



# Orange County Transportation Authority

## Taxpayer Oversight Committee Agenda

Tuesday, June 9, 2026 at 6:00 p.m.

550 South Main Street, Orange, California, Room 07

### Call to Order

### Pledge of Allegiance

#### 1. Annual Public Hearing

##### *Overview*

- A. Overview of Taxpayer Oversight Committee
- B. Review of the FY-2025/26 Taxpayer Oversight Committee Actions
- C. Annual Eligibility Review Subcommittee Report
- D. Audit Subcommittee Report
- E. Public Comments
- F. Adjournment of Public Hearing

### Action Items

#### 2. Approval of Minutes

Clerk of the Board

##### *Recommendation(s)*

Approve the minutes and attendance report of the March 10, 2026, Taxpayer Oversight Committee meeting.

##### *Attachments:*

[Minutes](#)

#### 3. 2026 Measure M Annual Hearing Follow-Up and Compliance Finding

Andrew Hamilton

##### *Recommendation(s)*

Find that the Orange County Local Transportation Authority has been proceeding in accordance with the Renewed Measure M (M2) Transportation Ordinance and Investment Plan for 2025.

#### 4. M2 Quarterly Revenue and Expenditure Report (March 31, 2026)

Sean Murdock

##### *Overview*

Staff will present this item.

##### *Recommendation(s)*

Receive and file as an information item.

##### *Attachments:*

[Attachment A](#)

# TAXPAYER OVERSIGHT COMMITTEE MEETING AGENDA

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## 5. Measure M2 Eligibility Review of Fiscal Year 2024-25 Expenditure Reports

Clayton King

### **Overview**

The Measure M2 Ordinance No. 3 requires that all local jurisdictions satisfy eligibility requirements on a cyclical basis in order to receive Measure M2 net revenues. The Annual Eligibility Review Subcommittee has convened and completed its review process for fiscal year 2024-25 Measure M2 expenditure reports.

### **Recommendation(s)**

Affirm that the Taxpayer Oversight Committee has received and completed the review of fiscal year 2024-25 Measure M2 expenditure reports from 33 of Orange County's 35 local jurisdictions (excluding the City of Buena Park and the City of Huntington Beach, which are currently ineligible).

### **Attachments:**

[Staff Report](#)

## Presentation Items

## 6. Ten-Year Review Report and Action Plan

Francesca Ching

### **Overview**

Staff will present this item.

### **Attachments:**

[Presentation](#)

## 7. Measure M2 15-Year Anniversary

Kriss Garbowski

### **Overview**

Staff will present this item.

## OCTA Staff Updates

## 8. Ordinance Compliance Matrix

Kelsey Imler

### **Overview**

Staff will provide an update.

### **Attachments:**

[Attachment A](#)

## TAXPAYER OVERSIGHT COMMITTEE MEETING AGENDA

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**9. Staff Liaison Update**

Marissa Espino

**Overview**

Staff will provide and update.

**10. Subcommittee Selection**

**11. Selection of Co-Chair**

**12. Environmental Oversight Committee Report**

**13. Committee Member Reports**

**14. Public Comments**

**15. Adjournment**

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

**5:00 p.m. on Tuesday, September 8, 2026**

OCTA Headquarters

550 South Main Street

Orange, California

**Accommodations**

Any person with a disability requiring accommodation to participate in this meeting should contact the Clerk of the Board's office at (714) 560-5676, no less than two business days prior to the meeting to make arrangements.

**Agenda Descriptions**

Agenda descriptions are intended to provide a summary of items of business to be transacted or discussed. The Board/Committee may take any action that 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 this agenda are available for viewing at [www.octa.net](http://www.octa.net) or at OCTA Headquarters, 600 S. Main Street, Orange, CA during normal business hours.

**Meeting Access and Public Comments on Agenda Items**

Members of the public can either attend in-person or access live streaming of the Committee meetings by clicking this link: <https://octa.legistar.com/Calendar.aspx>

**Written Comment**

Written comments may be emailed to [Committees@octa.net](mailto:Committees@octa.net) no later than 5:00 p.m. the day prior to the meeting. Timely received written comments will be part of the public record and distributed to the Board/Committee.



### **Committee Members Present**

James Fuchs, Vice Chair: District 2  
David Malmad, District: 1  
Clayton D. King, District: 1  
Michael Neben, District: 3  
Charles Jackson, District: 3  
Jeffrey S. Ogden, District: 4  
Robert Dorneman, District: 5  
Patrick Purington, District: 5

### **Staff Present**

Marissa Espino, Staff Liaison  
Guadalupe Ruelas, Community Relations  
Gina Ramirez, Clerk of the Board  
OCTA Staff

### **Committee Members Absent**

Andrew Hamilton, Chair  
Monica Shin, District: 2  
James Evans, District 4

## **Call to Order**

The March 10, 2026, Taxpayer Oversight Committee meeting was called to order by Vice Chair Fuchs at 5:00 p.m.

## **Action Items**

### **1. Approval of Minutes**

A motion was made by Member Ogden, seconded by Member Dorneman, and declared passed by those present, to approve the minutes of the December 9, 2025 Taxpayer Oversight Committee.

Member Neben was not present to vote on this item.

### **2. M2 Quarterly Revenue and Expenditure Report**

Rima Tan, Accounting & Financial Division, presented the report.

A motion was made by Member Jackson, seconded by Member Patrick, and declared passed by those present, to receive and file as an information item.

## **Presentation Items**

### **3. Project V Update**

Rose Casey and Adriann Cardoso, Planning Division, presented the report.

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



**4. Capital Projects Update**

Calina North, Public Outreach Division, provided an update on this item.

**Update Reports**

**5. Public Hearing Overview**

Marissa Espino, Public Outreach Division, provided an overview of this item.

**6. Staff Liaison Update**

Marissa Espino, Public Outreach Division, provided an update on this item.

**7. Environmental Oversight Committee Report**

Member Neben provided a report on this item.

**8. Public Comments**

There were no Public Comments received.

**9. Committee Member Comments**

There were no Committee Member Comments

**10. Adjournment**

The meeting adjourned at 5:38 p.m.

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

**6:00 p.m. on Tuesday, June 9, 2026**

OCTA Headquarters  
550 South Main Street  
Orange, California

**Measure M2**  
**Schedule of Revenues, Expenditures and Changes in Fund Balance**  
**as of March 31, 2026**  
**(Unaudited) Quarterly Report**

(\$ in thousands)	Quarter Ended Jan 1, 2026 - Mar 31, 2026	Year to Date Jul 1, 2025 - Mar 31, 2026 (A)	Period from Inception to Mar 31, 2026 (B)
<b>Revenues:</b>			
Sales taxes	\$ 123,408	\$ 338,291	\$ 5,142,604
Other agencies' share of Measure M2 costs:			
Project related	10,046	27,643	923,711
Non-project related	-	-	454
Interest:			
Operating:			
Project related	365	3,169	13,228
Non-project related	9,762	29,981	182,987
Bond proceeds	-	-	104,570
Debt service	165	561	4,727
Commercial paper	-	-	393
Right-of-way leases			
Project related	83	276	2,370
Non-project related	-	-	17
Proceeds on sale of assets held for resale	-	-	17,597
Donated assets held for resale			
Project related	-	-	2,071
Miscellaneous:			
Project related	-	-	331
Non-project related	-	-	125
Total revenues	<u>143,829</u>	<u>399,921</u>	<u>6,395,185</u>
<b>Expenditures:</b>			
Supplies and services:			
Sales tax administration fees	915	2,746	48,050
Professional services:			
Project related	8,571	13,783	636,491
Non-project related	610	1,017	43,170
Administration costs:			
Project related	3,205	9,618	153,054
Non-project related:			
Salaries and Benefits	1,332	3,683	53,256
Other	2,302	6,906	92,351
Other:			
Project related	136	349	8,264
Non-project related	8	58	6,441
Payments to local agencies:			
Project related	49,082	89,615	1,637,328
Capital outlay:			
Project related	7,371	33,677	2,565,023
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	20,395	20,395	158,750
Interest on long-term debt and commercial paper	13,072	24,847	411,283
Total expenditures	<u>106,999</u>	<u>206,694</u>	<u>5,813,492</u>
Excess (deficiency) of revenues over (under) expenditures	<u>36,830</u>	<u>193,227</u>	<u>581,693</u>
<b>Other financing sources (uses):</b>			
Transfers out:			
Project related	(54,053)	(70,520)	(903,629)
Transfers in:			
Project related	28,830	35,351	629,869
Bond proceeds	-	-	1,068,603
Payment to refunded bond escrow agent	-	-	(312,829)
Total other financing sources (uses)	<u>(25,223)</u>	<u>(35,169)</u>	<u>482,014</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ 11,607</u>	<u>\$ 158,058</u>	<u>\$ 1,063,707</u>

**Measure M2**  
**Schedule of Calculations of Net Revenues and Net Financing Expenditures**  
**as of March 31, 2026**  
**(Unaudited) Quarterly Report**

(\$ in thousands)	Quarter Ended Jan 1, 2026 - Mar 31, 2026 (actual)	Year to Date Jul 1, 2025 - Mar 31, 2026 (actual) (C.1)	Period from Inception through Mar 31, 2026 (actual) (D.1)	Period from April 1, 2026 through March 31, 2041 (forecast) (E.1)	Total (F.1)
<b>Revenues:</b>					
Sales taxes	\$ 123,408	\$ 338,291	\$ 5,142,604	\$ 8,084,185	\$ 13,226,789
Operating interest	9,762	29,981	182,987	417,426	600,413
Subtotal	<u>133,170</u>	<u>368,272</u>	<u>5,325,591</u>	<u>8,501,611</u>	<u>13,827,202</u>
Other agencies share of M2 costs	-	-	454	-	454
Right-of-way leases	-	-	17	-	17
Miscellaneous	-	-	125	-	125
Total revenues	<u>133,170</u>	<u>368,272</u>	<u>5,326,187</u>	<u>8,501,611</u>	<u>13,827,798</u>
<b>Administrative expenditures:</b>					
Sales tax administration fees	915	2,746	48,050	60,694	108,744
Professional services	610	1,017	39,395	62,469	101,864
<b>Administration costs:</b>					
Salaries and Benefits	1,332	3,683	53,256	83,632	136,888
Other	2,302	6,906	92,351	145,038	237,389
Other	8	58	2,605	4,183	6,788
Payments to local agencies:					
Capital outlay	-	-	31	-	31
Environmental cleanup	69	1,791	57,300	161,658	218,958
Total expenditures	<u>5,236</u>	<u>16,201</u>	<u>292,988</u>	<u>517,674</u>	<u>810,662</u>
Net revenues	<u>\$ 127,934</u>	<u>\$ 352,071</u>	<u>\$ 5,033,199</u>	<u>\$ 7,983,937</u>	<u>\$ 13,017,136</u>
<hr/>					
(C.2) (D.2) (E.2) (F.2)					
<b>Financing expenditures:</b>					
Debt interest expense	13,072	24,847	411,283	228,776	640,059
Professional services	-	-	3,775	-	3,775
Other	-	-	3,836	-	3,836
Total financing expenditures	<u>13,072</u>	<u>24,847</u>	<u>418,894</u>	<u>228,776</u>	<u>647,670</u>
<b>Interest revenue:</b>					
Interest revenue from bond proceeds	-	-	104,570	-	104,570
Interest revenue from debt service funds	165	561	4,727	11,484	16,211
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>165</u>	<u>561</u>	<u>109,690</u>	<u>11,484</u>	<u>121,174</u>
Net financing expenditures:	<u>\$ 12,907</u>	<u>\$ 24,286</u>	<u>\$ 309,204</u>	<u>\$ 217,292</u>	<u>\$ 526,496</u>

**Measure M2**  
**Schedule of Revenues and Expenditures Summary**  
**as of March 31, 2026**  
**(Unaudited) Quarterly Report**

Project	Description	Total Net Revenues	Net Revenues	Expenditures	Reimbursements	(J) - (K) = (L)
		Inception to March 31, 2041 (actual) + (forecast)	Inception to Mar 31, 2026 (actual)	Inception to Mar 31, 2026 (actual)	Inception to Mar 31, 2026 (actual)	Net M2 Cost Inception to Mar 31, 2026 (actual)
(G)		(H)	(I)	(J)	(K)	(L)
	(\$ in thousands)					
<b>Freeways (43% of Net Revenues)</b>						
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 513,072	\$ 198,384	\$ 10,908	\$ 8,786	\$ 2,122
B	I-5 Santa Ana/SR-55 to El Toro	327,711	126,713	73,412	36,816	36,596
C	I-5 San Diego/South of El Toro	684,460	264,653	471,874	53,084	418,790
D	I-5 Santa Ana/San Diego Interchange Upgrades	281,644	108,900	3,323	527	2,796
E	SR-22 Garden Grove Freeway Access Improvements	130,997	50,651	5	-	5
F	SR-55 Costa Mesa Freeway Improvements	399,541	154,486	178,575	85,731	92,844
G	SR-57 Orange Freeway Improvements	282,408	109,196	67,733	15,083	52,650
H	SR-91 Improvements from I-5 to SR-57	152,830	59,093	34,961	824	34,137
I	SR-91 Improvements from SR-57 to SR-55	454,669	175,802	92,122	89,267	2,855
J	SR-91 Improvements from SR-55 to County Line	384,477	148,661	18,694	17,218	1,476
K	I-405 Improvements between I-605 to SR-55	1,171,114	452,824	1,713,311	380,541	1,332,770
L	I-405 Improvements between SR-55 to I-5	348,998	134,943	9,249	6,954	2,295
M	I-605 Freeway Access Improvements	21,833	8,442	13,753	16	13,737
N	All Freeway Service Patrol	163,746	63,314	17,098	-	17,098
	Freeway Mitigation	279,868	108,214	65,532	14,076	51,456
	Subtotal Projects	5,597,368	2,164,276	2,770,550	708,923	2,061,627
	Net Finance Expenditures	-	-	212,240	-	212,240
	<b>Total Freeways</b>	<b>\$ 5,597,368</b>	<b>\$ 2,164,276</b>	<b>\$ 2,982,790</b>	<b>\$ 708,923</b>	<b>\$ 2,273,867</b>
	%					49.8%
<b>Street and Roads Projects (32% of Net Revenues)</b>						
O	Regional Capacity Program	\$ 1,301,730	\$ 503,326	\$ 853,075	\$ 507,884	\$ 345,191
P	Regional Traffic Signal Synchronization Program	520,669	201,322	155,764	33,423	122,341
Q	Local Fair Share Program	2,343,084	905,976	874,908	77	874,831
	Subtotal Projects	4,165,483	1,610,624	1,883,747	541,384	1,342,363
	Net Finance Expenditures	-	-	62,186	-	62,186
	<b>Total Street and Roads Projects</b>	<b>\$ 4,165,483</b>	<b>\$ 1,610,624</b>	<b>\$ 1,945,933</b>	<b>\$ 541,384</b>	<b>\$ 1,404,549</b>
	%					30.8%

**Measure M2**  
**Schedule of Revenues and Expenditures Summary**  
**as of March 31, 2026**  
**(Unaudited) Quarterly Report**

Project Description	Total Net Revenues Inception to March 31, 2041 (actual) + (forecast)	Net Revenues Inception to Mar 31, 2026 (actual)	Expenditures Inception to Mar 31, 2026 (actual)	Reimbursements Inception to Mar 31, 2026 (actual)	(J) - (K) = (L) Net M2 Cost Inception to Mar 31, 2026 (actual)
(G)	(H)	(I)	(J)	(K)	(L)
<i>(\$ in thousands)</i>					
<b>Transit Projects (25% of Net Revenues)</b>					
R High Frequency Metrolink Service	\$ 1,298,266	\$ 489,398	\$ 572,976	\$ 123,818	\$ 449,158
S Transit Extensions to Metrolink	1,149,112	444,315	330,688	151,974	178,714
T Metrolink Gateways	66,534	44,081	98,220	60,956	37,264
U Expand Mobility Choices for Seniors and Persons with Disabilities	451,371	168,760	162,842	88	162,754
V Community Based Transit/Circulators	260,274	100,637	25,331	1,697	23,634
W Safe Transit Stops	28,728	11,108	2,135	26	2,109
Subtotal Projects	3,254,285	1,258,299	1,192,192	338,559	853,633
Net Finance Expenditures	-	-	34,778	-	34,778
<b>Total Transit Projects</b>	<b>\$ 3,254,285</b>	<b>\$ 1,258,299</b>	<b>\$ 1,226,970</b>	<b>\$ 338,559</b>	<b>\$ 888,411</b>
%					19.5%
<b>Measure M2 Program</b>	<b>\$ 13,017,136</b>	<b>\$ 5,033,199</b>	<b>\$ 6,155,693</b>	<b>\$ 1,588,866</b>	<b>\$ 4,566,827</b>
<i>(\$ in thousands)</i>					
Project Description	Total Revenues Inception to March 31, 2041 (actual) + (forecast)	Revenues Inception to Mar 31, 2026 (actual)	Expenditures Inception to Mar 31, 2026 (actual)	Reimbursements Inception to Mar 31, 2026 (actual)	Net M2 Cost Inception to Mar 31, 2026 (actual)
(G)	(H.1)	(I.1)	(J)	(K)	(L)
<b>Environmental Cleanup (2% of Revenues)</b>					
X Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 276,544	\$ 106,512	\$ 57,300	\$ 311	\$ 56,989
Net Finance Expenditures	-	-	-	-	-
<b>Total Environmental Cleanup</b>	<b>\$ 276,544</b>	<b>\$ 106,512</b>	<b>\$ 57,300</b>	<b>\$ 311</b>	<b>\$ 56,989</b>
%					1.1%
<b>Taxpayer Safeguards and Audits</b>					
Collect Sales Taxes (1.5% of Sales Taxes)	\$ 198,402	\$ 77,139	\$ 48,050	\$ -	\$ 48,050
%					0.9%
Oversight and Annual Audits (1% of Revenues)	\$ 138,272	\$ 53,256	\$ 53,256	\$ 0	\$ 53,256
%					1.0%



**June 9, 2026**

**To:** Taxpayer Oversight Committee

**From:** Orange County Transportation Authority Staff

**Subject:** Measure M2 Eligibility Review of Fiscal Year 2024-25 Expenditure Reports

### **Overview**

The Measure M2 Ordinance No. 3 requires that all local jurisdictions satisfy eligibility requirements on a cyclical basis in order to receive Measure M2 net revenues. The Annual Eligibility Review Subcommittee has convened and completed its review process for fiscal year 2024-25 Measure M2 expenditure reports.

### **Recommendation**

Affirm that the Taxpayer Oversight Committee has received and completed the review of fiscal year 2024-25 Measure M2 expenditure reports from 33 of Orange County's 35 local jurisdictions (excluding the City of Buena Park and the City of Huntington Beach which are currently ineligible).

### **Background**

Per the Measure M2 Ordinance No. 3 (M2 Ordinance), the Taxpayer Oversight Committee (TOC) is responsible for receiving and reviewing documents submitted by each eligible jurisdiction. These include the Congestion Management Program, Mitigation Fee Program, Local Signal Synchronization Plan, Pavement Management Plan, and M2 expenditure report.

The TOC has designated the Annual Eligibility Review (AER) Subcommittee to receive and review eligibility submittals with support from Orange County Transportation Authority (OCTA) staff to ensure that required documents have been submitted and reviewed. For this eligibility cycle, M2 expenditure reports were due for review by the AER Subcommittee.

M2 expenditure reports are required to be submitted within six months of the close of the fiscal year. For all local jurisdictions, the reports were submitted on or before the December 31, 2025 due date. Local jurisdictions are required to report on the usage of M2 funds, developer/traffic impact fees, and funds expended to satisfy M2 Maintenance of Effort requirements.

The expenditure reports from the City of Buena Park (Buena Park) and the City of Huntington Beach (Huntington Beach) were not included in this review due to the jurisdictions being found ineligible to receive net M2 revenues. Buena Park was found ineligible by the OCTA Board of Directors (Board) on May 28, 2024. Huntington Beach was found ineligible by the Board on May 12, 2025.

### ***Discussion***

At the AER Subcommittee meeting on May 28, 2026, OCTA staff provided an overview of its technical review of 33 of Orange County's 35 local jurisdiction's M2 expenditure reports.

A summary confirming timely receipt and AER subcommittee member's review of expenditure reports is provided in Attachment A.

The expenditure reports for the eligible jurisdictions were presented to the AER Subcommittee at the May 28, 2026 meeting, and members were given the opportunity to ask clarifying questions. Following discussion, the AER Subcommittee affirmed receipt and review of the fiscal Year (FY) 2024-25 M2 expenditure reports for the 33 currently eligible Orange County local jurisdictions. With respect to Buena Park and Huntington Beach, OCTA has an agreement in place which outlines the process by which they can re-establish their M2 eligibility status.

### **Next Steps**

Once the TOC affirms its receipt and review of these eligibility materials, staff will recommend the OCTA Regional Transportation Planning Committee and Board to approve 33 of Orange County's 35 local jurisdictions (excluding Buena Park and Huntington Beach) as eligible to continue receiving M2 net revenues.

***Summary***

All local jurisdictions submitted the required M2 eligibility materials for the current review cycle. The AER Subcommittee completed its review of the FY 2024-25 M2 expenditure reports, advancing this component of the eligibility process to the TOC to confirm its receipt and review before presentation to the OCTA Board for consideration.

***Attachment***

- A. Measure M2 Eligibility Review Summary of FY 2024-25 Expenditure Reports

**Measure M2 Eligibility Review Summary of FY 2024-25 Expenditure Reports**

<b>Local Jurisdiction</b>	<b>Expenditure Report Received by Deadline</b>	<b>Resolution Received by Deadline</b>	<b>MOE Benchmark Met</b>	<b>Received and Reviewed by AER Subcommittee</b>
Aliso Viejo	Yes	Yes	Yes	Yes
Anaheim	Yes	Yes	Yes	Yes
Brea	Yes	Yes	Yes	Yes
Buena Park <sup>1</sup>	N/A	N/A	N/A	N/A
Costa Mesa	Yes	Yes	Yes	Yes
County of Orange <sup>2</sup>	Yes	Yes	N/A	Yes
Cypress	Yes	Yes	Yes	Yes
Dana Point	Yes	Yes	Yes	Yes
Fountain Valley	Yes	Yes	Yes	Yes
Fullerton	Yes	Yes	Yes	Yes
Garden Grove	Yes	Yes	Yes	Yes
Huntington Beach <sup>3</sup>	N/A	N/A	N/A	N/A
Irvine	Yes	Yes	Yes	Yes
La Habra	Yes	Yes	Yes	Yes
La Palma	Yes	Yes	Yes	Yes
Laguna Beach	Yes	Yes	Yes	Yes
Laguna Hills	Yes	Yes	Yes	Yes
Laguna Niguel	Yes	Yes	Yes	Yes
Laguna Woods	Yes	Yes	Yes	Yes
Lake Forest	Yes	Yes	Yes	Yes
Los Alamitos	Yes	Yes	Yes	Yes
Mission Viejo	Yes	Yes	Yes	Yes
Newport Beach	Yes	Yes	Yes	Yes
Orange	Yes	Yes	Yes	Yes
Placentia	Yes	Yes	Yes	Yes
Rancho Santa Margarita	Yes	Yes	Yes	Yes
San Clemente	Yes	Yes	Yes	Yes
San Juan Capistrano	Yes	Yes	Yes	Yes
Santa Ana	Yes	Yes	Yes	Yes
Seal Beach	Yes	Yes	Yes	Yes
Stanton	Yes	Yes	Yes	Yes
Tustin	Yes	Yes	Yes	Yes
Villa Park	Yes	Yes	Yes	Yes
Westminster	Yes	Yes	Yes	Yes
Yorba Linda	Yes	Yes	Yes	Yes

1. The City of Buena Park is excluded as the local jurisdiction was found ineligible to receive net M2 revenues by the Orange County Transportation Authority's Board of Directors on May 28, 2024, due to disallowed LFS expenditures.

2. MOE was established in 1991 with the first Measure M Program using a five-year average of the level of funding local jurisdictions spent on streets and roads between 1985 and 1990. However, Orange County Public Works and their predecessor agencies received sufficient gas tax subventions and other transportation specific funding from state, federal, and other local sources, which were required to be used for transportation. As such, they did not and do not use discretionary funds for transportation purposes. The County uses a number of fund sources for transportation including gas tax subvention or Highway User Tax Account, federal grants, assessment districts, developer impact fees, and other transportation specific fund sources.

3. The City of Huntington Beach is excluded as the local jurisdiction was found ineligible to receive net M2 revenues by the Orange County Transportation Authority's Board of Directors on May 12, 2025, due to disallowed LFS expenditures.

**Acronyms**

- FY - Fiscal Year
- M2 - Measure M2
- MOE - Maintenance of Effort

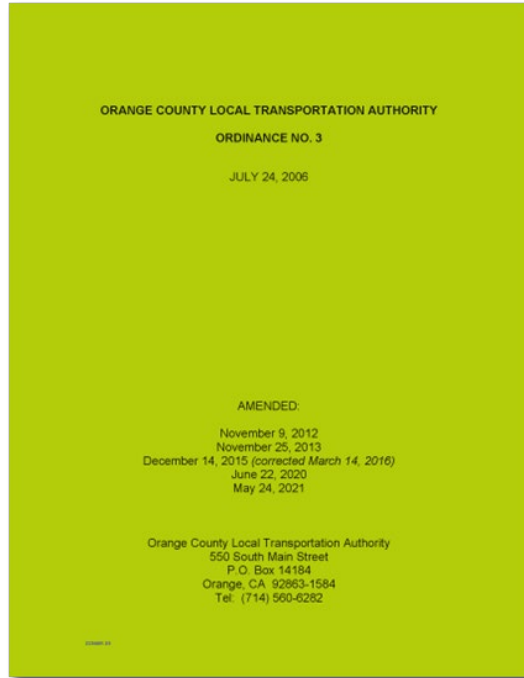


# Measure M2 Ten-Year Review Report and Action Plan



# Promise to Voters

## Implementing Ordinance



M2 Ordinance No.3 (M2 Ordinance):  
Attachment A – Renewed Measure M (M2) Transportation Investment Plan (Plan)  
Attachment B – Allocation of Net Revenues  
Attachment C – Taxpayer Oversight Committee

## Funding Strategy



### ENVIRONMENTAL

- A total of 5% of Measure M Freeway Program funds is allocated to the Freeway Environmental Mitigation Program
- A total of 2% of the overall Measure M Program funds is allocated to the Environmental Cleanup Program

1.5 percent – California Department of Tax and Fee Administration  
1 percent – Administrative Costs

## \$13.2 Billion Expenditure Plan

Measure M Projects and Programs		
<b>Freeway Projects</b>		
I-5	Santa Ana Freeway Interchange Improvements	A
I-5	Santa Ana/San Diego Freeway Improvements	B, C, D
SR-22	Garden Grove Freeway Access Improvements	E
SR-55	Costa Mesa Freeway Improvements	F
SR-57	Orange Freeway Improvements	G
SR-91	Riverside Freeway Improvements	H, I, J
I-405	San Diego Freeway Improvements	K, L
I-605	Freeway Access Improvements	M
All	Freeway Service Patrol	N
All	Freeway Environmental Mitigation Program	
<b>Streets &amp; Roads Projects</b>		
	Regional Capacity Program	O
	Regional Traffic Signal Synchronization Program	P
	Local Fair Share Program	Q
<b>Transit Projects</b>		
	High Frequency Metrolink Service	R
	Transit Extensions to Metrolink	S
	Metrolink Gateways	T
	Expand Mobility Choices for Seniors and Persons with Disabilities	U
	Community Based Transit/Circulators	V
	Safe Transit Stops	W
<b>Environmental Cleanup</b>		
	Clean Up Highway and Street Runoff that Pollutes Beaches	X
<b>Taxpayer Safeguards and Audits</b>		
	Collect Sales Taxes (State charges required by law)	
	Oversight and Annual Audits	

I-5 – Interstate 5 / I-405 Interstate 405 / I-605 – Interstate 605 /  
SR-22 – State Route 22 / SR-55 – State Route 55 /  
SR-57 – State Route 57 / SR-91 – State Route 91



# Background and Foundational Considerations

- M2 Ordinance requires a ten-year comprehensive review
- First review completed in 2015
- Foundational Considerations:
  - Original Measure M success = promises made, promises kept
  - Approved plan was balanced based on market research and stakeholder input that reflects the diverse needs of Orange County
  - Currently at the midpoint of the 30-year program
  - Any action must align with M2 transparency and accountability safeguards

## SECTION 11. TEN-YEAR COMPREHENSIVE PROGRAM REVIEW

At least every ten years the Authority shall conduct a comprehensive review of all projects and programs implemented under the Plan to evaluate the performance of the overall program and may revise the Plan to improve its performance. The review shall



# Objectives



Research and identify changes in external policy and/or regulation as well as in land use, travel, and growth projections



Evaluate current project and program cost estimates and the financial capacity through 2041



Review plan to determine if there are performance issues or constraints



Assess public and stakeholder support for the plan and OCTA's approach



Identify OCTA's and local jurisdictions' progress in implementing the plan

OCTA – Orange County Transportation Authority



# Policy and Planning Context

- Assessed changes in transportation policies, plans, and regulations at all levels
  - Influenced funding, planning, and delivery strategies
  - No material impact on ability to deliver the Plan
- Reviewed shifts in land use, travel behavior, and growth projections
  - Orange County is the second densest county in the state
  - Since 2011, population (+3.8 percent), housing (+10.2 percent), and employment (+12 percent) has increased; 2041 projections reflect continued growth
  - Worker flow patterns have increased intra- (+12 percent) and intercounty (up to +38 percent into Orange County)



