funding, or at any point in the project life cycle, local agencies may meet with OCTA staff to review the eligibility of project related costs. **Application review and approval does not guarantee the eligibility of all items.**

- Required environmental mitigation for projects funded by ICE
- Storm drains/catch basins/detention basins/bioswales/other pollutant discharge mitigation devices
- Sound walls (in conjunction with roadway improvement mitigation measures)
- Aesthetic improvements including landscaping within the project ROW (eligible improvements up to 10 percent (10%) of construction costs, provided costs are reasonable for the transportation benefit)
- Signal equipment (as incidental component of program), including the installation or upgrade of pedestrian countdown heads
- Bicycle detection systems
- Rehabilitation and/or resurfacing of incidental pavement areas within the proposed project limits is eligible but shall not exceed 10 percent (10%) of the M2 construction grant, subject to match requirements.
- Improvements to private property if part of a ROW settlement agreement
- Utility relocation where the serving utility has prior rights as evidenced by a recorded legal document and are located within the roadway right-of-way.
- Roadway grading within the ROW (inclusive of any TCEs and/or ROW agreement related improvements) should not exceed a depth for normal roadway excavation (e.g., structural section). Additional grading will be considered on a case-by-case basis. Agencies shall provide supporting documentation (e.g., soils reports, ROW agreements) to justify the additional grading.
- Additional ROW and CON to accommodate pedestrian or bike improvements (including Class II and Class IV bike lanes) **as a complementary feature to the MPAH project** are eligible. Construction of eligible bike facilities shall not exceed 25 percent (25%) of M2 construction grant, subject to match requirements.

Ineligible Items

- Grading outside of the roadway ROW not related to a TCE or ROW agreement is generally assumed to be ineligible but can be evaluated by OCTA on a case-by-

case basis but must be tied to the MPAH improvement(s) and not supplant developer (or any other project obligations).

- ROW acquisition greater than the typical ROW width for the applicable MPAH Roadway Classification, unless required by Class II or Class IV bike facilities. Additional turn lanes not exceeding 12 feet in width needed to maintain an intersection LOS D requiring ROW in excess of the typical ROW width for the applicable MPAH classification shall be fully eligible. Where full parcel acquisitions are necessary to meet typical ROW requirements for the MPAH classification any excess parcels shall be disposed of in accordance with State statutes and the acquisition/disposal plan submitted in accordance with these guidelines.
- Enhanced landscaping and aesthetic improvements (landscaping that exceeds that necessary for normal erosion control and ornamental hardscape).
- ROW and/or construction for separated Class I bike facilities, unless a connection into the MPAH roadway is required.

Environmental mitigation will be allowed only as required for the proposed roadway improvement and only as contained in the environmental document. Program participation in environmental mitigation shall not exceed 25 percent (25%) of the total eligible project costs.

Longitudinal storm drains are eligible for program participation when the storm drain is an incidental part (cost is less than 25 percent (25%) of the total eligible improvement cost) of an eligible improvement. Program participation shall not exceed 10 percent (10%) of the cost of storm drain longitudinal/parallel and main lines. Storm drain inlets, connectors, laterals and cross culverts shall have full participation in ICE improvement category funding. Storm drains outside standard MPAH ROW widths are not eligible, excluding catch basins within reasonable distance and in general proximity to a project intersection (e.g., within ten feet of the curb return). Catch basins and drainage systems extending into adjacent areas (including public streets) shall not be eligible past the first catch basin.

Soundwalls are eligible only if they are required as part of the environmental clearance for the proposed project and shall not exceed 25 percent (25%) of the total eligible project costs. Aesthetic enhancements and landscaping in excess of minimum environmental mitigation requirements are subject to limitations described in the "Potentially Eligible Item" section above.

The relocation of detention basins/bioswales/other pollutant discharge mitigation devices are potentially eligible dependent on who has prior rights and will be given consideration on a case-by-case basis (see utility relocations below).

Roadway grading is eligible for structural sections if within the standard MPAH cross section for the facility (inclusive of any TCEs). Rough grading can be considered eligible,

so long as it supports MPAH improvement(s) within the ROW and does not supplant developer (or any other project obligations). Any proposed rough grading outside of the MPAH ROW will be evaluated by OCTA on a case-by-case basis but must be tied to the MPAH improvement(s) and not supplant developer (or any other project obligations).

Utility Relocations

The expenses associated with the relocation of utilities are eligible for RCP reimbursement only when all conditions listed below have been met:

- The relocation is made necessary due to conflict with proposed improvements.
- The facility to be relocated is within the project right-of-way.
- It has been determined that the local agency is legally liable for either a portion of or all of the relocation costs.

Liability can be determined by property rights, franchise rights/agreements, state and local statutes/ordinances, permits, a finding by the local agency's counsel, or other recorded legal document. Documentation providing proof of the local agency's liability for the costs of utility relocation must be submitted at the time of a payment request (see Chapter 9). Utilities funded through enterprise funds shall not be eligible for reimbursement.

If a relocation is eligible to be reimbursed, and to be performed by the utility owner or by the utility owner's contractor, the work should be included in the ROW phase costs and clearly identified in the project application submittal. For eligible relocations to be performed during the construction phase by the local agency's contractor, the work should be included in the plans and specifications similar to other construction activities. Adjustment of existing utilities to grade (e.g., water valves, manhole frames and covers), due to new roadway cross sections are either eligible or not eligible in the construction phase subject to the limitations previously described (e.g., prior rights). New or relocated fire hydrants are ineligible.

In all cases, eligible costs shall only include "in-kind" relocation. No reimbursements will be made for betterments above the cost of "in-kind" relocation. Additionally, costs submitted for program reimbursement must include any salvage credits received.

Selection Criteria

Specific selection criteria will be used to evaluate competitive program project applications. Emphasis is placed on existing usage, LOS benefits, local match funding, and overall facility importance. Technical categories and point values are shown on Tables 7-3 and 7-4. Data sources and methodology are described below.

Projected/Current Average Daily Trips (ADT): Current ADT is the preferred method of measuring congestion. However, traffic counts projected to the year of opening for the

project will be allowed as part of the competitive evaluation. These must be submitted along with current 24-hour traffic counts for the proposed segment for comparison purposes. The agency must submit the project's projected ADT, current ADT, the delta, and justification of the increase. Regarding "current" counts, these are defined as those taken for a typical mid-week period within the preceding 12-months. Project applications using projected ADT must use traffic counts taken within the preceding 12 months. Project applications not using projected ADT may use traffic counts taken within the preceding 36 months. Project applications without "current" counts will be deemed incomplete and non-responsive. Average ADT for the east and west legs of the intersection will be added to the average ADT for the north and south legs.

For agencies where event or seasonal traffic presents a significant issue, AADT counts can be used, provided the agency gives sufficient justification for the use of AADT.

Current Project Readiness: This category is additive. **Points are earned for each satisfied readiness stage at the time applications are submitted.** Local agency should select the most current phase of the project.

- Environmental Approvals – applies where all environmental clearances have been obtained on the project.
- Preliminary design (35 percent (35%) level) – will require certification from the City Engineer and is subject to verification.
- Final Design (100 percent (100%) PS&E) – applies where the jurisdiction's City Engineer or other authorized person has approved the final design.
- ROW (all offers issued) – applies where offers have been made for every parcel where acquisition is required and/or offers of dedication or orders of immediate possession have been received by the jurisdiction. Documentation of ROW possession will be required with application submittal.
- ROW (all easements and titles) – applies where no ROW is needed for the project or where all ROW has been acquired/dedicated.

Cost Benefit: Total project cost (included unfunded phases) divided by the existing ADT (or modeled ADT for new segments).

Funding Over-Match: The percentages shown apply to match rates above a jurisdiction's minimum match rate requirement. M2 requires a 50 percent (50%) local match for RCP projects. This minimum match can be reduced by up to 25 percentage points if certain eligible components are met. If a jurisdiction's minimum match target is 30 percent (30%) and a local match of 45 percent (45%) is pledged, points are earned for the 15 percent (15%) over-match. The pledged amount is considered the committed match rate and will be required, at a minimum, from the local agency throughout the life of the project.

Coordination with Contiguous project: Projects that complement a proposed arterial improvement project with a similar implementation schedule earn points in this category. This category is intended to recognize large projects that segregate intersection components from arterial components for funding purposes.

Transportation Significance: Roadway classification as shown in the current MPAH.

Operational Attributes (within the roadway): This category is additive. Each category must be a new feature added as a part of the proposed project. Only one feature can be selected for any qualifying category. For example, installation of a bike lane that is identified in an adopted ATP plan can be awarded points under "Bike Facilities" or " Active Transportation Focused Plan Elements," but not both.

- Bike Facilities: Extension of bike facilities through an intersection (Class II or Class IV) **as a complementary feature to the MPAH project**. Class I is not eligible. All proposed bike facilities must be included in an approved transportation plan or circulation element. For bonus points (max 5 total), Class II and Class IV facilities may also describe how improvements will help improve street operations and reduce congestion including how the project will connect a diversity of land- uses, fill gap(s) in existing bicycle facilities, and contribute to the broader bicycling infrastructure network AND/OR a quantitative analysis showing congestion reduction/reduction in vehicle miles traveled. Potential methodology includes the CARB VMT reduction or alternative quantification method, see https://ww2.arb.ca.gov/sites/default/files/auction-proceeds/bicycle%20facilities_summary_032519.pdf
- Bus Turnouts: Construction of a bus turnout as a new feature.
- Lowers density: Addition of through travel lanes.
- Channels traffic: Addition and/or extension of turn pockets (other than free right turn).
- Free right turn: installation of new free right or conversion of an existing right turn to free right
- Protected/permissive left turn: Convert from protected to protected/permissive
- Pedestrian Facilities: Placement of a new sidewalk if none currently exists.
- Grade separations: Street to street grade separations and do not apply to rail grade separation projects which are covered by the grade separation program category.
- Safety Improvements: Project features that increase the safety of pedestrians. These elements can include the new installation of: median barriers, curb extensions, residential traffic diverters, pedestrian crossing islands, pedestrian activated signals, crosswalk enhancements, safety signage, and the addition, modification, or improvement of existing pedestrian signals. Other elements of safety may be considered on a case-by-case basis.
- Elements of Approved Active Transportation Plan/Active Transportation Focused Sections of other Types of Mobility Plans: Incorporate project features that are

approved in an active transportation plan or if very focused, in active transportation focused sections of other types of plans that improve mobility. These elements can include bike infrastructure and pedestrian elements. Other elements of an active transportation plan may be considered on a case-by-case basis. Documentation of approved plan will be required with application submittal and assignment of points for active transportation focused sections of other types of plans will be considered on a case-by-case basis.

- Sustainability Elements: Includes the use of multiple complete street elements, the installation of solar lighting within the roadway cross section, or water conservation elements that reduce water consumption, compared to current usage within project limits; such as the replacement of existing landscaping with hardscape and/or "California Native" drought tolerant type landscaping; the replacement of existing sprinklers with drip irrigation systems; the installation of new "grey" or recycled water systems where such does not currently exist. Other elements of sustainability may be considered on a case-by-case basis. Points are awarded at construction phase only.

LOS Improvement: This category is a product of the existing or projected LOS based upon v/c and LOS improvement "with project" using ICU calculation with 1,700 vehicles per lane per hour and a .05 clearance interval. Calculations will be based upon "current" arterial link and turning movement counts projected to opening year. **Projects must meet a minimum existing or projected LOS of "D" (.81 v/c) to qualify for priority consideration for funding.** Existing LOS is determined using peak hour traffic counts/turning movements AM/PM peak periods for the proposed segment utilizing ICU methodology and using 1,700 vehicles per lane/per hour and a .05 clearance interval.

For projects where traffic volumes follow unconventional patterns (e.g. unidirectional congestion, large disparity between AM and PM peaks, etc.) HCM 2010 may be proposed as an alternate methodology for determining LOS. HCM calculations must use SYNCHRO and be supported with complete calculation documentation using standard industry approaches and current signal timing plans. If an alternative methodology is proposed, all analysis **must be submitted to OCTA for review no later than ~~September 12, 2024~~ October 9, 2025** for the 2026 Call for Projects. OCTA will contract with an independent third-party firm to review the technical analysis. The cost for the review will be charged to the applicant.

Projects that do not meet the minimum LOS "D" can be submitted but are not guaranteed consideration as part of the competitive process.

If during the competitive process, it is determined that additional programming capacity exists after all eligible projects with LOS "D" have been funded, a consideration of projects with a minimum LOS "C" (.71 v/c) may be undertaken. Such consideration will be at the discretion of OCTA. Projects with a LOS better than "C" (.70 v/c) will not be considered.

Application Process

Project grants are determined through a competitive application process. Local agencies seeking funding must complete a formal application and provide supporting documentation that will be used to evaluate the project proposal as outlined below. Detailed instructions and checklists are provided in this chapter.

Complete application

- Funding needs by phase and fiscal year
- Local match funding source, confirmed through city council resolution or minute order
- Supporting technical information (including current arterial link and turning movement counts)
- Project development and implementation schedule
- ROW status and a detailed plan for acquisition/disposal of excess right-of-way. The ROW acquisition/disposal plan must be submitted using the "ROW acquisition/disposal plan" form provided by OCTA and available for download at https://ocfundtracker.octa.net.
- Any additional information deemed relevant by the applicant
- Grants subject to master funding agreement

Calls for projects are expected to be issued on an annual basis, or as determined by the Board. Complete project applications must be submitted by the established due date to be considered eligible for consideration.

Minimum Eligibility Requirements

Projects must have an existing or projected LOS "D" (.81 v/c) or worse to qualify for priority consideration for funding in this program.

All project roadways must be identified on the MPAH network. Local streets not shown on the MPAH are not eligible for funding through this program.

Matching Funds

Local agencies are required to provide local match funding for each phase of the project. As prescribed by the M2 Ordinance, the minimum local match requirement is 50 percent (50%) with potential to reduce this amount if certain eligibility requirements are met. The amount pledged during the application process is considered the committed match rate and will be required, at a minimum, from the local agency throughout the life of the project. Actual project contributions by the local agency are dependent on final project costs and may not be equal to the committed match rate in the event of cost overruns. OCTA will not increase the funding grant to cover cost overruns. Ineligible expenditures do not contribute to the local match rate.

Other Application Materials

Supporting documentation will be required to fully consider each project application. In addition to the funding plan described above, local agencies will be required to submit the following materials:

Council Approval: A Council Resolution or Minute Order action authorizing request for funding consideration with a commitment of local match funding must be provided with the project application. **If a *draft* copy of the resolution is provided, the local agency must also provide the date the resolution will be finalized by the local agency's governing body.** A final copy of the City Council approved resolution must be provided at least four (4) weeks **PRIOR** to the consideration of programming recommendations by OCTA's Board of Directors.

Project Documentation: If proposed project has completed initial planning activities (such as PSR or equivalent, EIR, or design), evidence of approval should be included with the application. Satisfactory evidence includes project approval signature page, engineer-stamped site plan, or other summary information to demonstrate completion or planning phases. An electronic copy of the PSR and/or environmental document must be supplied as applicable. The applicant will be asked for additional detailed information only if necessary, to adequately evaluate the project application.

Project Summary Information: With each application being recommended for funding, the agency shall submit a PowerPoint presentation summarizing the pertinent project information for review and discussion purposes. The presentation shall be no more than three (3) slides and should contain, at a minimum, a project description, project benefits, location map, and cost estimate. **OCTA staff will request the PowerPoint file when/if a project is recommended for funding.**

Reimbursements

This program is administered on a reimbursement basis for capital improvements, planning, design, and ROW acquisition. Reimbursements will be disbursed upon review and approval of an acceptable initial payment submittal, final report and consistency with Master Funding Agreement or cooperative agreement. The reimbursement process is more fully described in Chapter 9 of this manual.

Project Cancellation

If a local agency decides to cancel a project, for whatever reason, the agency shall notify OCTA as soon as possible. Projects deemed infeasible during the planning phase shall bring that phase to a logical conclusion, file a final report, and cancel remaining phases so that remaining funds can be reprogrammed without penalty. ROW funding received for property acquisition prior to cancellation shall be repaid upon cancellation even if property has been

acquired. Construction funding received prior to cancellation shall be repaid upon cancellation.

Cancelled projects will be eligible for re-application upon resolution of issues that led to original project termination.

Audits

All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation which may include repayment, reduction in overall grant, and/or other sanctions to be determined. Audits shall be conducted by OCTA's Internal Audit department or other authorized agent either through the normal annual process or on a schedule to be determined by the Board (see Chapter 10).

Proceeds from the sale of excess ROW acquired with program funding must be paid back to the project fund as described in Chapter 9 and the Master Funding Agreement.

Table 7-3
Regional Capacity Program
Intersection Improvement Selection Criteria

Category	Points Possible	Percentage
Facility Usage		**25%**
Existing ADT	15	15%
Current Project Readiness	10	10%
Economic Effectiveness		**20%**
Cost Benefit	10	10%
Funding Over-Match	5	5%
Coordination with Contiguous Project	5	5%
Facility Importance		**30%**
Transportation Significance	10	10%
Operational Efficiency	20	20%
Benefit		**25%**
LOS Improvement	25	25%
Total	**100**	**100%**
Bonus: Additional details and analysis for Class II or Class IV bike facility as complementary feature to the MPAH project, as applicable.	5	

Table 7-4 Intersection Widening Point Breakdown

ICE SCORING CRITERIA
Point Breakdown for Intersection Capacity Enhancement Projects
Maximum Points = 100

Facility Usage **Points: 25**

ADT Range*		Points
60+	thousand	15
55 – 59	thousand	13
50 – 54	thousand	11
45 – 49	thousand	9
40 – 44	thousand	7
35 – 39	thousand	5
30 – 34	thousand	3
25 – 29	thousand	1

*AVG ADT for east and west legs plus AVG ADT for north and south legs of intersection.

Current Project Readiness	Max Points: 10
ROW (All Easement and Titles)	5
Final Design (PS&E)	4
Environmental Approvals	2
Preliminary Design (35%)	2
ROW (All Offers Issued)	2

Points are additive. Design and ROW limited to highest qualifying designation.

Economic Effectiveness **Points: 20**

Cost Benefit (Total $/ADT) Range*	Points
< 20	10
21 – 30	9
31 – 50	7
51 – 75	5
76 – 100	3
>100	1

*= Total Cost/Average ADT

Funding Over-Match (local match/project cost) minus minimum local match requirement.

Range*	Points
25+%	5
20 – 24%	4
15 – 19%	3
10 – 14%	2
5 – 9%	1
0 – 4%	0

Coordination with Contiguous Project Range	Points
Yes	5
No	0

Coordination with ACE Project with similar implementation schedule.

Facility Importance **Points: 30**

Transportation Significance Range	Points
Principal or CMP Route	10
Major	8
Primary	6
Secondary	4
Collector	2

Operational Attributes (within the roadway)	Max Points: 20
Grade Separations	10
Bike Facilities	5
Pedestrian Facilities (New)	5
Bus Turnouts	4
Free Right	4
Lowers Density	3
Channels Traffic	3
Protected/Permissive Left Turn	2
Safety Improvements	3
Active Transportation Focused Plan Elements	2
Sustainability Elements	2

Benefit **Points: 25**

LOS Improvement Max Points: 25

Calculation: LOS Imp x LOS Starting Point

Existing LOS (Peak Hour) Range	Points
1.01+	5
.96 – 1.00	4
.91 – .95	3
.86 – .90	2
.81 – .85	1
<.81	0

LOS Reduction w/ Project (existing Volume) Range	Points
.20+	5
.16 – .20	4
.10 – .15	3
.05 – .09	2
.01 – .04	1
<.01	0

Bonus **Points: 5**

Additional details and quantitative analysis for Class II and Class IV bike facilities as a complementary feature to the MPAH project, as applicable.

Freeway Arterial/Streets Transitions (FAST)

Overview

The MPAH serves as the backbone of Orange County's arterial street network. Current and future needs at existing interchanges along MPAH highways and freeways will need to be addressed in order to improve connectivity between freeways and MPAH arterials. The interchange improvement program complements roadway improvement initiatives underway as well, and supplements development mitigation opportunities.

Projects in the FAST improvement category are selected on a competitive basis. Projects must meet specific criteria in order to compete for funding through this program.

Objectives

- Improve transition to and from Orange County freeways with emphasis on MPAH performance
- Provide timely investment of M2 revenues

Project Participation Categories

The FAST category provides capital improvement funding (including planning, design, ROW acquisition and construction) for interchange improvements on the MPAH network for the following:

- MPAH facility interchange connections to Orange County freeways (including on-ramp, off-ramp and arterial improvements)

Eligible Activities

- Planning, environmental clearance
- Design
- ROW acquisition
- Construction (including ramps, intersection and structural improvements/reconstruction incidental to project)
- Signal equipment (as incidental component of the program)
- Rehabilitation and/or resurfacing of existing pavement when necessitated by proposed improvement (such as change in profile and cross section)

Potentially Eligible Items

Below is a list of potentially eligible items. However, final determination of the eligibility of all project related costs will be made at the time of reimbursement. Prior to the submittal of an application for funding, or at any point in the project life cycle, local agencies may meet with OCTA staff to review the eligibility of project related costs. **Application review and approval does not guarantee the eligibility of all items.**

- Direct environmental mitigation for projects funded by FAST (details below)
- Storm drains/catch basins/detention basins/bioswales/other pollutant discharge mitigation devices (details below)
- Aesthetic improvements including landscaping within the project ROW (eligible improvements up to 10 percent (10%) of construction costs, provided costs are reasonable for the transportation benefit)
- Rehabilitation and/or resurfacing of incidental pavement areas within the proposed project limits is eligible but shall not exceed 10 percent (10%) of the M2 construction grant, subject to match requirements.
- Improvements to private property if part of a ROW settlement agreement
- Utility relocation where the serving utility has prior rights as evidenced by a recorded legal document
- Roadway grading within the ROW shall not exceed a depth for normal roadway excavation (e.g. structural section) or as required by TCEs, and/or ROW agreement related improvements. Additional grading will be considered on a case-by-case basis. Agencies shall provide supporting documentation (e.g. soils reports, ROW agreements) to justify the additional grading.
- Additional ROW and CON to accommodate pedestrian or bike improvements (including Class II and Class IV bike lanes) **as a complementary feature to the MPAH project** are eligible. Construction of eligible bike facilities shall not exceed 25 percent (25%) of M2 construction grant, subject to match requirements.
- Auxiliary lanes if necessitated by interchange improvements
- Soundwalls (in conjunction with roadway improvement mitigation measures)

Environmental mitigation will be allowed only as required for the proposed roadway improvement, and only as contained in the environmental document. Program participation in environmental mitigation shall not exceed 25 percent (25%) of the total eligible project costs.

Longitudinal storm drains are eligible for program participation when the storm drain is an incidental part (cost is less than 25 percent (25%) of the total eligible improvement cost) of an eligible improvement. Program participation shall not exceed 10 percent (10%) of the cost of storm drain longitudinal/parallel and main lines. Storm drain inlets, connectors, laterals and cross culverts shall have full participation in FAST improvement category funding. Storm drains outside standard MPAH ROW widths are not eligible, excluding catch basins within reasonable distance and in general proximity to a project intersection (e.g. within ten feet of the curb return). Catch basins and drainage systems extending into adjacent areas (including public streets) shall not be eligible past the first catch basin.

Soundwalls are eligible only if they are required as part of the environmental mitigation for the proposed project and shall not exceed 25 percent (25%) of the total eligible

project cost. Aesthetic enhancements and landscaping in excess of minimum environmental mitigation requirements are eligible at up to 10 percent (10%) of the total eligible construction costs, provided costs are reasonable for the transportation benefit.

The relocation of detention basins/bioswales are potentially eligible dependent on prior rights and will be given consideration on a case-by-case basis (see Utility Relocations below).

Roadway grading is eligible for structural sections if within the standard MPAH cross section for the facility (inclusive of any TCEs). Rough grading can be considered eligible, so long as it supports MPAH improvement(s) within the ROW and does not supplant developer (or any other project obligations). Any proposed rough grading outside of the MPAH ROW, will be evaluated by OCTA on a case-by-case basis but must be tied to the MPAH improvement(s) and not supplant developer (or any other project obligations).

Utility Relocations

The expenses associated with the relocation of utilities are eligible for RCP reimbursement only when:

- The relocation is made necessary due to conflict with proposed improvements.
- The facility to be relocated is within the project right-of-way.
- It has been determined that the local agency is legally liable for either a portion of or all of the relocation costs.

Liability can be determined by property rights, franchise rights/agreements, state and local statutes/ordinances, permits, a finding by the local agency's counsel, or other recorded legal document. Documentation providing proof of the local agency's liability for the costs of utility relocation must be submitted at the time of a payment request (see Chapter 9). Utilities funded through enterprise funds shall not be eligible for reimbursement.

If a relocation is eligible to be reimbursed, and to be performed by the utility owner or by the utility owner's contractor, the work should be included in the ROW phase costs and clearly identified in the project application submittal. For eligible relocations to be performed during the construction phase by the local agency's contractor, the work should be included in the plans and specifications similar to other construction activities. Adjustment of existing utilities to grade (e.g. water valves, manhole frames and covers), due to new roadway cross sections are either eligible or not eligible in the construction phase subject to the limitations previously described (e.g. prior rights). New or relocated fire hydrants are ineligible.

In all cases, eligible costs shall only include "in-kind" relocation. No reimbursements will be made for betterments above the cost of "in-kind" relocation. Additionally, costs submitted for program reimbursement must be reduced by any salvage credits received.

Ineligible Projects

- Seismic retrofit projects (unless combined with eligible capacity enhancements)
- Grading outside of the roadway ROW not related to a TCE or ROW agreement is generally assumed to be ineligible but can be evaluated by OCTA on a case-by-case basis but must be tied to the MPAH improvement(s) and not supplant developer (or any other project obligations).
- Enhanced landscaping, aesthetics and gateway treatments (landscaping that exceeds that necessary for normal erosion control and ornamental hardscape).
- ROW and/or construction for separated Class I bike facilities, unless a connection into the MPAH roadway is required.

Selection Criteria

Specific selection criteria will be used to evaluate competitive program project applications. Emphasis is placed on existing usage, level of services benefits, local match funding and overall facility importance. Technical categories and point values are shown on Tables 7-5 and 7-6. Data sources and methodology are described below.

Projected/Current Average Daily Trips (ADT): Current ADT is the preferred method of measuring congestion. However, traffic counts and ramp volumes projected to the year of opening for the project will be allowed as part of the competitive evaluation. These must be submitted along with current 24-hour traffic counts for the proposed segment for comparison purposes. The agency must submit the project's projected ADT, current ADT, the delta, and justification of the increase. Regarding "current" counts, these are defined as those taken for a typical mid-week period within the preceding 12 months. Project applications using projected ADT must use traffic counts taken within the preceding 12 months. Project applications not using projected ADT may use traffic counts taken within the preceding 36 months. Project applications without "current" counts will be deemed incomplete and non-responsive. Average ramp intersection volume for each interchange ramp will be used for the current counts. New facilities will rely on projected ramp volume based upon Caltrans approved projection.

For agencies where event or seasonal traffic presents a significant issue, AADT counts can be used, provided the agency gives sufficient justification for the use of AADT.

Current Project Readiness: This category is additive. **Points are earned for each satisfied readiness stage at the time applications are submitted.** Local agency should select the most current phase of the project.

- Environmental Approvals – applies where all environmental clearances have been obtained on the project.
- Preliminary design (35 percent (35%) level) – will require certification from the City Engineer and is subject to verification.

- Final Design (PS&E) – applies where the jurisdiction's City Engineer or other authorized person has approved the final design.
- ROW (all offers issued) – applies where offers have been made for every parcel where acquisition is required and/or offers of dedication or orders of immediate possession have been received by the jurisdiction. Documentation of ROW possession will be required with application submittal.
- ROW (all easements and titles) – applies where no ROW is needed for the project or where all ROW has been acquired/dedicated.

Cost Benefit: Total project cost (including unfunded phases) divided by the existing ADT (or modeled ADT for new segments).

Funding Over-Match: The percentages shown apply to match rates above a jurisdiction's minimum local match requirement. M2 requires a 50 percent (50%) local match for RCP projects. This minimum match can be reduced by up to 25 percentage points if certain eligible components are met. If a jurisdiction's minimum match target is 30 percent (30%) and a local match of 45 percent (45%) is pledged, points are earned for the 15 percent (15%) over-match. The pledged amount is considered the committed match rate and will be required, at a minimum, from the local agency throughout the life of the project.

Coordination with Freeway Project: Interchanges planned to coincide with or accommodate programmed freeway improvements receive points in this category.

Transportation Significance: Roadway classification as shown in the current MPAH.

Operational Attributes (within the roadway): This category is additive. Each category, except Active Transit Routes, must be a new feature added as a part of the proposed project. Only one feature can be selected for any qualifying category. For example, installation of a bike lane that is identified in an adopted ATP plan can be awarded points under "Bike Facilities" or " Active Transportation Focused Plan Elements," but not both.

- Eliminate left turn conflicts: Ramp intersection reconfiguration which does not permit left turns onto ramps.
- Coordinated signal: Ramp intersections within a coordinated corridor where coordination did not previously exist.
- Add turn lanes: Increase in number of turn lanes on arterial.
- Add traffic control: Signalization of ramp intersection.
- Enhanced ramp storage: Extension or widening of existing ramp to improve off-street storage capacity.
- Pedestrian facilities: Add crosswalk and/or sidewalk to ramp or bridge crossing within context of interchange improvements.
- Bike Facilities: Installation of new bike facilities (Class II or Class IV) **as a complementary feature to the MPAH project**. Class I facilities are not eligible.

All proposed bike facilities must be included in an approved transportation plan or circulation element. For bonus points (max 5 total), Class II and Class IV facilities may also describe how improvements will help improve street operations and reduce congestion including how the project will connect a diversity of land-uses, fill gap(s) in existing bicycle facilities, and contribute to the broader bicycling infrastructure network AND/OR a quantitative analysis showing congestion reduction/reduction in vehicle miles traveled. Potential methodology includes the CARB VMT reduction or alternative quantification method, see https://ww2.arb.ca.gov/sites/default/files/auction-proceeds/bicycle%20facilities_summary_032519.pdf

- Active Transit Route: facility contains a currently active OCTA transit route
- Safety Improvements: Project features that increase the safety of pedestrians. These elements can include the new installation of: intersection median barriers, curb extensions, pedestrian crossing islands, crosswalk enhancements, safety signage, and the addition, modification, or improvement of existing pedestrian signals. Other elements of safety may be considered on a case-by-case basis.
- Elements of Approved Active Transportation Plan/Active Transportation Focused Sections of other Types of Mobility Plans: Incorporate project features that are approved in an active transportation plan or if very focused, in active transportation focused sections of other types of plans that improve mobility. These elements can include bike infrastructure and pedestrian elements. Other elements of an active transportation plan may be considered on a case-by-case basis. Documentation of approved plan will be required with application submittal and assignment of points for active transportation focused sections of other types of plans will be considered on a case-by-case basis.
- Sustainability Elements: Includes the use of multiple complete street elements, the installation of solar lighting within the roadway cross section, or water conservation elements that reduce water consumption, compared to current usage within project limits; such as the replacement of existing landscaping with hardscape and/or "California Native" drought tolerant type landscaping; the replacement of existing sprinklers with drip irrigation systems; the installation of new "grey" or recycled water systems where such does not currently exist. Other elements of sustainability may be considered on a case-by-case basis. Points are awarded at construction phase only.

LOS Improvement: This category is a product of the existing or projected LOS based upon v/c and LOS improvement "with project" for arterial based improvements and ICU for intersection-based improvements. **Projects must meet a minimum existing or projected LOS of "D" (.81 v/c) to qualify for priority consideration for funding.** Existing LOS is determined using current 24-hour traffic counts for arterials and peak hour turning movements at intersections for the proposed segment. However, for projects where traffic volumes follow unconventional patterns (e.g. unidirectional congestion,

large disparity between AM and PM peaks, etc.) alternate methodologies for determining LOS can be proposed. If HCM 2010 is proposed for intersections as an alternative methodology, all analysis **must be submitted to OCTA no later than ~~September 12, 2024~~ October 9, 2025** and the cost for independent review shall be reimbursed by the applicant. Projects that do not meet the minimum LOS "D" can be submitted but are not guaranteed consideration as part of the competitive process.

If during the competitive process, it is determined that additional programming capacity exists after all eligible projects with LOS "D" have been funded, a consideration of projects with a minimum LOS "C" (.71 v/c) may be undertaken. Such consideration will be at the discretion of OCTA. Projects with a LOS better than "C" (.70 v/c) will not be considered.

Improvement Characteristics: Select the attribute that best fits your project definition.

- New facility: New interchange where none exists.
- Partial facility: New interchange which does not provide full access.
- Interchange reconstruction: improvement of existing interchange to provide additional arterial capacity (widening of overcrossing or undercrossing).
- Ramp reconfiguration: Widening of ramp or arterial to improve turning movements or other operational efficiencies.
- Ramp metering: Installation of metering on ramp.

Application Process

Project grants are determined through a competitive application process. Local agencies seeking funding must complete a formal application and provide supporting documentation that will be used to evaluate the project proposal as outlined below.

Complete application

- Funding needs by phase and fiscal year
- Local match funding source
- Supporting technical information
- Project development and implementation schedule
- ROW status and a detailed plan for acquisition/disposal of excess right-of-way. The ROW acquisition/disposal plan must be submitted using the "ROW acquisition/disposal plan" form provided by OCTA and available for download at https://ocfundtracker.octa.net.
- Any additional information deemed relevant by the applicant
  - Grants subject to a Master Funding Agreement or cooperative agreement if federal funds are awarded

Calls for projects are expected to be issued on an annual basis, or as determined by the OCTA Board of Directors. Complete project applications must be submitted by the established due date to be considered eligible for consideration.

Minimum Eligibility Requirements

Projects must have an existing or projected LOS "D" (.81 v/c) or worse to qualify for priority consideration for funding in this program. Worst peak hour period is used for this evaluation and eligibility purposes.

Matching Funds

Local agencies are required to provide local match funding for each phase of the project. As prescribed by the M2 Ordinance, a 50 percent (50%) minimum local match is required. A lower local match may be permitted if certain eligibility criteria are met. The amount pledged during the application process is considered the committed match rate and will be required, at a minimum, from the local agency throughout the life of the project. Actual project contributions by the local agency are dependent on final project costs and may not be equal to the committed match rate in the event of cost overruns. OCTA will not increase the funding grant to cover cost overruns. Ineligible expenditures do not contribute to the local match rate.

