Orange County Transportation Authority

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

550 South Main Street, Orange, California

Board Members

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

Accessibility

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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

Meeting Access and Public Comments on Agenda Items

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

In-Person Comment

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

Written Comment

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

Call to Order

Invocation

Director Klopfenstein

Pledge of Allegiance

Director Tam T. Nguyen

Closed Session

There are no Closed Sessions scheduled.

Special Calendar

Orange County Transportation Authority Special Calendar Matters

1. Salute to Outgoing Orange County Transportation Authority Board of Directors

Overview

Present Orange County Transportation Authority Resolution of Appreciation No. 2025-090 to outgoing Board Member John Stephens.

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

Overview

Present Orange County Transportation Authority resolutions of Appreciation to Chester Hearring, Coach Operator, Resolution No. 2025-087; Nick Wong, Maintenance, Resolution No. 2025-088; and Daniel Castillo, Administration, Resolution No. 2025-089 as Employees of the Month for December 2025.

3. Proposed 2026 Board of Directors Meetings Calendar
Andrea West/Jennifer L. Bergener

Overview
Presented for consideration and approval are the proposed 2026 Board of Directors and committee meeting calendars, detailing the dates of meetings and holidays for the year.

Recommendation(s)
Approve the Orange County Transportation Authority and affiliated agencies' 2026 Board of Directors meetings calendar.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C

Orange County Local Transportation Authority Special Calendar Matters

4. Metrolink Service Performance Report
Megan Taylor/Johnny Dunning, Jr.

Overview
The Southern California Regional Rail Authority is a five-member joint powers authority that operates the 400-mile regional rail system known as Metrolink. In October 2024, Metrolink launched its 'Metrolink Reimagined' that aims to serve a broader market, transitioning to a regional rail service. The Orange County Transportation Authority is one of five member agencies that fund operations, rehabilitation and capital initiatives for Metrolink. The report will summarize one year of performance from the 'Metrolink Reimagined' service, initiatives, and financial sustainability measures for the Metrolink regional rail system.

Attachments:

Presentation

5. Update on Emergency Need for Railroad Track Stabilization in the Vicinity of Mile Post 203.83 to 204.40 and 206.00 to 206.70 on the Orange Subdivision
Jason Lee/James G. Beil

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

Recommendation(s)

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

Attachments:

Presentation

Consent Calendar (Items 6 through 25)

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

Orange County Transportation Authority Consent Calendar Matters

6. Approval of Minutes

Clerk of the Board

Recommendation(s)

Approve the minutes of the November 24, 2025 Orange County Transportation Authority and affiliated agencies' regular meeting.

Attachments:

Minutes

7. Conflict of Interest Code and 2025 Annual Statement of Economic Interests Filing

Clerk of the Board

Overview

Pursuant to the Orange County Transportation Authority's Conflict of Interest Code, Members of the Board of Directors and designated positions are required to file a Statement of Economic Interests - Form 700.

Recommendation(s)

A. Approve the list of designated positions and disclosure categories subject to the Orange County Transportation Authority's Conflict of Interest Code.

B. Direct the Clerk of the Board to distribute and monitor the 2025 annual Statement of Economic Interests - Form 700 to Members of the Board of Directors and designated positions, to be filed by April 1, 2026.

Attachments:

Staff Report
Attachment A
Attachment B
Attachment C

8. 91 Express Lanes Update for the Period Ending - September 30, 2025
Kirk Avila

Overview
The Orange County Transportation Authority has owned and managed the operations of the 91 Express Lanes since January 2003. Since then, traffic volumes and toll revenues have fluctuated with changes in the economy and the added capacity to the State Route 91 corridor. During the month of September 2025, trips increased by 4.5 percent, reaching 1.86 million, on the 91 Express Lanes in Orange County. This report focuses on the operational and financial activities for the period ending September 30, 2025.

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

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B

9. 405 Express Lanes Update for the Period Ending - September 30, 2025
Kirk Avila

Overview
The Orange County Transportation Authority oversees the operations of the 405 Express Lanes, which commenced on December 1, 2023. During the month of September 2025, transactions increased 12.9 percent while trips grew by six percent on the 405 Express Lanes. This report focuses on the operational and financial activities for the period ending September 30, 2025

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

Attachments:

Transmittal
Staff Report
Attachment A

10. First Quarter Fiscal Year 2025-26 Procurement Status Report

Pia Veesapen/Andrew Oftelie

Overview

The first quarter procurement status report summarizes the procurement activities for information purposes to the Orange County Transportation Authority Board of Directors. This report focuses on procurement activity from July 1, 2025, through September 30, 2025, that was approved by the Board of Directors. The first quarter procurement status report also projects future procurement activity for the second quarter as identified in the fiscal year 2025-26 budget.

Recommendation(s)

Receive and file as an information item.

Attachments:

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

11. Orange County Transportation Authority Investment and Debt Programs Report - October 2025

Robert Davis/Andrew Oftelie

Overview

The Orange County Transportation Authority has a comprehensive investment and debt program to fund its immediate and long-term cash flow demands. Each month, the Treasurer submits a report detailing investment allocation, performance, compliance, outstanding debt balances, and credit ratings for the Orange County Transportation Authority's debt program. This report is for the month ending October 31, 2025. The report has been reviewed and is consistent with the investment practices contained in the investment policy.

Recommendation(s)

Receive and file as an information item.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B

12. Fiscal Year 2025-26 First Quarter Grant Reimbursement Status Report
Sam Kaur/Andrew Oftelie

Overview
The Quarterly Grant Reimbursement Status Report summarizes grant activities for the Orange County Transportation Authority Board of Directors. This report focuses on activity for the first quarter of fiscal year 2025-26, covering July through September 2025.

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

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C
Attachment D

13. Approval of Board Member Travel
Clerk of the Board

Overview
Vice Chair Jamey M. Federico, along with Orange County Transportation Authority (OCTA) Chief Executive Officer, Darrell Johnson, and Government Relations staff, will travel to Washington, D.C., January 12-15, 2026, to meet with Orange County delegation members, members of Congress, Committee Staff, and senior staff within the Administration. The meetings will focus on OCTA legislative priorities for the 2nd Session of the 119th Congress, including surface transportation reauthorization.

Recommendation(s)
Approve the travel to Washington D.C., for Vice Chair Jamey M. Federico for the Orange County Transportation Authority's federal advocacy trip.

Attachments:

Supplemental Information

14. Competitive Grant Programs - Update and Recommendations

Louis Zhao/Rose Casey

Overview

The Orange County Transportation Authority provides competitive grants to local jurisdictions and non-profit agencies beyond those provided through Measure M2 using various federal, state, and local transportation funding programs. The Orange County Transportation Authority also directly applies for federal, state, and local competitive grant programs to support Orange County Transportation Authority-led projects. Staff has prepared an overview and status update for local jurisdiction projects that have received funds, recent grant pursuits and awards for Orange County Transportation Authority projects, and recommendations for changes to grant terms for local jurisdiction projects.

Recommendation(s)

A. Approve one budget modification request from the City of Brea for the OC Loop Brea Gap Closure Project funded through the 2019 Bicycle Corridor Improvement Program.

B. Authorize staff to request that the Southern California Association of Governments make all necessary amendments to the Federal Transportation Improvement Program.

C. Authorize the Chief Executive Officer, or designee, to negotiate and execute any required agreements or amendments to facilitate the recommendation above and the execution of recent grant awards.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C
Attachment D
Attachment E

15. Capital Programming Update

Ben Ku/Rose Casey

Overview

The Orange County Transportation Authority uses a combination of federal, state and local funding sources to plan and deliver Board of Directors-approved capital improvement and transit projects, including those promised in the voter-approved sales tax program, Measure M2. As projects advance through the various stages of development, funding sources and amounts are updated and adjusted to reflect the most current cost estimates and to manage the investment of local sales tax dollars. Board of Directors' authorization is requested to commit funding for current and planned projects as further described herein.

Recommendation(s)

A. Consistent with the construction phase estimate for the Interstate 5 Yale Avenue to State Route 55 (Segment 2) Project, authorize the use of up to $28.877 million in Measure M2 funds.

B. Consistent with the construction phase estimate for the State Route 57 Orangewood Avenue to Katella Avenue Project, authorize the use of up to $14.479 million in Measure M2 funds.

C. Authorize the inclusion of $9.998 million in uncommitted future state funds to integrate the California Department of Transportation State Highway Operations and Protection Program Multi-Asset Project for the Interstate 5 Yale Avenue to State Route 55 (Segment 2) Project.

D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and amend all necessary agreements to facilitate the above actions.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C

16. Acceptance of Grant Award from Department of Homeland Security Transit Security Grant Program

Jason Huang/Rose Casey

Overview

The Orange County Transportation Authority has been awarded $431,327 in Federal Emergency Management Agency funding by the Department of Homeland Security through the Transit Security Grant Program. Recommendations for acceptance of these funds are presented for Board of Directors' review and approval.

Recommendation(s)

A. Authorize the Chief Executive Officer, or designee, to accept the award of $431,327 in Federal Emergency Management Agency funding from the Department of Homeland Security through the Transit Security Grant Program and execute grant-related agreements and documents with the Department of Homeland Security.

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

Attachments:

Transmittal
Staff Report
Attachment A

Orange County Transit District Consent Calendar Matters

17. Same-Day Taxi Service, Internal Audit Report No. 26-503
Jonathan Thompson/Janet Sutter

Overview
The Internal Audit Department of the Orange County Transportation Authority has completed an audit of Same-Day Taxi service. Based on the audit, program and contract oversight controls and invoice review controls are adequate and functioning, and Cabco Yellow, Inc., doing business as California Yellow Cab, complies with contract terms.

Recommendation(s)
Receive and file Same-Day Taxi Service Internal Audit Report No. 26-503, as an information item.

Attachments:

Transmittal
Staff Report
Attachment A

18. Approval to Release Request for Proposals for Detail Bus and Streetcar Cleaning and Pesticide Application Services
Cliff Thorne/Johnny Dunning, Jr.

Overview
The Orange County Transportation Authority has developed a request for proposals to initiate a competitive procurement process to select a firm to provide detail bus and streetcar cleaning and pesticide application services.

Recommendation(s)
A. Approve the proposed evaluation criteria and weightings for Request for Proposals 250080 to select a firm to provide detail bus and streetcar cleaning and pesticide application services.
B. Approve the release of Request for Proposals 250080 for detail bus and streetcar cleaning and pesticide application services.

Attachments:

Staff Report
Attachment A

Orange County Local Transportation Authority Consent Calendar Matters

19. State Route 55 Improvement Project Between Interstate 405 and Interstate 5, Design and Construction Management, Internal Audit Report No. 26-504

Serena Ng/Janet Sutter

Overview

The Internal Audit Department has completed an audit of the design and construction management contracts for the State Route 55 Improvement Project between Interstate 405 and Interstate 5. Based on the audit, oversight and invoice review controls are in place and operating effectively and consultants comply with their respective agreements; however, one recommendation was made to enhance controls over amendment processing.

Recommendation(s)

Direct staff to implement the recommendation provided in State Route 55 Improvement Project Between Interstate 405 and Interstate 5, Design and Construction Management, Internal Audit Report No. 26-504.

Attachments:

Transmittal
Staff Report
Attachment A

20. Approval to Release Request for Proposals for Construction Management Support Services for the State Route 55 Improvement Project Between Interstate 5 and State Route 91

Jeannie Lee/James G. Beil

Overview

The Orange County Transportation Authority has developed a request for proposals to initiate a competitive procurement process to retain a consultant to provide construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

Recommendation(s)

A. Approve the proposed evaluation criteria and weightings for Request for Proposals 250112 for the selection of a consultant to provide construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

B. Approve the release of Request for Proposals 250112 to provide construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

Attachments:

Staff Report
Attachment A

21. Environmental Mitigation Program Endowment Fund Investment Report for September 30, 2025

Robert Davis/Andrew Oftelie

Overview

The Orange County Transportation Authority has developed a Natural Community Conservation Plan/Habitat Conservation Plan, acquired conservation properties, and funded habitat restoration projects to mitigate the impacts of Measure M2 freeway programs. The California Community Foundation manages the non-wasting endowment required to fund the long-term management of the conservation properties. Each quarter, the California Community Foundation publishes a comprehensive report detailing the composition of the pool and its performance.

Recommendation(s)

Receive and file as an information item.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C

22. Measure M2 Quarterly Progress Report for the Period of July 2025 through September 2025

Francesca Ching/Rose Casey

Overview

Staff has prepared the Measure M2 Quarterly Progress Report for the first quarter of fiscal year 2025-26 as information for the Orange County Transportation Authority Board of Directors. This progress report highlights the delivery of Measure M2 projects and programs as promised to voters and the monitoring of external challenges. The full report will be available to the public via the Orange County Transportation Authority website.

Recommendation(s)

Receive and file as an information item.

Attachments:

Transmittal
Staff Report
Attachment A

23. Measure M2 Environmental Mitigation Program Update

Lesley Hill/Rose Casey

Overview

Measure M2 includes an Environmental Mitigation Program to deliver comprehensive mitigation for biological impacts of 13 freeway projects in exchange for streamlined project approvals from state and federal resource agencies. A summary of recent Environmental Mitigation Program activities is provided for informational purposes.

Recommendation(s)

Receive and file as an information item.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C
Attachment D

24. Comprehensive Transportation Funding Programs Semi-Annual Review - September 2025

Chance Groom/Rose Casey

Overview

The Orange County Transportation Authority recently completed the September 2025 semi-annual review of projects funded through the Comprehensive Transportation Funding Programs. This process includes a review of the delivery status of Measure M2 grant-funded projects and provides an opportunity for local jurisdictions to update project information and request project modifications. Staff has evaluated the requests, and the recommended project adjustments are presented for Board of Directors' review and approval.

Recommendation(s)

A. Approve the requested adjustments to the Comprehensive Transportation Funding Programs projects.

B. Approve an exception to the Comprehensive Transportation Funding Programs guidelines for Environmental Cleanup Program Tier I projects to grant additional timely use of funds extensions.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C

25. 2026 Technical Steering Committee Membership
Charvalen Alacar/Rose Casey

Overview
The Orange County Transportation Authority Technical Advisory Committee provides feedback and input on Measure M2 local streets and roads-related funding programs and items. The Technical Advisory Committee relies on a Technical Steering Committee to perform an in-depth review of more complex technical items. Proposed 2026 Technical Steering Committee membership recommendations are presented for the Board of Directors' review and approval.

Recommendation(s)
Approve the proposed 2026 Technical Steering Committee membership recommendations.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B

Regular Calendar

Orange County Local Transportation Authority Regular Calendar Matters

26. Agreement for OC Streetcar Security Officer Services
Matt Ankley/Jennifer L. Bergener

Overview
On July 14, 2025, the Board of Directors approved the release of a request for proposals to select a firm to provide security officer services on the OC Streetcar system. Board of Directors' approval is requested to execute an agreement to provide these services.

Recommendation(s)
A. Approve the selection of Universal Protection Service LP, doing business as Allied Universal Security Services as the firm to provide security officer services on the OC Streetcar system.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3875 between the Orange County Transportation Authority and Universal Protection Service LP, doing business as Allied Universal Security Services, in the amount of

$2,557,661, for a two-year initial term with one, one-year option term to provide security officer services on the OC Streetcar system.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C

27. Measure M2 2025 Update: Next 10 Delivery Plan

Francesca Ching/Rose Casey

Overview

The Measure M2 Next 10 Delivery Plan provides a strategic framework for delivering Measure M2 freeway, roadway, transit, and environmental projects. Staff has prepared the 2025 update of the Measure M2 Next 10 Delivery Plan, which incorporates the most recent Measure M2 sales tax revenue forecast, current external funding assumptions, and refined project schedules and costs. This update outlines near-term commitments through fiscal year 2034-35, supports fiscal sustainability, and emphasizes the timely delivery of transportation benefits for the Orange County community. The draft update is presented to the Orange County Transportation Authority Board of Directors for review and adoption.

Recommendation(s)

A. Adopt the 2025 Measure M2 Next 10 Delivery Plan.

B. Direct staff to continue to work with Metrolink to develop a financially sustainable service plan, such as establishing a target Orange County Transportation Authority funding level as part of the fiscal year 2026-27 budget development process.

C. Direct staff to continue monitoring revenue and project cost shifts that could affect the Measure M2 Next 10 Delivery Plan and, if necessary, report to the Orange County Transportation Authority Board of Directors with changes.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C
Attachment D
Presentation

28. Measure M2 Ten-Year Review Update

Francesca Ching/Rose Casey

Overview

Ordinance No. 3 includes a provision to conduct a comprehensive review of the project and program elements of the Renewed Measure M Transportation Investment Plan at least every ten years. The results of the first ten-year review were presented to the Board of Directors on October 12, 2015. Efforts for the next review, consistent with the Board-approved framework, are underway. An update on progress - including analyses to date, outreach activities, and next steps - along with an accompanying draft Action Plan is presented to the Orange County Transportation Authority Board of Directors.

Recommendation(s)

Direct staff to complete evaluation of Measure M2 program performance and proceed with development of an accompanying Action Plan for future Board of Directors' consideration.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Presentation

Discussion Items

29. Public Comments

30. Chief Executive Officer's Report

31. Directors' Reports

32. Adjournment

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

9:30 a.m., on Monday, January 12, 2026

OCTA Headquarters
Board Room
550 South Main Street
Orange, California

COMMITTEE TRANSMITTAL

December 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Proposed 2026 Board of Directors Meetings Calendar

Executive Committee Meeting of December 1, 2025

Present: Chair Chaffee, Vice Chair Federico, Directors Hennessey, Jung, Klopfenstein, and Wagner
Absent: Director Tam T. Nguyen

Committee Vote

This item was passed by the Members present.

Director Wagner was not present to vote on this item.

Committee Recommendation(s)

Approve the Orange County Transportation Authority and affiliated agencies' 2026 Board of Directors meetings calendar.

December 1, 2025

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Proposed 2026 Board of Directors Meetings Calendar

Overview

Presented for consideration and approval are the proposed 2026 Board of Directors and committee meeting calendars, detailing the dates of meetings and holidays for the year.

Recommendation

Approve the Orange County Transportation Authority and affiliated agencies' 2026 Board of Directors meetings calendar.

Discussion

The 2026 meetings calendar for the Orange County Transportation Authority Board of Directors (Board) and affiliated agencies has been prepared by the Clerk of the Board and is presented for approval and adoption.

To mitigate scheduling conflicts, the proposed calendar takes into consideration the scheduled meetings of the:

- Orange County Board of Supervisors
- Southern California Regional Rail Authority
- Southern California Association of Governments - Regional Council
- Local Agency Formation Commission
- Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
- Air Quality Management District – Mobile Source Air Pollution Reduction Review Committee
- Transportation Corridor Agencies
- Conferences and events regularly attended by members of the Board

The proposed 2026 calendar reflects 22 regular Board meetings occurring on the second and fourth Mondays of the month, consistent with well-established past scheduling practices (Attachment A). Only one Board meeting is scheduled for the months of July and December.

The Chair retains the right to call a Special Meeting at any time should unforeseen circumstances arise that need to be addressed.

For planning purposes, a draft committee calendar has been provided. Once the committee chairs have been assigned and committee members appointed by the Board on January 26, 2026, changes to the proposed 2026 committee meeting schedules may occur.

Each committee will approve its respective meeting schedules in February 2026 (Attachment B), and exceptions to the standard monthly meeting schedule are noted (Attachment C).

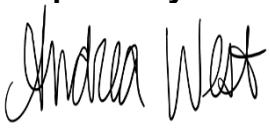
Summary

Approval is requested for the proposed Board meetings calendar, which sets dates for the regular Board meetings in 2026.

Attachments

A. Orange County Transportation Authority 2026 Board Meetings and Holidays Calendar – Draft 12.1.25
B. Orange County Transportation Authority 2026 Board and Committee Meeting Calendar – Draft 12.1.25
C. 2026 Board and Committee Calendar – Proposed Exceptions

Prepared by:



Andrea West
Clerk of the Board
(714) 560-5676

Approved by:



Jennifer L. Bergener
Deputy Chief Executive Officer
(714) 560-5462

ATTACHMENT A

ORANGE COUNTY TRANSPORTATION AUTHORITY

2026 BOARD MEETINGS AND HOLIDAYS CALENDAR

DRAFT

JANUARY

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	**12**	13	14	15	16	17
18	19	20	21	22	23	24
25	**26**	27	28	29	30	31

FEBRUARY

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	**9**	10	11	12	13	14
15	16	17	18	19	20	21
22	**23**	24	25	26	27	28

MARCH

SUN	MON	TUE	WED	THU	FRI	SAT
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8	**9**	10	11	12	13	14
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22	**23**	24	25	26	27	28
29	30	31				

APRIL

SUN	MON	TUE	WED	THU	FRI	SAT
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12	**13**	14	15	16	17	18
19	20	21	22	23	24	25
26	**27**	28	29	30		

MAY

SUN	MON	TUE	WED	THU	FRI	SAT
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3	4	5	6	7	8	9
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17	18	19	20	21	22	23
24	**25**	**26**	27	28	29	30
31						

JUNE

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	**8**	9	10	11	12	13
14	15	16	17	18	19	20
21	**22**	23	24	25	26	27
28	29	30				

JULY

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	**3**	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	**27**	28	29	30	31	

AUGUST

SUN	MON	TUE	WED	THU	FRI	SAT
						1
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9	**10**	11	12	13	14	15
16	17	18	19	20	21	22
23	**24**	25	26	27	28	29
30	31					

SEPTEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	**7**	8	9	10	11	12
13	**14**	15	16	17	18	19
20	21	22	23	24	25	26
27	**28**	29	30			

OCTOBER

SUN	MON	TUE	WED	THU	FRI	SAT
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11	**12**	13	14	15	16	17
18	19	20	21	22	23	24
25	**26**	27	28	29	30	31

NOVEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
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8	**9**	10	11	12	13	14
15	16	17	18	19	20	21
22	**23**	24	25	**26**	**27**	28
29	30					

DECEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	**14**	15	16	17	18	19
20	21	22	23	24	**25**	26
27	28	29	30	31		

OCTA, OCTD, OCLTA, and OCSAFE regular Board meeting
9:30 a.m.: OCTA Headquarters, 550 South Main Street, Board Room - Conf. Room 07-08, Orange CA

Holidays

ATTACHMENT B

ORANGE COUNTY TRANSPORTATION AUTHORITY

DRAFT

2026 BOARD AND COMMITTEE MEETING CALENDAR

JANUARY

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

FEBRUARY

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

MARCH

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

APRIL

SUN	MON	TUE	WED	THU	FRI	SAT
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5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

MAY

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

JUNE

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
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21	22	23	24	25	26	27
28	29	30				

JULY

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

AUGUST

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

SEPTEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

OCTOBER

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

NOVEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

DECEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

OCTA, OCTD, OCLTA, and OCSAFE regular Board meeting
9:30 a.m.: OCTA Headquarters, 550 South Main Street, Board Room - Conf. Room 07-08, Orange CA

Holidays

EXEC 9:00 a.m.

RTP 10:30 a.m.

SR-91 9:30 a.m.

Transit 9:00 a.m.

F & A 10:30 a.m.

L & C 9:00 a.m.

ATTACHMENT C

2026 Board and Committee Calendar - Proposed Exeptions

Standard monthly meeting dates and times are as follows:

Board of Directors (Board) – Second and fourth Monday at 9:30 a.m.
Executive Committee – First Monday at 9:00 a.m.
Regional Transportation Planning (RTP) Committee – First Monday at 10:30 a.m.
Finance and Administration (F&A) Committee – Third Thursday at 10:30 a.m. (reflects a change from prior years)
Transit Committee – Second Thursday at 9:00 a.m.
Legislative and Communications (L&C) Committee – Third Thursday at 9:00 a.m.

Month	Proposed Exceptions to Standard Meeting Dates
January	No change.
February	No change.
March	No change.
April	No change.
May	Adjust the May 25 Board meeting to Tuesday, May 26, to accommodate the Memorial Day holiday.
June	No change.
July	The Board meets once.
August	No change.
September	Adjust the September Executive and RTP Committees to Tuesday, September 8, to accommodate the Labor Day holiday.
October	No change. Note: The October 12 Board meeting meets on Columbus Day.
November	No change.
December	The Board meets once.

Committee meeting calendars are pending approval by each committee at their first meeting with new committee assignments.