COUNTY POPULATION PER SQUARE MILE	
COUNTY	POPULATION PER SQUARE MILE
Orange	3,999
Los Angeles	2,403
San Diego	783
Riverside	351
California (Statewide)	253
San Bernardino	110

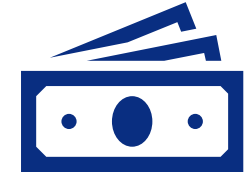
Source: U.S. Census Bureau, Population Division  
Annual Estimates of the Resident Population for Counties in California

U.S. – United States



# Financial Analysis

- Annual updates of the Next 10 Delivery Plan have reaffirmed that M2 commitments remain deliverable
- Metrolink operations identified as a key area requiring close monitoring; current assumptions not fiscally sustainable beyond FY 2033-34
- OCTA continues to coordinate with Metrolink and member agencies on performance and financial impacts



FY – Fiscal year  
Metrolink – Southern California Regional Rail Authority



# Project Delivery Analysis

## Freeway Program (Projects A-N)

- 17 of 30 projects complete
- Ten more slated to be complete by 2030
- Environmental Mitigation Program (EMP)
  - Seven conservation properties totaling 1,300 acres
  - 13 restoration projects totaling 350 acres
  - Endowment established and anticipated to be fully funded by FY 2027-28
- 889,000 assists provided by Freeway Service Patrol



## Environmental Cleanup Program (Project X)

- Two-tiered funding structure
- 246 water quality projects
- 91.7 million gallons of trash collected
  - Equates to over 16,200 trash truck loads
- Estimated ~352 million gallons/year of groundwater recharge and water savings





# Project Delivery Analysis (Cont.)

## Streets and Roads Program (Projects O-Q)

- Regional Capacity Program
  - Funded 210 project phases totaling over \$365 million
  - Seven grade separations completed by OCTA
- Regional Traffic Signal Synchronization Program
  - Funded 143 projects totaling nearly \$196.8 million
  - 3,789 intersections over 979 miles of streets synchronized
  - Countywide Signal Synchronization Baseline Project underway
- Local Fair Share Program
  - Over \$835 million in flexible formula funding provided to cities and the County of Orange
  - Funds go to pothole and street repairs, traffic and pedestrian safety projects, and other transportation needs





# Project Delivery Analysis (Cont.)

## Transit Program (Projects R-W)

- Station, track, and grade crossing upgrades
- Expanded Metrolink service
- OC Streetcar underway
- \$154 million for mobility of seniors and persons with disabilities
- 37 community-based shuttle and trolley services
- 112 transit stop enhancements

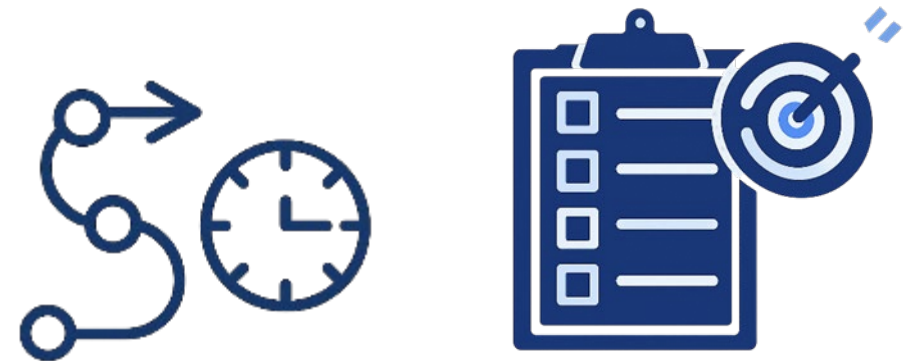


OC – Orange County



# Project Delivery Analysis – Looking Ahead

- No major plan changes recommended
- Next comprehensive review recommended prior to the ten-year interval to align with anticipated key milestones:
  - Freeway Program ~90% complete
  - EMP endowment fully funded
  - Countywide Signal Synchronization Baseline Project completion
  - OC Streetcar operating
  - Renewal of community-based transit circulator grants
  - Over 100 transit stop safety enhancements complete
- Proposed Action Plan developed to guide implementation over next five years until the next review in 2031





# Comprehensive, Countywide Community Engagement

## Broad Reach



Statistically valid survey

Community survey



Focus groups

Elected official roundtables



Community events

Regional stakeholder interviews

## Balanced Approach



Multilingual materials, surveys

Flexible ways to participate



Engagement across all five supervisorial districts

Outreach across demographic groups



Multi-platform promotion



# What We Heard: Strong Support with Clear Priorities

What We Heard	Why It Matters
<b>Continued support for local funding</b> Support increases after learning how funds are used	<i>Informed voters are more likely to sustain support</i>
<b>Priorities: Roads, congestion relief</b> Reflects daily auto reliance	<i>Roadway performance remains central to public confidence</i>
<b>Transit support prioritizes accessibility</b> Reliability, first-/last-mile access are key	<i>Balanced investment requires reliable, accessible transit</i>
<b>Limited awareness of M2 funding</b>	<i>Visibility directly strengthens public trust</i>



# Affirms the Plan, Identifies Opportunities

## Protect What's Working

- Broad support for the balanced program
- Continued stakeholder and agency credibility

## Increase Visibility and Transparency

- Strengthen awareness of M2-funded projects
- Emphasize measurable outcomes and results

## Prepare for Evolving Mobility Needs

- Address generational differences and multimodal demand
- Maintain focus on congestion relief and system efficiency





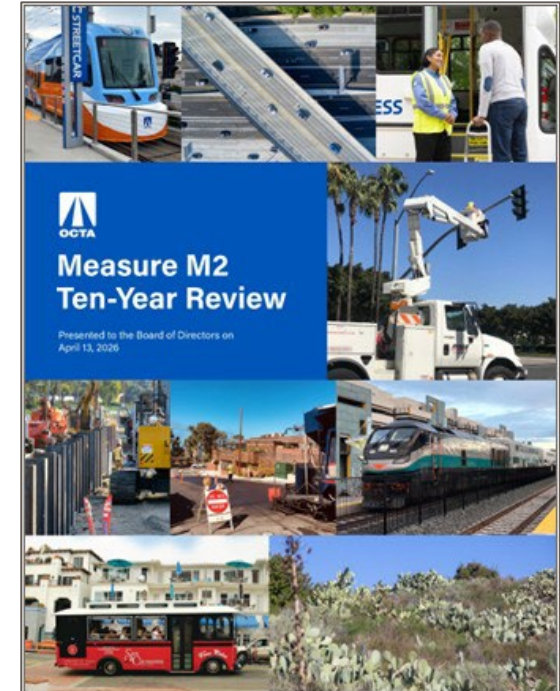
# Proposed Action Plan

Program	Proposed Action
Project O: Regional Capacity Program	Evaluate the creation of a competitive pavement subprogram
Project P: Regional Traffic Signal Synchronization Program	Assess the results and recommendations from the Countywide Signal Synchronization Baseline Project
Project R: High-Frequency Metrolink Service	<ul style="list-style-type: none"><li>• Direct staff to continue to work with Metrolink to develop a financially sustainable service plan, such as establishing a target OCTA funding level as part of the FY 2026-27 budget development process</li><li>• Request Metrolink to provide regular updates to the OCTA Board of Directors on systemwide performance</li></ul>
Project U: Expand Mobility Choices for Seniors and Persons with Disabilities	Senior Mobility Program (SMP) – Evaluate and update the SMP guidelines to ensure consistency, enhance clarity, and support evolving mobility needs
Project W: Safe Transit Stops	Update the list of the 100 busiest stops



# Key Takeaways

- M2 remains consistent with voter-approved plan
- Financially sustainable through 2041; Metrolink requires close monitoring
- Substantial progress across all program categories
- Continued growth increasing system demand
- Stakeholder priorities align with the plan's balanced framework
- Proposed Action Plan provides near-term strategic direction





## Next Steps

- Implement proposed Action Plan
- Continue monitoring program performance, financial capacity, project delivery risks, and stakeholder priorities
- Provide progress updates through M2 Quarterly Reports and at key milestones



**ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY**  
**Ordinance No. 3 Tracking Matrix**  
**For Period Ending December 31, 2025**

Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
<b>1.00</b>	<b>Administrative and General Requirements</b>						
<b>2.00</b>	<b>Has a transportation special revenue fund ("Local Transportation Authority [LTA] Special Revenue Fund") been established to maintain all Revenues?</b>	Sec. 10.1	F & A	One-time, start-up	Completed	Sean Murdock	<p>Yes. The LTA Fund (Fund 17) was established for this purpose. A discussion of the fund and its purpose can be found in the Orange County Local Transportation Authority (OCLTA) audited financial statements. Please reference: <a href="#">"Fiscal Year 2024-25 Audited Financial Statements and Independent Auditor's Reports on Internal Control Over Financial Reporting,"</a> dated November 24, 2025.</p> <p>Additionally, a compliance audit for fiscal year (FY) 2023-24 confirmed that OCLTA complied, in all material respects, with the Measure M2 (M2) Ordinance and no deficiencies in internal control were identified. The compliance audit for FY 2024-25 is anticipated to be presented to the Orange County Transportation Authority (OCTA) Board of Directors (Board) in May 2026.</p> <p>Please reference: <a href="#">"Orange County Local Transportation Authority Report on Compliance with the Measure M2 Ordinance, Year Ended June 30, 2024,"</a> dated April 28, 2025.</p>
<b>3.00</b>	<b>Have the imposition, administration and collection of the tax been done in accordance with all applicable statutes, laws, rules, and regulations prescribed and adopted by California Department of Tax and Fee Administration (formerly State Board of Equalization)?</b>	Sec. 3	F & A	Recurring	Completed to date	Sean Murdock	<p>Yes. A compliance audit for FY 2023-24 confirmed that OCLTA complied, in all material respects, with the M2 Ordinance and no deficiencies in internal control were identified. The compliance audit for FY 2024-25 is anticipated to be presented to the OCTA Board in May 2026.</p> <p>Please reference: <a href="#">"Orange County Local Transportation Authority Report on Compliance with the Measure M2 Ordinance, Year Ended June 30, 2024,"</a> dated April 28, 2025.</p> <p>Additionally, see independent auditor's report on financial statements. Please reference: <a href="#">"Fiscal Year 2024-25 Audited Financial Statements and Independent Auditor's Reports on Internal Control Over Financial Reporting,"</a> dated November 24, 2025.</p>

**ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY**  
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**For Period Ending December 31, 2025**

Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
4.00	Have Net Revenues been allocated solely for the transportation purposes described in the Ordinance?	Sec. 4	F & A	Recurring	Completed to date	Sean Murdock	<p>Yes. A compliance audit for FY 2023-24 confirmed that OCLTA complied, in all material respects, with the M2 Ordinance and no deficiencies in internal control were identified. The compliance audit for FY 2024-25 is anticipated to be presented to the OCTA Board in May 2026.</p> <p>Please reference:  <a href="#">"Orange County Local Transportation Authority Report on Compliance with the Measure M2 Ordinance, Year Ended June 30, 2024,"</a> dated April 28, 2025.</p> <p>Additionally, see independent auditor's report on financial statements. Please reference:  <a href="#">"Fiscal Year 2024-25 Audited Financial Statements and Independent Auditor's Reports on Internal Control Over Financial Reporting,"</a> dated November 24, 2025.</p>
5.00	"Pay as you go" financing is the preferred method of financing transportation improvements and operations under the Ordinance. Before issuing bonds, has the Authority determined the scope of expenditures made "pay-as-you-go" financing unfeasible?	Sec. 5	F & A, Planning	Recurring	Completed to date	Sean Murdock	<p>Yes.</p> <p>Please reference:  <a href="#">"Plan of Finance for Early Action Plan,"</a> Attachment D, dated November 9, 2007.  <a href="#">"Renewed Measure M Early Action Plan Review,"</a> dated December 14, 2009.  <a href="#">"Measure M2 Plan of Finance,"</a> dated October 25, 2010.  <a href="#">"Paying for Measure M2 Projects – Bond Financing,"</a> legal memo, dated March 5, 2012.  <a href="#">"Measure M2 Plan of Finance,"</a> dated November 26, 2012.  <a href="#">"Approval of the 2018 Measure M2 Plan of Finance, Issuance of Measure M2 Bonds, Selection of Underwriting Team, and Bond Counsel Services Amendment,"</a> dated November 12, 2018.</p>
6.00	Have maintenance of effort (MOE) levels been established for each jurisdiction for FY 2010-2011 pursuant to Ordinance No. 2?	Sec. 6	Planning	One-time, start-up	Completed	Adriann Cardoso/ Charvalen Alacar	<p>Yes. The MOE benchmark for each jurisdiction was originally established under Ordinance No. 2. MOE for FY 2010-11 was established and adopted by the OCTA Board as part of the M2 Eligibility Guidelines. Please reference:  <a href="#">"Measure M2 Local Agency Eligibility Guidelines and Requirements,"</a> dated January 25, 2010.</p>

**ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY**  
**Ordinance No. 3 Tracking Matrix**  
**For Period Ending December 31, 2025**

Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
7.00	Have city MOE levels been adjusted by July 1, 2014, and every three years thereafter using the Caltrans Construction Cost Index (CCI)?	Sec. 6	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	<p>No. There have been four MOE benchmark adjustments that occurred by July 1 of 2014, 2017, 2020, and 2023. However, the 2020 MOE benchmark adjustment did not use the Caltrans CCI due to the coronavirus (COVID-19) pandemic. See Item 7.01.</p> <p>The most recent adjustment was approved by the Board on April 10, 2023. At the time, several cities had not adopted their final FY 2021-22 Annual Comprehensive Financial Report (ACFR). Draft ACFR or general fund revenue (GFR) trial balance figures were provided and used to calculate an estimated benchmark. OCTA later received final FY 2021-22 ACFRs from all jurisdictions, and revisions to four of the cities' MOE benchmarks were required due to changes in GFR. Separately, based on revised information provided by the City of San Clemente, their MOE benchmark also required adjustment. These adjustments were approved by the Board on July 10, 2023. The next MOE adjustment is anticipated in 2026.</p> <p>Please reference:  <a href="#">"Fiscal Year 2023-24 Measure M2 Maintenance of Effort Adjustment and Updates to the Eligibility, Countywide Pavement Management Plan, and Local Signal Synchronization Plan Guidelines,"</a> dated April 10, 2023.  <a href="#">"Measure M2 Eligibility Recommendations for Fiscal Year 2021-22 Expenditure Reports and Maintenance of Effort Benchmark Adjustments,"</a> dated July 10, 2023.</p> <p>Please also reference the following:  <a href="#">"Fiscal Year 2014-15 Measure M2 Eligibility Guidelines Update,"</a> dated April 14, 2014.  <a href="#">"Fiscal Year 2014-15 Maintenance of Effort Benchmark Adjustments,"</a> dated August 11, 2014, to see adjustments made for the cities of La Habra, Laguna Woods, Los Alamitos, and Yorba Linda.  <a href="#">"Fiscal Year 2017-18 Measure M2 Maintenance of Effort Adjustment and Updates to the Eligibility and Local Signal Synchronization Plan Guidelines,"</a> dated April 10, 2017.</p>

**ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY**  
**Ordinance No. 3 Tracking Matrix**  
**For Period Ending December 31, 2025**

Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
							<p><a href="#">"Measure M2 Eligibility Review Recommendations for Fiscal Year 2015-16 Expenditure Reports and City of San Juan Capistrano's Maintenance of Effort Benchmark,"</a> dated May 8, 2017.</p> <p><a href="#">"Fiscal Year 2018-19 Measure M2 Eligibility and Countywide Pavement Management Plan Guidelines and City of Placentia's Maintenance of Effort Benchmark,"</a> dated April 9, 2018.</p>
7.01	Were MOE benchmarks adjusted to address COVID-19 impacts for FY 2019-20, FY 2020-21, and FY 2021-22?	Sec. 6	Planning	FY 2019-20 FY 2020-21 FY 2021-22	Completed	Francesca Ching & Adriann Cardoso/Charvalen Alacar	<p>Yes. The Board approved two amendments to Ordinance No. 3 to assist local jurisdictions meet the MOE requirement for FY 2019-20, FY 2020-21, and FY 2021-22.</p> <p>Please reference:</p> <p><a href="#">"Fiscal Year 2020-21 Updates to the Measure M2 Eligibility, Local Signal Synchronization Plan, and Pavement Management Plan Guidelines,"</a> dated April 13, 2020.</p> <p><a href="#">"Proposed Amendment to the Orange County Local Transportation Authority M2 Ordinance No. 3,"</a> dated May 11, 2020.</p> <p><a href="#">"Public Hearing to Amend the M2 Orange County Local Transportation Authority Ordinance No. 3,"</a> dated June 22, 2020.</p> <p><a href="#">"Measure M2 Annual Eligibility Review,"</a> dated December 14, 2020, to see adjustments made for the cities of Buena Park and Villa Park.</p> <p><a href="#">"Proposed Amendment to the Orange County Local Transportation Authority M2 Ordinance No. 3,"</a> dated April 12, 2021.</p> <p><a href="#">"Public Hearing to Amend the M2 Orange County Local Transportation Authority Ordinance No. 3,"</a> dated May 24, 2021.</p>
8.00	Have MOE requirements been met annually by each jurisdiction?	Sec. 6	Planning	Recurring	Completed to date	Adriann Cardoso/Charvalen Alacar	<p>No. Four cities have been found ineligible to receive net M2 revenues based upon failing to meet and/or substantiate MOE expenditures to meet requirements. The Board suspended all disbursements of M2 funding and required the cities to sign separate settlement agreements that identified steps to regain compliance.</p> <p>On May 13, 2019, the Board found the cities of Stanton and Santa Ana ineligible based on Agreed-Upon Procedures (AUP) findings for FY 2017-18.</p> <p>Please reference:</p> <p><a href="#">"Measure M2 Eligibility for the City of Santa Ana,"</a> and <a href="#">"Measure M2 Eligibility for the City of Stanton,"</a> dated May 13, 2019.</p>

**ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY**  
**Ordinance No. 3 Tracking Matrix**  
**For Period Ending December 31, 2025**

Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
							<p>“<a href="#">Settlement Agreement and Release of Claims</a>,” dated July 22, 2019, for the City of Stanton.  “<a href="#">Settlement Agreement and Release of Claims</a>,” dated October 22, 2019, for the City of Santa Ana.</p> <p>On April 13, 2020, the Board determined the cities of Santa Ana and Stanton eligible to receive M2 net revenues again based on second AUP findings that each city fulfilled the settlement agreement terms and their respective MOE requirements. Payments were reinitiated and suspended funds that were held in reserve were disbursed.  Please reference:  “<a href="#">Measure M2 Eligibility for the City of Santa Ana</a>,” and “<a href="#">Measure M2 Eligibility for the City of Stanton</a>,” dated April 13, 2020.</p> <p>On May 22, 2023, the Board found the City of Cypress ineligible based on the AUP findings for FY 2021-22.  Please reference:  “<a href="#">Measure M2 Eligibility for the City of Cypress</a>,” dated May 22, 2023.  “<a href="#">Settlement Agreement and Release of Claims</a>,” dated August 14, 2023.</p> <p>On May 28, 2024, the Board determined the City of Cypress eligible to receive M2 net revenues again based on second AUP findings that the city fulfilled the settlement agreement terms and their respective MOE requirements. Payments were reinitiated and suspended funds that were held in reserve were disbursed.  Please reference:  “<a href="#">Measure M2 Eligibility for the City of Cypress</a>,” dated May 28, 2024.</p> <p>On May 28, 2024, the Board found the City of Orange ineligible based on the AUP findings for FY 2022-23.  Please reference:  “<a href="#">Measure M2 Eligibility for the City of Orange</a>,” dated May 28, 2024.  “<a href="#">Settlement Agreement and Release of Claims</a>,” dated July 10, 2024.</p>

**ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY**  
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Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
							<p>On May 12, 2025, the Board determined the City of Orange eligible to receive M2 net revenues again based on second AUP findings that the city fulfilled the settlement agreement terms and their respective MOE requirements. Payments were reinitiated and suspended funds that were held in reserve were disbursed.</p> <p>Please reference:  <a href="#">"Measure M2 Eligibility for the City of Orange,"</a> dated May 12, 2025.</p> <p>For the remaining 31 jurisdictions, MOE requirements have been met annually.</p> <p>Please reference:  <a href="#">"Measure M2 Annual Eligibility Review Subcommittee Recommendations for Fiscal Year 2011-12 Expenditure Reports,"</a> dated March 11, 2013.  <a href="#">"Measure M2 Eligibility Findings for Fiscal Year 2012-13 Expenditure Reports,"</a> dated March 10, 2014.  <a href="#">"Measure M2 Eligibility Review Recommendations for Fiscal Year 2013-14 Expenditure Reports,"</a> dated May 11, 2015.  <a href="#">"Measure M2 Eligibility Review Recommendations for Fiscal Year 2014-15 Expenditure Reports,"</a> dated May 9, 2016.  <a href="#">"Measure M2 Eligibility Review Recommendations for Fiscal Year 2015-16 Expenditure Reports and City of San Juan Capistrano's Maintenance of Effort Benchmark,"</a> dated May 8, 2017.  <a href="#">"Measure M2 Eligibility Review Recommendations for Fiscal Year 2016-17 Expenditure Reports,"</a> dated June 11, 2018.  <a href="#">"Measure M2 Eligibility Review Recommendations for Fiscal Year 2017-18 Expenditure Reports,"</a> dated July 8, 2019.  <a href="#">"Measure M2 Eligibility Review Recommendations for Fiscal Year 2018-19 Expenditure Reports,"</a> dated June 8, 2020.  <a href="#">"Measure M2 Eligibility Review Recommendations for Fiscal Year 2019-20 Expenditure Reports,"</a> dated June 14, 2021.  <a href="#">"Measure M2 Eligibility Review Recommendations for Fiscal Year 2020-21 Expenditure Reports,"</a> dated June 13, 2022.</p>

**ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY**  
**Ordinance No. 3 Tracking Matrix**  
**For Period Ending December 31, 2025**

Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
							<p><a href="#">"Measure M2 Eligibility Recommendations for Fiscal Year 2021-22 Expenditure Reports and Maintenance of Effort Benchmark Adjustments,"</a> dated July 10, 2023.</p> <p><a href="#">"Measure M2 Eligibility Review Recommendations for Fiscal Year 2022-23 Expenditure Reports,"</a> dated July 8, 2024.</p> <p><a href="#">"Measure M2 Eligibility Review Recommendations,"</a> dated July 14, 2025.</p>
9.00	<p><b>Have Revenues expended for salaries and benefits of Authority administrative staff remained within the one percent per year limit?</b></p>	Sec 7	F & A	Recurring	Action plan in place	Sean Murdock/ Rima Tan	<p>Yes. These are tracked on a FY basis. Expenditures were 1% for the FY period between July 1, 2024, and June 30, 2025. Since inception, OCTA has encountered periods when expenditures needed to be covered by borrowings to meet the one percent of net revenue requirement. OCTA has Board approval to borrow from the Orange County Unified Transportation Trust (OCUTT), and to repay those funds with interest in future periods when administrative expenditures underrun revenue in any given year of the program.</p> <p>Please reference:  <a href="#">"Orange County Transportation Authority Summary of Measure M2 Administrative Costs from Inception through June 30, 2025."</a></p>
10.00	<p><b>Has the Authority, to the extent possible, used existing state, regional and local planning and programming data and expertise to carry out the purposes of the Ordinance?</b></p>	Sec. 7	Planning	Recurring	Completed to date	Francesca Ching	<p>Yes. OCTA, as appropriate, looks to other existing resources to ensure that work is not duplicative and that expenses are kept to a minimum. In cases where OCTA does not have the expertise available, OCTA contracts with other external agencies. For example, OCTA regularly has cooperative agreements with Caltrans, local universities, Army Corp of Engineers, and contracts with private sector experts as needed to meet the requirements of the Ordinance.</p> <p>For an example, please reference:  <a href="#">"Memorandum of Agreement Between Orange County Transportation Authority and U.S. Army Corps of Engineers, Los Angeles District,"</a> dated June 28, 2023.</p>
11.00	<p><b>Have expenses for administrative staff and for project implementation incurred by the Authority, including contracted expenses, been identified in an annual report pursuant to Ordinance No. 3, Sec. 10.8?</b></p>	Sec. 7 and Sec. 10.8	People and Community Engagement	Recurring	Completed to date	Maggie McJilton & Jennifer Beaver	<p>Yes. Annual reports, which are published on the OCTA website, identify expenses for administrative staff and for project implementation incurred by the Authority, including contracted expenses. Measure M1 (M1) Annual reports from the years 2008 - 2011 included minor updates on M2 Early Action Plan progress and funding.</p>

**ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY**  
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**For Period Ending December 31, 2025**

Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
							Please reference: <a href="#">"Measure M Annual Report 2008."</a> <a href="#">"Measure M Annual Report 2009."</a> <a href="#">"Measure M Annual Report 2010."</a> <a href="#">"Measure M Annual Report 2011."</a> <a href="#">"Measure M Annual Report 2012."</a> <a href="#">"Measure M Annual Report 2013."</a> <a href="#">"Measure M Annual Report 2014."</a> <a href="#">"Measure M Annual Report 2015."</a> <a href="#">"Measure M Annual Report 2016."</a> <a href="#">"Measure M Annual Report 2017."</a> <a href="#">"Measure M Annual Report 2018."</a> <a href="#">"Measure M Annual Report 2019."</a> <a href="#">"Measure M Annual Report 2020."</a> <a href="#">"Measure M Annual Report 2021."</a> <a href="#">"Measure M Annual Report 2022."</a> <a href="#">"Measure M Annual Report 2023."</a> <a href="#">"Measure M Annual Report 2024."</a> <a href="#">"Measure M Annual Report 2025."</a>
12.00	Has the 2006-2007 Authority appropriations limit been set at \$1,123 million?	Sec. 8	F & A	One-time, start-up	Completed	Sean Murdock	Yes. Please reference: <a href="#">"Resolution of the Orange County Local Transportation Authority Measure M Establishing Appropriations Limit for Fiscal Year 2006-07,"</a> dated June 12, 2006.
13.00	Has the Authority's appropriations limit been adjusted annually?	Sec. 8	F & A	Recurring	Completed to date	Sean Murdock	Yes. Please reference: <a href="#">"Resolution of the Orange County Local Transportation Authority/Renewed Measure M Establishing Appropriations Limit for Fiscal Year 2011-12,"</a> dated June 13, 2011. <a href="#">"Resolution of the Orange County Local Transportation Authority/Measure M2 Establishing Appropriations Limitation for Fiscal Year 2012-13,"</a> dated June 11, 2012.