Reimbursements

This program is administered on a reimbursement basis for capital improvements, planning, design, and ROW acquisition. Reimbursements will be disbursed upon review and approval of an acceptable initial payment submittal, final report and consistency with Master Funding Agreement. The reimbursement process is described in Chapter 9.

Caltrans Coordination

Caltrans is not eligible to submit applications or receive payment under this program. Only eligible cities or the County of Orange may submit applications and receive funds. This program was designed to benefit local agencies.

Coordination with Caltrans will be essential for most, if not all, of the projects submitted for this program. Local agencies should therefore establish contacts with the Caltrans District 12 Office (Project Development Branch) to ensure that candidate projects have been reviewed and approved by Caltrans. All other affected agencies should be consulted as well.

Agencies submitting projects for this program must have confirmation from Caltrans that the proposed improvement is consistent with other freeway improvements as evidenced by an agreement or other formal document.

Applications should be submitted so that interchange projects are done in conjunction with construction of other freeway improvements whenever possible. However, if the interchange project can be done in advance of the freeway project, verification and/or supporting documentation must be submitted showing the interchange improvement has merit for advanced construction and that it will be compatible with the freeway design and operation. Additionally, the interchange improvements should take into account the ultimate freeway improvements if the interchange is to be improved in advance.

Project Cancellation

If a local agency decides to cancel a project, for whatever reason, the agency shall notify OCTA as soon as possible. Projects deemed infeasible during the planning phase shall bring that phase to a logical conclusion, file a final report, and cancel remaining phases so that remaining funds can be reprogrammed without penalty. ROW funding received for property acquisition prior to cancellation shall be repaid upon cancellation even if property has been acquired. Construction funding received prior to cancellation shall be repaid upon cancellation.

Cancelled projects will be eligible for re-application upon resolution of issues that led to original project termination.

Audits

All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation which may include repayment, reduction in overall grant, and/or other sanctions to be determined. Audits shall be conducted by OCTA's Internal Audit department or other authorized agent either through the normal annual process or on a schedule to be determined by the Board (see Chapter 10).

Proceeds from the sale of excess ROW acquired with program funding must be paid back to the project fund as described in Chapter 9 and Master Funding Agreement.

Other Application Materials

Supporting documentation will be required to fully consider each project application. In addition to the funding plan described above, local agencies will be required to submit the following materials:

Council Approval: A Council Resolution or minute order authorizing request for funding consideration with a commitment of local match funding must be provided with the project application. **If a *draft* copy of the resolution is provided, the local agency must also provide the date the resolution will be finalized by the local agency's**

governing body. A final copy of the City Council approved resolution must be provided at least four (4) weeks **PRIOR** to the consideration of programming recommendations by OCTA's Board of Directors.

Project Documentation: If proposed project has completed initial planning activities (such as PSR or equivalent, EIR, or design), evidence of approval should be included with the application. Satisfactory evidence includes project approval signature page, engineer-stamped site plan, or other summary information to demonstrate completion of planning phases. An electronic copy of the PSR and/or environmental document must be supplied as applicable. The applicant will be asked for additional detailed information only if necessary, to adequately evaluate the project application.

Project Summary Information: With each application being recommended for funding, the agency shall submit a PowerPoint presentation summarizing the pertinent project information for review and discussion purposes. The presentation shall be no more than three (3) slides and should contain, at a minimum, a project description, project benefits, location map, and cost estimate. **OCTA staff will request the PowerPoint file when/if a project is recommended for funding.**

Table 7-5
Freeway/Arterial Street Transitions
Interchange Improvement Selection Criteria

Category	Points Possible	Percentage
Facility Usage		**20%**
Existing ADT	10	10%
Current Project Readiness	10	10%
Economic Effectiveness		**25%**
Cost Benefit	10	10%
Matching Funds	10	10%
Coordination with Freeway Project	5	5%
Facility Importance		**25%**
Transportation Significance	10	10%
Operational Attributes	15	15%
Benefit		**30%**
Existing LOS	10	10%
LOS Reduction w/ Project	10	10%
Improvement Characteristics	10	10%
Total	**100**	**100%**
Bonus: Additional details and analysis for Class II or Class IV bike facility as complementary feature to MPAH project, as applicable.	5	

Table 7-6 Interchange Improvement Point Breakdown

FAST SCORING CRITERIA
Point Breakdown for Freeway/Arterial Street Transitions Projects
Maximum Points = 100

Facility Usage **Points: 20**

ADT Range*		Points
55+	thousand	10
50 – 54	thousand	9
45 – 49	thousand	8
40 – 44	thousand	6
35 – 39	thousand	4
30 – 34	thousand	3
25 – 29	thousand	2
20 – 24	thousand	1
<10 – 19	thousand	0

*Arterial plus daily ramp exit volume

Current Project Readiness	Max Points: 10
ROW (All Easement and Titles)	6
ROW (All Offers Issued)	4
Final Design (PS&E)	4
PA/ED	2
Project Study Report or Equiv.	1

Points are additive. ROW is the highest qualifying designation.

Economic Effectiveness **Points: 25**

Cost Benefit (Total $/ADT)

Range*	Points
< 20	10
20 – 39	8
40 –79	6
80 – 159	4
160 – 319	2
320 – 640	1
>640	0

Funding Over-Match (local match/project cost) minus minimum local match requirement.

Range*	Points
30+%	10
25 – 29%	8
20 – 24%	6
15 – 19%	4
10 – 14%	2
00 – 09%	1

Range refers to % points above agency minimum requirement

Coordination with Freeway Mainline Improvements

Project Range	Points
Yes	5
No	0

Facility Importance **Points: 25**

Transportation Significance Range	Points
Principal or CMP Route	10
Major	8
Primary	6
Secondary	4
Collector	2

Operational Attributes (within the roadway)	Max Points: 15
Pedestrian Facilities (New)	4
Bike Facilities (New)	4
Eliminate Left Turn Conflict	3
Add Turn Lanes	3
Enhanced Ramp Storage	3
Coordinated Signal	2
Safety Improvements	3
Active Transportation Focused Plan Elements	2
Sustainability Elements	2
Add Traffic Control	1

Benefit **Points: 30**

LOS Improvement Max Points: 20

Calculation: Avg. LOS Imp + Avg. LOS Starting Point

LOS Reduction w/ Project (existing Volume) Range	Points
.20+	10
.16 – .19	8
.10 – .15	6
.05 – .09	4
<.05	2

Existing LOS Range	Points
1.06+	10
1.01 – 1.05	8
0.96 – 1.00	6
0.91 – 0.95	4
0.86 – 0.90	2
0.81 – 0.85	1

Improvement Characteristics	Max Points: 10
New Facility (Full Interchange)	10
New Facility (Partial Interchange)	8
Interchange Reconstruction	6
Ramp Reconfiguration	4
Ramp Metering	2

Bonus **Points: 5**
Additional details and quantitative analysis for Class II or Class IV bike facility as a complementary feature of the MPAH project, as applicable.

Regional Grade Separation Program (RGSP)

Background

Seven rail crossing projects along the MPAH network were identified by the CTC to receive Trade Corridors Improvement Funds (TCIF). These TCIF allocations required an additional local funding commitment. To meet this need, the Board approved the commitment of $160 million in RCP (Project O) funds to be allocated from M2. The RGSP captures these prior funding commitments.

Future calls for projects for grade separations are not anticipated.

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Chapter 8 – Regional Traffic Signal Synchronization Program (Project P)

Overview

The RTSSP (Project P) includes competitive funding for the coordination of traffic signals across jurisdictional boundaries including project based operational and maintenance funding. OCTA will provide funding priority to programs and projects, which are multi-jurisdictional in nature.

The RTSSP is based on the Regional Traffic Signal Synchronization Master Plan (RTSSMP). The Board adopted the RTSSMP as an element of the MPAH on July 26, 2010. The RTSSMP defines the foundation of the RTSSP. The RTSSMP consists of the following components:

- Regional signal synchronization network
- Priority corridors for accelerated signal synchronization
- Definition of Traffic Forums
- Model agreements presenting roles and responsibilities for Project P
- Signal synchronization regional assessment every three years
    - NOTE: For Call for Projects 2026, Priority Corridors are an eligible inclusion, but no additional points will be awarded. A Priority Corridor is on the Signal Synchronization Network.

The RTSSMP will be reviewed and updated by OCTA. Local agencies are required to adopt and maintain a Local Traffic Signal Synchronization Plan (Local Plan) that is consistent with the RTSSMP and shall issue a report on the status and performance of its traffic signal synchronization activities. Details on both the RTSSMP and requirements for Local Plan development are available in the Guidelines for the Preparation of Local Signal Synchronization Plans (updated April 2023). These guidelines are available at the following link: https://www.octa.net/pdf/Guidelines-Preparation-LSSP.pdf.

The remainder of this chapter details the key components of the RTSSP:

- Funding guidelines for the competitive call for projects
- 2026 Call for Projects

Projects compete for funding as part of the RTSSP. Projects submitted by local agencies as part of the call must meet specific criteria. Projects are rated based on scoring criteria and are selected based on their competitive ratings.

Objectives

- Synchronize traffic signals across jurisdictions.
    - Monitor and regularly improve the synchronization.
    - Synchronize signals on a corridor, intersecting crossing arterial and/or route basis reflecting existing traffic patterns in contiguous zones or road segments that have common operations.

2026 Call for Projects

The following information provides an overview of the 2026 RTSSP (Project P) Call for Projects:

1. Projects must result in new, optimized, and field-implemented coordination timing.
2. Project shall be a single contiguous corridor or set of contiguous corridors related to each other. Multiple corridors and related systems of corridors that form a "grid" or "route" may be submitted as a single optimized timing project. However, the total number of corridors per project will be limited to three (3).
3. Projects selected will be programmed after July 1 of the programmed year (July 1 – June 30).
4. Project delays resulting in a time extension request will fall within the process outlined in the CTFP Guidelines.
5. Projects are funded for a grant period of three (3) years and are divided into two phases:
    a. Primary Implementation (PI) – includes the required implementation of optimized signal timing as well as any signal improvements proposed as part of a project. A report is required at the conclusion of this phase to document work completed during the PI phase. This PI Report shall be submitted with the final report.
    b. Ongoing Operations and Maintenance (O&M) – includes the required monitoring and improving optimized signal timing in addition to any optional communications and/or detection support. O&M will begin after the optimized signal timing is implemented and be required for the remainder of the project (typically 2 years). An O&M Report is required at the conclusion of this phase to document work completed during the O&M phase and shall be submitted with the final report.
6. Projects shall include a Before and After Study. This study shall collect morning, mid-day, and evening peak periods using travel times, average speeds, green lights to red lights, stops per mile, and the derived corridor synchronization performance index (CSPI) metric. This information shall be collected both before and after signal timing changes have been implemented and approved by all agencies. The study shall compare the information collected both before and after the timing changes. Comparisons should identify the absolute and percent differences for the entire

corridor, by segment, direction, and time period. Segments will be defined by major traffic movements as observed during the project (e.g. commuting segments between freeways, pedestrian-friendly segments in a downtown area, etc.). The Before and After study shall also include field inventory, count data, modeling data, and Greenhouse Gas calculations. The Before and After Study shall be submitted as part of the PI Report.

7. Any corridor or portion of a corridor funded through this call cannot re-apply for funding until the three-year grant period is completed and a final report for both phases have been submitted to OCTA.
8. This chapter identifies the selection criteria for projects, eligible activities, minimum project requirements, data compatibility required as part of any funded project, and other key information.
9. Applications with full participation of agencies and signals in the OCTA Countywide Signal Synchronization Baseline Project (Baseline Project) may elect to waive data collection, timing development, and timing implementation tasks in their application. A waiver will only be accepted if all participating agencies (excluding Caltrans) execute a cooperative agreement with OCTA by no later than the date the funding recommendations are presented to the TSC, as these tasks will be covered in the Baseline Project. Note that "Before" and "After" studies and tasks in the O&M phase will still be required as part of Project P.

Additional details of the specific program's intent, eligible project expenditures, ineligible project expenditures, and additional information that may be needed when applying for funds are included in this chapter. Each section should be read thoroughly before applying for funding. Applications should be prepared for the program that best fits the proposed project.

For specifics on the funding policies that apply to this call, refer to the Program Precepts in Section V of these guidelines.

Applications

In order for OCTA to consider a project for funding, applications will be prepared by the local agency responsible for the project application. OCTA shall require agencies to submit applications for the call for projects by **5:00 p.m. on Thursday, ~~October 24, 2024~~ November 20, 2025**. Late and/or incomplete submittals will not be reviewed or considered. The local agency responsible for the project application must submit the application and any supporting documentation via OCFundtracker as outlined below.

A separate application package must be completed for each individual project and uploaded to OCFundtracker. **One (1) ~~unbound printed hardcopy and one~~ electronic copy on a USB, thumb drive, memory stick, or via electronic file upload and/or email** of each complete application shall also be ~~mailed or~~ delivered to:

Orange County Transportation Authority
550 South Main Street
P.O. Box 14184
Orange, California 92863-1584
Attn: Cynthia Morales
Email: cmorales@octa.net

Application Process

Project grants are determined through a competitive application process administered by OCTA. Agencies seeking funding must complete an online application, a supplemental application in the latest format, and provide supporting documentation that will be used to evaluate the project proposal as outlined below. Key information to be provided as part of the application process includes:

- Funding needs by phase and fiscal year
- Percent match rate per phase including funds type, source, and description (minimum 20 percent (20%))
- Lead agency (default – local agency)
- Lead and supporting agencies' contact information
- Supporting technical information
- Project development and implementation schedule
- Environmental clearances and other permits
- Any additional information deemed relevant by the applicant
- Complete photographic field review (including cabinet interiors and communication facilities) for all projects that request OCTA to lead. Original photos shall be uploaded to OCFundtracker as a single file or included with electronic copy of application.

A call for projects for the funding cycle will be issued as determined by the Board. Complete project applications must be submitted by the established due dates to be considered eligible for consideration.

An application should be submitted for a single corridor or route corridor project. Multiple corridors that form a "grid" may be submitted as separate or single project(s). However, the total number of corridors per route or grid corridor projects will be limited to three (3). The following instructions should be used in developing project applications.

Applications will be reviewed by OCTA for consistency, accuracy, and concurrence. Once applications have been completed in accordance with the Program requirements, the projects will be scored, ranked, and submitted to the TSC, TAC, and the Board for consideration and funding approval. OCTA reserves the right to evaluate submitted project costs for reasonableness as part of the review and selection process and suggest

potential revisions to make the cost more appropriate. Grants will be subject to funding agreements with OCTA.

Other Application Materials

Supporting documentation is required to fully consider each project application. A Supplemental Application (available on the OCTA website and OCFundtracker) is required to be completed for each project application and included in the electronic submittal. **Any Supplemental Application not submitted in the 2026 format will NOT be considered.** The template is distributed with other application materials at the issuance of the Call for Projects. In addition to the funding plan described above, local agencies will be required to submit additional materials.

Lead Agency: Eligible jurisdictions consistent with Measure M2 Ordinance definitions and requirements.

Participating Agencies: All participating agencies must be identified and adopted City Council resolutions or Minute Order actions authorizing the participating agency's support of the project under the lead agency must be included. If the application claims Caltrans as a participant, then it shall contain a letter of support from Caltrans for the specific project and letters of support from all applicable agencies pledging to sign a cooperative agreement with Caltrans at the start of the project. The lead agency shall also pledge this commitment in the cover letter of the application. The required Caltrans fee will be a line item in the improvements list. The applicable agencies will be required to cover the required 20 percent (20%) match for the Caltrans line items. All agencies that have a Caltrans intersection/ramp in their jurisdiction are required to sign a cooperative agreement with Caltrans in order for the entire project to claim Caltrans as a participant.

Council Approval: A Council Resolution or Minute Order action authorizing request for funding consideration with a commitment of project local match funding must be provided with the project application from all participating agencies. **If a *draft* copy of the resolution is provided, the local agency must also provide the date the resolution will be finalized by the local agency's governing body.** A final copy of the City Council approved resolution must be provided at least four (4) weeks **PRIOR** to the consideration of programming recommendations by OCTA's Board of Directors.

Lead Agency

This Program is administered through a single lead agency: See Lead Agency definition above.

Local Agency Lead: Only the lead agency will receive payments in accordance with the CTFP Guidelines regarding payment for costs related to project for optimized signal timing development, capital improvements, planning, and related design. Payments will be disbursed consistent with Chapter 9. The lead agency is responsible for reimbursing other

agencies as part of the effort. Additionally, the lead agency is also responsible for ensuring that all agencies participating in the project provide the local match proposed in the project application.

OCTA Lead (NOT AVAILABLE FOR 2026 CALL FOR PROJECTS): OCTA may, at the request of the involved local agencies, act as the lead agency for RTSSP projects. If the involved local agencies would like OCTA to implement a project on the signal synchronization network, the local agency shall work cooperatively with OCTA to develop the scope of work and cost elements of the project. For example, accounting for OCTA's administrative and project management efforts by incorporating an additional 10 percent (10%) of the total project cost when calculating the Cost Benefit of the project. The lead local agency shall contact OCTA with **a written request at least four weeks prior to deadline for submittal of the project grant application**. Applications must be prepared by a designated local agency acting in a lead capacity during grant preparation. Applications must include a complete photographic field review (as outlined above) when submitted. The application will be scored using the criteria outlined in the following sections. Based on local agency interest and OCTA resource availability, a limited number of projects can be developed and implemented by OCTA.

If any projects that are designated as OCTA led are awarded funding, OCTA will then be responsible for implementation of the project, including optimized signal timing development, capital improvements, planning, and related design. OCTA will implement the project based on the cost estimates developed in the application. Project elements may be modified based on final costs with the agreement of all participating agencies. OCTA will be responsible for ensuring that all agencies participating in the project provide the local match as identified in the project application (minimum 20 percent (20%)).

OCFundtracker Application Components

Final applications MUST be submitted via OCFundtracker and in ~~hard copy~~electronic format. Selection criteria must be inputted as part of the OCFundtracker online application and includes the following categories of information:

Transportation Significance, Number of Jurisdictions, Project Scale, Economic Effectiveness, Project Characteristics, Current Project Status, and Funding Match Rate.

Application Review and Program Adoption

OCTA staff will conduct a preliminary review of all applications for completeness and accuracy, may request supplemental information for projects during initial staff evaluations, and prepare a recommended program of projects to the TSC and TAC. In addition, OCTA may hire a consultant(s) to verify information within individual applications including, but not limited to, project scope, cost estimates, vehicle miles traveled, and average daily traffic.

Final programming recommendations will be provided to the TSC and TAC for approval. Recommendations will be presented to the Board, who will approve projects for funding under the CTFP.

Local agencies awarded funding will be notified as to which projects have been funded and from what sources after the Board takes action. A tentative call schedule is detailed below:

Board authorization to issue call: ~~August 12, 2024~~ September 8, 2025
Application submittal deadline: ~~October 24, 2024~~ November 20, 2025
TSC/TAC Review: ~~February/March 2025~~ March/April 2026
Committee/Board approval: ~~April/May 2025~~ May/June 2026

Checklist Guide

The "Project P Regional Traffic Signal Synchronization Program Application Checklist" has been provided for the RTSSP (Exhibit 8-1). The checklist identifies the basic documentation required for the program. In addition to items required at the time of project submittal, additional items that are not specified may be requested later. The checklist should be provided as a table of contents for **each** application submitted. For any items that are required for the candidate project or program that are missing or incomplete, an explanation should be included in a cover letter with the application.

Sample Resolution Form

A resolution or minute action must be approved by the local agency's governing body. A sample resolution is included as Exhibit 8-2. Local agencies, at a minimum, must include items a-h from the sample resolution. The mechanism selected shall serve as a formal request for RTSSP funds and will state that matching funds will be provided by the agency, if necessary. All project requests (i.e., multiple corridors proposed for RTSSP funds) must be included in this action.

Project Definition

Local agencies are required to submit complete projects that, at minimum, result in field-implemented coordinated timing. Project tasks that are eligible for funding can consist of design, engineering, construction, and construction management. Partial projects that include design improvements, but do not field implement the improvements are ineligible.

Projects must consist of a corridor along the priority corridor network, signal synchronization network, or the MPAH. Projects previously awarded RTSSP funding must be complete with a Final Report for both phases submitted to OCTA. Projects can be the

full length of the corridor or a segment that complies with the minimum project requirements identified later in the chapter.

All participating agencies (except Caltrans) and their respective project signals in the application must be participants of the OCTA Baseline Project in order to be eligible to waive the data collection, timing development, and timing implementation tasks of the Project P project. Offset signal improvements are also only available to applications that have full Baseline Project participation (excluding Caltrans).

Per the RTSSMP, the Project P projects are corridor-based. The applicant agency and owning agencies submitting a "route" project must provide evidence, including actual vehicle counts and a description of the proposed route to demonstrate that the interconnected corridors do form a coherent route. A "route" project shall meet the Minimum Eligibility Requirements as described on Page 8-19.

For route projects encompassing more than two (2) corridors, current Origin-Destination (OD) count data (field or third-party crowdsourcing accepted), shall be provided. This data shall include a detailed depiction of the route and clearly highlight the OD points using the collected vehicle data. Discussion with OCTA staff regarding OD data gathering prior to collection for the application is highly encouraged. The analysis must illustrate how the route offers a coherent and logical path, detail the expected benefits, and explain the rationale behind drivers' choice of this particular route. Additionally, routes must maintain the integrity of eligible and/or previously synchronized corridors, avoiding any disruption to established routes to ensure seamless connectivity. The provided data should be recent, preferably within the last 12 months, and collected during peak traffic hours. Include maps and diagrams that illustrate the OD points and the flow of the route. A draft application must be submitted **at least four (4) weeks** prior to the application deadline. **Failure to submit a draft application by October 23, 2025 will result in automatic disqualification of the project.** By adhering to these guidelines, applicants will ensure their projects align with the objectives of Project P.

A "grid" project shall consist of one main corridor that is specifically identified in the application with a maximum of two crossing corridors to make a grid. Grid projects shall also be multijurisdictional with a minimum of two local agencies, excluding Caltrans. For a grid project, applicant agency and owning agency must demonstrate through simulation or actual vehicle counts the following:

- Show that timing changes on the main corridor will greatly impact the crossing corridor(s)
- Crossing corridors shall have closely spaced signals in close proximity to the main corridor with timing changes along these crossings impacting the operation of the main corridor

All corridors in the grid shall individually meet the Minimum Eligibility Requirements and, as part of the project, travel time studies shall also be collected along all corridors making the grid.

Multimodal consideration of bicyclists and pedestrians along or crossing the intersection or roadway may enhance overall circulation. Therefore, active transportation elements may be included as part of the project as outlined in the following section.

Eligible Activities

The primary purpose of Project P is to provide funding for projects that develop and maintain corridor-based, multi-jurisdictional signal synchronization along corridors throughout Orange County. All projects funded by Project P must be corridor-based and have a signal coordination component that includes the following:

- Developing and implementing new signal synchronization timing parameters based on current travel patterns, and federal and state traffic signal timing mandates and guidance, including but not limited to the Manual on Uniform Traffic Control Devices (MUTCD). These tasks may be waived if **ALL** the applicants (excluding Caltrans) and all of their respective project signals are participating in the Baseline Project. All timing development (including data collection) and implementation for Caltrans intersection(s) included in the project will be the responsibility of the applicant. Funding/effort is allowed as part of the application.
- Monitor, maintain (minimum quarterly/maximum monthly) and/or regularly improve the newly implemented signal synchronization timing and parameters for the remainder of the project. As part of the closeout process, an O&M Report is required to document activities of the O&M phase. This is required regardless of Baseline participation.
- "Before" and "after" studies for the project comparing travel times, average speeds, ratio of green lights passed to red lights stopped (greens per red), average stops per mile, and emissions of greenhouse gases. The results of the "before" and "after" studies shall be included in the PI Report. This is required regardless of Baseline participation.

In addition to developing optimized signal timing, a project may include other improvements, as long as they contribute to the goal of multi-agency signal synchronization of corridors throughout Orange County. These improvements are restricted to the signal synchronization project limits (main corridor) but may include synchronization with traffic signalized intersections on the MPAH that are within 2,700 feet from either direction of the project corridor. These offset signals; however, will not be counted towards the total number of signals on the project (for implementation of timing plans only). Projects waiving the development of optimized signal timing through the participation of the Baseline Project are eligible to include signal

improvements at offset signals, as the Baseline Project will be evaluating timing countywide. As a reminder, the waiver for the development and implementation of timing will only be considered if **ALL** participating agencies and all of their respective project signals are part of the Baseline Project. No additional funds will be allocated for offset signals. All offset signal improvements must adhere to the CTFP Guidelines for eligibility. All improvements must be designed to enhance the specific project. Expenditures related to the design of systems, permitting, and environmental clearance are eligible for funding.

Caltrans encroachment permits and agency to Caltrans Cooperative Agreement fees are eligible activities. This includes Caltrans labor, such as expenses for reviewing signal timing plans, providing signal timing parameters, and providing existing timing sheets, etc. Applicant must specify how the project intends to handle Caltrans intersections.

Ineligible Expenditures

- Isolated traffic signal improvements
- Traffic hardware (pole, mast arms, lights, electrical, signs, etc.)
- Regular signal operation and maintenance (such as replacement of light bulbs or communication repairs)
- Field display equipment (Traffic signal heads other than pedestrian countdown, or special bicycle, or Transit Vehicle signal heads)
- Feasibility studies
- Relocation of utilities except for electrical service requirements
- Right-of-way
- Rewiring of complete intersection because of age or isolated mitigation

Funding Estimates

The streets and roads component of M2 is to receive 32 percent (32%) of net revenues, 4 percent (4%) of which are allocated for the RTSSP. The RTSSP will make an estimated $270 million (2009 dollars) available over the course of the 30-year M2 Program. Programming estimates are developed in conjunction with a call for projects cycle corresponding to concurrent funding agreements with all local agencies.

The RTSSP targets over 2,000 intersections across Orange County for coordinated operations. Because of the limited amount of funds available for the RTSSP, a project cap of $75,000 per signal or $250,000 per project corridor mile included as part of each project (whichever is higher) has been established for this call for projects. Note that offset signals will not be counted towards the total number of signals on the project for purposes of calculating the project cap.

Selection Criteria

Specific selection criteria will be used to evaluate competitive program project applications. Emphasis is placed on furthering the overall goal of multi-jurisdictional, corridor-based signal synchronization.

Transportation Significance: Points are awarded for projects that include offset signals along the project corridor, route, or grid. These offset signals do not count towards the project cap; however, are in relatively close proximity to affect the operation of the corridor(s). The applicant shall identify the number of offset signals on the corridor and the percentage of those offset signals that will be included in the project. The applicant is encouraged to verify offset signals numbers with OCTA prior to application submission as changes are not allowed after submission.

Vehicle miles traveled (VMT) is calculated as the centerline length of segment(s) on the corridor, route, or grid proposed for synchronization multiplied by the existing average daily traffic (ADT) for the proposed segment(s) length. For instance, for a three-mile segment with one-mile interval ADT data at of 200 vehicles, 300 vehicles, and 400 vehicles, the VMT would be calculated as:

*200 vehicles * 1 mile + 300 vehicles * 1 mile + 400 vehicles * 1 mile = 900 vehicle miles.*

VMT should be calculated by the smallest segmentation on which the city typically collects ADT data. ADT must be based upon actual count information taken within 36 months preceding the application date and include 24-hour, midweek, bi-directional counts for each segment. All supporting data shall be organized in order in which they appear for the calculation of the VMT. Data from the OCTA Traffic Flow Map may not be used. Furthermore, outdated and/or non-compliant counts may result in project ineligibility (maximum: 25 points).

Economic Effectiveness: Total project cost divided by Existing VMT. If the applicant is electing OCTA to be the lead agency, the total project cost in this calculation must also include an additional 10 percent (10%) of the total project for OCTA administrative and project management efforts. This additional 10% is used to determine the project effectiveness only and is not counted towards the overall project budget cap (maximum: 10 points).

Project Characteristics: Points are awarded based on the project's average improvement score. Eligible improvements for each intersection are assigned an improvement score based on factors, such as priority for overall signal operations and existing conditions. Intersection improvement scores are then averaged together, and the average project score is used in the point breakdown table in Project Characteristics. For instance, a maximum score of fifty (50) is awarded to projects that are timing only without any capital improvements or average scores accumulate if a signal synchronization project is

combined with eligible improvements. The following improvements and requirements only apply to signalized intersections that are part of the application, including offset signal improvements for eligible applications.

Eligible Improvements	Score Based on Status	
Signal Timing (No Capital)	Online	Offline
Timing Only	50	30
Timing + Traffic Responsive (license only)	50	15
Timing + Peer-to-Peer (configuration only)	50	40
Timing + Traffic Adaptive (license only)	40	1
Signal Communication	No Time Source	Time Source
Above ground (e.g., wireless, cellular, etc.)	50	30
Fiber Optic underground	25	15
All other (e.g., copper, aerial fiber, GPS, etc.)	5	1
Field Elements	None/5+ Years	Within 5 years
ATC signal controller	50	10
Signal cabinet on existing foundation	30	10
Signal cabinet on new foundation	15	5
BBS/USP (attached)	20	10
BBS/UPS on existing foundation	10	5
BBS/UPS on new foundation	5	1
CCTV	30	10
Vehicle detection (ATSPM inputs + counts)	50	30
Vehicle detection (ATSPM inputs)	40	20
Vehicle detection + bicycle detection	30	15
Vehicle detection	30	15
Bicycle detection	30	15
Pedestrian detection (audible)	50	30
Pedestrian detection	30	15
Active transportation/pedestrian safety	50	30
Transit Signal Priority	30	10
EVP (hybrid or GPS)	40	10
EVP (infrared)	30	10
Speed feedback signs (existing post)	40	10
Speed feedback signs (new post)	20	10
Corridor Performance Monitoring	40	10
Minor Signal Operational Improvements	None/5+ Years	Within 5 years
Channelization	40	20
Signal phasing improvement	50	25

Eligible Improvements		Score Based on Status	
TMC/TOC		None/10+ Years	Within 10 years
	Central System (server, licenses, workstations)	40	20
	Display (video wall, VMS, etc.)	30	10
	UPS	20	5
Caltrans		Participation	No Participation
	Cooperative Agreement	50	25

Signal Timing (No Capital). Improvements in this category can only be selected if the entire project is a timing only project without any field improvements. Scores for this improvement category can be claimed for any one of the following depending on the status of the signal, whether is it online (connected to a central system and active) or offline (either connected and not active or not connected to a central system):

- Traffic Responsive only if all signals, in at least one agency on the project, are included in the system.
- Peer-to-Peer program on traffic control devices that have existing connectivity.
- Adaptive traffic signal systems only if all signals, in at least one agency on the project, are included in the system.

Signal Communication. Scores for this improvement category varies depending on the type of improvement coupled with the existing status of the signal, whether there is an existing reliable time source (e.g., GPS, master controller, direct connection to central system, etc.) that will keep the signal in synchronization along the corridor:

- Above ground communication installations, such as wireless radios and cellular devices, that are quick to build are the preferred medium to ensure all signals are online and operating. This should not include any construction between signalized intersections.
- New or upgraded fiber optic communication systems
    - New contemporary communication system improvements (e.g., Ethernet) including all conduits, pull boxes, fiber optic and/or copper cabling (not to exceed 120 strands), network switches and distribution systems. These systems should be sufficiently sized for the needs/capacity of the Intelligent Transportation System (ITS) network. Excess capacity is deemed non-participating and also, cannot be used as part of the required project match.
    - Software and hardware for system traffic control.
    - Control and monitoring interconnect conduit (including upgrades or replacement of existing systems).
    - Communication closure systems of conduit, cable, and associated equipment that are outside of project limits but complete a designated

communications link to an existing network for the Advanced Transportation Management System (ATMS) for an agency or agencies. Only communication links that are installed from a central location and/or communications hub to the project corridor that does not currently have a fiber connection to a central location are eligible.

- All other communication mediums, such as GPS clocks, copper twisted pair or aerial interconnect between signalized intersections, are eligible to ensure signals are online and in operation but are not encouraged.

Field Elements. This improvement category is focused on the field equipment/devices that will ensure the signals are enhanced to support advanced signal operations. Scores for this improvement category will vary depending on the existing lifespan of equipment/devices being upgraded. It is the applicant agency's responsibility to ensure the appropriate score is assigned, and OCTA may request for supporting documentation.

- Traffic signal controller replacement of antiquated units with Advanced Transportation controller (ATC) units. ATC shall comply with latest industry standards.
- Controller cabinet (assemblies) replacements that can be shown to enhance signal synchronization.
- Traffic signal Battery Backup System (BBS) or Uninterruptible Power Supply (UPS) that includes cabinet, batteries, and necessary configurations.
- Closed Circuit Television (CCTV). Intelligent cameras that include analytics, such as automated continuous counts are the preferred solution. If implemented, these cameras may require a data sharing agreement with OCTA in the future.
- Vehicle Detection System (VDS)
  - The ideal implementation for signal operations is a detection system that will increase the number of inputs, including separate bicycle and pedestrian detection inputs, into the signal controller for the purpose of signal performance measures, such as Automated Traffic Signal Performance Measures (ATSPM). Additionally, inputs that are specifically set to capture turning movement counts at the intersection.
  - Inductive loops, video detection, radar, sonar, thermal, hybrids thereof, and other types of vehicle detection systems that can distinguish bicycles. This includes implementing a separate bicycle minimum and/or clearance parameter in the traffic signal controller.
- Installation of new and/or improved traffic control devices to improve the accessibility, mobility, and safety of the facility for pedestrians and bicyclists. Americans with Disabilities Act (ADA) compliant pedestrian signals include, but not limited to, tactile and audible buttons in countdown signal heads.

- Active Transportation/Pedestrian Safety related elements
  - High-Intensity Activated crosswalk signaling systems (HAWK)
  - Pedestrian detection modules
  - Bicycle detection modules.
  - Rectangular Rapid Flashing Beacon Systems (RRFB) including striping, legends, and signage.
- Transit Signal Priority (TSP) intersection control equipment only.
- Emergency Vehicle Preempt (EVP) intersection control equipment only.
- Corridor Performance Monitoring implementations, such as Bluetooth and/or connected vehicle roadside units for signals on the project. If implemented, these items will require a data sharing agreement with OCTA.