METROLINK

Status Report | One Year of Metrolink Reimagined

Darren Kettle, CEO

Metrolink System



6

Counties Served

7

Routes/Lines

545.6

Route miles – 3rd most in the USA

67

Stations

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Metrolink Reimagined Schedule Optimization



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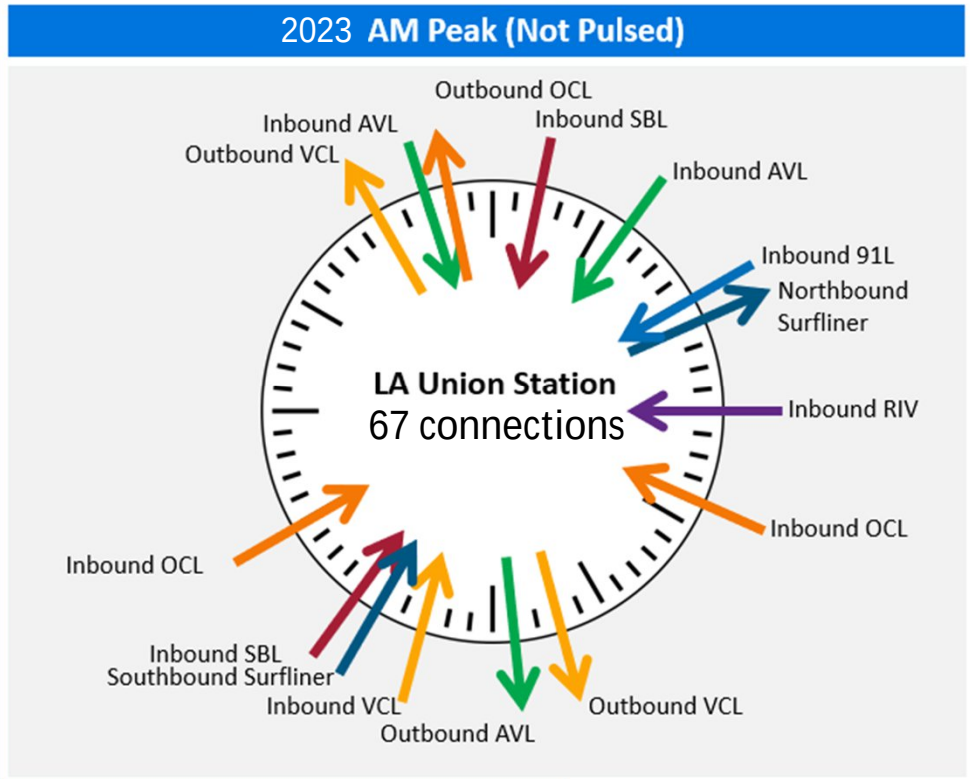
Four principles driving schedule optimization

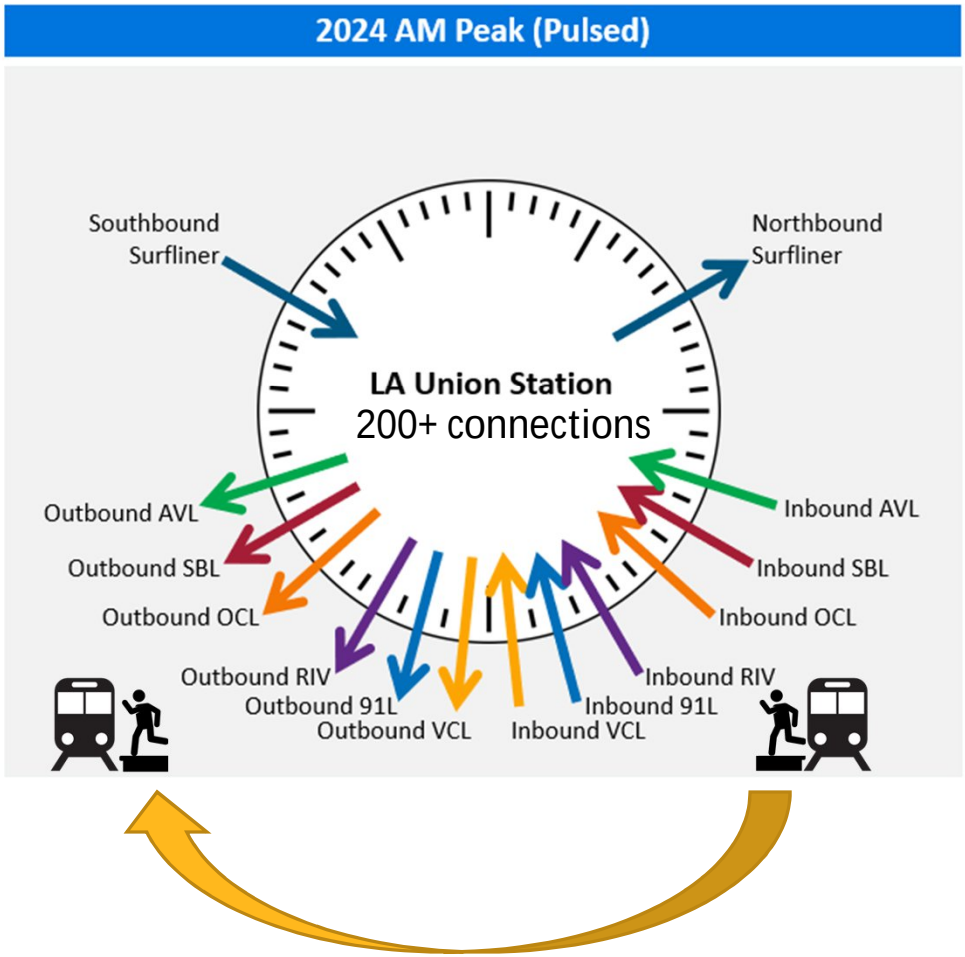
- More trains to capture both commute and discretionary trips. Peak and Non-Peak
- Clock-faced schedules
- More efficiencies with equipment and crews
- More Line to Line connections at LAUS



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4X Transfer Opportunities 10 to 20-Minutes





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Early Results



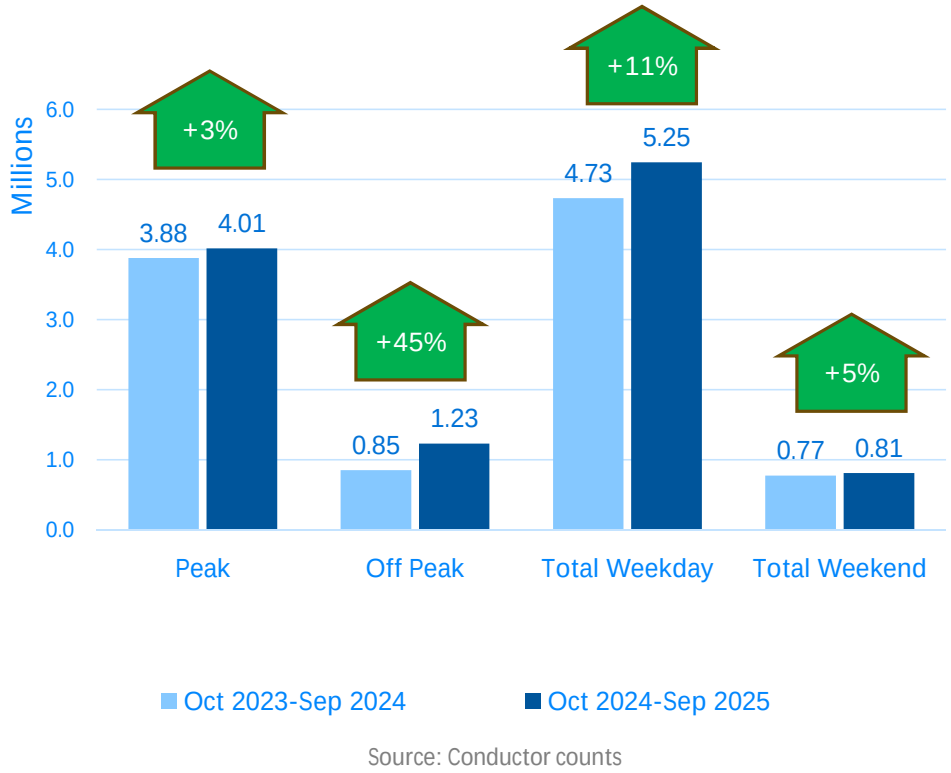
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Optimized Schedule Performance

Orange County Line	**Increased** number of weekday trains by **37%**	Year-over-year ridership increase of 20%
Inland Empire-Orange County Line	**Increased** number of weekday trains by **29%**	Year-over-year ridership increase of 2%
91/Perris Valley Line	**Increased** number of weekday trains by **17%**	Year-over-year ridership increase of 30%

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Systemwide Peak/Off-Peak Ridership Analysis



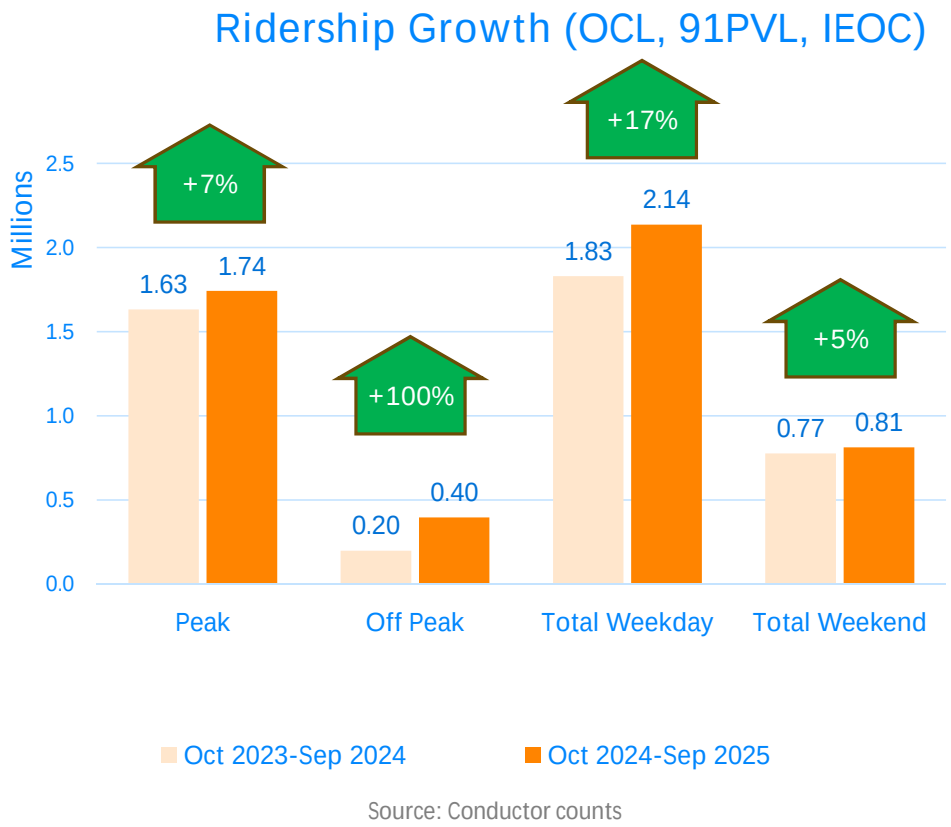
Source: Conductor counts

Ridership growth in the 12 months since the October 2024 schedule change compared to prior year:

- Peak: +3%
- Off-peak: +45%
- Total Weekday: +11%
- Total Weekend: +5%

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Peak/Off-Peak Ridership Analysis



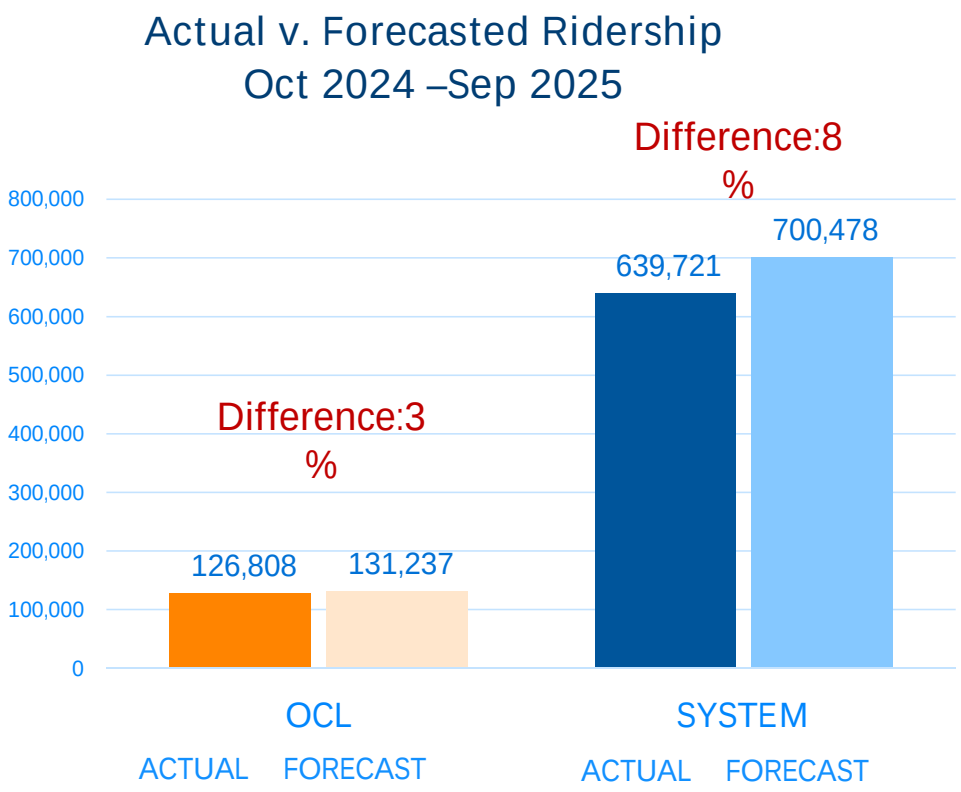
Source: Conductor counts

Ridership growth in the 12 months since the October 2024 schedule change compared to prior year:

- Peak: +7%
- Off-peak: +100%
- Total Weekday: +17%
- Total Weekend: +5%

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Sperry/KPMG Forecast



Source: ticket-based estimates

The Sperry/KPMG ridership forecast for the 12 months since October 2024 over-predicted ridership by:

- 8% systemwide
- 3% for the OCL

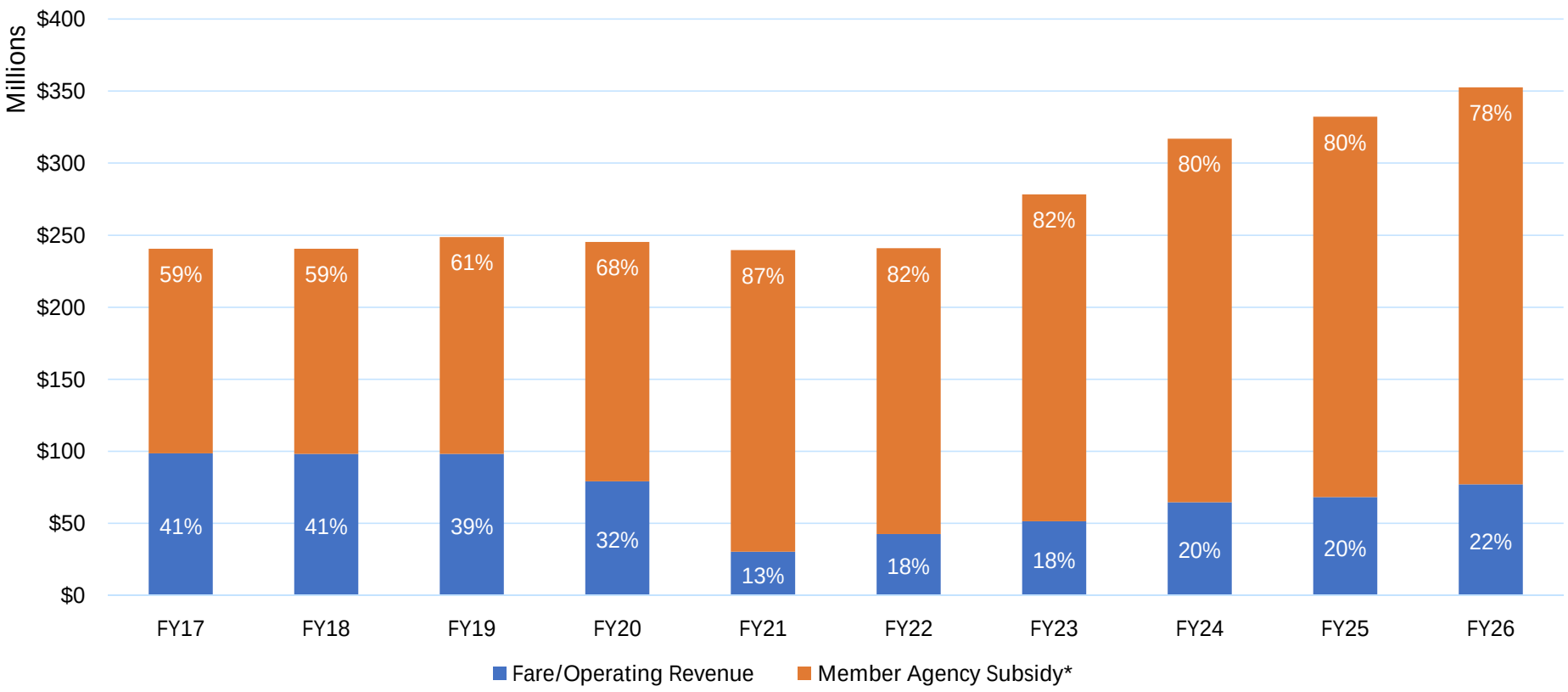
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Revenue



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Metrolink Revenue Source and Total Operating Expenses

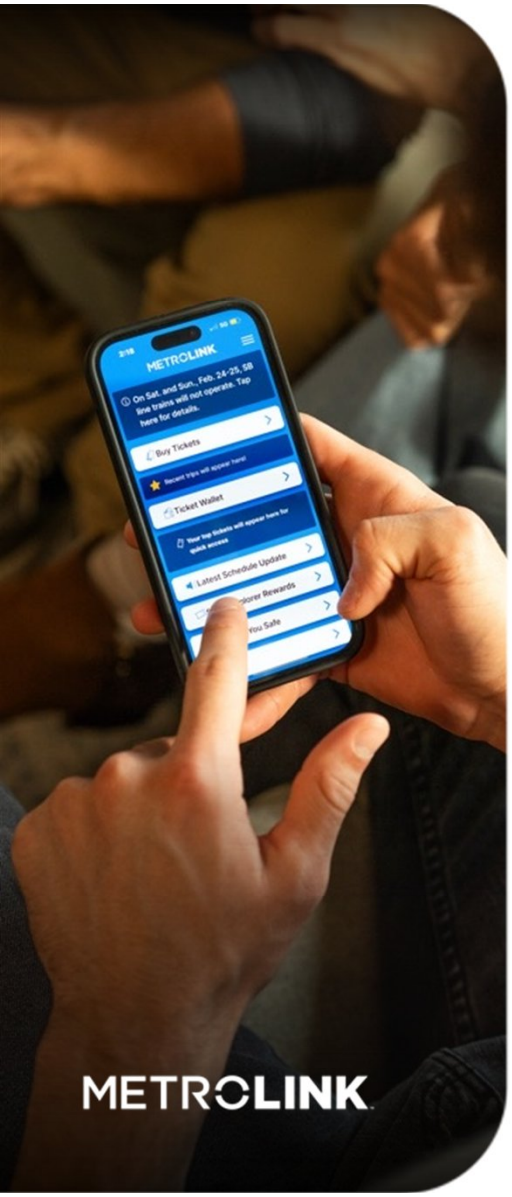


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Fare Restructuring Pilot



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Fare Restructuring Pilot

Launched July 1, 2025

- Why Now: Travel patterns changed post-pandemic. Introducing new pass types in response to customer demand. First fare restructuring since 2016 to support long-term ridership growth.
- What's New: Simplified fare options following industry best practices. Lower prices and expanded discounts for students, veterans & more.
- Benefits: Less customer confusion. More savings and flexibility. Lower administrative burden in managing fare structure and sales.
- Goal: Continue making Metrolink more rider-friendly, equitable, and financially sustainable.

Fare Products	Current	Proposed
One-way	●	●
Round Trip	●	END
$5 City Day Pass		NEW
$15 Regional Day Pass	○	NEW
5 Day Flex Pass	●	●
10 Day Flex Pass	●	END
Weekend Day Pass	●	●
7-Day Pass	●	END
Monthly Pass	●	●

Fare Pilot Results, FY26Q1

Positive performance despite on-time performance challenges

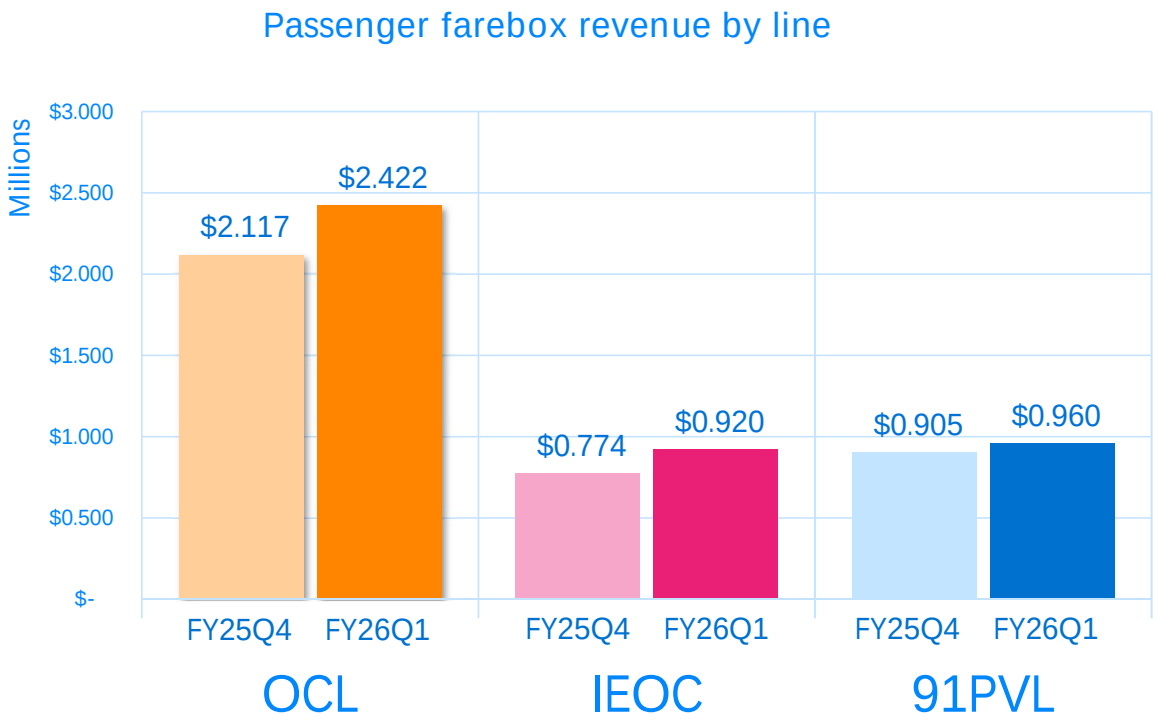
Change from prior quarter

- 9% increase in farebox revenue
- 27% increase in average revenue per trip (from $4.42 to $5.60)
- 2% increase in non-student ridership.
- 5% smaller loss in student ridership than projected (15% vs. 20%).
- 7% increase in discounted ridership (senior, disabled, low-income, active military and veterans).
- No loss in ridership by full-fare paying customers.

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Passenger Farebox Revenue

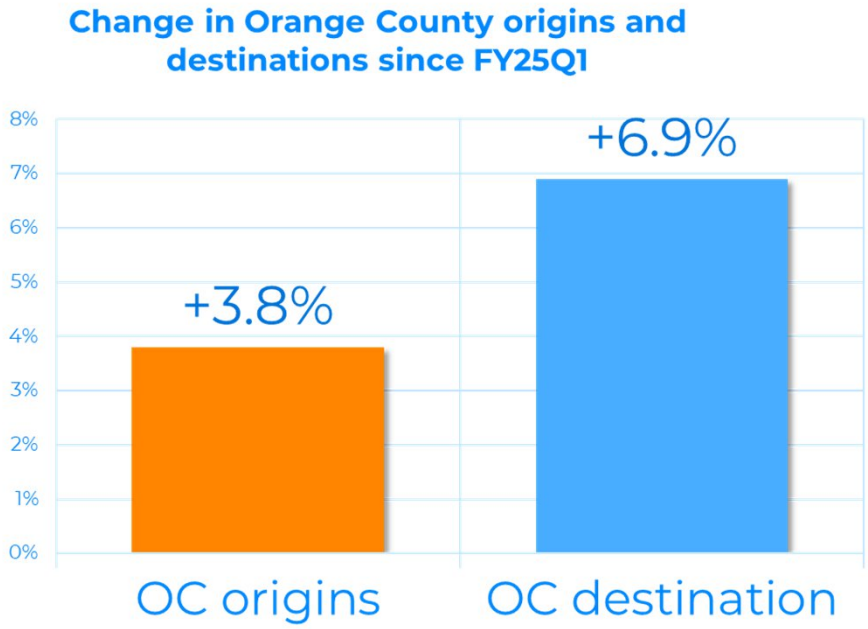
FY26Q1 compared to FY25Q4



Farebox Revenue Growth FY26Q1:

- OCL: +14%
- IEOC: +19%
- 91PVL: +6%

Orange County grows as a ridership destination



Since FY25Q4:

- The number of trips originating in Orange County has grown 3.8%.
- The number of trips destined for Orange County has grown 6.9%.

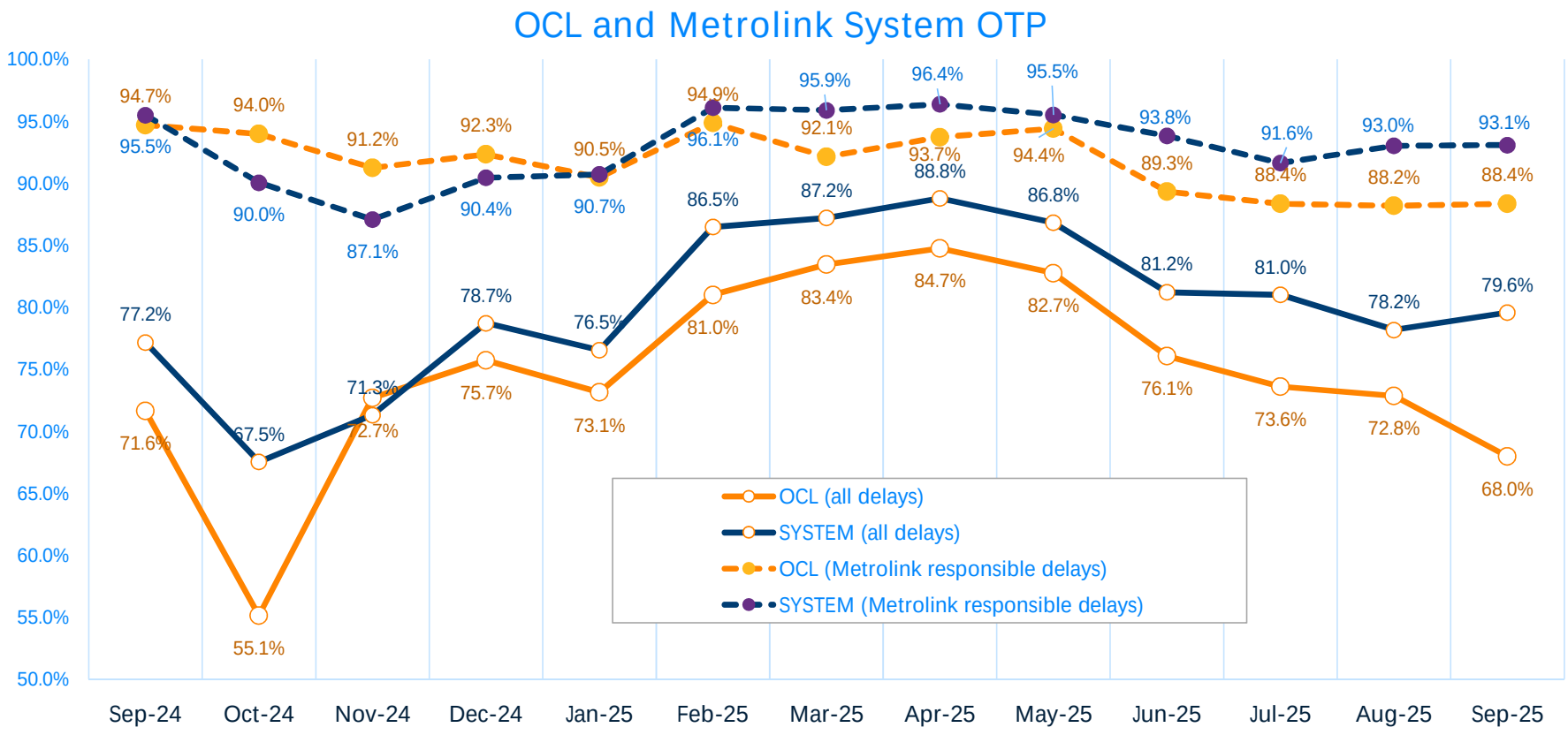
Other Challenges & Opportunities



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On-Time Performance

OTP Goal = 95%



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Metrolink Goals for the Games



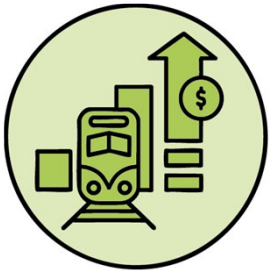
Build Metrolink's Legacy

Establish Metrolink as a regional transportation provider of "first choice".