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**For Period Ending December 31, 2025**

Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
							<p><a href="#">"Resolution of the Orange County Local Transportation Authority/Measure M2 Establishing Appropriations Limit for Fiscal Year 2013-14,"</a> dated May 24, 2013.</p> <p><a href="#">"Resolution of the Orange County Local Transportation Authority/Measure M2 Establishing Appropriations Limit for Fiscal Year 2014-15,"</a> dated June 9, 2014.</p> <p><a href="#">"Resolution of the Orange County Local Transportation Authority/Measure M2 Establishing Appropriations Limit for Fiscal Year 2015-16,"</a> dated June 22, 2015.</p> <p><a href="#">"Resolution of the Orange County Local Transportation Authority/Measure M2 Establishing Appropriations Limit for Fiscal Year 2016-17,"</a> dated June 13, 2016.</p> <p><a href="#">"Resolution of the Orange County Local Transportation Authority/Measure M2 Establishing Appropriations Limit for Fiscal Year 2017-18,"</a> dated June 12, 2017.</p> <p><a href="#">"Resolution of the Orange County Local Transportation Authority/Measure M2 Establishing Appropriations Limit for Fiscal Year 2018-19,"</a> dated June 11, 2018.</p> <p><a href="#">"Resolution No. 2019-027 of the Orange County Local Transportation Authority - Measure M2 Establishing Appropriations Limit for Fiscal Year 2019-20,"</a> dated June 10, 2019.</p> <p><a href="#">"Resolution No. 2020-022 of the Orange County Local Transportation Authority/Measure M2 Establishing Appropriations Limit for Fiscal Year 2020-21,"</a> dated June 22, 2020.</p> <p><a href="#">"Resolution No. 2021-043 of the Orange County Local Transportation Authority/Measure M2 Establishing Appropriations Limit for Fiscal Year 2021-22,"</a> dated June 28, 2021.</p> <p><a href="#">"Resolution No. 2022-029 of the Orange County Local Transportation Authority/Measure M2 Establishing Appropriations Limit for Fiscal Year 2022-23,"</a> dated June 13, 2022.</p> <p><a href="#">"Resolution No. 2023-025 of the Orange County Local Transportation Authority/Measure M2 Establishing Appropriations Limit for Fiscal Year 2023-24,"</a> dated June 12, 2023.</p>

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							<p><a href="#">"Resolution No. 2024-026 of the Orange County Local Transportation Authority/Measure M2 Establishing Appropriations Limit for Fiscal Year 2024-25,"</a> dated June 24, 2024.</p> <p><a href="#">"Resolution No. 2025-030 of the Orange County Local Transportation Authority/Measure M2 Establishing Appropriations Limit for Fiscal Year 2025-26,"</a> dated June 9, 2025.</p>
14.00	<p><b>Has the County of Orange Auditor-Controller, in the capacity as Chair of the Taxpayer Oversight Committee (TOC), annually certified that the Revenues were spent in compliance with the Ordinance?</b></p>	Sec. 10.2	People and Community Engagement	Recurring	Completed to date	Chris Boucly/ Marissa Espino	<p>Yes. Each year since 2007, the County Auditor-Controller has annually certified that revenues were spent in compliance with the Ordinance. For this reporting period, County Auditor-Controller Andrew Hamilton certified on June 18, 2025.</p> <p>Please reference:</p> <p><a href="#">"Measure M Taxpayers Oversight Committee Annual Public Hearing Results and Compliance Findings,"</a> dated March 10, 2008.</p> <p><a href="#">"Measure M Taxpayers' Oversight Committee Annual Public Hearing Results and Compliance Findings,"</a> dated March 23, 2009.</p> <p><a href="#">"Measure M Taxpayers Oversight Committee Annual Public Hearing Results and Compliance Findings,"</a> dated March 8, 2010.</p> <p><a href="#">"Measure M Taxpayers Oversight Committee Annual Public Hearing Results and Compliance Findings,"</a> dated March 14, 2011.</p> <p><a href="#">"Measure M Taxpayers Oversight Committee Annual Public Hearing Results and Compliance Findings,"</a> dated February 13, 2012.</p> <p><a href="#">"Measure M Taxpayers Oversight Committee Annual Public Hearing Results and Compliance Findings,"</a> dated March 11, 2013.</p> <p><a href="#">"Measure M Taxpayer Oversight Committee Annual Public Hearing Results and Compliance Findings,"</a> dated March 10, 2014.</p> <p><a href="#">"Taxpayer Oversight Committee Measure M Annual Public Hearing Results and Compliance Findings,"</a> dated February 23, 2015.</p> <p><a href="#">"Taxpayer Oversight Committee Measure M Annual Public Hearing Results and Compliance Findings,"</a> dated April 25, 2016.</p> <p><a href="#">"Taxpayer Oversight Committee Measure M Annual Public Hearing Results and Compliance Findings,"</a> dated April 24, 2017.</p> <p><a href="#">"Taxpayer Oversight Committee Measure M2 Annual Public Hearing Results and Compliance Finding,"</a> dated April 23, 2018.</p>

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Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
							<p><a href="#">"Taxpayer Oversight Committee Measure M2 Annual Public Hearing Results and Compliance Finding,"</a> dated June 24, 2019.</p> <p><a href="#">"Taxpayer Oversight Committee Measure M2 Annual Public Hearing Results and Compliance Findings,"</a> dated June 22, 2020.</p> <p><a href="#">"Taxpayer Oversight Committee Measure M2 Annual Public Hearing Results and Compliance Finding,"</a> dated June 28, 2021.</p> <p><a href="#">"Taxpayer Oversight Committee Measure M Annual Public Hearing Results and Compliance Finding,"</a> dated June 27, 2022.</p> <p><a href="#">"TOC M2 Annual Public Hearing Compliance Memo,"</a> dated June 23, 2023.</p> <p><a href="#">"TOC M2 Annual Public Hearing Compliance Memo,"</a> dated June 11, 2024.</p> <p><a href="#">"TOC M2 Annual Public Hearing Compliance Memo,"</a> dated June 18, 2025.</p>
15.00	<p><b>Have receipt, maintenance, and expenditure of Net Revenues been distinguishable in each jurisdiction's accounting records from other funding sources, and distinguishable by program or project?</b></p>	Sec. 10.3	F & A, Internal Audit	Recurring	Action plan in place	Sean Murdock	<p>Yes. Local jurisdictions submit expenditure reports annually that distinguish funding sources and tie to accounting records that are subject to AUP. Starting with the 2011 version of the annual expenditure report, local jurisdictions' finance directors are also required to attest to this requirement and each year hereafter. Jurisdictions are also subject to AUP that cover this requirement. Internal Audit, through an external auditing firm, applies AUP to 8 to 10 jurisdictions per year covering this matter. Expenditure reports for each jurisdiction are reviewed by staff and the TOC. The jurisdictions subject to AUP are selected by the TOC Audit Subcommittee.</p> <p>The cities of Buena Park and Huntington Beach were found ineligible to receive M2 funds by the Board on May 28, 2024, and May 12, 2025, respectively. The Board approved eligibility for the remaining 33 jurisdictions on July 14, 2025. The eligibility for the City of Orange, which was found ineligible in 2024, was reinstated by the Board on May 12, 2025.</p> <p>Please reference:</p> <p><a href="#">"Measure M2 Eligibility for the City of Buena Park,"</a> dated May 28, 2024.</p> <p><a href="#">"Measure M2 Eligibility for the City of Orange,"</a> dated May 12, 2025.</p>

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Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
							<a href="#">"Measure M2 Eligibility for the City of Huntington Beach,"</a> dated May 12, 2025. <a href="#">"Measure M2 Eligibility Review Recommendations,"</a> dated July 14, 2025.
16.00	Has interest earned on Net Revenues allocated pursuant to the Ordinance been expended only for those purposes for which Net Revenues were allocated?	Sec. 10.3	F & A	Recurring	Completed to date	Sean Murdock	Yes. See independent auditor's findings related to applying AUP to the M2 Status Report. Please reference: <a href="#">"Fiscal Year 2024-25 Single Audit and Agreed-Upon Procedures Reports,"</a> dated January 26, 2026.
17.00	Have jurisdictions used Net Revenues only for transportation purposes authorized by the Ordinance?	Sec. 10.4	F & A, Internal Audit	Recurring	Action plan in place	Sean Murdock	No. See notes in Item 15.00.
18.00	If any jurisdiction used Net Revenues for other than transportation purposes, have they fully reimbursed the Authority the Net Revenues misspent and been deemed ineligible to receive Net Revenues for a period of five years?	Sec. 10.4	F & A	Recurring	Action plan in place	Sean Murdock	Yes. The FY 2022-23 AUP reported that the City of Buena Park (Buena Park) could not provide sufficient support for its use of M2 Local Fair Share (LFS) funds related to indirect labor charges. As a result, the auditors disallowed a total of \$387,576. On May 28, 2024, the Board found Buena Park ineligible to receive M2 Net Revenues for a period of five years and sought reimbursement of the \$387,576 in disallowed funds. The Board also required Buena Park to sign a settlement agreement to formalize the required actions to reestablish eligibility and other terms. Please reference: <a href="#">"Measure M2 Eligibility for the City of Buena Park,"</a> dated May 28, 2024. <a href="#">"Settlement Agreement and Release of Claims,"</a> dated July 10, 2024.  On July 26, 2024, Buena Park reimbursed OCTA for the \$387,567 in disallowed Net Revenues. Once it is determined via application of AUP that Buena Park has fulfilled the settlement agreement terms, OCTA staff will return to the Board to consider reestablishing eligibility for the Buena Park. Please reference: <a href="#">"City of Buena Park Reimbursement of Unsupported Local Fair Share Expenditures,"</a> dated July 26, 2024.  On June 9, 2025, the OCTA Board approved an item authorizing staff to revise the existing agreement with Buena Park to allow the city to apply

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							<p>for and compete for M2 competitive funding opportunities through the Comprehensive Transportation Funding Programs (CTFP) during its period of ineligibility. Consistent with the Board action, any competitive M2 funds awarded to Buena Park during the ineligibility period will be withheld and not disbursed until the Board formally reestablishes the City's eligibility to receive M2 Net Revenues. All other terms and conditions of the 2024 settlement agreement remain in full force and effect.</p> <p>Please reference:  <a href="#">"Measure M2 Eligibility Update for the City of Buena Park,"</a> dated June 9, 2025.  <a href="#">"Notification of OCTA Board Action Regarding Competitive Measure M2 Funding Eligibility,"</a> letter, dated July 2, 2025.</p> <p>The FY 2024-25 AUP identified that the City of Huntington Beach (Huntington Beach) reported \$29,249 in LFS expenditures that were not allowable. On May 12, 2025, the Board found Huntington Beach ineligible to receive M2 Net Revenues for a period of five years and sought reimbursement of the \$29,249 in disallowed funds. The Board also required Huntington Beach to sign a settlement agreement to formalize the required actions to reestablish eligibility and other terms. Please reference:  <a href="#">"Measure M2 Eligibility for the City of Huntington Beach,"</a> dated May 12, 2025.  <a href="#">"Settlement Agreement and Release of Claims,"</a> dated July 25, 2025.</p> <p>On July 11, 2025, Huntington Beach reimbursed OCTA for the \$29,249 in disallowed Net Revenues. Once it is determined via application of AUP that Huntington Beach has fulfilled the settlement agreement terms, OCTA staff will return to the Board to consider reestablishing eligibility for Huntington Beach. Please reference:  <a href="#">"City of Huntington Beach Reimbursement of Unallowable Local Fair Share Expenditures,"</a> dated July 11, 2025.</p>

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							For the remaining 33 jurisdictions, there have been no other occurrences to date.
19.00	Has a TOC been established to provide an enhanced level of accountability for expenditures of Revenues and to help ensure that all voter mandates are carried out as required?	Sec. 10.5	People and Community Engagement	One-time, start-up	Completed	Chris Boucly/ Marissa Espino	Yes. The Citizens Oversight Committee (COC) established under M1 was transitioned into the TOC in August 2007. The transition was mentioned in the OCTA staff update portion of the June 12, 2007, COC meeting minutes, included in the August 28, 2007, TOC meeting agenda packet. The TOC has since met regularly to provide an enhanced level of accountability for expenditures of revenues and to help ensure that all voter mandates are carried out as required. Please reference: <a href="#">"Taxpayers Oversight Committee Agenda Packet,"</a> dated August 28, 2007, for the June 12, 2007, meeting minutes.
20.00	Have performance assessments to evaluate efficiency, effectiveness, economy, and program results been conducted every three years?	Sec. 10.6	PMO	Recurring	Completed to date	Francesca Ching	Yes. To date, six Triennial M2 Performance Assessments have been conducted. The sixth performance assessment covering FY 2021-22 to FY 2023-24 was presented to the Board in March 2025. Please reference: <a href="#">"Measure M2 Triennial Performance Assessment Status Report,"</a> for FY 2006-07 to FY 2008-09, dated November 22, 2010. <a href="#">"Measure M2 Performance Assessment Report,"</a> for FY 2009-10 to FY 2011-12, dated April 8, 2013. <a href="#">"Measure M2 Performance Assessment Report,"</a> for FY 2012-13 to FY 2014-15, dated August 8, 2016. <a href="#">"Measure M2 Performance Assessment Report,"</a> for FY 2015-16 to FY 2017-18, dated March 11, 2019. <a href="#">"Measure M2 Performance Assessment Report,"</a> for FY 2018-19 to FY 2020-21, dated April 25, 2022. <a href="#">"Measure M2 Performance Assessment Report,"</a> for FY 2021-22 to FY 2023-24, dated March 10, 2025.
21.00	Have the performance assessments been provided to the TOC?	Sec. 10.6	PMO, People and Community Engagement	Recurring	Completed to date	Francesca Ching & Chris Boucly	Yes. To date, six performance assessments have been provided to the TOC. Please reference: <a href="#">"Taxpayers Oversight Committee Agenda Packet,"</a> dated December 14, 2010. <a href="#">"Taxpayers Oversight Committee Agenda Packet,"</a> dated April 9, 2013.

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							<p><a href="#">"Taxpayers Oversight Committee Agenda Packet,"</a> dated June 14, 2016.</p> <p><a href="#">"Taxpayers Oversight Committee Agenda Packet,"</a> dated April 9, 2019.</p> <p><a href="#">"Taxpayers Oversight Committee Agenda Packet,"</a> dated April 12, 2022.</p> <p><a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated March 11, 2025.</p>
22.00	Have quarterly status reports regarding the major projects detailed in the Plan been brought before the Authority in public meetings?	Sec. 10.7	PMO	Recurring	Completed to Date	Francesca Ching	<p>Yes. Quarterly reports have consistently been brought before the Board. The reports are posted on the OCTA website and saved in the M2 Document Center. The latest report was presented to the Board on April 27, 2026.</p> <p>Please reference the following reports for calendar year 2025:</p> <p><a href="#">"Measure M2 Quarterly Progress Report for the Period of January 2025 through March 2025,"</a> dated June 9, 2025.</p> <p><a href="#">"Measure M2 Quarterly Progress Report for the Period of April 2025 through June 2025,"</a> dated September 8, 2025.</p> <p><a href="#">"Measure M2 Quarterly Progress Report for the Period of July 2025 through September 2025,"</a> dated December 8, 2025.</p> <p><a href="#">"M2 Quarterly Progress Report for the Period of October 2025 to December 2025,"</a> dated April 27, 2026.</p>
23.00	Has the Authority published an annual report on how revenues have been spent and on progress toward implementation and publicly reported on the findings?	Sec. 10.8	People and Community Engagement	Recurring	Completed to date	Maggie McJilton & Jennifer Beaver	<p>Yes. See Item 11.00. These annual reports were prepared and made public since FY 2010-11. The FY 2024-25 information can be found on the <a href="#">2025 infographic</a> and <a href="#">M2 website</a>.</p>
24.00	Has the Authority, every ten years, conducted a comprehensive review of all projects and programs implemented under the Plan to evaluate the performance of the overall program?	Sec. 11	PMO	Recurring	Completed to date	Francesca Ching	<p>Yes. The first comprehensive Ten-Year Review was conducted for the period covering November 8, 2006, through June 30, 2015. The final report was presented to the Board on October 12, 2015. The second comprehensive Ten-Year Review is underway and is anticipated to be complete in early 2026. The framework, draft schedule, and subsequent updates for this effort were presented to the Board beginning October 14, 2024, with additional updates provided throughout 2025 documenting interim milestones and ongoing review activities.</p> <p>Please reference:</p> <p><a href="#">"Measure M2 Ten-Year Review Report,"</a> dated October 12, 2015.</p> <p><a href="#">"Measure M2 Ten-Year Review Framework,"</a> dated October 14, 2024.</p>

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							<p><a href="#">"Measure M2 Ten-Year Review Look Ahead,"</a> dated March 10, 2025.  <a href="#">"Measure M2 Ten-Year Review Update,"</a> dated June 9, 2025.  <a href="#">"Measure M2 Ten-Year Review Update,"</a> dated August 28, 2025.  <a href="#">"Measure M2 Ten-Year Review Update,"</a> dated December 8, 2025.</p>
25.00	<p><b>If the Authority has amended the Ordinance, including the Plan, has the Authority followed the process and notification requirements in Ordinance No. 3, Sec. 12, including approval by not less than two-thirds vote of the TOC?</b></p>	Sec. 12	PMO, People and Community Engagement	Recurring	Completed to Date	Francesca Ching & Chris Boucly /Marissa Espino	<p>Yes. There have been five amendments to Ordinance No. 3.</p> <p>For Amendment #1 (November 9, 2012) to the Plan (Freeway Category), OCTA followed the Plan amendment process and notification requirements (including TOC approval on October 9, 2012). Please reference: <a href="#">"Public Hearing to Amend the Measure M2 Transportation Investment Plan for the Freeway Program,"</a> for Amendment #1, dated November 9, 2012.</p> <p>For Amendment #2 (November 25, 2013) to the Ordinance (Attachment C), OCTA followed the Ordinance amendment process and notification requirements (did not require TOC approval). Please reference: <a href="#">"Public Hearing on Proposal to Amend Orange County Local Transportation Authority Ordinance No. 3 to Modify Taxpayer Oversight Committee Membership Eligibility,"</a> for Amendment #2, dated November 25, 2013.</p> <p>For Amendment #3 (December 14, 2015, corrected on March 14, 2016) to the Plan (Transit Category) and Ordinance (Attachment B), OCTA followed the Plan amendment process and notification requirements (including TOC approval on November 10, 2015). Please reference: <a href="#">"Public Hearing to Amend the Renewed Measure M Local Transportation Authority Ordinance No. 3 and Transportation Investment Plan for the Transit Program,"</a> for Amendment #3, dated December 14, 2015. <a href="#">"Renewed Measure M Local Transportation Authority Ordinance No. 3 and Transportation Investment Plan Amendment Update,"</a> for corrections to the Amendment, dated March 14, 2016.</p>

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Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
							For Amendments #4 (June 22, 2020) and #5 (May 24, 2021) to the Ordinance (Attachment C), OCTA followed the Ordinance amendment process and notification requirements (did not require TOC approval). Please reference: <a href="#">"Public Hearing to Amend the M2 Orange County Local Transportation Authority Ordinance No. 3,"</a> for Amendment #4, dated June 22, 2020. <a href="#">"Public Hearing to Amend the M2 Orange County Local Transportation Authority Ordinance No. 3,"</a> for Amendment #5, dated May 24, 2021.
<b>26.00</b>	<b>General Requirements – Allocation of Net Revenues</b>						
<b>27.00</b>	<b>Have at least five percent of the Net Revenues allocated for Freeway Projects been used to fund Programmatic Mitigation of Freeway Projects, and have these funds derived by pooling funds from the mitigation budgets of individual Freeway Projects?</b>	Att. B, Sec. II.A.5	F & A	30-year	Completed to date	Sean Murdock	Yes. See independent auditor’s findings related to applying AUP to the M2 Status Report. Please reference: <a href="#">"Fiscal Year 2024-25 Single Audit and Agreed-Upon Procedures Reports,"</a> dated January 26, 2026.
<b>28.00</b>	<b>Has the Authority used Revenues as follows:</b> <ul style="list-style-type: none"> <li>- First, paid the California Department of Tax and Fee Administration (formerly State Board of Equalization) for services and functions?</li> <li>- Second, paid the administrative costs of the Authority?</li> <li>- Third, satisfied the annual allocation of two percent of Revenues for Environmental Cleanup?</li> <li>- Fourth, satisfied the debt service requirements of all bonds issued pursuant to the Ordinance that are not satisfied out of separate allocations?</li> </ul>	Att. B, Sec. IV.A.1-4	F & A	Recurring	Completed to date	Sean Murdock	Yes. See independent auditor’s findings related to applying AUP to the M2 Status Report. Please reference: <a href="#">"Fiscal Year 2024-25 Single Audit and Agreed-Upon Procedures Reports,"</a> dated January 26, 2026.
<b>29.00</b>	<b>After providing for the use of Revenues as described above, has the Authority allocated Net Revenues as follows:</b> <ul style="list-style-type: none"> <li>- Freeway Projects – 43%?</li> <li>- Streets and Roads Projects – 32%?</li> <li>- Transit Projects – 25%?</li> </ul>	Att. B, Sec. IV.B.1-3	F & A	Recurring	Completed to date	Sean Murdock	Yes. See independent auditor’s findings related to applying AUP to the M2 Status Report. Please reference: <a href="#">"Fiscal Year 2024-25 Single Audit and Agreed-Upon Procedures Reports,"</a> dated January 26, 2026.
<b>30.00</b>	<b>Has the allocation of the 32 percent for Streets and Roads Projects been made as follows:</b> <ul style="list-style-type: none"> <li>- Regional Capacity Program projects – 10% of Net Revenues?</li> </ul>	Att. B, Sec. IV.C.1-3	F & A	Recurring	Completed to date	Sean Murdock	Yes. See independent auditor’s findings related to applying AUP to the M2 Status Report. Please reference: <a href="#">"Fiscal Year 2024-25 Single Audit and Agreed-Upon Procedures Reports,"</a> dated January 26, 2026.

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	<ul style="list-style-type: none"> <li>- Regional Traffic Signal Synchronization Program projects – 4% of Net Revenues?</li> <li>- Local Fair Share (LFS) Program projects – 18% of Net Revenues?</li> </ul>						
31.00	If the percentage basis of the allocation of Net Revenues in any given year is different than required by Sections B and C (except for LFS Program projects), have the percentage allocations set forth in Sections B and C been achieved during the duration of the Ordinance?	Att. B, Sec. IV.D	F & A	30-year	Underway	Sean Murdock	The percentage basis allocation is not an annual requirement but must be achieved during the duration of the Ordinance.
32.00	Have Net Revenues allocated for the LFS Program pursuant to Att. B, Sec. IV.C been paid to Eligible Jurisdictions within 60 days of receipt by the Authority?	Att. B, Sec. IV.E	F & A	Recurring	Completed to date	Sean Murdock	Yes. See General Accounting payments for LFS funds for FY 2024-25. Also note AUP to the M2 Status Report. Please reference: <a href="#">"Fiscal Year 2024-25 Single Audit and Agreed-Upon Procedures Reports,"</a> dated January 26, 2026. <a href="#">"Fiscal Year 2024-25 Project Q Local Fair Share Payments"</a>
33.00	If the Authority exchanged Net Revenues from a Plan funding category for federal, state or other local funds, has the Authority and the exchanging public agency used the exchanged funds for the same program or project authorized for the use of the funds prior to the exchange, have such federal, state or local funds received by the Authority been allocated to the same Plan funding category that was the source of the exchanged Net Revenues?	Att. B, Sec. IV.F	Planning, F & A	Recurring	None to date	Sean Murdock	Not applicable to date because there have been no exchanges.
34.00	Has the Authority followed the requirement that in no event shall an exchange of funds reduce the Net Revenues allocated for Programmatic Mitigation of Freeway Projects?	Att. B, Sec. IV.F	Planning, F & A	Recurring	None to date	Sean Murdock	Not applicable to date because there have been no exchanges.
35.00	Has the Authority, upon review and acceptance of any Project Final Report, allocated the balance of Net Revenues, less the interest earned on the Net Revenues allocated for the project?	Att. B, Sec. IV.H	Planning	Recurring	Completed to Date	Adriann Cardoso/ Charvalen Alacar	Yes. As projects are completed, any unused funds from each project are made available for other projects within the same category, as needed. Examples below: <a href="#">"Public Hearing to Amend the Measure M2 Transportation Investment Plan for the Freeway Program,"</a> dated November 9, 2012. <a href="#">"Renewed Measure M Local Transportation Authority Ordinance No. 3 and Transportation Investment Plan Amendment Update,"</a> dated March 14, 2016.

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							There have been no reallocations across categories (43% Freeway, 32% Streets and Roads, and 25% Transit), in accordance with overall requirements in Att. B, Sec IV.B.
<b>36.00</b>	<b>Requirements Related to All Freeway Projects</b>						
<b>37.00</b>	<b>Have Freeway Projects been planned, designed and constructed with consideration for their aesthetic, historic and environmental impacts on nearby properties and communities?</b>	Att. A, p. 5 Freeway Projects Overview	Capital Programs – Highways	Recurring	Completed to Date	Jeff Mills	Yes. Freeway Projects are developed with input from cities, the public, other stakeholders, and various interest groups. For example, landscaping and aesthetics are prepared with input from city representatives and the public to ensure that each city is given an opportunity to include its own “theme” while preserving the overall uniformity on the freeways throughout Orange County. For example, please reference: <a href="#">“FI103 Project Report Final,”</a> dated June 24, 2020.
<b>38.00</b>	<b>Has a Master Agreement for environmental and programmatic mitigation of freeway projects between OCLTA and state and federal resource agencies been executed?</b>	Att. A, p.5 Freeway Projects Overview	Planning	One-time, start-up	Completed	Adriann Cardoso/ Lesley Hill	Yes. The Memorandum of Agreement and Planning Agreement, executed in January 2010, served as the Master Agreement. Please reference: <a href="#">“Memorandum of Agreement (MOA) Among the Orange County Transportation Authority (“OCTA”), the United States Fish and Wildlife Service (“USFWS”), the California Department of Fish and Game (“CDFG”), and the California Department of Transportation (“CALTRANS”) Regarding the Mitigation for Freeway Improvement Projects Under the Renewed Measure M Ordinance Environmental Mitigation Program,”</a> C-9-0278, dated January 21, 2010. <a href="#">“Planning Agreement by and among Orange County Transportation Authority, California Department of Transportation, California Department of Fish and Game, and United States Fish and Wildlife Service for the Orange County Transportation Authority/California Department of Transportation Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP),”</a> C-9-0279, dated January 21, 2010.

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39.00	Has the OCLTA made every effort to maximize Orange County's share of state and federal freeway dollars?	Att. B, Sec. II.A.1	Planning	Recurring	Completed to date	Adriann Cardoso	Yes. Since 2006, OCTA has received and programmed \$1.77 billion for freeway projects included in the M2 Plan: federal - \$695 million and state - \$1.08 billion. Please reference: <a href="#">"Capital Programming Update,"</a> dated December 8, 2025.
40.00	Have all major approval actions for Freeway Projects, including project concept, location, and any change in scope, been agreed upon by California Department of Transportation (Caltrans), the Authority, project sponsors, and where appropriate, the Federal Highway Administration (FHWA) and/or the California Transportation Commission (CTC)?	Att. B, Sec. II.A.2	Capital Programs - Highways	Recurring	Completed to Date	Jeff Mills	Yes. Coordination with the agencies listed is constant, and the required approval actions are obtained from the appropriate agencies. Project concept, location, and scope are determined when the preferred alternative is selected and identified in the final approved environmental document (ED). The Final ED is approved by Caltrans, which includes delegated National Environmental Policy Act (NEPA) authority from FHWA. The environmental documents are also provided to the CTC. Scope changes will often require changes to the Cooperative Agreement between OCTA and Caltrans. Design modifications and exceptions to design requirements are coordinated with Caltrans District 12 and Headquarters (Sacramento), which has the delegated authority from FHWA to approve design exceptions. Project Change Requests are required to be approved by both OCTA and Caltrans when a change in scope is large enough to warrant a change in project funding. Approval by the CTC may also be required if state funds are requested, or a baseline agreement amendment is required.
41.00	Has the Authority, prior to allocation of Net Revenues for any Freeway Project, obtained written assurances from the appropriate state agency that after the project is constructed to at least minimum acceptable state standards, the State shall be responsible for maintenance and operation?	Att. B, Sec. II.A.3	Capital Programs - Highways	Recurring	Completed to Date	Jeff Mills	Yes. Construction Cooperative Agreements between OCTA and Caltrans include language that assigns maintenance and operations to Caltrans. For an example, please reference Attachment A, article 34 of the agreement ( <a href="#">C-3-2384</a> ), which was executed on April 10, 2024. Please reference: <a href="#">"Cooperative Agreement with the California Department of Transportation for the Interstate 605/Katella Avenue Interchange Project,"</a> dated April 10, 2024.
42.00	Have Freeway Projects been built largely within existing rights of way using the latest highway design and safety requirements?	Att. B, Sec. II.A.4	Capital Programs - Highways	Recurring	Completed to Date	Jeff Mills	Yes. Keeping generally within existing right-of-way (ROW) is one of the largest project parameters. For example, elimination of braided ramps on the I-405 Improvement Project was approved in the final environmental impact report (EIR)/environmental impact statement (EIS) to reduce the full ROW acquisitions while still ensuring that the design meets Caltrans design and safety standards. Keeping the ROW

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							<p>impacts to some partial acquisitions and primarily temporary construction easements while adding four lanes to the Interstate 405 (I-405) is a major accomplishment for a \$2.16 billion project, the largest project in the M2 freeway program, highlighting the importance placed on working within ROW constraints.</p> <p>Please reference:  <a href="#">"San Diego Freeway (I-405) Improvement Project Final Environmental Impact Report/Environmental Impact Statement,"</a> dated March 26, 2015.</p>
43.00	<p><b>To the greatest extent possible within the available budget, have Freeway Projects been implemented using Context Sensitive Design? ("Context Sensitive Design features" are further described in the referenced provision.)</b></p>	Att. B, Sec. II.A.4	Capital Programs - Highways	Recurring	Completed to Date	Jeff Mills	<p>Yes. Freeway projects include many context sensitive design features, from the Planning stages, through Environmental, Design, and Construction. The project team, including Public Outreach, coordinates with local cities and other agencies on landscaping, aesthetics, and soft/hardscape features. For example, the construction of soundwalls requires public input, in the form of a soundwall survey, to determine if soundwalls will be built. Aesthetics of soundwalls, retaining walls and bridges take into account City and community preferences.</p> <p>Please reference:  <a href="#">"San Diego Freeway (I-405) Improvement Project Final Environmental Impact Report/Environmental Impact Statement,"</a> dated March 26, 2015.</p>
44.00	<p><b>Have Freeway Projects, to the greatest extent possible within the available budget, been planned, designed, and constructed using a flexible community-responsive and collaborative approach to balance aesthetic, historic and environmental values with transportation safety, mobility, maintenance, and performance goals?</b></p>	Att. B, Sec. II.A.4	Capital Programs - Highways	Recurring	Completed to Date	Jeff Mills	<p>Yes. Community Outreach is a constant on all the Freeway Projects. Open Houses, City Council presentations, local agency meetings, and other forms of Outreach are deployed in order to obtain community feedback so that modifications are made, where possible, to retain these values. All design features and proposed changes are reviewed and approved by Caltrans to ensure safety, mobility, maintenance, and performance goals.</p> <p>Please reference:  <a href="#">"San Diego Freeway (I-405) Improvement Project Final Environmental Impact Report/Environmental Impact Statement,"</a> dated March 26, 2015.</p>
45.00	<p><b>Have the Net Revenues allocated to Freeway Projects for use in funding Programmatic Mitigation for Freeway Projects been subject to the following:</b></p>	Att. B, Sec. II.A.5	Planning		Completed	Adriann Cardoso/ Lesley Hill	See notes in Items 45.01 to 45.09.