Minor Signal Operational Improvements. Scores for this improvement category will vary depending on the existing lifespan. It is the applicant agency's responsibility to ensure the appropriate score is assigned, and OCTA may request for supporting documentation.

- Channelization (signing, striping, raised pavement markers, in lane flashing guidance or warning marking systems, and legends) improvements required for traffic signal phasing.
- Traffic signal phasing improvements that will improve traffic flow and system performance including protected permissive left turn phasing and shared pedestrian phasing, excluding display equipment and other ineligible activities as mentioned in these guidelines.

Traffic Management Center (TMC)/Traffic Operations Center (TOC). Scores for this improvement category will vary depending on the existing lifespan of equipment or software being upgraded. It is the applicant agency's responsibility to ensure the appropriate score is assigned, and OCTA may request for supporting documentation. Applicants shall include a breakdown of TMC/TOC improvements as an appendix to the Supplemental Application.

- Central system
  - New TMCs or TOCs, such as a new Advanced Traffic Management System (ATMS). Any project funded under this category should plan for center-to-center communication (C2C) with nearby agencies and/or OCTA.
  - Upgrades to existing TMCs or TOCs. Any project funded under this category should plan for C2C with nearby agencies and/or OCTA.
  - Motorist information systems (up to 10 percent (10%) of total project costs for PI phase only).
  - Automated Traffic Signal Performance Measures (ATSPM) system can only be implemented if all signals, in at least one agency on the project, are included in

the system, which will also be used during the O&M phase of the project. If implemented, these items will require a data sharing agreement with OCTA.

- Video display equipment, including wall monitors, screens, mounting cabinets, and optical engines (up to 10 percent (10%) of total construction costs for PI phase only).
- Uninterruptible Power Supply (UPS) for ATMS shall solely provide electrical power for ATMS Server(s), one dedicated workstation station (console terminal) and related communications devices. UPS for ATMS is not intended to provide power to entire TMC, and approval of request for UPS is at the sole discretion of OCTA.

Caltrans. Scores for this category will depend on the commitment of a cooperative agreement with Caltrans that results in active Caltrans participation and inclusion of Caltrans as a partnering agency. The associated timing fee is an eligible expense. Note that if a cooperative agreement with Caltrans will not be executed, the participating agencies will still be responsible for modeling any Caltrans signalized intersections within the project limits.

Each project intersection that has proposed improvements will receive an average score per the specific improvements noted above and the project's score will be an average of all intersection averages (maximum: 20 points).

Project Scale: Points are earned for including more intersections along the signal synchronization network. For a grid, the number of signals and percent of signals being retimed will only be calculated for the corridor that is designated as the Main Corridor. For routes, the percent of signals being retimed will be calculated as the average of total project signals to total possible signals on each corridor that are part of the route (maximum: 20 points).

Note: Due to the length of Pacific Coast Highway (PCH) and the fact that broad portions of it are a Caltrans' owned facility, for CTFP project scoring purposes only, the "Percent of Main Corridor Being Retimed" scoring criteria (identified in Table 8-1) can be divided into the four following segments.

1. San Gabriel River (Los Angeles County Line) to North of Goldenwest Street
2. Goldenwest Street to School/State Park
3. South of School State Park to Doheny Park Road
4. South of Doheny Park Road to County Line

If an application is proposed to span two or more segments of PCH the "Percent of Main Corridor Being Retimed" calculation will be based upon the number of signals in the project application divided by total number of signals in the applicable segments.

Number of Jurisdictions: Points are earned for including multiple local agencies as part of the project (maximum: 15 points).

Current Project Status: Points are earned based on the current status of the project development. Points for re-timing of a corridor can be claimed only if at least 75% of the previous project (RTSSP or Measure M Signal Improvement Program) is part of the new application **OR** at least 75% of the corridor (on MPAH) has never been funded. All corridors within a "route" or "grid" project must satisfy the 75% requirement to qualify for points. (maximum: 5 points).

Funding Match: The percentages shown in Table 8-1 apply to overall match rates. M2 requires a 20 percent (20%) local match for RTSSP projects. Project match rates above 20 percent (20%) are limited to dollar match only (maximum: 5 points).

Table 8-1 Point Breakdown

RTSSP SCORING CRITERIA
Point Breakdown for Regional Traffic Signal Synchronization Program Projects
Maximum Points = 100

Transportation Significance — **Points: 25**

Inclusion of offset signals within 2700'

	Points
90% or above	10
50 – 89%	5
< 50%	0

OR

Participation in the Baseline Project — 10

AND

Vehicle Miles Traveled (VMT)

Range		Points
250+	thousand	15
200 - 249	thousand	10
150 - 199	thousand	6
100 - 149	thousand	3
0 - 99	thousand	1

Calculation: ADT x segment length
(Applies only to coordinated segments of project)

Economic Effectiveness — **Points: 10**

Cost Benefit (Total $/VMT)

Range	Points
< 3	10
3 – 5	9
6 – 8	8
9 – 11	7
12 – 14	6
15 - 17	5
18 – 20	4
21 – 23	3
24 – 26	2
27+	1

Project Characteristics — **Max Points: 20**

Project Average Improvement Score

Range	Points
45 – 50	20
35 – 44	15
25 – 34	10
15 – 24	5
5 – 14	2
0 – 4	1

Project Scale — **Points: 20**

Number of Signals on Main Corridor Coordinated by Project

Range	Points
50+	10
40 - 49	8
30 - 39	6
20 - 29	4
10 - 19	2
< 10	0

AND

Percent of Main Corridor Signals Being Retimed

Range	Points
90% or above	10
80 - 89%	8
70 - 79%	6
60 - 69%	4
50 - 59%	2
< 50%	0

Calculation: Number of signals in project divided by total signals in full corridor length.

Number of Jurisdictions — **Points: 15**

Total Number of Involved Jurisdictions

Range	Points
5 or more	15
4	11
3	7
2	4
1	0

Current Project Status — **Points: 5**

Project Status	Point
Re-timing 75% of previous project	5
Timing 75% of new eligible project	5

Funding Match — **Points: 5**

Overall Match %	Point
50+%	5
40 - 49%	4
35 - 39%	3
30 - 34%	2
25 - 29%	1
< 25%	0

Minimum Eligibility Requirements

All eligible local agencies may participate in the RTSSP. Caltrans facilities are eligible for the RTSSP, but Caltrans cannot act as the lead agency. Local agencies will be required to provide a minimum of 20 percent (20%) matching funds for eligible projects (see definition of matching funds below).

The goal of the RTSSP is to provide regional signal synchronization that crosses jurisdictional, geographical, or physical boundaries. To be eligible for RTSSP funding, a project must meet the following requirements:

1. Be on a street segment that is part of the signal synchronization network, or the MPAH. The project must be consistent with Local Signal Synchronization Plans and support the RTSSMP goals.
2. Be multi-jurisdictional, have documented support from all participating local agencies (cities, County, or Caltrans) and a minimum of 20 signals.

   or

   Be multi-jurisdictional, have documented support from all participating local agencies (cities, County, or Caltrans) and a minimum distance of five miles.

   or

   Include at minimum three local agencies, have documented support from all participating local agencies (cities, County, or Caltrans), and have a minimum intersection density of four intersections per mile with a minimum of eight signals.

   or

   Include the full length of the signal synchronization network corridor, or MPAH corridor.

Matching Funds

Local agencies along the corridor are required to provide a minimum local match funding of 20 percent (20%) for each phase of the project. As prescribed by the M2 Ordinance, this includes local sources, M2 Fair Share, and other public or private sources (herein referred to as a "cash match"). Projects can designate local matching funds as cash match, in-kind match provided by local agency staff and equipment, or a combination of both.

"In-kind match" is defined as those actions that local agencies will do in support of the project including staffing commitment and/or new eligible signal system investment related to improved signal synchronization. Examples of staffing commitment include, but are not limited to, implementation of intersection or system timing parameters, review of timing documentation, meeting participation, conducting or assisting in before/after

studies, and other similar efforts that directly enhance the signal synchronization project. Please note, any over-match commitment is subject to the same audit and requirements as in-kind match.

Administrative staff time for documentation of in-kind services is ineligible. Staff time charged to a project is limited to the caps as described in these guidelines. Allowable signal system investment would be improvements that are "eligible activities" per the funding guidelines, which can be shown to improve signal synchronization and would not include any prior investments made by the agency. For OCTA-led projects, match for equipment shall be in cash except when an agency elects to purchase equipment per the application. Project match beyond 20 percent (20%) is limited to cash match only.

In-kind match must be defined for each local agency as part of the supplemental application. In-kind match must be identified as staffing commitment and/or new signal system investment. The supplemental application template will include a section to input in-kind match type as well as additional data related to the match:

- Staffing commitment
  - Staff position
  - Number of hours
  - Hourly (fully burdened) rate
  - Total cost
- New signal system investment (limited to eligible activities)
  - Cost of any signal system investment
  - Description of work

For OCTA-led projects, O&M activities will be permitted in-kind match only for local agency oversight functions. Contract activities will require cash match. Local agency contributions identified as cash match in the application cannot be converted into in-kind match.

OCTA staff will review in detail the presented cash and in-kind match by local agency for reasonableness.

Additionally, for projects designating OCTA as lead agency, a consultant traffic engineering firm may be contracted to provide staff and services to implement the project. Therefore, in-kind match designated as staffing commitment under an OCTA-led agency option shall be limited. The following will be used as a guide for staffing commitment, when the local agency develops the application:

- Primary Implementation (PI) (12 months)
  - Project Administration - Each local agency traffic engineer or equivalent participates in approximately 10-15 hours per month of project administration (meetings, review of reports, minutes, and other administration).

- Signal Synchronization Timing - Each local agency traffic engineer or equivalent reviews consultant developed draft and final timing plans for intersections within the local agency, approximately 2-4 hours per local agency intersection.
- Before and After Study - Each local agency traffic engineer or equivalent reviews consultant developed draft and final project Before and After Study, approximately 2-5 hours per local agency.
- Engineering design/review - Each local agency traffic engineer or equivalent reviews consultant developed engineer design within the local agency, approximately 2-4 hours per affected local agency intersection.
- System integration - Each local agency traffic engineer or equivalent provides support for this function (hours vary depending on improvements).
- Construction management - Each local agency traffic engineer or equivalent provides construction management support including inspection (hours vary depending on improvements).

- Ongoing O&M (24 months) - Each local agency traffic engineer or equivalent participates in 2-5 hours per local agency per month to review consultant traffic engineering progress. In addition, each local agency traffic engineer or equivalent reviews consultant developed draft and O&M Report.

For projects designating a local agency as lead, the above may be used as a guide with additional local match related to implementation, development, design, monitoring and other costs that the local agency may choose to include as local match. For instance, O&M may be performed by in-house staff and be calculated using a different formula (e.g., 2-5 hours per local agency signal for 24 months).

Participating agencies pledging in-kind services shall be responsible for keeping track of said hours and/or improvements. In-kind services are part of the total project cost. As indicated in the Precepts, construction support shall not exceed 20 percent (20%) of the M2 grant, subject to the match requirement. For OCTA-led projects, an in-kind services match report will be requested throughout the project to ensure agencies meet their promised in-kind match. All submissions shall include backup documentation, such as accounting/payroll detailed summaries, third-party invoices (consultant, contractor, and equipment) and are subject to Audit.

Project Cancellation

If a local agency decides to cancel a project, for whatever reason, the agency shall notify OCTA as soon as possible. Projects deemed infeasible shall bring that phase to a logical conclusion, file a final report, and cancel remaining phases so that remaining funds can be reprogrammed without penalty.

Cancelled projects will be eligible for re-application upon resolution of issues that led to original project termination.

If a lead agency decides to cancel a project before completion of the entire project, for whatever reason, the agency shall notify OCTA as soon as possible. It is the responsibility of the project lead agency to repay OCTA for any funds received.

Project Extensions

Local agencies are provided at least 36 months to expend the funds from the date of encumbrance. Agencies can request timely-use of funds extensions through the SAR in accordance with the CTFP guidelines. Local agencies should issue a separate NTP when combining contracts for both the PI and O&M phases. NTP requirement should be identified in the initial contract/agreement to avoid obligation of both phases at the same time. If this procedure is followed by the local agency the NTP date will be considered the date of encumbrance for the O&M phase.

Audits

All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation which may include repayment, reduction in overall grant, and/or other sanctions to be determined. Audits shall be conducted by OCTA Internal Audit Department or other authorized agent either through the normal annual process or on a schedule to be determined by the Board.

Data Compatibility

All count data, including average daily traffic (ADT) and intersection turning movement (ITM), collected as part of any funded project shall be provided to OCTA in Microsoft Excel format. Any data files containing numeric intersection or node identifiers shall use the same node identification (ID) numbers as is stored and maintained by OCTA. OCTA will provide a listing of intersections and corresponding unique node ID numbers upon request. Each count data filename shall describe the year the counts were collected, agency, type of count file, intersection name, and OCTA node ID number. As an example, an ITM file recently collected for the intersection of Harbor Boulevard and Wilson Street in the City of Costa Mesa would be given the filename 2020_CostaMesa_ITM_Harbor-Wilson_4534.xls.

All traffic signal synchronization data collected and compiled as part of any funded project for both existing (before) and final optimized (after) conditions shall be provided to OCTA in Synchro version 10 or later format. This data shall include validated network layout, node, link, lane, volume, timing, and phase data for all coordinated times. The nodes for these files shall also correspond to the OCTA node ID numbers.

Project Summary Information

For each application that is recommended for funding, the agency shall submit a PowerPoint presentation summarizing the pertinent project information for TAC review and discussion purposes. The presentation shall be no more than three (3) slides and should contain, at a minimum, a project description, project benefits, location map, and cost estimate. **OCTA staff will request the PowerPoint file when/if a project is recommended for funding.**

Exhibit 8-1

Project P – Regional Traffic Signal Synchronization Program Application Checklist

Project P Application Checklist	Page
RTSSP Online Application – submitted through OCFundTracker a. Transportation Significance b. Economic Effectiveness c. Project Characteristics d. Project Scale e. Number of Jurisdictions f. Current Project Status g. Funding Over-Match h. Cabinet photos, equipment specifications, as-built drawings, cabinet drawings, etc.	Online
Section 1: Key Technical Information a. Name of Project Corridor/Grid/Route b. Project Limits c. Project Length d. Number of Signalized Intersections Along Corridor e. Participating Agencies/Traffic Forum Members f. Lead Agency g. Designation of the corridor to synchronize h. Project start and end date i. Previous funding j. Contact Information k. Signalized intersections that are part of the project l. Offset signalized intersections that are part of the project m. Project Map Depicting the Project Limits	
Section 2: Regional Significance	
Section 3: Acknowledgement of Required Tasks	
Section 4: Funding Needs/Costs for Proposed Project by Task a. Summary of Project Cost b. Summary of Cost by Agency c. Summary of Intersection Improvement Costs	
Section 5: Detailed Local Match Commitment	
Section 6: Project Schedule for the 3 Year Grant Period by Task a. Project State and End Dates b. Project Schedule by Task	
Appendices a. Calculations and Estimated Points b. Agency Improvement Calculations c. Vehicle Miles Traveled (VMT) d. Agency Resolutions and Letters of Support e. Additional Information (Optional)	

Exhibit 8-2

Sample Resolution for Orange County Regional Traffic Signal Synchronization Program Projects

A resolution of the _____ City Council approving the submittal of _____ improvement project(s) to the Orange County Transportation Authority for funding under the competitive Measure M2 Regional Traffic Signal Synchronization Program.

THE CITY COUNCIL OF THE CITY OF _____ HEREBY RESOLVES, DETERMINES, AND ORDERS AS FOLLOWS THAT:

a) WHEREAS, the Measure M2 Regional Traffic Signal Synchronization Program targets over 2,000 signalized intersections across Orange County to maintain traffic signal synchronization, improve traffic flow, and reduce congestion across jurisdictions; and

b) WHEREAS, the City of ____ has been declared by the Orange County Transportation Authority to meet the eligibility requirements to receive revenues as part of Measure M2;

c) WHEREAS, the CITY must include all projects funded by Net Revenues in the seven-year Capital Improvement Program as part of the Renewed Measure M Ordinance eligibility requirement.

d) WHEREAS, the CITY authorizes a formal amendment to the seven-year Capital Improvement Program to add projects approved for funding upon approval from the Orange County Transportation Authority Board of Directors, if necessary.

e) WHEREAS, the City of _____ has currently adopted a Local Signal Synchronization Plan consistent with the Regional Traffic Signal Synchronization Master Plan as a key component of local agencies' efforts to synchronizing traffic signals across local agencies' boundaries; and

f) WHEREAS, the City of _____ will provide matching funds for each project as required by the Comprehensive Transportation Funding Programs Procedures Manual; and

g) WHEREAS, the City of _____ will not use Renewed Measure M funds to supplant Developer Fees or other commitments; and

h) WHEREAS, the City of _____ desires to implement multi-jurisdictional signal synchronization listed below; and

NOW, THEREFORE, BE IT RESOLVED THAT:

The City Council of the City of _____ hereby requests the Orange County Transportation Authority allocate funds in the amounts specified in the City's application to said City from the Regional Traffic Signal Synchronization Program. Said funds, if approved, shall be matched by funds from said City as required and shall be used as supplemental funding to aid the City in signal synchronization along the following street(s):

*Required language a-h

COMMITTEE TRANSMITTAL

September 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Measure M2 Quarterly Progress Report for the Period of April 2025 through June 2025

Executive Committee Meeting of August 28, 2025

Present: Chair Chaffee, Vice Chair Federico, Directors Hennessey, Jung, Klopfenstein, Tam Nguyen, and Wagner
Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Receive and file as an information item.

OCTA

August 28, 2025

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Quarterly Progress Report for the Period of April 2025 through June 2025

Overview

Staff has prepared the Measure M2 Quarterly Progress Report for the fourth quarter of fiscal year 2024-25 as information for the Orange County Transportation Authority Board of Directors. This progress report highlights the delivery of Measure M2 projects and programs as promised to voters and the monitoring of external challenges. The full report will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Background

On November 7, 2006, Orange County voters, by nearly 70 percent, approved the Renewed Measure M (M2) Transportation Investment Plan (Plan), a one half-cent sales tax for transportation improvements. Effective in 2011, the Plan provides a 30-year program of investments across a broad range of transportation and environmental initiatives and a governing ordinance, Ordinance No. 3 (M2 Ordinance), that defines the requirements for implementing the Plan. The 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. The M2 Ordinance also charges OCTA to provide for a number of transparency measures and safeguards to uphold and reciprocate the public's trust in OCTA.

OCTA is committed to fulfilling the promises made to secure voter approval of the M2 initiative. This means completing the projects described in the Plan and adhering to numerous specific requirements, safeguards, and transparency provisions identified in the M2 Ordinance. One such requirement is the publication of quarterly status reports on the projects detailed in the Plan and its presentation to the Board of Directors (Board).

This report is built on individual project and program-level staff reports that are regularly presented to the Board, covering the status of various activities in the Plan.

Discussion

This quarterly report (Attachment A) reflects activities and progress across all M2 programs for the period of April 1, 2025, through June 30, 2025. The quarterly report also includes project budget and schedule information as provided in the Capital Action Plan reports to the Board. Additionally, information on the Local Fair Share and Senior Mobility Program payments made to cities during the quarter is also included.

OCTA has established the Program Management Office (PMO), charged with providing unified oversight to ensure compliance, fiscal responsibility, transparency, and accountability as laid out in the M2 Ordinance and Plan. Attachment A also includes a summary of PMO activities.

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

Freeway Program

The M2 Freeway Program consists of 30 project segments to be delivered by 2041. To date, 15 project segments are complete, and another 12 are underway and expected to be completed by 2030. The 12 project segments that are underway include five projects that are in construction, six that are in final design, and a joint project with the Riverside County Transportation Commission that is in environmental revalidation. The joint project will improve State Route 91 between State Route 241 and State Route 71. Completing these 12 projects would bring the total number of completed projects to 27 by 2030, equating to approximately 90 percent of the M2 Freeway Program. The remaining three project segments are in various stages of project development. Notable freeway program highlights that occurred during the quarter are below.

- Interstate 5 between Interstate 405 (I-405) and State Route 55 (SR-55) – This project is comprised of two segments. On April 14, 2025, the Board approved the release of a request for proposals for construction management support services for the southerly segment between I-405 and Yale Avenue. In addition, the Board approved a consultant for construction management support services for the northerly segment between Yale Avenue and SR-55 on May 12, 2025. Both segments are anticipated to be advertised for construction in fall 2025. (Project B)

- Interstate 605/Katella Avenue Interchange – The California Department of Transportation advertised the project for construction on November 18, 2024, opened bids on January 23, 2025, and awarded the contract on April 3, 2025, followed by contract approval on April 25, 2025. Construction activities began in June 2025. (Project M)

Streets and Roads

Since 2011, more than $1.3 billion[1,2,3] has been allocated to local jurisdictions for transportation improvements through M2 streets and roads programs, which include two competitive and one formula-based funding program. In addition, OCTA was able to leverage nearly $53.9 million in external funding to support these programs. To date, 509 project phases have been allocated through M2 competitive streets and roads funding programs, of which 353 phases, or approximately 69 percent, have been completed. Notable streets and roads highlights that occurred during the quarter are listed below.

- On April 14, 2025, the Board approved programming recommendations for the 2025 Regional Capacity Program and Regional Traffic Signal Synchronization Program call for projects (call) for 15 projects totaling approximately $37.7 million. (Projects O and P)

- Through the Local Fair Share Program, 18 percent of M2 net revenues are allocated by formula to eligible local jurisdictions. During the quarter, approximately $22.5 million was disbursed, bringing the total provided through June 2025 to more than $810.3 million[1,2,3] (Project Q)

Transit

The M2 transit mode includes several programs designed to provide expanded transportation options. M2 is the primary funding source for the Southern California Regional Rail Authority (Metrolink) commuter rail service in Orange County and includes funding for rail projects to improve operations and transit connections to extend the reach of the service. On October 21, 2024, Metrolink implemented a pilot optimized service schedule that aims to adjust the focus from commuter rail to regional rail by addressing service gaps and making the most efficient use of equipment and crews. As such, the three lines serving

[1] Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.
[2] On May 12, 2025, the Board determined the City of Huntington Beach ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Huntington Beach reestablishes eligibility.
[3] On May 12, 2025, the Board determined the City of Orange eligible again to receive net M2 revenues. Withheld funds were released in June 2025.

Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) now operate 58 weekday trains, a 29 percent increase from the 45 trains previously serving Orange County. Compared to the same quarter last year, ridership levels on all three lines have increased by 20 percent. Additional Metrolink challenges are discussed in the Challenges section of this report.

Since 2011, M2 has provided competitive multi-year transit funding commitments for bus and station van services connecting to Metrolink ($483,133 to date), community-based transit circulators ($80.5 million to date), and bus stop improvements ($2.9 million to date). In addition, M2 provides a set amount of funding to support three programs (Senior Mobility Program, Senior Non-Emergency Medical Transportation Program, and Fare Stabilization Program), intended to expand mobility options for seniors and persons with disabilities ($149 million[4,5,6] to date). Other notable transit program activities from the quarter are highlighted below.

- OC Streetcar – A quarterly update was presented to the Board on May 12, 2025, providing information on the status of construction activities, vehicle manufacturing, and public outreach. During the quarter, four of the eight vehicles were delivered to the Maintenance and Storage Facility (MSF) with the remaining four to be delivered this summer. Work continued on wire installation, street repairs, electrical systems, street improvements, and interior and exterior work at the MSF. System testing, operations planning, and staff training preparation are underway. (Project S)

Environmental Programs

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

Since 2011, the ECP has allocated approximately $69.2 million to local jurisdictions for 216 projects for trash removal devices (Tier 1) and 22 projects for large-scale water quality best management practices projects (Tier 2). It is estimated that 81.5 million gallons of trash have been captured since the

[4] Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.
[5] On May 12, 2025, the Board determined the City of Huntington Beach ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Huntington Beach reestablishes eligibility.
[6] On May 12, 2025, the Board determined the City of Orange eligible again to receive net M2 revenues. Withheld funds were released in June 2025.

inception of the program, which equates to over 14,400 trash truck loads of garbage that could have been deposited in Orange County streams and waters. Applications for the 15th Tier 1 call are under review with programming recommendations anticipated to be presented to the Board in fall 2025.

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 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 endowment that is being established. OCTA has made nine deposits of approximately $2.9 million into the endowment. Current projections indicate that OCTA remains on track to meet the endowment target of $46.2 million in fiscal year (FY) 2027-28; however, the performance of the fund may affect the timeframe for full funding of the endowment.

PMO

FY 2024-25 M2 Compliance Audit

On October 9, 2023, the Board approved a request from the Taxpayer Oversight Committee (TOC) to contract with an independent accounting firm to perform an M2 Ordinance compliance audit with ability to test at the local jurisdiction level for FY 2023-24. The objectives of the audit are to obtain reasonable assurance about whether material noncompliance with the M2 Ordinance occurred and express an opinion on compliance based on the audit. On April 28, 2025, staff presented the results of the FY 2023-24 compliance audit to the Board, which identified that the Orange County Local Transportation Authority complied, in all material respects, with the requirements of the M2 Ordinance and reported that no deficiencies in internal control were identified. The report was also shared with the TOC on June 10, 2025.

M2 Annual Public Hearing

On June 10, 2025, the TOC conducted the required annual M2 public hearing and determined that M2 is being delivered as promised to Orange County voters for the 34th consecutive year. In support of the above determination, PMO staff completed and presented the annual update of the M2 Ordinance compliance tracking matrix.

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

OCTA contracts with four entities to annually forecast M2 taxable sales: MuniServices, LLC, 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 by MuniServices, LLC on May 14, 2025, Chapman University on June 11, 2025, UCLA on June 25, 2025, and CSUF on July 23, 2025. OCTA's Board-approved sales tax methodology is to utilize the MuniServices, LLC forecast for the first five years and the three-university average for the remaining years. The 2025 M2 sales tax revenue forecast will incorporate these forecasts along with final sales tax receipts for FY 2024-25; it is anticipated to be presented to the Board in fall 2025.

The updated sales tax revenue forecast will be incorporated into the annual review and update of the Next 10 Plan. The 2025 review of the Next 10 Plan is underway and is anticipated to be presented to the Board in late 2025.

M2 Ten-Year Review

The M2 Ordinance includes a provision to conduct a ten-year comprehensive review of all projects and programs under the Plan to evaluate the performance of the overall program. Due to the early initiation of project development activities prior to the start-up of revenue collection in 2011, the first review was completed in 2015. The second effort is underway and is anticipated to be completed in early 2026. During the quarter, a ten-year review update and lookahead was presented to the Board on June 9, 2025. Outreach efforts continued with the launch of the qualitative survey, facilitation of focus groups, participation in various community events, and the hosting of both a public webinar and roundtable discussions with elected officials. Feedback from these activities will help guide the development of key findings and recommendations.

Challenges

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

- Close monitoring of Metrolink operations and capital rehabilitation projects is necessary to ensure sustainability through 2041. Metrolink ridership recovery continues to struggle, which impacts farebox revenues and cost recovery. The program's funding shortfall is further compounded by a rise in operating costs. The 2024 Next 10 Plan cashflow includes the assumption of one-time, state Transit and Intercity Rail Capital Program formula funds to help sustain Metrolink operations. While Metrolink has implemented an optimized service schedule, without changes in ridership

growth, operations and rehabilitation costs, or additional external funds, recent projections indicate that the current service cannot be sustained beyond FY 2035-36. OCTA will continue to engage with Metrolink and the other member agencies to monitor ridership levels and the corresponding financial impacts to M2.

- Over the past several years, coastal storm surges, combined with several other environmental factors, have damaged the Los Angeles – San Diego – San Luis Obispo rail corridor. These events have required increased maintenance and emergency repairs to stabilize the rail infrastructure. The emergency repairs have also led to intermittent service loss and delays. Although the affected portion of the railroad tracks in the City of San Clemente is located within Orange County, this rail corridor is vital for Metrolink and state-supported intercity rail (Pacific Surfliner), freight connection to the Port of San Diego, and plays a strategic role in the operations of Marine Corps Base Camp Pendleton. In partnership with key stakeholders, a comprehensive plan to integrate engineering and sand nourishment solutions was developed to protect the coastal segment of the rail corridor in south Orange County in the immediate timeframe. To address the ongoing threats to a critical link in Southern California's rail network, emergency riprap repair activities in two of the four reinforcement areas were completed on June 7, 2025. Additional work to protect the rail line on the remaining segments continues with sand nourishment to follow. Updates will be provided to the Board as appropriate.

- The Coastal Rail Resiliency Study is underway to identify and evaluate potential near- and mid-term solutions to protect the rail line in place while long-term solutions, which may include relocation, to adapt the rail line to the changing environment are developed. OCTA is leading the effort on the near- and mid-term resiliency measures. The State will lead the long-term study, but the lead state agency has not yet been identified; OCTA will be an active participant in the study. As these studies progress, future updates to the Next 10 Plan will incorporate more current information.

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

Summary

A quarterly report covering activities from April 2025 through June 2025, 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.

Attachment

A. Measure M2 Quarterly Progress Report, Fourth Quarter of Fiscal Year 2024 - 25, April 1, 2025 through June 30, 2025

Prepared by:



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Approved by:



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OCTA

MEASURE M2 QUARTERLY PROGRESS REPORT

Fourth Quarter of Fiscal Year 2024 – 25
April 1, 2025 through June 30, 2025

Fourth Quarter Highlights:

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















OCTA

MEASURE M2 PROGRESS REPORT

SUMMARY

On November 7, 2006, Orange County voters, by a margin of nearly 70 percent, approved the Renewed Measure M (M2) Transportation Investment Plan (Plan), a one-half cent sales tax for transportation improvements. Voters originally endorsed Measure M (M1) 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 M2 Ordinance No. 3 (M2 Ordinance), a quarterly report covering activities from April 1, 2025, through June 30, 2025, is provided to update progress in implementing the Plan. 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.



The cover photo shows the installation of a video detection system to monitor traffic counts and adjust signal priority in the City of Irvine, which was funded through the Regional Traffic Signal Synchronization Program (RTSSP) (Project P). On April 14, 2025, the Board approved funding recommendations for six RTSSP projects totaling approximately $12 million as part of the 2025 call for projects (call).



OCTA

MEASURE M2 PROGRESS REPORT

TABLE OF CONTENTS

Section	Project	Page
Project Schedules		i
M2 Delivery Risk Update		1
Next 10 Delivery Plan Update		4
Freeway Program (Projects A-N)		9
Interstate 5 (I-5) Projects	[A-D]	9
State Route 22 (SR-22) Projects	[E]	13
State Route 55 (SR-55) Projects	[F]	13
State Route 57 (SR-57) Projects	[G]	14
State Route 91 (SR-91) Projects	[H-J]	16
Interstate 405 (I-405) Projects	[K-L]	19
Interstate 605 (I-605) Projects	[M]	21
Freeway Service Patrol	[N]	21
Streets and Roads Programs (Projects O, P and Q)		22
Regional Capacity Program and OC Bridges Railroad Program	[O]	22
Regional Traffic Signal Synchronization Program	[P]	24
Local Fair Share Program	[Q]	26
Transit Programs (Projects R, S, T, U, V and W)		27
High Frequency Metrolink Service	[R]	27
Transit Extensions to Metrolink	[S]	32
Metrolink Gateways	[T]	33
Expand Mobility Choices for Seniors and Persons with Disabilities	[U]	34
Community Based Transit/Circulators	[V]	35
Safe Transit Stops	[W]	36
Environmental Programs (Project X and Freeway Mitigation Program)		37
Environmental Cleanup	[X]	37
Freeway Mitigation Program (part of Projects A - M)		38
Program Management Office		41
M2 Financing and Schedule of Funding		47
Local Fair Share - M2 Funding by Agency		51
Capital Action Plan - Capital Project Status		53
Common Abbreviations		59



MEASURE M2 PROJECT SCHEDULES

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

Measure M2 Projects and Programs

		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
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	*Completed in 2018*															
C	I-5, Avenida Vista Hermosa to Pacific Coast Highway	*Completed in 2017*															
C	I-5, Pacific Coast Highway to San Juan Creek Road	*Completed in 2018*															
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	*Completed in 2016*															
E	SR-22, Access Improvements	*Completed in 2008*															
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	*Completed in 2015*															
G	SR-57 NB, Orangethorpe Avenue to Yorba Linda Boulevard	*Completed in 2014*															
G	SR-57 NB, Yorba Linda Boulevard to Lambert Road	*Completed in 2014*															
G	SR-57 NB, Lambert Road to Orange/Los Angeles County Line (Further Schedule TBD)																
H	SR-91 WB, I-5 to SR-57	*Completed in 2016*															
I	SR-91 WB, SR-55 to Tustin Avenue Interchange	*Completed in 2016*															
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 https://octa.net/programs-projects/programs/oc-go-measure-m/oc-go-programs-projects/#/schedule



MEASURE M2 PROJECT SCHEDULES

Measure M2 Projects and Programs

		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
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 Orange/Riverside County Line (Led by RCTC)																
K	I-405, SR-73 to I-605																
L	I-405, I-5 to SR-55 (Further Schedule TBD)	*Environmental Completed in 2018*															
M	I-605, Katella Avenue Interchange																
O	Kraemer Boulevard Grade Separation (Placentia)	*Completed in 2014*															
O	Lakeview Avenue Grade Separation (Anaheim/Placentia)	*Completed in 2017*															
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]	*Completed in 2018*															
O	State College Boulevard Grade Separation (Fullerton)[1]	*Completed in 2018*															
O	Tustin Avenue/Rose Drive Grade Separation (Anaheim/Placentia)	*Completed in 2016*															
R	Sand Canyon Grade Separation (Irvine)	*Completed in 2016*															
R	Rail-Highway Grade Crossing Safety Enhancement	*Completed in 2011*															
R	San Clemente Beach Trail Safety Enhancements	*Completed in 2014*															
R	Anaheim Canyon Metrolink Station Improvements																
R	Fullerton Transportation Center Improvements																
R	Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps	*Completed in 2017*															
R	Orange Transportation Center Metrolink Parking Structure																
R	Placentia Metrolink Station Improvements and Parking Structure (Further Schedule TBD)	*Design Completed in 2017*															
R	San Clemente Pier Station Lighting	*Completed in 2017*															
R	Laguna Niguel to San Juan Capistrano Metrolink Station Passing Siding Project																
R	Tustin Metrolink Station Parking Structure	*Completed in 2011*															
R,T	Anaheim Regional Transportation Intermodal Center (ARTIC)[1]	*Completed in 2014*															
S	OC Streetcar																

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

[1] Projects managed by local agencies

For full project schedules, see https://octa.net/programs-projects/programs/oc-go-measure-m/oc-go-programs-projects/#/schedule



OCTA

MEASURE M2 PROGRESS REPORT

M2 DELIVERY RISK UPDATE

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

	Delivery Risk	Explanation	Proposed Action
Financial			
1	Sales tax revenues are driven by economic conditions. The 2024 M2 revenue forecast is $14 billion, which is a $800 million (-5.4 percent) year-over-year decrease from the 2023 forecast.	While the 2024 M2 sales tax revenue forecast is lower, in most areas of the M2 Plan, programs can be scaled to available revenues. Additionally, 16 years of M2 delivery remain and fluctuations in economic conditions may affect future revenue projections.	Staff will continue to monitor sales tax revenue receipts to ensure that M2 is delivered as promised to voters.
2	Reduced external funding opportunities for the M2 freeway program.	State and federal priorities continue to shift and favor projects that reduce automobile travel, which could affect access to currently programmed as well as future external funding opportunities for the M2 freeway projects.	Current external funding commitments are assumed in the M2 cash flow for the 2024 Next 10 Plan, but prospects of future revenues for highway projects are low.
3	Potential for an environment of increasing cost for M2 capital projects.	The spring 2025 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis anticipates moderate inflationary pressures in 2025, 2026, and 2027. This is due to declining building permits, rising unemployment rates, and higher construction material and labor costs. However, uncertainty remains due to potential cost impacts from new federal economic and trade policies. Additionally, recent wildfires devastated communities in Los Angeles County, which may further impact construction cost pressures.	The Next 10 Plan Market Conditions Forecast and Risk Analysis report is updated biannually and provides a three-year lookahead. OCTA will continue to monitor bid results and market conditions affecting project costs (with the next update anticipated in fall 2025). The fall update will be incorporated into the 2025 Next 10 Plan, which is anticipated to be completed in November 2025.