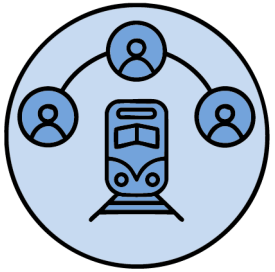
Enhance Customer Experience

Deliver a safe, reliable, comfortable and convenient experience for all riders - existing and new.



Capitalize on Resources

Identify and secure resources to realize Metrolink's vision for the Games.



Make Metrolink Accessible to All

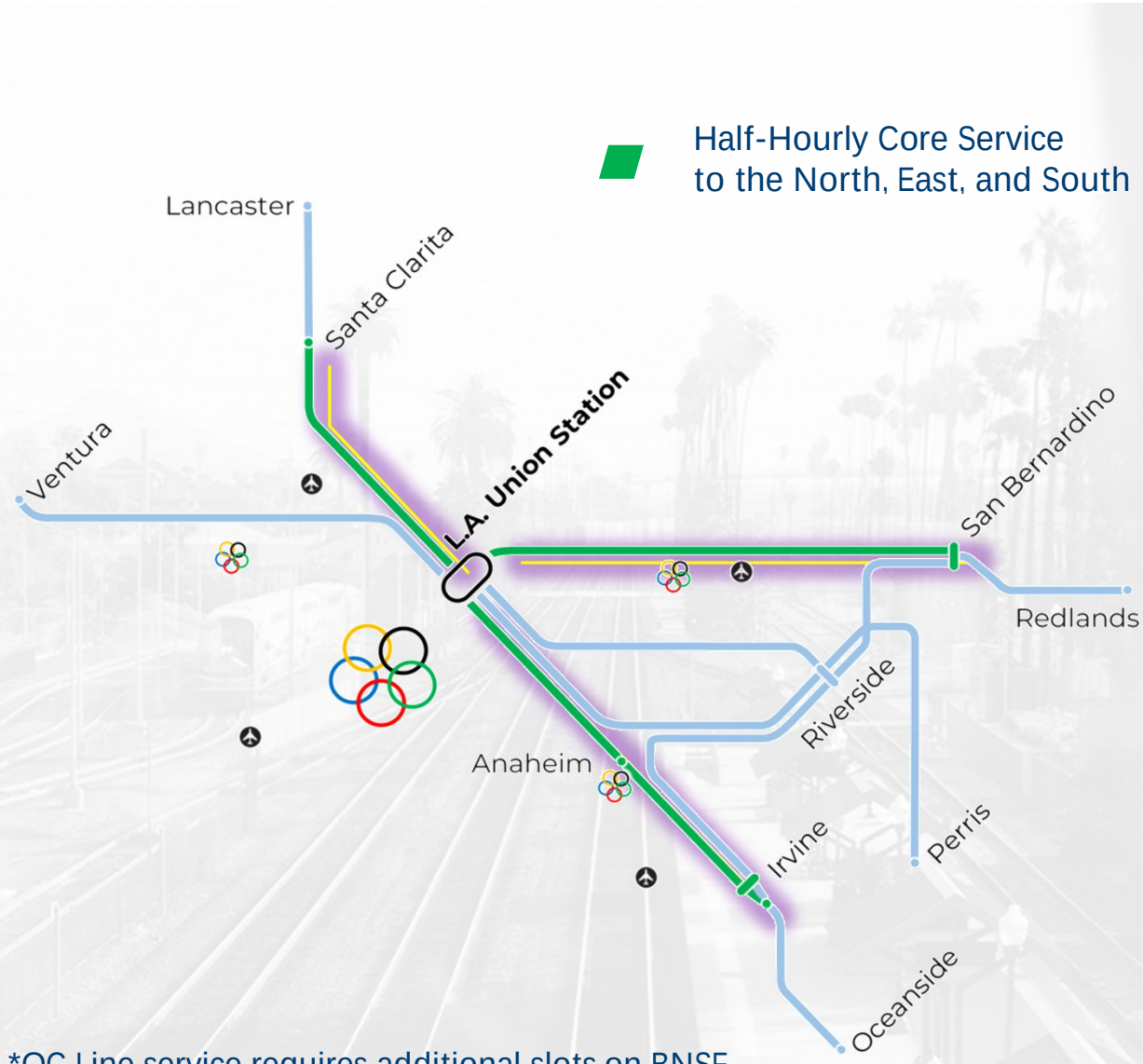
Ensure the Metrolink system is accessible to customers of all abilities.

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Service Vision

- Service levels constrained by equipment, funding, slots
- Potential to run special trains on other lines for post-event trips
- Service coordination with LOSSAN and NCTD

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*OC Line service requires additional slots on BNSF

2025 Dodger Parade

43,920 boardings (new ridership record)

- On November 3rd, 2025, Metrolink serviced 21,713 customers within a 10-hour window at LAUS
- Operational coordination and planning was a collaborative effort across the agency.
- Zero parade related incidents, passenger/employee injuries, call outs, or medical emergencies reported.

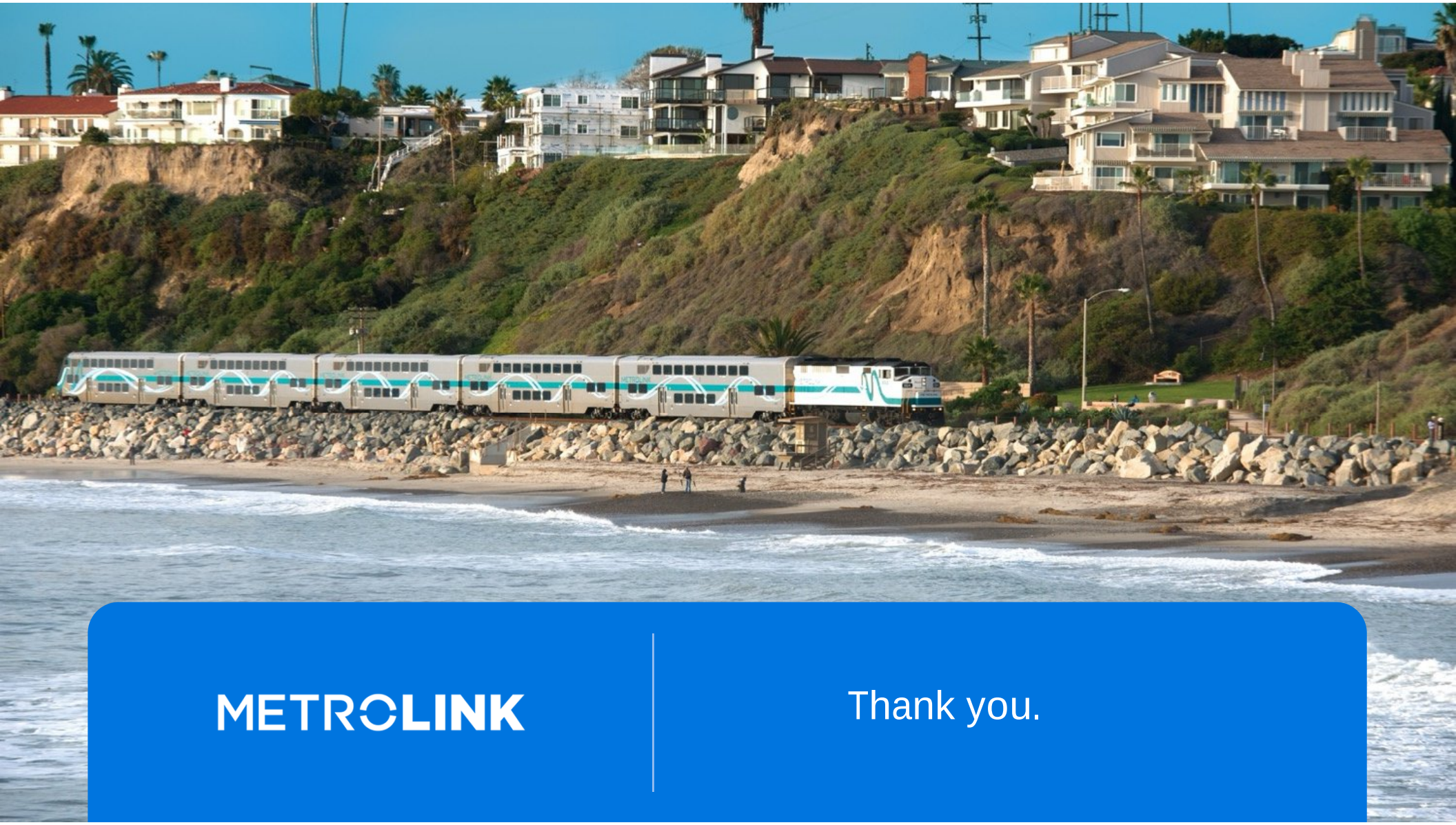


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Metrolink
the catalyst for economic growth and opportunity

- Continue transition to regional rail model of service
- Resiliency & state of good repair
- Continued investments in SCORE capital rail improvement program
- Innovation and modernization
- Encourage the State to provide revenues needed to sustain operations

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Thank you.

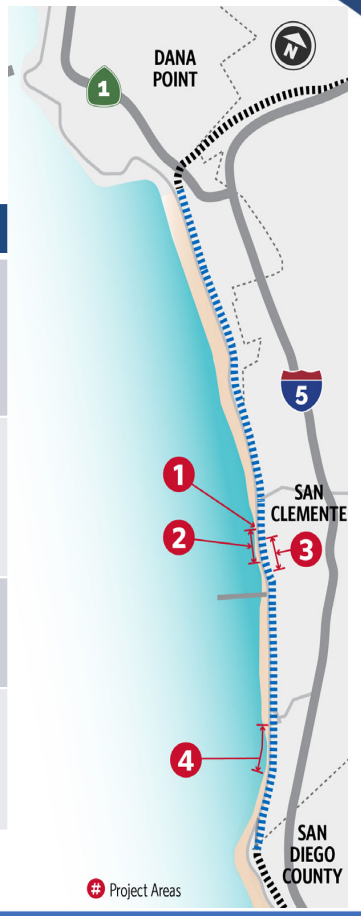
Update on Emergency Need for Railroad Track Stabilization in the Vicinity of Mile Post 203.80 to 204.40 and 206.00 to 206.70 on the Orange Subdivision

Coastal Rail Stabilization Priority Projects

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

Area	Location (MP)	Challenge	Proposed Solutions	Project Status
1	203.80 - 203.90	Ongoing deterioration of existing riprap protection	Riprap repair (900 tons/600 CY) followed by sand nourishment	Riprap construction and initial sand nourishment complete. Larger sand nourishment environmental clearance process in progress
2	204.00 - 204.40	Erosion - no beach at high tide and direct wave attack damaging existing riprap protection	Riprap repair (6,750 tons/4,500 CY) followed by sand nourishment	Riprap construction and initial sand nourishment complete. Larger sand nourishment environmental clearance process in progress
3	204.07 - 204.34	Steep bluffs with high potential for failure that could impact rail infrastructure	1,400-ft catchment structure and at-grade Mariposa Beach trail restoration	Construction underway
4	206.00 - 206.10 206.42 - 206.70	Near San Clemente State Beach - erosion exposing areas of limited to no riprap protection	Riprap repair (2,100 tons/1,400 CY) and 1,200-ft shoreline protection structure followed by sand nourishment	Field investigation and sand nourishment federal environmental clearance process in progress

MP – Mile Post
CY – Cubic Yard
FT – Feet



Areas 1 and 2 Riprap Repair and Initial Sand Nourishment

Riprap repair

- All construction activities have been completed
- Provided responses to the California Coastal Commission (CCC) on Emergency Coastal Development Permit (eCDP) conditions of approval for Areas 1 and 2
- Staff addressing CCC request for additional construction data and schedule for bulk sand nourishment

Initial sand nourishment

- Initial sand nourishment, completed on September 10, 2025, is part of the larger effort to place 240,000 CY of sand in Areas 1 and 2, as approved by the CCC
- Material was approved by the Southern California-Dredged Material Management Team (SC-DMMT) comprised of the U.S. Army Corps of Engineers, CCC staff, Regional Water Quality Control Board staff, and the U.S. Environmental Protection Agency

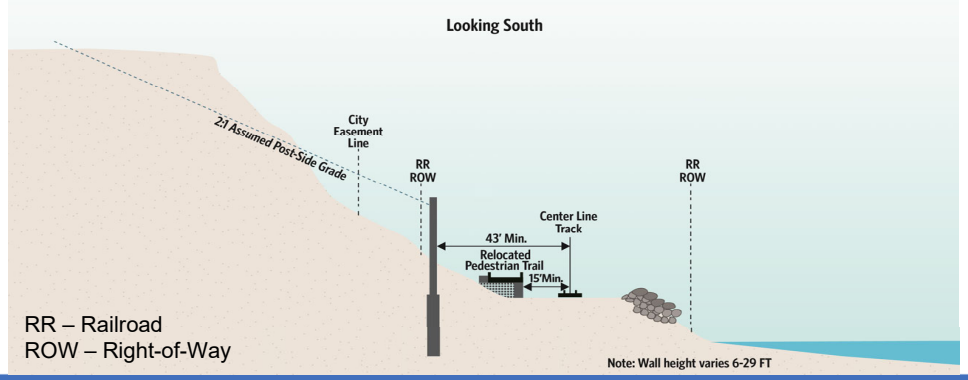




Area 3 Mariposa Catchment Wall Activities

- California Transportation Commission (CTC) allocated $92.231 million on May 16, 2025
- Executed design-build contract with Condon Johnson & Associates (CJA) and work began September 15, 2025
  - Completed removal of pedestrian bridge foundations, continued clearing and grubbing, and soil nail shoring
  - Structural steel delivery in early December 2025 followed by installation of soldier piles
  - Revised final construction plans under review
  - Temporary Mariposa Bridge crossing is in place
  - Challenges to protect +100-year-old City of San Clemente (City) sewer – may need to replace portions of the sewer that are damaged, which may impact schedule
  - Ongoing coordination with CCC staff





Area 3 Mariposa Catchment Wall Activities (cont.)

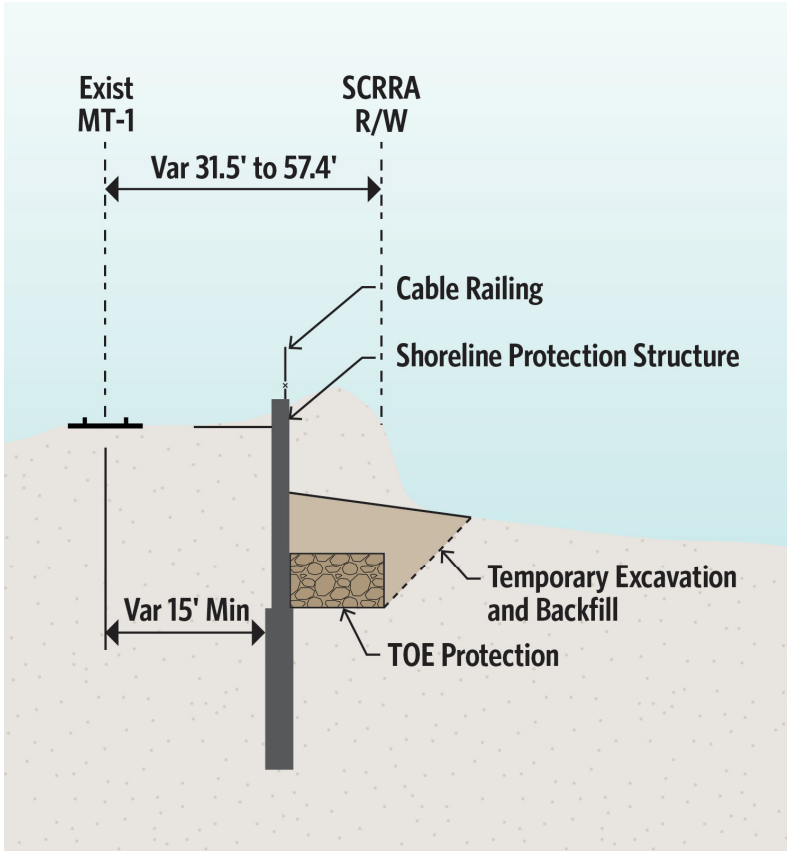


Area 3 Catchment Wall and Mariposa Beach Trail Renderings





Area 4 Shoreline Protection Structure Activities



Area 4 – Shoreline Protection Structure

- A Coastal Development Permit (CDP) waiver for geotechnical investigation testing was approved by the CCC on August 15, 2025
- Geotechnical field investigation to provide validation of Area 4 conceptual design planned to begin December 8, 2025
- CCC to consider a regular CDP for Area 4 protective design at future CCC meeting - date to be determined (TBD)
- Risk workshop was held to identify and compile project risks

Estimated Remaining Schedule

Area 3 Mariposa Catchment Wall Activities													
Estimated Number of Months	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**
Contract Duration													
Notice to Proceed (June 17, 2025)	◆												
Final Design	2 Months												
Steel Procurement		4 Months											
Construction				10 Months									

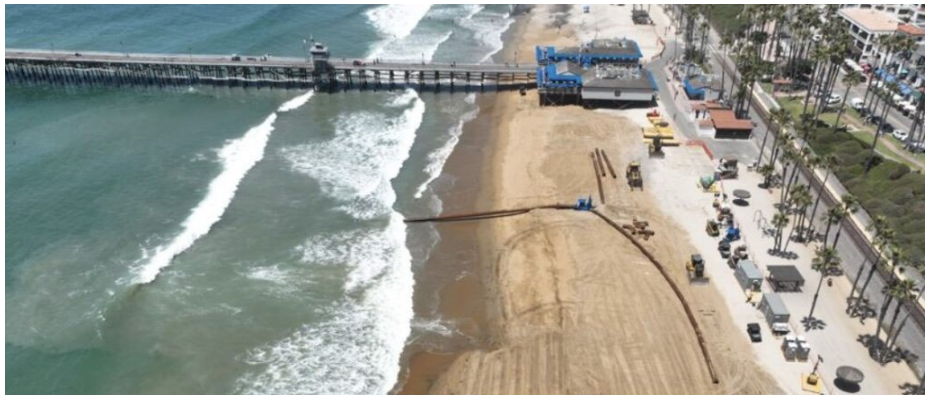
Area 4 Shoreline Protection Structure Construction										
Estimated Number of Months	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**
Area 4 - Shoreline Protection Structure	8 Months									

Sand Nourishment Construction										
Estimated Number of Months	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**
Sand Nourishment	9 Months									

North Beach and Area 1 initial sand nourishment is complete
Area 4 schedule is TBD depending on environmental and permit approvals
Sand nourishment schedule is TBD depending on environmental and permit approvals

Sand Nourishment

- Securing federal environmental clearance for offshore sand source dredging and placement of sand for Areas 1, 2, and 4
- Federal Railroad Administration is the lead agency for environmental approval
- OCTA is utilizing previous studies by the City to streamline the process
- Surfside/sunset determined to be a viable offshore sand source pending final lab testing and SC-DMMT approval
- Marine environmental studies for beach nourishment are underway
- Preliminary sand nourishment schedule (subject to change)
  - Federal environmental and design approval late 2026
  - Procure dredge and placement contractor early to mid-2027
  - Notice to proceed based on dredge availability and permitting mid-2027 to late 2027





Pictures from San Clemente Sand Replenishment Project

Contract Commitments as of November 24, 2025

Area	Entity	Agreement	Value
Area 1, 2, & 3 (Bridge Removal)	Southern California Regional Rail Authority (SCRRA)	Cooperative agreement	$8,238,000 (Direct Allocation by CTC)
Area 1, 2, & 3 (Bridge Removal)	Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency	Cooperative agreement for bus bridge	$565,000
Area 1 & 2	Joshua Grading & Excavating, Inc.	Construction contract for early sand placement	$879,000
Area 3	SCRRA	Cooperative agreement for rail support	$4,500,000 (Direct Allocation by CTC)
Area 3	Kleinfelder, Inc.	Contract for Independent Geotechnical Review	$50,000
Area 3	CJA	Design-build contract	$46,196,198
Area 3	CA Coastal Conservancy	CDP Wetland Mitigation Fee	$53,400
Area 3	Riverpark Mitigation Bank	California Regional Water Quality Control Board	$28,848
Area 1, 2, & 4	City	Cooperative agreement to partially fund offshore sand exploration	$180,000
Area 1, 2, 3 & 4	Mott MacDonald	Program management consultant services to provide environmental clearances, design, permitting, construction management, and project management	$29,063,000(1)
		Total:	$89,753,446

Note: Remainder of the $313.24 million approved funds will be committed as the projects progress
(1) – Amendment was approved by the Board of Directors on November 24, 2025 - pending contract execution

Recommendation

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

Call to Order

The November 24, 2025, regular meeting of the Orange County Transportation Authority (OCTA) Board of Directors and its affiliated agencies was called to order by Chair Chaffee at 9:30 a.m. at the OCTA Headquarters, located at 550 South Main Street, Orange, California.

Directors Present:
Doug Chaffee, Chair
Jamey M. Federico, Vice Chair
Valerie Amezcua
William Go
Patrick Harper
Michael Hennessey
Fred Jung
Stephanie Klopfenstein
Carlos A. Leon
Janet Nguyen
Tam T. Nguyen
Vicente Sarmiento
Kathy Tavoularis
Mark Tettemer
Donald P. Wagner
Lan Zhou

Directors Absent:
Katrina Foley
John Stephens

Staff Present:
Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Gina Ramirez, Assistant Clerk of the Board
Sahara Meisenheimer, Clerk of the Board Specialist, Senior
Martin Browne, Employee Rotation Program
James Donich, General Counsel

1. Closed Session

A closed session was held as follows:

Pursuant to Government Code Section 54957.6, to discuss negotiations with Teamsters Local 952 regarding the maintenance unit. The lead negotiator for the Orange County Transportation Authority is Maggie McJilton, Executive Director of People and Community Engagement and Teamsters Local 952 representative.

James Donich, General Counsel, reported that the Board met in closed session, as detailed earlier in the meeting, to discuss the negotiations with Teamsters Local 952 regarding the maintenance unit.

Mr. Donich reported that a motion was made by Director Amezcua, seconded by Director Jung, and was declared passed by all those present to approve a contract extension.

The specifics of the contract are as follows:

Employees will receive an immediate $6,100 lump-sum payment. Their wages will then increase by 3.75 percent in October 2026, 4.5 percent in October 2027, and 6 percent in October 2028. They will also see a 6.5 percent increase in their healthcare plan costs.

All members were present except Directors Foley and Stephens.

Special Calendar

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

Resolutions of Appreciation were presented to Todd Duvall, Coach Operator, Leonardo Villanueva, Maintenance, and Wallace Talbert, Administration, as Employees of the Month for November 2025.

3. Public Hearing for the 2025 Orange County Congestion Management Program Report

(A transcript of this public hearing item is on file in the Clerk of the Board's office.)

Darrell E. Johnson, Chief Executive Officer, CEO, provided opening comments and introduced Transportation Analyst Angel Garfio, who presented the item.

The Clerk of the Board read the public hearing notice into the record. Chair Chaffee then opened the public hearing for comments, during which Don Hammonds spoke.

After comments, Chair Chaffee closed the public hearing.

A motion was made by Director Jung, seconded by Director Amezcua, and declared passed by all those present to:

A. Consider comments received during the public hearing on the 2025 Orange County Congestion Management Program Report.

B. Adopt the 2025 Orange County Congestion Management Program Report.

C. Direct staff to forward the 2025 Orange County Congestion Management Program Report to the Southern California Association of Governments for a finding of regional consistency.

4. Adopt Resolution of Necessity for the State Route 91 Improvement Project Between State Route 57 and State Route 55

Mr. Johnson, CEO, and James Donich, General Counsel, provided opening comments.

Jeff Mills, Director of Capital Project Delivery, presented this item.

A comment was received via email from Michael Kehoe. In addition, a public comment was heard from Don Hammonds.

A motion was made by Director Jung, seconded by Director Amezcua, and declared passed by all those present to adopt Resolution of Necessity No. 2025-083 to authorize and direct General Counsel to prepare, commence, and prosecute a proceeding in eminent domain for the purpose of acquiring necessary right-of-way and real property interests for the State Route 91 Improvement Project between State Route 57 and State Route 55.