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45.01	<b>Has a Master Environmental Mitigation and Resource Protection Plan and Agreement (Master Agreement) between the Authority and state and federal resources been developed?</b>	Att. B, Sec. II.A.5.a	Planning	One-time, start-up	Completed	Adriann Cardoso/ Lesley Hill	<p>Yes. See notes in Item 38.00. The Memorandum of Agreement and Planning Agreement executed in January 2010, served as the Master Agreement.</p> <p>Please reference:  <a href="#">"Memorandum of Agreement (MOA) Among the Orange County Transportation Authority ("OCTA"), the United States Fish and Wildlife Service ("USFWS"), the California Department of Fish and Game ("CDFG"), and the California Department of Transportation ("CALTRANS") Regarding the Mitigation for Freeway Improvement Projects Under the Renewed Measure M Ordinance Environmental Mitigation Program,"</a> C-9-0278, dated January 21, 2010.  <a href="#">"Planning Agreement by and among Orange County Transportation Authority, California Department of Transportation, California Department of Fish and Game, and United States Fish and Wildlife Service for the Orange County Transportation Authority/California Department of Transportation Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP),"</a> C-9-0279, dated January 21, 2010.</p>
45.02	<b>Does the Master Agreement include commitments by the Authority to provide programmatic environmental mitigation of Freeway Projects?</b>	Att. B, Sec. II.A.5.a.(i)	Planning	One-time, start-up	Completed	Adriann Cardoso/ Lesley Hill	<p>Yes. The Memorandum of Agreement and Planning Agreement executed in January 2010, served as the Master Agreement. See notes in Item 1.00 within the Agreement which refers to commitments by OCTA to provide programmatic environmental mitigation of Freeway Projects.</p> <p>Please reference:  <a href="#">"Memorandum of Agreement (MOA) Among the Orange County Transportation Authority ("OCTA"), the United States Fish and Wildlife Service ("USFWS"), the California Department of Fish and Game ("CDFG"), and the California Department of Transportation ("CALTRANS") Regarding the Mitigation for Freeway Improvement Projects Under the Renewed Measure M Ordinance Environmental Mitigation Program,"</a> C-9-0278, dated January 21, 2010.  <a href="#">"Planning Agreement by and among Orange County Transportation Authority, California Department of Transportation, California Department of Fish and Game, and United States Fish and Wildlife Service for the Orange County Transportation Authority/California Department of Transportation Natural Community Conservation</a></p>

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							<a href="#">Plan/Habitat Conservation Plan (NCCP/HCP)</a> ," C-9-0279, dated January 21, 2010.
45.03	<b>Does the Master Agreement include commitments by state and federal agencies to reduce project delays associated with permitting and streamline the process for Freeway Projects?</b>	Att. B, Sec. II.A.5.a.(ii)	Planning	One-time, start-up	Completed	Adriann Cardoso/ Lesley Hill	Yes. The Memorandum of Agreement and Planning Agreement executed in January 2010, served as the Master Agreement. See Items 6 and 8 within the Agreement as it relates to commitments by state and federal agencies to reduce project delays associated with permitting and streamline the process for Freeway Projects. Please reference: <a href="#">"Memorandum of Agreement (MOA) Among the Orange County Transportation Authority ("OCTA"), the United States Fish and Wildlife Service ("USFWS"), the California Department of Fish and Game ("CDFG"), and the California Department of Transportation ("CALTRANS") Regarding the Mitigation for Freeway Improvement Projects Under the Renewed Measure M Ordinance Environmental Mitigation Program,"</a> C-9-0278, dated January 21, 2010. <a href="#">"Planning Agreement by and among Orange County Transportation Authority, California Department of Transportation, California Department of Fish and Game, and United States Fish and Wildlife Service for the Orange County Transportation Authority/California Department of Transportation Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP),"</a> C-9-0279, dated January 21, 2010.
45.04	<b>Does the Master Agreement include an accounting process for mitigation obligations and credits that will document net environmental benefit from regional, programmatic mitigation in exchange for net benefit in the delivery of transportation improvements through streamlined and timely approvals and permitting?</b>	Att. B, Sec. II.A.5.a.(iii)	Planning	One-time, start-up	Completed	Adriann Cardoso/ Lesley Hill	Yes. Development of the Natural Community Conservation Plan (NCCP)/Habitat Conservation Plan (HCP) set forth the process to meet this provision (Sections 5 and 6). The Final NCCP/HCP was approved by the Board and the Final EIR/EIS was certified by the Board on November 28, 2016. Please reference: <a href="#">"Final Natural Community Conservation Plan/Habitat Conservation Plan and Associated Environmental Impact Report/Environmental Impact Statement for the Measure M2 Environmental Mitigation Program,"</a> dated November 28, 2016.  The corresponding state and federal wildlife agency permits were received in June 2017.

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							<p>Please reference:  <a href="#">"Implementing Agreement for the Orange County Transportation Authority Natural Community Conservation Plan (NCCP)/Habitat Conservation Plan (HCP) by and among the California Department of Fish and Wildlife, the United States Fish and Wildlife Service, the Orange County Transportation Authority, and the California Department of Transportation,"</a> dated June 19, 2017.</p> <p>An accounting process is folded into the NCCP/HCP for mitigation obligations and credits. An annual report is required and will document freeway project level impacts as well as mitigation performed for those freeway projects. The first annual report was completed in 2019 and included activities related to the NCCP/HCP from 2011 through 2018. The future annual reports will only include one year's activities in relation to the NCCP/HCP. Actual impacts will be compared against assumptions made within the NCCP/HCP. Net environmental benefits from the NCCP/HCP are summarized in Table ES-1 of the NCCP/HCP. Biological permits from the wildlife regulatory agencies were issued in advance, therefore streamlining the delivery of the transportation projects.</p>
45.05	<p><b>Does the Master Agreement include a description of the specific mitigation actions and expenditures to be undertaken and a phasing, implementation, and maintenance plan?</b></p>	Att. B, Sec. II.A.5.a.(iv)	Planning	One-time, start-up	Completed	Adriann Cardoso/ Lesley Hill	<p>Yes. The Memorandum of Agreement and Planning Agreement, executed in January 2010, included this provision.  Please reference:  <a href="#">"Memorandum of Agreement (MOA) Among the Orange County Transportation Authority ("OCTA"), the United States Fish and Wildlife Service ("USFWS"), the California Department of Fish and Game ("CDFG"), and the California Department of Transportation ("CALTRANS") Regarding the Mitigation for Freeway Improvement Projects Under the Renewed Measure M Ordinance Environmental Mitigation Program,"</a> C-9-0278, dated January 21, 2010.  <a href="#">"Planning Agreement by and among Orange County Transportation Authority, California Department of Transportation, California Department of Fish and Game, and United States Fish and Wildlife Service for the Orange County Transportation Authority/California Department of Transportation Natural Community Conservation</a></p>

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							<a href="#">Plan/Habitat Conservation Plan (NCCP/HCP),</a> C-9-0279, dated January 21, 2010.
45.06	<b>Does the Master Agreement include appointment by the Authority of a Mitigation and Resource Protection Oversight Committee to make recommendations to the Authority on the allocation of Net Revenues for programmatic mitigation and to monitor implementation of the Master Agreement?</b>	Att. B, Sec. II.A.5.a.(v)	Planning	One-time, start-up	Completed	Adriann Cardoso/ Lesley Hill	Yes. The Environmental Oversight Committee (EOC) makes recommendations to the Authority on the allocation of Net Revenues for programmatic mitigation and also monitors the implementation of the Environmental Mitigation Program which is based on the Master Agreement. Please reference: <a href="#">"Memorandum of Agreement (MOA) Among the Orange County Transportation Authority ("OCTA"), the United States Fish and Wildlife Service ("USFWS"), the California Department of Fish and Game ("CDFG"), and the California Department of Transportation ("CALTRANS") Regarding the Mitigation for Freeway Improvement Projects Under the Renewed Measure M Ordinance Environmental Mitigation Program,"</a> C-9-0278, dated January 21, 2010. <a href="#">"Planning Agreement by and among Orange County Transportation Authority, California Department of Transportation, California Department of Fish and Game, and United States Fish and Wildlife Service for the Orange County Transportation Authority/California Department of Transportation Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP),"</a> C-9-0279, dated January 21, 2010.
45.07	<b>Was an EOC appointed and does it consist of no more than 12 members and is comprised of representatives of the Authority, Caltrans, state and federal resource agencies, non-governmental environmental organizations, the public and the TOC?</b>	Att. B, Sec. II.A.5.a.(v)	Planning, People and Community Engagement	One-time, start-up	Completed	Adriann Cardoso/ Lesley Hill & Marissa Espino	Yes. Creation of the EOC occurred in 2007 with applicant scoring and selection for membership by the Transportation 2020 Committee on October 15, 2007. The first EOC meeting took place on November 13, 2007. Please reference: <a href="#">"Renewed Measure M Environmental Committees Selection Process,"</a> dated October 22, 2007. <a href="#">"Environmental Oversight Committee Agenda,"</a> dated November 13, 2007. <a href="#">"Environmental Oversight Committee Agenda Packet,"</a> dated January 16, 2008, for the November 13, 2007, meeting minutes. <a href="#">"Status Report on Renewed Measure M Environmental Programs,"</a> dated August 25, 2008.

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							<p><a href="#">"Environmental Oversight Committee 2025 Roster,"</a> dated November 17, 2025.</p>
45.08	<p><b>Was the Master Agreement developed as soon as practicable following the approval of the ballot proposition by the electors?</b></p>	Att. B, Sec. II.A.5.b	Planning	One-time, start-up	Completed	Adriann Cardoso/ Lesley Hill	<p>Yes. The Memorandum of Agreement and Planning Agreement process began in early 2008.  Please reference:  <a href="#">"Memorandum of Agreement (MOA) Among the Orange County Transportation Authority ("OCTA"), the United States Fish and Wildlife Service ("USFWS"), the California Department of Fish and Game ("CDFG"), and the California Department of Transportation ("CALTRANS") Regarding the Mitigation for Freeway Improvement Projects Under the Renewed Measure M Ordinance Environmental Mitigation Program,"</a> C-9-0278, dated January 21, 2010.  <a href="#">"Planning Agreement by and among Orange County Transportation Authority, California Department of Transportation, California Department of Fish and Game, and United States Fish and Wildlife Service for the Orange County Transportation Authority/California Department of Transportation Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP),"</a> C-9-0279, dated January 21, 2010.</p>
45.09	<p><b>Have the Authority and state and federal resource agencies developed the Master Agreement prior to the implementation of Freeway Projects?</b></p>	Att. B, Sec. II.A.5.b	Planning	One-time, start-up	Completed	Adriann Cardoso/ Lesley Hill	<p>Yes. The Memorandum of Agreement and Planning Agreement process began in early 2008 and was fully executed by OCTA and state and federal resources agencies in January 2010. During this timeframe, the Early Action Plan also authorized the project development processes for various M2 freeway projects, which included preliminary engineering, environmental studies, and final design work. The initiation of this work also maximized OCTA's ability to compete for state and federal funds (i.e., CMIA and federal stimulus). With the exception of the eastbound State Route 91 (SR-91) lane addition between SR-241 and SR-71 and the SR-22 access improvements, the rest of the M2 freeway projects did not begin construction until after January 2010. The Eastbound SR-91 lane addition project began construction in late 2009 and utilized primarily American Recover and Reinvestment Act (ARRA) federal stimulus funds and the SR-22 improvements were amended into M1 and completed early in 2007 as a "bonus project" as part of the SR-22 design-build project.</p>

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							Please reference: <a href="#">“Memorandum of Agreement (MOA) Among the Orange County Transportation Authority (“OCTA”), the United States Fish and Wildlife Service (“USFWS”), the California Department of Fish and Game (“CDFG”), and the California Department of Transportation (“CALTRANS”) Regarding the Mitigation for Freeway Improvement Projects Under the Renewed Measure M Ordinance Environmental Mitigation Program,”</a> C-9-0278, dated January 21, 2010. <a href="#">“Planning Agreement by and among Orange County Transportation Authority, California Department of Transportation, California Department of Fish and Game, and United States Fish and Wildlife Service for the Orange County Transportation Authority/California Department of Transportation Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP),”</a> C-9-0279, dated January 21, 2010.
<b>46.00</b>	<b>Requirements Related to Specific Freeway Projects</b>						
<b>47.00</b>	<b>Project A</b>						
<b>48.00</b>	<b>Have Santa Ana Freeway (I-5) improvements between the Costa Mesa freeway (SR-55) and “Orange Crush” (SR-57) described in Project A been built:</b>	Att. A, p. 7, Project A	Capital Programs - Highways	30-year	Modified; Completed	Jeff Mills	See notes in Items 48.01 to 48.03.
<b>48.01</b>	<b>At the SR-55/I-5 interchange area between the Fourth Street and Newport Boulevard ramps on I-5?</b>	Att. A, p. 7	Capital Programs - Highways	30-year	Modified	Jeff Mills	See notes in Item 48.02.
<b>48.02</b>	<b>On SR-55 between Fourth Street and Edinger Avenue?</b>	Att. A, p. 7	Capital Programs - Highways	30-year	Modified	Jeff Mills	No. Project A improvement limits do not include SR-55 between Fourth Street and Edinger Avenue (agreed to by cities and Caltrans) due to lack of support/consensus between Caltrans and local jurisdictions which is a requirement of M2. There are some improvements included in Project F on SR-55 between I-405 and I-5.

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48.03	On I-5 between SR-55 and SR-57?	Att. A, p. 7	Capital Programs - Highways	30-year	Completed	Jeff Mills	Yes. Construction began in December 2018 and was completed in January 2021. This project added a second high-occupancy vehicle (HOV) lane in each direction and removed the underused I-5 Main Street HOV on- and off-ramps. Please reference: <a href="#">"FA101 Project Plans, pgs. 001-567,"</a> dated October 9, 2017. <a href="#">"FA101 Information Handout,"</a> dated August 27, 2018. <a href="#">"FA101 Notice to Bidders and Special Provisions,"</a> dated August 27, 2018. <a href="#">"FA101 Notice to Bidders - Addendum 01,"</a> dated September 25, 2018. <a href="#">"FA101 Notice to Bidders - Addendum 02,"</a> dated October 5, 2018. <a href="#">"FA101 Final Project Schedule Status Sheet,"</a> Project Controls schedule dated February 1, 2021.
49.00	Have the Project A improvements, as built, increased capacity and reduced congestion?	Att. A, p. 7, Project A	Capital Programs - Highways	30-year	Completed	Jeff Mills	Yes. The project added capacity with a second HOV lane in each direction and reduced congestion upon construction completion as identified during the environmental phase.
50.00	Project B						
51.00	Have new lanes been built and interchanges improved on the Santa Ana Freeway (I-5) between the Costa Mesa freeway (SR-55) to El Toro "Y"?	Att. A, p. 7, Project B	Capital Programs - Highways	30-year	Underway	Jeff Mills	The I-5, I-405 to SR-55 project was split into two segments for design and construction. This project will add a general-purpose lane in each direction, add auxiliary lanes where needed, and modify ramp configurations on select interchanges.  Segment 1 (I-405 to Yale Avenue) was advertised for construction in August 2025, and construction bids were opened in November 2025. The contract award is anticipated to be executed in early 2026, followed by the start of construction. Please reference: <a href="#">"FB102 Project Plans, pgs. 001-1336,"</a> dated June 19, 2025. <a href="#">"FB102 Information Handout,"</a> dated August 18, 2025. <a href="#">"FB102 Notice to Bidders and Special Provisions,"</a> dated August 18, 2025. <a href="#">"FB102 Notice to Bidders – Addendum 01,"</a> dated August 26, 2025. <a href="#">"FB102 Notice to Bidders – Addendum 02,"</a> dated October 2, 2025. <a href="#">"FB102 Notice to Bidders – Addendum 03,"</a> dated October 6, 2025.

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							<p>“<a href="#">FB102 Notice to Bidders – Addendum 03 – Attachment 01</a>,” dated October 6, 2025.  “<a href="#">FB102 Notice to Bidders – Addendum 03 – Attachment 02</a>,” dated October 6, 2025.  “<a href="#">FB102 Notice to Bidders – Addendum 04</a>,” dated October 14, 2025.  “<a href="#">FB102 Notice to Bidders – Addendum 04 – Attachment 01</a>,” dated October 14, 2025.  “<a href="#">FB102 Notice to Bidders – Addendum 05</a>,” dated November 12, 2025.  “<a href="#">FB102 Notice to Bidders – Addendum 05 – Attachment 01</a>,” dated November 12, 2025.  “<a href="#">FB102 Notice to Bidders – Addendum 06</a>,” dated November 13, 2025.</p> <p>Segment 2 (Yale Avenue to SR-55) was advertised for construction in August 2025 and awarded in November 2025. Construction began in December 2025 and is anticipated to complete in 2031.  Please reference:  “<a href="#">FB103 Project Plans, pgs. 001-1400</a>,” dated June 26, 2025.  “<a href="#">FB103 Information Handout</a>,” dated August 11, 2025.  “<a href="#">FB103 Notice to Bidders and Special Provisions</a>,” dated August 11, 2025.  “<a href="#">FB103 Notice to Bidders – Addendum 01</a>,” dated August 18, 2025.  “<a href="#">FB103 Notice to Bidders – Addendum 02</a>,” dated September 24, 2025.  “<a href="#">FB103 Notice to Bidders – Addendum 02 – Attachment 01</a>,” dated September 24, 2025.  “<a href="#">FB103 Notice to Bidders – Addendum 02 – Attachment 02</a>,” dated September 24, 2025.  “<a href="#">FB103 Notice to Bidders – Addendum 03</a>,” dated September 25, 2025.  “<a href="#">FB103 Notice to Bidders – Addendum 04</a>,” dated October 2, 2025.  “<a href="#">FB103 Notice to Bidders – Addendum 05</a>,” dated October 9, 2025.  “<a href="#">FB103 Notice to Bidders – Addendum 05 – Attachment 01</a>,” dated October 9, 2025.  “<a href="#">FB103 Notice to Bidders – Addendum 06</a>,” dated October 10, 2025.</p>
52.00	<b>Have the Project B improvements as built increased capacity and reduced congestion?</b>	Att. A, p. 7, Project B	Capital Programs - Highways	30-year	Underway	Jeff Mills	See notes in Item 51.00. The project will add capacity with one additional general-purpose lane in each direction and relieve congestion upon construction completion as identified during the environmental phase.

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53.00	Project C						
54.00	Have Santa Ana Freeway (I-5) improvements south of the El Toro "Y" been built with:	Att. A, p. 8, Project C	Capital Programs - Highways	30-year	Completed	Jeff Mills	See notes in Items 54.01 to 54.02.
54.01	New lanes from the vicinity of the El Toro Interchange in Lake Forest to the vicinity of SR-73 in Mission Viejo?	Att. A, p. 8, Project C	Capital Programs - Highways	30-year	Completed	Jeff Mills	<p>Yes. The I-5, SR-73 to El Toro Road project (including interchange improvements at Avery Parkway and La Paz Road) was divided into three segments for design and construction. Construction of the freeway improvements for all three segments is complete. This project added a general-purpose lane in each direction, extended the second HOV lane in both directions from El Toro Road to Alicia Parkway, reconstructed the La Paz Road and Avery Parkway interchanges, and added auxiliary lanes where needed. A separate landscape contractor began plant establishment efforts for all three segments in June 2025, with completion anticipated by late 2026.</p> <p>Segment 1, I-5 between SR-73 and Oso Parkway (including improvements to Avery Parkway Interchange): Construction began in January 2020 and was completed in July 2025.  Please reference:  <a href="#">"FC102 Project Plans, pgs. 0001-1351,"</a> dated May 13, 2019.  <a href="#">"FC102 Information Handout,"</a> dated August 26, 2019.  <a href="#">"FC102 Notice to Bidders and Special Provisions,"</a> dated August 26, 2019.  <a href="#">"FC102 Notice to Bidders - Addendum 01,"</a> dated September 25, 2019.  <a href="#">"FC102 Notice to Bidders - Addendum 02,"</a> dated October 8, 2019.  <a href="#">"FC102 Notice to Bidders - Addendum 03,"</a> dated October 10, 2019.  <a href="#">"FC102 Final Project Schedule Status Sheet,"</a> Project Controls schedule dated October 6, 2025.</p> <p>Segment 2, I-5 between Oso Parkway and Alicia Parkway (including improvements to La Paz Interchange): Construction began in April 2019 and was completed in December 2024.  Please reference:  <a href="#">"FC105 Project Plans, pgs. 0001-1494,"</a> dated June 4, 2018.</p>

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							<p>“<a href="#">FC105 Information Handout</a>,” dated November 5, 2018.  “<a href="#">FC105 Notice to Bidders and Special Provisions</a>,” dated November 5, 2018.  “<a href="#">FC105 Notice to Bidders - Addendum 01</a>,” dated December 20, 2018.  “<a href="#">FC105 Notice to Bidders - Addendum 02</a>,” dated January 4, 2019.  “<a href="#">FC105 Notice to Bidders - Addendum 03</a>,” dated January 10, 2019.  “<a href="#">FC105 Notice to Bidders - Addendum 04</a>,” dated January 14, 2019.  “<a href="#">FC105 Final Project Schedule Status Sheet</a>,” Project Controls schedule dated January 8, 2025.</p> <p>Segment 3, I-5 between Alicia Parkway and El Toro Road: Construction began in October 2020 and was completed in July 2025.  Please reference:  “<a href="#">FC106 Project Plans, pgs. 0001-1119</a>,” dated March 30, 2020.  “<a href="#">FC106 Information Handout</a>,” dated May 11, 2020.  “<a href="#">FC106 Notice to Bidders and Special Provisions</a>,” dated May 11, 2020.  “<a href="#">FC106 Project Plans, Addendum 01</a>,” dated June 23, 2020.  “<a href="#">FC106 Project Plans, Addendum 02</a>,” dated June 25, 2020.  “<a href="#">FC106 Final Project Schedule Status Sheet</a>,” Project Controls schedule dated October 7, 2025.</p> <p>A separate landscape contractor began plant establishment efforts for all three segments in June 2025, with completion anticipated by late 2026.  Please reference:  “<a href="#">FC107 Project Plans, pgs. 001-125</a>,” dated December 2, 2024.  “<a href="#">FC107 Notice to Bidders and Special Provisions</a>,” dated March 10, 2025.  “<a href="#">FC107 Notice to Bidders – Addendum 01</a>,” dated April 4, 2025.  “<a href="#">FC107 Notice to Bidders – Addendum 01 – Attachment 01</a>,” dated April 4, 2025.</p>
54.02	New lanes between Pacific Coast Highway and Avenida Pico?	Att. A, p. 8, Project C	Capital Programs - Highways	30-year	Completed	Jeff Mills	Yes. The I-5, Avenida Pico to San Juan Creek Road (including interchange improvements at Avenida Pico) was divided into three segments for design and construction. Construction on all three segments is complete. This project added a new HOV lane in both directions of I-5

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							<p>between PCH and Avenida Pico, reconstructed the Avenida Pico Interchange, and reconstructed on- and off-ramps along the project area.</p> <p>Segment 1, I-5, Avenida Pico to Avenida Vista Hermosa project (including interchange improvements at Avenida Pico): Construction began in December 2014 and was completed in August 2018.  Please reference:  <a href="#">"FC101 Project Plans, pgs. 001-635,"</a> dated March 10, 2014.  <a href="#">"FC101 Information Handout,"</a> dated September 2, 2014.  <a href="#">"FC101 Notice to Bidders and Special Provisions,"</a> dated September 2, 2014.  <a href="#">"FC101 Notice to Bidders – Addendum 01,"</a> dated October 13, 2014.  <a href="#">"FC101 Final Project Schedule Status Sheet,"</a> Project Controls schedule dated October 1, 2018.</p> <p>Segment 2, I-5, Avenida Vista Hermosa to PCH: Construction began in July 2014 and was completed in July 2017.  Please reference:  <a href="#">"FC103 Project Plans, pgs. 001-780,"</a> dated August 26, 2013.  <a href="#">"FC103 Information Handout,"</a> dated February 3, 2014.  <a href="#">"FC103 Notice to Bidders and Special Provisions,"</a> dated February 3, 2014.  <a href="#">"FC103 Notice to Bidders - Addendum 01,"</a> dated March 14, 2014.  <a href="#">"FC103 Notice to Bidders - Addendum 02,"</a> dated March 17, 2014.  <a href="#">"FC103 Notice to Bidders - Addendum 03,"</a> dated April 7, 2014.  <a href="#">"FC103 Final Project Schedule Status Sheet,"</a> Project Controls schedule dated August 1, 2017.</p> <p>Segment 3, I-5, PCH to San Juan Creek Road: Construction began in December 2013 and was completed in July 2018.  Please reference:  <a href="#">"FC104 Project Plans, pgs. 001-595,"</a> dated April 29, 2013.  <a href="#">"FC104 Information Handout,"</a> dated August 19, 2013.</p>

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							<a href="#">"FC104 Notice to Bidders and Special Provisions,"</a> dated August 19, 2013. <a href="#">"FC104 Notice to Bidders - Addendum 01,"</a> dated September 27, 2013. <a href="#">"FC104 Notice to Bidders - Addendum 02,"</a> dated October 18, 2013. <a href="#">"FC104 Final Project Schedule Status Sheet,"</a> Project Controls schedule dated September 1, 2018.
54.03	Major improvements at local interchanges as determined in Project D?	Att. A, p. 8, Project C	Capital Programs - Highways	30-year	Underway	Jeff Mills	Avenida Pico, Avery Parkway and La Paz Road are incorporated into project C. (See notes in Items 54.01 and 54.02 for the latest status which includes these interchanges and notes in Item 56.00 for remaining interchanges.)
55.00	Have the Project C improvements as built increased capacity and reduced congestion?	Att. A, p. 8, Project C	Capital Programs - Highways	30-year	Completed	Jeff Mills	See notes in Items 54.01 and 54.02. The completed I-5 HOV Improvement projects from Avenida Pico to San Juan Creek Road and from SR-73 to El Toro Road increased corridor capacity and improved traffic operations, reducing congestion along the corridor through the addition of HOV and general-purpose lanes and improvements to interchanges and ramps, as identified during the environmental phase for each project.
56.00	Project D						
57.00	Have key I-5 interchanges such as Avenida Pico, Ortega Highway, Avery Parkway, La Paz Road, El Toro Road, and others been updated and improved to relieve street congestion around older interchanges and on ramps?	Att. A, p. 8, Project D	Capital Programs - Highways	30-year	Underway	Jeff Mills	See notes in Items 54.01 and 54.02 for status of Avenida Pico, Avery Parkway and La Paz Road interchanges.  I-5, Ortega Highway Interchange: Construction began in September 2012 and was completed in January 2016. Please reference: <a href="#">"FD101 Project Plans, pgs. 001-515,"</a> dated April 9, 2012. <a href="#">"FD101 Information Handout,"</a> dated June 4, 2012. <a href="#">"FD101 Notice to Bidders and Special Provisions,"</a> dated June 4, 2012. <a href="#">"FD101 Notice to Bidders - Addendum 01,"</a> dated July 2, 2012. <a href="#">"FD101 Notice to Bidders - Addendum 02,"</a> dated July 19, 2012. <a href="#">"FD101 Notice to Bidders - Addendum 03,"</a> dated July 20, 2012. <a href="#">"FD101 Final Project Schedule Status Sheet,"</a> Project Controls schedule dated February 1, 2016.

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							I-5, El Toro Road Interchange: The environmental phase began in April 2017. In December 2019, the completion of the environmental phase had been stalled due to lack of consensus on an alternative with the stakeholder cities. OCTA, in conjunction with Caltrans and the cities, completed an Alternatives Assessment, which identified two new Alternatives that were agreed to by Caltrans and staff from all cities. In May 2022, the Board received a presentation on the results of the Alternatives Assessment Study and approved in August 2022 to move forward with two new alternatives. Environmental work restarted in January 2023 and is anticipated to be complete in late 2026. Please reference: <a href="#">"Amendment to Cooperative Agreement with the California Department of Transportation for Preparation of the Project Report and Environmental Document for the Interstate 5/El Toro Road Interchange Project,"</a> dated August 8, 2022. <a href="#">"Update on Interstate 5/El Toro Road Interchange Project and Direction to Complete the Environmental Documentation,"</a> dated October 13, 2025.
<b>58.00</b>	<b>Project E</b>						
<b>59.00</b>	<b>Have interchange improvements on the Garden Grove Freeway (SR-22) been constructed at the following interchanges:</b>	Att. A, p. 9, Project E	Capital Programs - Highways	30-year	Completed	Jeff Mills	Yes. This project was completed in 2007. Improvements were made to the three interchanges listed below to reduce freeway and street congestion in the area. The project was completed early as a "bonus project" provided by the original Measure M. Please reference: <a href="#">"F7100 EA 0J9601 SR-22 As Built Plans Approved,"</a> dated November 30, 2006.
<b>59.01</b>	<b>Euclid Street?</b>	Att. A, p. 9, Project E	Capital Programs - Highways	30-year	Completed	Jeff Mills	Yes. See notes in Item 59.00.
<b>59.02</b>	<b>Brookhurst Street?</b>	Att. A, p. 9, Project E	Capital Programs - Highways	30-year	Completed	Jeff Mills	Yes. See notes in Item 59.00.