Moderate One to Watch



Delivery Risk		Explanation	Proposed Action
4	Schedule and scope changes on capital projects that impact delivery and project costs.	Changes as a result of updated highway standards, new regulatory requirements, or issues identified in the field may impact scope, schedule, and costs substantially.	OCTA will work closely with project partners and project contractors to limit changes in scope and schedules.
5	Increase Southern California Regional Rail Authority (Metrolink) train service as an alternative to driving within the limits of available revenue.	The coronavirus (COVID-19) altered travel behavior, which has affected ridership and farebox revenues. The cost of Metrolink service continues to grow as contracted rates increase, the system ages, track-sharing arrangements with BNSF Railway Company (BNSF) are revised, and new air quality requirements are implemented.	External funding (one-time federal funds through the Coronavirus Aid, Relief and Economic Security Act, Coronavirus Response and Relief Supplemental Appropriations Act, and Infrastructure Investment and Jobs Act) has helped alleviate some near-term financial concerns, but increasing operational costs and slow ridership recovery affect long-term sustainability. OCTA will continue to work closely with Metrolink and member agencies to ensure cost increases are minimized, while continuing to seek external revenue.
Resource			
6	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 spring 2025 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis reflects an increase in unemployment rates. This may ease labor market pressures and reduce delivery risk. However, wildfires devastated communities in Los Angeles, and as a result, the availability of professional and skilled labor may be redirected toward rebuilding efforts in the area.	OCTA will monitor resources for professional and skilled labor needed for project delivery. Expert and timely coordination between OCTA and project partners is imperative to manage this risk.



Delivery Risk		Explanation	Proposed Action
7	New operational responsibilities with the OC Streetcar.	With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations.	To ensure the success of the OC Streetcar, OCTA hired a streetcar operations manager with proven start-up experience to oversee start-up and daily operations. A contractor with extensive experience in operations of rail systems was selected to handle the startup and revenue operation phases.
Climate			
8	Climate-related hazards could affect M2 investments.	OCTA has experienced hazards affecting M2 investments. Wildfires present a continual risk to the M2 Environmental Mitigation Program (EMP) Preserves and resoration projects that have not been completed and approved by the Wildlife Agencies. In addition, tidal events, ocean currents and waves, storm surges, and slope movement affect OCTA's railroad track in the south Orange County.	OCTA has developed Fire Management Plans (FMP) for the seven properties purchased as part of the M2 Freeway EMP. Additionally, OCTA has initiated a planning study to identify immediate as well as short- and medium-term solutions to address rail infrastructure protection in south Orange County.
Regulatory			
9	Changing federal and state directives could affect M2 freeway project approvals.	Current state planning and project approval policies place great emphasis on reducing travel by automobile and encourage project alternatives that promote short trips where possible, travel by transit, bicycling or walking, and use of zero-emission vehicles. These requirements will affect the project environmental review process.	The majority of M2 freeway projects, where this risk would manifest itself, have obtained the necessary approvals. If the approvals require a review or revision, these new requirements could impact delivery.

Moderate One to Watch



NEXT 10 DELIVERY PLAN

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

The Next 10 Plan sets priorities and funding commitments over a ten-year period, providing guidance to staff on the delivery of M2 projects and programs. Annually, staff reviews the Board-adopted commitments in the Next 10 Plan to ensure it remains deliverable with updated revenues and project costs.

On November 12, 2024, the Board adopted the 2024 Next 10 Plan, which spans fiscal year (FY) 2024-25 through FY 2033-34. The update incorporated the $14 billion sales tax revenue forecast, revised project estimates and schedules, as well as the fall market conditions forecast and risk analysis. As a result of OCTA's strategic planning to date, the 2024 Next 10 Plan continues to demonstrate that the Plan remains deliverable.

Next 10 Plan Deliverables

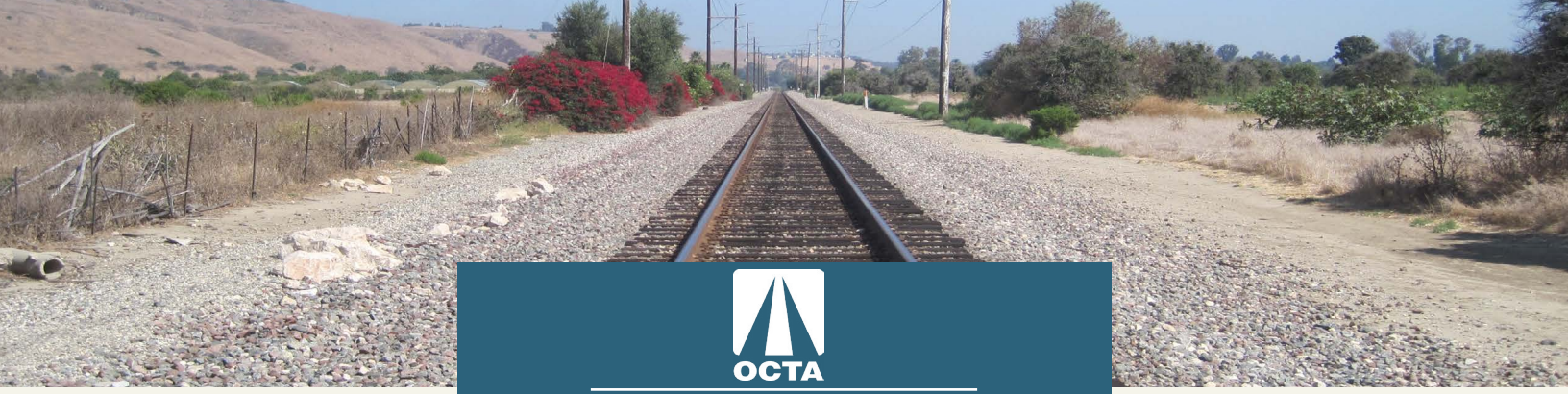
Significant progress continues with projects in and advancing towards construction, as well as regular funding allocations to local jurisdictions through local programs.

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

The M2 Freeway Program is currently made up of 30 projects/project segments. This deliverable includes 13 projects to be delivered through construction by FY 2029-30. Of the 13 projects to be delivered, one has been completed, five are in construction, six are in final design, and a joint project with the Riverside County Transportation Commission (RCTC), is in environmental revalidation. The joint project will improve SR-91 between SR-241 and SR-71. Completion of these projects will bring the total number of completed projects to 27 by 2030, which equates to approximately 90 percent of the M2 Freeway Program. For more details, see pages i-ii (Project Schedules) and the project updates contained in their respective sections.

Upcoming activities:

- I-5, SR-73 to Oso Parkway – Complete Construction
- I-5, Alicia Parkway to El Toro Road – Complete Construction
- SR-91, Acacia Street to La Palma Avenue – Award Construction Contract
- SR-57 Northbound, Orangewood Avenue to Katella Avenue – Advertise for Construction
- I-5, I-405 to Yale Avenue – Advertise for Construction
- I-5, Yale Avenue to SR-55 – Advertise for Construction
- SR-91, La Palma Avenue to SR-55 – Advertise for Construction



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

The three remaining projects (of the 30 total) are environmentally cleared or on track to be environmentally cleared by 2034, 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 Orange/Los Angeles County Line), and Project L (I-405 between I-5 and SR-55). These projects will continue to be reevaluated for earlier delivery as part of the annual Next 10 Plan review. For more details, see pages i-ii (Project Schedules) and the project updates contained in their respective sections.

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

As of June 2025, OCTA has awarded approximately $594.4 million in competitive funding through the Regional Capacity Program (RCP) (Project O) and RTSSP (Project P) annual calls. Additionally, approximately $810.4 million[1,2,3] in Local Fair Share (LFS) (Project Q) funds have been distributed to local jurisdictions.

On August 12, 2024, the Board authorized the 15th call to support local streets and roads improvement projects throughout Orange County. Applications were received on October 24, 2024. On April 14, 2025, the Board approved programming recommendations for 15 projects totaling $37.7 million. For more details, see the project updates on page 22 and page 24.

[1] Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

[2] On May 12, 2025, the Board determined the City of Huntington Beach ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Huntington Beach reestablishes eligibility.

[3] On May 12, 2025, the Board determined the City of Orange eligible again to receive net M2 revenues. Withheld funds were released in June 2025.

Upcoming activities:

- Project O and P – Release the 16th call

4. Maintain Metrolink service (Project R).

Project R provides funding for Metrolink operations and aims to 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 also 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.



Close monitoring of Metrolink operations is necessary to ensure sustainability through 2041. Metrolink ridership recovery continues to struggle, which impacts farebox revenues and cost recovery. To exacerbate this shortfall, operating costs have also increased. On October 21, 2024, Metrolink implemented a service optimization schedule aimed at addressing service gaps and making the most efficient use of equipment and crews as Metrolink adjusts the focus from commuter rail to regional rail. As such, the three lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) now operate 58 trains, a 29 percent increase from the 45 weekday trains previously serving Orange County. Current projections with the addition of Transit and Intercity Rail Program (TIRCP) formula funds will only sustain Metrolink operations through FY 2035-36. Without this funding or changes in service levels, ridership growth, or operations and rehabilitation costs, the current service cannot be sustained beyond FY 2031-32. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the financial impacts to M2. For more details, see project updates on page 27.

Railroad track stabilization efforts in south Orange County have become a major focus area given its importance to continued operation of Metrolink in Orange County. While emergency work has been completed and service has resumed, long-term solutions need to be developed to ensure the ability to provide rail service in this portion of the County. In partnership with key stakeholders, a planning study is currently underway to identify and evaluate immediate as well as short- and medium-term solutions with the goal of protecting the rail line in place. A separate study will follow to assess potential long-term solutions, which may include relocation of the rail line. The California State Transportation Agency has committed to lead the long-term study to plan for future investments necessary to ensure a resilient Los Angeles–San Diego–San Luis Obispo (LOSSAN) corridor. As these studies progress, future updates to the Next 10 Plan will incorporate more current information. For more details, see the project updates on page 29.

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

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. Construction reached 95 percent completion. To date, the contractor has completed major infrastructure work including bridges, tracks, Overhead Contact System (OCS) pole installation, and station platform systems. During the quarter, four of the eight vehicles were delivered to the Maintenance and Storage Facility (MSF) with the remaining four to be delivered this summer. Work continued on wire installation, street repairs, electrical systems, street improvements, and interior and exterior work at the MSF. System testing, operations planning, and staff training preparation are underway. For more details, see the project updates on page 32.



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

Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, more than $149 million[4,5,6] 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. The Fare Stabilization Program provides stable discounted fares for seniors and persons with disabilities by lowering the cost of riding transit. For more details, see the program updates on page 34.

[4] Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

[5] On May 12, 2025, the Board determined the City of Huntington Beach ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Huntington Beach reestablishes eligibility.

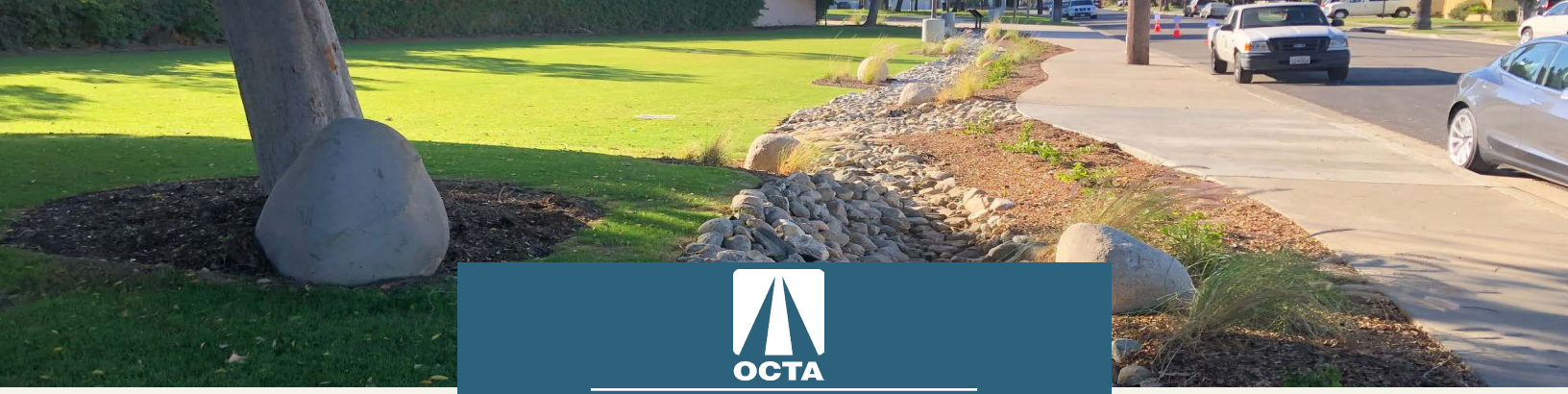
[6] On May 12, 2025, the Board determined the City of Orange eligible again to receive net M2 revenues. Withheld funds were released in June 2025.

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 49 projects and ten planning studies totaling over $96.8 million through five calls. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of awarded services against performance measures adopted by the Board. Staff continues to work with local jurisdictions 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 35.

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

Through three calls, the Board has approved $3.1 million to improve 122 city-initiated improvement projects at the busiest OCTA transit stops. The program is designed to ease transfers between bus lines and provide improvements such as the installation of bus benches or seating, shelters, improved lighting, and other passenger-related amenities. For more details, see the program updates on page 36.



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

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

To protect the Preserves in perpetuity, a non-wasting endowment was established. To date, OCTA has made nine annual deposits of approximately $2.9 million. The latest balance of the endowment through March 31, 2025, was $32,538,437. While the performance of the endowment fund will affect the timeframe for full funding, current projections indicate that OCTA is still on track to meet the target of $46.2 million in FY 2027-28. For more details, see the program updates on page 38.

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

In May 2010, the Board approved a two-tier approach to funding Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since 2011, the Board has awarded more than $40.2 million in funding for 233 Tier 1 projects through 14 calls and approximately $34.9 million for 26 Tier 2 projects through three calls. The 15th Tier 1 call was released on March 10, 2025. Applications were received on May 8, 2025. Based upon the project selection criteria in the CTFP guidelines, projects will be prioritized for Board consideration in fall 2025. For more details, see the program updates on page 37.

Upcoming activities:

- Project X Tier 1 – Programming recommendations for the 15th call



FREEWAYS

PROJECT A

INTERSTATE 5 (I-5) PROJECTS

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

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

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 total cost is measured against an amended baseline cost established in the first quarter of FY 2017-18; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2018-19. 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 – 99 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

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 forecasted schedule is measured against an amended baseline schedule established in the first quarter of FY 2022-23; the forecasted cost is measured against an amended baseline cost established in the second quarter of FY 2024-25. The design of this project was initiated on October 22, 2021. This quarter, the design team completed final design and right-of-way (ROW) activities. ROW certification was received on June 24, 2025, and the project achieved the ready-to-list (RTL) milestone on June 25, 2025.

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

Status: Design Phase Underway – 99 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will add an additional general purpose lane (approximately 4.5 miles) in both directions of I-5 between Yale Avenue and SR-55, improve interchanges, and replace and add new auxiliary lanes in the cities of Irvine and Tustin. The forecasted schedule is measured against an amended



baseline schedule established in the third quarter of FY 2022-23; the forecasted cost is measured against an amended baseline cost established in the second quarter of FY 2024-25. The design of this project was initiated on May 6, 2021. This quarter, the design team completed final design and ROW activities. ROW certification was received on June 27, 2025, and projected achieved the RTL milestone on June 27, 2025.

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: Jeff Mills, Capital Projects • (714) 560-5925
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. The total cost is measured against an amended baseline cost established in the second quarter of FY 2011-12; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2014-15.

Segment: **I-5, Avenida Vista Hermosa to Pacific Coast Highway**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925
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. The total cost is measured against an amended baseline cost established in the second quarter of FY 2011-12; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2013-14.

Segment: **I-5, Pacific Coast Highway to San Juan Creek Road**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925
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. The total cost is measured against an amended baseline cost established in the second quarter of FY 2011-12; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2013-14.

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

Segment: **I-5, SR-73 to Oso Parkway/Avery Parkway Interchange**
Status: Construction Underway – 99 Percent Complete
Contact: Jeff Mills, Capital Projects • (714) 560-5925
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 forecasted cost is measured against an amended baseline cost established in the third quarter of FY 2014-15; the forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2019-20. Construction began on January 15, 2020. This quarter, the contractor completed final striping of both the southbound and northbound lanes and installation of all traffic loops. The construction management team continues to coordinate with Caltrans to address final punch list items throughout the project limits.

Segment: **I-5, Oso Parkway to Alicia Parkway/La Paz Road Interchange**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: This project added a general purpose lane (approximately 2.6 miles) in both directions along I-5 between Oso Parkway and Alicia Parkway and reconstructed the La Paz Road Interchange (part of Project D) in the cities of Laguna Hills and Mission Viejo. Construction began on April 4, 2019. This quarter, all construction work was completed and the project received Caltrans' construction contract acceptance on December 19, 2024. The total cost is measured against an amended baseline cost established in the third quarter of FY 2014-15; the forecasted schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2018-19. Administrative work to close out the construction contract is underway and as-built drawings are being submitted for final completion. This quarter, the contractor continued project closeout activities.

Segment: **I-5, Alicia Parkway to El Toro Road**
Status: Construction Underway – 98 Percent Complete
Contact: Jeff Mills, Capital Projects • (714) 560-5925
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 forecasted cost is measured against an amended baseline cost established in the third quarter of FY 2014-15; the forecasted schedule is measured against an amended baseline schedule



established in the first quarter of FY 2020-21. Construction began on October 13, 2020. This quarter, the contractor completed traffic loop installation. The construction management team is coordinating with Caltrans to address final punch list items throughout the project limits.

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: Jeff Mills, Capital Projects • (714) 560-5925



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 final schedule is measured against an amended baseline scheduled established in the fourth quarter of FY 2011-12. The project was officially completed on January 15, 2016.

Segment: **I-5, El Toro Road Interchange**
Status: Environmental Phase Two Underway – 60 Percent Complete
Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: Caltrans is the lead for the environmental phase of this project. The project area includes the cities of Laguna Hills, Laguna Woods, and Lake Forest, which are direct stakeholders of the project improvements. The study began in April 2017 and the draft Initial Study/Environmental Assessment was completed in March 2019. The three stakeholder cities were not in consensus on a preferred alternative, and costs identified for the remaining alternatives were significantly higher than the assumed cost in the Next 10 Plan, which created additional challenges. The environmental phase was anticipated to be completed in late 2019; however, without the cities' consensus, OCTA does not support the finalization of the document. OCTA requested Caltrans put completion of the ED on hold until a consultant, retained by OCTA, provides a further assessment of the alternatives to help facilitate reaching an agreement. The three cities reached a consensus to add two new alternatives from the assessment in addition to the two alternatives previously developed as part of the draft ED into the environmental process. The forecasted cost and schedule are measured against an amended baseline cost and schedule established in the fourth quarter of FY 2022-23. The environmental phase was reinitiated in January 2023 to incorporate feedback from the cities on the proposed alternatives. This quarter, OCTA and Caltrans continued coordination with the cities of Laguna Hills, Laguna Woods, and Lake Forest on the proposed alternatives, traffic analysis, and environmental phase studies. In addition, Caltrans completed updates to the final Traffic Operations Analysis Report.



FREEWAYS

PROJECT E

STATE ROUTE 22 (SR-22) PROJECTS

Segment: **SR-22 Access Improvements**

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

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 M1.

PROJECT F

STATE ROUTE 55 (SR-55) PROJECTS

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

Status: Construction Underway – 50 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

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 forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2017-18; the forecasted schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2021-22. Construction began on August 10, 2022. This quarter, work continued with roadway, retaining wall, bridge widening, electrical, and drainage construction activities.

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

Status: Design Phase Underway – 84 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 4560-5925

Summary: This project includes the addition of a general purpose lane (approximately two miles) in both directions between I-5 and SR-22 and operational improvements between SR-22 and SR-91 in the cities of Anaheim, Orange, Santa Ana, and Tustin. The project limits span approximately 7.5 miles. The final ED and PR were approved on March 30, 2020. The forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2020-21; the forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2022-23. The design of this project was initiated on August 8, 2022. This quarter, the design team continued to address outstanding comments on the 95 percent design package submittal and submitted the 100 percent design package. The ROW appraisal was completed and is under review.



FREEWAYS

PROJECT G

STATE ROUTE 57 (SR-57) PROJECTS

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

Status: Design Phase Underway – 99 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will add 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 forecasted cost is measured against an amended baseline cost established in the third quarter of FY 2020-21; the forecasted schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2022-23. The design of this project was initiated on March 28, 2022. This quarter, the design team completed Final Design and ROW activities. ROW certification was obtained on April 4, 2025, and the project achieved the RTL milestone on May 30, 2025.

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

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project increased capacity by adding a new general purpose lane (approximately 2.8 miles) and improved on- and off-ramps and soundwalls on northbound SR-57 between Katella Avenue and Lincoln Avenue in the City of Anaheim. Bridges at Katella Avenue and Douglas Road were also widened in the northbound direction. The final ED was approved on September 30, 2009, and the final PR was approved on November 25, 2009. Construction began on November 17, 2011, and the improvements opened to traffic on November 19, 2014. The final schedule is measured against an amended baseline schedule established in the second quarter of FY 2011-12. The project was officially completed on April 21, 2015.

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

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

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 final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2013-14. The project was officially completed on November 6, 2014.



FREEWAYS

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

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

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 total cost is measured against an amended baseline cost established in the second quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2013-14. The project was officially completed on May 2, 2014.

Segment: **SR-57 Northbound, Lambert Road to Orange/Los Angeles County Line**

Status: Project Study Report-Project Development Support (PSR-PDS) Document Preparation Underway – 95 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925
Kristin Tso, Planning • (714) 560-5496

Summary: Caltrans previously completed a PSR in 2001 to add a northbound truck-climbing lane (approximately 2.5 miles) from Lambert Road in the City of Brea to approximately 0.62 miles north of the Orange County/Los Angeles County line. Following discussions with Caltrans in late 2021, it was decided that a new PSR-PDS should be prepared due to the changing conditions on SR-57 since the previous study was completed. The proposed project included mainline and interchange improvements at Lambert Road. Through the SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program, funds were allocated to construct the interchange improvements at Lambert Road, which complemented and served as the first phase to the improvement project. Construction began in mid-2019, the project opened to traffic in December 2023, and construction was fully completed in early 2024. Preparation of the new PSR-PDS for the second phase began in August 2023, utilizing State Transportation Investment Program funding, to study potential northbound mainline improvements from Lambert Road to Orange/Los Angeles County Line (up to two miles). The final PSR-PDS will include programming-level assessments for three project alternatives. This quarter, a draft final PSR-PDS document was circulated for review with Caltrans and the City of Brea, and the consultant began addressing the remaining comments. Final approval of the PSR-PDS is anticipated by August 2025.



FREEWAYS

PROJECT H

STATE ROUTE 91 (SR-91) PROJECTS

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

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

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 final schedule is measured against an amended baseline schedule established in the third quarter of FY 2012-13. The project was officially completed on June 23, 2016.

PROJECT I

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

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

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 total cost is measured against an amended baseline cost established in the fourth quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2012-13. 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: Construction Underway - Five Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will provide westbound operational improvements (approximately 2.2 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 forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2024-25; the forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2023-24. This project was combined with the Caltrans multi-asset project during the design phase. Construction activities began on April 8, 2025.

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

Status: Design Phase Underway - 93 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

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 forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2019-20; the forecasted scheduled is measured against an amended baseline schedule established in the first quarter of FY 2020-21. The design of this project was initiated on June 17, 2020. This quarter, the design team continued to address and resolve outstanding comments on the final design package submittal. In addition, several ROW offer packages were sent out and utility agreements were executed.

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

Status: Design Phase Underway - 95 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will provide westbound operational improvements (approximately 1.8 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 forecasted schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2020-21; the forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2023-24. The design of this project was initiated on November 30, 2020. This project was combined with the Caltrans multi-asset project during the design phase. This quarter, the design team achieved the RTL milestone on April 21, 2025, and the project was advertised for construction on May 12, 2025.



FREEWAYS

PROJECT J

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

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

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 final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2010-11. The project was officially completed on March 5, 2013.

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

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

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 final schedule is measured against an amended baseline schedule established in the second quarter of FY 2010-11. The project was officially completed on January 31, 2011. Because this project was shovel-ready, OCTA was able to obtain American Recovery and Reinvestment Act funding for this M2 project, saving M2 revenues for future projects.

Segment: **SR-91, SR-241 to Orange/Riverside County Line**

Status: RCTC's Westbound Corridor Operation Project – Completed in January 2022; Eastbound Corridor Operation Project Environmental Phase Underway – 70 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: 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 capitalizing on available funding. Freeway improvements that cross county lines require close coordination to maintain seamless travel. This project plans to add a general purpose lane on SR-91 between SR-241 and SR-71. While the portion of this project between SR-241 and the Orange/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. The final alternatives analysis report was completed in April 2022. RCTC is leading the effort to proceed with the environmental phase of the project, to be referred to as the 91 Eastbound Corridor Operation Project. This effort began in June 2023 and is anticipated to be completed by late-2025. This quarter, the project team continued working on preliminary engineering for the build alternatives, developing cost estimates, and updating environmental technical studies and a Supplemental Project Report.

PROJECT K

INTERSTATE 405 (I-405) PROJECTS

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

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project added a general purpose lane (approximately 16 miles) between Euclid Street and I-605 in both directions and a second HOV lane (approximately 14 miles) combined with the existing HOV lane to provide dual express lanes in both directions of I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes.[5] Additional improvements included reconstruction of local interchanges and enhancements 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, and the project fully opened to traffic on December 1, 2023. The final schedule is measured against an amended baseline schedule established in the second quarter of FY 2020-21; the total cost is measured against an amended baseline cost established in the fourth quarter of FY 2022-23. Final acceptance and relief of maintenance is expected in mid/late-2025. During the quarter, work continued on remaining miscellaneous construction activities including landscaping and punch-list items.

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



FREEWAYS

PROJECT L

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

Status: Environmental Phase Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

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 forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2015-16. The final ED and PR were approved on August 31, 2018. The design phase is anticipated to begin in 2030 and will be constructed beyond the Next 10 Plan timeframe.

PROJECT M

INTERSTATE 605 (I-605) PROJECTS

Segment: **I-605, Katella Avenue Interchange Improvements**

Status: Construction Underway - One Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will make enhancements to 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 forecasted cost is measured against an amended baseline cost established in the third quarter of FY 2019-20; the forecasted schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2024-25. The project was awarded and construction activities began on April 3, 2025. This quarter, the construction management team held pre-construction meetings with the contractor and various stakeholders, and coordinated with the design team and utility companies on timing of utility relocations. In addition, the outreach team presented to the City of Los Alamitos and at various community events to inform the public on upcoming construction activities.



FREEWAYS

PROJECT N

FREEWAY SERVICE PATROL

Status: Service Ongoing

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

Summary: The Freeway Service Patrol (FSP) assists motorists whose vehicles 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 15,838 services.[7] Since June 2012, FSP has provided 858,880 services[7] on the Orange County freeway system.

[7] *Service calculations are based on all services provided as FSP is funded by M2 and external sources.*



PROJECT O

REGIONAL CAPACITY PROGRAM

Status: 15th Call Funding Applications 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 15 calls, the Board has awarded 195 projects (237 project phases) totaling more than $432 million, including $23.4 million in external funding. This includes the Board-approved funding recommendation for nine projects totaling $25.7 million on April 14, 2025. To date, 152 project phases have been completed, 59 are in various stages of implementation, and 26 have been cancelled by the awarded local jurisdictions. The 16th call is anticipated to be released in September 2025.

OC Bridges Railroad Program

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

Segment: **Kraemer Boulevard Grade Separation**

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

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. The final schedule is measured against an amended baseline schedule established in the second quarter of FY 2011-12. Construction acceptance was obtained 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: Jeff Mills, Capital Projects • (714) 560-5925

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. The final schedule is measured against an amended



baseline schedule established in the first quarter of FY 2013-14. Construction acceptance was obtained 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: Jeff Mills, Capital Projects • (714) 560-5925
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. The final schedule is measured against an amended baseline schedule established in the third quarter of FY 2012-13. Construction acceptance was obtained 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: Jeff Mills, Capital Projects • (714) 560-5925
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. The total cost is measured against an amended baseline cost established in the fourth quarter of FY 2009-10; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2011-12. Construction acceptance was obtained 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: Jeff Mills, Capital Projects • (714) 560-5925
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. The total cost is measured against an amended baseline cost established in the first quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the third quarter of FY 2013-14. Construction acceptance was obtained in May 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Funding reimbursement and closeout have been completed.



STREETS AND ROADS

Segment: **State College Boulevard Grade Separation**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925
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. The total cost is measured against an amended baseline cost established in the second quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the third quarter of FY 2013-14. Construction acceptance was obtained in March 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Funding reimbursement and closeout have been completed.

Segment: **Tustin Avenue/Rose Drive Grade Separation**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925
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. The total cost is measured against an amended baseline cost established in the first quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the third quarter of FY 2012-13. Construction acceptance was obtained 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: 15th Call Funding Applications 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.



STREETS AND ROADS

To date, OCTA and local agencies have synchronized 3,705 intersections over 954 miles of streets (107 completed projects). Through 15 calls, 123 projects[8] totaling approximately $162.3 million have been awarded. Overall, OCTA has funded 143 projects[8] totaling nearly $196.8 million, including $40.1 million in leveraged external funding. This includes the Board-approved funding recommendations for six projects totaling $11.99 million on April 14, 2025. The 16th call is anticipated to be released in September 2025.

In parallel with the annual call, OCTA is leading the Countywide Signal Synchronization Baseline Project. The project aims to develop and implement a countywide signal synchronization network for Orange County and will consist of approximately 2,500 retimed signals along regionally significant corridors to ensure seamless travel across the County. This effort began in June 2024 with data collection ongoing. While this innovative project is entirely externally funded, the results will benefit and shape the future of the M2 Regional Traffic Signal Synchronization Program.

[8] To date, three projects totaling approximately $1.6 million have been cancelled by the awarded local jurisdictions.

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. On a bimonthly basis, 18 percent of net revenues are allocated by formula. Since 2011, nearly $810.4 million[9,10,11] in LFS payments have been provided to local jurisdictions, of which nearly $22.5 million[9,10,11] was provided this quarter.

For more details, see funding allocation by local agency on pages 51-52.