Director Janet Nguyen abstained from voting on this item.

Directors Hennessey and Sarmiento were not present to vote on this item.

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

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

A motion was made by Director Amezcua, seconded by Vice Chair Federico, and declared passed by all those present to reaffirm Resolution No. 2025-068 and authorize the Chief Executive Officer to take all necessary actions to address the emergency need for railroad track stabilization in the vicinity of Mile Post 203.80 to 204.40 and 206.00 to 206.70 on the Orange Subdivision, and to return to the Board of Directors, as required, to report on the status thereof.

Consent Calendar (Items 6 through 24)

6. Approval of Minutes

A motion was made by Director Tam T. Nguyen, seconded by Director Sarmiento, and declared passed by all those present to approve the minutes of the October 27, 2025, Orange County Transportation Authority and affiliated agencies' regular meeting.

7. Amendment to Agreement for Security Officer Services

A public comment was heard from Don Hammonds.

A motion was made by Director Wagner, seconded by Vice Chair Federico, and declared passed by all those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-2-2886 between the Orange County Transportation Authority and Inter-Con Security Systems, Inc., to extend the agreement for the remaining six months of the option term, in the amount of $1,111,370, for continued security officer services at Orange County Transportation Authority facilities. This will increase the maximum obligation of the agreement to a total contract value of $2,867,686.

8. Adopt Resolution 2025-074 Designating the Orange County Transportation Authority's Applicant for Federal and State Disaster Assistance

A public comment was heard from Don Hammonds.

A motion was made by Director Wagner, seconded by Vice Chair Federico, and declared passed by all those present to adopt Resolution No. 2025-074 designating the Chief Executive Officer, Deputy Chief Executive Officer, and the Chief Financial Officer as Orange County Transportation Authority's agents for executing applications for federal and/or state disaster assistance on behalf of the Orange County Transportation Authority.

Director Leon recused himself from voting on this item.

9. Orange County Transportation Authority Investment and Debt Programs Report - September 2025

A public comment was heard from Don Hammonds.

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

10. Orange County Employees Retirement System Early Payment for Fiscal Year 2026-27

A public comment was heard from Don Hammonds.

A motion was made by Director Wagner, seconded by Vice Chair Federico, and declared passed by all those present to authorize the early payment of approximately $38.1 million by January 15, 2026, to the Orange County Employees Retirement System, for employer contributions for fiscal year 2026-27.

11. Fiscal Year 2024-25 Audited Financial Statements and Independent Auditor's Reports on Internal Control Over Financial Reporting

A public comment was heard from Don Hammonds.

No action was taken on this receive and file the fiscal year 2024-25 audited financial statements and independent auditor's report on internal control over financial reporting as information items.

12. Orange County Transportation Authority's 2025-26 State and Federal Legislative Platforms

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

A. Adopt the revised final draft of the 2025-26 State and Federal Legislative Platforms.

B. Direct staff to distribute the adopted platforms to elected officials, advisory committees, local governments, affected agencies, the business community, and other interested parties.

Director Leon recused himself from voting on this item.

13. Status Report of State Legislation Enacted in 2025

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

14. Performance Evaluation of Federal Legislative Advocate, Potomac Partners, DC

A motion was made by Director Tam T. Nguyen, seconded by Director Sarmiento, and declared passed by all those present to receive and file the staff evaluation of the federal advocacy services of Potomac Partners, DC as an information item and provide any additional comments.

15. Performance Evaluation of State Legislative Advocate, Topp Strategies

A motion was made by Director Tam T. Nguyen, seconded by Director Sarmiento, and declared passed by all those present to receive and file the staff evaluation of the state advocacy services of Topp Strategies as an information item and provide any additional comments.

16. Regional Planning Update

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

17. Radio Communications Equipment Replacement for OC ACCESS Fleet

A motion was made by Director Tam T. Nguyen, seconded by Director Sarmiento, and declared passed by all those present to authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C255013 between the Orange County Transportation Authority and Conduent Transport Solutions, Inc., in the amount of $2,876,847, for the purchase of hardware and services necessary to replace 242 Integrated Vehicle Unit 2100s with the advanced Integrated Vehicle Unit 4000P for the Orange County Transportation Authority's paratransit fleet.

18. First Quarter Fiscal Year 2025-26 Capital Action Plan and Performance Metrics

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

19. Agreement for the Construction of the Trabuco Rose Gully Repair Project

A motion was made by Director Tam T. Nguyen, seconded by Director Sarmiento, and declared passed by all those present to authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-4213 between the Orange County Transportation Authority and Prestige Prime Engineering, the lowest responsive, responsible bidder, in the amount of $344,800, for construction of the Trabuco Rose Gully Repair Project.

20. Consultant Selection for Construction Management Support Services for the State Route 91 Improvement Project Between La Palma Avenue and State Route 55

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

A. Approve the selection of Jacobs Project Management Co. as the firm to provide construction management support services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-4158 between the Orange County Transportation Authority and Jacobs Project Management Co. to provide construction management support services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55.

21. Consultant Selection for Construction Management Services for the Inland Slope Rehabilitation Phase II Project

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

A. Approve the recommended selection of Fulcrum Consultants, Inc. as the firm to provide construction management services for the Inland Slope Rehabilitation Phase II Project.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2582 between the Orange County Transportation Authority and Fulcrum Consultants, Inc., in the amount of $624,802, to provide construction management services for the Inland Slope Rehabilitation Phase II Project.

22. Amendment to Cooperative Agreement with the Southern California Regional Rail Authority for the San Juan Creek Bridge Replacement Project

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

A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-0-2540 between the Orange County Transportation Authority and the Southern California Regional Rail Authority, to reallocate $2,760,000 in contingency funds and $1,194,039 in new funding, for construction support services related to the San Juan Creek Bridge Replacement Project.

B. Authorize the use of up to $1,194,039 in SB 125 Transit Program accrued interest funds for the San Juan Creek Bridge Replacement Project.

C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

23. Contract Change Orders for Construction of the OC Streetcar Project

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

A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 77.5 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of $250,000, for pavement modifications and restoration.

B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 189.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of $50,000, for maintenance and storage facility electrical grounding modifications.

C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 238 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of $600,000, for special trackwork bonding.

D. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 296.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of $800,000, for emergency walkway modifications.

E. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 302 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of $1,603,812, for earthwork inefficiencies caused by differing site conditions.

Directors Janet Nguyen and Wagner voted in opposition to this item.

24. OC Streetcar Project Quarterly Update

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

Regular Calendar

25. Policy and Framework for the Use of 405 Express Lanes Excess Toll Revenue

Jeff Mills, Director of Capital Project Delivery, presented this item.

A public comment was heard from Don Hammonds.

A motion was made by Director Hennessey, seconded by Director Sarmiento, and declared passed by all those present to:

A. Approve the policy and framework for the use of 405 Express Lanes excess toll revenue.

B. Direct staff to return with a draft 405 Express Lanes Excess Toll Revenue Expenditure Plan.

26. Amendment to the Agreement for Program Management Consultant Services for Capital Programs

A motion was made by Vice Chair Federico, seconded by Director Jung, and declared passed by all those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 15 to Agreement No. C-2-2855 between the Orange County Transportation Authority and Mott MacDonald Group, Inc., in the amount of $38,774,000, for additional program management consultant services for the Capital Programs Division. This will increase the maximum cumulative obligation of the contract to a total contract value of $79,299,384.

Director Amezcua voted in opposition to this item.

Director Janet Nguyen abstained from voting on this item.

Director Sarmiento was not present to vote on this item.

Discussion Items

27. Public Comments

There were no public comments.

28. Chief Executive Officer's Report

Mr. Johnson, CEO, reported on the following:

- OC Bus service will operate on a Sunday/holiday schedule this Thursday, and the OCTA administrative offices will be closed on Thursday and Friday for the Thanksgiving holiday.
- Pete Fielding, the Orange County Transit District's first General Manager in 1972, passed away over the weekend. Pete was a transit pioneer whose work greatly shaped our industry.

29. Directors' Reports

There were no Directors' Reports.

30. Adjournment

Chair Chaffee adjourned the meeting in honor of Pete Fielding at 10:46 a.m.

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

OCTA

December 8, 2025

To: Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer

Subject: Conflict of Interest Code and 2025 Annual Statement of Economic Interests Filing

Overview

Pursuant to the Orange County Transportation Authority's Conflict of Interest Code, Members of the Board of Directors and designated positions are required to file a Statement of Economic Interests - Form 700.

Recommendations

A. Approve the list of designated positions and disclosure categories subject to the Orange County Transportation Authority's Conflict of Interest Code.

B. Direct the Clerk of the Board to distribute and monitor the 2025 annual Statement of Economic Interests - Form 700 to Members of the Board of Directors and designated positions, to be filed by April 1, 2026.

Background

The Political Reform Act, Government Code Section 81000, et seq., requires state and local government agencies to review their designated positions and disclosure categories to determine accuracy for the reporting period. Consistent with this requirement, the Orange County Transportation Authority annually reviews the list of designated positions for consideration and approval by the Board of Directors (Board).

Discussion

The Orange County Transportation Authority (OCTA) Board, Chief Executive Officer, Deputy Chief Executive Officer, and Chief Financial Officer/Treasurer are all designated positions and required to file an annual Statement of Economic Interests - Form 700 (Form 700) with the County of Orange Clerk of the Board of Supervisors (Attachment A).

The other designated positions at OCTA are required to file a Form 700 with OCTA's Clerk of the Board (Attachment B). The People and Community Engagement Division and OCTA's General Counsel have reviewed and, as needed, made changes to the designated positions list and standard disclosure categories for 2025 (Attachment C).

With direction from the Board, OCTA's Clerk of the Board will forward the electronic or original Form 700s of the Board, Chief Executive Officer, Deputy Chief Executive Officer, and Chief Financial Officer/Treasurer to the County of Orange Clerk of the Board of Supervisors.

OCTA's Clerk of the Board will forward and retain the final electronic or original Form 700s submitted by all other designated positions for a period of seven years. The California Fair Political Practices Commission's filing deadline for the 2025 annual Form 700 is April 1, 2026.

Summary

Consistent with the Political Reform Act, Government Code Section 81000, et seq., the Board annually reviews and approves the list of designated positions and disclosure categories subject to OCTA's Conflict of Interest Code. Following Board approval, OCTA's Clerk of the Board will forward the electronic or original Form 700s of the Board, Chief Executive Officer, Deputy Chief Executive Officer, and Chief Financial Officer/Treasurer to the County of Orange Clerk of the Board of Supervisors.

Attachments

A. Conflict of Interest Code for the Orange County Transportation Authority (December 8, 2025)
B. Orange County Transportation Authority Designated Positions and Disclosure Category (December 8, 2025)
C. Orange County Transportation Authority Disclosure Categories (December 8, 2025)

Prepared by:

Andrea West
Clerk of the Board
(714) 560-5611

Approved by:

Jennifer L. Bergener
Deputy Chief Executive Officer
(714) 560-5462

ATTACHMENT A

CONFLICT OF INTEREST CODE
FOR THE ORANGE COUNTY TRANSPORTATION AUTHORITY

(December 8, 2025)

The Political Reform Act, Government Code Section 81000, et seq., requires state and local government agencies to adopt and promulgate the Conflict of Interest Code.

The California Fair Political Practices Commission has adopted a regulation (Title 2, Division 6, California Code of Regulations Section 18730) that contains the terms of a standard Conflict of Interest Code, which may be incorporated by reference in an agency's code. After public notice and hearing, it may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of Title 2, Division 6, California Code of Regulations Section 18730, and any amendments duly adopted by the Fair Political Practices Commission are hereby incorporated by reference.

This regulation and the designated officials, designated positions, and disclosure categories shall constitute the Conflict of Interest Code of the Orange County Transportation Authority.

Upon receipt of the Statement of Economic Interests – Form 700 (Form 700) of the Members of the Board of Directors, Chief Executive Officer, Deputy Chief Executive Officer, and Chief Financial Officer/Treasurer, the Orange County Transportation Authority Clerk of the Board shall retain a copy and forward the electronic or original Form 700s to the County of Orange Clerk of the Board of Supervisors.

The Form 700s for all other designated positions will be retained by Orange County Transportation Authority's Clerk of the Board.

ATTACHMENT B

ORANGE COUNTY TRANSPORTATION AUTHORITY
DESIGNATED POSITIONS AND DISCLOSURE CATEGORY
December 8, 2025

DESIGNATED POSITIONS	DISCLOSURE CATEGORY
ANALYSIS PROJECT MANAGER	OC-02
APPLICATIONS ANALYST	OC-02
APPLICATIONS ANALYST ASSOCIATE	OC-02
APPLICATIONS ANALYST PRINCIPAL	OC-02
APPLICATIONS ANALYST SENIOR	OC-02
ASSISTANT BASE MANAGER	OC-01
BASE MANAGER	OC-01
BENEFITS SPECIALIST	OC-02
BENEFITS SPECIALIST PRINCIPAL	OC-02
BENEFITS SPECIALIST SENIOR	OC-02
BUYER	OC-02
BUYER ASSOCIATE	OC-02
BUYER SENIOR	OC-02
CHIEF EXECUTIVE OFFICER	OC-01
CHIEF FINANCIAL OFFICER	OC-01
CHIEF OPERATING OFFICER	OC-01
CIVIL ENGINEER	OC-02
CIVIL ENGINEER PRINCIPAL	OC-02
CIVIL ENGINEER SENIOR	OC-02
CLAIMS REPRESENTATIVE	OC-02
CLAIMS REPRESENTATIVE SENIOR	OC-02
CLERK OF THE BOARD SPECIALIST PRINCIPAL	OC-01
COMMUNICATIONS SPECIALIST	OC-02
COMMUNICATIONS SPECIALIST PRINCIPAL	OC-02
COMMUNICATIONS SPECIALIST SENIOR (EXCLUDING INTERNAL COMMUNICATIONS)	OC-02
COMMUNITY RELATIONS SPECIALIST	OC-02
COMMUNITY RELATIONS SPECIALIST PRINCIPAL	OC-02
COMMUNITY RELATIONS SPECIALIST SENIOR	OC-02
COMPENSATION ANALYST	OC-02
COMPENSATION ANALYST PRINCIPAL	OC-02
COMPENSATION ANALYST SENIOR	OC-02
CONSTRUCTION SAFETY SECTION MANAGER	OC-01

ORANGE COUNTY TRANSPORTATION AUTHORITY
DESIGNATED POSITIONS AND DISCLOSURE CATEGORY
December 8, 2025

CONSTRUCTION SAFETY SPECIALIST PRINCIPAL	OC-02
CONSULTANT - GENERAL COUNSEL	OC-30
CONSULTANT - REAL PROPERTY	OC-01
CONSULTANT - TRANSIT POLICE SERVICES	OC-30
CONTRACT ADMINISTRATOR	OC-01
CONTRACT ADMINISTRATOR ASSOCIATE	OC-02
CONTRACT ADMINISTRATOR PRINCIPAL	OC-01
CONTRACT ADMINISTRATOR SENIOR	OC-01
CONTRACT ANALYST	OC-01
CYBER SECURITY ANALYST (INCLUDES COMPLIANCE, INTRUSION, RISK)	OC-02
CYBER SECURITY ANALYST ASSOCIATE (INCLUDES COMPLIANCE, INTRUSION, RISK)	OC-02
CYBER SECURITY ANALYST SENIOR (INCLUDES COMPLIANCE, INTRUSION, RISK)	OC-02
CYBER SECURITY ENGINEER	OC-01
CYBER SECURITY ENGINEER SENIOR	OC-01
DATA WAREHOUSE ARCHITECT	OC-02
DATA WAREHOUSE ARCHITECT ASSOCIATE	OC-02
DATA WAREHOUSE ARCHITECT PRINCIPAL	OC-02
DATA WAREHOUSE ARCHITECT SENIOR	OC-02
DATABASE ADMINISTRATOR	OC-02
DATABASE ADMINISTRATOR PRINCIPAL	OC-02
DATABASE ADMINISTRATOR SENIOR	OC-02
DBE SPECIALIST	OC-02
DBE SPECIALIST ASSOCIATE	OC-02
DBE SPECIALIST SENIOR	OC-02
DEPARTMENT MANAGER	OC-01
DEPARTMENT MANAGER SENIOR	OC-01
DEPUTY CEO	OC-01
DEPUTY TREASURER	OC-01
DIRECTOR	OC-01
DIRECTOR (BOARD)	OC-01
EMPLOYEE PROGRAMS ADMINISTRATOR	OC-02
EMPLOYEE PROGRAMS SPECIALIST	OC-02
EXECUTIVE DIRECTOR	OC-01

ORANGE COUNTY TRANSPORTATION AUTHORITY
DESIGNATED POSITIONS AND DISCLOSURE CATEGORY
December 8, 2025

FACILITIES MAINTENANCE SUPERVISOR	OC-01
FIELD ADMINISTRATOR	OC-02
FIELD ADMINISTRATOR SENIOR	OC-02
FINANCIAL ANALYST (TREASURY)	OC-01
FINANCIAL ANALYST ASSOCIATE (TREASURY)	OC-01
FINANCIAL ANALYST PRINCIPAL	OC-01
FINANCIAL ANALYST SENIOR	OC-01
GENERAL MANAGER	OC-01
GIS ANALYST	OC-02
GIS ANALYST PRINCIPAL	OC-02
GIS ANALYST SENIOR	OC-02
GOVERNMENT RELATIONS REPRESENTATIVE	OC-01
GOVERNMENT RELATIONS REPRESENTATIVE PRINCIPAL	OC-01
GOVERNMENT RELATIONS REPRESENTATIVE SENIOR	OC-01
HEALTH, SAFETY, & ENVIRONMENTAL COMPLIANCE SPECIALIST	OC-02
HEALTH, SAFETY, & ENVIRONMENTAL COMPLIANCE SPECIALIST PRINCIPAL	OOC-02
HEALTH, SAFETY, & ENVIRONMENTAL COMPLIANCE SPECIALIST SENIOR	OC-02
HUMAN RESOURCES BUSINESS PARTNER	OC-02
HUMAN RESOURCES BUSINESS PARTNER SENIOR	OC-02
HUMAN RESOURCES BUSINESS PARTNER PRINCIPAL	OC-02
HUMAN RESOURCES REPRESENTATIVE	OC-02
HUMAN RESOURCES REPRESENTATIVE ASSOCIATE	OC-02
HUMAN RESOURCES REPRESENTATIVE SENIOR	OC-02
INFORMATION SYSTEMS BUSINESS STRATEGIST	OC-02
INFORMATION SYSTEMS PROJECT MANAGER I	OC-02
INFORMATION SYSTEMS PROJECT MANAGER II	OC-02
INFORMATION SYSTEMS PROJECT MANAGER III	OC-01
INFORMATION SYSTEMS PROJECT MANAGER SENIOR	OC-01
INTERNAL AUDIT SENIOR MANAGER	OC-01
INTERNAL AUDITOR	OC-01
INTERNAL AUDITOR ASSOCIATE	OC-01
INTERNAL AUDITOR PRINCIPAL	OC-01
INTERNAL AUDITOR SENIOR	OC-01

ORANGE COUNTY TRANSPORTATION AUTHORITY
DESIGNATED POSITIONS AND DISCLOSURE CATEGORY
December 8, 2025

LEARNING & DEVELOPMENT ADMINISTRATOR	OC-02
LEARNING & DEVELOPMENT ADMINISTRATOR PRINCIPAL	OC-02
LEARNING & DEVELOPMENT ADMINISTRATOR SENIOR	OC-02
LOSSAN ACCOUNTING ANALYST SENIOR	OC-01
LOSSAN CAPITAL PROGRAM MANAGER	OC-01
LOSSAN COMPLIANCE & SAFETY SPECIALIST PRINCIPAL	OC-01
LOSSAN DEPUTY MANAGING DIRECTOR	OC-01
LOSSAN EQUIPMENT & MECHANICAL MANAGER	OC-01
LOSSAN FINANCE & ADMINISTRATION MANAGER	OC-01
LOSSAN FINANCIAL ANALYST PRINCIPAL	OC-01
LOSSAN MANAGING DIRECTOR	OC-01
LOSSAN MARKETING & COMMUNICATIONS MANAGER	OC-01
LOSSAN OPERATIONS COMPLIANCE & SAFETY MANAGER	OC-01
LOSSAN FINANCIAL PLANNING & ANALYSIS MANAGER	OC-01
LOSSAN PLANNING & COMMUNICATIONS MANAGER	OC-01
LOSSAN PROGRAM MANAGER	OC-01
~~LOSSAN PROGRAMMING & GRANTS MANAGER~~	~~OC-01~~
LOSSAN PROJECT MANAGER SENIOR	OC-01
LOSSAN SENIOR MANAGER, FINANCE & ADMINISTRATION	OC-01
LOSSAN TRANSPORTATION ANALYST PRINCIPAL	OC-01
LOSSAN TRANSPORTATION ANALYST SENIOR	OC-01
LOSSAN TRANSPORTATION FUNDING ANALYST SENIOR	OC-01
M2 PMO MANAGER	OC-01
MAINTENANCE FIELD ADMINISTRATOR	OC-02
MAINTENANCE FIELD ADMINISTRATOR PRINCIPAL	OC-02
MAINTENANCE FIELD ADMINISTRATOR SENIOR	OC-02
MAINTENANCE SUPERVISOR	OC-02
NETWORK ADMINISTRATOR PRINCIPAL	OC-02
NETWORK ADMINISTRATOR SENIOR	OC-02
NETWORK ANALYST	OC-02
NETWORK ANALYST PRINCIPAL	OC-02
NETWORK ANALYST SENIOR	OC-02
OPERATIONS ANALYST PRINCIPAL	OC-02
OPERATIONS PROJECT MANAGER	OC-01
PROGRAM MANAGER	OC-01

ORANGE COUNTY TRANSPORTATION AUTHORITY
DESIGNATED POSITIONS AND DISCLOSURE CATEGORY
December 8, 2025

PROGRAM MANAGER SENIOR	OC-01
PROGRAM MANAGEMENT ANALYST ASSOCIATE	OC-02
PROGRAM MANAGEMENT ANALYST	OC-02
PROGRAM MANAGEMENT ANALYST SENIOR	OC-02
PROGRAM MANAGEMENT ANALYST PRINCIPAL	OC-02
PROGRAMMING & GRANTS DEVELOPMENT MANAGER	OC-01
PROJECT CONTROLS ANALYST	OC-02
PROJECT CONTROLS ANALYST PRINCIPAL	OC-02
PROJECT CONTROLS ANALYST SENIOR	OC-02
PROJECT MANAGER I	OC-01
PROJECT MANAGER II	OC-01
PROJECT MANAGER III	OC-01
PROJECT MANAGER SENIOR	OC-01
RAIL MAINTENANCE OF WAY ADMINISTRATOR	OC-02
RAIL MAINTENANCE OF WAY ADMINISTRATOR SENIOR	OC-02
RAIL SYSTEMS SAFETY SPECIALIST PRINCIPAL	OC-02
REAL PROPERTY AGENT	OC-01
REAL PROPERTY AGENT ASSOCIATE	OC-01
REAL PROPERTY AGENT PRINCIPAL	OC-01
REAL PROPERTY AGENT SENIOR	OC-01
RECORDS ADMINISTRATOR	OC-02
RECORDS ADMINISTRATOR SENIOR	OC-02
REVENUE ADMINISTRATOR	OC-01
REVENUE ADMINISTRATOR ASSOCIATE	OC-02
REVENUE ADMINISTRATOR SENIOR	OC-01
REVENUE ADMINISTRATOR PRINCIPAL	OC-01
SAFETY MANAGEMENT SYSTEMS (SMS) MANAGER	OC-02
SCHEDULE ANALYST	OC-02
SCHEDULE ANALYST ASSOCIATE	OC-02
SCHEDULE ANALYST SENIOR	OC-02
SCHEDULE ANALYST PRINCIPAL	OC-02
SECTION MANAGER I	OC-01
SECTION MANAGER II	OC-01
SECTION MANAGER III	OC-01
SECTION MANAGER SENIOR	OC-01

ORANGE COUNTY TRANSPORTATION AUTHORITY
DESIGNATED POSITIONS AND DISCLOSURE CATEGORY
December 8, 2025

SECTION SUPERVISOR I	OC-01
SECTION SUPERVISOR II	OC-01
SECTION SUPERVISOR SENIOR	OC-01
SECURITY SYSTEMS ADMINISTRATOR	OC-01
SECURITY SYSTEMS ADMINISTRATOR ASSOCIATE	OC-02
SECURITY SYSTEMS ADMINISTRATOR, SENIOR	OC-01
SENIOR REAL PROPERTY MANAGER	OC-01
SENIOR STRATEGIC COMMUNICATIONS MANAGER	OC-01
SERVICE PLANNING ANALYST	OC-01
SERVICE PLANNING ANALYST SENIOR	OC-01
SERVICE PLANNING ANALYST PRINCIPAL	OC-01
STOPS AND ZONES ANALYST	OC-02
STOPS AND ZONES ANALYST ASSOCIATE	OC-02
STOPS AND ZONES ANALYST SENIOR	OC-02
STOPS AND ZONES ANALYST PRINCIPAL	OC-02
STOPS AND ZONES PLANNER	OC-02
STOPS AND ZONES PLANNER ASSOCIATE	OC-02
STOPS AND ZONES PLANNER SENIOR	OC-02
STRATEGIC PLAN ADMINISTRATOR	OC-02
SYSTEMS ENGINEER	OC-02
SYSTEMS ENGINEER ASSOCIATE	OC-02
SYSTEMS ENGINEER SENIOR	OC-02
TALENT ACQUISITION SPECIALIST	OC-02
TALENT ACQUISITION SPECIALIST ASSOCIATE	OC-02
TALENT ACQUISITION SPECIALIST SENIOR	OC-02
TALENT ACQUISITION SPECIALIST PRINCIPAL	OC-02
TELECOMMUNICATIONS ADMINISTRATOR	OC-02
TRANSIT PROJECT MANAGER I	OC-02
TRANSIT PROJECT MANAGER II	OC-02
TRANSIT PROJECT MANAGER III	OC-02
TRANSIT TECHNICAL SERVICES SUPERVISOR	OC-01
TRANSPORTATION ANALYST	OC-02
TRANSPORTATION ANALYST PRINCIPAL	OC-01
TRANSPORTATION ANALYST SENIOR	OC-01
TRANSPORTATION FUNDING ANALYST	OC-01

ORANGE COUNTY TRANSPORTATION AUTHORITY
DESIGNATED POSITIONS AND DISCLOSURE CATEGORY
December 8, 2025

TRANSPORTATION FUNDING ANALYST PRINCIPAL	OC-01
TRANSPORTATION FUNDING ANALYST SENIOR	OC-01
TRANSPORTATION MODELING ANALYST	OC-02
TRANSPORTATION MODELING ANALYST PRINCIPAL	OC-02
TRANSPORTATION MODELING ANALYST SENIOR	OC-02
WEB DEVELOPER	OC-02
WEB DEVELOPER PRINCIPAL	OC-02
WEB DEVELOPER SENIOR	OC-02
WELLNESS COORDINATOR	OC-02
WORKERS COMPENSATION PROGRAM SPECIALIST	OC-02

ATTACHMENT C

ORANGE COUNTY TRANSPORTATION AUTHORITY
DISCLOSURE CATEGORIES

(December 8, 2025)

Disclosure Category	Disclosure Category Description
OC-01	All interests in real property in Orange County, as well as investments, business positions, and sources of income (including gifts, loans, and travel payments).
OC-02	All investments, business positions, and sources of income (including gifts, loans, and travel payments).
OC-30	Consultants shall be included in the list of designated positions. They shall disclose pursuant to the broadest category in the code subject to the following limitation: The Orange County Transportation Authority (OCTA) Chief Executive Officer may determine that a particular consultant, although a "designated position," is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements in this section. Such written determination shall include a description of the consultant's duties and, based upon that description, a statement of the extent of disclosure required. The OCTA Chief Executive Officer's determination is a public record and shall be retained for public inspection by the Filing Officer (OCTA's Clerk of the Board).