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59.03	Harbor Boulevard?	Att. A, p. 9, Project E	Capital Programs - Highways	30-year	Completed	Jeff Mills	Yes. See notes in Item 59.00.
60.00	Project F						
61.00	Have new lanes, including merging lanes to smooth traffic, been added to the Costa Mesa Freeway (SR-55) between SR-22 and I-405 generally constructed within existing ROW?	Att. A, p. 9, Project F	Capital Programs - Highways	30-year	Underway	Jeff Mills	<p>There are two segments for Project F.</p> <p>SR-55, I-405 and I-5: This project will add one general-purpose lane and one HOV lane in each direction and merge lanes between several interchanges. Construction began in June 2022 and is anticipated to be complete in early 2027. The project will generally be constructed within the existing ROW; however, ROW is required at 33 properties. Please reference:  <a href="#">"FF101 Project Plans, pgs. 0001-2208,"</a> dated August 23, 2021.  <a href="#">"FF101 Information Handout,"</a> dated December 6, 2021.  <a href="#">"FF101 Notice to Bidders and Special Provisions,"</a> dated December 6, 2021.  <a href="#">"FF101 Project Plans, Addendum 01,"</a> dated December 22, 2021.  <a href="#">"FF101 Project Plans, Addendum 02,"</a> dated January 28, 2022.  <a href="#">"FF101 Project Plans, Addendum 03,"</a> dated February 9, 2022.  <a href="#">"FF101 Project Plans, Addendum 04,"</a> dated February 25, 2022.</p> <p>SR-55, I-5 and SR-91: This project will add one general-purpose lane in each direction between I-5 and SR-22 and provide operational improvements between SR-22 and SR-91. Final design began in August 2022 and is anticipated to be complete in early 2026. Construction is anticipated to begin in 2027. Please reference:  <a href="#">"FF102 SR-55, I-5 to SR-91 Project Report,"</a> dated March 30, 2020.</p>
62.00	Have operational improvements been made to the SR-55 between SR-91 and SR-22?	Att. A, p. 9, Project F	Capital Programs - Highways	30-year	Underway	Jeff Mills	<p>See notes in Item 61.00.</p> <p>Operations will improve upon construction completion as identified during the environmental phase.</p>

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63.00	Have these improvements increased freeway capacity and reduced congestion?	Att. A, p. 9, Project F	Capital Programs - Highways	30-year	Underway	Jeff Mills	See notes in Item 61.00. These improvements will increase capacity and reduce congestion upon construction completion as identified during the environmental phase.
64.00	Project G						
65.00	Have the following improvements been made to the Orange Freeway (SR-57):	Att. A, p. 10, Project G	Capital Programs - Highways	30-year	Underway	Jeff Mills	There are a total of five project segments for Project G: Orangewood Avenue to Katella Avenue, Katella Avenue to Lincoln Avenue, Orangethorpe Avenue to Yorba Linda Boulevard, Yorba Linda Boulevard to Lambert Road, and Lambert Road to the Orange/Los Angeles County line. Operational improvements were also made to the Lambert Road interchange.  See notes in Items 65.01 to 65.03.
65.01	A new northbound lane between Orangewood Avenue and Lambert Road?	Att. A, p. 10, Project G	Capital Programs - Highways	30-year	Underway	Jeff Mills	See notes in Item 65.00.  SR-57 northbound, Katella Avenue to Lincoln Avenue: Construction began in November 2011 and was completed in April 2015. This project added one general purpose lane in the northbound direction and improved on- and off- ramps. Please reference: <a href="#">"FG101 Project Plans, pgs. 001-527,"</a> dated April 18, 2011. <a href="#">"FG101 Information Handout,"</a> dated July 18, 2011. <a href="#">"FG101 Notice to Bidders and Special Provisions,"</a> dated July 18, 2011. <a href="#">"FG101 Notice to Bidders - Addendum 01,"</a> dated August 22, 2011. <a href="#">"FG101 Notice to Bidders - Addendum 02,"</a> dated August 26, 2011. <a href="#">"FG101 Notice to Bidders - Addendum 03,"</a> dated August 30, 2011. <a href="#">"FG101 Final Project Schedule Status Sheet,"</a> Project Controls schedule dated May 1, 2015.  SR-57 northbound, Orangethorpe Avenue to Yorba Linda Boulevard: Construction began in October 2010 and was completed in November 2014. This project added one general purpose lane in the northbound direction and improved on- and off-ramps. Please reference:

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							<p>“<a href="#">FG102 Project Plans, pgs. 001-100</a>,” dated December 14, 2009. The Project Plans were split into several files. Pages 101 to 960 can be found in the Document Center.</p> <p>“<a href="#">FG102 Information Handout</a>,” dated May 10, 2010.</p> <p>“<a href="#">FG102 Notice to Bidders and Special Provisions</a>,” dated May 10, 2010.</p> <p>“<a href="#">FG102 Notice to Bidders - Addendum 01</a>,” dated June 14, 2010.</p> <p>“<a href="#">FG102 Notice to Bidders - Addendum 01 – Plans</a>,” dated June 14, 2010.</p> <p>“<a href="#">FG102 Notice to Bidders - Addendum 02</a>,” dated August 2, 2013.</p> <p>“<a href="#">FG102 Final Project Schedule Status Sheet</a>,” Project Control schedule dated December 15, 2014.</p> <p>SR-57 northbound, Yorba Linda Boulevard to Lambert Road: Construction began in November 2010 and was completed in May 2014. This project added one general purpose lane in the northbound direction and improved on- and off-ramps.</p> <p>Please reference:</p> <p>“<a href="#">FG103 Project Plans, pgs. 001-100</a>,” dated January 25, 2010. The Project Plans were split into several documents. Pages 101 to 856 can be found in the Document Center.</p> <p>“<a href="#">FG103 Information Handout</a>,” dated May 24, 2010.</p> <p>“<a href="#">FG103 Notice to Bidders and Special Provisions</a>,” dated May 24, 2010.</p> <p>“<a href="#">FG103 Notice to Bidders - Addendum 01</a>,” dated May 28, 2010.</p> <p>“<a href="#">FG103 Notice to Bidders - Addendum 02</a>,” dated June 30, 2010.</p> <p>“<a href="#">FG103 Notice to Bidders - Addendum 02 – Plans</a>,” dated June 20, 2010.</p> <p>“<a href="#">FG103 Notice to Bidders - Addendum 03</a>,” dated July 9, 2010.</p> <p>“<a href="#">FG103 Final Project Schedule Status Sheet</a>,” Project Controls schedule dated June 1, 2014.</p> <p>SR-57 northbound, Oranewood Avenue to Katella Avenue: This project will add one general purpose lane in the northbound direction. Construction began in October 2025 and is anticipated to be complete in 2028.</p> <p>Please reference:</p> <p>“<a href="#">FG104 Project Plans, pgs. 001-601</a>,” dated May 15, 2025.</p> <p>“<a href="#">FG104 Information Handout</a>,” dated July 7, 2025.</p>

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							<p>“<a href="#">FG104 Notice to Bidders and Special Provisions</a>,” dated July 7, 2025.  “<a href="#">FG104 Notice to Bidders - Addendum 01</a>,” dated August 18, 2025.  “<a href="#">FG104 Notice to Bidders - Addendum 01 – Plans</a>,” dated August 18, 2025.  “<a href="#">FG104 Notice to Bidders - Addendum 02</a>,” dated August 25, 2025.  “<a href="#">FG104 Notice to Bidders - Addendum 02 – Plans</a>,” dated August 25, 2025.  “<a href="#">FG104 Notice to Bidders - Addendum 02 – Federal Wage Update</a>,” dated August 25, 2025.</p>
65.02	<b>Improvements to the Lambert Interchange?</b>	Att. A, p. 10, Project G	Capital Programs - Highways	30-year	Completed	Jeff Mills	<p>See notes in Item 65.00. The lead agency for the Lambert Road interchange project was the City of Brea. Construction began in mid-2019, the project opened to traffic in December 2023, and construction was fully completed in early 2024.  “Plans Sheets” can be found on <a href="#">Caltrans’ website</a> using Contract No. 12-0C1104.</p>
65.03	<b>Addition of a northbound truck climbing lane between Lambert Road and Tonner Canyon?</b>	Att. A, p. 10, Project G	Planning/ Capital Programs - Highways	30-year	Underway	Kristin Tso, Jeff Mills	<p>See notes in Item 65.00. The fifth project on SR-57 includes improvements to the Lambert Road interchange (see above – 65.02) and a northbound truck climbing lane between Lambert Road and Orange/Los Angeles County line. Caltrans approved the Project Study Report-Project Development Support (PSR-PDS) on October 14, 2025 and is leading the environmental phase, which began on November 25, 2025. Once completed, the design and construction schedules will be determined.  “<a href="#">FG105 Project Study Report</a>,” dated October 14, 2025.</p>
66.00	<b>Have these improvements increased freeway capacity and reduced congestion?</b>	Att. A, p. 10, Project G	Capital Programs - Highways	30-year	Underway	Jeff Mills	<p>The three completed segments of northbound lanes on SR-57 from Katella Avenue to Lincoln Avenue and Orangethorpe Avenue to Lambert Road have increased capacity with the addition of a general-purpose lane and reduced congestion as identified during the environmental phase. The remaining projects will increase capacity and relieve congestion upon construction completion as identified during the environmental phase. See notes in Items 65.01 to 65.03.</p>

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<b>67.00</b>	<b>Project H</b>						
<b>68.00</b>	<b>Have improvements been made on the Riverside Freeway (SR-91) from the I-5 to the SR-57?</b>	Att. A, p. 11, Project H	Capital Programs - Highways	30-year	Completed	Jeff Mills	<p>Yes. This project provided an additional general-purpose lane in the westbound direction by connecting existing auxiliary lanes through the interchanges within the project limits to create a fourth continuous westbound general-purpose lane. Westbound auxiliary lanes were added and exit ramps were modified to two-lane exit ramps. Construction began in February 2013 and was completed in June 2016.</p> <p>Please reference:  <a href="#">"FH101 Project Plans, pgs. 001-885,"</a> dated August 13, 2012.  <a href="#">"FH101 Information Handout,"</a> dated October 1, 2012.  <a href="#">"FH101 Notice to Bidders and Special Provisions,"</a> Invitation for Bids dated October 1, 2012.  <a href="#">"FH101 Notice to Bidders - Addendum 01,"</a> dated November 7, 2012.  <a href="#">"FH101 Notice to Bidders - Addendum 02,"</a> dated November 26, 2012.  <a href="#">"FH101 Final Project Schedule Status Sheet,"</a> Project Controls schedule dated July 1, 2016.</p>
<b>68.01</b>	<b>Has capacity been added in the westbound direction?</b>	Att. A, p. 11, Project H	Capital Programs - Highways	30-year	Completed	Jeff Mills	Yes. Capacity was provided in the westbound direction as identified during the environmental phase. See notes in Item 68.00.
<b>68.02</b>	<b>Have operational improvements been provided at on and off ramps?</b>	Att. A, p. 11, Project H	Capital Programs - Highways	30-year	Completed	Jeff Mills	Yes. Operational improvements were provided at on- and off-ramps with the addition of auxiliary lanes. See notes in Item 68.00.
<b>69.00</b>	<b>Project I</b>						
<b>70.00</b>	<b>On the Riverside Freeway (SR-91) from the SR-57 to the SR-55, has the interchange complex been improved, including nearby local interchanges such as Tustin Avenue and Lakeview Avenue?</b>	Att. A, p. 11, Project I	Capital Programs - Highways	30-year	Underway	Jeff Mills	<p>There are two projects for Project I: the portion between SR-55 and Tustin Avenue, which was completed in July 2016, and the portion from west of State College Boulevard to east of Lakeview Avenue. This project was split into three segments for the design and construction phases. Two segments began construction in 2025 and the third segment is anticipated to begin construction in late 2026.</p> <p>See notes in Item 71.00.</p>

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71.00	On the SR-91, has capacity been added between the SR-55 and the SR-57?	Att. A, p. 11, Project I	Capital Programs - Highways	30-year	Underway	Jeff Mills	<p>SR-91, SR-55 to Tustin Avenue: This project added a westbound auxiliary lane from the westbound SR-55/westbound SR-91 connector to Tustin Avenue off-ramp and an exit bypass lane on westbound SR-91 to Tustin Avenue off-ramp. Construction began in November 2013 and was completed in July 2016.</p> <p>Please reference:  <a href="#">"FI102 Project Plans, pgs. 001-357,"</a> dated April 15, 2013.  <a href="#">"FI102 Information Handout,"</a> dated June 17, 2013.  <a href="#">"FI102 Notice to Bidders and Special Provisions,"</a> dated June 17, 2013.  <a href="#">"FI102 Notice to Bidders - Addendum 01,"</a> dated July 26, 2013.  <a href="#">"FI102 Notice to Bidders - Addendum 02,"</a> dated August 2, 2013.  <a href="#">"FI102 Final Project Schedule Status Sheet,"</a> Project Controls schedule dated August 1, 2016.</p> <p>SR-91, SR-55 to SR-57: This project was broken into three segments for the design and construction phases. These phases will be funded using net excess 91 Express Lanes revenue as directed by the Board on November 14, 2016. The 91 Express Lanes revenue accelerates project completion, reducing risk and further escalation cost, and preserves M2 funding.</p> <p>Segment 1, SR-91, SR-55 to Lakeview Avenue: This project will provide westbound operational improvements which includes the realignment of the existing westbound SR-91 on- and off-ramps and the addition of a new on-ramp from Lakeview Avenue overcrossing bridge to connect directly to southbound SR-55. Construction began in February 2025 and is anticipated to complete in 2028.</p> <p>Please reference:  <a href="#">"FI106 Project Plans, pgs. 001-817,"</a> dated May 6, 2024.  <a href="#">"FI106 Information Handout,"</a> dated June 24, 2024.  <a href="#">"FI106 Notice to Bidders and Special Provisions,"</a> dated June 24, 2024.  <a href="#">"FI106 Notice to Bidders - Addendum 01,"</a> dated August 9, 2024.  <a href="#">"FI106 Notice to Bidders - Addendum 02,"</a> dated September 13, 2024.  <a href="#">"FI106 Notice to Bidders - Addendum 03,"</a> dated October 4, 2024.  <a href="#">"FI106 Notice to Bidders - Addendum 04,"</a> dated October 8, 2024.</p>

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							<p><a href="#">"FI106 Notice to Bidders - Addendum 05,"</a> dated October 11, 2024.</p> <p>Segment 2, SR-91, La Palma Avenue to SR-55: This project will provide an additional eastbound general-purpose lane, replace the eastbound shoulder, and restore auxiliary lanes as needed throughout the project limits. Design began in June 2020 and construction is anticipated to begin in late 2026.</p> <p>Segment 3: SR-91, Acacia Street to La Palma Avenue: This project will provide westbound operational improvements by adding a fourth general-purpose lane along westbound SR-91 from the northbound SR-57 to westbound SR-91 connector, extend the southbound SR-57 to westbound SR-91 connector auxiliary lane through the State College Boulevard interchange. Construction began in December 2025 and is anticipated to be complete in 2030.</p> <p>Please reference:  <a href="#">"FI104 Project Plans, pgs. 001-979,"</a> dated April 18, 2025.  <a href="#">"FI104 Information Handout,"</a> dated May 12, 2025.  <a href="#">"FI104 Notice to Bidders and Special Provisions,"</a> dated May 12, 2025.  <a href="#">"FI104 Notice to Bidders - Addendum 01,"</a> dated June 3, 2025.  <a href="#">"FI104 Notice to Bidders - Addendum 02,"</a> dated June 19, 2025.  <a href="#">"FI104 Notice to Bidders - Addendum 02 – Plans,"</a> dated June 19, 2025.  <a href="#">"FI104 Notice to Bidders - Addendum 02 – Cross Section Specifications,"</a> dated June 19, 2025.  <a href="#">"FI104 Notice to Bidders - Addendum 03,"</a> dated July 8, 2025.  <a href="#">"FI104 Notice to Bidders - Addendum 04,"</a> dated July 15, 2025.  <a href="#">"FI104 Notice to Bidders - Addendum 05,"</a> dated July 31, 2025.  <a href="#">"FI104 Notice to Bidders - Addendum 05 – Plans,"</a> dated July 31, 2025.  <a href="#">"FI104 Notice to Bidders - Addendum 05 – Cross Section Specifications,"</a> dated July 31, 2025.  <a href="#">"FI104 Notice to Bidders - Addendum 06,"</a> dated August 7, 2025.</p> <p>Please reference:  <a href="#">"Measure M2 Delivery Plan – Next 10,"</a> dated November 14, 2016.</p>

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							<p><a href="#">"Measure M2 Updated Next 10 Delivery Plan,"</a> dated November 13, 2017.</p> <p><a href="#">"Measure M2 2018 Update: Next 10 Delivery Plan,"</a> dated September 10, 2018.</p> <p><a href="#">"Measure M2 2019 Update: Next 10 Delivery Plan,"</a> dated November 11, 2019.</p>
72.00	Project J						
73.00	Have up to four new lanes on SR-91 between SR- 241 (SR-241) and the Riverside County Line been added?	Att. A, p. 12, Project J	Capital Programs - Highways	30-year	Underway	Jeff Mills	<p>There are three project segments for Project J.</p> <p>SR-91 eastbound, SR-241 to SR-71: Construction began in September 2009 and was completed in January 2011. This project added one eastbound general purpose lane.</p> <p>Please reference:</p> <p><a href="#">"FJ100 Project Plans, pgs. 001-717,"</a> dated March 9, 2009.</p> <p><a href="#">"FJ100 Notice to Bidders and Special Provisions,"</a> dated June 8, 2009.</p> <p><a href="#">"FJ100 Notice to Bidders - Addendum 01,"</a> dated June 19, 2009.</p> <p><a href="#">"FJ100 Notice to Bidders - Addendum 02,"</a> dated July 14, 2009.</p> <p><a href="#">"FJ100 Notice to Bidders - Addendum 03,"</a> dated July 27, 2009.</p> <p><a href="#">"FJ100 Final Project Schedule Status Sheet,"</a> Project Controls schedule dated February 1, 2011.</p> <p>SR-91, SR-55 to SR-241: Construction began in May 2011 and was completed in March 2013. This project added one general purpose lane in each direction and improved key interchanges.</p> <p>Please reference:</p> <p><a href="#">"FJ101 Project Plans, pgs. 001-100,"</a> dated October 25, 2010. The Project Plans were split into several files. Pages 101 to 949 can be found in the Document Center.</p> <p><a href="#">"FJ101 Information Handout,"</a> dated February 22, 2011.</p> <p><a href="#">"FJ101 Notice to Bidders and Special Provisions,"</a> dated February 22, 2011.</p> <p><a href="#">"FJ101 Notice to Bidders - Addendum 01,"</a> dated March 25, 2011.</p> <p><a href="#">"FJ101 Notice to Bidders - Addendum 01 – Plans,"</a> dated March 25, 2011.</p> <p><a href="#">"FJ101 Notice to Bidders - Addendum 02,"</a> dated April 7, 2011.</p>

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**For Period Ending December 31, 2025**

Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
							<p><a href="#">"FJ101 Final Project Schedule Status Sheet,"</a> Project Controls schedule dated April 1, 2013.</p> <p>SR-91, SR-241 to SR-71: This project will add a sixth lane to match up with an additional lane to be added by Riverside County Transportation Commission (RCTC) from the County line to SR-71. OCTA and RCTC are working together ensuring synchronization between the two counties. Construction on the sixth lane in the westbound direction as part of the SR-91 Corridor Operations Project (COP) between Green River Road and SR-241 was completed in January 2022. An alternatives analysis study of the eastbound direction began in May 2020 to better understand possible improvements given the difficult topography and other constraints. The alternatives analysis report was completed in April 2022. RCTC is leading the effort to proceed with the environmental phase of the eastbound SR-91 COP project, which began in June 2023 and anticipated to be complete in early 2026.</p> <p>Please reference:  <a href="#">"Draft 2025 State Route 91 Implementation Plan,"</a> dated June 9, 2025.</p>
74.00	<p><b>Was the following taken into consideration: Making best use of available freeway property, adding reversible lanes, building elevated sections, and improving connections to SR-241?</b></p>	Att. A, p. 12, Project J	Capital Programs - Highways	30-year	Underway	Jeff Mills	<p>When a project goes through the environmental phase, all viable alternatives are considered, and the best alternative is determined at that time. This is true for this project. OCTA is also working with the Transportation Corridor Agencies, who is the named lead on the design and construction of the SR-91/SR-241 Direct Connector Project.</p> <p>Please reference:  <a href="#">"Framework for Implementation of the State Route 241/91 Express Lanes Connector,"</a> dated October 28, 2019.</p>
75.00	<p><b>Were the projects constructed with similar coordinated improvements in Riverside County extending to I-15 with the funding for those in Riverside County paid for from other sources?</b></p>	Att. A, p. 12, Project J	Capital Programs - Highways	30-year	Underway	Jeff Mills	<p>Yes. The SR-91 Implementation Plan, required by the state legislature to be updated annually, requires coordination between the two counties. Orange County and Riverside County are working cooperatively on all SR-91 projects. Project improvements within Riverside County limits are not paid for by Measure M.</p> <p>Please reference:  <a href="#">"Draft 2025 State Route 91 Implementation Plan,"</a> dated June 9, 2025.</p>

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76.00	Also, was one new lane added in each direction on SR-91 between SR-241 and SR-55 and were the interchanges improved?	Att. A, p. 12, Project J	Capital Programs - Highways	30-year	Completed	Jeff Mills	Yes. This project was completed in March 2013. Improvements to the Lakeview Avenue Interchange, Imperial Highway, and Weir Canyon were included in this project. See notes in Item 73.00.
77.00	Project K						
78.00	Have new lanes been added to the San Diego Freeway (I-405) between the I-605 and the SR-55?	Att. A, p. 13, Project K	Capital Programs - Highways	30-year	Modified; Completed	Jeff Mills	<p>Project K of the Ordinance provides for improvements on I-405 that would “add new lanes to the I-405 between I-605 and SR-55, generally within the existing right-of-way and also includes arterial overcrossing replacements associated with widening I-405 to meet OCTA’s MPAH standards. The project will make best use of available freeway property, update interchanges and widen all local overcrossings according to city and regional master plans.” However, the draft EIR-EIS identified operational concerns related to lane continuity. Specifically, “three lanes are added to I-405 northbound from SR-73 as it merges into I-405 approximately 1.4 miles north of SR-55. There are no lane additions from SR-55 that extend to SR-73. The lanes added by SR-73 are subsequently dropped at the next three local interchanges at the Harbor Boulevard, Euclid Street, and Brookhurst Street interchanges, creating a series of bottlenecks. The proposed build alternatives would remove one or more of those lane drops and enhance lane continuity in the corridor. Continuing the project south to SR-55 would further compound rather than address lane continuity problems.” Because extending improvements south of SR-55 would not meet the project’s stated purpose and need, the Draft EIR-EIS proposed build alternatives spanning from Euclid Street to I-605.</p> <p>Please reference:  <a href="#">“Draft EIR-EIS Report,”</a> dated May 1, 2012.</p> <p>On October 22, 2012, the Board recommended Alternative 1 from the EIR/EIS, which adds a general-purpose lane in each direction on I-405 between Euclid Street and I-605, as the preferred alternative. On December 9, 2013, the Board reaffirmed the recommendation of Alternative 1 and directed that the alternative be built in a manner that does not preclude additional freeway capacity in the future. On</p>

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Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
							<p>July 25, 2014, Caltrans recommended that OCTA select the alternative that would add an additional lane of capacity to be combined with the HOV lanes on I-405 from SR-73 to I-605 in addition to the general-purpose lanes previously recommended by OCTA. On September 22, 2014, the Board reasserted its position and directed staff to proceed with the M2 commitment to add one general-purpose lane in each direction.</p> <p>The environmental phase was completed in May 2015. OCTA implemented the preferred alternative using the design-build delivery method and acquired all necessary ROW. The addition of one general-purpose lane in each direction on I-405 from Euclid Street to I-605 is M2 Project K. The addition of a second lane in the median, which when combined with the existing HOV lane, becomes the two-lane express facility in each direction, is funded with non-M2 funding sources. The Board awarded the design-build construction contract in November 2016. Construction began in January 2017. Substantial completion and opening of the 405 Express Lanes was accomplished on December 1, 2023. The Design-Build project completed in February 2024, however, miscellaneous construction activities remaining include landscaping and punch-list items.</p> <p>Please reference the following staff reports:  <a href="#">"Selection of Locally Preferred Alternative for the Interstate 405 Improvement Project Between State Route 55 and Interstate 605,"</a> dated October 22, 2012.  <a href="#">"Update on the Interstate 405 Improvement Project,"</a> dated December 9, 2013.  <a href="#">"Update on the Interstate 405 Improvement Project Between State Route 55 and Interstate 605,"</a> dated September 22, 2014.  <a href="#">"Final EIR-EIS Report,"</a> dated March 26, 2015.  <a href="#">"Award of Design-Build Contract for the Interstate 405 Improvement Project,"</a> dated November 21, 2016.  <a href="#">"Interstate 405 Improvement Project Update,"</a> dated November 27, 2023.  <a href="#">"FK101 Final Project Schedule Status Sheet,"</a> dated March 1, 2024.</p>

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Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
79.00	Has the project made best use of available freeway property, updated interchanges and widened all local overcrossings according to city and regional master plans?	Att. A, p. 13, Project K	Capital Programs - Highways	30-year	Completed	Jeff Mills	Yes. The majority of the ROW needed was temporary construction easements and some partial fee acquisitions. Local interchanges and overcrossings were improved and widened according to city and regional master plans.
80.00	Have the improvements been coordinated with other planned I-405 improvements in the I-405/SR-22/I-605 interchange area to the north and I-405/SR-73 improvements to the south?	Att. A, p. 13, Project K	Capital Programs - Highways	30-year	Completed	Jeff Mills	Yes. The I-405 improvements have been coordinated with the West County Connector improvements at the I-405/SR-22/I-605 interchange that have been completed. A new direct connector linking the I-405 Express Lanes with SR-73 to the south has been completed.
81.00	Have the improvements adhered to recommendations of the I-405 Major Investment Study adopted by the Board on October 14, 2005?	Att. A, p. 13, Project K	Capital Programs - Highways	30-year	Completed	Jeff Mills	Yes. The improvements added one general-purpose lane in each direction as recommended in the I-405 Major Investment Study. Please reference: <a href="#">"Final Recommendation for the San Diego Freeway (I-405) Major Investment Study,"</a> dated October 14, 2005.
82.00	Project L						
83.00	Have new lanes been added to the San Diego Freeway (I-405) between the SR-55 and the I-5?	Att. A, p. 14, Project L	Capital Programs - Highways	30-year	Underway	Jeff Mills	A project study report was completed in 2013. The environmental phase began in December 2014 and was completed in August 2018. Project B (I-5, I-405 to SR-55) is a parallel project designated for construction. As a result, Project L will follow to avoid excessive inconvenience to the public. Additionally, a significant Caltrans safety project is currently under construction within the Project L project limits, requiring additional ongoing coordination. Please reference: <a href="#">"Measure M2 2025 Update: Next 10 Delivery Plan,"</a> dated December 8, 2025. <a href="#">"FL101 Final Project Report,"</a> dated September 5, 2018.
84.00	Have chokepoints at interchanges been improved and merging lanes added near on/off ramps such as Lake Forest Drive, Irvine Center Drive and SR-133 to improve the overall freeway operations in the I405/I-5 El Toro "Y" area?	Att. A, p. 14, Project L	Capital Programs - Highways	30-year	Underway	Jeff Mills	The project includes on- and off-ramp realignment at various locations, as well as auxiliary lanes between on- and off-ramps where required. See notes in Item 83.00.

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Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
85.00	Project M						
86.00	Have freeway access and arterial connections to I-605 serving the communities of Los Alamitos and Cypress been improved?	Att. A, p. 15, Project M	Capital Programs – Highways	30-year	Underway	Jeff Mills	This project will improve freeway access at the Katella Avenue Interchange and make operational improvements to Katella Avenue. Construction began in April 2025 and is anticipated to complete in 2027. Please reference: <a href="#">“FM003 Project Plans, pgs. 001-338,”</a> dated September 25, 2024. <a href="#">“FM003 Information Handout,”</a> dated November 18, 2024. <a href="#">“FM003 Notice to Bidders and Special Provisions,”</a> dated November 18, 2024. <a href="#">“FM003 Notice to Bidders - Addendum 01,”</a> dated December 30, 2024. <a href="#">“FM003 Notice to Bidders - Addendum 02,”</a> dated January 8, 2025. <a href="#">“FM003 Notice to Bidders - Addendum 03,”</a> dated January 14, 2025. <a href="#">“FM003 Notice to Bidders - Addendum 04,”</a> dated January 17, 2025.
87.00	Has the project been coordinated with other planned improvements to the SR-22 and I-405?	Att. A, p. 15, Project M	Capital Programs - Highways	30-year	Underway	Jeff Mills	The project takes into consideration the I-405 Design-Build construction project and other projects as identified during the environmental phase.
88.00	Project N						
89.00	Are basic freeway service patrols available Monday through Friday during peak commute hours?	Att. A, p. 15, Project N	Executive Office	30-year	Completed to date	Patrick Sampson /Timothy Bravo	Yes. Freeway Service Patrol (FSP) operates service on all Orange County Freeways during weekday peak commute hours. Limited midday and weekend service was added in June 2012. Weekday midday service was expanded to all Orange County Freeways, and weekend service was added to State Route 57 in December of 2023.  A statewide benefit/cost analysis is performed annually and is incorporated into future service planning. Recent modifications include reallocating service hours from peak hour to midday service to address changes in commute traffic patterns. Four contracted tow companies provide FSP service; current FSP agreements provide FSP services through October 2, 2027, and December 1, 2029, respectively. Please reference: <a href="#">“Agreements for Freeway Service Patrol Services,”</a> dated March 13, 2023.