[9] Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

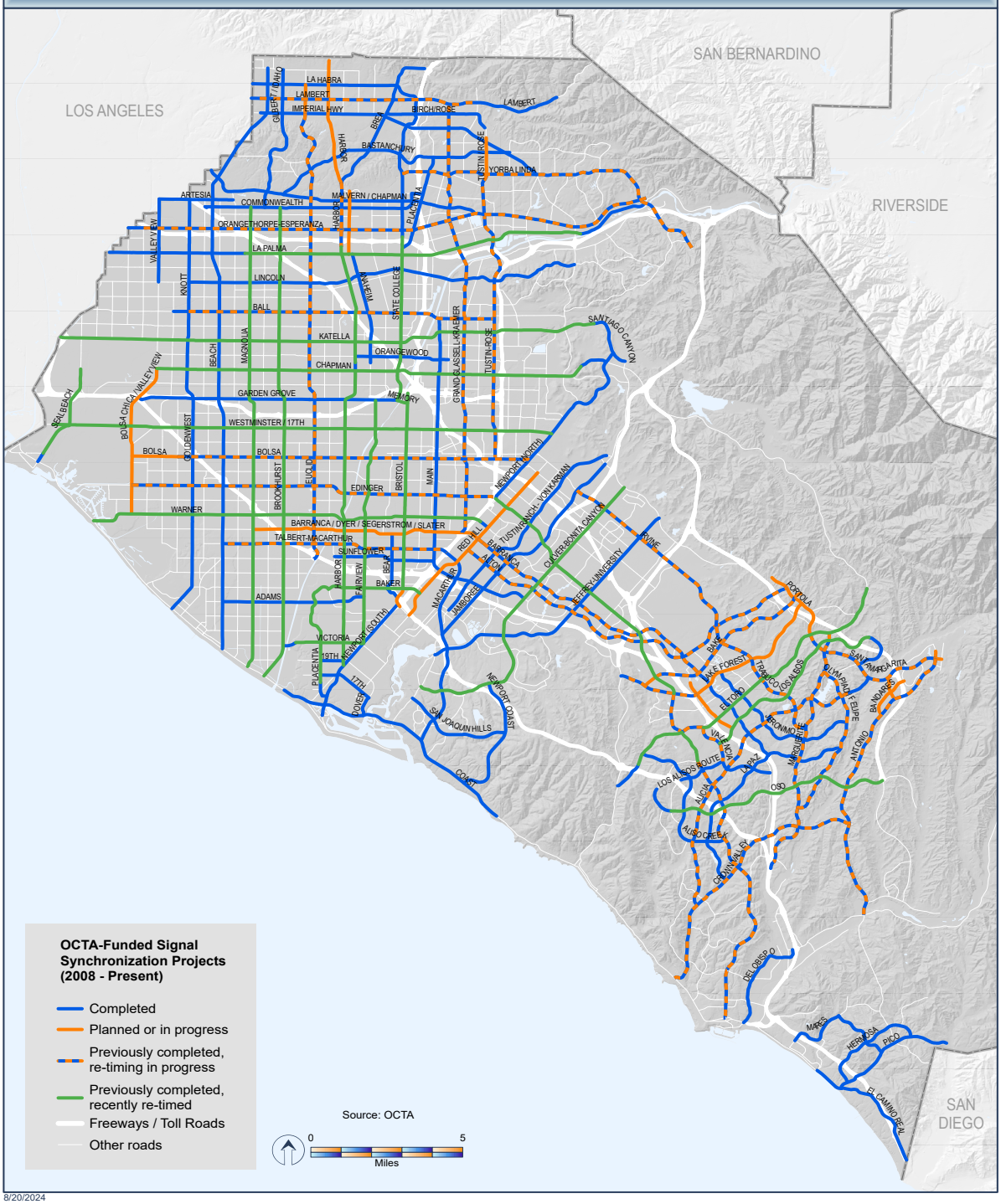
[10] On May 12, 2025, the Board determined the City of Huntington Beach ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Huntington Beach reestablishes eligibility.

[11] On May 12, 2025, the Board determined the City of Orange eligible again to receive net M2 revenues. Withheld funds were released in June 2025.



STREETS AND ROADS

OCTA-Funded Signal Synchronization Projects (2008 - Present)



8/20/2024

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TRANSIT

PROJECT R

HIGH FREQUENCY METROLINK SERVICE

Project R aims to 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. The total cost is measured against an amended baseline cost established in the fourth quarter of FY 2010-11. As a result of one private crossing, which did not allow OCTA to make enhancements, and one street closure, which eliminated the need for enhancements, the final count of enhanced rail-highway crossings was 50. Completion of the safety improvements provided each corridor city with the opportunity to establish a "quiet zone" at their respective crossings. Quiet zones are intended to prohibit the sounding of train horns through designated crossings, except in the case of emergencies, construction work, or safety concerns identified by the train engineer. The cities of Anaheim, Dana Point, Irvine, Orange, San Clemente, San Juan Capistrano, Santa Ana, and Tustin have established quiet zones within their communities.

Project: **Metrolink Service Expansion Program**
Status: **PROJECT COMPLETE**
Contact: Megan Taylor, Operations • (714) 560-5601
Summary: Following the completion of the MSEP improvements in 2012, OCTA deployed a total of ten new Metrolink intracounty trains operating between the cities of Fullerton and Laguna Niguel/Mission Viejo, primarily during the midday and evening hours.

In October 2019, several intracounty trains were extended to Los Angeles County to increase ridership through a redeployment of the trains without significantly impacting operating costs. This change resulted in 54 weekday trains operating between the three lines within in Orange County. However, during the peak of the COVID-19 pandemic, service was reduced to 41 trains. In October 2021, partial service was restored which increase service to 45 trains. On October 21, 2024, Metrolink implemented an optimized service schedule aimed at addressing service gaps and making the most efficient use of equipment and crews as Metrolink adjusts the focus from commuter rail to regional rail. As such, the three lines serving Orange County now operate 58 trains, surpassing the number of trains operating pre-COVID-19. Total boardings for the quarter are 38 percent lower compared to the same quarter of FY 2018-19 (used as a pre-pandemic data set). However, they are approximately 20 percent higher than the same quarter in FY 2023-24. Despite ongoing ridership recovery, Metrolink ridership continues to struggle to recover pre-



TRANSIT

pandemic ridership, affecting farebox recovery. To exacerbate this shortfall, operating costs have also increased. Current projections with the addition of TIRCP formula funds will only sustain Metrolink operations through FY 2035-36. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the corresponding financial impacts to M2.

Rail Corridor and Station Improvements

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

Project: **Anaheim Canyon Metrolink Station Improvements**

Status: **PROJECT COMPLETE**

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

Summary: This project added a second main track and passenger platform, extended the existing passenger platform, added improvements to at-grade crossings for pedestrian circulation, and installed new station amenities including benches, shade structures, and ticket vending machines. The improvements were completed on January 30, 2023. The total cost is measured against an amended baseline cost established in the third quarter of FY 2016-17; the final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2020-21.

Project: **Fullerton Transportation Center Improvements**

Status: **PROJECT COMPLETE**

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

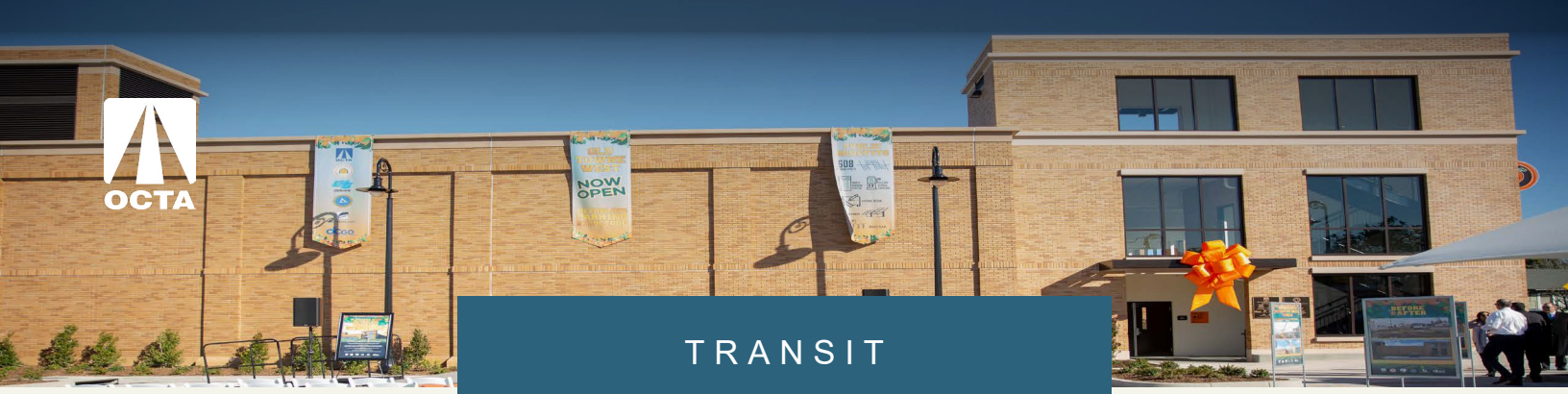
Summary: Completed early on, this project constructed a new five-level parking structure to provide additional transit parking at the Fullerton Transportation Center for both intercity rail service and commuter rail passengers. Construction on this city-led project began on October 18, 2010, and the 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. The final schedule is measured against an amended baseline schedule established in the third quarter of FY 2018-19.



TRANSIT

Project: **Orange Transportation Center Metrolink Parking Structure**

Status: **PROJECT COMPLETE**

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

Summary: This project constructed 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. The total cost is measured against an amended baseline cost established in the fourth quarter of FY 2015-16; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2017-18.

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 forecasted cost and schedule is measured against an amended baseline cost and schedule established in the first quarter of FY 2016-17. The project will be ready to advertise once a C&M agreement with BNSF is in place.

Project: **San Clemente Pier Station Lighting**

Status: **PROJECT COMPLETE**

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

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

Additional Rail Corridor Improvements

In September 2021, a failing slope severely degraded the railroad track structure in the City of San Clemente in the Cyprus Shore area south of the San Clemente Pier [Mile Post (MP) 206.8]. Emergency repair efforts were taken between late 2021 and early 2022. However, higher tidal events coupled with the movement of an ancient slide impacted the stability of the track, leading to a temporary suspension of rail service. Funded by the commuter rail fund and some State emergency funds, emergency



work to stabilize the railroad track was sufficiently completed to allow full passenger rail service resumption on April 2023. The track stabilization efforts were substantially completed in August 2023.

During this time, a hillside owned by the City of San Clemente at the Casa Romantica Cultural Center and Gardens (MP 204.6) failed and continued to move incrementally. Landslide debris continued to crumble down the slope and foul the tracks owned by OCTA, which led to the suspension of all passenger rail services in the City of San Clemente and south Orange County in April 2023. A temporary barrier wall at the bottom of the slope was constructed and service resumed in July 2023, to protect the railroad track while the City of San Clemente continued construction of the long-term slope stabilization repairs. OCTA continues to work with partners to seek additional funding as needed.

In January 2024, landslide movement caused debris from the hillside slope along the Mariposa Trail Bridge (Mariposa Point [MP 204.2]) in the City of San Clemente to fall onto the ROW and railroad tracks, including dislodging two spans of the city-owned pedestrian bridge, which temporary suspended rail service in the area. As the hillside continued experience movement, a catchment wall was designed and constructed and resumed passenger rail service in March 2024.

A comprehensive plan to integrate engineering and sand nourishment solutions is underway to protect the coastal segment of the rail corridor in south Orange County in the immediate timeframe. In December 2024, OCTA received $305 million in state and federal funding to implement the necessary immediate protective solutions for inland slope stability and coastal erosion, identified as Areas 1 through 4 for the rail corridor within the City of San Clemente. In parallel, separate studies are also underway to evaluate potential near- and medium-term solutions to protect the corridor in place while long-term solutions, which may include relocation, to adapt the rail line to the changing environment are developed. OCTA is leading the effort on the near-term resiliency measures. The State will lead the long-term study, but the lead state agency has not been identified; OCTA will remain an active participant in the study. Future implications to M2 with respect to service levels or project costs are unknown at this time.

Completed:

- Installation of the Control Point project at Fourth Street in the City of Santa Ana, which provided greater efficiency and reliability for passenger rail service
- Implementation of Positive Train Control system, which improves rail safety by monitoring and controlling train movement
- Implementation of video surveillance systems at the Fullerton, Irvine, Laguna Niguel, Mission Viejo, Orange, Santa Ana, and Tustin stations
- Railroad ROW Slope Stabilization project at eight locations within the rail corridor to prevent future erosion and slope instability
- Replacement of detectable tiles and painted guidelines at six stations
- Replacement of stairs at the Fullerton Transportation Center
- ROW acquisition to replace the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will not preclude a future bicycle trail on the south end along the creek
- Emergency track stabilization in the City of San Clemente at Cyprus Shore, Casa Romantica, and Mariposa Point



TRANSIT

- Repair riprap in Areas 1 and 2 and remove the pedestrian bridge in Area 3 in the City of San Clemente as identified in the Coastal Rail Resiliency Study

Underway:

- Slope stabilization and drainage improvements in the cities of Lake Forest, Mission Viejo and Laguna Niguel advertised for construction
- Construction of the San Juan Creek railroad bridge replacement in the City of San Juan Capistrano, led by Metrolink
- Design and construction of Area 3 catchment wall and restoration of the coastal trail in the City of San Clemente
- Alternative analyses to evaluate solutions for coastal protective measures for Area 4 in the City of San Clement as identified in the Coastal Rail Resiliency Study; associated environmental studies, conceptual designs, and permit preparation for Area 4
- Continue to seek inland and offshore sand sources to be environmentally cleared and permitted for placement on the beach for Areas 1, 2, and 4

Project: **Sand Canyon Grade Separation**

Status: **PROJECT COMPLETE**

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

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 final schedule is measured against an amended baseline scheduled established in the second quarter of FY 2010-11. 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. The final schedule is measured against an amended baseline schedule established in the third quarter of FY 2018-19.

PROJECT S

TRANSIT EXTENSIONS TO METROLINK

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

Project: **OC Streetcar**

Status: Full Funding Grant Agreement Executed November 30, 2018; Construction Work Ongoing, All Eight Vehicles Completed, Preparations Underway for Start-Up

Contact: Jeff Mills, Rail • (714) 560-5925
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

Construction is 95 percent complete. To date, the contractor has completed the bridges over the Santa Ana River and Westminster Avenue, installed all tracks and OCS poles, landscaping, and completed all work at Sasscer Park. Canopies, lighting, Customer Information Center systems, railing, and benches were installed at all station platforms. During the quarter, the contractor continued installation of wires on OCS poles, completed street repairs at various locations, and continued electrical systems work at several stations. In addition, exterior and interior work continued at the MSF. Key activities include installation of electrical, plumbing, rail, and finish work, along with fire lane and parking striping in the MSF yard. Street improvements such as sidewalks, driveways, curbs, and gutters are nearly complete.

Vehicles

Cars 1, 3, 5, and 8 have been delivered to the MSF. Cars 2, 4, 6, and 7 are being prepared for shipment to the MSF later this summer. OCTA is in ongoing negotiations with the vehicle manufacturer regarding long-term storage estimates for the vehicles, vehicle warranty extension, vehicle maintenance during storage, and onboard tracking and dispatch technology.

Operations

Monthly coordination meetings continue to support system testing and ensure the streetcar is ready for safe and reliable operations. Bi-weekly meetings with OCTA and the operations and maintenance contractor continue to



refine testing procedures and validate systems ahead of revenue service. Commissioning schedule analysis is ongoing to align delivery dates, construction progress, and staffing needs. The contractor is developing key operating and safety documents and finalizing plans for system access and worker protection. Systems integration testing continues at the MSF. Training is underway for operations staff, including vehicle operators and maintenance technicians.

Cost and Schedule

The baseline cost and schedule is measured against an amended baseline cost and schedule established during the third quarter of FY 2024-25. In February 2025, the Board approved a revised project budget of $649 million, with revenue service anticipated to begin in spring 2026.

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.

PROJECT T

METROLINK GATEWAYS

Project: **Anaheim Regional Transportation Intermodal Center**

Status: **PROJECT COMPLETE**

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

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



TRANSIT

PROJECT U

EXPAND MOBILITY CHOICES FOR SENIORS AND PERSONS WITH DISABILITIES

Project U expands mobility choices for seniors and persons with disabilities, and includes the SMP, the SNEMT Program, and the Fare Stabilization Program. Since inception, approximately $149 million[12,13,14.15] in Project U funding has been provided under M2.

[12] 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 FY quarter either covers one or two payments, depending on the months that fall within that quarter.

[13] Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

[14] On May 12, 2025, the Board determined the City of Huntington Beach ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Huntington Beach reestablishes eligibility.

[15] On May 12, 2025, the Board determined the City of Orange eligible again to receive net M2 revenues. Withheld funds were released in June 2025.

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, more than $42.4 million[12,13,14,15] has been provided to support more than 3.2 million boardings for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, more nearly $1.2 million[12,13,14,15] was paid out to 30 of the 32 participating cities that are currently active.



TRANSIT

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, approximately $45.4 million has been allocated to support nearly 1.7 million SNEMT boardings[16]. This quarter, nearly $1.4 million[17] in SNEMT funding was paid to the County of Orange.

[16] 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.

[17] 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 FY quarter either covers one or two payments, depending on the months that fall within that quarter.

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 $2 million 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 2.7 million program-related boardings recorded on fixed-route and ACCESS services, approximately $750,000 was utilized. The senior and disabled boardings recorded are based on pass sales and ACCESS boardings figures. Since inception, more than $61 million has been allocated to support approximately 163 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, which complement regional bus and rail services to meet needs in areas not adequately served by regional transit. To date, through five calls, the Board has



awarded 49 projects and ten planning studies totaling approximately $96.8 million[18]. Of the 49 transit circulator projects[19], 21 are currently active, five are planned, 13 have been cancelled (primarily due to low ridership), and ten have been completed.

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

OCTA receives ridership reports from local agencies on a regular basis to monitor the success of these services against performance measures adopted by the Board. The most recent Project V ridership report was presented to the Board on January 27, 2025. The report identified that most of the active services met the ridership and service performance standards. The next ridership report is anticipated to be presented to the Board in August 2025. Lessons learned from the success of implemented services are incorporated into recommendations for future funding guidelines and programming recommendations.

[18] Includes $700,000 programming increase to the 2024 call Balboa Peninsula Trolley Service Continuation project, as requested by the City of Newport Beach at the September 23, 2024, Board meeting.

[19] Includes reinstatement of the $1.65 million award from the 2018 Project V call to the City of San Clemente for the existing San Clemente Rides ride-hailing service. The 2018 Project V award was cancelled by the Board on December 10, 2018, and reinstated on August 14, 2023, to correct for issues in the service model that were encountered during the pandemic.

PROJECT W

SAFE TRANSIT STOPS

Status: City-Initiated Improvements Underway or Completed

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

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

To date, through a competitive process, OCTA has issued three calls (July 2014, June 2019, and September 2020), which have awarded just over $3.1 million to support improvements at 122 locations. Of the 122 projects, 59 have been completed, 53 are in various stages of implementation, and ten have been cancelled. Staff is reviewing M2 revenues and assessing the appropriate timing for the next call.



ENVIRONMENTAL

PROJECT X

CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES

Project: **Environmental Cleanup Program**

Status: 15th 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 14 rounds of funding under the Tier 1 grants program.

To date, 233 Tier 1 projects, totaling approximately $40 million, have been awarded by the Board since 2011. Of the 233 projects, construction on 200 projects have been completed, 16 are in various stages of implementation, and 17 have been cancelled by the awarded agency. The 15th Tier 1 call was released on March 10, 2025. Applications were received on May 8, 2025. Based upon the project selection criteria in the CTFP guidelines, projects will be prioritized for Board consideration in fall 2025.

It is estimated that 81.5 million gallons of trash have been captured since the inception of the program, which equates to over 14,400 trash truck loads of garbage that could have been deposited in Orange County streams and waters. Over time, the volume of trash captured is expected to increase.

To date, 26 projects totaling approximately $35 million have been awarded by the Board since 2013. Of the 26 projects, construction on 18 projects have been completed, four projects are in progress, 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 will be assessed and 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 California Department of Fish and Wildlife (referred to as 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 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 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 and constitute another groundbreaking milestone for the M2 EMP.

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 the implementation of these projects are in various stages. To date, eight restoration projects (one of these projects had two distinct areas) 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.

The Conservation Plan requires the establishment of an endowment to fund the long-term management of the Preserves. The most recent Board-adopted 2024 Next 10 Plan confirms that OCTA will be able to continue endowment deposits of $2.9 million annually. To date, OCTA has made nine endowment deposits. The latest endowment balance through March 31, 2025, was $32,538,437, which is above the target of $32,125,598 for the third quarter of FY 2024-25. Based on the performance to date, current projections indicate that OCTA still remains on track to meet the endowment target of $46.2 million in FY 2027-28; however, the performance of the endowment fund may affect the timeframe. The next report summarizing the status of the endowment is anticipated to be presented to the Board in September 2025. Staff will continue to oversee and provide endowment updates to the Board, Finance and Administration (F&A) Committee and the Environmental Oversight Committee (EOC) on a regular basis.



ENVIRONMENTAL

Resource management plans (RMP) for the Preserves were completed in 2018. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. The RMPs will be reviewed and updated as necessary, approximately every five years. Updates to the documents are currently underway and are anticipated to include new figures depicting more recent plant and animal species information, documentation of completed management tasks, potential new tasks identified, and the incorporation of the recently completed FMPs. All revisions will be coordinated with the Wildlife Agencies, shared with the EOC, and posted on OCTA's website. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established.

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. These reports take time to develop as they fold in multiple reports from various consultants and contractors working on the OCTA Preserves and the funded restoration projects through the end of every calendar year. Annual reports to date document that OCTA's activities have been in compliance and on target with the Conservation Plan commitments. The annual report documenting the 2024 calendar year activities is currently under review by the Wildlife Agencies and will be shared with the EOC and Board in late-2025.

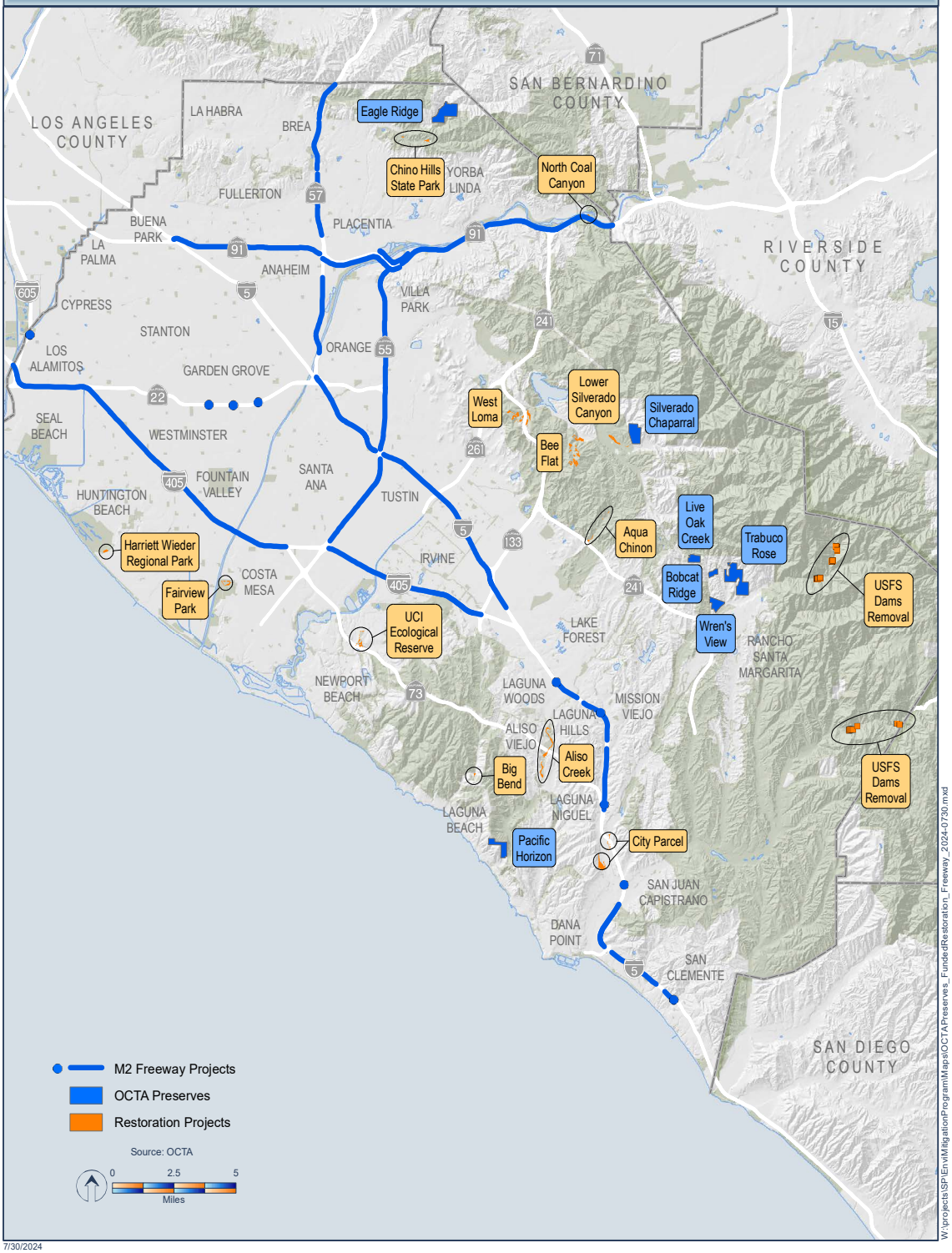
The EMP accomplishments have largely met the intent of the program. These efforts are the result of years of positive collaboration between OCTA and the aforementioned agencies, stakeholders, and the public. The success of this program has been recognized at the regional and national level. Through these efforts, pre-negotiated permit terms have helped streamline project implementation and reduce the required mitigation needs. Without the EMP's established process, additional mitigation-related requirements could have been incurred, resulting in increased project costs and schedule risks. The established permits and partnerships have also enabled swift response to other OCTA project needs.

Docent-led hikes and equestrian ride tours are offered throughout the year at various OCTA Preserves. The 2025 hike and ride schedule is available at www.PreservingOurLegacy.org.

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

ENVIRONMENTAL

OCTA Preserves and Funded Restoration Projects



7/30/2024

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PROGRAM MANAGEMENT

PROGRAM MANAGEMENT OFFICE

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

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

Market Conditions Forecast and Risk Analysis

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

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

The spring 2025 analysis indicates that inflationary pressures may moderate in 2025, 2026, and 2027 amid a softening macroeconomic environment. This outlook reflects a continued decline in residential building permits, rising unemployment rates in California, and increases in construction labor and materials costs. However, the potential impacts of new federal economic and trade policies introduce additional uncertainty into future cost projections. In addition, wildfires have devastated communities in Los Angeles County, which may further impact construction cost pressures. The next update of the market conditions forecast is anticipated to be provided to OCTA and the Board in fall 2025. Information from this analysis will be incorporated into the M2 cash flow for the 2025 update of the Next 10 Plan.

Next 10 Delivery Plan

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



PROGRAM MANAGEMENT

Annually, OCTA reviews the Next 10 Plan and M2 program assumptions based on changes to the revenue forecast and updated project cost and schedules. On November 12, 2024, the Board approved the 2024 Next 10 Plan, which spans FY 2024-25 to FY 2033-34. The 2024 update of the Next 10 Plan incorporated an updated sales tax revenue forecast of $14 billion (supplemented with external revenue – Federal, State, and local dollars), insight from the updated construction market forecast, current programmed external revenues, revised bonding assumptions, and refined project information. Through this process, staff confirms that the M2 Program remains deliverable; however, this update continues to emphasize that Metrolink operations requires close monitoring. The next review of the Next 10 Plan is anticipated in late 2025.

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. Five 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, FY 2015-16 through FY 2017-18, and FY 2018-19 through FY 2020-21. Findings and recommendations are implemented as appropriate. The sixth assessment began in July 2024 and covers the period between July 1, 2021, and June 30, 2024. The consultant team presented the final report to the Board on March 10, 2025. 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: improving transparency in project reporting, strengthening E-procurement evaluation processes, clarifying internal procedures related to contract approvals, and addressing the timeliness of grant payments. Actions to address these recommendations are underway and are anticipated to be completed by the end of FY 2025-26.

M2 Ten-Year Review

The M2 Ordinance includes a provision to conduct a ten-year comprehensive review of M2 programs and projects. The ten-year review is intended to evaluate the performance of the overall program and may result in revisions to further improve performance. Due to the early initiation of project development activities prior to the start-up of revenue collection in 2011, the first review was completed in 2015. The second effort is underway. During the quarter, a ten-year review update and look ahead was presented to the Board on June 9, 2025, highlighting five objectives to ensure the required elements in the M2 Ordinance are analyzed. Outreach continued this quarter with the launch of the qualitative survey, facilitation of focus groups, participation in various community events, and the hosting of both a public webinar and a roundtable discussion with elected officials. Feedback from these activities will help guide the development of key findings and recommendations.

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 TOC on June 10, 2025. This document is for PMO tracking purposes, but is also helpful to Taxpayer Oversight Committee (TOC) members during their annual compliance finding.



PROGRAM MANAGEMENT

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, 2025, 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 continues to reflect escalating labor, material, and equipment costs. Workforce availability may exacerbate the construction and manufacturing labor markets, and there is uncertainty around the impacts of tariffs, additional future tariffs, and their potential duration. Recent market conditions analyses have indicated that OCTA may experience a tempering of cost pressures related to decreased demand for construction services, however, a lack of labor resources, and high construction material and labor costs still remain. 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.

During the quarter, the westerly segment of Project I (SR-91, Acacia Street to La Palma Avenue) was advertised on May 12, 2025. Bids are anticipated to be opened in August 2025. 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.



PROGRAM MANAGEMENT

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 ($14 billion or 42 percent lower as of June 30, 2025) because of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the aforementioned factors, OCTA has incurred higher than one percent administrative costs. OCTA has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, and to repay those funds with interest in future years when OCTA administrative costs fall below the one percent cap. OCTA has borrowed approximately $5.3 million from OCUTT to date. As of March 31, 2025, the total borrowings to date from OCUTT along with accrued interest are 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 used to meet every other month, but the TOC voted on April 11, 2023, to meet quarterly beginning in FY 2023-24. The responsibilities of the 11-member M2 TOC are to:

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



The TOC held its annual public hearing on June 10, 2025, and determined that OCTA is proceeding in accordance with the M2 Ordinance for the 34th consecutive year. In addition, the committee received the Annual Eligibility Review (AER) Subcommittee eligibility report and M2 quarterly revenue and expenditure report. The committee also received presentations on the M2 quarterly progress report for the period January 2025 to March 2025, programming recommendations for the 2025 CTFP RCP and RTSSP call, the M2 Ten-Year Review, and updates on the M2 Ordinance compliance matrix and OC Streetcar.

Two subcommittees assist the TOC with their safeguard responsibilities: the AER Subcommittee and the Audit Subcommittee. The AER Subcommittee meets a few times per year, as needed, to receive and review the following documents submitted by local jurisdictions to be deemed eligible to receive M2 funding: Congestion Management Program, Mitigation Fee Program, Local Signal Synchronization Plan, Pavement Management Plan, and Expenditure Reports. The AER subcommittee met on June 3, 2025, to receive and review the local jurisdiction submitted documents. 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. The Audit Subcommittee met on May 27, 2025, received the annual audit/compliance audit, and agreed-upon procedures report for the year ending June 30, 2024, approved the selection of cities for the FY 2024-25 M2 agreed-upon procedures, and re-adopted the TOC audit subcommittee charter. The subcommittee met again on June 10, 2025, to discuss revisions to the annual selection of cities template. The next meeting is anticipated to be held in December 2025.

M2 FINANCING AND SCHEDULE OF FUNDING

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

Revenue Forecast and Collection

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

In the past, OCTA averaged the three university taxable sales projections to develop a long-range forecast of M2 taxable sales. On March 28, 2016, the Board approved a revised 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.

OCTA continuously monitors actual sales tax receipts, and revenue forecast information is provided by MuniServices, LLC quarterly. 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

Originally, the 2005 projections for M2 sales tax collections were anticipated at $24.3 billion. The current revised total nominal sales tax collections over the life of M2 is estimated to be $14 billion, which represents a year-over-year decrease of $800 million in forecasted sales tax when compared to last year's forecast.

During the quarter, sales tax forecast presentations were presented to the F&A Committee as follows:

- MuniServices on May 14, 2025
- Chapman University on June 11, 2025
- UCLA on June 25, 2025

The sales tax forecast from California State University, Fullerton is anticipated to be presented to the F&A Committee in July 2025.

OCTA remains in a strong position supported by healthy reserve levels and economic uncertainty forecasted within the program, which provide a financial cushion against the revenue shortfall and/or a potential increase in cost. The agency is actively monitoring various factors, including inflation, interest rates, and demographic changes in Orange County to assess their potential impact on sales tax revenues. In light of the observed revenue decline and economic uncertainties, OCTA prioritizes fiscal stewardship and proactive financial planning to ensure our commitment to the public; promises made, promises kept.

The next updated forecast is anticipated to be presented to the Board in September 2025. As a reference, the adopted growth rate is 3.3 percent for FY 2024-25, followed by no projected growth for FY 2025-26.