COMMITTEE TRANSMITTAL

December 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: 91 Express Lanes Update for the Period Ending - September 30, 2025

Finance and Administration Committee Meeting of December 3, 2025

Present: Directors Federico, Go, Harper, Hennessey, Leon, Sarmiento, and Tettemer
Absent: None

Committee Vote

This item was passed by the Members present.

Director Sarmiento was not present to vote on this item.

Committee Recommendation(s)

Receive and file as an information item.

OCTA

December 3, 2025

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 91 Express Lanes Update for the Period Ending – September 30, 2025

Overview

The Orange County Transportation Authority has owned and managed the operations of the 91 Express Lanes since January 2003. Since then, traffic volumes and toll revenues have fluctuated with changes in the economy and the added capacity to the State Route 91 corridor. During the month of September 2025, trips increased by 4.5 percent, reaching 1.86 million, on the 91 Express Lanes in Orange County. This report focuses on the operational and financial activities for the period ending September 30, 2025.

Recommendation

Receive and file as an information item.

Background

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

To mitigate growing concerns over congestion, the Orange County Transportation Authority (OCTA) acquired the 91 EL franchise rights from the CPTC in January 2003. This eliminated the non-compete provision, clearing the

way for future enhancements to increase capacity and improve traffic flow along the SR-91 corridor.

With the non-compete provisions removed, the Riverside County Transportation Commission (RCTC) received authority to extend the 91 EL to Interstate 15 (I-15) in 2008. At a cost of $1.4 billion, the RCTC 91 Corridor Improvement Project added general purpose lanes, tolled express lanes, auxiliary lanes, and direct express lane connectors from the 91 EL to I-15. The Riverside County segment of the 91 EL opened in 2017, providing customers with eight additional miles of travel on SR-91. To provide 91 EL customers with a seamless experience, OCTA and RCTC entered into a three-party operating agreement with one firm to service both facility segments.

Historically, the 91 EL has used congestion management pricing to adjust tolls quarterly based on the number of vehicles traveling through the express lanes. Since 2003, OCTA, and RCTC in 2017, have used this tolling method to provide customers with a safe, reliable, and predictable trip on the 91 EL. In November 2023, the RCTC 91 EL segment transitioned to dynamic pricing, which adjusts toll rates based on real-time traffic volumes to maintain free-flowing trips in accordance with RCTC's 91 EL Toll Policy and toll schedule. The OCTA 91 EL segment still utilizes congestion management pricing, adjusting tolls quarterly.

Motorists pay tolls using a transponder that automatically deducts the toll amount from a prepaid account. The transponder can be used on any California tolled facility through existing interoperability agreements.

OCTA and RCTC's tolling agreements allow both agencies to operate the 91 EL well into the future (2065 for OCTA and 2067 for RCTC). This provides customers with transportation options for 18 miles of travel in one of California's busiest corridors.

Discussion

The sections below discuss various operational data and information for the 91 EL in greater detail.

Traffic Volumes

The total traffic volume on the OCTA 91 EL for the month of September 2025 was 1,860,050. This represents a daily average of 62,002 vehicles. This is a 4.5 percent increase in total traffic volume from the same period last year when traffic levels totaled 1,779,350. For the 12 months ending September 2025,

traffic volumes totaled 22.2 million, representing a 3.8 percent increase from the same period in the prior year. The carpool percentage for the period ending September 2025 was 23.1 percent.

Gross Potential Toll Revenues (GPTR)

GPTR for the month of September 2025 was $6,298,589, which represents an increase of 10.8 percent from the prior year's total of $5,686,953 for the month of September 2024. GPTR is equal to the toll rate times the number of vehicles traveling on the 91 EL (the amount does not consider violations or discounts). Over the previous 12 months, GPTR totaled over $71 million, representing a 5.8 percent increase from the same period in the prior year.

Toll Adjustments

The Board of Directors (Board)-adopted Toll Policy requires staff to review traffic volumes on the Orange County segment of the 91 EL for potential toll adjustments on a quarterly basis. Based on the traffic volumes during the review period, no hours in the eastbound or westbound directions reached the trigger point for a toll adjustment. The Toll Policy also requires an annual toll adjustment for inflation every July 1st for all hours that have not been adjusted in the previous 12 months. The inflation adjustment is three percent, rounded up or down to the nearest five-cent increment, and took effect on July 1, 2025. As of September 2025, toll rates ranged from a minimum of $1.90 to a maximum of $9.10.

Number of Accounts and Transponders

The number of active accounts totaled 186,091, and 745,885 transponders were assigned to those accounts as of September 30, 2025. Over the past 12 months, the number of accounts increased by 5,662, while the number of transponders in circulation increased by 19,410. Over the past several years, there has been continued growth in the number of accounts and transponders, primarily driven by the extension of the 91 EL into Riverside County and the opening of the 15 Express Lanes with direct connectors from the 91 EL.

Outstanding Debt

As of September 30, 2025, the outstanding amount of the 91 EL tax-exempt 2023 Senior Lien Toll Road Revenue Refunding Bonds (Bonds) totaled $35.6 million. The Bonds are rated "AA-" by Standard and Poor's, "AA3" by Moody's, and "AA-" by Fitch Ratings. A $7.16 million debt payment was made

on August 15, 2025, and the next scheduled debt service payment is on February 15, 2026.

Reserve Funds

The 2023 Bonds require three reserve funds: a major maintenance fund, an operating fund, and a debt service reserve fund. All three funds were fully funded with a total balance of approximately $11.9 million as of September 30, 2025.

In addition to the required debt reserve funds, the OCTA Board elected to establish two additional reserve funds. An internal capital projects fund has a balance of $31.5 million and is used for large capital projects for the 91 EL, such as pavement rehabilitation and back-office system (BOS) upgrades. The other reserve fund was established in 2017 for two future Measure M2 projects (Projects I and J) on the SR-91 corridor. Project I improves interchanges, on- and off-ramps, and bridges along SR-91 between east of SR-55 (Acacia Street) and west of State Route 57 (Lakeview Avenue), estimated to cost approximately $790 million. Project I is being developed as three separate design and construction projects. The easternmost segment commenced construction in April 2025, the westernmost segment is currently in the bid phase and is anticipated to start construction in late 2025, and the middle segment is in the final design phase. All three segments of Project I are anticipated to be completed by mid-2030. Project J includes operational improvements on SR-91 between State Route 241 and the Orange/Riverside County Line and is currently scheduled for completion in 2035. The balance in that reserve fund is $253.5 million and is used for project expenses as they are incurred. Lastly, OCTA has approximately $43.3 million set aside in excess toll revenues for SR-91 corridor projects.

Operations Update

In March 2022, Cofiroute USA, LLC (CUSA) deployed a new BOS for the 91 EL for both Orange and Riverside counties. Since deployment, CUSA, OCTA, and RCTC staff have continuously monitored the BOS performance and the customer service center (CSC) performance. As part of ongoing monitoring, Key Performance Indicators (KPI) are assessed for damages in accordance with the contract requirements. OCTA and RCTC staff have finalized the KPI damages for the months of July 2024 through June 2025 (fiscal year 2024-25). These KPI damages are a result of OCTA and RCTC identified performance issues with the BOS and CSC, totaling $666,061 for both agencies.

Of the $666,061, the total penalties amounted to $330,879 for OCTA. Of this amount, $168,652 was attributed to BOS performance, of which $38,772 was waived and $129,880 was accessed. The remaining $162,227 of KPI damages was attributed to the CSC performance failures, of which the full amount was assessed in the corresponding monthly invoices. Staff is working on finalizing the KPI damages for July 2025 through September 2025, which will be reported in the following quarterly report.

Attachment A summarizes some of the KPIs of the CSC over the past 12 months. The KPIs for service level for the speed of answer (KPI 5) and abandon rate (KPI 6) were not achieved due to an increase in calls because of the timing of customer notifications, along with a high absentee rate on Mondays. To address the customer notifications, CUSA is currently reviewing the communication schedule to determine a more optimal timing for message delivery. Additionally, to mitigate the impact of high absenteeism on Mondays, CUSA offers an incentive program designed to promote consistent attendance. These corrective measures have shown improvement in meeting KPI 5 and KPI 6, as both were fully met in July 2025. In August and September 2025, KPI 5 was missed only four times, and KPI 6 was missed only one time.

Operational Acceptance Testing (OAT) was passed in June 2025. Since then, staff has been working closely with CUSA to address deferred and punch-list items. As of September, CUSA has made progress in completing the deferred and punch list items, but some items remain outstanding. All deferred and punch-list items must be completed before final acceptance. Staff will report on the status of final acceptance in the following report.

OCTA and RCTC progressed in the upgrade project for their video wall and advanced traffic management system (ATMS) in the Traffic Operations Center (TOC). The ATMS was commissioned in July 2025 and began OAT. Staff from both Agencies have been working with the ATMS provider to address issues and make improvements to the system to improve usability for the TOC. Staff will continue to oversee the project and report on the outcome of acceptance in the following report.

OCTA staff has also been supporting RCTC with the implementation of the Occupancy Detection System (ODS) on the Riverside segment of the 91 EL. The ODS enables RCTC to verify that at least three occupants are present during travel. If fewer than three occupants are present, the carpool discount will not be given, and a $5 occupancy correction fee will be added. OCTA and RCTC updated the 91 EL user agreement to incorporate the new ODS changes and distributed the agreement to all account holders more than 30 days before implementation. The ODS went live on August 4, 2025, and staff has been

working collaboratively with CUSA to ensure that the system accurately assesses tolls and fees for users who do not meet the occupancy requirements. Staff will continue to work with CUSA on customer communication, system monitoring, and overall ODS oversight.

Looking at the Quarter Ahead

Staff will continue to work on OAT with the ATMS and complete implementation and testing. The ATMS project is expected to begin the operations and maintenance phase in the coming months. During this period, OCTA will also continue to provide support to RCTC for monitoring the ODS. Additionally, staff will begin planning a recognition and celebration of the 30th anniversary of the 91 EL operations since its opening by CPTC. Updates on these items will be provided in the following report.

Summary

An operational report for the 91 Express Lanes for the period ending September 30, 2025, is provided for the Board of Directors' review. The report provides a summary of key operational and financial activities.

Attachments

A. 91 Express Lanes, Key Performance Measures, September 2025
B. 91 Express Lanes Status Report, September 2025

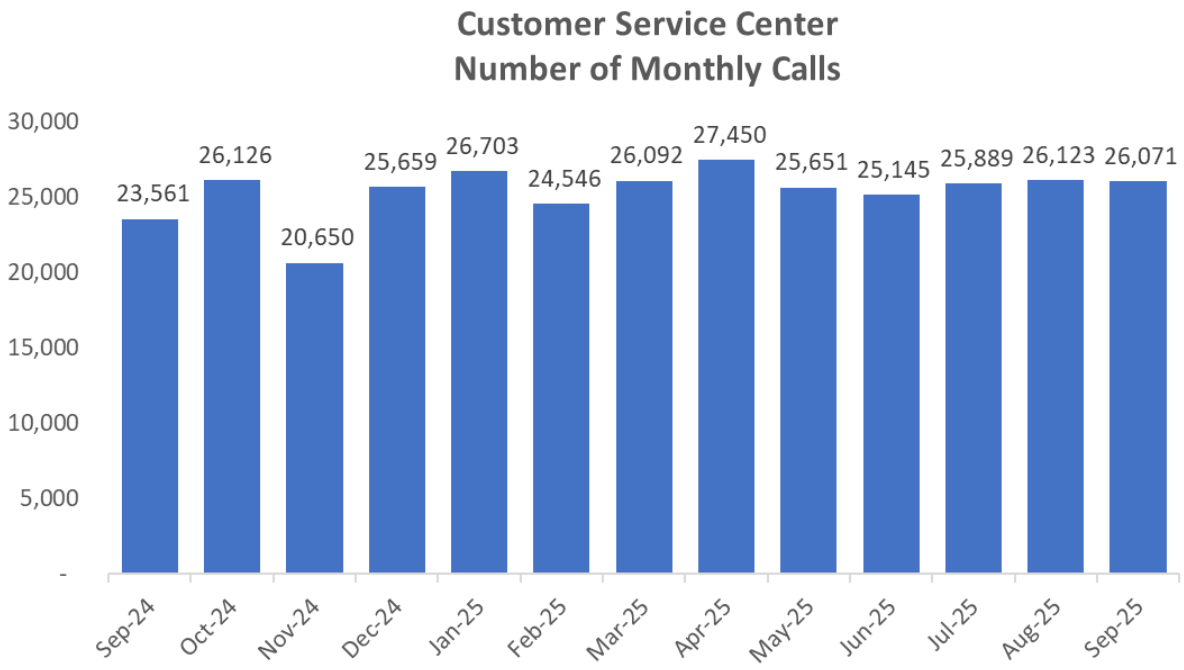
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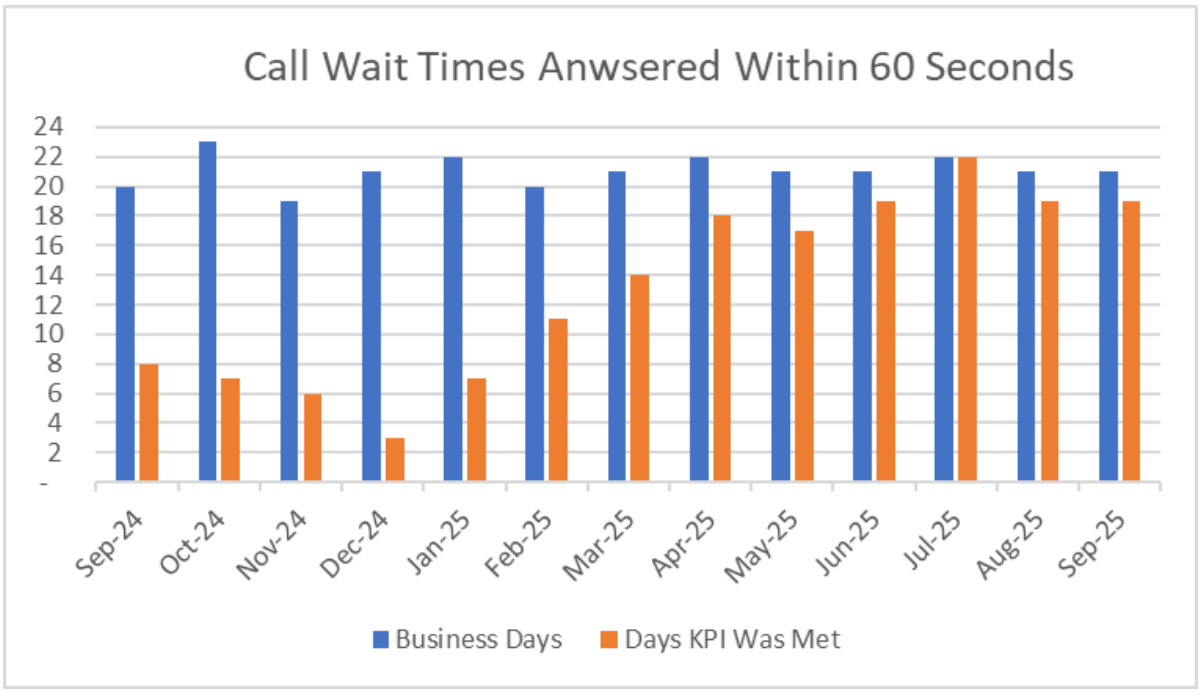
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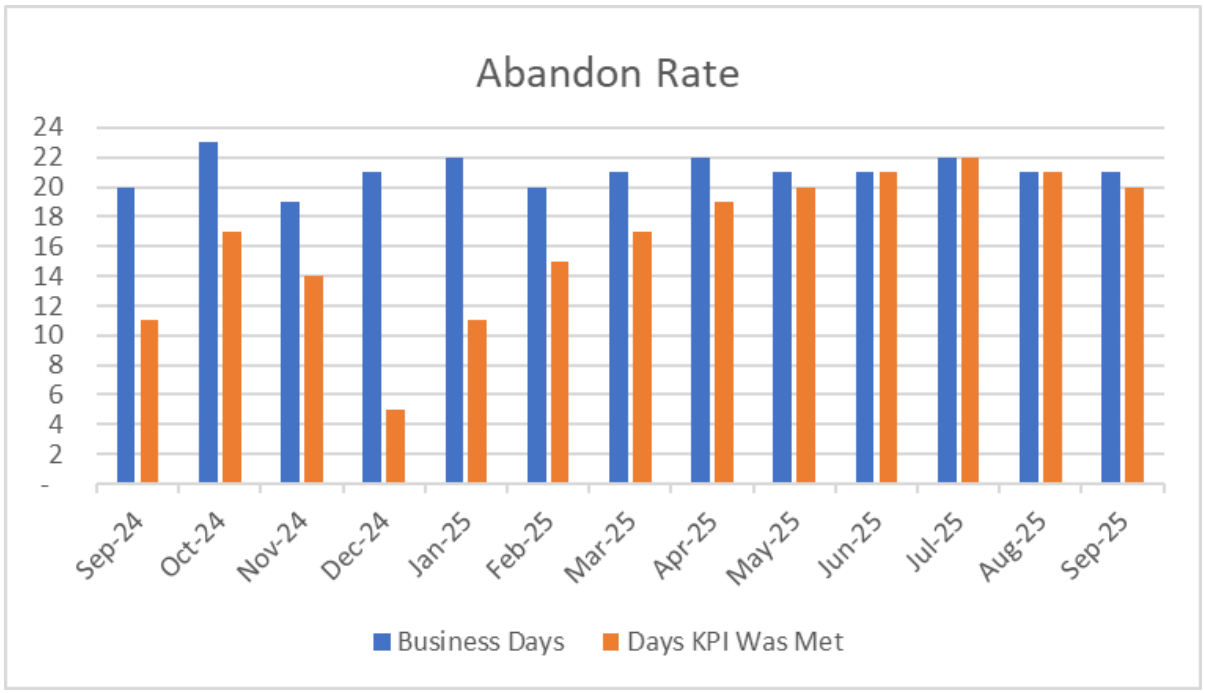
ATTACHMENT A

91 Express Lanes
Key Performance Measures
September 2025









KPI = Key performance indicator

ATTACHMENT B

Orange County Transportation Authority
Riverside County Transportation Commission

91 Express Lanes

Status Report
September 2025

As of September 30, 2025

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OPERATIONS OVERVIEW OCTA

The total traffic volume on the 91 Express Lanes (91 EL) for September 2025 was 1,860,050. This represents a daily average of 62,002 vehicles. This is a 4.5 percent increase in total traffic volume from the same period last year, which totaled 1,779,350. Potential toll revenue for September was $6,298,589, which represents an increase of 10.8 percent from the prior year's total of $5,686,953. The carpool percentage for September was 23.1 percent as compared to the previous year's rate of 25.5 percent.

Month-to-date (MTD) traffic and revenue data is summarized in the table below. The following trip and revenue statistics table represents all trips taken on the Orange County Transportation Authority (OCTA) 91 EL and associated potential revenue for the month of September 2025.

Current MTD as of September 30, 2025

Trips	SEP-25 MTD Actual	SEP-24 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	1,431,119	1,325,565	8.0%
3+ Lanes	428,931	453,785	(5.5%)
Total Gross Trips	1,860,050	1,779,350	4.5%
Revenue			
Full Toll Lanes	$6,227,042	$5,615,254	10.9%
3+ Lanes	$71,547	$71,699	(0.2%)
Total Gross Revenue	$6,298,589	$5,686,953	10.8%
Average Revenue per Trip			
Average Full Toll Lanes	$4.35	$4.24	2.6%
Average 3+ Lanes	$0.17	$0.16	6.3%
Average Gross Revenue	$3.39	$3.20	5.9%

The 2026 fiscal year-to-date (YTD) traffic volume increased by 3.7 percent, and potential toll revenue increased by 7.8 percent when compared with the same period the prior year. YTD average revenue per trip is $3.31.

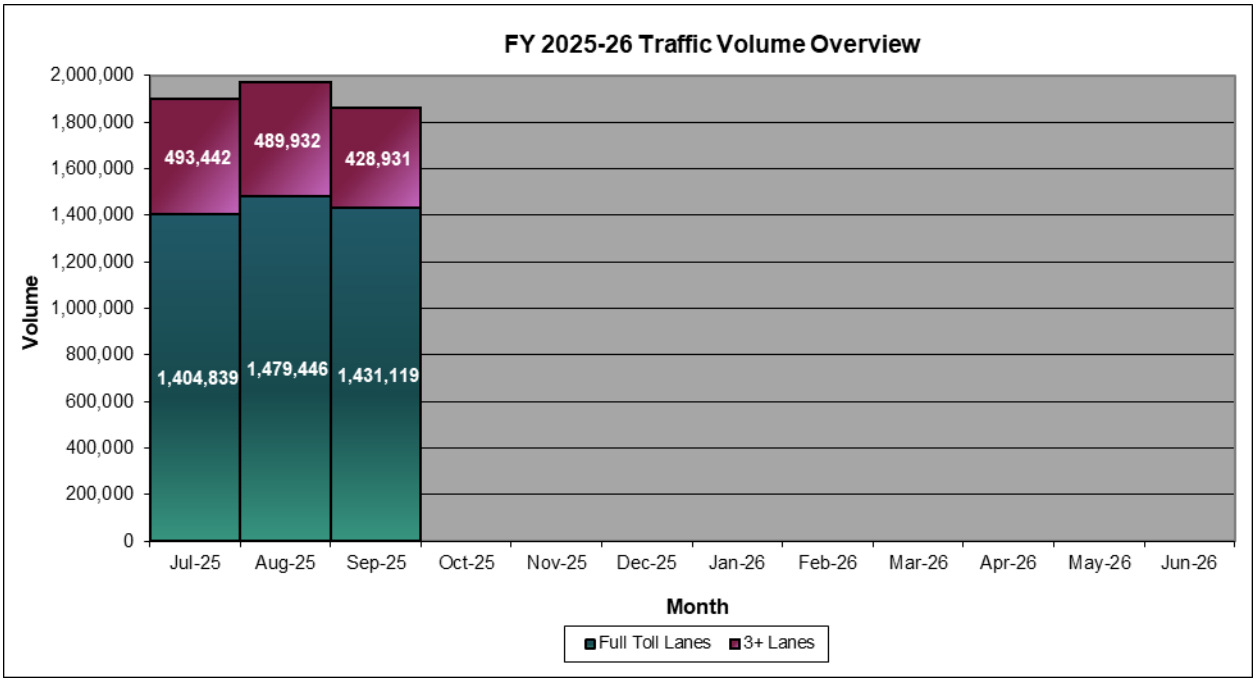
Fiscal YTD traffic and revenue data are summarized in the table below. The following trip and revenue statistics table represents all trips taken on the OCTA 91 EL and associated potential revenue for the months of July 2025 through September 2025.