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Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
							M2 funds supplement Caltrans State Highway Account, Caltrans Road Repair and Recovery Act of 2017 (SB1), and Orange County Service Authority for Freeway Emergencies funds as the last dollars in, to ensure that appropriate service levels are maintained.
<b>90.00</b>	<b>Requirements for Eligible Jurisdictions</b>						
<b>91.00</b>	<b>In order to be eligible to receive Net Revenues, has each jurisdiction satisfied the following requirements:</b>	Att. B, Sec. III.A	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	See notes in Items 91.01 to 91.19.
<b>91.01</b>	<b>Complied with the conditions and requirements of the Orange County Congestion Management Program (CMP)?</b>	Att. B, Sec. III.A.1	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. Required in odd years only. This requirement was submitted to OCTA and was presented to the Board on February 9, 2026, as part of the Annual Eligibility Review. The next CMP submittal is due in 2027. Please reference: <a href="#">"Measure M2 Annual Eligibility Review,"</a> dated February 9, 2026.
<b>91.02</b>	<b>Assessed traffic impacts of new development and required new development to pay a fair share of improvements attributable to it?</b>	Att. B, pp B-7 to 10, Sec. III.A.2	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. This is required biennially except when there is an updated mitigation fee program (MFP). This requirement was submitted to OCTA and was presented to the Board on February 9, 2026, as part of the Annual Eligibility Review. The next submittal is due in 2027 unless there is an updated MFP. Please reference: <a href="#">"Measure M2 Annual Eligibility Review,"</a> dated February 9, 2026.
<b>91.03</b>	<b>Adopted and maintained a Circulation Element of its General Plan consistent with the MPAH?</b>	Att. B, Sec. III.A.3	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. This is required biennially. This requirement was submitted to OCTA and was presented to the Board on February 9, 2026, as part of the Annual Eligibility Review. The next submittal is due in 2027. Please reference: <a href="#">"Measure M2 Annual Eligibility Review,"</a> dated February 9, 2026.
<b>91.04</b>	<b>Adopted and updated biennially a six-year Capital Improvement Program that includes all capital transportation projects?</b>	Att. B, Sec. III.A.4	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. OCTA requires an annual seven-year CIP. This requirement was submitted to OCTA and was presented to the Board on February 9, 2026, as part of the Annual Eligibility Review. Please reference: <a href="#">"Measure M2 Annual Eligibility Review,"</a> dated February 9, 2026.
<b>91.05</b>	<b>Participated in Traffic Forums as described in Attachment B?</b>	Att. B, Sec. III.A.5	Planning	Recurring	Completed to date	Adriann Cardoso/	Yes. This is an annual requirement. Local jurisdictions must attend at least one traffic forum on an annual basis to remain eligible for M2 net

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						Charvalen Alacar	revenues. This requirement was presented to the Board on February 9, 2026, as part of the Annual Eligibility Review. Please reference: <a href="#">"Measure M2 Annual Eligibility Review,"</a> dated February 9, 2026.
91.06	<b>Adopted and maintained a Local Traffic Signal Synchronization Plan (LSSP) that identifies signalization street routes and signals; a three-year plan showing costs, available funding and phasing of capital, operations and maintenance of the street routes and traffic signals; and included information on how the street routes and signals may be synchronized with signals and routes in adjoining jurisdictions; and is consistent with the Traffic Signal Synchronization Master Plan?</b>	Att. B, Sec. III.A.6	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. This is required every three years. This requirement was adopted by local jurisdictions' governing bodies and was presented to the Board on February 12, 2024, as part of the Annual Eligibility Review. The next submittal is due in 2026. Please reference: <a href="#">"Measure M2 Annual Eligibility Review,"</a> dated February 12, 2024.
91.07	<b>Adopted and updated biennially a Pavement Management Plan (PMP) and issued, using a common format approved by the Authority, a report every two years regarding the status of road pavement conditions and implementation of the PMP?</b>	Att. B, Sec. III.A.7	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. 14 jurisdictions update PMPs on odd-year cycle, while 21 jurisdictions update on an even-year cycle as part of the M2 Annual Eligibility Review. Odd-year cycle reports were presented to the Board on February 9, 2026, as part of the Annual Eligibility Review. Even-year cycle reports were last presented to the Board on February 12, 2024. All prior reports to date have been submitted and approved per the requirements and noted in previous year tracking matrices. Please reference: <a href="#">"Measure M2 Annual Eligibility Review,"</a> dated February 9, 2026 (for odd-year agencies). <a href="#">"Measure M2 Annual Eligibility Review,"</a> dated February 12, 2024 (for even-year agencies).
91.08	<b>Has the Authority, in consultation with the Eligible Jurisdictions, defined a countywide management method to inventory, analyze and evaluate road pavement conditions and a common method to measure improvement of road pavement conditions?</b>	Att. B, Sec. III.A.7.a	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. The Countywide PMP Guidelines which implement Att. B, Sec. III. A.7.a. b. and c. were developed by OCTA staff in consultation with the Technical Advisory Committee (TAC) and approved by the Board on May 24, 2010. The PMP guidelines were last revised and approved by the Board on March 10, 2025. Please reference:

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Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
							<a href="#">"Countywide Pavement Management Program Guidelines,"</a> dated May 24, 2010. <a href="#">"Revisions to the Measure M2 Eligibility Guidelines,"</a> dated March 10, 2025.
91.09	<b>Included in its PMP:</b> -Current status of pavement on roads -Six-year plan for road maintenance and rehabilitation, including projects and funding -Projected road conditions resulting from the maintenance and rehabilitation plan-Alternative strategies and costs necessary to improve road pavement conditions	Att. B, Sec. III.A.7.b-c	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. All local jurisdictions have adopted PMPs fully compliant with Att. B, Sec. III. A. 7, inclusive. All prior reports to date have been submitted and approved per the requirements and noted in previous year tracking matrices. Please reference: <a href="#">"Measure M2 Annual Eligibility Review,"</a> dated February 9, 2026 (for odd-year agencies). <a href="#">"Measure M2 Annual Eligibility Review,"</a> dated February 12, 2024 (for even-year agencies).
91.10	<b>Adopted an annual Expenditure Report to account for Net Revenues, developer/traffic impact fees, and funds expended by the Eligible Jurisdiction which satisfy the MOE requirements?</b>	Att. B, Sec. III.A.8	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. The Board was presented with annual Expenditure Reports for FY 2023-24 on July 14, 2025, for all local jurisdictions, excluding the cities of Buena Park and Huntington Beach, which are currently ineligible. See notes in Item 8.00 and 18.00. Please reference: <a href="#">"Measure M2 Eligibility Review Recommendations,"</a> dated July 14, 2025.
91.11	<b>Submitted the Expenditure Report by the end of six months following the end of the jurisdiction's FY and included all Net Revenue fund balances and interest earned, and expenditures identified by type and program and project?</b>	Att. B, Sec. III.A.8	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. All local agencies have submitted the Expenditure Reports by the end of six months following the end of the jurisdiction's FY. Please reference: <a href="#">"Measure M2 Eligibility Review Recommendations,"</a> dated July 14, 2025. Expenditure Reports for FY 2024-25 were submitted to OCTA by December 31, 2025, will be presented to the AER Subcommittee and TOC in May/June of 2026, and are anticipated to be approved by the Board in July of 2026.
91.12	<b>Provided the Authority with a Project Final Report within six months following completion of a project funded with Net Revenues?</b>	Att. B, Sec. III.A.9	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. An ongoing monitoring report is tracked frequently and uploaded annually to the M2 Document Center. Please reference: <a href="#">"M2 Eligibility Compliance Final Report 180-Day Tracking Report,"</a> dated December 31, 2025.

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Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
91.13	Agreed that Net Revenues for Regional Capacity Program projects and Traffic Signal Synchronization Program projects shall be expended or encumbered no later than the end of the FY for which the Net Revenues are programmed, subject to extensions?	Att. B, Sec. III.A.10.a	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. Net revenues are being expended and encumbered as required. They are monitored through the M2 Master Tracker Database and the Semi-Annual Review (SAR) Process.
91.14	Any requests for extensions of the encumbrance deadline for no more than 24 months were submitted to the Authority no less than 90 days prior to the deadline?	Att. B, Sec. III.A.10.a	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. These requests are monitored through the M2 Master Tracker Database and the SAR Process.
91.15	Agreed that Net Revenues for any program or project other than Regional Capacity Program projects or Traffic Signal Synchronization Program projects shall be expended or encumbered within three years of receipt, subject to extension?	Att. B, Sec. III.A.10.b	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. Net revenues are being expended and encumbered consistent with these requirements. They are monitored through the M2 Master Tracker Database and the SAR Process.
91.16	Agreed that if the above time limits were not satisfied, to return to the Authority any retained Net Revenues and interest earned on them to be available for allocation to any project within the same source?	Att. B, Sec. III.A.10.c	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. Local agencies that did not meet the three-year expenditure deadline were not paid for expenditures incurred beyond the expenditure deadline. This is continuously monitored via Local Program's payment processes and also documented in the M2 Master Tracker Database. To date, no agencies have run into this issue. As a result, no SMP and LFS funds have been returned with interest.
91.17	Annually certified MOE requirements of Ordinance No. 3, Sec. 6?	Att. B, Sec. III.A.11	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. Local jurisdictions must annually submit an MOE Certification Form certifying that they have budgeted sufficient funds to meet the MOE benchmark. This requirement was submitted to OCTA and was presented to the Board on February 9, 2026, as part of the Annual Eligibility Review. Please reference: <a href="#">"Measure M2 Annual Eligibility Review,"</a> dated February 9, 2026.
91.18	Agreed that Net Revenues were not used to supplant developer funding which has or will be committed for any transportation project?	Att. B, Sec. III.A.12	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. This is required annually. This was presented to the Board for approval on February 9, 2026, as part of the Annual Eligibility Review. Please reference: <a href="#">"Measure M2 Annual Eligibility Review,"</a> dated February 9, 2026.

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91.19	Considered as part of its General Plan, land use planning strategies that accommodate transit and non-motorized transportation?	Att. B, Sec. III.A.13	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. This is required annually. This was presented to the Board for approval on February 9, 2026, as part of the Annual Eligibility Review. Please reference: <a href="#">"Measure M2 Annual Eligibility Review,"</a> dated February 9, 2026.
92.00	<b>Requirements Related to Specific Streets and Roads Projects</b>						
93.00	<b>Project O - Regional Capacity Program</b>						
94.00	Prior to the allocation of Net Revenues for any Street and Road Project, has the Authority, in cooperation with affected agencies, determined the entity(ies) to be responsible for the maintenance and operation thereof, utilizing maintenance and operating agreements with each agency receiving streets and roads funding?	Att. B, Sec. II.C	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. OCTA relies on California Streets and Highways Code Sections 900-909 and 1800-1813 for Counties and Cities, respectively, which establishes the authority and obligations of local agencies to construct, maintain, and operate local streets and roads. For road projects implemented by OCTA on behalf of local agencies (e.g., select grade separations), OCTA enters cooperative agreements for construction and maintenance prior to implementation. Please reference: <a href="#">C-9-0413</a> Anaheim; <a href="#">C-9-0412</a> Placentia; <a href="#">C-9-0576</a> Fullerton
95.00	Has each eligible jurisdiction contributed local matching funds equal to 50 percent of Project O project or program costs?	Att. A, p. 18, Project O and Att. B, p. B-12, Sec. V.A.1	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes, except when a match reduction has been approved (see notes in Item 96.00). Funding recommendations for the 2025 call were approved by the Board on April 14, 2025. Additional information on each fund source and percentage is available online on OCFundtracker. Please reference: <a href="#">"Comprehensive Transportation Funding Programs - 2025 Call for Projects Programming Recommendations,"</a> dated April 14, 2025.
96.00	Alternatively, have jurisdictions who qualified for a ten- and/or five-percent reductions as provided in Attachment B met those reduced match level requirements?	Att. A, p. 18, Project O and Att. B, Sec. V.A.1.a-c	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. Funding recommendations for the 2025 call were approved by the Board on April 14, 2025. Additional information on each fund source and percentage is available online on OCFundtracker. Please reference: <a href="#">"Comprehensive Transportation Funding Programs - 2025 Call for Projects Programming Recommendations,"</a> dated April 14, 2025.
97.00	Has a countywide competitive procedure for Project O been adopted by the Authority?	Att. B, Sec. V.A.2	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. The Board approved the revised CTFP Guidelines and issued the 2026 CTFP annual call on September 8, 2025. Please reference: <a href="#">"Release 2026 Annual Call for Projects for Measure M2 Comprehensive Transportation Funding Programs,"</a> dated September 8, 2025.

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98.00	Have eligible Jurisdictions been consulted by the Authority in establishing criteria for determining priority for Project O allocations?	Att. B, Sec. V.A.2	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. While CTFP Guidelines modifications are typically presented at a TAC meeting to secure the TAC's recommendation for Board approval, the 2026 CTFP Guidelines revisions were distributed to the committee via email for review and comment due to the proposed modifications being limited to call schedule updates with no substantive changes. No concerns were raised by the TAC members, and the item was approved by the Board on August 12, 2024. Please reference: <a href="#">"Release 2026 Annual Call for Projects for Measure M2 Comprehensive Transportation Funding Programs,"</a> dated September 8, 2025.
99.00	Has funding under Project O been provided for construction of railroad over or underpass grade separations where high volume streets are impacted by freight trains along the Burlington Northern Santa Fe Railroad in northern Orange County?	Att. A, p. 18, Project O	Capital Programs, Planning	30-year	Completed	Jeff Mills & Adriann Cardoso	Yes. The Board authorized use of \$152.6 million in M2 funds as match for Trade Corridor Improvements Fund funding for seven grade separation projects. Please reference: <a href="#">"Capital Programming Update,"</a> dated June 13, 2022.  All seven grade separations have been completed and are open to traffic. Please reference: <a href="#">"OC Bridges Railroad Grade Separation Completion,"</a> staff presentation dated December 11, 2017.
100.00	<b>Project P - Regional Traffic Signal Synchronization Program</b>						
101.00	Have the Cities, the County of Orange and Caltrans, as required, worked together to prepare a common Traffic Signal Synchronization Master Plan and the necessary governance and legal arrangements before receiving funds, and has the Authority adopted and maintained the Master Plan which was a part of the MPAH?	Att. A, p. 19, Project P and Att. B, Sec. V.B.1	Planning	One-time, start-up	Completed	Anup Kulkarni	Yes. Please reference: <a href="#">"Guidelines for the Preparation of the Local Signal Synchronization Plans,"</a> dated July 26, 2010.
102.00	Does the Master Plan include synchronization of street routes and traffic signals within and across jurisdictional boundaries and the means of implementing, operating, and maintaining the programs and projects including necessary governance and legal arrangements?	Att. A, p. 19, Project P and Att. B,V.B.1	Planning	One-time, start-up	Completed	Anup Kulkarni	Yes. Please reference: <a href="#">"Guidelines for the Preparation of the Local Signal Synchronization Plans,"</a> dated July 26, 2010.

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103.00	Has a countywide, competitive procedure been adopted by the Authority in consultation with eligible jurisdictions in establishing criteria for determining priority for allocations?	Att. B, Sec. V.B.2.a	Planning	Recurring	Completed to date	Anup Kulkarni/Alicia Yang	Yes. Procedures are developed by staff in consultation with the local jurisdictions and then approved by the Board for each call with the priority for allocation updated as well. Please reference: <a href="#">"Release 2026 Annual Call for Projects for Measure M2 Comprehensive Transportation Funding Programs,"</a> dated September 8, 2025, see "CTFP Guidelines – 2026 Call," chapter 8 in Attachment B.
104.00	Has the Authority given priority to programs and projects which include two or more jurisdictions?	Att. B, Sec. V.B.2.b	Planning	Recurring	Completed to date	Anup Kulkarni/Alicia Yang	Yes. Please reference: <a href="#">"Release 2026 Annual Call for Projects for Measure M2 Comprehensive Transportation Funding Programs,"</a> dated September 8, 2025, see "CTFP Guidelines – 2026 Call," chapter 8, page 8-18 in Attachment B.
105.00	Has the Authority encouraged the State to participate in the Regional Traffic Signal Synchronization Program and given priority to use of transportation funds as match for the State's discretionary funds used for implementing Project P?	Att. B, Sec. V.B.2.c	Planning	Recurring	Completed to date	Anup Kulkarni/Alicia Yang	Yes. Project P allows state participation and allows for match to be fulfilled with both in-kind and cash. Match beyond 20 percent (including State discretionary funds) is provided additional priority in the evaluation. Please reference: <a href="#">"Release 2026 Annual Call for Projects for Measure M2 Comprehensive Transportation Funding Programs,"</a> dated September 8, 2025, see "CTFP Guidelines – 2026 Call," chapter 8, page 8-5 and 8-18 in Attachment B.
106.00	Has each local jurisdiction contributed matching local funds equal to 20 percent of the program or project cost? (May be satisfied all or in part with in-kind services provided by the Eligible Jurisdiction including salaries and benefits)	Att. A, p. 19, Project P and Att. B,V.B.3	Planning	Recurring	Completed to date	Anup Kulkarni/Alicia Yang	Yes. Project P requires a minimum 20 percent match. Please reference: <a href="#">"Release 2026 Annual Call for Projects for Measure M2 Comprehensive Transportation Funding Programs,"</a> dated September 8, 2025, see "CTFP Guidelines – 2026 Call," chapter 8, page 8-4, and 8-17 through 8-20 in Attachment B.
107.00	Has the project provided funding for ongoing maintenance and operation of the synchronization plan?	Att. A, p. 19, Project P	Planning	Recurring	Completed to date	Anup Kulkarni/Alicia Yang	Yes. Project P requires ongoing maintenance and monitoring of the synchronization and provides funding for this task. Please reference: <a href="#">"Release 2026 Annual Call for Projects for Measure M2 Comprehensive Transportation Funding Programs,"</a> dated September 8, 2025, see "CTFP Guidelines – 2026 Call," chapter 8, page 8-2 in Attachment B.

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108.00	Have local jurisdictions publicly reported on the status and performance of their signal synchronization efforts at least every three years?	Att. A, p. 19, Project P and Att. B, Sec. V.B.4	Planning	Recurring	Completed to date	Anup Kulkarni/Alicia Yang	Yes. Status and performance of their signal synchronization efforts were reported in the LSSP Updates that were completed June 30, 2023. The next submittal is due June 2026. Please reference: <a href="#">"Measure M2 Annual Eligibility Review,"</a> dated February 12, 2024.
109.00	Has signal equipment to give emergency vehicles priority at intersections been an eligible expense for projects implemented as part of this program?	Att. A, p. 19, Project P	Planning	Recurring	Completed to date	Anup Kulkarni/Alicia Yang	Yes. Project P includes signal equipment to give emergency vehicles priority at intersections as an eligible expense. Please reference: <a href="#">"Release 2026 Annual Call for Projects for Measure M2 Comprehensive Transportation Funding Programs,"</a> dated September 8, 2025, see "CTFP Guidelines – 2026 Call," chapter 8, page 8-15 in Attachment B.
110.00	Have eligible jurisdictions and Caltrans, with the County of Orange and the Orange County Division of League of Cities, established boundaries for Traffic Forums?	Att. B, Sec. III.A.5	Planning	Recurring	Completed to date	Anup Kulkarni/Alicia Yang	Yes. See the guidelines for the preparation of the original LSSP, which were presented to the Board on July 26, 2010, and the latest LSSP and M2 Eligibility Guidelines, which were presented on April 10, 2023, and March 10, 2025, respectively. Please reference: <a href="#">"Guidelines for the Preparation of the Local Signal Synchronization Plans,"</a> dated July 26, 2010. <a href="#">"Fiscal Year 2023-24 Measure M2 Maintenance of Effort Adjustment and Updates to the Eligibility, Countywide Pavement Management Plan, and Local Signal Synchronization Plan Guidelines,"</a> dated April 10, 2023. <a href="#">"Revisions to the Measure M2 Eligibility Guidelines,"</a> dated March 10, 2025.
111.00	Project Q - LFS Program						
112.00	Are LFS funds distributed by a formula that accounts for the following factors and weightings: <ul style="list-style-type: none"> <li>- Population - 50%?</li> <li>- Street mileage - 25%?</li> <li>- Amount of sales tax collection in each jurisdiction - 25%?</li> </ul>	Att. A, p. 20, Project Q Att. B, Sec. 5.C.1-3	Planning, F & A	Recurring	Completed to date	Sean Murdock	Yes. See General Accounting payments for LFS funds for FY 2024-25. Also see the AUP to the M2 Status Report for FY 2024-25 related LFS disbursements. Please reference: <a href="#">"Fiscal Year 2024-25 Single Audit and Agreed-Upon Procedures Reports,"</a> dated January 26, 2026. <a href="#">"Fiscal Year 2024-25 Project Q Local Fair Share Payments"</a>

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<b>113.00</b>	<b>General Requirements Related to Transit Projects</b>						
114.00	Have Metrolink extensions been evaluated against well-defined and well-known criteria detailed in the Renewed Measure M Transportation Investment Plan?	Att. A, p.23, Project S	Operations/ Planning	Recurring	Completed to date	Johnny Dunning & Adriann Cardoso/ Charvalen Alacar	Yes. The Board approved Project S funding guidelines for fixed guideway projects on September 13, 2010. Project S guidelines for Bus and Station Van Extension projects were approved by the Board on December 12, 2011. Please reference: <a href="#">"Measure M2 Project S Funding Guidelines for Preliminary Engineering (Guideways Only),"</a> dated September 13, 2010. <a href="#">"Project S 2012 Guidelines for Bus and Station Van Extension Projects,"</a> dated December 12, 2011.
115.00	Has the Authority made every effort to maximize state and federal transit dollars?	Att. B, Sec. II.B.1	Planning	Recurring	Completed to date	Adriann Cardoso	Yes. Consistent with Board approved programming policies, OCTA has maximized state and federal transit dollars for rail capital projects, as well as rail rehab projects. To date, OCTA has programmed \$1.24 billion in state and \$1.04 billion in federal. A regular review of project funding and status occurs regularly, and all programming actions are made in accordance with the Board policies to maximize state and federal funding. Please reference: <a href="#">"Amendment to Cooperative Agreement with the Southern California Regional Rail Authority for the San Juan Creek Bridge Replacement Project,"</a> dated November 24, 2025.
116.00	Prior to the allocation of Net Revenues for a Transit Project, has the Authority obtained a written agreement from the appropriate jurisdiction that the project will be constructed, operated, and maintained to minimum standards acceptable to the Authority?	Att. B, Sec. II.B.2	Operations, Capital Programs & Planning	Recurring	Completed to date	Johnny Dunning, Jeff Mills & Adriann Cardoso/ Charvalen Alacar	Yes. As transit projects are approved for development and/or funding by the Board to be implemented or in any way augmented by OCTA or Board-approved funding, necessary agreements are entered into with each jurisdiction to define roles and responsibilities during project phases as well as post-completion. At any given time, there are multiple agreements in place for projects. To date, there are active agreements in place for all funded capital projects. See example such as the Anaheim Canyon Station Project contract <a href="#">C-4-1714</a> . Agreements for all transit projects can be found in the M2 Document Center.

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<b>117.00</b>	<b>Requirements Related to Specific Transit Projects</b>						
<b>118.00</b>	<b>Has a series of new, well-coordinated, flexible transportation systems, each one customized to the unique transportation vision the station serves, been developed?</b>	Att. A, p. 21 - General Transit, Att. A, p. 23, Project S	Capital Programs & Operations (for Project S)	30-year	Underway	Jeff Mills & Adriann Cardoso/Charvalen Alacar	<p>Yes. The Board approved the Project S funding guidelines on September 13, 2010, and December 12, 2011 (See notes in Item 114.00). On November 22, 2010, the Board evaluated and awarded Project S funds to the City of Anaheim and the City of Santa Ana for preliminary engineering of fixed-guideway projects. However, on June 27, 2016, the Board approved an amendment to Agreement <a href="#">C-1-3115</a> with City of Anaheim to conclude all planning efforts on their fixed-guideway project. The Santa Ana-Garden Grove OC Streetcar project has an executed Full Funding Grant Agreement with Federal Transit Administration (FTA) and is in the construction phase. On July 23, 2012, four rubber-tire projects were approved for the first call. Three projects were cancelled and one (City of Anaheim) was implemented and completed (as of June 30, 2020). The City of Anaheim project has continued (as of July 1, 2020) under a Project V grant. No other rubber-tire project calls are anticipated at this time.</p> <p>Please reference:  <a href="#">"Measure M2 Project S Programming Recommendations,"</a> dated November 22, 2010.  <a href="#">"Project S Bus and Station Van Extension – 2012 Call for Projects Programming Recommendations,"</a> dated July 23, 2012.  <a href="#">"Comprehensive Transportation Funding Programs Semi-Annual Review – September 2015,"</a> dated December 14, 2015.  <a href="#">"Anaheim Rapid Connection and Future Transit Connectivity to OC Streetcar,"</a> dated June 27, 2016.</p>
<b>119.00</b>	<b>Project R - High Frequency Metrolink Service</b>						
<b>120.00</b>	<b>Has Project R increased rail services within the county and provided frequent Metrolink service north of Fullerton to Los Angeles?</b>	Att. A, p. 23, Project R	Operations	30-year	Completed to date	Kelly Hart/Megan Taylor/Andy Meger	<p>Yes. Through completion of the Metrolink Service Expansion Program (MSEP) capital improvements, additional rail service and infrastructure capacity have been provided to support increased intra-county and intercounty service. Since July 2011, ten intra-county trains and two Inland Empire-OC trains have been added. Additionally, on October 14, 2019, two of the existing MSEP trains serving Laguna Niguel to Fullerton were extended to serve Los Angeles. A new round trip on the 91 Line was also implemented, providing additional service between Los Angeles and Riverside via Fullerton.</p>

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							<p>In March 2020, however, Metrolink service was impacted by the statewide enforcement of stay-at-home orders implemented in response to the COVID-19 pandemic, resulting in the temporary suspension of numerous trains. As ridership recovered and demand for mid-day services increased, trains were restored in Orange County. However, long-term shifts in travel behavior, including the continued prevalence of hybrid work schedules, have reduced ridership and revenue, necessitating an examination of service levels to ensure financial sustainability. In response to these travel trends, Metrolink is transitioning from a primarily commuter-focused rail system to a regional rail system designed to serve a broader range of trip purposes and support ridership growth. On October 21, 2024, Metrolink implemented an optimized service schedule intended to address service gaps and improve the efficient use of equipment and crews in support of this transition. As of December 31, 2025, the three lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) are operating 58 weekday trains, up from 54 daily trains being run prior to the pandemic. As ridership continues to recover and as funding becomes available, Metrolink and OCTA will continue to reassess the service needs in Orange County.</p> <p>Please reference:  <a href="#">“Metrolink Service Expansion Program Update,”</a> dated November 26, 2012.  <a href="#">“Proposed Fiscal Year 2025-26 Southern California Regional Rail Authority Budget,”</a> dated April 23, 2025.  <a href="#">“Approval of the Orange County Transportation Authority’s Proposed Fiscal Year 2025-26 Budget and Personnel and Salary Resolution,”</a> dated June 9, 2025.  <a href="#">“Metrolink Service Performance Report,”</a> December 8, 2025.</p>
121.00	<b>Has Project R provided for track improvements, more trains, and other related needs to accommodate the expanded service?</b>	Att. A, p. 23, Project R	Capital Programs - Rail	30-year	Completed to date	Jim Beil/ Jeff Mills/Jason Lee	Yes. Project R has made numerous improvements to passenger rail infrastructure. This is an ongoing program of improvements as needed, based on available Project R and state and federal funding. Current projects include track, signal, and rail crossing improvements to enhance rail operations and safety. Construction of the Laguna Niguel to San Juan