46

Schedule of Revenues, Expenditures and Changes in Fund Balance as of June 30, 2025 (Unaudited)

Schedule 1

($ in thousands)	Quarter Ended Apr 1, 2025 - June 30, 2025	Year to Date Jul 1, 2024 - June 30, 2025 *(A)*	Period from Inception to June 30, 2025 *(B)*
Revenues:			
Sales taxes	$ 107,074	$ 432,808	$ 4,805,278
Other agencies' share of Measure M2 costs:			
Project related	73,197	109,635	970,059
Non-project related	-	-	454
Interest:			
Operating:			
Project related	856	2,957	10,059
Non-project related	3,380	28,903	142,171
Bond proceeds	-	3,624	104,570
Debt service	145	1,097	4,166
Commercial paper	-	-	393
Right-of-way leases			
Project related	58	390	2,107
Non-project related	-	-	17
Proceeds on sale of assets held for resale	4,169	4,169	17,597
Donated assets held for resale			
Project related	-	-	2,071
Miscellaneous:			
Project related	-	-	331
Non-project related	-	-	129
Total revenues	188,879	583,583	6,059,402
Expenditures:			
Supplies and services:			
Sales tax administration fees	465	2,775	45,007
Professional services:			
Project related	23,815	43,073	622,649
Non-project related	1,116	2,198	42,062
Administration costs:			
Project related	2,772	12,820	143,431
Non-project related:			
Salaries and Benefits	1,104	4,617	49,474
Other	2,672	9,259	85,496
Other:			
Project related	729	1,123	7,911
Non-project related	37	930	6,389
Payments to local agencies:			
Project related	42,001	119,368	1,547,718
Capital outlay:			
Project related	77,318	123,996	2,525,392
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	21,950	138,355
Interest on long-term debt and commercial paper	-	32,906	386,436
Total expenditures	152,028	375,016	5,600,349
Excess (deficiency) of revenues over (under) expenditures	36,851	208,567	459,053
Other financing sources (uses):			
Transfers out:			
Project related	(134,471)	(91,010)	(826,915)
Transfers in:			
Project related	3,411	157,015	521,403
Bond proceeds	-	263,978	1,068,603
Payment to refunded bond escrow agent	-	(267,767)	(312,829)
Total other financing sources (uses)	(131,060)	62,216	450,262
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	$ (94,209)	$ 270,784	$ 909,315

Schedule of Revenues, Expenditures and Changes in Fund Balance as of June 30, 2025 (Unaudited)

Schedule 2

($ in thousands)	Quarter Ended Apr 1, 2025 - June 30, 2025 (actual)	Year to Date Jul 1, 2024 - June 30, 2025 (actual)	Period from Inception through June 30, 2025 (actual)	Period from July 1, 2025 through March 31, 2041 (forecast)	Total
		(C.1)	*(D.1)*	*(E.1)*	*(F.1)*
Revenues:					
Sales taxes	$ 107,074	$ 432,808	$ 4,805,278	$ 9,138,395	$ 13,943,673
Operating interest	3,380	28,903	142,171	640,149	782,320
Subtotal	110,454	461,711	4,947,449	9,778,544	14,725,993
Other agencies share of M2 costs	-	-	454	-	454
Right-of-way leases	-	-	17	-	17
Miscellaneous	-	-	129	-	129
Total revenues	110,454	461,711	4,948,049	9,778,544	14,726,593
Administrative expenditures:					
Sales tax administration fees	465	2,775	45,007	70,633	115,640
Professional services	1,116	2,198	38,287	72,301	110,588
Administration costs:					
Salaries and Benefits	1,104	4,617	49,474	94,084	143,558
Other	2,672	9,259	85,496	161,100	246,596
Other	37	114	2,553	4,894	7,447
Payments to local agencies:					
Capital outlay	-	-	31	-	31
Environmental cleanup	2,011	3,440	55,509	182,739	238,248
Total expenditures	7,405	22,403	276,358	585,751	862,109
Net revenues	$ 103,049	$ 439,308	$ 4,671,691	$ 9,192,793	$ 13,864,484
		(C.2)	*(D.2)*	*(E.2)*	*(F.2)*
Financing expenditures:					
Debt interest expense	-	32,906	386,436	299,245	685,681
Professional services	-	-	3,775	-	3,775
Other	-	816	3,836	-	3,836
Total financing expenditures	-	33,722	394,047	299,245	693,292
Interest revenue:					
Interest revenue from bond proceeds	-	3,624	104,570	52,263	156,833
Interest revenue from debt service funds	145	1,097	4,166	12,697	16,863
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	145	4,721	109,129	64,960	174,089
Net financing expenditures:	$ (145)	$ 29,001	$ 284,918	$ 234,285	$ 519,203

Schedule of Revenues, Expenditures and Changes in Fund Balance as of June 30, 2025 (Unaudited)

Schedule 3

Project	Description	Total Net Revenues Inception to March 31, 2041 (actual) + (forecast)	Net Revenues Inception to June 30, 2025 (actual)	Expenditures Inception to June 30, 2025 (actual)	Reimbursements Inception to June 30, 2025 (actual)	(J) - (K) = (L) Net M2 Cost Inception to June 30, 2025 (actual)
	(G)	*(H)*	*(I)*	*(J)*	*(K)*	*(L)*
	($ in thousands)					
	Freeways (43% of Net Revenues)					
A	I-5 Santa Ana Freeway Interchange Improvements	$ 546,470	$ 184,135	$ 10,908	$ 8,786	$ 2,122
B	I-5 Santa Ana/SR-55 to El Toro	349,043	117,612	55,161	36,441	18,720
C	I-5 San Diego/South of El Toro	729,015	245,644	458,497	53,084	405,413
D	I-5 Santa Ana/San Diego Interchange Upgrades	299,977	101,079	3,249	527	2,722
E	SR-22 Garden Grove Freeway Access Improvements	139,524	47,013	5	-	5
F	SR-55 Costa Mesa Freeway Improvements	425,549	143,390	182,882	124,055	58,827
G	SR-57 Orange Freeway Improvements	300,791	101,353	61,025	15,264	45,761
H	SR-91 Improvements from I-5 to SR-57	162,778	54,849	34,961	824	34,137
I	SR-91 Improvements from SR-57 to SR-55	484,266	163,175	79,258	76,470	2,788
J	SR-91 Improvements from SR-55 to County Line	409,504	137,984	18,666	17,181	1,485
K	I-405 Improvements between I-605 to SR-55	1,247,349	420,299	1,715,427	313,098	1,402,329
L	I-405 Improvements between SR-55 to I-5	371,716	125,251	9,249	6,954	2,295
M	I-605 Freeway Access Improvements	23,254	7,836	9,599	16	9,583
N	All Freeway Service Patrol	174,405	58,767	16,984	-	16,984
	Freeway Mitigation	298,086	100,441	64,008	10,907	53,101
	Subtotal Projects	5,961,727	2,008,828	2,719,879	663,607	2,056,272
	Net Finance Expenditures	-	-	195,569	-	195,569
	Total Freeways	$ 5,961,727	$ 2,008,828	$ 2,915,448	$ 663,607	$ 2,251,841
	%					51.4%
	Street and Roads Projects (32% of Net Revenues)					
O	Regional Capacity Program	$ 1,386,466	$ 467,175	$ 841,356	$ 507,884	$ 333,472
P	Regional Traffic Signal Synchronization Program	554,562	186,862	140,160	36,596	103,564
Q	Local Fair Share Program	2,495,607	840,904	819,281	77	819,204
	Subtotal Projects	4,436,635	1,494,941	1,800,797	544,557	1,256,240
	Net Finance Expenditures	-	-	57,302	-	57,302
	Total Street and Roads Projects	$ 4,436,635	$ 1,494,941	$ 1,858,099	$ 544,557	$ 1,313,542
	%					30.0%

Schedule of Revenues, Expenditures and Changes in Fund Balance as of June 30, 2025 (Unaudited)

Schedule 3

Project	Description	Total Net Revenues Inception to March 31, 2041 (actual) + (forecast)	Net Revenues Inception to June 30, 2025 (actual)	Expenditures Inception to June 30, 2025 (actual)	Reimbursements Inception to June 30, 2025 (actual)	(J) - (K) = (L) Net M2 Cost Inception to June 30, 2025 (actual)
	(G)	*(H)*	*(I)*	*(J)*	*(K)*	*(L)*
	($ in thousands)					
	Transit Projects (25% of Net Revenues)					
R	High Frequency Metrolink Service	$ 1,382,777	$ 453,343	$ 523,867	$ 100,110	$ 423,757
S	Transit Extensions to Metrolink	1,223,913	412,402	297,009	151,974	145,035
T	Metrolink Gateways	70,865	42,233	98,220	60,956	37,264
U	Expand Mobility Choices for Seniors and Persons with Disabilities	480,753	156,225	152,154	88	152,066
V	Community Based Transit/Circulators	277,216	93,409	24,454	1,998	22,456
W	Safe Transit Stops	30,598	10,310	2,128	26	2,102
	Subtotal Projects	3,466,122	1,167,922	1,097,832	315,152	782,680
	Net Finance Expenditures	-	-	32,047	-	32,047
	Total Transit Projects	$ 3,466,122	$ 1,167,922	$ 1,129,879	$ 315,152	$ 814,727
	%					18.6%
	Measure M2 Program	$ 13,864,484	$ 4,671,691	$ 5,903,426	$ 1,523,316	$ 4,380,110

Project	Description	Total Revenues Inception to March 31, 2041 (actual) + (forecast)	Revenues Inception to June 30, 2025 (actual)	Expenditures Inception to June 30, 2025 (actual)	Reimbursements Inception to June 30, 2025 (actual)	Net M2 Cost Inception to June 30, 2025 (actual)
	(G)	*(H.1)*	*(I.1)*	*(J)*	*(K)*	*(L)*
	($ in thousands)					
	Environmental Cleanup (2% of Revenues)					
X	Clean Up Highway and Street Runoff that Pollutes Beaches	$ 294,520	$ 98,949	$ 55,509	$ 311	$ 55,198
	Net Finance Expenditures	-	-	-	-	-
	Total Environmental Cleanup	$ 294,520	$ 98,949	$ 55,509	$ 311	$ 55,198
	%					1.1%
	Taxpayer Safeguards and Audits					
	Collect Sales Taxes (1.5% of Sales Taxes)	$ 209,155	$ 72,079	$ 45,007	$ -	$ 45,007
	%					0.9%
	Oversight and Annual Audits (1% of Revenues)	$ 147,260	$ 49,474	$ 49,474	$ (0)	$ 49,474
	%					1.0%



LOCAL FAIR SHARE

M2 Funds		
ENTITY	4TH QUARTER FY 2024-25	FUNDS TO DATE*
ALISO VIEJO	$302,636	$10,095,345
ANAHEIM	$2,604,733	$85,094,777
BREA	$439,298	$14,535,266
BUENA PARK	$0	$20,145,666**
COSTA MESA	$1,114,739	$37,150,534
CYPRESS	$380,583	$13,228,538
DANA POINT	$257,673	$8,537,411
FOUNTAIN VALLEY	$470,567	$15,758,165
FULLERTON	$996,004	$33,249,741
GARDEN GROVE	$1,126,471	$37,841,942
HUNTINGTON BEACH	$0	$47,954,002***
IRVINE	$2,407,576	$72,248,606
LAGUNA BEACH	$187,504	$6,410,699
LAGUNA HILLS	$247,601	$8,566,172
LAGUNA NIGUEL	$494,840	$16,855,603
LAGUNA WOODS	$98,950	$3,262,836
LA HABRA	$399,009	$13,478,423
LAKE FOREST	$614,207	$20,422,632
LA PALMA	$105,308	$3,896,427
LOS ALAMITOS	$96,848	$3,289,787
MISSION VIEJO	$668,707	$23,332,482
NEWPORT BEACH	$798,000	$27,751,218
ORANGE	$1,248,217	$42,134,417****
PLACENTIA	$360,153	$11,845,452
RANCHO SANTA MARGARITA	$311,378	$10,703,274



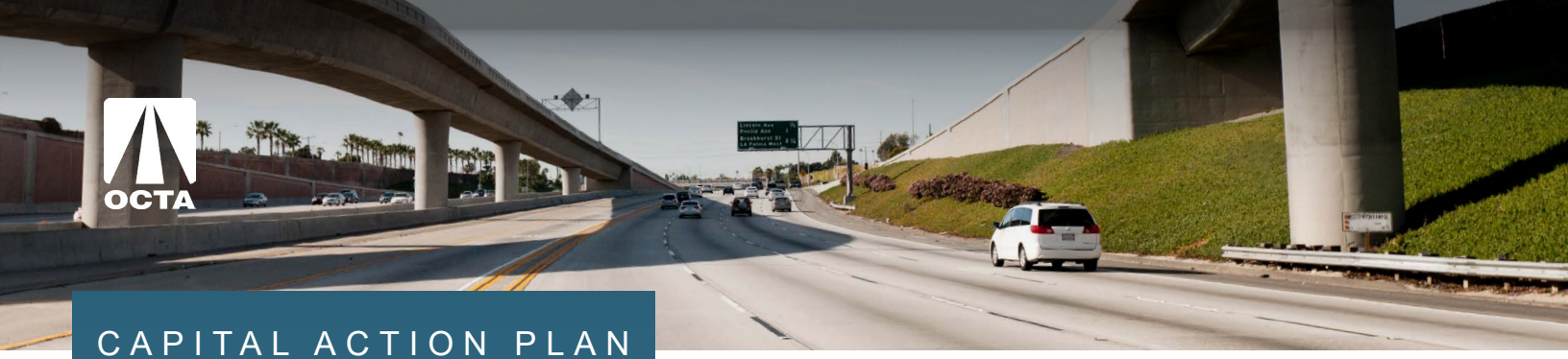
LOCAL FAIR SHARE

M2 Funds		
ENTITY	**4TH QUARTER FY 2024-25**	**FUNDS TO DATE***
SAN CLEMENTE	$428,100	$14,437,397
SAN JUAN CAPISTRANO	$288,573	$9,691,791
SANTA ANA	$2,006,912	$69,666,810
SEAL BEACH	$177,686	$6,205,292
STANTON	$230,191	$7,615,854
TUSTIN	$703,145	$23,065,825
VILLA PARK	$39,372	$1,326,582
WESTMINSTER	$615,193	$21,457,812
YORBA LINDA	$453,745	$15,353,808
COUNTY UNINCORPORATED	$1,814,513	$53,752,975
TOTAL M2 FUNDS	**$22,488,431**	**$810,363,561**

** Only includes disbursed funds.*
*** On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.*
**** On May 12, 2025, the Board determined the City of Huntington Beach ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Huntington Beach reestablishes eligibility.*
***** On May 12, 2025, the Board determined the City of Orange eligible again to receive net M2 revenues. Withheld funds were released in June 2025.*

Withheld funds are listed below.

ENTITY	**4TH QUARTER FY 2024-25**	**FUNDS TO DATE**
BUENA PARK	$697,856	$2,519,307
HUNTINGTON BEACH	$1,445,298	$1,445,298
TOTAL M2 FUNDS WITHHELD	**$2,143,154**	**$3,964,605**



CAPITAL ACTION PLAN

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Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast 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	$280.6	Aug-18	May-24	Feb-26	Sep-29
Project B	$388.1	**Jan-20**	**Nov-24**	Jan-26	Aug-29
I-5, Yale Avenue to SR-55	$238.3	Aug-18	Feb-25	Mar-26	Sep-29
Project B	$327.9	**Jan-20**	**Aug-24**	Jan-26	Nov-29
I-5, Pico to Vista Hermosa	$113.0	Dec-11	Oct-13	Dec-14	Aug-18
Project C	$83.6	**Oct-11**	**Oct-13**	**Dec-14**	**Aug-18**
I-5, Vista Hermosa to Pacific Coast Highway	$75.6	Dec-11	Feb-13	Dec-13	Mar-17
Project C	$75.3	**Oct-11**	**May-13**	**Jun-14**	**Jul-17**
I-5, Pacific Coast Highway to San Juan Creek Road	$70.7	Dec-11	Jan-13	Oct-13	Sep-16
Project C	$74.3	**Oct-11**	**Jan-13**	**Dec-13**	**Jul-18**
I-5, SR-73 to Oso Parkway	$151.9	Jun-14	Jan-18	Dec-18	Apr-25
Project C & D	$229.4	**May-14**	**Aug-18**	**Dec-19**	Jul-25
I-5, Oso Parkway to Alicia Parkway	$196.2	Jun-14	Jun-17	Jun-18	Nov-23
Project C & D	$230.3	**May-14**	**Dec-17**	**Mar-19**	**Dec-24**
I-5, Alicia Parkway to El Toro Road	$133.6	Jun-14	Jun-18	May-19	Oct-24
Project C	$227.3	**May-14**	**May-19**	**Sep-20**	Aug-25
I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	N/A	N/A	N/A
Project C	$12.4	N/A	**Oct-24**	**May-25**	Dec-26
I-5, I-5/El Toro Road Interchange	TBD	Apr-26	TBD	TBD	TBD
Project D	TBD	Apr-27	TBD	TBD	TBD

*Status through June 2025. For detailed project information, please refer to the individual project section within this report.



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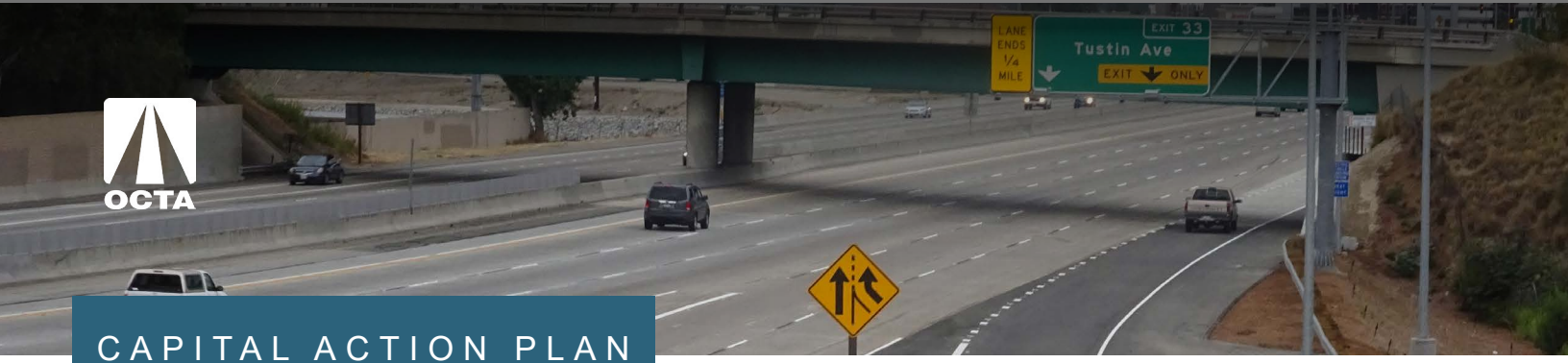
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Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast Complete Environmental	Complete Design	Award Contract	Complete Construction
I-5, I-5/Ortega Interchange	$90.9	Jun-09	Nov-11	Aug-12	Sep-15
Project D	$79.8	**Jun-09**	**Dec-11**	**Aug-12**	**Jan-16**
I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	**Oct-14**	**Sep-15**	**Sep-16**
SR-55, I-405 to I-5	$410.9	Nov-13	Apr-20	May-22	Feb-27
Project F	$505.7	**Aug-17**	**Apr-20**	**May-22**	Mar-27
SR-55, I-5 to SR-91	$131.3	Jan-20	Jul-25	Jul-26	Oct-29
Project F	$202.1	**Mar-20**	Dec-25	Apr-27	Jul-30
SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue	$71.8	Dec-18	Jul-24	Nov-25	Jun-28
Project G	$135.4	**Mar-19**	**Aug-24**	Oct-25	Jun-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	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Mar-29	TBD	TBD	TBD

*Status through June 2025. For detailed project information, please refer to the individual project section within this report.



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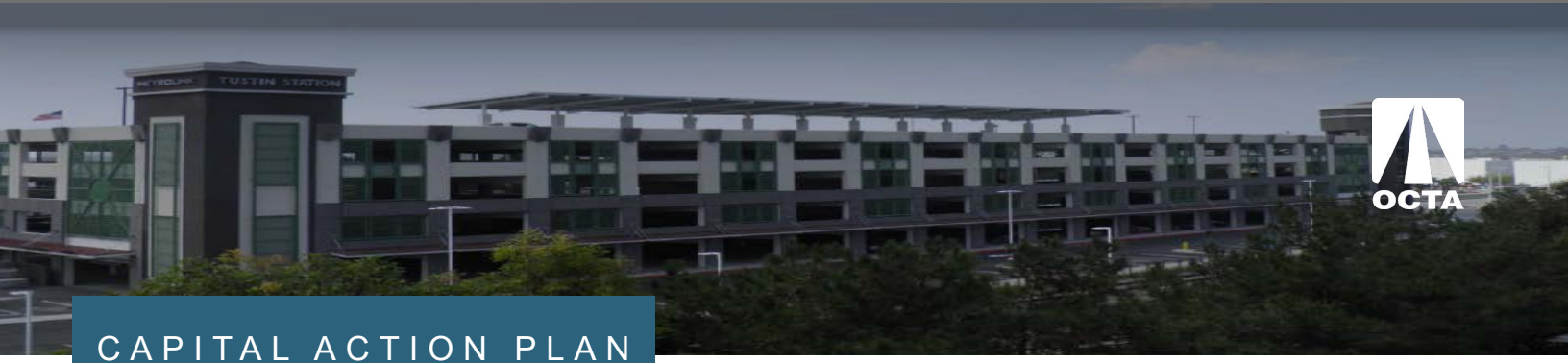
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Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast Complete Environmental	Complete Design	Award Contract	Complete Construction
SR-91 Westbound (WB), I-5 to SR-57	$78.1	Apr-10	Feb-12	Nov-12	Apr-16
Project H	$59.2	**Jun-10**	**Apr-12**	**Jan-13**	**Jun-16**
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	**Aug-16**	**Mar-17**	**Nov-17**
SR-91, SR-55 to Lakeview Avenue (Segment 1)	$108.6	Oct-18	Jan-23	Feb-24	Mar-28
Project I	$140.7	**Jun-20**	**Mar-23**	**Jan-25**	Mar-28
SR-91, La Palma Avenue to SR-55 (Segment 2)	$208.4	Oct-18	Jul-23	Jul-24	Mar-28
Project I	$380.7	**Jun-20**	**Jan-25**	Jun-26	Sep-30
SR-91, Acacia Street to La Palma Ave (Segment 3)	$147.7	Oct-18	Apr-24	Apr-25	Sep-28
Project I	$257.5	**Jun-20**	**Oct-24**	Sep-25	Apr-29
SR-91 (WB), Tustin Interchange to SR-55	$49.9	Jul-11	Mar-13	Oct-13	Jul-16
Project I	$42.5	**May-11**	**Feb-13**	**Oct-13**	**Jul-16**
SR-91, SR-55 to SR-241	$128.4	Jul-09	Jan-11	Sep-11	Dec-12
Project J	$79.7	**Apr-09**	**Aug-10**	**May-11**	**Mar-13**
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	**Feb-13**	**Oct-13**	**Feb-15**
SR-91 Eastbound, SR-241 to SR-71	$104.5	Dec-07	Dec-08	Jul-09	Nov-10
Project J	$57.8	**Dec-07**	**Dec-08**	**Aug-09**	**Jan-11**
SR-91 EB Corridor Operations Project (SR-241 to SR-71)	TBD	N/A	N/A	N/A	N/A
Project J	TBD	Feb-26	TBD	TBD	TBD
I-405, SR-55 to I-605 (Design-Build)	$2,160.0	Mar-13	Nov-15	Nov-16	Feb-24
Project K	$2,160.0	**May-15**	**Nov-15**	**Nov-16**	**Feb-24**

*Status through June 2025. For detailed project information, please refer to the individual project section within this report.



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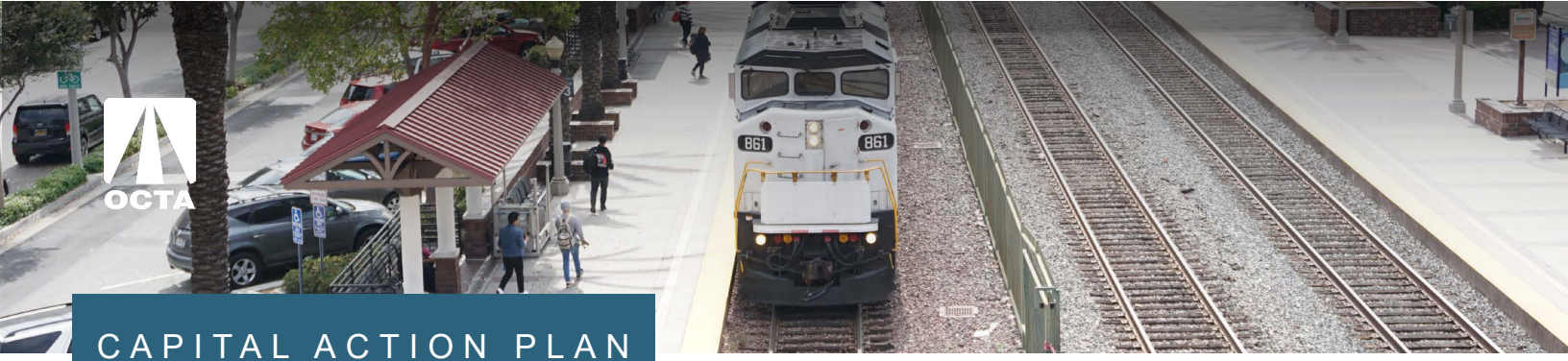
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Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast			
		Complete Environmental	Complete Design	Award Contract	Complete Construction
I-405, I-5 to SR-55	TBD	Jul-18	TBD	TBD	TBD
Project L	TBD	**Aug-18**	TBD	TBD	TBD
I-605, I-605/Katella Interchange	$29.0	Nov-18	Mar-23	Feb-24	Jul-27
Project M	$53.0	**Oct-18**	**Jan-23**	**Apr-25**	Jul-27
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	$110.9	**Sep-09**	**Jan-13**	**Nov-13**	**Jun-17**
17th Street Railroad Grade Separation	TBD	Jun-16	TBD	TBD	TBD
Project R	TBD	**Nov-17**	TBD	TBD	TBD
Sand Canyon Avenue Railroad Grade Separation	$55.6	Sep-03	Jul-10	Feb-11	May-14
Project R	$61.9	**Sep-03**	**Jul-10**	**Feb-11**	**Jan-16**

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Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast Complete Environmental	Complete Design	Award Contract	Complete Construction
Transit Projects:					
Rail-Highway Grade Crossing Safety Enhancement	$94.4	Oct-08	Sep-08	Aug-09	Dec-11
Project R	$90.4	**Oct-08**	**Sep-08**	**Aug-09**	**Dec-11**
San Clemente Beach Trail Safety Enhancements	$6.0	Jul-11	Apr-12	Oct-12	Jan-14
Project R	$5.0	**Jul-11**	**Jun-12**	**May-13**	**Mar-14**
Emergency Track Stabilization at MP206.8	N/A	N/A	N/A	N/A	N/A
Project R	$23.3	N/A	N/A	**Oct-22**	**Aug-23**
Placentia Metrolink Station and Parking Structure	$34.8	May-07	Jan-11	TBD	TBD
Project R	$40.1	**May-07**	**Feb-11**	TBD	TBD
Anaheim Canyon Station	$27.9	Dec-16	May-19	Nov-19	Jan-23
	$34.2	**Jun-17**	**Oct-20**	**Mar-21**	**Jan-23**
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**
	$5.2	**Feb-14**	**Jul-15**	**Oct-15**	**Sep-17**
OC Streetcar	$671.4	Mar-12	Sep-17	Aug-18	Mar-26
Project S	$671.4	**Mar-15**	**Nov-17**	**Sep-18**	Mar-26
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**

*Status through June 2025. For detailed project information, please refer to the individual project section within this report.

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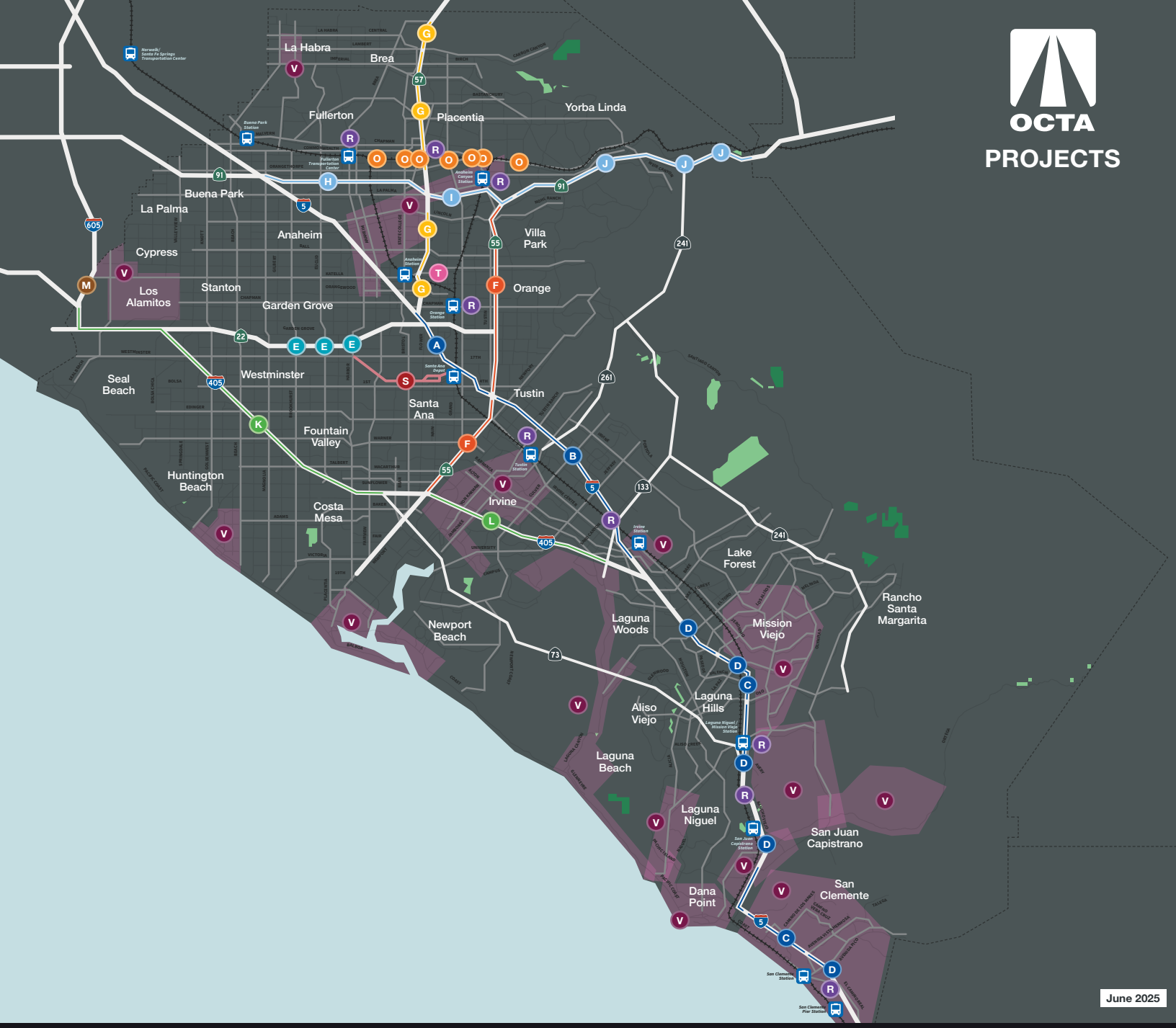
COMMON ABBREVIATIONS

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
Conservation Properties	Preserves
Construction and Maintenance	C&M
Coronavirus	COVID-19
Comprehensive Transportation Funding Program	CTFP
Early Action Plan	EAP
Environmental Cleanup Allocation Committee	ECAC
Environmental Cleanup Program	ECP
Environmental Document	ED
Environmental Mitigation Program	EMP
Environmental Oversight Committee	EOC
Fire Management Plan	FMP
Fiscal Year	FY
Freeway Service Patrol	FSP
High-Occupancy Vehicle	HOV
Interstate 5	I-5
Interstate 405	I-405
Interstate 605	I-605
Local Fair Share	LFS
Los Angeles – San Diego – San Luis Obispo	LOSSAN
Maintenance and Storage Facility	MSF
Measure M	M1
Measure M2 or Renewed Measure M	M2
Metrolink Service Expansion Program	MSEP
Mile Post	MP
Next 10 Delivery Plan	Next 10 Plan
Natural Community Conservation Plan/Habitat Conservation Plan	Conservation Plan



COMMON ABBREVIATIONS

Orange County Flood Control District	OCFCD
Orange County Transportation Authority	OCTA
Orange County Unified Transportation Trust	OCUTT
Ordinance No. 3	M2 Ordinance
Overhead Contact System	OCS
Pacific Coast Highway	PCH
Program Management Office	PMO
Project Study Report-Project Development Support	PSR-PDS
Project Report	PR
Resource Management Plan	RMP
Right-of-Way	ROW
Riverside County Transportation Commission	RCTC
Santa Ana Regional Transportation Center	SARTC
Senior Mobility Program	SMP
Senior Non-Emergency Medical Transportation	SNEMT
Interregional Transportation Improvement Plan	ITIP
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 241	SR-241
Southern California Regional Rail Authority	Metrolink
Taxpayer Oversight Committee	TOC
To Be Determined	TBD
Transit and Intercity Rail Capital Program	TIRCP
Transportation Investment Plan	Plan



Freeway Improvement Program

Interstate 5 (I-5) Projects

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

State Route 22 (SR-22) Projects

- E Access Improvements

State Route 55 (SR-55) Projects

- F I-405 to I-5
- F I-5 to SR-91

State Route 57 (SR-57) Projects

- G Northbound, Orangewood Avenue to Katella Avenue
- G Northbound, Katella Avenue to Lincoln Avenue
- G Northbound, Orangethorpe Avenue to Lambert Road
- G Northbound, Lambert Road to Tonner Canyon Road

State Route 91 (SR-91) Projects

- H Westbound, I-5 to SR-57
- I SR-57 to SR-55
- J SR-55 to Riverside County Line

Interstate 405 (I-405) Projects

- K SR-73 to I-605
- L I-5 to SR-55

Interstate 605 (I-605) Projects

- M Katella Avenue Interchange Improvements

Freeway Mitigation Program

- Restoration Projects (Part of Projects A-M)
- Acquisition Projects (Part of Projects A-M)

Streets & Roads

- O Grade Separation Program
- P Signal Synchronization Project Corridors

Rail

- Metrolink Rail Line
- Metrolink Station

Transit Projects

- R Grade Separation and Station Improvement Projects
- S Transit Extensions to Metrolink
- T Metrolink Station Conversion to accept Future High-Speed Rail Systems
- V Community Based Transit/Circulators

Other Projects Not Shown

Project N:
- Freeway Service Patrol

Project O:
- Regional Capacity Program

Project Q:
- Local Fair Share Program

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

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

Project W:
- Safe Transit Stops

Project X:
- Environmental Cleanup Program

COMMITTEE TRANSMITTAL

September 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Regional Traffic Signal Synchronization Program Update

Regional Transportation Planning Committee Meeting of August 28, 2025

Present: Directors Federico, Harper, Klopfenstein, Stephens, and Tavoularis
Absent: Directors Foley and Go

Committee Vote

No action was taken on this item.

Staff Recommendation(s)

Receive and file as an information item.

August 28, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Regional Traffic Signal Synchronization Program Update

Overview

The Orange County Transportation Authority has been working with cities, the County of Orange, and the California Department of Transportation to fund and implement key regional traffic signal synchronization projects. This annual report provides an update on the Measure M2 Regional Traffic Signal Synchronization Program, including results from recently completed projects, and an update to the Countywide Signal Synchronization Baseline Project.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) provides funding, technical assistance, and project management services to implement multiagency signal synchronization as part of the Measure M2 (M2) Regional Traffic Signal Synchronization Program (Project P). Annually, OCTA provides competitive grants dedicated to the coordination of traffic signals across jurisdictional boundaries. The goal of Project P is to improve traffic flow by developing and implementing regional signal coordination that crosses local agencies' boundaries and maintains coordination through freeway interchanges, where possible.

Since 2008, OCTA and local agencies have implemented 109 signal synchronization projects along key corridors within Orange County. The projects have improved travel times, reduced delays and congestion, and increased the number of successive green lights drivers experience on their travels. The results of the program translate into direct benefits to motorists and the environment measured in time and cost savings from lower fuel consumption, a reduction of greenhouse gas (GHG) emissions, and air pollution. Additionally, the program includes signal infrastructure upgrades to improve signal operations and safety for all modes of travel along and crossing the project corridors.