Fiscal Year (FY) 2025-26 YTD as of September 30, 2025

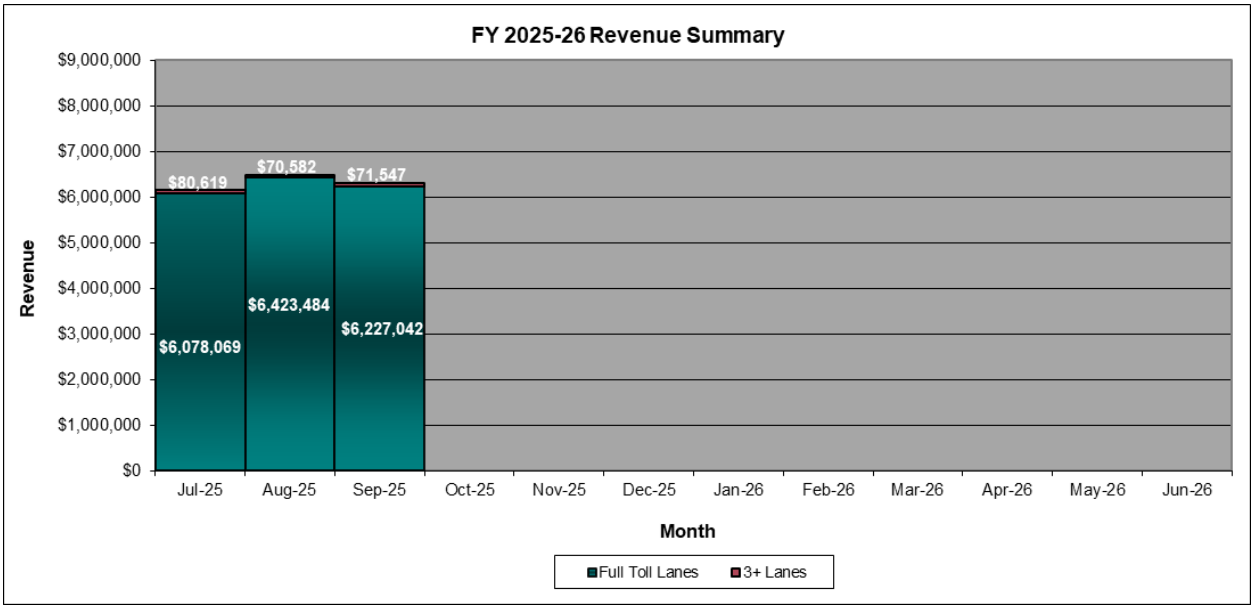
Trips	FY 2025-26 YTD Actual (7/2025-9/2025)	FY 2024-25 YTD Actual (7/2024-9/2024)	Yr-to-Yr % Variance
Full Toll Lanes	4,315,404	4,083,199	5.7%
3+ Lanes	1,412,305	1,440,628	(2.0%)
Total Gross Trips	5,727,709	5,523,827	3.7%
Revenue			
Full Toll Lanes	$18,728,595	$17,354,209	7.9%
3+ Lanes	$222,748	$224,070	(0.6%)
Total Gross Revenue	$18,951,343	$17,578,280	7.8%
Average Revenue per Trip			
Average Full Toll Lanes	$4.34	$4.25	2.1%
Average 3+ Lanes	$0.16	$0.16	0.0%
Average Gross Revenue	$3.31	$3.18	4.1%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between full toll trips and high-occupancy vehicle (HOV3+) trips for FY 2025-26 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll trips and HOV3+ trips for FY 2025-26 on a monthly basis.



OCTA PEAK-HOUR VOLUMES

Peak-hour traffic in the eastbound and westbound directions reached or exceeded 90 percent of the defined capacity 33 times during the month of September 2025. As demonstrated on the next chart, westbound peak-hour traffic volumes top out at 96 percent of defined capacity. This is closely monitored since toll adjustments are made based upon capacity percentages per the OCTA Toll Policy for the 91 EL. If capacity is 92 percent on a consistent basis (over six times during the prior 12 weeks), then an adjustment will be made to toll rates for that particular hour and day.

OCTA EASTBOUND PEAK-HOUR VOLUMES

	Monday	09/01/25			Tuesday	09/02/25			Wednesday	09/03/25			Thursday	09/04/25			Friday	09/05/25		
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	$5.20	498	1,356	40%	$5.90	445	2,983	88%	**$5.90**	**441**	**3,088**	**91%**	$8.70	365	2,410	71%	$9.35	503	2,955	87%
1500 - 1600	$5.20	511	1,253	37%	$6.30	486	2,983	88%	**$8.40**	**466**	**3,118**	**92%**	$8.40	505	3,023	89%	$8.90	520	2,917	86%
1600 - 1700	$5.20	487	1,244	37%	$5.05	444	2,826	83%	$7.30	504	2,960	87%	$7.85	491	2,981	88%	$6.85	546	2,925	86%
1700 - 1800	$5.20	517	1,227	36%	**$5.35**	**525**	**3,191**	**94%**	$6.05	493	2,989	88%	$7.50	493	2,954	87%	$7.55	567	2,853	84%
1800 - 1900	$5.20	626	1,312	39%	$4.55	527	2,805	83%	$4.55	579	2,909	86%	$4.40	533	2,812	83%	$7.55	613	2,604	77%
1900 - 2000	$5.20	619	1,379	41%	$4.40	549	2,417	71%	$4.40	630	2,801	82%	$6.50	656	2,789	82%	$7.05	670	2,409	71%

	Monday	09/08/25			Tuesday	09/09/25			Wednesday	09/10/25			Thursday	09/11/25			Friday	09/12/25		
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	$5.90	473	2,989	88%	$5.90	428	2,964	87%	$5.90	455	3,035	89%	$8.70	445	3,004	88%	$9.35	504	2,862	84%
1500 - 1600	$6.35	474	2,981	88%	**$6.30**	**506**	**3,149**	**93%**	**$8.40**	**484**	**3,110**	**91%**	$8.40	518	2,916	86%	$8.90	528	2,879	85%
1600 - 1700	**$5.55**	**487**	**3,161**	**93%**	$5.05	450	2,964	87%	$7.30	497	2,966	87%	$7.85	500	2,916	86%	$6.85	557	2,792	82%
1700 - 1800	**$5.40**	**524**	**3,055**	**90%**	$5.35	502	2,972	87%	$6.05	500	2,979	88%	$7.50	494	2,927	86%	$7.55	576	2,859	84%
1800 - 1900	$6.35	557	2,546	75%	$4.55	626	3,028	89%	$4.55	560	2,893	85%	$4.40	542	2,805	83%	$7.55	623	2,622	77%
1900 - 2000	$4.40	522	2,105	62%	$4.40	609	2,767	81%	$4.40	615	2,817	83%	$6.50	650	2,796	82%	$7.05	660	2,412	71%

	Monday	09/15/25			Tuesday	09/16/25			Wednesday	09/17/25			Thursday	09/18/25			Friday	09/19/25		
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	$5.90	412	2,972	87%	$5.90	422	2,947	87%	**$5.90**	**425**	**3,110**	**91%**	$8.70	441	3,027	89%	$9.35	492	2,952	87%
1500 - 1600	$6.35	481	2,862	84%	$6.30	486	3,033	89%	$8.40	484	2,915	86%	$8.40	473	3,012	89%	$8.90	583	2,949	87%
1600 - 1700	$5.55	462	2,966	87%	$5.05	477	2,936	86%	$7.30	458	2,956	87%	**$7.85**	**535**	**3,174**	**93%**	$6.85	545	2,836	83%
1700 - 1800	$5.40	562	2,908	86%	$5.35	451	2,920	86%	$6.05	521	2,990	88%	$7.50	526	2,993	88%	$7.55	532	2,867	84%
1800 - 1900	$6.35	592	2,819	83%	$4.55	551	2,760	81%	$4.55	584	2,858	84%	$4.40	610	2,914	86%	$7.55	651	2,796	82%
1900 - 2000	$4.40	477	1,957	58%	$4.40	648	2,743	81%	$4.40	686	2,876	85%	$6.50	555	2,419	71%	$7.05	731	2,568	76%

	Monday	09/22/25			Tuesday	09/23/25			Wednesday	09/24/25			Thursday	09/25/25			Friday	09/26/25		
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	$5.90	431	2,946	87%	$5.90	405	3,004	88%	$5.90	424	3,025	89%	**$8.70**	**454**	**3,066**	**90%**	$9.35	502	2,985	88%
1500 - 1600	$6.35	444	2,838	83%	$6.30	462	2,936	86%	$8.40	477	2,899	85%	$8.40	508	2,996	88%	$8.90	580	2,967	87%
1600 - 1700	$5.55	520	2,887	85%	$5.05	474	2,940	86%	$7.30	481	2,926	86%	$7.85	518	2,944	87%	**$6.85**	**606**	**3,058**	**90%**
1700 - 1800	$5.40	520	2,895	85%	$5.35	499	2,995	88%	$6.05	558	2,927	86%	$7.50	492	2,955	87%	**$7.55**	**640**	**3,083**	**91%**
1800 - 1900	$6.35	612	2,822	83%	$4.55	565	2,917	86%	$4.55	537	2,761	81%	$4.40	602	2,826	83%	$7.55	622	2,572	76%
1900 - 2000	$4.40	575	2,264	67%	$4.40	640	2,789	82%	$4.40	608	2,355	69%	$6.50	693	2,961	87%	$7.05	671	2,351	69%

	Monday	09/29/25			Tuesday	09/30/25			Wednesday	10/01/25			Thursday	10/02/25			Friday	10/03/25		
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	$5.90	492	2,883	85%	$5.90	424	2,946	87%												
1500 - 1600	$6.35	505	2,853	84%	**$6.30**	**516**	**3,141**	**92%**												
1600 - 1700	$5.55	510	2,875	85%	$5.05	445	2,915	86%												
1700 - 1800	$5.40	519	2,946	87%	$5.35	494	2,962	87%												
1800 - 1900	$6.35	640	2,830	83%	$4.55	569	2,828	83%												
1900 - 2000	$4.40	666	2,484	73%	$4.40	678	2,816	83%												

OCTA WESTBOUND PEAK-HOUR VOLUMES

	Monday		09/01/25		Tuesday		09/02/25		Wednesday		09/03/25		Thursday		09/04/25		Friday		09/05/25	
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	$1.95	51	161	5%	$3.55	520	1,782	52%	$3.55	552	1,747	51%	$3.55	566	1,732	51%	$3.55	399	1,408	41%
0500 - 0600	$1.95	87	274	8%	**$5.70**	**787**	**3,069**	**90%**	**$5.70**	**805**	**3,047**	**90%**	**$5.70**	**809**	**3,073**	**90%**	**$5.45**	**780**	**3,047**	**90%**
0600 - 0700	$3.00	105	316	9%	**$5.90**	**657**	**3,072**	**90%**	$5.90	688	3,027	89%	**$5.90**	**695**	**3,129**	**92%**	$5.70	669	2,792	82%
0700 - 0800	$3.00	191	492	14%	**$6.55**	**623**	**3,049**	**90%**	$6.55	588	2,824	83%	$6.55	572	2,983	88%	$6.35	582	2,632	77%
0800 - 0900	$3.00	290	792	23%	$5.90	348	2,907	86%	$5.90	356	2,818	83%	$5.90	407	2,896	85%	$5.70	320	2,342	69%
0900 - 1000	$4.20	512	1,326	39%	$4.80	346	2,672	79%	$4.80	317	2,603	77%	$4.80	399	2,977	88%	$4.80	348	2,214	65%

	Monday		09/08/25		Tuesday		09/09/25		Wednesday		09/10/25		Thursday		09/11/25		Friday		09/12/25	
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	$3.55	548	1,986	58%	$3.55	565	1,749	51%	$3.55	549	1,718	51%	$3.55	538	1,691	50%	$3.55	459	1,518	45%
0500 - 0600	**$5.70**	**811**	**3,264**	**96%**	$5.70	745	2,907	86%	$5.70	812	3,006	88%	**$5.70**	**842**	**3,128**	**92%**	$5.45	748	2,817	83%
0600 - 0700	$5.90	666	3,014	89%	**$5.90**	**723**	**3,079**	**91%**	**$5.90**	**696**	**3,079**	**91%**	$5.90	680	3,008	88%	$5.70	638	2,662	78%
0700 - 0800	$6.55	555	2,451	72%	$6.55	591	2,791	82%	$6.55	586	2,905	85%	$6.55	576	2,873	85%	$6.35	590	2,619	77%
0800 - 0900	$5.90	390	2,887	85%	$5.90	348	2,835	83%	$5.90	351	2,913	86%	$5.90	389	2,924	86%	$5.70	357	2,214	65%
0900 - 1000	$4.80	324	2,495	73%	$4.80	394	3,002	88%	$4.80	336	2,651	78%	$4.80	323	2,618	77%	$4.80	384	2,127	63%

	Monday		09/15/25		Tuesday		09/16/25		Wednesday		09/17/25		Thursday		09/18/25		Friday		09/19/25	
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	$3.55	524	1,695	50%	$3.55	556	1,738	51%	$3.55	522	1,693	50%	$3.55	526	1,657	49%	$3.55	473	1,459	43%
0500 - 0600	**$5.70**	**847**	**3,108**	**91%**	$5.70	773	2,971	87%	**$5.70**	**810**	**3,098**	**91%**	$5.70	803	3,026	89%	$5.45	719	2,690	79%
0600 - 0700	$5.90	665	2,907	86%	$5.90	661	2,957	87%	$5.90	620	2,786	82%	$5.90	650	2,936	86%	$5.70	641	2,737	81%
0700 - 0800	$6.55	594	2,885	85%	$6.55	577	2,617	77%	**$6.55**	**615**	**3,052**	**90%**	$6.55	584	2,818	83%	$6.35	505	2,415	71%
0800 - 0900	$5.90	322	2,671	79%	$5.90	340	2,762	81%	$5.90	407	2,923	86%	$5.90	365	2,651	78%	$5.70	342	2,246	66%
0900 - 1000	$4.80	323	2,389	70%	$4.80	317	2,552	75%	**$4.80**	**415**	**3,099**	**91%**	$4.80	312	2,237	66%	$4.80	339	2,169	64%

	Monday		09/22/25		Tuesday		09/23/25		Wednesday		09/24/25		Thursday		09/25/25		Friday		09/26/25	
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	$3.55	525	1,665	49%	$3.55	547	1,740	51%	$3.55	568	1,776	52%	$3.55	540	1,750	51%	$3.55	444	1,475	43%
0500 - 0600	$5.70	778	3,021	89%	**$5.70**	**813**	**3,076**	**90%**	**$5.70**	**827**	**3,089**	**91%**	$5.70	795	2,945	87%	$5.45	706	2,733	80%
0600 - 0700	$5.90	685	2,937	86%	$5.90	659	3,035	89%	**$5.90**	**715**	**3,081**	**91%**	$5.90	714	3,030	89%	$5.70	659	2,703	80%
0700 - 0800	$6.55	594	2,892	85%	$6.55	571	2,877	85%	$6.55	637	2,930	86%	$6.55	612	2,932	86%	$6.35	567	2,375	70%
0800 - 0900	$5.90	352	2,723	80%	$5.90	363	2,943	87%	$5.90	387	2,946	87%	$5.90	368	2,812	83%	$5.70	378	2,251	66%
0900 - 1000	$4.80	305	2,375	70%	$4.80	333	2,743	81%	$4.80	362	2,673	79%	$4.80	335	2,467	73%	$4.80	361	2,114	62%

	Monday		09/29/25		Tuesday		09/30/25		Wednesday		10/01/25		Thursday		10/02/25		Friday		10/03/25	
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	$3.55	525	1,729	51%	$3.55	549	1,681	49%												
0500 - 0600	$5.70	737	2,947	87%	**$5.70**	**820**	**3,164**	**93%**												
0600 - 0700	$5.90	668	2,963	87%	$5.90	662	2,985	88%												
0700 - 0800	$6.55	604	2,880	85%	$6.55	652	2,790	82%												
0800 - 0900	$5.90	399	2,715	80%	**$5.90**	**408**	**3,107**	**91%**												
0900 - 1000	$4.80	465	2,528	74%	$4.80	426	3,032	89%												

OCTA OPERATIONAL HIGHLIGHTS

On-Road Operations

OCTA Freeway Service Patrol responded to 112 calls during the month of September. Of those calls, two were to remove debris, 34 were to assist disabled vehicles, 33 were to tow vehicles, and 43 were to aid motorists in the 91 EL.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes
Operating Statement

Description	YTD as of : Actual [1]	9/30/2025 Budget [1]	YTD Variance Dollar $	Percent (%)
Operating revenues:				
Toll Revenue	$ 16,417,425	$ 15,466,295	$ 951,130	6.1
Fee Revenue	$ 2,904,565	$ 1,407,007	$ 1,497,558	106.4
Total operating revenues	$ 19,321,991	$ 16,873,302	$ 2,448,688	14.5
Operating expenses:				
Contracted Services	$ 1,332,676	$ 880,492	$ (452,184)	(51.4)
Administrative Fee	$ 1,017,378	$ 942,360	$ (75,018)	(8.0)
Other Professional Services	$ 236,779	$ 436,458	$ 199,679	45.7
Credit Card Processing Fees	$ 327,387	$ 350,860	$ 23,473	6.7
Toll Road Account Servicing	$ 54,449	$ 124,950	$ 70,501	56.4
Other Insurance Expense	$ 69,126	$ 252,123	$ 182,997	72.6
Toll Road Maintenance Supply Repairs	$ 64,165	$ 309,896	$ 245,731	79.3
Patrol Services	$ 344,617	$ 299,880	$ (44,737)	(14.9)
Building Equipment Repairs and Maint	$ 149,985	$ 137,888	$ (12,097)	(8.8)
6C Transponders	$ -	$ -	$ -	N/A
Other Services	$ -	$ -	$ -	N/A
Utilities	$ 23,098	$ 35,423	$ 12,326	34.8
Office Expense	$ -	$ 72,500	$ 72,500	100.0
Bad Debt Expense	$ 10,726	$ -	$ (10,726)	N/A
Miscellaneous [2]	$ 1,222	$ 24,148	$ 22,926	94.9
Leases	$ 161,311	$ 143,693	$ (17,619)	(12.3)
Total operating expenses	$ 3,792,919	$ 4,010,670	$ 217,751	5.4
Depreciation and Amortization [3]	$ 1,228,066	$ -	$ (1,228,066)	N/A
Operating income (loss)	$ 14,301,005	$ 12,862,632	$ 1,438,373	11.2
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	$ 50,564	$ 150,313	$ (99,749)	(66.4)
Interest Income	$ 4,472,359	$ 2,200,338	$ 2,272,021	103.3
Interest Expense	$ (330,586)	$ (1,043,125)	$ 712,539	68.3
Other	$ 12,329	$ -	$ 12,329	N/A
Total nonoperating revenues (expenses)	$ 4,204,666	$ 1,307,526	$ 2,897,141	(221.6)
Transfers In	$ -	$ -	$ -	N/A
Transfers Out [4]	$ (542,993)	$ (675,000)	$ 132,007	19.6
Net income (loss)	**$ 17,962,678**	**$ 13,495,158**	**$ 4,467,520**	**33.1**

[1] Actual amounts are accounted for on the accrual basis of accounting in an enterprise fund. Budget amounts are accounted for on a modified accrual basis of accounting.

[2] Miscellaneous expenses include: Bank Service Charge, travel, mileage, training & registration fees.

[3] Depreciation and amortization are not budgeted items.

[4] Transfers Out: For M2 Project I and Project J expense reimbursements.

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

The total traffic volume on the 91 EL for September 2025 was 1,762,508. This represents a daily average of 58,750 vehicles. This is a 4.3 percent increase in gross trips from the same period last year, which totaled 1,689,082. Potential toll revenue for September was $9,094,897, which represents an increase of 2.5 percent from the prior year's total of $8,869,210. The carpool percentage for September was 21.2 percent as compared to the previous year's rate of 24.5 percent. The decrease in the carpool percentage is due to the implementation of an occupancy detection system in August.

MTD traffic and revenue data is summarized in the table below. The following trip and revenue statistics table represents all trips taken on the RCTC 91 EL, which includes the Express Lanes Connectors and associated potential revenue for the month of September 2025.

Current MTD as of September 30, 2025

Trips	SEP-25 MTD Actual	Stantec MTD Projected	# Variance	% Variance	SEP-24 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	1,389,623	914,714	474,909	51.9%	1,274,795	9.0%
3+ Lanes	372,885	364,000	8,885	2.4%	414,287	(10.0%)
Total Gross Trips	1,762,508	1,278,714	483,794	37.8%	1,689,082	4.3%
Revenue						
Full Toll Lanes	$8,862,273	$4,734,571	$4,127,702	87.2%	$8,794,419	0.8%
3+ Lanes	$232,624	$0	$232,624		$74,790	211.0%
Total Gross Revenue	$9,094,897	$4,734,571	$4,360,325	92.1%	$8,869,210	2.5%
Average Revenue per Trip						
Average Full Toll Lanes	$6.38	$5.18	$1.20	23.1%	$6.90	(7.6%)
Average 3+ Lanes	$0.62	$0.00	$0.62		$0.18	244.4%
Average Gross Revenue	$5.16	$3.70	$1.46	39.5%	$5.25	(1.7%)

The 2026 fiscal YTD traffic volume increased by 3.9 percent, and potential toll revenue decreased by 2.2 percent when compared with the same period the prior year. YTD average revenue per trip is $4.91.

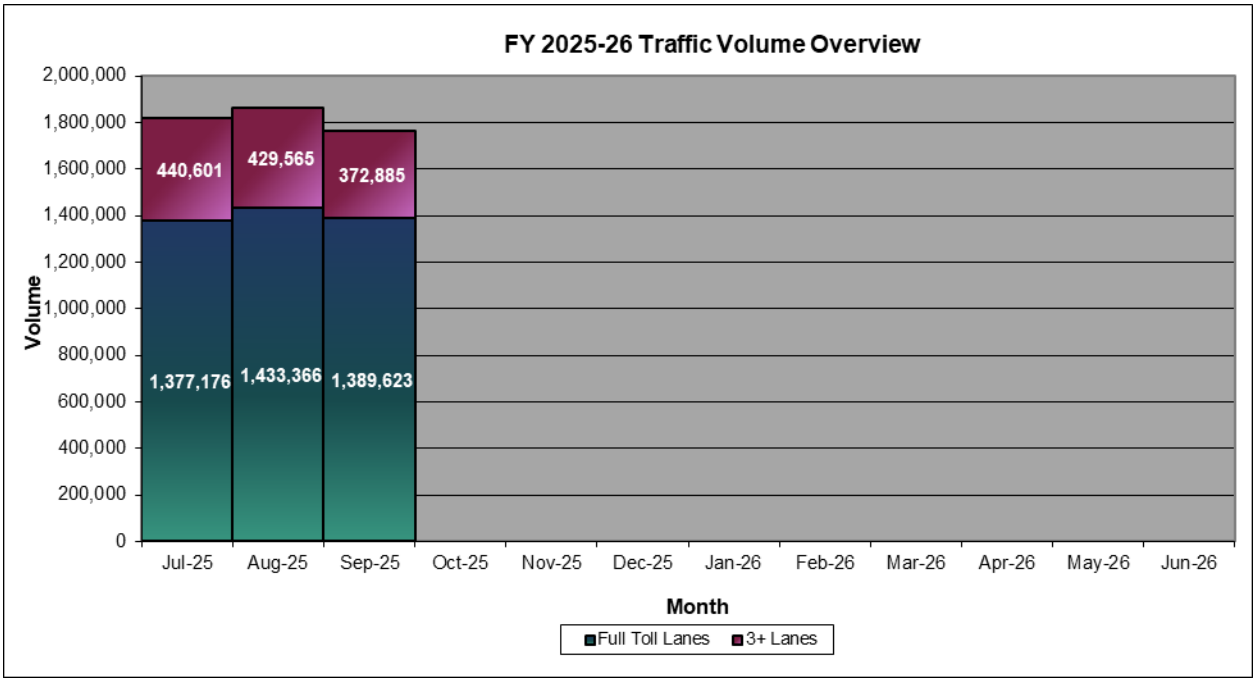
Fiscal YTD traffic and revenue data are summarized in the table below. The following trip and revenue statistics table represents all trips taken on the RCTC 91 EL and associated potential revenue for the months of July 2025 through September 2025.

FY 2025-26 YTD as of September 30, 2025

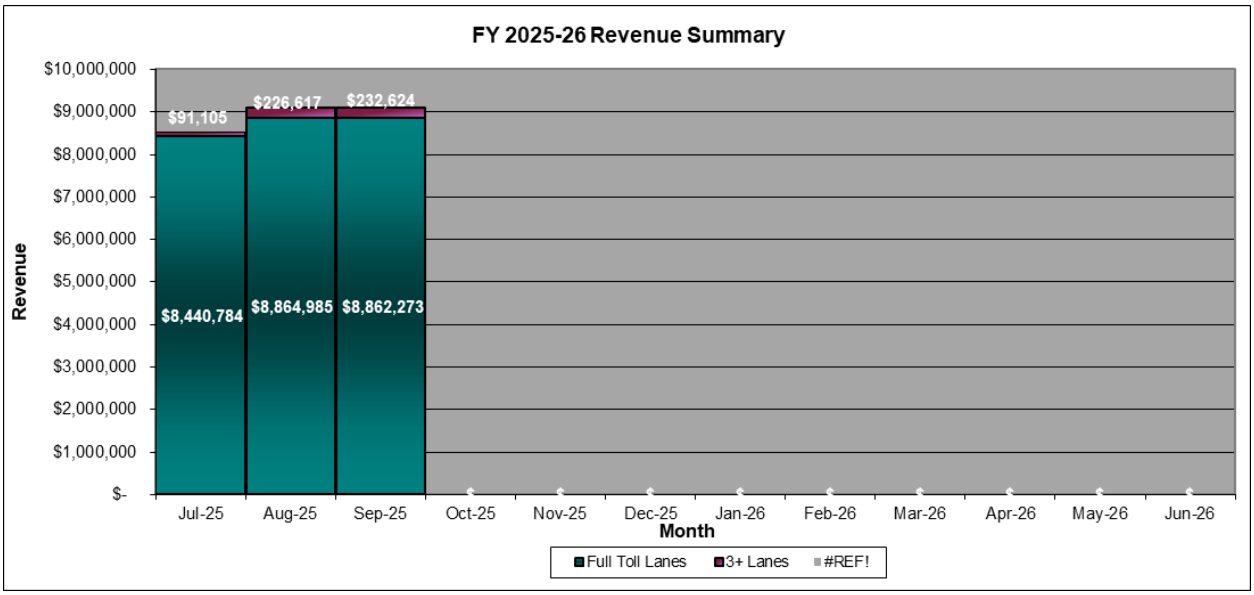
Trips	FY 2025-26 YTD Actual (7/2025-9/2025)	Stantec YTD Projected	# Variance	% Variance	FY 2024-25 YTD Actual (7/2024-9/2024)	Yr-to-Yr % Variance
Full Toll Lanes	4,200,165	2,904,286	1,295,879	44.6%	3,932,744	6.8%
3+ Lanes	1,243,051	1,155,429	87,622	7.6%	1,306,819	(4.9%)
Total Gross Trips	5,443,216	4,059,714	1,383,502	34.1%	5,239,563	3.9%
Revenue						
Full Toll Lanes	$26,168,042	$14,506,571	$11,661,470	80.4%	$27,072,090	(3.3%)
3+ Lanes	$550,346	$0	$550,346		$235,625	133.6%
Total Gross Revenue	$26,718,387	$14,506,571	$12,211,816	84.2%	$27,307,714	(2.2%)
Average Revenue per Trip						
Average Full Toll Lanes	$6.23	$4.99	$1.24	24.8%	$6.88	(9.4%)
Average 3+ Lanes	$0.44	$0.00	$0.44		$0.18	144.4%
Average Gross Revenue	$4.91	$3.57	$1.34	37.5%	$5.21	(5.8%)

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between full toll lanes and HOV3+ lanes for FY 2025-26 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll lanes and HOV3+ lanes for FY 2025-26 on a monthly basis.