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							<p>Capistrano passing siding was completed in November 2020, construction for the replacement of the San Juan Creek railroad bridge began in 2024, and work to finalize a south County rail corridor climate change assessment was completed in January 2021. There have also been various safety and security improvements completed. Project development began on the Coastal Rail Stabilization Priority projects to mitigate against coastal erosion and inland landslide threats. Riprap repairs and initial sand nourishment efforts to protect the coastal rail line in Northern San Clemente were completed in September 2025. Construction began in September 2025 of a 1,400-foot long catchment wall on the inland side of the tracks at Mariposa Point to protect the costal rail line from future landslides. Coastal erosion solutions with sand nourishment are continuing through the environmental and design phases to protect the rail line from future coastal erosion.</p> <p>For 2025 status of Project R improvements, please reference: <a href="#">"Second Quarter Fiscal Year 2025-26 Capital Action Plan and Performance Metrics,"</a> dated February 9, 2026.</p>
122.00	<p><b>Has the service included upgraded stations and added parking capacity; safety improvements and quiet zones along the tracks; and frequent shuttle service and other means to move arriving passengers to nearby destinations?</b></p>	Att. A, p. 23, Project R	Capital Programs - Rail	30-year	Completed to date	Jim Beil/ Jeff Mills	<p>Yes. Construction has been completed on the Orange Metrolink Station parking structure (February 2019), pedestrian access improvements to the undercrossing at Laguna Niguel/Mission Viejo (LN/MV) Station (September 2017), a new second elevator at the Fullerton Station (May 2019), lighting enhancements at San Clemente Pier (March 2017), new and rehabilitated detectable tiles on train platforms at all stations (June 2021), and an additional passenger platform and station track at Anaheim Canyon Station (January 2023). Final design for the Placentia Metrolink Station Project was completed (July 2017) based on a previously agreed layout. The project is on hold pending a shared-use agreement between Metrolink and BNSF and potential new track and station reconfiguration.</p> <p>Please reference: <a href="#">"Second Quarter Fiscal Year 2025-26 Capital Action Plan and Performance Metrics,"</a> dated February 9, 2026.</p>

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123.00	Has Project R included funding for improving grade crossings and constructing over or underpasses at high volume streets that cross Metrolink tracks?	Att. A, p. 23, Project R	Capital Programs - Rail	30-year	Completed to date	Jim Beil/Jason Lee	Yes. Project R funded 50 at-grade rail-highway crossings, as well as the Sand Canyon grade separation project. Additionally, grade separation environmental documents are completed for the 17th Street grade separation project in Santa Ana, and State College Boulevard project in Anaheim. There are also five other grade separations with PSR or PSR equivalents completed and awaiting funding to proceed further. Please reference: <a href="#">"Rail-Highway Grade Crossing Enhancement Program Implementation Options,"</a> dated August 27, 2007. <a href="#">"Los Angeles - San Diego - San Luis Obispo Rail Corridor Grade Separation Program Development,"</a> dated July 22, 2013. <a href="#">"Local, State, and Federal Funding Changes and Amendments to Cooperative Agreements for the Anaheim Regional Transportation Intermodal Center in the City of Anaheim and the Sand Canyon Avenue Grade Separation in the City of Irvine,"</a> dated January 13, 2014. <a href="#">"Capital Programming Update,"</a> dated June 13, 2016.
124.00	Project S - Transit Extensions to Metrolink						
125.00	Has a competitive program been established for local jurisdictions to broaden the reach of the rail system to other activity centers and communities?	Att. A, p. 23, Project S	Planning	30-year	Completed to date	Adriann Cardoso/Charvalen Alacar	Yes. Project S Guidelines were developed for both fixed guideway and rubber tire projects and are included in OCTA's CTFP Guidelines which specifies the criteria for projects to be evaluated when competing for funding. The CTFP Guidelines are updated annually, with the latest revision to the Project S guidelines in August 2017. Please reference: <a href="#">"Measure M2 Comprehensive Transportation Funding Programs – 2018 Annual Call for Projects,"</a> dated August 14, 2017.
126.00	Have proposals for extensions been developed and supported by local jurisdictions and evaluated against well-defined and well-known criteria as follows: - Traffic congestion relief? - Project readiness with priority to projects that can be implemented within the first five years of the Plan? - Local funding commitments and the availability of right of way?	Att. A, p. 23, Project S	Planning	30-year	Completed to date	Adriann Cardoso/Charvalen Alacar	Yes. Following the criteria identified in the Ordinance as well as the guidelines specified for Project S in the CTFP Guidelines adopted by the Board, the first round of applications for fixed guideway funding were evaluated on November 22, 2010. The same process was followed for the Rubber Tire call under Project S. The Board approved the Project S Guidelines for the Bus and Station Extension Projects Linking to the Metrolink Corridor on December 12, 2011. All projects recommended to

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	<ul style="list-style-type: none"> <li>- Proven ability to attract other financial partners, both public and private?</li> <li>- Cost-effectiveness?</li> <li>- Proximity to jobs and population centers?</li> <li>- Regional as well as local benefits?</li> <li>- Ease and simplicity of connections?</li> <li>- Compatible, approved land uses?</li> <li>- Safe and modern technology?</li> <li>- A sound, long-term operating plan?</li> </ul>						<p>move forward and those not recommended to move forward are presented to the Board as part of the call programming recommendations staff reports. On June 27, 2016, the Board approved an amendment to Agreement <a href="#">C-1-3115</a> with City of Anaheim to conclude all planning efforts on their fixed-guideway project. Please reference:</p> <p><a href="#">"Measure M2 Project S Funding Guidelines for Preliminary Engineering (Guideways Only),"</a> dated September 13, 2010.</p> <p><a href="#">"Project S 2012 Guidelines for Bus and Station Van Extension Projects,"</a> dated December 12, 2011.</p> <p><a href="#">"Project S Bus and Station Van Extension - 2012 Call for Projects Programming Recommendations,"</a> dated July 23, 2012.</p> <p><a href="#">"Fixed-Guideway Policy Decisions Overview,"</a> dated May 12, 2014.</p> <p><a href="#">"Santa Ana/Garden Grove Fixed-Guideway Proposed Financial and Implementation Plans,"</a> dated August 11, 2014.</p> <p><a href="#">"Memorandum of Understanding with the City of Santa Ana for the Santa Ana/Garden Grove Streetcar Project,"</a> dated July 13, 2015.</p> <p><a href="#">"Anaheim Rapid Connection and Future Transit Connectivity to OC Streetcar,"</a> dated June 27, 2016.</p>
126.01	<p><b>Has Project S, as required, not been used to fund transit routes that are not directly connected to or that would be redundant to the core rail service on the Metrolink corridor?</b></p>	Att. A, p. 23, Project S	Planning	30-year	Completed to date	Adriann Cardoso/ Charvalen Alacar	<p>Yes. Any Project S funds that have been approved by the Board have been consistent with the program guidelines and as such have only been made available for guideway projects and rubber tire projects that directly connect to an existing Metrolink station. On August 11, 2014, the Board approved the use of Project S funds for operations of fixed-guideway projects. The most recent OC Streetcar Project funding and schedule update was approved by the Board on February 24, 2025. Please reference the following for documentation of compliance:</p> <p><a href="#">"Measure M2 Project S Programming Recommendations,"</a> dated November 22, 2010.</p> <p><a href="#">"Measure M2 Project S Cooperative Agreements with Cities of Anaheim and Santa Ana for Funding the Preliminary Engineering Phase of Proposed Fixed Guideway Systems,"</a> dated March 14, 2011.</p>

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							<p><a href="#">"Project S Bus and Station Van Extension - 2012 Call for Projects Programming Recommendations,"</a> dated July 23, 2012.</p> <p><a href="#">"Santa Ana/Garden Grove Fixed-Guideway Proposed Financial and Implementation Plans,"</a> dated August 11, 2014.</p> <p><a href="#">"OC Streetcar Project Revised Funding Plan,"</a> dated July 9, 2018.</p> <p><a href="#">"OC Streetcar Cost and Schedule Update,"</a> dated December 13, 2021.</p> <p><a href="#">"OC Streetcar Revised Funding Plan and Amendments to Supporting Agreements,"</a> dated April 24, 2023.</p> <p><a href="#">"OC Streetcar Funding and Schedule Update and Amendments to Supporting Agreements,"</a> dated February 24, 2025.</p>
126.02	<p><b>Has the emphasis been on expanding access to the core rail system and on establishing connections to communities and major activity centers that are not immediately adjacent to the Metrolink corridor?</b></p>	Att. A, p. 23, Project S	Planning	30-year	Completed to date	Adriann Cardoso/ Charvalen Alacar	<p>Yes. Planning activities completed to date have been done with an emphasis on expanding access to the core rail system and establishing connections to communities and major activity centers. The OC Streetcar alignment fits this criterion. A key aspect of that evaluation includes detailed study on passengers making connections at the existing stations.</p> <p>Please reference:  <a href="#">"Completion of Milestones for the Santa Ana/Garden Grove Fixed-Guideway Project,"</a> dated September 22, 2014.</p>
126.03	<p><b>Have multiple transit projects been funded with no single project being awarded all the funding under this project?</b></p>	Att. A, p. 23, Project S	Planning	30-year	Completed to date	Adriann Cardoso/ Charvalen Alacar	<p>Yes. There have been two fixed-guideway projects and four rubber tire projects awarded funding by the Board. Currently one fixed guideway project concept is advancing through the program (OC Streetcar). The rubber tire services have either been completed, cancelled, or extended through Project V.</p> <p>Please reference the following for documentation of compliance:  <a href="#">"Measure M2 Project S Programming Recommendations,"</a> dated November 22, 2010.</p> <p><a href="#">"Project S Bus and Station Van Extension - 2012 Call for Projects Programming Recommendations,"</a> dated July 23, 2012.</p>

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127.00	<p><b>Have Eligible Jurisdictions, in order to be eligible to receive Net Revenues for Transit Extensions, executed written agreements between the Authority and eligible jurisdictions regarding the respective roles and responsibilities pertaining to construction, ownership, operation and maintenance of the Transit Extensions to Metrolink?</b></p>	Att. B, Sec. VI.A.2	Planning & Capital Programs - Rail	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	<p>Yes. Upon each award of funding from the Board, a cooperative agreement has been executed with each agency to define roles, responsibilities, and terms of funding.</p> <p>On March 14, 2011, and May 20, 2011, respectively, agreements were executed with the cities of Anaheim (<a href="#">C-1-2448</a>) and Santa Ana (<a href="#">C-1-2447</a>) to define roles and responsibilities related to funding the preliminary engineering phase of their respective proposed fixed-guideway projects (Anaheim Rapid Connection [ARC] and OC Streetcar).</p> <p>On August 11, 2014, the Board authorized the CEO to negotiate and execute a cooperative agreement with the cities of Santa Ana and Garden Grove to define roles and responsibilities for project development through construction of the OC Streetcar (Santa Ana/Garden Grove Fixed-Guideway Project). On August 1, 2015 and May 9, 2016, respectively, agreements were executed with the cities of Santa Ana (<a href="#">C-5-3583</a>) and Garden Grove (<a href="#">C-5-3807</a>) to define roles for the design phase of the OC Streetcar project. On March 17, 2017, an agreement was executed with the City of Santa Ana (<a href="#">C-6-1433</a>) for use of public ROW for the construction, operations and maintenance of the OC Streetcar Project. On April 18, 2017, and May 8, 2017, respectively, agreements were executed with the cities of Santa Ana (<a href="#">C-6-1516</a>) and Garden Grove (<a href="#">C-7-1556</a>) to define roles for the construction phase of the OC Streetcar Project. On June 1, 2017, an amended and restated agreement was executed with the City of Santa Ana (<a href="#">C-94-859</a>) for the Santa Ana Regional Transportation Center and the OC Streetcar. On August 12, 2024, an agreement with the City of Santa Ana (<a href="#">C-3-2323</a>) was executed to identify roles and responsibilities, including financial obligations, for the operations and maintenance of the OC Streetcar system.</p> <p>On December 14, 2016, an amendment was executed with the City of Anaheim (<a href="#">C-1-3115</a>) to conclude all planning efforts on the ARC</p>

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							<p>fixed-guideway project, and to determine OCTA would serve as the lead agency for any future phases of the project.</p> <p>For the Rubber Tire Program, Cooperative Agreements were established on September 18, 2012, and October 4, 2012, respectively, with the cities of Anaheim (<a href="#">C-2-1668</a>) and Lake Forest (<a href="#">C-2-1667</a>). As of 2020, all agreements have either been cancelled or completed.</p> <p>Note: The Anaheim Rubber Tire project was extended under the Project V program.</p>
128.00	<p><b>Has a countywide competitive procedure for Project S been prepared in consultation with eligible jurisdictions and adopted by the Authority which included an evaluation process and methodology applied equally to all candidate projects?</b></p>	Att. B, Sec. VI.B.3	Planning	One-time	Completed to date	Adriann Cardoso/ Charvalen Alacar	<p>Yes. Project S Guidelines were developed for both fixed guideway and rubber tire projects in consultation with local jurisdictions.</p> <p>On September 13, 2010, the Board approved Project S funding guidelines for fixed-guideway projects, and on November 22, 2010, the Board evaluated and awarded funds to Anaheim and Santa Ana for preliminary engineering of fixed-guideway projects.</p> <p>The same process was followed for the rubber tire projects under Project S. On December 12, 2011, the Board approved the Project S Guidelines for the Bus and Station Extension Projects Linking to the Metrolink Corridor, and on July 23, 2012, funds were awarded to Anaheim and Lake Forest based on Board-approved criteria.</p> <p>Please reference:  <a href="#">“Measure M2 Project S Funding Guidelines for Preliminary Engineering (Guideways Only),”</a> dated September 13, 2010.  <a href="#">“Measure M2 Project S Programming Recommendations,”</a> dated November 22, 2010.  <a href="#">“Project S 2012 Guidelines for Bus and Station Van Extension Projects,”</a> dated December 12, 2011.  <a href="#">“Project S Bus and Station Van Extension - 2012 Call for Projects Programming Recommendations,”</a> dated July 23, 2012.</p>

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<b>129.00</b>	<b>Project T - Convert Metrolink Stations to Regional Gateways</b>						
<b>130.00</b>	<b>Has the program provided local improvements necessary to connect planned future high speed rail systems to stations on the Orange County Metrolink route?</b>	Att. A, p. 24, Project T	Planning & Capital Programs - Rail	30-year	Completed	Jim Beil & Adriann Cardoso/Charvalen Alacar	Yes. The Anaheim Regional Transportation Intermodal Center (ARTIC), designed to accommodate future High-Speed rail service and serve as the southern terminus for the California High Speed Rail in Orange County, opened in December 2014.  Upon completion, the Board moved the remainder of Project T funding to Project R and Project U. Please reference: <a href="#">"Renewed Measure M Local Transportation Authority Ordinance No. 3 and Transportation Investment Plan Amendment Update,"</a> dated March 14, 2016.
<b>131.00</b>	<b>Have eligible Jurisdictions, in order to be eligible to receive Net Revenues, executed written agreements with the Authority regarding the respective roles and responsibilities pertaining to construction, ownership, operation and maintenance of the facilities?</b>	Att. B, Sec. VI.B.2	Capital Programs – Rail	Recurring	Completed	Jim Beil/George Olivo	Yes. As part of each project’s development process, OCTA enters into cooperative agreements with host cities. These agreements define roles and responsibilities for the representative phase as well as ongoing maintenance of improvements. All train stations have an operations agreement with the respective cities.  The operations and maintenance agreement with the City of Anaheim ( <a href="#">C-3-2137</a> ) was executed on December 31, 2014.
<b>132.00</b>	<b>Has a countywide competitive procedure for Project T been prepared in consultation with eligible jurisdictions and adopted by the Authority which included an evaluation process and methodology applied equally to all candidate projects?</b>	Att. B, Sec. VI.B.3	Planning	One-time	Completed	Adriann Cardoso/Charvalen Alacar	Yes. A call was issued in consultation with local jurisdictions and funds were awarded based on Board-approved criteria on January 26, 2009. Please reference: <a href="#">"Renewed Measure M Project T Funding Guidelines,"</a> dated January 26, 2009.  These guidelines were modified on February 14, 2011. Please reference: <a href="#">"Measure M2 Project T Program Guideline Modifications,"</a> dated February 14, 2011.  On December 14, 2015, an Ordinance Amendment was approved by the Board to closeout Project T.

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							Please reference: <a href="#">"Public Hearing to Amend the Renewed Measure M Local Transportation Authority Ordinance No. 3 and Transportation Investment Plan for the Transit Program,"</a> dated December 14, 2015.
<b>133.00</b>	<b>Project U - Expand Mobility Choices for Seniors and Persons with Disabilities</b>						
134.00	Has one percent of Net Revenues been allocated to the County to augment existing senior non-emergency medical transportation (SNEMT) services funded with Tobacco Settlement funds?	Att. B, Sec. VI.C.3.a	F & A	Recurring	Completed to date	Sean Murdock & Martin Browne	Yes. See General Accounting payments for SNEMT funds for FY 2024-25. Also see the AUP to the M2 Status Report for FY 2024-25 related to SNEMT. Please reference: <a href="#">"Fiscal Year 2024-25 Measure M2 Project U Senior Non-Emergency Medical Transportation Payments"</a> <a href="#">"Fiscal Year 2024-25 Single Audit and Agreed-Upon Procedures Reports,"</a> dated January 26, 2026.
135.00	Has the County continued to fund these services in an amount equal to the same percentage of the total annual Tobacco Settlement funds received by the County?	Att. B, Sec. VI.C.3.a	F & A	Recurring	Completed to Date	Sean Murdock & Martin Browne	Yes. The County is required to allocate at least 5.27% of Tobacco Settlement Revenue (TSR) funds to meet their MOE obligation under M2. The County allocation for FY 2024-25 was 5.45%. See supporting documentation from the County showing Measure H Tobacco Settlement Revenues allocated to SNEMT. Please reference: <a href="#">"Fiscal Year 2024-25 Senior Non-Emergency Medical Transportation Maintenance of Effort Verification,"</a> correspondence dated December 19, 2025.
136.00	Have Net Revenues been annually allocated to the County in an amount no less than the Tobacco Settlement funds annually expended by the County for these services and no greater than one percent of Net Revenues plus any accrued interest?	Att. B, Sec. VI.C.3a	F & A	Recurring	Completed to date	Sean Murdock & Martin Browne	Yes. The M2 SNEMT funding allocation to the County for FY 2024-25 of \$5,309,727 exceeded TSR funding of \$1,433,761. Therefore, the M2 funding is no less than the TSR funding, and no more than 1% of net revenue as required under the Ordinance. Please reference: <a href="#">"Fiscal Year 2024-25 Measure M2 Project U Senior Non-Emergency Medical Transportation Payments"</a> <a href="#">"Fiscal Year 2024-25 Senior Non-Emergency Medical Transportation Maintenance of Effort Verification,"</a> correspondence dated December 19, 2025.

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137.00	Has one percent of Net Revenues been allocated to continue and expand the Senior Mobility Program (SMP) provided by the Authority in 2006 with allocations determined pursuant to criteria and requirements as adopted by the Authority?	Att. B, Sec. VI.C.3.b	F & A, Transit	Recurring	Completed to date	Sean Murdock & Martin Browne	Yes. See General Accounting payments for SMP funds for FY 2024-25. Also see the AUP applied to the FY 2024 M2 Status Report. Please reference: <a href="#">"Fiscal Year 2024-25 Project U Senior Mobility Program Payments"</a> <a href="#">"Fiscal Year 2024-25 Single Audit and Agreed-Upon Procedures Reports,"</a> dated January 26, 2026.
138.00	Has one and forty-seven hundredths percent (Ordinance amendment on 12/14/15 to increase allocation from 1% to 1.47%) of Net Revenues been allocated to partially fund bus and ACCESS fares for seniors and persons with disabilities in an amount equal to the percentage of funding as of the effective date of the Ordinance and to partially fund train and other transit fares for seniors and persons with disabilities as determined by the Authority?	Att. B, Sec. VI.C.3.c	F & A, Transit	Recurring	Completed to date	Sean Murdock & Martin Browne	Yes. See General Accounting Fare Stabilization Revenue Allocation chart. In addition to the 1%, the Board approved an amendment to the M2 Ordinance No. 3 on December 14, 2015 (updated on March 14, 2016), which increased the Fare Stabilization allocation from 1% to 1.47% of Net Revenues. Please reference: <a href="#">"Measure M2 Fare Stabilization Update,"</a> dated June 23, 2014. <a href="#">"Measure M2 Fare Stabilization Update,"</a> dated September 28, 2015. <a href="#">"Renewed Measure M Local Transportation Authority Ordinance No. 3 and Transportation Investment Plan Amendment Update,"</a> dated March 14, 2016. <a href="#">"Fiscal Year 2024-25 Measure M2 Fare Stabilization Payments"</a>
139.00	In the event any Net Revenues to be allocated for seniors and persons with disabilities pursuant to the requirements of subsections a., b., and c. remain after the requirements are satisfied, have the remaining Net Revenues been allocated for other transit programs or projects for seniors and persons with disabilities as determined by the Authority?	Att. B, Sec. VI.C.3.d	F & A, Transit	Recurring	Underway	Sean Murdock	The requirements of each of the programs have not been satisfied, however, excess revenues for the programs will remain within each individual program to be used to pay for future program expenditures should the need arise.
140.00	<b>Project V - Community Based Transit/Circulators</b>						
141.00	Have all such projects [within Project V], in order to be considered for funding, met performance criteria for ridership, connection to bus and rail services, and financial viability?	Att. A, p. 25, Project V	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. Per the Project V Guidelines adopted by the Board on November 13, 2023, performance criteria for ridership, connections to bus and rail services and financial viability were specifically required to be defined as part of the application process prior to competing and receiving funding. Please reference:

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							<p><a href="#">"2024 Project V Community-Based Transit/Circulators Program Guidelines and Call for Projects,"</a> dated November 13, 2023.</p> <p><a href="#">"Measure M2 Community-Based Transit Circulators Program Project V Ridership Report,"</a> dated August 25, 2025.</p>
142.00	Have all such projects been competitively bid?	Att. A, p. 25, Project V	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	<p>Yes. Per Project V Guidelines adopted by the Board, projects are required to follow competitive procedures including procurement. Local agencies followed the procedures, where applicable, based on the nature of their projects and the procurement policies.</p> <p>2024 Project V Guidelines include administrative priority to engage in competitive procurements and re-procurements for all continuing existing services by June 30, 2026.</p> <p>Please reference:  <a href="#">"2024 Project V Community-Based Transit/Circulators Program Guidelines and Call for Projects,"</a> dated November 13, 2023.</p>
143.00	As a condition of being funded, have such projects been determined not to duplicate or compete with existing transit services?	Att. A, p. 25, Project V	Planning, Transit	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	<p>Yes. OCTA staff evaluated all project applications before preparing final recommendations for the Board to ensure that proposed services would continue funding existing successful services and new services.</p> <p>The Project V requirement to ensure that services funded with Project V do not duplicate existing transit services is included in the 2024 Project V Guidelines as a measure of evaluation for the 2024 call. The Board approved project allocations on September 23, 2024, which excluded two project applications from the cities of Costa Mesa and Garden Grove due to the proposed service areas having significant levels of OC Bus Services (at least five OC Bus routes, including a high quality transit route operating with a service frequency of every 15 minutes or less). In addition, the Board directed staff to work with the cities of Huntington Beach, Newport Beach, and Orange on operational refinements to their submitted applications, and return to the Board with final recommendations on the proposed Project V services. The City of Huntington Beach subsequently withdrew its application due to issues securing matching funds, and the City of Orange did not meet M2 funding eligibility requirements at the time of application. On October</p>

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							<p>27, 2025, the Board approved programming recommendations for the City of Newport Beach.</p> <p>Please reference:  <a href="#">"2024 Project V Community-Based Transit/Circulators Program Guidelines and Call for Projects,"</a> dated November 13, 2023.  <a href="#">"2024 Measure M2 Community Based Transit Circulators (Project V) Call for Projects Programming Recommendations,"</a> dated September 23, 2024.  <a href="#">"Programming Recommendation for the City of Newport Beach Project V Service,"</a> October 27, 2025.</p>
144.00	<p><b>For any of its projects to be eligible for funding, has the Eligible Jurisdiction executed a written agreement with the Authority regarding the respective roles and responsibilities pertaining to construction, ownership, operation, and maintenance of the project?</b></p>	Att. B, Sec. VI.D.2	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	<p>Yes. OCTA executed Cooperative Funding Agreements with each local agency and identified roles and responsibilities pertaining to operation, construction, maintenance, and uses of the facilities and vehicles. All M2 funding agreements and letter agreements are available in the M2 Document Center. A list of the corresponding contract numbers can be found in the Document Center.</p> <p>Please reference:  <a href="#">"Project V Cooperative Agreements,"</a> dated February 25, 2026.</p>
145.00	<p><b>Have any allocations of Net Revenues to such projects been determined pursuant to a countywide competitive procedure adopted by the Authority?</b></p>	Att. B, Sec. VI.D.3	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	<p>Yes. The Board approved updated Project V Guidelines on November 13, 2023, and also issued a call on that date. Allocations were made on September 23, 2024, through a countywide competitive procedure. In addition, the Board directed staff to work with the cities of Huntington Beach, Newport Beach, and Orange on operational refinements to their submitted applications, and return to the Board with final recommendations on the proposed Project V services. The City of Huntington Beach subsequently withdrew its application due to issues securing matching funds, and the City of Orange did not meet M2 funding eligibility requirements at the time of application. On October 27, 2025, the Board approved programming recommendations for the City of Newport Beach.</p> <p>Please reference:  <a href="#">"2024 Project V Community-Based Transit/Circulators Program Guidelines and Call for Projects,"</a> dated November 13, 2023.</p>

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							<a href="#">"2024 Measure M2 Community Based Transit Circulators (Project V) Call for Projects Programming Recommendations,"</a> dated September 23, 2024. <a href="#">"Programming Recommendation for the City of Newport Beach Project V Service,"</a> October 27, 2025.
146.00	Does the competitive procedure include an evaluation process and methodology applied equally to all candidate Community Based Transit/Circulator projects?	Att. B, Sec. VI.D.3	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. See 2024 Project V Guidelines adopted by the Board on November 13, 2023. Please reference: <a href="#">"2024 Project V Community-Based Transit/Circulators Program Guidelines and Call for Projects,"</a> dated November 13, 2023.
147.00	Have Eligible Jurisdictions been consulted by the Authority in the development of the evaluation process and methodology?	Att. B, Sec. VI.D.3	Planning	One-time	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. Typically, OCTA has requested letters of interest prior to Project V calls and holds workshops with interested parties to discuss potential changes to the guidelines prior to taking those guidelines to the Board. In the most recent cycle, two workshops were conducted in the fall of 2023 (October 11, 2023, and October 30, 2023). The first workshop was focused on providing guidance to local agencies to help them understand CTFP Guidelines revisions and provide feedback regarding application development, evaluation process and methodology. The second workshop was to allow potential Project V vendors to share presentations with the agencies, showcasing their capabilities and experience, with time allowed for questions and answers. Please reference: <a href="#">"Local Jurisdictions' Interest in Project V Call for Projects,"</a> dated August 14, 2023. <a href="#">"2024 Project V Community-Based Transit/Circulators Program Guidelines and Call for Projects,"</a> dated November 13, 2023.
148.00	Project W - Safe Transit Stops						
149.00	Have amenities been provided at the 100 busiest transit stops across the County? Were they designed to ease transfer between bus lines and provide amenities such as improved shelters, lighting, current information on bus and train	Att. A, p. 25, Project W	Planning	30-year	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. The Board approved Project W CTFP Guidelines revisions and also approved the issuance of 2019 Project W call, in order to allocate funds for the Top 100 Busiest Stops in Orange County. Please reference: <a href="#">"2019 Project W Safe Stops Call for Projects,"</a> dated October 22, 2018.