Discussion

Signal synchronization is a cost-effective way to make better use of existing roadways and reduce the need for major new construction. Project P provides funding for signal synchronization projects through annual competitive calls for projects (call), with 80 percent of funding from Project P and 20 percent from local agencies' matching funds. Supplemental funding is used whenever available, including SB 1 (Chapter 5, Statutes of 2017) Local Partnership Program funds, and Solutions for Congested Corridors Program grants. Project P builds upon prior signal synchronization work funded through M2, Proposition 1B Traffic Light Signal Synchronization Program, and air quality funds.

Projects are corridor-based and begin with a detailed field review. The existing basic parameters are evaluated with the field data to ensure these parameters meet the standards approved by the agency that operates them for safe clearance for bicycles and pedestrians, as well as vehicles through each signalized intersection. The new optimized signal timings are developed based on current traffic conditions and travel patterns and ultimately give all users a better travel experience. Key to these efforts is regular dialogue between all partner agencies along each project corridor, including the California Department of Transportation at highway and freeway crossings, to ensure the project addresses the unique operational needs of the corridor, resulting in agencies working together towards the multijurisdictional goal of the program.

Signal synchronization projects implement a coordination strategy involving synchronization of the respective agencies' signal systems, including the necessary upgrades to the traffic signal infrastructure. Eligible signal infrastructure improvements include traffic signal devices, central system upgrades, and solutions that enhance operation and increase safety for all modes of travel. This includes modifications that prepare for future connected and autonomous vehicle technologies and applications. Existing synchronization on crossing arterials is incorporated when and where possible. Optimized timings are developed and implemented for identified peak periods, which are typically weekday mornings, midday, and evenings. For weekend operations, the peak is typically mid-morning through early evening.

To quantify signal synchronization benefits, "before" and "after" travel time studies are conducted to evaluate the improvements from these new optimized timing plans. The travel time studies are conducted during peak-traffic periods with specially equipped vehicles to collect traffic data. These studies showed improvements across all performance measures, including travel time, number of stops, and average safe speed. Additionally, fuel consumption, GHG, and other vehicle emission data are also estimated. Signal synchronization efforts nationwide have historically yielded five to 15 percent improvements in travel time and speed, as well as fewer stops. Comparisons of the program corridors' before and after studies indicate results in Orange County rank in the high-end of the national range

due to the combination of the optimized traffic signal timing plans, cooperation between all participating agencies, and minor signal upgrades to maximize traffic flow.

Signal Synchronization Projects

Project P's target is to regularly synchronize 2,000 signalized intersections, as expressed in the M2 voter pamphlet. OCTA and local agencies have completed 109 signal synchronization projects since 2008, of which 27 projects were a revisit and retiming of a previously completed corridor. A total of 3,789 signalized intersections and 979 centerline miles of streets have been implemented. The Board of Directors' (Board)-approved grant awards for the completed projects total approximately $107.6 million. The completed projects are identified on the map in Attachment A.

The completed projects have reduced average travel time by 13 percent and the average number of stops by 28 percent, with average speed improving by 14 percent (Attachment B). Travelers in Orange County are projected to save approximately $248.8 million (at $3.90 per gallon in today's dollars) on fuel costs and reduce GHG emissions by approximately 1.3 billion pounds over the three-year project cycle. The reduction in GHG emissions is achieved by decreasing the number of stops, smoothing traffic flow, and minimizing vehicle acceleration and deceleration. These results are comparable to signal synchronization efforts nationwide and were achieved despite significant fluctuations in local travel patterns influenced by various factors. The following table lists two completed signal synchronization projects that have implemented new timing plans since the 2024 update to the Board, along with the corresponding travel time and speed improvements:

Corridor	Limits	Length (Miles)	Travel Time Improvements	Average Speed Improvements
Lake Forest Drive	Portola Parkway to Romano/ Hidden Canyon	7.45	13 percent	15 percent
Orangethorpe Avenue	Walker Street to New River Road	17.28	13 percent	15 percent

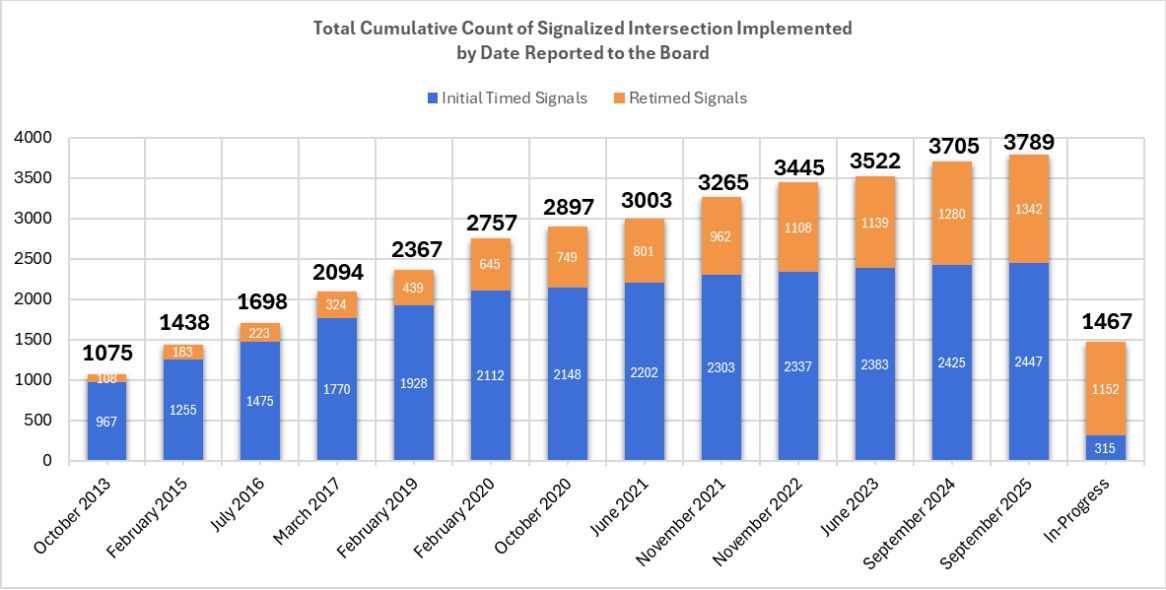
In addition to the two completed projects noted above, the following five corridor projects have implemented new optimized timing plans with final evaluation and documentation in progress for project improvement reporting in the coming months:

- 26 intersections along 8.2 miles of MacArthur Boulevard/Talbert Avenue from the Walmart Shopping Center in the City of Huntington Beach to MacArthur Place in the City of Santa Ana
- 28 intersections along 6.65 miles of Red Hill Avenue from Bristol Street in the City of Costa Mesa to Bryan Avenue in the City of Tustin

- 55 intersections along 11.4 miles of Tustin Avenue/Rose Drive from First Street in the City of Tustin to Wabash Avenue in the City of Placentia
- 60 intersections along 13.1 miles of First Street/Bolsa Avenue from Bolsa Chica Street in the City of Huntington Beach to Newport Avenue in the City of Tustin
- 66 intersections along 17 miles of Barranca Parkway/Dyer Road/ Segerstrom Avenue/Slater Avenue from Magnolia Street in the City of Fountain Valley to Bake Parkway in the City of Irvine

Currently, including the five projects above, there are 30 active projects funded by OCTA that synchronize traffic signals. These projects are in various stages of implementation and have been awarded a total of approximately $78 million in grants, including external funds. This investment is in addition to the $107.6 million for completed projects described earlier in this report. Once completed, these projects will synchronize an additional 1,467 signalized intersections and 283 miles of roadway. The projects which are in the implementation phase include a total of 1,152 intersections (78.5 percent) that will be a revisit of timing implemented previously as part of this program but need updating to align with current traffic patterns.

Resynchronizing traffic signals periodically is the best practice to respond to changes in traffic. This recalibration process ensures the signal infrastructure is operating efficiently. Project P allows previously completed streets and highways projects to compete again for funding during the annual call. The following chart displays the cumulative count of signalized intersections of completed projects organized by the order in which it was presented to the Board. For each reporting year, the total signalized intersections implemented are further divided to indicate the total number of those signalized intersections that were initially timed and have been retimed as part of the program.



The last column in the chart above shows the additional 1,467 signalized intersections that will be synchronized by projects that are currently underway and discussed above.

Countywide Signal Synchronization Baseline

On February 12, 2024, the Board approved the selection of a consultant to deliver the Countywide Signal Synchronization Baseline Project (Baseline Project). This Baseline Project will build on the investments to date and retime approximately 2,500 signalized intersections in Orange County. The Baseline Project will evaluate corridor synchronization as a network, reduce the impact to crossing coordination, and establish a new baseline for signal synchronization performance. OCTA has leveraged the Congestion Mitigation and Air Quality and Surface Transportation Block Grant Program funds to ensure that partner agencies can participate without requiring matching funds. The Baseline Project has completed the collection of signalized intersection counts and existing condition inventory. Signal synchronization simulation models are being developed to support the optimization of the coordination timing plans. Implementation of optimized timing plans are planned to begin in mid-2026 with a monitoring phase until project completion in 2029.

Next Steps

OCTA continues to work with local agencies through various OCTA-led groups, including the Technical Steering Committee, Technical Advisory Committee, and the traffic forum to identify corridors that are eligible for funding and that would benefit from signal program funding as part of the annual call.

Summary

OCTA and local agencies have successfully implemented new cooperative traffic signal synchronization timing on 109 corridors. Another 30 projects are planned or underway alongside the Baseline Project. The synchronization of traffic signals along these regional corridors continually results in significant improvements to traffic flow by reducing total travel times, stops per mile, and improving average safe speeds while decreasing fuel costs, GHG, and overall vehicle emissions.

Attachments

A. Orange County Transportation Authority-Funded Signal Synchronization Projects, (2008 – Present)
B. Summary of Results for Completed Regional Traffic Signal Synchronization Projects

Prepared by:



Alicia Yang
Senior Project Manager
(714) 560-5362

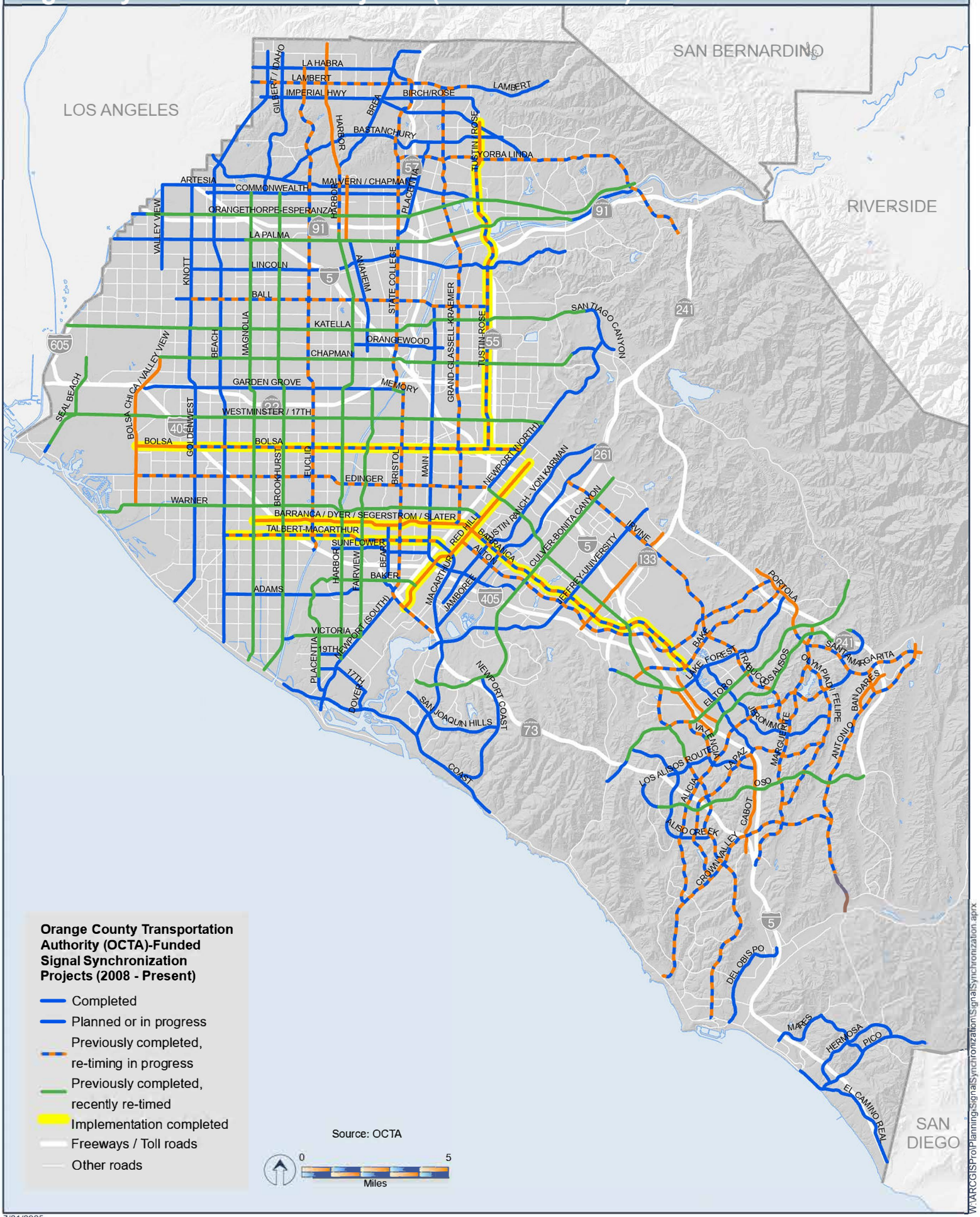
Approved by:



Rose Casey
Executive Director, Planning
(714) 560-5729

Orange County Transportation Authority-Funded Signal Synchronization Projects (2008 - Present)

ATTACHMENT A



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7/21/2025

Summary of Results for Completed Regional Traffic Signal Synchronization Projects

ATTACHMENT B

	Corridor Name	Timing Completed	Lead Agency	Length (Miles)	Signals	M1 / M2 Grant Board Allocation	Estimated Project Life Gas Savings (Dollars)^	Estimated Project Life Greenhouse Gas Savings (lbs.)	Travel Time Improvement	Average Speed Improvement	Stops Improvement
1	Euclid Street	2008	OCTA	15	62	$ 480,083	$ 3,091,631	16,188,276	20%	24%	43%
2	Pacific Park Drive/Oso Parkway	2009	OCTA	9	34	$ 248,272	$ 3,647,370	19,098,249	22%	29%	50%
3	Alicia Parkway[1]	2010	OCTA	11	41	$ 939,144	$ 806,001	4,220,358	13%	12%	40%
4	Beach Boulevard[1]	2010	OCTA	21	70	$ 1,299,554	$ 10,469,722	54,821,202	14%	21%	28%
5	Chapman Avenue (South)[1]	2010	OCTA	14	52	$ 798,161	$ 3,244,679	16,989,696	16%	18%	46%
6	Edinger Avenue/Irvine Center Drive/Moulton Parkway[1]	2011	OCTA	22	109	$ 846,217	$ 4,609,706	24,137,220	11%	14%	34%
7	Harbor Boulevard[1]	2011	OCTA	16	107	$ 831,855	$ 3,226,111	16,892,430	11%	12%	23%
8	Orangethorpe Avenue[1]	2011	OCTA	17	47	$ 697,585	$ 2,659,036	13,923,183	17%	20%	42%
9	State College Boulevard/Bristol Street[1]	2011	OCTA	17	97	$ 633,160	$ 4,089,735	21,414,531	15%	18%	28%
10	Westminster Avenue[1]	2011	OCTA	13	48	$ 308,847	$ 4,233,390	22,166,736	14%	17%	35%
11	Brookhurst Street[1]	2012	OCTA	16	56	$ 631,764	$ 7,850,213	41,105,031	19%	18%	31%
12	El Toro Road[1]	2012	OCTA	11	40	$ 478,916	$ 3,302,828	17,294,160	19%	24%	32%
13	Katella Avenue[1]	2012	OCTA	17	69	$ 673,845	$ 4,435,716	23,226,165	14%	14%	36%
14	La Palma Avenue[1]	2012	OCTA	18	61	$ 803,999	$ 6,281,546	32,391,229	18%	22%	27%
15	Bastanchury Road	2013	Fullerton	8	27	$ 539,936	$ 1,053,007	5,513,723	13%	15%	49%
16	Euclid Street*	2013	Fullerton	17	66	$ 1,000,000	$ 4,316,031	22,599,458	15%	17%	39%
17	Lambert Avenue	2013	La Habra	10	26	$ 520,000	$ 4,578,312	23,972,807	14%	16%	41%
18	Tustin Avenue/Rose Drive	2013	OCTA	10	43	$ 683,200	$ 2,309,842	12,094,717	15%	17%	37%
19	Yorba Linda Boulevard[1]	2013	OCTA	12	46	$ 521,837	$ 1,813,693	9,496,799	12%	10%	21%
20	Lincoln Avenue	2014	Anaheim	13	53	$ 777,910	$ 1,564,300	8,190,935	9%	15%	25%
21	Valley View Street	2014	Buena Park	3	20	$ 280,000	$ 3,056,089	16,002,194	28%	24%	37%
22	17th Street	2014	Costa Mesa	3	9	$ 220,000	$ 123,098	644,563	7%	3%	0%
23	Baker Street/Placentia Avenue	2014	Costa Mesa	8	27	$ 519,960	$ 540,228	2,828,724	14%	16%	34%
24	Fairview Road/Street	2014	Costa Mesa	8	31	$ 620,001	$ 1,735,472	9,087,220	11%	12%	24%
25	Victoria Street	2014	Costa Mesa	3	11	$ 200,000	$ 124,820	653,581	22%	15%	25%
26	Brea Boulevard	2014	Fullerton	4	16	$ 320,000	$ 813,531	4,259,783	12%	13%	43%
27	Commonwealth Avenue	2014	Fullerton	8	30	$ 600,000	$ 803,023	4,204,761	11%	12%	36%
28	Lemon Street/Anaheim Boulevard	2014	Fullerton	2	13	$ 280,000	$ 531,872	2,784,969	16%	21%	40%
29	Placentia Avenue	2014	Fullerton	4	15	$ 380,000	$ 570,921	2,989,436	18%	22%	48%
30	Culver Drive	2014	Irvine	11	39	$ 779,856	$ 3,625,648	18,984,498	12%	12%	19%
31	Jamboree Road	2014	Irvine	9	27	$ 230,608	$ 3,173,217	16,615,495	9%	9%	19%
32	Jeffrey Road	2014	Irvine	9	40	$ 410,032	$ 1,910,910	10,005,845	9%	10%	26%
33	La Habra Boulevard/Central Avenue/State College Boulevard	2014	La Habra	6	23	$ 460,000	$ 1,550,184	8,117,025	10%	11%	27%
34	Paseo de Valencia	2014	Laguna Hills	3	12	$ 190,742	$ 169,859	889,411	8%	5%	34%
35	Ball Road	2014	OCTA	11	38	$ 733,416	$ 1,532,115	8,022,411	5%	7%	13%
36	Crown Valley Parkway	2014	OCTA	9	30	$ 367,200	$ 556,861	2,915,820	4%	3%	20%
37	Edinger Avenue*	2014	OCTA	12	38	$ 753,800	$ 1,264,832	6,622,870	2%	5%	25%
38	First Street/Bolsa Avenue	2014	OCTA	12	49	$ 980,000	$ 3,506,276	18,359,448	11%	12%	26%
39	Lake Forest Drive	2014	OCTA	2	10	$ 119,679	$ 685,904	3,591,510	19%	23%	33%
40	Los Alisos Boulevard	2014	OCTA	7	21	$ 332,617	$ 27,876	145,962	5%	3%	16%
41	MacArthur Boulevard/Talbert Avenue	2014	OCTA	7	24	$ 392,256	$ 524,129	2,744,427	7%	8%	13%
42	Magnolia Street	2014	OCTA	16	54	$ 399,943	$ 2,208,937	11,566,362	10%	12%	26%
43	Marguerite Parkway	2014	OCTA	9	31	$ 323,056	$ 609,084	3,189,264	11%	12%	21%
44	Pacific Park Drive/Oso Parkway*	2014	OCTA	8	32	$ 490,222	$ 1,912,481	10,014,071	16%	19%	29%
45	Warner Avenue	2014	OCTA	13	43	$ 621,848	$ 1,797,186	9,410,366	8%	6%	15%
46	Avenida Pico	2014	San Clemente	4	21	$ 416,453	$ 705,991	3,696,687	9%	10%	21%
47	El Camino Real	2014	San Clemente	4	19	$ 359,998	$ 1,482,733	7,763,838	9%	10%	25%
48	Del Obispo Street	2014	San Juan Capistrano	4	16	$ 138,800	$ 992,762	5,198,269	13%	10%	11%
49	Knott Avenue	2015	Buena Park	7	28	$ 448,000	$ 1,918,098	10,043,483	23%	26%	37%
50	Newport Coast Drive	2015	Newport Beach	5	15	$ 260,000	$ 651,984	3,413,896	10%	0%	6%

Summary of Results for Completed Regional Traffic Signal Synchronization Projects

	Corridor Name	Timing Completed	Lead Agency	Length (Miles)	Signals	M1 / M2 Grant Board Allocation	Estimated Project Life Gas Savings (Dollars)^	Estimated Project Life Greenhouse Gas Savings (lbs.)	Travel Time Improvement	Average Speed Improvement	Stops Improvement
51	San Joaquin Hills Road	2015	Newport Beach	4	11	$ 220,000	$ 584,913	3,062,701	11%	12%	32%
52	Jeronimo Road[1]	2015	OCTA	6	16	$ 267,360	$ 1,508,063	7,896,471	12%	3%	35%
53	Santa Margarita Parkway	2015	OCTA	5	20	$ 311,912	$ 1,705,334	8,929,416	15%	18%	41%
54	Trabuco Road[1]	2015	OCTA	5	16	$ 266,971	$ 1,294,844	6,780,018	15%	18%	32%
55	Avenida Vista Hermosa	2015	San Clemente	3	17	$ 305,856	$ 252,899	1,324,219	17%	19%	54%
56	Camino De Los Mares	2015	San Clemente	2	13	$ 248,208	$ 1,806,683	3,153,365	27%	37%	57%
57	Artesia Boulevard	2016	Buena Park	2	11	$ 422,142	$ 795,156	4,163,572	20%	16%	38%
58	Alton Parkway	2016	Irvine	14	48	$ 1,209,396	$ 3,082,089	16,138,332	12%	14%	39%
59	Barranca Parkway	2016	Irvine	13	44	$ 2,106,434	$ 2,734,900	14,320,395	10%	11%	26%
60	Adams Avenue[1]	2016	OCTA	5	17	$ 1,042,374	$ 2,065,973	10,817,781	7%	14%	27%
61	Antonio Parkway[1]	2016	OCTA	10	27	$ 1,156,920	$ 2,274,125	11,907,699	16%	19%	23%
62	Bake Parkway	2016	OCTA	6	19	$ 532,603	$ 1,434,344	7,510,464	12%	12%	28%
63	La Paz Road	2016	OCTA	8	23	$ 328,192	$ 1,951,861	10,220,270	14%	16%	21%
64	Newport Avenue/Boulevard (North)[1]	2016	OCTA	7	24	$ 946,045	$ 581,731	3,046,041	12%	15%	36%
65	Newport Boulevard (South)	2016	OCTA	7	33	$ 1,304,596	$ 944,446	4,945,276	5%	7%	17%
66	State College Boulevard*[1]	2016	OCTA	5	35	$ 1,041,579	$ 1,484,920	7,775,289	10%	11%	16%
67	Seal Beach Boulevard/Los Alamitos Boulevard	2016	Seal Beach	3	13	$ 586,720	$ 1,016,379	5,321,931	10%	11%	31%
68	Anaheim Boulevard	2017	Anaheim	4	18	$ 787,940	$ (95,430)	(499,686)	-1%	0%	9%
69	Harbor Boulevard*	2017	Anaheim	4	22	$ 731,867	$ 1,414,593	7,407,047	8%	9%	15%
70	Birch Street/Rose Drive	2017	Brea	4	14	$ 664,230	$ 629,603	3,296,709	23%	30%	37%
71	Bristol Street*	2017	OCTA	8	45	$ 1,884,620	$ 1,649,926	8,639,290	7%	8%	13%
72	Goldenwest Street	2017	OCTA	8	32	$ 380,800	$ 374,406	1,960,454	11%	7%	23%
73	Harbor Boulevard*	2017	Santa Ana	10	46	$ 1,852,080	$ 4,320,825	22,624,563	10%	10%	15%
74	Sunflower Avenue	2018	Costa Mesa	3	14	$ 617,960	$ 631,288	3,305,529	15%	32%	38%
75	Imperial Highway/SR-90	2018	La Habra	10	46	$ 2,760,001	$ 6,317,107	33,077,428	14%	17%	22%
76	El Toro Road*	2018	Laguna Woods	3	15	$ 478,000	$ 1,116,724	5,847,356	17%	20%	33%
77	Moulton Parkway*	2018	Laguna Woods	11	37	$ 610,440	$ 939,620	4,920,008	12%	2%	41%
78	Marguerite Parkway*	2018	Mission Viejo	9	30	$ 759,232	$ 1,663,372	8,709,695	8%	9%	18%
79	Olympiad Road-Felipe Road	2018	Mission Viejo	6	18	$ 515,656	$ 197,900	1,036,240	3%	3%	6%
80	Chapman Avenue*	2018	OCTA	14	55	$ 2,344,044	$ 2,322,428	12,160,622	8%	9%	0%
81	Kraemer Boulevard/Glassell Street/Grand Avenue	2018	OCTA	15	61	$ 2,433,520	$ 1,722,240	441,600	12%	7%	8%
82	Orangewood Avenue	2019	Anaheim	3	15	$ 683,328	$ 1,140,726	5,973,032	17%	22%	46%
83	Malvern Avenue/Chapman Avenue	2019	Fullerton	9	40	$ 2,202,304	$ 920,450	18,796,563	15%	17%	39%
84	Irvine Boulevard	2019	Irvine	7	29	$ 378,166	$ 2,757,359	14,437,996	17%	21%	37%
85	Irvine Center Drive/Edinger Avenue*	2019	Irvine	9	39	$ 1,824,000	$ 3,402,931	17,818,317	16%	19%	31%
86	Von Karman Avenue/Tustin Ranch Road	2019	Irvine	8	30	$ 1,439,980	$ 2,231,534	11,684,688	13%	14%	27%
87	Alicia Parkway*	2019	OCTA	11	40	$ 1,847,200	$ 3,550,240	18,589,652	12%	13%	31%
88	Coast Highway	2019	OCTA	9	27	$ 1,799,210	$ 1,907,001	9,985,376	5%	5%	8%
89	El Toro Road*	2019	OCTA	7	25	$ 1,112,447	$ 4,079,112	21,358,911	20%	25%	42%
90	Westminster Avenue/17th Street*	2019	OCTA	16	63	$ 2,820,102	$ 141,754	742,246	5%	5%	16%
91	Camino Vera Cruz	2019	San Clemente	1	5	$ 192,686	$ 145,831	763,596	9%	8%	35%
92	La Palma Avenue*[2]	2020	Anaheim	11	39	$ 2,518,146	$ 6,957,096	36,428,521	7%	6%	16%
93	Fairview Road*[2]	2020	Costa Mesa	9	34	$ 1,695,150	$ 8,987,055	47,057,724	27%	30%	45%
94	Brookhurst Street*[2]	2020	OCTA	17	59	$ 2,895,884	$ 12,421,778	65,042,507	19%	25%	35%
95	Los Alisos Boulevard Route*[1]	2020	OCTA	11	40	$ 1,777,782	$ 550,476	2,882,383	2%	2%	19%
96	Magnolia Street*	2020	OCTA	16	50	$ 2,711,694	$ 276,528	1,447,948	2%	0%	3%
97	Bear Street	2021	Costa Mesa	2	14	$ 494,752	$ 148,122	3,024,813	10%	11%	25%
98	Gilbert Street/Idaho Street[2]	2021	Fullerton	5	19	$ 917,280	$ 243,515	1,275,085	3%	2%	8%
99	Garden Grove Boulevard[1]	2021	OCTA	9	34	$ 2,116,670	$ 3,086,850	16,163,261	14%	16%	30%
100	Main Street[1]	2021	OCTA	12	67	$ 3,058,176	$ 3,120,385	16,338,858	14%	15%	28%

Summary of Results for Completed Regional Traffic Signal Synchronization Projects

	Corridor Name	Timing Completed	Lead Agency	Length (Miles)	Signals	M1 / M2 Grant Board Allocation	Estimated Project Life Gas Savings (Dollars)^	Estimated Project Life Greenhouse Gas Savings (lbs.)	Travel Time Improvement	Average Speed Improvement	Stops Improvement
101	Aliso Creek Road	2022	OCTA	5	23	$ 1,143,978	$ 1,581,765	8,282,388	14%	15%	25%
102	Katella Avenue*[1]	2022	OCTA	20	73	$ 3,924,488	$ 4,645,486	24,324,540	9%	10%	24%
103	Lake Forest Drive*	2022	OCTA	7	27	$ 1,441,643	$ 1,554,381	8,139,001	13%	15%	29%
104	Baker Street-Placentia Avenue/Victoria Street/19th Street Grid*	2023	Costa Mesa	10	41	$ 1,772,956	$ 1,597,837	8,366,544	10%	8%	24%
105	Orangethorpe Avenue*	2023	Fullerton	17	57	$ 3,577,668	$ 4,555,090	23,851,212	13%	15%	26%
106	Culver Drive/Bonita Canyon/Ford Road*	2023	Irvine	9	39	$ 1,139,728	$ 3,152,424	16,506,620	9%	11%	28%
107	MacArthur Boulevard	2023	Irvine	7	22	$ 1,258,440	$ 2,995,279	15,683,782	14%	17%	36%
108	Seal Beach Boulevard (ATC Upgrades)*	2023	Seal Beach	5	20	$ 546,750	$ 4,146,847	21,713,587	27%	39%	53%
109	Warner Avenue*[1]	2024	OCTA	14	42	$ 4,910,425	$ 3,178,409	16,642,680	10%	12%	24%
Summary of All Projects				**979**	**3789**	**$ 107,661,503**	**$ 248,888,513**	**1,304,065,020**	**13%**	**14%**	**28%**

** Project is a revisit and retiming of a previously funded corridor.*

[1] Project Board allocation includes external funding.

[2] After study runs for these corridors were collected after the breakout of the coronavirus pandemic and results could be negatively impacted.

^ $3.90 per gal gasoline price used to estimate savings.

Note: Improvements are averaged across both directions over the full corridor.