RCTC OPERATIONAL HIGHLIGHTS

On-Road Operations

RCTC Freeway Service Patrol responded to 100 calls during the month of September. Of those calls, 81 were to assist disabled vehicles, nine calls were to remove debris, and ten were in response to accidents that affected the 91 EL.

On August 4, 2025, RCTC implemented an occupancy detection system to reduce the number of customers receiving the carpool discount without the required number of passengers (three or more). In September, the occupancy detection system identified over 28,000 customers who did not meet the occupancy requirement and were therefore not eligible for the carpool discount.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes
Operating Statement

	YTD as of :	9/30/2025	YTD Variance	
Description	**Actual[1]**	**Budget**	**Dollar $**	**Percent (%)**
Operating revenues:				
Toll Revenue	$ 22,710,357.52	$ 21,296,250.00	$ 1,414,107.52	6.6
Fee Revenue	2,840,550.47	2,391,500.00	449,050.47	18.8
Total operating revenues	25,550,907.99	23,687,750.00	1,863,157.99	7.9
Operating expenses:				
Salaries and Benefits	252,347.41	325,025.00	72,677.59	22.4
Legal Services	11,988.90	25,000.00	13,011.10	52.0
Advisory Services	17,863.00	50,500.00	32,637.00	64.6
Audit and Accounting Fees	10,500.00	9,750.00	(750.00)	(7.7)
Service Fees	7.96	4,625.00	4,617.04	99.8
Other Professional Services	112,520.46	181,225.00	68,704.54	37.9
Lease Expense	94,675.87	132,550.00	37,874.13	28.6
Operations	1,237,585.16	1,480,300.00	242,714.84	16.4
Utilities	19,032.15	33,800.00	14,767.85	43.7
Supplies and Materials	-	500.00	500.00	100.0
Membership and Subscription Fees	6,236.00	10,250.00	4,014.00	39.2
Office Equipment & Furniture (Non-Capital)	-	21,250.00	21,250.00	100.0
Maintenance/Repairs	61,416.53	138,400.00	76,983.47	55.6
Training Seminars and Conferences	-	2,250.00	2,250.00	100.0
Transportation Expenses	44.91	950.00	905.09	95.3
Lodging	-	1,375.00	1,375.00	100.0
Meals	104.11	875.00	770.89	88.1
Other Staff Expenses	-	125.00	125.00	100.0
Advertising	916.86	12,500.00	11,583.14	92.7
Program Management	7,910.58	17,750.00	9,839.42	55.4
Program Operations	(1,352,349.29) [2]	4,175,300.00	5,527,649.29	132.4
Litigation Settlement	-	1,250.00	1,250.00	100.0
Furniture & Equipment	-	33,750.00	33,750.00	100.0
Improvements	100,628.31	166,250.00	65,621.69	39.5
Bad Debt Expense	10,723.58	31,250.00	20,526.42	65.7
Total operating expenses	592,152.50	6,856,800.00	6,264,647.50	91.4
Operating income (loss)	24,958,755.49	16,830,950.00	8,127,805.49	48.3
Nonoperating revenues (expenses):				
Interest Revenue	754,509.03	974,875.00	(220,365.97)	22.6
Other Miscellaneous Revenue	44,283.71	-	44,283.71	N/A
Principal Expense	-	(1,218,750.00)	1,218,750.00	(100.0)
Interest Expense	(5,595,872.74)	(5,550,250.00)	(45,622.74)	0.8
Total nonoperating revenues (expenses)	(4,797,080.00)	(5,794,125.00)	997,045.00	17.2
Transfers In	-	-	-	N/A
Transfers Out	(312,200.00)	(17,974,675.00)	17,662,475.00	(98.3)
Net income (loss)	**$ 19,849,475.49**	**$ (6,937,850.00)**	**$ 26,787,325.49**	**(386.1)**

[1] Unaudited

[2] Negatives are the result of FY2024/25 accruals

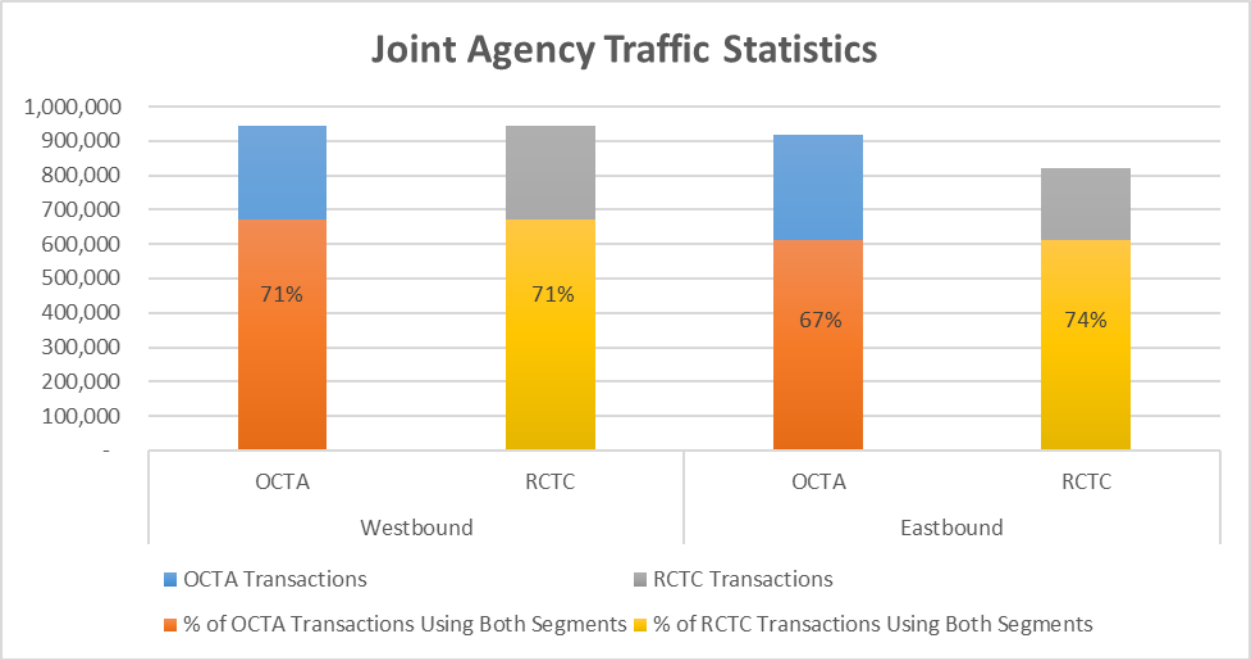
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING **September 30, 2025**

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	942,674	670,434	71%	$2,932,488
RCTC	942,445	670,434	71%	$5,305,116
Eastbound				
OCTA	917,376	610,768	67%	$3,366,101
RCTC	820,063	610,768	74%	$3,789,780

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY BACK-OFFICE SYSTEM (BOS) AND CUSTOMER SERVICE CENTER (CSC) UPDATE

OCTA and the RCTC staff continue to closely monitor the performance of the BOS developed by Cofiroute USA, LLC (CUSA), as well as the performance in the CSC. In September, the call center phone system experienced intermittent issues which affected call routing and desktop applications. The BOS also encountered connectivity interruptions with the Department of Motor Vehicles and communication challenges with other toll agencies related to Occupancy Detection System cases.

In the CSC, CUSA failed to meet the Key Performance Indicators (KPIs) for reporting operation failures to the Agencies (KPI 1), average speed of answer (KPI 5), and Accuracy of Customer Request Resolution (KPI 13). During the month, CUSA failed to notify OCTA and RCTC of several incidents in a timely manner per the KPI requirements. The call center met KPI 5 – 19 times out of the 21 business days. Additionally, CUSA encountered inaccuracies in the resolution of customer requests. To address this, staff will review KPI penalties and ensure all customer issues are resolved in a timely manner.

Staff will continue to work with CUSA to make improvements and monitor the BOS and CSC performance. Staff will provide regular operational updates and address any ongoing failures.

JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	PERFORMANCE STANDARD	SEPTEMBER 2025 PERFORMANCE
Customer Service		
Service Level /Speed of Answer	Per business day, in which 80% of calls are answered within 60 seconds	19 of 21 days met (Monthly compliance 90%)
Abandon Rate Percentage	Per business day, in which less than 4% of calls are abandoned	20 of 21 days met (Monthly compliance 95%)
Customer Satisfaction Score	Per month, in which the customer satisfaction score does not achieve an average of 4.5 at minimum	Monthly Average 4.85
First Contact Resolution	Per business day, in which 85% of customer calls are resolved on the first contact	21 of 21 days met (Monthly compliance 100%)
Timeliness of Case Resolution	Per business day, in which 90% of cases are resolved within one (1) business day	21 of 21 days met (Monthly compliance 100%)
	Per business day, in which 98% of cases are resolved within five (5) business days	21 of 21 days met (Monthly compliance 100%)
Mail Performance		
Processing of Transponder Requests	Per business day, in which 100% of transponder requests are processed within two (2) business days	21 of 21 days met (Monthly compliance 100%)
Payment Processing	Per business day, in which 100% of payments are processed within two (2) business days	21 of 21 days met (Monthly compliance 100%)
Accounting		
Customer Refunds Processed	Per business day, in which 100% of all refunds are complete and accurately issued within five (5) business days	21 of 21 days met (Monthly compliance 100%)

Each performance measure is assigned a non-compliance point value. Failure to meet the performance measure will result in the associated non-compliance points being applied to the monthly performance scorecard. If the accumulated non-compliance points reach a specified threshold, the customer service invoice for the month will be adjusted by the corresponding penalty percentage.

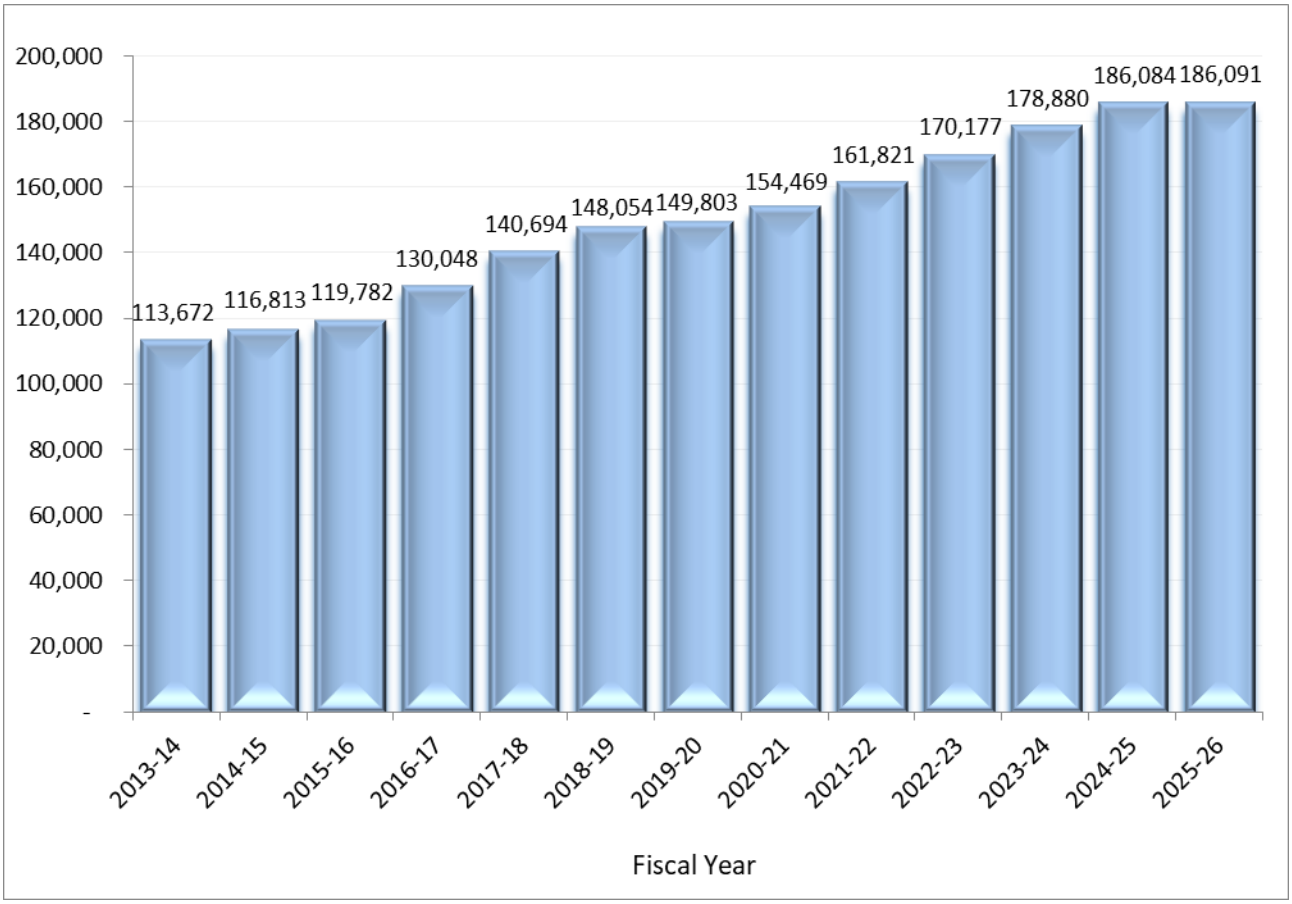
JOINT AGENCY TRANSPONDER DISTRIBUTION

6C TRANSPONDER DISTRIBUTION	September 25		August 25		FY 2025-26	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	1,892	20%	1,790	19%	1,813	21%
Additional Tags to Existing Accounts	7,559	80%	7,456	80%	6,728	78%
Replacement Transponders	27	0%	88	1%	65	1%
Total Issued	9,478		9,334		8,606	

At the end of September 2025, the 91 EL had 186,091 active customer accounts and 745,885 transponders classified as assigned.

Number of Accounts by FY

As of September 30, 2025



**The leveling off in accounts from fiscal year 2025 to fiscal year 2026 is due to the removal of accounts opened from fraudulent activity in April and May 2025. The contractor noticed the fraudulent activity, and proper action was taken to stop it and correct customer accounts. The removal of approximately 600 accounts was performed at the beginning of July 2025.*

COMMITTEE TRANSMITTAL

December 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: 405 Express Lanes Update for the Period Ending - September 30, 2025

Finance and Administration Committee Meeting of December 3, 2025

Present: Directors Federico, Go, Harper, Hennessey, Leon, Sarmiento, and Tettemer
Absent: None

Committee Vote

This item was passed by the Members present.

Director Sarmiento was not present to vote on this item.

Committee Recommendation(s)

Receive and file as an information item.

December 3, 2025

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 405 Express Lanes Update for the Period Ending - September 30, 2025

Overview

The Orange County Transportation Authority oversees the operations of the 405 Express Lanes, which commenced on December 1, 2023. During the month of September 2025, transactions increased 12.9 percent while trips grew by six percent on the 405 Express Lanes. This report focuses on the operational and financial activities for the period ending September 30, 2025.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation and the cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster, implemented the Interstate 405 (I-405) Improvement Project between State Route 73 (SR-73) and Interstate 605 (I-605) (Project). The Project added one general purpose lane in each direction from Euclid Street to I-605, consistent with Measure M2 Project K, and added an additional lane in each direction that combines with the existing high-occupancy vehicle lane to provide dual express lanes in each direction of I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes (405 EL). The 405 EL commenced operations on December 1, 2023.

Motorists using the 405 EL pay tolls using a transponder that automatically deducts the toll amount from a prepaid account. The transponder can be used on any California tolled facility through existing interoperability agreements.

Discussion

The sections below discuss various operational data and information for the 405 EL in greater detail.

Transactions and Trips

The total number of 405 EL transactions for the month of September 2025 was 6,190,755, which represents a daily average of 206,359 transactions. This is a 12.9 percent increase in transactions from the same period last year when transactions totaled 5,483,352. In looking at the 12-month period ending September 2025, transactions totaled 70.6 million. Traffic in the northbound direction accounted for 53.6 percent of the transactions and the southbound direction accounted for 46.4 percent.

The transactions corresponded to 1,539,039 trips or 51,301 average daily trips. This is a six percent increase in trips from the same period last year. In looking at the 12-month period ending September 2025, trips totaled 17.8 million.

The carpool percentage (two person high-occupancy vehicles and three or more high-occupancy vehicles) for the period ending September 2025 was 22.4 percent.

Gross Potential Toll Revenues (GPTR)

GPTR is defined as the number of trips multiplied by the posted toll for that trip. GPTR will always exceed actual revenues (shown in the monthly report under the Financial Highlights section) because of violations, discounts, or unrecognizable license plates. GPTR results are utilized for the purpose of comparisons to the forecasted amounts for the 405 EL. For the month of September 2025, GPTR for the 405 EL was $4,354,446, and for the 12-month period ending of September 2025, the amount totaled $46,436,821.

Toll Adjustments

The Board of Directors (Board)-adopted Toll Policy (Policy) requires staff to review traffic volumes on the 405 EL for potential toll adjustments. Based on the traffic volumes and speeds in the 405 EL, toll adjustments were applied to several hours effective July 1, 2025. There were ten hours in total that reached the trigger point for a toll adjustment. Eight hours were in the northbound direction and two were in the southbound direction. Per the Policy, toll rates in the segments identified below will be increased by either $1.30 or $1.70, depending on the average level of traffic. In addition to these congestion-based

adjustments, the Policy also requires an annual toll adjustment for inflation every July 1 for all hours that were not adjusted in the prior fiscal year. Those hours were adjusted by an inflation factor of 3.99 percent, rounded up or down to the nearest five-cent increment, effective July 1, 2024. As of the end of September 2025, toll rates for a full-length trip ranged from a minimum of $2.65 to a maximum of $22.95. After the September 2025 quarter end, toll adjustments also occurred on November 1, 2025, and will be reported in the next report to the Board.

Number of Accounts and Transponders

The number of active accounts on the 405 EL totaled 24,492 and 52,197 transponders were assigned to those accounts as of September 30, 2025. The largest concentration of accounts continues to be in the City of Long Beach.

Outstanding Debt

As of September 30, 2025, the outstanding amount for the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan totaled $643.7 million. Debt service payments are not due on the TIFIA loan until December 2028 (five years after the substantial completion date of December 1, 2023). The TIFIA loan is rated “Baa2“ by Moody’s.

Operational Update

WSP USA Services Inc. (WSP) is the back-office system (BOS) and customer service center operations provider for the 405 EL. Electronic Transaction Consultants, LLC (ETC), as a subcontractor to WSP, is responsible for the design, development, implementation, and maintenance of the 405 EL BOS. In November 2023, the BOS and customer service center operations began preparations and officially went live in December 2023. Although go-live was achieved in December 2023, WSP/ETC has yet to deliver a BOS with full system functionalities. The delay in implementing some of the functionalities has resulted in WSP/ETC being unable to meet some of the key performance indicators.

During the month of September 2025, some of the operational key performance indicators were not met. These include service level/speed of answer, processing of transponder requests, and processing customer refunds. The performance measures were not met due to an unexpected number of customer representative absences, system issues, and delays in implementing new software functionality. Failure to meet performance measures results in associated non-compliance points being applied to the monthly performance

scorecard. If the accumulated non-compliance points reach a specified threshold, the invoice for the month will be adjusted by the corresponding penalty percentage.

Since the go-live date, staff, in conjunction with the project management consultant for the 405 EL, has worked with the WSP/ETC team to resolve system defects/software fixes, while supporting system design, testing, and implementation of new software functionalities. In an effort for WSP to meet key performance indicators and advancing additional system functionalities, WSP has retained an additional project manager for the 405 Express Lanes. Previously, there was one project manager dedicated to the entire project, who oversaw the day-to-day operations and the advancement of new system functionalities. WSP has now dedicated two project managers to the 405 Express Lanes, one who oversees the daily operations and the other, who focuses on delivering and overseeing implementation of new system functionalities.

Summary

The operational report for the 405 Express Lanes for the period ending September 30, 2025, is provided for Board of Directors' review. The report provides a summary of key operational and financial activities.

Attachment

A. 405 Express Lanes Status Report, September 2025

Prepared by:



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

ATTACHMENT A

Orange County Transportation Authority

Status Report
September 2025

As of September 30, 2025

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OPERATIONS OVERVIEW

Transactions on the 405 Express Lanes (405 EL) for September 2025 totaled 6,190,755, which represents a daily average of 206,359 transactions. Traffic in the northbound direction accounted for 53.6 percent of the transactions, and the southbound direction accounted for 46.4 percent. The total transactions corresponded to 1,539,039 trips, of which 37.6 percent were full-segment trips. Average daily trips amounted to 51,301 vehicles for the month. Gross potential toll revenue for September 2025 was $4,354,446.

Month-to-date (MTD) and fiscal year-to-date (YTD) traffic and revenue data are summarized in the table below. The following table includes traffic and revenue data, number of transactions, and associated gross potential revenue for the month of September 2025 and fiscal YTD for the months of July 2025 through September 2025.

Current MTD as of September 30, 2025

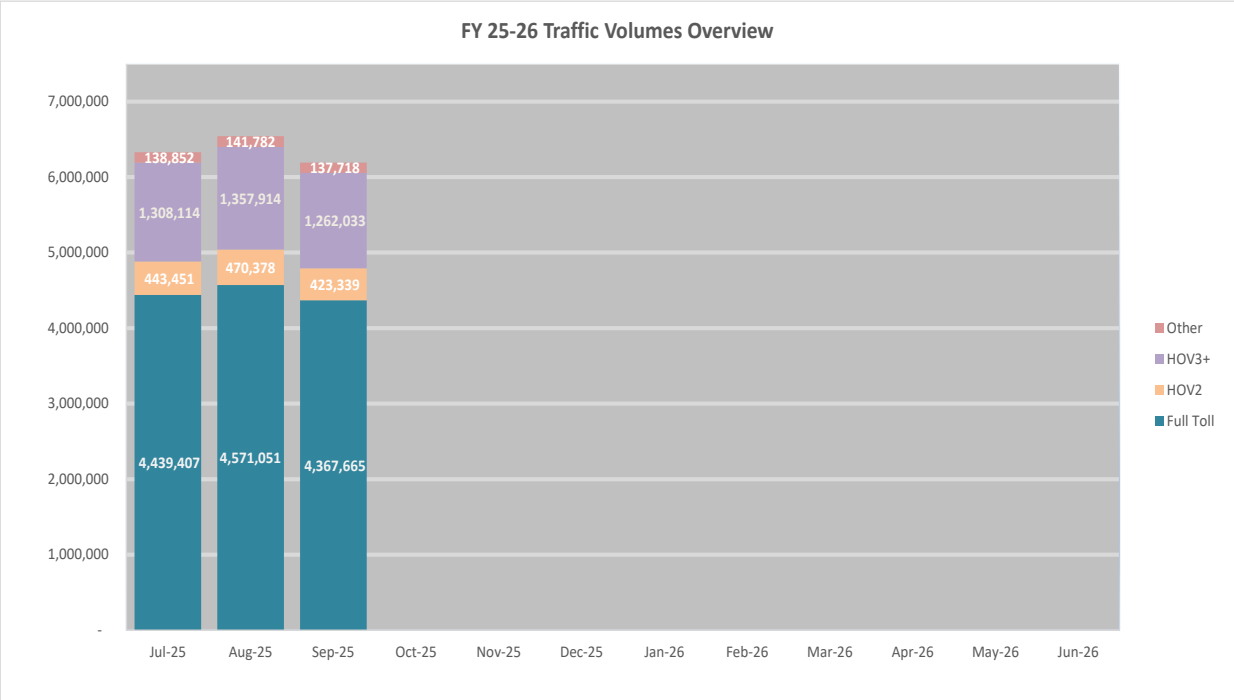
Transactions	Sept-25 MTD Actual	Sept-24 MTD Actual	Yr-to-Yr % Variance
Full Toll	4,367,665	3,998,000	9.2%
Two Persons High Occupancy Vehicle (HOV2)	423,339	395,792	7.0%
Three or More Persons High Occupancy Vehicle (HOV3+)	1,262,033	962,496	31.1%
Other (Clean Air Vehicles, Motorcycles, Designated/Disabled Plates)	137,718	127,064	8.4%
Total Transactions	6,190,755	5,483,352	12.9%
Trips			
Full Toll	1,107,675	1,091,177	1.5%
Two Persons High Occupancy Vehicle (HOV2)	99,237	94,355	5.2%
Three or More Persons High Occupancy Vehicle (HOV3+)	294,891	230,457	28.0%
Other (Clean Air Vehicles, Motorcycles, Designated/Disabled Plates)	37,236	36,286	2.6%
Total Trips	1,539,039	1,452,275	6.0%
Revenue			
Full Toll	$ 4,066,188	$ 3,083,386	31.9%
Special Rate (Clean Air Vehicles and Peak HOV2)	$ 288,258	$ 217,450	32.6%
Total Gross Potential Toll Revenue	$ 4,354,446	$ 3,300,836	31.9%

Fiscal Year (FY) 2025-26 YTD as of September 30, 2025

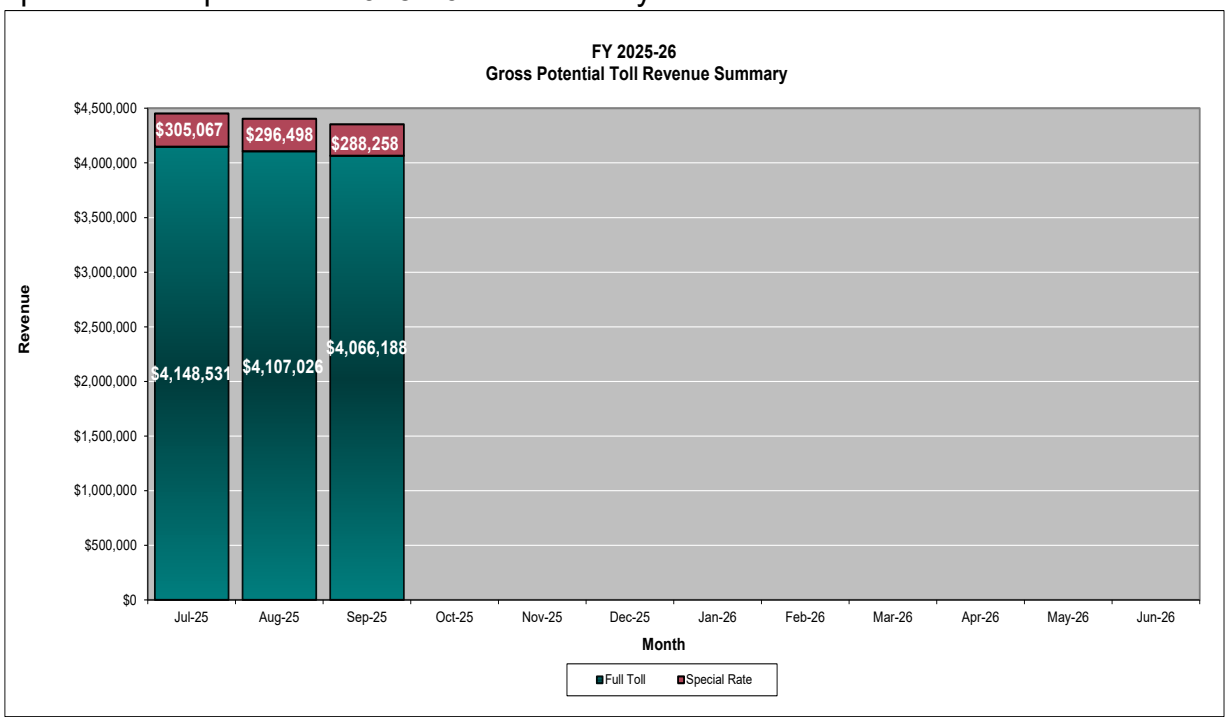
Transactions	FY 2025-26 YTD Actual
Full Toll	13,378,123
Two Persons High Occupancy Vehicle (HOV2)	1,337,168
Three or More Persons High Occupancy Vehicle (HOV3+)	3,928,061
Other (Clean Air Vehicles, Motorcycles, Designated/Disabled Plates)	418,352
Total Transactions	19,061,704
Trips	
Full Toll	3,409,150
Two Persons High Occupancy Vehicle (HOV2)	313,228
Three or More Persons High Occupancy Vehicle (HOV3+)	915,087
Other (Clean Air Vehicles, Motorcycles, Designated/Disabled Plates)	113,010
Total Trips	4,750,475
Revenue	
Full Toll	$ 12,321,746
Special Rate (Clean Air Vehicles and Peak HOV2)	$ 889,824
Total Gross Potential Toll Revenue	$ 13,211,570

405 EXPRESS LANES TRANSACTIONS AND REVENUE SUMMARY

The chart below reflects the traffic volume breakdown between full toll transactions and special rate transactions for FY 2025-26 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll trips and special rate trips for FY 2025-26 on a monthly basis.