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	timetables and arrival times, and transit ticket vending machines?						<p>On June 24, 2019, the Board approved Project W funds for 36 stops. Please reference: <a href="#">“Measure M2 Project W Safe Transit Stops – 2019 Programming Recommendations,”</a> dated June 24, 2019.</p> <p>Project W funding is eligible for projects that install new transit shelters at locations where there are no shelters present, and replace aging shelters, shade, and amenities that have become run down over time. The Board directed staff to issue another Project W call in 2020 to again consider the needs at the 100 busiest bus stops in order to ensure that all eligible entities have another opportunity to apply for funding and improve bus stops. On September 14, 2020, the Board approved a third allocation of Project W funds for 35 stops. Please reference: <a href="#">“Measure M2 Project W Safe Transit Stops – 2020 Programming Recommendations,”</a> dated September 14, 2020.</p> <p>Please also reference: <a href="#">“Measure M2 Project W Safe Transit Stops,”</a> dated March 10, 2014. <a href="#">“Measure M2 Project W Safe Transit Stops – 2014 Programming Recommendations,”</a> dated July 14, 2014. <a href="#">“Comprehensive Transportation Funding Programs Semi-Annual Review – March 2015,”</a> dated June 8, 2015.</p>
150.00	Requirements Related to Project X						
151.00	Have Environmental Cleanup funds been used on a countywide, competitive basis to meet federal Clean Water Act standards for controlling transportation-generated pollution as called for in Attachment A?	Att. A, p. 27, Project X	Planning	30-year	Completed to date	Dan Phu/Alison Army	Yes. The Board has authorized several countywide competitive calls for both a Tier 1 and Tier 2 Environmental Cleanup Program (ECP {Project X}) providing funding to improve water quality. To date, 15 rounds of funding under the Tier 1 grant program have been awarded by the Board. A total of 241 projects in the amount of approximately \$43 million have been awarded since 2011. There have been three rounds of funding under the Tier 2 grant program. A total of 26 projects in the amount of \$35 million have been awarded by the Board since 2013. To date, all Orange County cities and the County of Orange have received

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							<p>funding under this program. The next Tier 1 call is anticipated to be released in early 2026 and the next Tier 2 call is anticipated in 2027.</p> <p>For the most recent Tier 1 and Tier 2 guidelines, please reference: <a href="#">“Measure M2 Environmental Cleanup Program (Project X) - 2025 Tier 1 Grant Program Call for Projects,”</a> dated March 10, 2025.  <a href="#">“Measure M2 Environmental Cleanup Program (Project X) – 2024 Tier 1 and Tier 2 Grant Program Call for Projects,”</a> dated February 12, 2024.</p> <p>For the most recent Tier 1 and Tier 2 programming recommendations, please reference:  <a href="#">“Comprehensive Transportation Funding Programs - Project X Tier 1 2025 Call for Projects Programming Recommendations,”</a> dated October 13, 2025.  <a href="#">“Comprehensive Transportation Funding Programs - Project X Tier 1 and Tier 2 2024 Call for Projects Programming Recommendations,”</a> dated October 14, 2024.</p>
152.00	<b>Does the program augment, not replace existing transportation related water quality expenditures and emphasize high impact capital improvements over local operations and maintenance costs?</b>	Att. A, p. 27, Project X	Planning	30-year	Completed to date	Dan Phu/Alison Army	<p>Yes. This requirement is specified in Chapter 11 of the CTFP guidelines. As a note, Chapter 11 of the CTFP guidelines gets periodic updates to improve on the process.  Please reference:  See notes in Item 151.00 for Tier 1 and Tier 2 Guideline Revisions and Call.</p>
153.00	<b>Has a comprehensive countywide capital improvement program for transportation related water quality improvements been developed?</b>	Att. A, p. 27, Project X	Planning	One-time, start-up	Completed	Dan Phu/Alison Army	<p>Yes. The Board approved a two-tiered funding program for water quality improvement projects. These guidelines are incorporated into Chapter 11 of the CTFP guidelines. To date, 15 rounds of funding under the Tier 1 program and three rounds under the Tier 2 program have been allocated for these purposes.  Please reference:  See notes in Item 151.00 for Tier 1 and Tier 2 Guideline Revisions and Call.  <a href="#">“Measure M2 Environmental Cleanup Program – A Two-Tier Grant Funding Approach,”</a> dated May 24, 2010.</p>

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154.00	Has a competitive grant process to award funds to the highest priority, most cost-effective projects been developed?	Att. A, p. 27, Project X	Planning	One-time, start-up	Completed	Dan Phu/Alison Army	Yes. The Tier 1 and Tier 2 project evaluation criteria were adopted by the Board and integrated as Chapter 11 of the CTFP guidelines. As a note, Chapter 11 of the CTFP guidelines gets periodic updates to improve on the process. Please reference: See notes in Item 151.00 for Tier 1 and Tier 2 Guideline Revisions and Call.
155.00	Has a matching requirement to leverage federal, state, and local funds for water quality improvement been established?	Att. A, p. 27, Project X	Planning	One-time, start-up	Completed	Dan Phu/Alison Army	Yes. The Tier 1 and Tier 2 project evaluation criteria were adopted by the Board. These matching requirements are specified in Chapter 11 of the CTFP guidelines. As a note, Chapter 11 of the CTFP guidelines gets periodic updates to improve on the process. Please reference: See notes in Item 151.00 for Tier 1 and Tier 2 Guideline Revisions and Call.
156.00	Has an MOE requirement been established to ensure that funds augment, not replace existing water quality programs?	Att. A, p. 27, Project X	Planning	One-time, start-up	Completed	Dan Phu/Alison Army	Yes. These are specified in Chapter 11 of the CTFP guidelines. Also, this becomes part of the evaluation process for candidate projects. Please reference: See notes in Item 151.00 for Tier 1 and Tier 2 Guideline Revisions and Call.
157.00	Has there been annual reporting on actual expenditures and assessment of water quality benefits provided?	Att. A, p. 27, Project X	Planning, People and Community Engagement	Recurring	Completed to date	Dan Phu & Marissa Espino	Yes. The M2 Annual Report includes reporting on ECP actual expenditures. The Environmental Cleanup Allocation Committee (ECAC) has developed a database to estimate the trash removed by the funded Tier 1 and Tier 2 projects to report on benefits of the program. The benefits are reported in the M2 Quarterly Reports and as standalone updates to the ECAC and Board. Please reference: <a href="#">"Measure M Annual Report 2025."</a> <a href="#">"M2 Quarterly Progress Report for the Period of October 2025 to December 2025,"</a> dated April 27, 2026.
158.00	If there has been any misuse of these funds, have penalties been imposed?	Att. A, p. 27, Project X	Planning	Recurring	None to date	Dan Phu/Alison Army	There has been no finding of misuse of funds to date. Assessment of appropriate use occurs through the initial and final payment processes and SAR process.

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159.00	<p>Has an ECAC, including the following 12 voting members, but not including any elected public officer, been established:</p> <ul style="list-style-type: none"> <li>- One representative of the County of Orange?</li> <li>- Five representatives of cities (one per supervisorial district)?</li> <li>- One representative of the Caltrans?</li> <li>- Two representatives of water or wastewater public entities?</li> <li>- One representative of the development industry?</li> </ul> <p>One representative of private or non-profit organizations involved in water quality protection/enforcement matters?</p>	Att. B, Sec. VII.B.1.i-vii	Planning, People and Community Engagement	Recurring	Completed to date	Dan Phu & Marissa Espino	<p>Yes. Creation of ECAC occurred in 2008. The initial roster was presented to the Board on August 25, 2008, as Attachment B to the Staff Report. Please reference: <a href="#">"Status Report on Renewed Measure M Environmental Programs,"</a> dated August 25, 2008. <a href="#">"Environmental Cleanup Allocation Committee 2025 Roster,"</a> dated November 17, 2025.</p>
160.00	<p>Does the ECAC also include one representative of the Santa Ana Regional Water Quality Control Board and one representative of the San Diego Regional Water Quality Control Board as non-voting members?</p>	Att. B, Sec. VII.B.1.i-vii	Planning, People and Community Engagement	Recurring	Completed	Dan Phu/Alison Army	<p>Yes. Creation of ECAC occurred in 2008. The initial roster was presented to the Board on August 25, 2008, as Attachment B to the Staff Report. Member rosters for each year are saved in the M2 Document Center. Please reference: <a href="#">"Status Report on Renewed Measure M Environmental Programs,"</a> dated August 25, 2008. <a href="#">"Environmental Cleanup Allocation Committee 2025 Roster,"</a> dated November 17, 2025.</p>
161.00	<p>Has the ECAC recommended to the Authority for the Authority's adoption the following:</p>	Att. B, Sec. VII.B.2.	Planning	One-time, start-up	Completed	Dan Phu/Alison Army	<p>See notes in Items 161.01 to 161.04.</p>
161.01	<p>A competitive grant process for the allocation of Environmental Cleanup Revenues as set forth in Attachment B.</p>	Att. B, Sec. VII.B.2.a	Planning	One-time, start-up	Completed	Dan Phu/Alison Army	<p>Yes. The ECAC created guidelines that were approved by the Board on February 14, 2011. This is also included in Chapter 11 of the CTFP. Please reference: <a href="#">"Measure M2 Environmental Cleanup Allocation Program – Incorporation into the Comprehensive Transportation Funding Program and Tier 1 Grant Program 2011 Call for Projects,"</a> dated February 14, 2011. <a href="#">"Measure M2 Environmental Cleanup Program (Project X) – 2025 Tier 1 Grant Program Call for Projects,"</a> dated March 10, 2025, see attached Guidelines Chapter 11.</p>

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Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
161.02	A process requiring that allocated Environmental Cleanup Revenues supplement and not supplant other applicable funding sources.	Att. B, Sec. VII.B.2.b	Planning	One-time, start-up	Completed	Dan Phu/Alison Army	Yes. The ECAC ensures that as part of the application process, projects meet the criteria specified in the Ordinance. This is part of the guidelines which are included in Chapter 11 of the CTFP. Please reference: <a href="#">"Measure M2 Environmental Cleanup Program (Project X) – 2025 Tier 1 Grant Program Call for Projects,"</a> dated March 10, 1025, see attached Guidelines Chapter 11.
161.03	Allocation of Environmental Cleanup Revenues for proposed projects and programs.	Att. B, Sec. VII.B.2.c	Planning	Recurring	Completed to date	Dan Phu/Alison Army	Yes. The ECAC reviews applications and makes recommendations on funding allocation, which is then approved by the Board. Please reference: <a href="#">"Comprehensive Transportation Funding Programs – Project X Tier 1 2025 Call for Projects Programming Recommendations,"</a> dated October 13, 2025.
161.04	An annual reporting procedure and method to assess water quality benefits provided by the projects and programs.	Att. B, Sec. VII.B.2.d	Planning, People and Community Engagement	Recurring	Completed to date	Dan Phu/Alison Army	Yes. The ECAC has developed a database to estimate the trash removed by the funded Tier 1 and Tier 2 projects to report on benefits of the program. This is an ongoing process and the latest water quality benefits are reported in the M2 Quarterly Reports and as standalone updates to the ECAC and Board. Please reference: <a href="#">"Environmental Cleanup Allocation Committee Agenda,"</a> dated December 11, 2014. <a href="#">"OCTA Measure M2 Tier 1 and Tier 2 – Potential Water Resources Benefits of Funded Projects,"</a> memo from Geosyntec Consultants, dated April 22, 2015. <a href="#">"Measure M2 Environmental Cleanup Program Updates and Next Steps,"</a> dated December 11, 2017. <a href="#">"M2 Quarterly Progress Report for the Period of October 2025 to December 2025,"</a> dated April 13, 2026.
162.00	<b>Safeguards and Audits</b>						
163.00	Have the following taxpayer safeguard and audit requirements listed in Attachment A pages 28-30 been met:	Att. A, p.28-30					See notes in Items 163.01 to 163.32.
163.01	Prior to allocation of funds for freeway, street and transit projects, has one percent of gross revenues from the Renewed	Att. A, p. 28	F & A	Recurring	Completed to date	Sean Murdock	Yes. Please reference:

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Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
	Measure M Transportation Investment Plans been set aside for audits, safeguards, and taxpayer protection?						<a href="#">"Fiscal Year 2024-25 Single Audit and Agreed-Upon Procedures Reports,"</a> dated January 26, 2026. See Attachment D, Schedule 3 in the "Schedule of Revenues and Expenditures Summary as of June 30, 2025".
163.02	Has one and one half percent of the gross sales taxes generated by Measure M been paid to the California Department of Tax and Fee Administration (formerly State Board of Equalization) for collecting the countywide one-half percent sales tax that funds the Transportation Investment Program?	Att. A, p. 28	F & A	Recurring	Completed to date	Sean Murdock	Yes. See notes in Item 28.00.
163.03	To guarantee transportation dollars are used for transportation purposes, have all funds been kept in a special trust fund?	Att. A, p. 28	F & A	One-time, start-up	Completed	Sean Murdock	Yes. See notes in Item 2.00.
163.04	Has an independent, outside audit of this fund protected against cheaters who try to use the transportation funds for purposes other than specified transportation uses?	Att. A, p. 28	F & A	Recurring	Completed to date	Sean Murdock	Yes. See independent auditor's report on financial statements. Please reference: <a href="#">"Fiscal Year 2024-25 Audited Financial Statements and Independent Auditor's Reports on Internal Control Over Financial Reporting,"</a> dated November 24, 2025.  Additionally, a compliance audit for FY 2023-24 confirmed that OCLTA complied, in all material respects, with the M2 Ordinance and no deficiencies in internal control were identified. The next compliance audit, for FY 2024-25, is expected to be presented to the OCTA Board in spring 2026. Please reference: <a href="#">"Orange County Local Transportation Authority Report on Compliance with the Measure M2 Ordinance, Year Ended June 30, 2024,"</a> dated April 28, 2025.
163.05	Has a severe punishment disqualified any agency that has cheated from receiving Measure M funds for a five-year period?	Att. A, p. 28	PMO	Recurring	Completed to date	Francesca Ching	See notes in Item 18.00.
163.06	Have the annual audits, and annual reports detailing project progress, been sent to Orange County taxpayers every year?	Att. A, p. 28	People and Community Engagement	Recurring	Completed to date	Maggie McJilton & Jennifer Beaver	Yes. See notes in Item 23.00. Results of annual audits can be found on <a href="#">OCTA's Internal Audit webpage.</a>

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Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
163.07	Have the annual audits, and annual reports detailing project progress, been reviewed in public session by a special Taxpayer Oversight Committee?	Att. A, p. 28	People and Community Engagement	Recurring	Completed to date	Chris Boucly/ Marissa Espino	Yes. Please reference: <a href="#">"Taxpayer Oversight Committee Audit Subcommittee Agenda Packet,"</a> dated May 27, 2025. <a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated June 10, 2025. <a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated September 9, 2025, for June 10, 2025, meeting minutes. <a href="#">"Fiscal Year 2024-25 Audited Financial Statements and Independent Auditor's Reports on Internal Control Over Financial Reporting,"</a> dated November 24, 2025.
163.08	Have the annual audits, and annual reports detailing project progress, been independently certified by a special Taxpayer Oversight Committee, on an annual basis, that transportation dollars have been spent strictly according to the Renewed Measure M Investment Plan?	Att. A, p. 28	People and Community Engagement	Recurring	Completed to date	Chris Boucly/ Marissa Espino	Yes. See notes in Item 14.00. Please reference: <a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated June 10, 2025. <a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated September 9, 2025, for June 10, 2025, meeting minutes. <a href="#">"TOC M2 Annual Public Hearing Compliance Memo,"</a> dated June 18, 2025.
163.09	Have minor adjustments been 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?	Att. A, p. 28	PMO, People and Community Engagement	Recurring	Completed to Date	Francesca Ching & Chris Boucly/ Marissa Espino	Yes. See notes in Items 25.00 and 167.02.
163.10	Have major changes been taken back to voters for authorization?	Att. A, p. 28	PMO, People and Community Engagement	Recurring	None to date	Francesca Ching & Chris Boucly/ Marissa Espino	There have been no major changes to date.
163.11	Every ten years, and more frequently if necessary, has the Orange County Local Transportation Authority conducted a thorough examination of the Renewed Measure M Investment	Att. A, p. 28	PMO	Recurring	Completed to date	Francesca Ching	Yes. See notes in Item 24.00.

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Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
	Plan and determined if major changes should be submitted to the voters?						
163.12	Have administrative costs been restricted to one percent (1%) of total tax revenues and state collection of the tax as prescribed in state law [currently one-and-one half percent]?	Att. A, p. 29	F & A	Recurring	Action plan in place	Sean Murdock/ Rima Tan	Yes. See notes in Item 9.00.
163.13	Has all spending been subject to an annual independent audit?	Att. A, p. 29	F & A	Recurring	Completed to date	Sean Murdock	Yes. See independent auditor's report on financial statements. Please reference: <a href="#">"Fiscal Year 2024-25 Audited Financial Statements and Independent Auditor's Reports on Internal Control Over Financial Reporting,"</a> dated November 24, 2025.  Additionally, a compliance audit for FY 2023-24 confirmed that OCLTA complied, in all material respects, with the M2 Ordinance and no deficiencies in internal control were identified. The next compliance audit, for FY 2024-25, is expected to be presented to the OCTA Board in spring 2026. Please reference: <a href="#">"Orange County Local Transportation Authority Report on Compliance with the Measure M2 Ordinance, Year Ended June 30, 2024,"</a> dated April 28, 2025.
163.14	Have spending decisions been annually reviewed and certified by an independent Taxpayer Oversight Committee?	Att. A, p. 29	People and Community Engagement	Recurring	Completed to date	Chris Boucly/ Marissa Espino	Yes. See notes in Items 163.08 and 167.09.
163.15	Has an annual report on spending and progress in implementing the Plan been submitted to taxpayers?	Att. A, p. 29	People and Community Engagement	Recurring	Completed to date	Maggie McJilton & Jennifer Beaver	Yes. See notes in Items 11.00 and 23.00.
163.16	If changes to the Plan were made, have they been reviewed and approved by 2/3 vote of the Taxpayer Oversight Committee?	Att. A, p. 29	PMO, People and Community Engagement	Recurring	Completed to Date	Francesca Ching & Chris Boucly/ Marissa Espino	Yes. See notes in Item 25.00 and 167.02.

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Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
163.17	Have major changes to the Plan, such as deleting a project or shifting projects among major spending categories (Freeways, Streets and Roads, Transit, Environmental Cleanup), been ratified by a majority of voters?	Att. A, p. 29	PMO, People and Community Engagement	Recurring	None to date	Francesca Ching & Chris Boucly/ Marissa Espino	There have been no major changes to date.
163.18	Has the Plan been subject at least every ten years to public review and assessment of progress in delivery, public support and changed circumstances?	Att. A, p. 29	PMO	Recurring	Completed to date	Francesca Ching	Yes. See notes in Item 24.00.
163.19	Have all tax revenues and interest earned been deposited and maintained in a separate trust fund?	Att. A, p. 29	F & A	One-time, start-up	Completed	Sean Murdock	Yes. See notes in Item 2.00.
163.20	Have local jurisdictions that receive allocations maintained all tax revenues and interest earned in a separate fund?	Att. A, p. 29	F & A	Recurring	Action plan in place	Sean Murdock	Yes. See notes in Item 15.00.
163.21	Have all entities receiving tax funds reported annually on expenditures and progress in implementing projects?	Att. A, p. 29	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. See notes in Items 91.10 to 91.12.
163.22	Has the elected Auditor/Controller annually certified that spending is in accordance with the Plan?	Att. A, p. 29	People and Community Engagement	Recurring	Completed to date	Chris Boucly/ Marissa Espino	Yes. See Items 14.00 and 167.10.
163.23	Have local jurisdictions receiving funds abided to specific eligibility and spending requirements detailed in the Streets and Roads and Environmental Cleanup component of the Plan?	Att. A, p. 29	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	See notes in Items 90.00 to 112.00, and 150.00 to 161.04.
163.24	Have M2 funds been used only for transportation purposes described in the Plan?	Att. A, p. 29	F & A, Internal Audit	Recurring	Action plan in place	Sean Murdock	Yes. See notes in Item 17. Please reference: " <a href="#">Fiscal Year 2024-25 Single Audit and Agreed-Upon Procedures Reports</a> ," dated January 26, 2026.
163.25	Have local jurisdictions agreed that funds are not used to replace private developer funding committed to any project or improvement?	Att. A, p. 29	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. See notes in 91.18.

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Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
163.26	Have local jurisdictions agreed that funds shall augment, not replace existing funds?	Att. A, p. 29	Planning	Recurring	Completed to date	Adriann Cardoso/ Charvalen Alacar	Yes. The MOE requirement ensures that Net Revenues allocated to a jurisdiction are used to supplement existing local discretionary funds being used for transportation improvements. See notes in Item 91.17.
163.27	Has every effort been made to maximize matching state and federal transportation dollars?	Att. A, p. 30	Planning	Recurring	Completed to date	Adriann Cardoso	Yes. See notes in Item 39.00 and 115.00.
163.28	Does the committee consist of eleven members: two members from each of the five Board of Supervisor's districts, are not elected or appointed officials, along with the elected Auditor/Controller of Orange County?	Att. A, p. 30	People and Community Engagement	Recurring	Completed to date	Chris Boucly/ Marissa Espino	Yes. See notes in Item 166.00.
163.29	Are members recruited and screened for expertise and experience by the Orange County Grand Jurors Association?	Att. A, p. 30	People and Community Engagement	Recurring	Completed to date	Chris Boucly/ Marissa Espino	Yes. See notes in Item 166.00.
163.30	Are members selected from the qualified pool by lottery?	Att. A, p. 30	People and Community Engagement	Recurring	Completed to date	Chris Boucly/ Marissa Espino	Yes. See notes in Item 166.00.
163.31	Is the committee provided with sufficient resources to conduct independent reviews and audits of spending and implementation of the Plan?	Att. A, p. 30	People and Community Engagement	Recurring	Completed to date	Chris Boucly/ Marissa Espino Boucly	Yes. The Committee has been provided sufficient resources. For example, the Board approved the Committee's request for annual compliance audits to support the annual certification process.
163.32	Has the State Board of Equalization paid one-and-one-half (1.5) percent of gross revenues each fiscal year for its services in collecting sales tax revenue as prescribed in Section 7273 of the State's Revenue and Taxation Code?	Att. A, p. 30	F & A	Recurring	Completed to date	Sean Murdock	Yes. See notes in Item 28.00.
164.00	<b>Requirements Related to the Taxpayers Oversight Committee (TOC)</b>						
165.00	Was a Taxpayers Oversight Committee established for the purpose of overseeing compliance with the Ordinance as specified in Attachment B, Section IV and organized and	Att. C, Sec. I	People and Community Engagement	One-time, start-up	Completed	Chris Boucly/	Yes. The TOC updated the former procedures from the M1 COC to accommodate additional responsibilities under M2 in August 2008. Please reference:

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	convened before any Revenues were collected or spent pursuant to the Ordinance?					Marissa Espino	<a href="#">"Taxpayers Oversight Committee Agenda Packet,"</a> dated August 12, 2008. <a href="#">"Taxpayers Oversight Committee Agenda Packet,"</a> dated October 14, 2008, for August 12, 2008, meeting minutes.
166.00	Has the TOC been governed by its 11 members and the provisions relating to membership (including initial and ongoing appointment, geographic balance, terms, resignation, removal, reappointment, and vacancies) consistent with Attachment C of the Ordinance been followed?	Att. C, Secs. II, and III	People and Community Engagement	Recurring	Completed to date	Chris Boucly/ Marissa Espino	Yes. The TOC is governed by 11 members and the provisions relating to membership (including initial and ongoing appointment, geographic balance, terms, resignation, removal, reappointment, and vacancies), are consistent with Attachment C of the Ordinance. Please reference: <a href="#">"Taxpayer Oversight Committee Term History (1997-2025),"</a> dated December 8, 2025.
167.00	Has the Committee carried out the following duties and responsibilities:	Att. C, Sec. IV	People and Community Engagement	Recurring		Chris Boucly/ Marissa Espino	See notes in Items 167.01 to 167.11.
167.01	Did the initial Members of the TOC adopt procedural rules and regulations as are necessary to govern the conduct of Committee meetings as described in Attachment C?	Att. C, Sec. IV.A	People and Community Engagement	One-time, start-up	Completed	Chris Boucly/ Marissa Espino	Yes. The TOC updated the former procedures from the M1 COC to accommodate additional responsibilities under M2 in August 2008. Please reference: <a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated August 12, 2008. <a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated October 14, 2008, for the August 12, 2008, meeting minutes.  On June 14, 2016, the TOC updated the committee's Mission Statement and Policies and Procedures to remove responsibilities due to the close-out of M1. Please reference: <a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated June 14, 2016. <a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated August 9, 2016, for the June 14, 2016, meeting minutes.
167.02	Did the Committee approve by a vote of not less than 2/3 of all Committee members, any amendments to the Plan which	Att. C, Sec. IV.B	People and Community Engagement	Recurring	Completed to date	Chris Boucly/	Yes. The TOC approved the first amendment to the M2 Transportation Investment Plan on October 9, 2012, and the third amendment on

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	changed the funding category, programs or projects identified on page 31 of the Plan?					Marissa Espino	November 10, 2015 (Ordinance amendments do not require TOC approval). Please reference: <a href="#">"Public Hearing to Amend the Measure M2 Transportation Investment Plan for the Freeway Program,"</a> dated November 9, 2012, for Amendment #1. <a href="#">"Public Hearing to Amend the Renewed Measure M Local Transportation Authority Ordinance No. 3 and Transportation Investment Plan for the Transit Program,"</a> dated December 14, 2015, for Amendment #3.
167.03	Did the TOC receive and review, as a condition of eligibility for M2 funds, from each jurisdiction the following documents as defined in Att. B, Sec. I?	Att. C, Sec. IV.C and Att. B, Sec. III	Planning, People and Community Engagement	Recurring	Completed to date	Chris Boucly/ Marissa Espino & Adriann Cardoso/ Charvalen Alacar	The AER Subcommittee reviewed PMPs and Expenditure Reports on June 3, 2025, and CMPs, MFPs, and PMPs on October 29, 2025. The full TOC affirmed receipt and review of them on June 10, 2025 and December 9, 2025. See notes in Items 167.04 to 167.08 below. Please reference: <a href="#">"Taxpayer Oversight Committee Annual Eligibility Review Subcommittee Packet,"</a> dated June 3, 2025. <a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated June 10, 2025. <a href="#">"Taxpayer Oversight Committee Annual Eligibility Review Subcommittee Agenda Packet,"</a> dated October 29, 2025. <a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated December 9, 2025.
167.04	CMP?	Att. C, Sec. IV.C.1 and Att. B, Sec. III.A.1	Planning, People and Community Engagement	Recurring	Completed to date	Chris Boucly/ Marissa Espino & Adriann Cardoso/ Charvalen Alacar	This is required on odd numbered years. The TOC reviewed the CMP on December 9, 2025. Eligibility determination was presented to the Board on February 9, 2026, as part of the M2 Annual Eligibility Review. The next submittal is due in 2027. Please reference: <a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated December 9, 2025. <a href="#">"Measure M2 Annual Eligibility Review,"</a> dated February 9, 2026.

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167.05	MFP?	Att. C, Sec. IV.C.2 and Att. B, Sec. III.A.2	Planning, People and Community Engagement	Recurring	Completed to date	Chris Boucly/ Marissa Espino & Adriann Cardoso/ Charvalen Alacar	This is required on a biennial basis. The TOC reviewed the MFP on December 9, 2025. Eligibility determination was presented to the Board on February 9, 2026, as part of the M2 Annual Eligibility Review. The next submittal is due in 2027. Please reference: <a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated December 9, 2025. <a href="#">"Measure M2 Annual Eligibility Review,"</a> dated February 9, 2026.
167.06	Expenditure Report?	Att. C, Sec. IV.C.3 and Att. B, Sec. III.8	Finance and Administration, People and Community Engagement	Recurring	Completed to date	Chris Boucly/ Marissa Espino & Sean Murdock	Yes. This is required on an annual basis. The TOC reviewed the FY 2023-24 Expenditure Reports on June 10, 2025, and eligibility determination was presented to the Board on July 14, 2025. FY 2024-25 Expenditure Reports are due December 31, 2025.  Please reference: <a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated June 10, 2025. <a href="#">"Measure M2 Eligibility Review Recommendations,"</a> dated July 14, 2025.
167.07	LSSP?	Att. C, Sec. IV.C.4 and Att. B, Sec. III.A.6	Planning, People and Community Engagement	Recurring	Completed to date	Chris Boucly/ Marissa Espino & Adriann Cardoso/ Charvalen Alacar	Yes. This is required every three years. The TOC reviewed the LSSP on December 12, 2023. Eligibility determination was presented to the Board on February 12, 2023, as part of the Annual M2 Eligibility Review. The next submittal is due in 2026. Please reference: <a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated December 12, 2023. <a href="#">"Measure M2 Annual Eligibility Review,"</a> dated February 12, 2024.
167.08	PMP?	Att. C, Sec. IV.C.5 and Att. B, Sec. III.7	Planning, People and Community Engagement	Recurring	Completed to date	Chris Boucly/ Marissa Espino & Adriann Cardoso/ Charvalen Alacar	Yes. 14 agencies update PMPs on an odd-year cycle, while 21 agencies update on an even-year cycle as part of the Annual Eligibility Review. The TOC last reviewed the PMPs for odd-year agencies on December 9, 2025, and an eligibility determination was presented to the Board on February 9, 2026, as part of the M2 Annual Eligibility Review. The TOC last reviewed the PMPs for even-year agencies on June 10, 2025, and an eligibility determination was presented to the Board on July 14, 2025, as part of the M2 Annual Eligibility Review.

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Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2025 Response
							Please reference: <a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated December 9, 2025 (for odd-year PMPs). <a href="#">"Measure M2 Annual Eligibility Review,"</a> dated February 9, 2026 (for odd-year PMPs). <a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated June 10, 2025 (for even-year PMPs). <a href="#">"Measure M2 Annual Eligibility Review,"</a> dated July 14, 2025 (for even-year PMPs).
167.09	<b>Has the Committee reviewed yearly audits and held an annual hearing to determine whether the Authority is proceeding in accordance with the Plan?</b>	Att. C, Sec. IV.D	People and Community Engagement	Recurring	Completed to date	Chris Boucly/ Marissa Espino	Yes. The last Annual Hearing and Compliance Review was completed on June 10, 2025. Please reference: <a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated June 10, 2025. <a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated September 9, 2025, for June 10, 2025, meeting minutes.
167.10	<b>Has the Chair annually certified whether the Revenues have been spent in compliance with the Plan?</b>	Att. C, Sec. IV.D	People and Community Engagement	Recurring	Completed to date	Chris Boucly/ Marissa Espino	Yes. See notes in Item 14.00. A memo from the TOC Chairman was sent to the Board on June 18, 2025. Please reference: <a href="#">"Taxpayer Oversight Committee Measure M2 Annual Public Hearing Compliance Memo,"</a> dated June 18, 2025.
167.11	<b>Has the Committee received and reviewed the performance assessment conducted by the Authority at least once every three years to review the performance of the Authority in carrying out the purposes of the Ordinance?</b>	Att. C, Sec. IV.E	People and Community Engagement	Recurring	Completed to date	Francesca Ching & Chris Boucly	Yes. The TOC has received and reviewed the performance assessments conducted by the Authority at least once every three years to review the performance of the Authority in carrying out the purposes of the Ordinance. Please reference: <a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated December 14, 2010. <a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated April 9, 2013. <a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated June 14, 2016. <a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated April 9, 2019. <a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated April 12, 2022. <a href="#">"Taxpayer Oversight Committee Agenda Packet,"</a> dated March 11, 2025.