ATC - Advanced Transportation Center

Board - Board of Directors

gal - gallons

lbs - pounds

M1 - Measure M1

M2 - Measure M2

OCTA - Orange County Transportation Authority

SR-90 - State Route 90

Green highlight - Newly reported and completed project

Regional Traffic Signal Synchronization Program Update

Program Overview

Program

- M2: Regional Traffic Signal Synchronization Program (Project P)
- OCTA has used M2 Project P funds to leverage external funding to enhance regional signal synchronization efforts through SB 1 (Chapter 5, Statutes of 2017), LPP, and SCCP grants

Goal

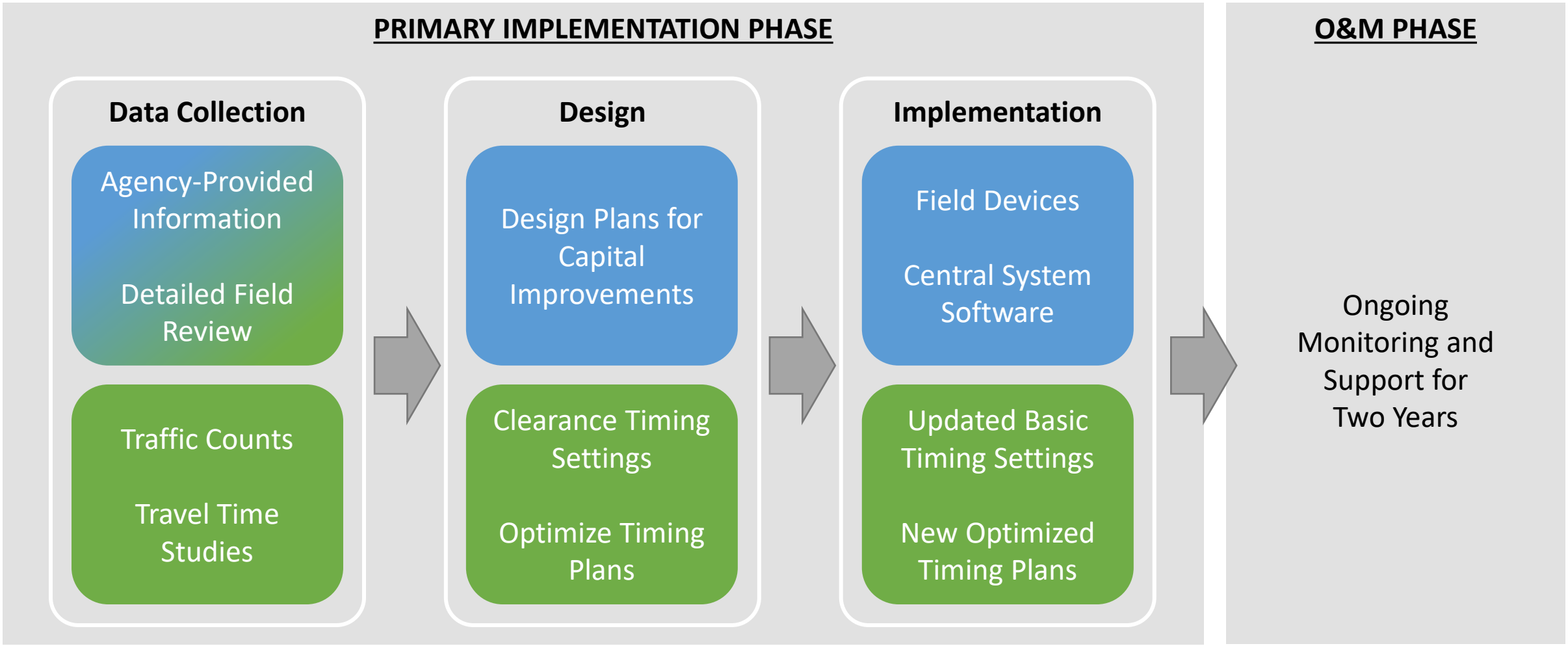
- Improve the flow of traffic by developing and implementing regional signal coordination across jurisdictional boundaries

Approach

- Target over 2,000 signalized intersections across the County
- Offer annual competitive funding for projects nominated by local cities and the County
- Cover 80 percent of project costs through Project P to deliver awarded projects

County – Orange County
LPP – Local Partnership Program
M2 – Renewed Measure M2
OCTA – Orange County Transportation Authority
SCCP – Solutions for Congested Corridors Program

Typical Process



O&M – Operations and Maintenance

Recently Completed Projects

Implementation Completed Pending Reporting:

	Lead Agency	Project Limits	Number of Agencies	Length (miles)	Signalized Intersections
Red Hill Avenue	OCTA	Bryan Avenue to Bristol Street	3	6.65	28
Barranca Parkway*	City of Irvine	Magnolia Street to Bake Parkway	3	17.00	66
Tustin Avenue / Rose Drive*	City of Orange	First Street to Wabash Avenue	6	11.40	55
First Street / Bolsa Avenue*	OCTA	Bolsa Chica Street to Newport Avenue	5	13.10	60
MacArthur Boulevard / Talbert Avenue*	OCTA	Walmart Shopping Center to MacArthur Place	3	8.20	26

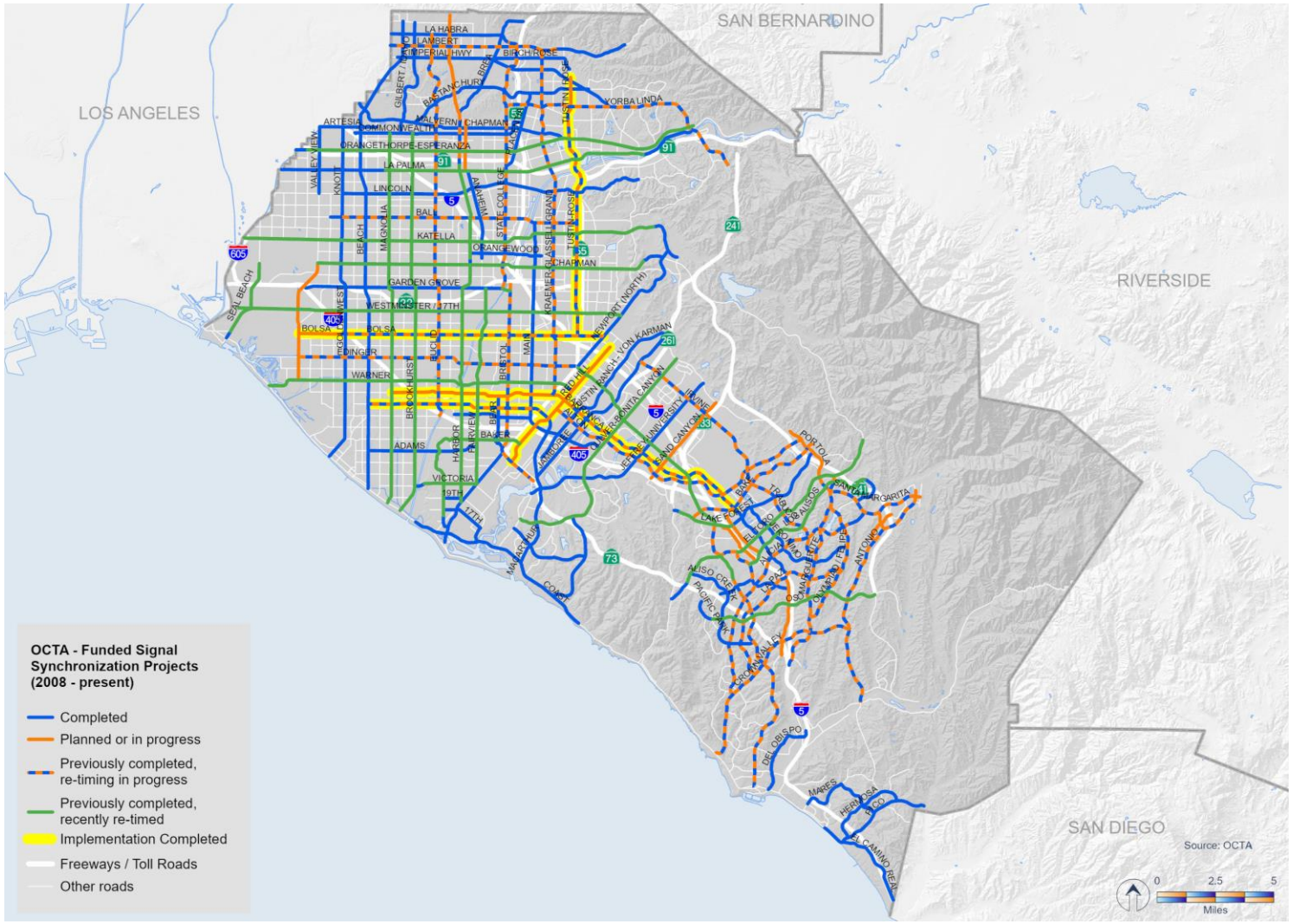
* Denotes a corridor that has been revisited

Implementation and Improvements Reported:

	Orangethorpe Avenue*	Lake Forest Drive*
Lead Agency	City of Fullerton	OCTA
Project Limits	Walker Street to New River Road	Portola Parkway to Romano/Hidden Canyon
Number of Agencies	7	3
Length (miles)	17.28	7.45
Signalized Intersections	57	27
Travel Time Improvement	13%	13%
Average Speed Improvement	15%	15%
Stops Improvement	26%	29%
GHG Savings (lbs.)	23,851,212	8,139,001

GHG – Greenhouse Gas
lbs. – pounds

Status of Synchronization Projects



Funded Signal Synchronization Projects (2008 – present)

109 COMPLETED

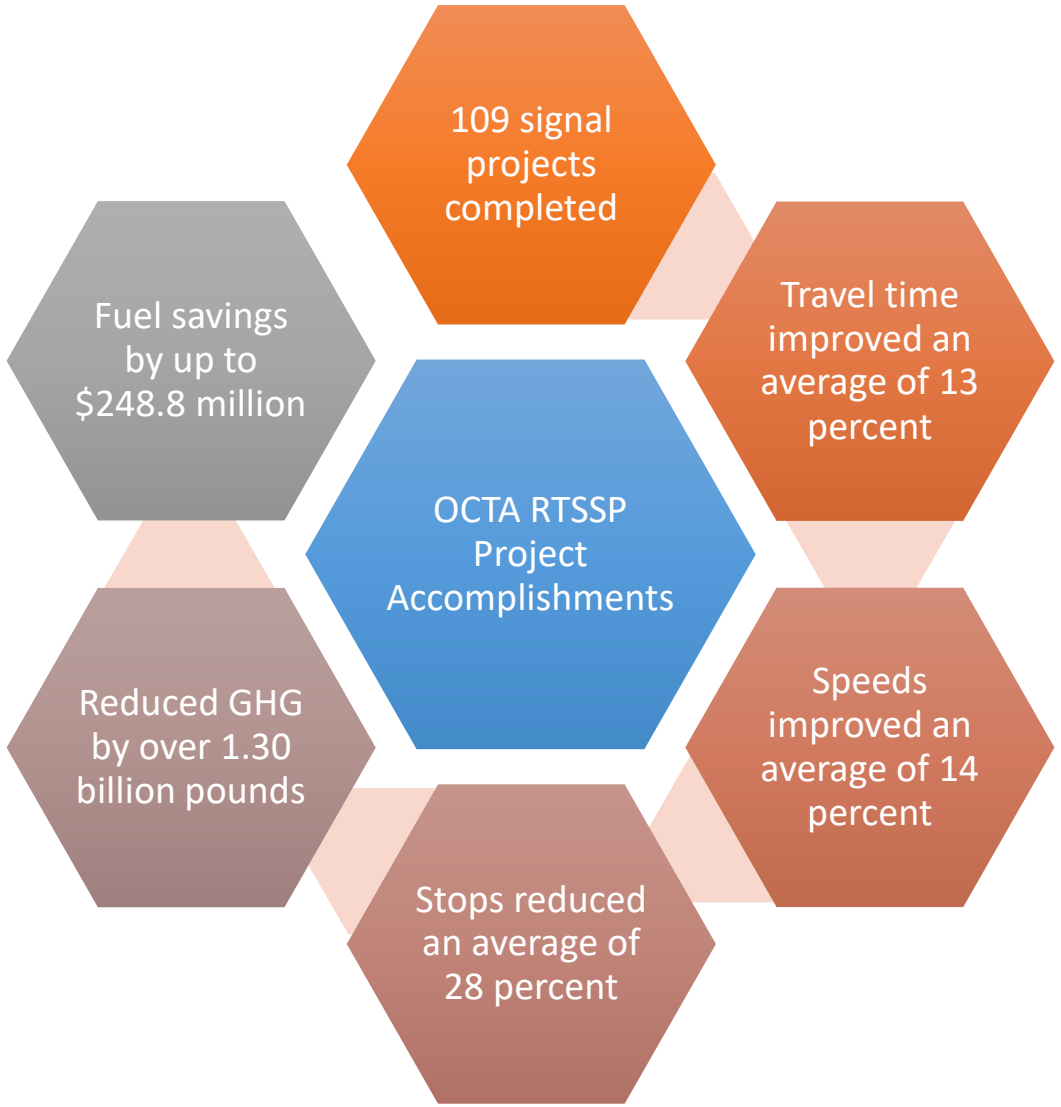
- 82 Completed
- 27 Previously completed, recently re-timed

30 UNDERWAY*

- Six In progress or planned
- 24 Previously completed, re-timing in progress

*Five of the 30 projects underway have completed timing implementation (highlighted in yellow) awaiting reporting

Results for All Completed Projects



109 Projects Completed*

93 M2-funded projects | 16 additional projects

$107.6 Million Allocated for Improvements

$85.0 million M2 | $22.6 million external

979 Miles Synchronized

687 unique miles | 292 revisited miles

3,789 Signalized Intersections Optimized

2,447 unique intersections | 1,342 revisited intersections

* 27 projects involve a revisit of a previously completed corridor due to changing travel patterns

RTSSP – Regional Traffic Signal Synchronization Program

Countywide Signal Synchronization Baseline

Project Goals

- Retime approximately 2,500 signalized intersections across Orange County
- Evaluate corridor synchronization as a connected network to improve crossing coordination
- Establish a new baseline to measure and track signal synchronization performance
- Monitor corridor and network performance continuously using crowdsourced data
- Make seasonal adjustments to keep the signal network responsive and efficient

Project Status

Retime

- Completed: Counts and field inventory
- Ongoing: Modeling existing conditions in preparation for the optimization and implementation in 2026

Performance Measures

- Completed: Data platform for stakeholders to view corridor and network performance
- Ongoing: Evaluating corridor performance metrics available through crowdsourced data

Continue Testing

- Will commence following the completion of all timing adjustments/implementation

Next Steps

- Continue to work with local agencies to identify corridors that are eligible for funding and would benefit from signal program funding as part of the annual call for projects.

- Implementation of a countywide signal synchronization baseline is currently underway. This project aims to begin the deployment of optimized timing plans in 2026 and will set the stage for the next phase of the signal program.

COMMITTEE TRANSMITTAL

September 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Proposed Amendment to the Orange County Local Transportation Authority Measure M2 Ordinance No. 3

Executive Committee Meeting of August 4, 2025

Present: Chair Chaffee, Vice Chair Federico, Directors Hennessey, Jung, Klopfenstein, Tam Nguyen, and Wagner
Absent: None

Committee Vote

This item failed due to lack of a second.

Staff Recommendation(s)

A. Provide direction to staff to initiate the process to amend the Orange County Local Transportation Authority Measure M2 Ordinance No. 3 to provide the Board of Directors with flexibility in determining a lesser penalty when a local jurisdiction uses Measure M2 net revenues for purposes other than those authorized by the M2 Ordinance No. 3.

B. Provide direction to staff to make the necessary changes to the Transportation Investment Plan provided in Attachment A to reflect the changes made to the Measure M2 Ordinance No. 3.

C. Direct staff to set a date of October 27, 2025, for a public hearing and Board of Directors' action to consider adoption of the amendment to the Orange County Local Transportation Authority Measure M2 Ordinance No. 3 as it relates to the safeguard of use of revenues requirement.

OCTA

August 4, 2025

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Proposed Amendment to the Orange County Local Transportation Authority Measure M2 Ordinance No. 3

Overview

The voter-approved Measure M2 Ordinance No. 3 requires that all net revenues be allocated solely for transportation purposes described in the ordinance. A safeguard for the use of the Measure M2 net revenues indicates that any jurisdiction which uses net revenues in any amount and for any reason for a purpose other than those authorized by the ordinance must fully reimburse the Orange County Transportation Authority for any misspent funds and that jurisdiction shall be deemed ineligible to receive net revenues for a period of five years. The Board of Directors requested that staff develop options for potentially amending Ordinance No. 3 that include less severe remedies than what are currently required where Measure M2 net revenues are used for purposes other than those authorized by the ordinance.

Recommendations

A. Provide direction to staff to initiate the process to amend the Orange County Local Transportation Authority Measure M2 Ordinance No. 3 to provide the Board of Directors with flexibility in determining a lesser penalty when a local jurisdiction uses Measure M2 net revenues for purposes other than those authorized by the M2 Ordinance No. 3.

B. Provide direction to staff to make the necessary changes to the Transportation Investment Plan provided in Attachment A to reflect the changes made to the Measure M2 Ordinance No. 3.

C. Direct staff to set a date of October 27, 2025, for a public hearing and Board of Directors' action to consider adoption of the amendment to the Orange County Local Transportation Authority Measure M2 Ordinance No. 3 as it relates to the safeguard of use of revenues requirement.

Background

In July 2006, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the Measure M2 (M2) Ordinance No. 3 (Ordinance), including the M2 Transportation Investment Plan (Plan), to place the Plan on the November 2006 ballot. In November 2006, Orange County voters approved the Plan, a one-half cent sales tax for transportation improvements. OCTA is committed to fulfilling the promises made to voters. This means delivering all projects and programs included in the Plan and complying with specific requirements and safeguards identified in the Ordinance to ensure accountability and transparency.

One of the primary promises made to voters when Measure M (M1) and M2 were passed was that all funds would be used for transportation purposes only. While the public was generally supportive of using tax dollars for the transportation improvements outlined in the M2 program of projects, they were also concerned that funds might be used for non-transportation purposes not authorized by the Ordinance. To provide assurances to the voters, page 4 and page 28 of the voter pamphlet (Attachment A in the Ordinance) in Attachment A explicitly states that:

> "When new transportation dollars are approved, they should go for transportation and transportation purposes alone. No bait-and-switch. No using transportation dollars for other purposes. The original Measure M went solely for transportation purposes. The Renewed Measure M must be just as airtight."

Several safeguards were included in the Ordinance to demonstrate to the voters that M2 funds would only be used for purposes authorized by the Ordinance. Chief among those voter safeguards was the inclusion of a severe penalty defined in Section 10.4 of the Ordinance, which requires any jurisdiction be found ineligible to receive M2 dollars for a period of five years if they use M2 dollars for non-transportation purposes and the jurisdiction must pay back the misspent funds. Only the OCTA Board can find local jurisdictions to be ineligible to receive M2 funds. If the Board finds that a local jurisdiction used M2 funds for purposes not authorized by the Ordinance, the Board must impose a five-year penalty based on the Ordinance as written. In June 2024, the Board imposed this five-year penalty on the City of Buena Park (Buena Park); in June 2025, the Board imposed the same penalty on the City of Huntington Beach (Huntington Beach) as described below.

The Ordinance requires local jurisdictions to annually submit an expenditure report that details all M2 net revenues, interest earned, expenditures of M2, and expenditures of earned interest. Local jurisdictions' expenditure reports are signed by their respective Finance Directors, adopted by the City Council/ Board of Supervisors, and submitted to OCTA within six months of the local jurisdiction's fiscal year (FY) end.

The Taxpayer Oversight Committee (TOC) is an independent committee which is prescribed in the Ordinance and was originally formed after the passage of M1 in 1990. The committee upholds the integrity of M2 by monitoring the use of M2 funds and ensuring that all revenue collected from M2 is spent on voter-approved transportation projects within the Plan. Annually, the Audit Subcommittee (Subcommittee) of the TOC selects specific local jurisdictions for application of agreed-upon procedures (AUP) by OCTA's independent auditing firm. The AUP includes testing of expenditures for compliance with program requirements, review of indirect costs for adequate support and reasonableness, testing to ensure allocation of interest, and testing of the annual expenditure reports for accuracy. The independent auditing firm's report helps determine local jurisdictions' compliance with Ordinance provisions.

For FY 2023-24, one of the local jurisdictions selected by the Subcommittee for review of the M2 Local Fair Share (LFS) program funding was Huntington Beach. Crowe, LLP (Crowe), OCTA's independent auditing firm, performed the AUP for Huntington Beach with the results of the effort presented to the Board on April 28, 2025. Crowe identified one notable finding: Huntington Beach reported LFS expenditures of $29,249 that were spent for purposes not authorized by the Ordinance. Huntington Beach acknowledged the finding and indicated that it was a timesheet coding error for an employee who worked in the water division. To uphold the M2 promises to voters, the Board acted in accordance with the Ordinance and determined on May 12, 2025, that Huntington Beach was ineligible for a period of five years and required pay back of the funds used for non-transportation purposes.

While the Ordinance requires that any local jurisdiction that uses M2 funds for non-transportation-related expenses be found ineligible for a period of five years, the Ordinance does not differentiate based on the context of the ineligible expenses. However, the Board does have some discretion in determining the penalty. In the cases of Buena Park and Huntington Beach, the Board considered the nature and severity of the violations when deciding whether to escrow future funds and for how long, ultimately deciding to escrow the withheld M2 funds for the full five-year period for both cities.

Discussion

The Ordinance includes specific language to address safeguards related to the unauthorized use of M2 net revenues. Section 10.4 on page six of the Ordinance states:

> "No Net Revenues shall be used by a jurisdiction for other than transportation purposes authorized by the Ordinance. Any jurisdiction which violates this provision must fully reimburse the Authority for the Net Revenues misspent and shall be deemed ineligible to receive Net Revenues for a period of five (5) years."

There is additional language included in the Plan which is provided as Attachment A in the Ordinance.

On page 20 of Attachment A in the Ordinance, it states:

> "Agree to use Measure M funds for transportation purposes only, subject to full repayment and a loss of funding eligibility for five years for any misuse."

On page 28 of Attachment A in the Ordinance, it states:

> "An independent, outside audit of this fund will protect against cheaters who try to use the transportation funds for purposes other than specified transportation uses. A severe punishment will disqualify any agency that cheats from receiving Measure M funds for a five-year period."

Lastly, on page 29 of Attachment A in the Ordinance, it states:

> "Funds must be used only for transportation purposes described in the Plan. The penalty for misspending is full repayment and loss of funding eligibility for a period of five years."

The finding of Huntington Beach as ineligible for five years due to a timesheet coding error prompted the Board to request that staff return with a potential amendment to the Ordinance that would allow the Board flexibility to apply a lesser penalty.

The Ordinance allows for amendments for unforeseen circumstances, which is noted and further discussed in Section 12 of the Ordinance. A specific process for amendments was established by the Board when M1 was passed and has been followed into the M2 period. Amendments to the Ordinance, such as this,

require a two-thirds vote from the Board, as well as a public hearing and notification process.

As the Local Transportation Sales Tax Authority responsible for administering M2, OCTA is committed to upholding the intent of the Ordinance and is entrusted to ensure that amendments only occur when absolutely necessary, keeping the promises to the voters at the forefront. M2 amendments are rare, with only four Ordinance amendments and two Plan amendments since the start of M2 in 2011. Ordinance amendments are corrective in nature, while Plan amendments address funding adjustments between projects and programs within the same mode. The change required for this requested action is an Ordinance amendment. Attachment B provides information on the amendment process, the language on amendments from the Ordinance, and a history of the prior amendments.

Proposed Amendments to the Ordinance

In order to achieve additional flexibility in determining the penalty for using M2 funds in a way that is not consistent with the Ordinance with consideration for specific circumstances, Section 10.4 on page six of the Ordinance could be changed to the following:

> "No Net Revenues shall be used by a jurisdiction for other than transportation purposes authorized by the Ordinance. Any jurisdiction which violates this provision must fully reimburse the Authority for the Net Revenues used by the jurisdiction for purposes not authorized by the Ordinance and shall be deemed ineligible to receive Net Revenues for a period of between one (1) to five (5) years after considering the totality of the facts presented to the Board of Directors."

Similarly, language on page 20 of Attachment A in the Ordinance could be amended to read:

> "Agree to use Measure M funds for transportation purposes only, subject to full repayment and a loss of funding eligibility for between one to five years for any use of Measure M funds for purposes not authorized by the Ordinance, based on the totality of the facts."

Additional language on page 28 of Attachment A in the Ordinance could be amended to read:

> "An independent, outside audit of this fund will protect against jurisdictions that use the transportation funds for purposes other than specified transportation uses. A severe punishment will disqualify any jurisdiction that does so from receiving Measure M funds for a period of between one and five years."

Lastly, the language on page 29 of Attachment A in the Ordinance could be amended to read:

> "Funds must be used only for transportation purposes described in the Plan. The penalty for use of Measure M funds for purposes not authorized by the Ordinance is full repayment and loss of funding eligibility for a period of between one to five years, based on the totality of the facts."

A summary of the Ordinance excerpts and requested changes is included as Attachment C. The process and potential timing for amending the Ordinance is shown below:

Actions	Date
Board requested staff to return with M2 amendment	May 12, 2025
OCTA Executive Committee considers M2 amendment	August 4, 2025
Board considers amendment and sets a public hearing date for October 27, 2025	August 25, 2025
Proposed amendment sent to local jurisdictions for public review prior to public hearing	August 26, 2025
TOC will be provided with an update on M2 amendment	September 9, 2025
Issue public hearing notice (at least 30 days prior to public hearing)	September 26, 2025
Public hearing on M2 amendment and roll call vote by the Board (requires two-thirds vote)	October 27, 2025
Adopted M2 amendment transmitted to local jurisdictions	October 28, 2025
Amendment effective 45 days following adoption	December 11, 2025

OCTA is committed to delivering the M2 promises made to voters and takes this responsibility very seriously. This includes strictly adhering to the safeguards in the Ordinance, which ensures transparency and accountability of taxpayer dollars. This is evidenced by the annual independent TOC finding that OCTA

has administered M2 funds in accordance with the Ordinance for 34 consecutive years. Although the Ordinance requires that any local jurisdiction that misspends M2 funds be found ineligible for a period of five years, the Board has some flexibility in administering penalties by allowing jurisdictions to escrow funds for the period of ineligibility. This change would provide the Board with additional flexibility in assigning a lesser penalty for instances where agencies have used M2 funds for purposes other than those allowed by the Ordinance.

Summary

The Ordinance currently requires a fixed penalty for local agencies who use funds for unauthorized purposes. At the Board's request, revised language for the Ordinance to provide flexibility to impose a lesser penalty is being presented for Board consideration and approval to begin the process to amend the Ordinance.

Attachments

A. Measure M2 Transportation Investment Plan Excerpts
B. Procedures to Amend the Renewed Measure M Transportation Investment Plan and Ordinance No. 3, Language Excerpt and Amendment History
C. Measure M2 Ordinance No. 3 Proposed Amendment Excerpts

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Public Transit
As Orange County continues to grow, building a visionary rail transportation system that is safe, clean and convenient, uses and preserves existing rights-of-way, and, over time, provides high-speed connections both inside and outside of Orange County, is a long term goal. Twenty-five percent of the net revenue from Renewed Measure M, or $2.83 billion, will be dedicated to transit programs countywide. About twenty percent, or $2.24 billion, will be dedicated to creating a new countywide high capacity transit system anchored on the existing, successful Metrolink and Amtrak rail line, and about five percent, or $591 million, will be used to enhance senior transportation programs and provide targeted, safe localized bus service.

Environmental Cleanup
Every day, more than 70 million gallons of oily pollution, litter, and dirty contaminants wash off streets, roads, and freeways and pour onto Orange County waterways and beaches. When it rains, the transportation-generated beach and ocean pollution increases tenfold. Under the plan, two percent of the gross Renewed Measure M Transportation Investment Plan, or $237 million, will be dedicated to protecting Orange County beaches from this transportation-generated pollution (sometimes called "urban runoff") while improving ocean water quality.

Taxpayer Safeguards and Audits
When new transportation dollars are approved, they should go for transportation and transportation purposes alone. No bait-and-switch. No using transportation dollars for other purposes. The original Measure M went solely for transportation purposes. The Renewed Measure M must be just as airtight. One percent of the gross Measure M program, or $118.6 million over 30 years, will pay for annual, independent audits, taxpayer safeguards, an independent Taxpayer Oversight Committee assigned to watchdog government spending, and a full, public disclosure of all Renewed Measure M expenditures. A detailed review of the program must be conducted every ten years and, if needed, major changes in the investment plan must be brought before Orange County voters for approval. Taxpayers will receive an annual report detailing the Renewed Measure M expenditures. Additionally, as required by law, an estimated one and a half percent of the sales taxes generated, or $178 million over 30 years, must be paid to the California State Board of Equalization for collecting the one-half cent sales tax that funds the Renewed Measure M Transportation Investment Plan.

In this pamphlet, every specific project, program, and safeguard included in the Renewed Measure M Transportation Investment Plan is explained. Similar details will be provided to every Orange County voter if the measure is placed on the ballot.

Taxpayer Safeguards and Audits Overview

When new transportation dollars are approved, they should go for transportation and transportation alone. No bait-and-switch. No using transportation dollars for other purposes. The original Measure M went solely for transportation. The Renewed Measure M will be just as airtight.

And there will be no hidden costs in the program.

Prior to allocation of funds for freeway, street and transit projects, one percent of gross revenues from the Renewed Measure M Transportation Investment Plans is set aside for audits, safeguards, and taxpayer protection. By state law, one and one half percent of the gross sales taxes generated by Measure M must be paid to the California State Board of Equalization for collecting the countywide one-half percent sales tax that funds the Transportation Investment Program.

Special Trust Fund
To guarantee transportation dollars are used for transportation purposes, all funds must be kept in a special trust fund. An independent, outside audit of this fund will protect against cheaters who try to use the transportation funds for purposes other than specified transportation uses. A severe punishment will disqualify any agency that cheats from receiving Measure M funds for a five-year period.

The annual audits, and annual reports detailing project progress, will be sent to Orange County taxpayers every year and will be reviewed in public session by a special Taxpayer Oversight Committee that can raise fiscal issues, ask tough questions, and must independently certify, on an annual basis, that transportation dollars have been spent strictly according to the Renewed Measure M Investment Plan.

Back to the Voters
Of course, over the next 30 years, things will change. Minor adjustments can be made by a 2/3 vote of the Taxpayer Oversight Committee and a 2/3 vote of the Orange County Local Transportation Authority Board of Directors. Major changes must be taken back to voters for authorization. And, every ten years, and more frequently if necessary, the Orange County Local Transportation Authority must conduct a thorough examination of the Renewed Measure M Investment Plan and determine if major changes should be submitted to the voters.

There are other important taxpayer safeguards, all designed to insure the integrity of the voter-authorized plans. But each is focused on one goal: guaranteeing that new transportation dollars are devoted to solving Orange County's traffic problems and that no transportation dollars are diverted to anything else.

ATTACHMENT B

PROCEDURES TO AMEND THE RENEWED MEASURE M TRANSPORTATION INVESTMENT PLAN AND ORDINANCE NO. 3 LANGUAGE EXCERPT AND AMENDMENT HISTORY

PROCEDURES

The Orange County Local Transportation Authority (OCLTA) Ordinance No. 3 and Renewed Measure M (M2) Transportation Investment Plan (Plan) approved by the OCLTA Board of Directors (Board) on July 24, 2006, includes the following procedures to amend the OCLTA M2 Ordinance and the M2 Plan approved by Orange County voters on November 6, 2007, by the OCTLA Board:

A proposed amendment which eliminates a program or project specified on page 31 of the Plan shall not be adopted unless the Board adopts a finding that the transportation purpose of the program or project to be eliminated will be satisfied by a different program or project.

A proposed amendment which changes in funding categories, programs, or projects identified within the expenditure plan, page 31 of the Plan, shall be first approved by a two-thirds vote of the Taxpayers Oversight Committee.

Proposed amendments to the Plan and Ordinance No. 3 shall be presented to the Board. The Board shall set a date no sooner than 30 days thereafter for a public hearing to consider the proposed amendment(s), and the proposed amendment(s) shall be transmitted to the County Board of Supervisors and the city council of each Orange County city not less than 30 days prior to the public hearing.

Local agencies may offer comments in writing or in person at the public hearing and such comments shall be incorporated into the public record of the hearing.

The Board shall hold a public hearing prior to the adoption of the amendment.

The amendment shall be passed by a roll call vote with at least a two-thirds majority of Board members.

The Orange County Transportation Authority shall give written notice of the amendment to the County Board of Supervisors and all city councils.

Amendment(s) to the Plan or Ordinance No. 3 shall become effective 45 days after adoption.

In addition, a proposed amendment which changes funding allocations among the four major categories of: freeway projects, streets and roads projects, transit projects, and environmental cleanup projects, as identified on page 31 of the Plan; or which changes funding allocations for Local Fair Share Program net revenues (Section IV, C, 3 of Attachment B) shall be approved by a simple majority vote of the electors before going into effect.

SECTION 12. AMENDMENTS

The Authority may amend the Ordinance, including the Plan, to provide for the use of additional federal, state, and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. The Authority shall notify the board of supervisors and the city council of each city in the county and provide them with a copy of the proposed amendments, and shall hold a public hearing on proposed amendments prior to adoption, which shall require approval by a vote of not less than two thirds of the Authority Board of Directors. Amendments shall become effective forty-five days after adoption. No amendment to the Plan which eliminates a program or project specified on Page 31 of the Plan shall be adopted unless the Authority Board of Directors adopts a finding that the transportation purpose of the program or project to be eliminated will be satisfied by a different program or project. No amendment to the Plan which changes the funding categories, programs or projects identified on page 31 of the Plan shall be adopted unless the amendment to the Plan is first approved by a vote of not less than two thirds of the Committee. In addition, any proposed change in allocations among the four major funding categories of freeway projects, street and road projects, transit projects and Environmental Cleanup projects identified on page 31 of the Plan, or any proposed change of the Net Revenues allocated pursuant to Section IV C 3 of Attachment B for the Local Fair Share Program portion of the Streets and Roads Projects funding category, shall be approved by a simple majority vote of the electors before going into effect.

Ordinance No. 3
Amendment History

Ordinance Amendments

1. November 25, 2013: Strengthens the eligibility and selection process for Taxpayers Oversight Committee (TOC) members to prevent any person with a financial conflict of interest from serving as a member. Also requires currently elected or appointed officers who are applying to serve on the TOC to complete an “Intent to Resign” form.

2. December 14, 2015 (corrected March 14, 2016): Accounts for additional funding from Project T allocated to the Fare Stabilization Program by changing Attachment B language to reflect a 1.47% delegation (rather than 1%) of Project U funding towards Fare Stabilization. Corrected amendment language was presented to the Board of Directors (Board) on March 14, 2016.

3. June 22, 2020: Temporarily changes the maintenance of effort requirements for fiscal year 2019-20 and fiscal year 2020-21 to assist local jurisdictions through the unprecedented period of uncertainty due to the economic impacts of the 2020 coronavirus pandemic.

4. May 24, 2021: Extends temporary changes for maintenance of effort requirements for fiscal year 2020-21 into fiscal year 2021-22 to continue assisting local jurisdictions during the coronavirus pandemic.

Plan Amendments

1. November 9, 2012: Reallocation of funds within the freeway program between State Route 91 and Interstate 405

2. December 14, 2015 (corrected March 14, 2016): Closeout of Project T and reallocation of remaining funds within the Transit Program between Metrolink Service Expansion Project (Project R) and Fare Stabilization Program (Project U). Corrected amendment language was presented to the Board on March 14, 2016.

ATTACHMENT C

Measure M2 Ordinance No. 3 Proposed Amendment Excerpts

Reference	Original	Proposed Changes
Section 10.4 – Page 6	No Net Revenues shall be used by a jurisdiction for other than transportation purposes authorized by the Ordinance. Any jurisdiction which violates this provision must fully reimburse the Authority for the Net Revenues misspent and shall be deemed ineligible to receive Net Revenues for a period of five (5) years.	No Net Revenues shall be used by a jurisdiction for other than transportation purposes authorized by the Ordinance. Any jurisdiction which violates this provision must fully reimburse the Authority for the Net Revenues used by the jurisdiction for purposes not authorized by the Ordinance and shall be deemed ineligible to receive Net Revenues for a period of between one (1) to five (5) years after considering the totality of the facts presented to the Board of Directors.
Attachment A – Page 20	Agree to use Measure M funds for transportation purposes only, subject to full repayment and a loss of funding eligibility for five years for any misuse.	Agree to use Measure M funds for transportation purposes only, subject to full repayment and a loss of funding eligibility for between one to five years for any use of Measure M funds for purposes not authorized by the Ordinance, based on the totality of the facts.
Attachment A – Page 28	An independent, outside audit of this fund will protect against cheaters who try to use the transportation funds for purposes other than specified transportation uses. A severe punishment will disqualify any agency that cheats from receiving Measure M funds for a five-year period.	An independent, outside audit of this fund will protect against jurisdictions that use transportation funds for purposes other than specified transportation uses. A severe punishment will disqualify any jurisdiction that does so from receiving Measure M funds for a period of between one and five years.
Attachment A – Page 29	Funds must be used only for transportation purposes described in the Plan. The penalty for misspending is full repayment and loss of funding eligibility for a period of five years.	Funds must be used only for transportation purposes described in the Plan. The penalty for use of Measure M funds for purposes not authorized by the Ordinance is full repayment and loss of funding eligibility for a period of between one to five years, based on the totality of the facts.