OCTA OPERATIONAL HIGHLIGHTS

On-Road Operations

OCTA Freeway Service Patrol responded to 100 calls during the month of September. Of those calls, 60 were to assist disabled vehicles, three were in response to traffic hazards, and 37 were assisting with vehicle collisions in the 405 EL.

405 Express Lanes Back Office System Update

WSP USA Services Inc., (WSP) is the Back Office system (BOS) and customer service center operations services provider for the 405 EL. Electronic Transaction Consultants, LLC., (ETC) as a subcontractor to WSP, is responsible for the design, development, implementation, and maintenance of the 405 EL BOS. In November 2023, the BOS and customer service center operations began preparations and officially went live in December 2023. Although go-live was achieved in December 2023, WSP/ETC has yet to deliver a BOS with full system functionalities. Since go-live, staff in conjunction with the project management consultant for the 405 EL, have worked with the WSP/ETC team to resolve system defects/software fixes, while concurrently supporting system design, testing, and implementation of new software functionality. The delay in implementing some of the functionalities has resulted in WSP/ETC being unable to meet some of the key performance indicators. The team will continue to work with the WSP/ETC team to resolve issues as they arise and to implement new BOS and operations functionalities to be deployed.

During the month of September 2025, some of the operational key performance indicators were not met. These include service level/speed of answer, processing of transponder requests, and processing customer refunds. The performance measures were not met due to an unexpected number of customer representative absences, system issues, and delays in implementing new software functionality. Failure to meet performance measures results in associated non-compliance points being applied to the monthly performance scorecard. If the accumulated non-compliance points reach a specified threshold, the invoice for the month will be adjusted by the corresponding penalty percentage.

FINANCIAL HIGHLIGHTS

405 Express Lanes
Operating Statement

Description	YTD as of : Actual [1]	9/30/2025 Budget [1]	YTD Variance Dollar $	Percent (%)
Operating revenues:				
Toll Revenue	$ 12,431,786	$ 10,772,872	$ 1,658,914	15.4
Fee Revenue	$ 2,478,187	$ 1,366,583	$ 1,111,604	81.3
Total operating revenues	$ 14,909,973	$ 12,139,455	$ 2,770,518	22.8
Operating expenses:				
Contracted Services	$ 1,866,874	$ 3,795,498	$ 1,928,624	50.8
Administrative Fee	$ 802,221	$ 941,069	$ 138,848	14.8
Other Professional Services	$ 135,248	$ 701,230	$ 565,982	80.7
Credit Card Processing Fees	$ 247,461	$ 374,850	$ 127,389	34.0
Toll Road Account Servicing	$ -	$ 124,950	$ 124,950	100.0
Other Insurance Expense	$ 44,195	$ 191,727	$ 147,532	76.9
Toll Road Maintenance Supply Repairs	$ 234,710	$ 224,920	$ (9,790)	(4.4)
Patrol Services	$ 349,925	$ 341,940	$ (7,985)	(2.3)
Building Equipment Repairs and Maint	$ 709,001	$ 683,521	$ (25,480)	(3.7)
6C Transponders	$ -	$ -	$ -	N/A
Other Services	$ 1,250	$ 164,434	$ 163,184	99.2
Utilities	$ 10,208	$ 48,278	$ 38,070	78.9
Office Expense	$ 237,183	$ 272,392	$ 35,209	12.9
Bad Debt Expense	$ -	$ -	$ -	N/A
Miscellaneous [2]	$ 1,062	$ 13,400	$ 12,338	92.1
Leases	$ 155,575	$ 165,434	$ 9,858	6.0
Total operating expenses	$ 4,794,913	$ 8,043,643	$ 3,248,730	40.4
Depreciation and Amortization [3]	$ 2,803,936	$ -	$ (2,803,936)	N/A
Operating income (loss)	$ 7,311,123	$ 4,095,812	$ 3,215,312	78.5
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	$ -	$ -	$ -	N/A
Interest Income	$ 100,534	$ 1,233,091	$ (1,132,557)	(91.8)
Interest Expense	$ -	$ -	$ -	N/A
Other	$ -	$ -	$ -	N/A
Total nonoperating revenues (expenses)	$ 100,534	$ 1,233,091	$ (1,132,557)	91.8
Transfers In	$ -	$ -	$ -	N/A
Transfers Out [4]	$ -	$ (3,853,117)	$ 3,853,117	100.0
Net income (loss)	**$ 7,411,657**	**$ 1,475,786**	**$ 5,935,871**	**402.2**

[1]Actual amounts are accounted for on the accrual basis of accounting in an enterprise fund. Budget amounts are accounted for on a modified accrual basis of accounting.

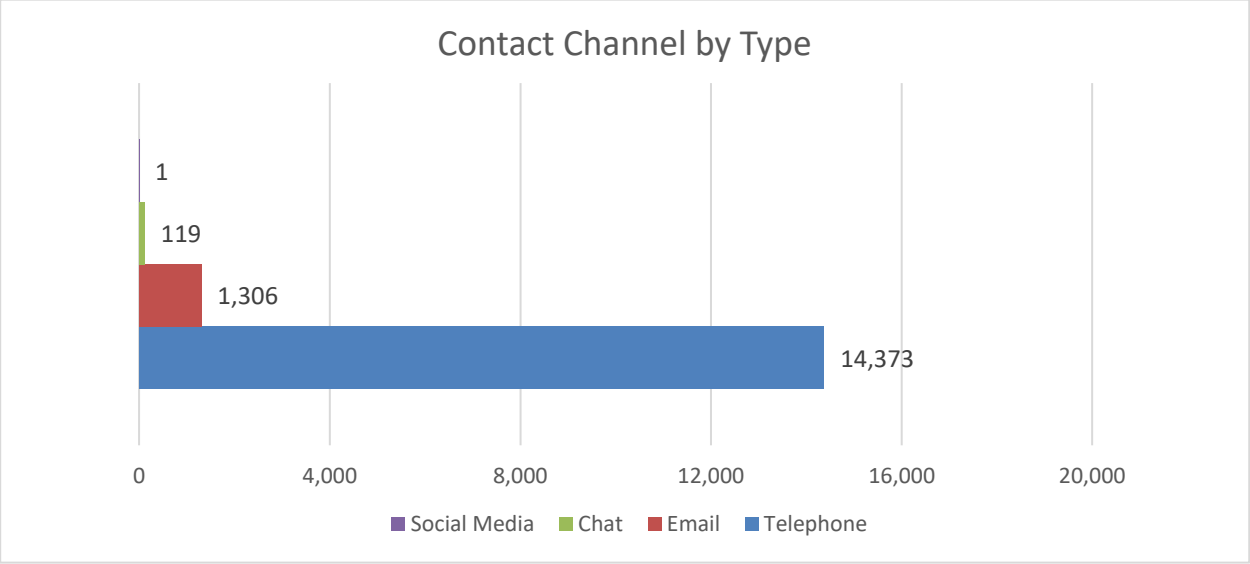
[2]Miscellaneous expenses include: Bank Service Charge, Travel, Mileage, Business Expenses

[3]Depreciation and amortization are not budgeted items.

[4]Transfers Out budgeted for capital assets purchase.

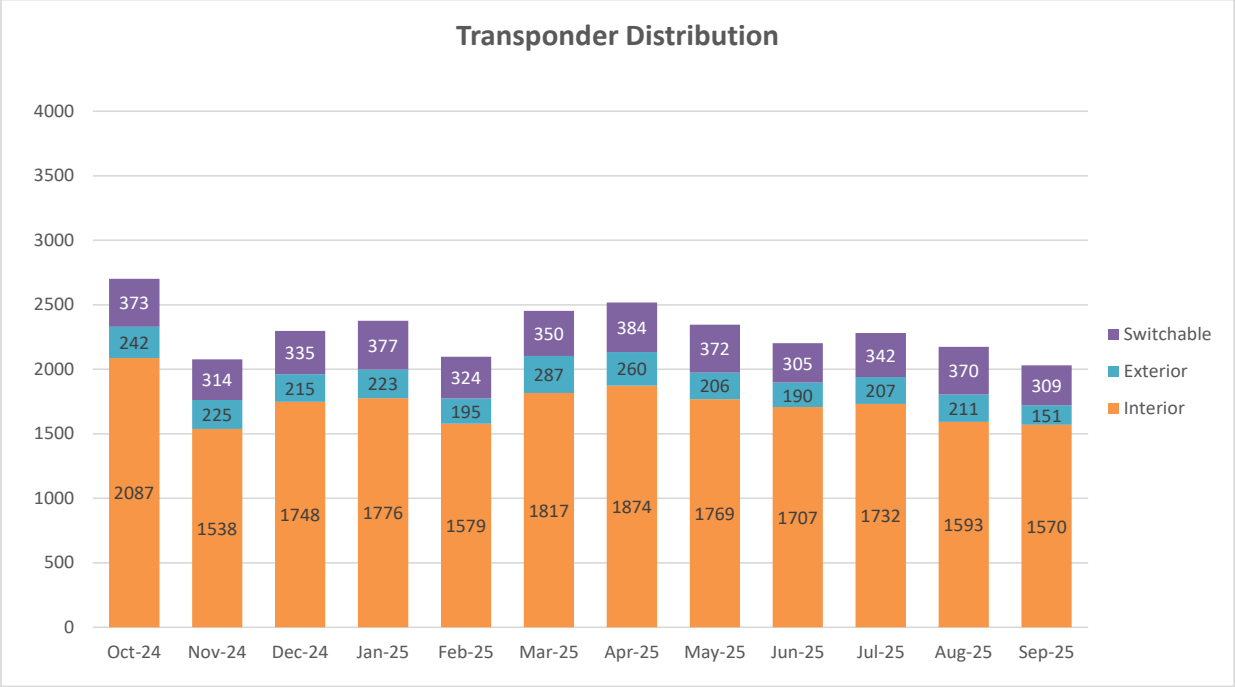
CUSTOMER SERVICE CENTER ACTIVITIES

For the month of September, the customer service center received 15,799 contacts by various channels. The chart below depicts the number of contacts received by channel type.



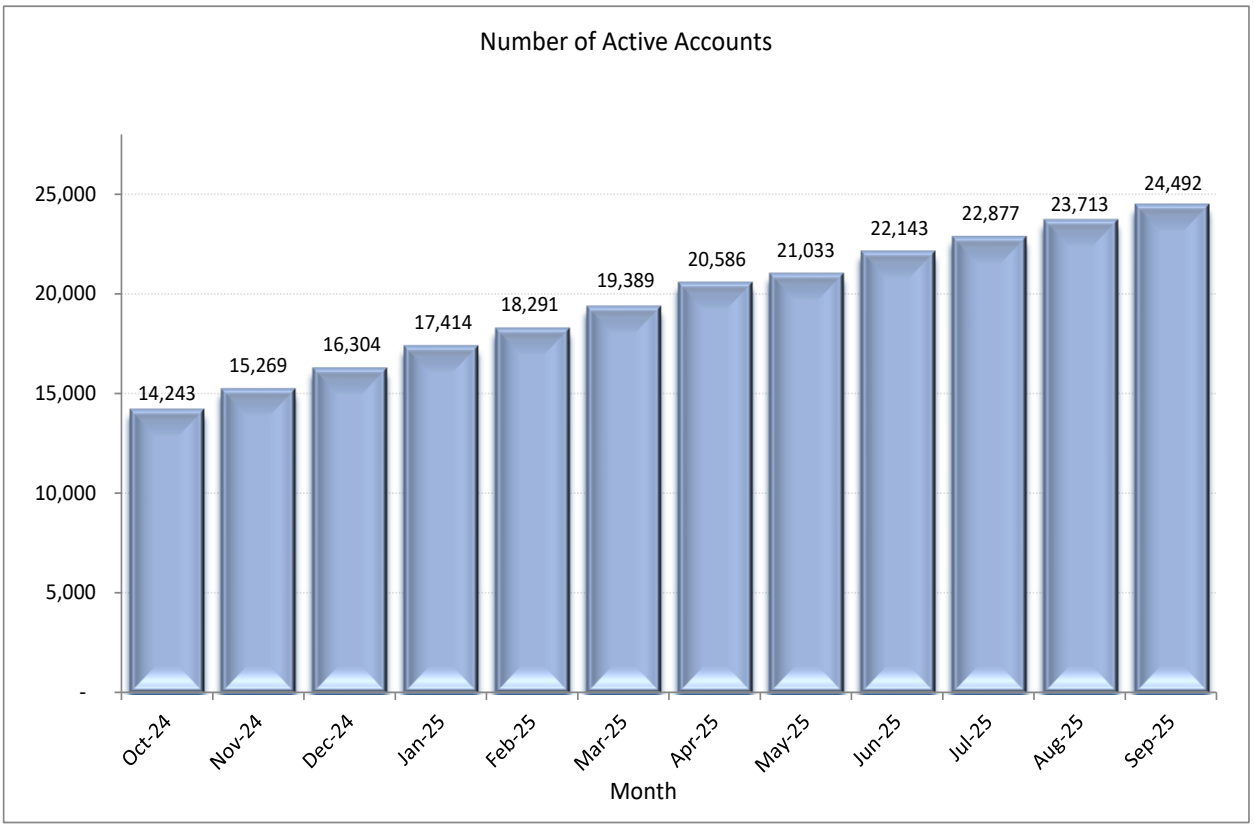
405 EXPRESS LANES TRANSPONDER DISTRIBUTION

The chart below reflects the number and types of transponders issued by the 405 EL by month. As of September 30, 2025, the 405 EL had issued 52,197 transponders.



NUMBER OF ACTIVE ACCOUNTS BY MONTH

As of September 30, 2025, the 405 EL had 24,492 active customer accounts.



KEY PERFORMANCE STATISTICS

The table below reflects the key performance statistics for the month of September 2025.

REPORTING REQUIREMENT	PERFORMANCE STANDARD	SEPTEMBER 2025 PERFORMANCE	
Customer Service			
Service Level /Speed of Answer	Per business day, in which 80% of calls are answered within 60 seconds	19 of 21 days met	*
Abandon Rate Percentage	Per business day, in which less than 4% of calls are abandoned	21 of 21 days met	
Customer Satisfaction Score	Per month, in which the customer satisfaction score does not achieve an average of 4.5 at minimum	Monthly Average 4.697	
First Contact Resolution	Per business day, in which 85% of customer calls are resolved on the first contact	21 of 21 days met	
Timeliness of Case Resolution	Per business day, in which 90% of cases are resolved within one (1) business day	21 of 21 days met	
	Per business day, in which 98% of cases are resolved within five (5) business days	21 of 21 days met	
Mail Performance			
Processing of Transponder Requests	Per business day, in which 100% of transponder requests are processed within two (2) business days	20 of 21 days met	**
Payment Processing	Per business day, in which 100% of payments are processed within two (2) business days	21 of 21 days met	
Accounting			
Customer Refunds Processed	Per business day, in which 100% of all refunds are complete and accurately issued within five (5) business days	0 of 21 days met	***

Each performance measure is assigned a non-compliance point value. Failure to meet the performance measure will result in the associated non-compliance points being applied to the monthly performance scorecard. If the accumulated non-compliance points reached a specified threshold, the customer service invoice for the month will be adjusted by the corresponding penalty percentage.

* The performance measure was not met on two days in the month of September due to increased call volume and unexpected absents.

**The performance measure was not met due to a system issue that prevents some transponder orders from moving from the BOS to the fulfillment application.

***The performance measure was not met due to undelivered system functionality that prevents WSP from issuing check refunds during the required time frame.

COMMITTEE TRANSMITTAL

December 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: First Quarter Fiscal Year 2025-26 Procurement Status Report

Finance and Administration Committee Meeting of December 3, 2025

Present: Directors Federico, Go, Harper, Hennessey, Leon, Sarmiento, and Tettemer
Absent: None

Committee Vote

This item was passed by the Members present.

Director Sarmiento was not present to vote on this item.

Committee Recommendation(s)

Receive and file as an information item.

OCTA

December 3, 2025

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: First Quarter Fiscal Year 2025-26 Procurement Status Report

Overview

The first quarter procurement status report summarizes the procurement activities for information purposes to the Orange County Transportation Authority Board of Directors. This report focuses on procurement activity from July 1, 2025, through September 30, 2025, that was approved by the Board of Directors. The first quarter procurement status report also projects future procurement activity for the second quarter as identified in the fiscal year 2025-26 budget.

Recommendation

Receive and file as an information item.

Background

The Board of Directors (Board) approved the Orange County Transportation Authority (OCTA) Fiscal Year (FY) 2025-26 Budget on June 29, 2025, which identifies the goods and services that will be purchased during the FY. A quarterly procurement report has been prepared detailing the procurement activity for line items that were approved by the Board during the first quarter of FY 2025-26. The report also provides a "look-ahead" of upcoming procurement activity by Board committee. The quarterly procurement report identifies contractual activity, not dollars spent.

Discussion

During the first quarter of FY 2025-26, the Contracts Administration and Materials Management Department handled 274 different contractual documents. Of the total, 179 contractual documents, valued at $322,268,933,

were completed; the remaining procurements will be executed during the second quarter of FY 2025-26.

In the first quarter, the Board acted on 32 procurements. The procurements were split between seven agreements valued at $11,552,744, 15 amendments valued at $42,069,041, two cooperative agreements valued at $5,068,000, four cooperative agreement amendments valued at $8,209,000, and four option-term amendments valued at $5,012,684. Attachment A shows a list of Board-approved procurements during the first quarter. Also included is a list of procurements approved by the Chief Executive Officer within the Board-delegated authority of over $250,000 up to $500,000 as shown in Attachment B. Not all procurements are completed within the quarter in which they begin. Often, the procurements require cost and price reviews, as well as negotiations, which can lengthen the procurement process. Procurements not completed within the first quarter of FY 2025-26 are anticipated to be completed within the second quarter of FY 2025-26.

There are several procurements requiring Board approval throughout the second quarter of FY 2025-26 (October 1, 2025 through December 31, 2025) including:

- Construction Management Support Services for the State Route 91 Improvement Project Between La Palma Avenue and State Route 55
- Additional Program Management Consultant Services for Capital Programs
- Agreement for Streetcar Security Officer Services
- Agreements for Temporary Staffing Services

The estimated value of these second quarter procurements is $214,796,967. Attachments C through G identify procurement activity anticipated in the second quarter of FY 2025-26 by the committee that will review the items.

Summary

This report provides an update of the procurement activity for the first quarter of FY 2025-26, July 1, 2025 through September 30, 2025, as well as a look-ahead at anticipated procurement activity for the second quarter of FY 2025-26. Staff recommends that this report be received and filed as an information item.

Attachments

A. Board-Approved Contracts – First Quarter Fiscal Year 2025-26
B. Procurements Approved by Chief Executive Officer with Board–Delegated Authority – First Quarter Fiscal Year 2025-26 Valued over $250,000 - $500,000
C. Regional Transportation Planning Committee – Second Quarter Outlook (October 1, 2025 through December 31, 2025)
D. Transit Committee – Second Quarter Outlook (October 1, 2025 through December 31, 2025)
E. Finance and Administration Committee – Second Quarter Outlook (October 1, 2025 through December 31, 2025)
F. Legislative and Communications Committee – Second Quarter Outlook (October 1, 2025 through December 31, 2025)
G. Executive Committee – Second Quarter Outlook (October 1, 2025 through December 31, 2025)

Prepared by:

Pia Veesapen
Director, Contracts Administration and Materials Management
(714) 560-5619

Approved by:

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

ATTACHMENT A

Board-Approved Contracts - First Quarter Fiscal Year 2025-26

NEW AGREEMENTS					
Prime Vendor	**Contract #**	**Contract Description**	**Eff Date**	**Exp Date**	**Amount**
Spare Labs Inc.	C53930	Agreement for Paratransit and Microtransit Software	9/2/2025	8/31/2027	$969,524
HNTB Corporation	C53898	Agreement for Oversight Services for the 405 Express Lanes back-office System/ Customer Service Center Operations	10/1/2025	9/30/2026	$895,000
Sectran Security, Inc.	C54123	Armored Vehicle Transportation and Fare Collection Counting Services	12/1/2025	11/30/2027	$966,322
MTM Transit, Inc.	C53959	OC ACCESS Eligibility Assessments and Transit Support Services	1/1/2026	12/31/2028	$4,428,810
Lincoln Property Company	C54109	Property Management Services	10/1/2025	9/30/2028	$999,170
Pacific Secured Equities dba Intercare Holdings Insurance Services, Inc.	C53964	Agreement for Claims Administration of Self-Insured Workers Compensation Program	11/1/2025	10/31/2030	$2,794,000
Kleinfelder Construction Services Inc.	C54104	Public Outreach Services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue	12/1/2025	11/30/2028	$499,911
TOTAL NUMBER OF CONTRACTS					**7**
TOTAL DOLLAR VALUE					**$11,552,744**
AMENDMENTS TO EXISTING AGREEMENTS					
Prime Vendor	**Contract #**	**Contract Description**	**Eff Date**	**Exp Date**	**Amount**
Public Risk Innovation, Solutions, and Management for Kaiser Permanente Health Plan, Inc.	C53649	Amendment No. 10 for Prepaid Medical Services	1/1/2026	12/31/2026	$17,226,696
Public Risk Innovation, Solutions, and Management for Anthem Blue Cross	C53650	Amendment No. 10 for Prepaid Medical Services	1/1/2026	12/31/2026	$4,352,760
Public Risk Innovation, Solutions, and Management for Anthem Blue Cross	C53651	Amendment No.10 for Preferred Provider Organization Medical Services	1/1/2026	12/31/2026	$4,175,916
Public Risk Innovation, Solutions, and Management for Anthem Blue Cross	C53652	Amendment No. 10 for Consumer Driven Health Plan	1/1/2026	12/31/2026	$3,757,248
Public Risk Innovation, Solutions, and Managment for Delta Dental	C13670	Amendment No. 4 for Preferred Provider Organization Dental Services	1/1/2026	12/31/2026	$1,293,336
Delta Dental	C12995	Amendment No. 15 for Health Maintenance Organization Dental Services	1/1/2026	12/31/2026	$38,814
Public Risk Innovation, Solutions, and Managment for Delta Dental	C13672	Amendment No. 4 for Health Maintenance Organization Dental Services	1/1/2026	12/31/2026	$26,294
Public Risk Innovation, Solutions, and Management for Vision Sevice Plan	C13671	Amendment No. 4 for Vision Services	1/1/2026	12/31/2026	$324,955
Public Risk Innovation, Solutions, and Management for Voya	C71897	Amendment No. 9 to Provide Life and Accidental Death and Dismemberment Insurance	1/1/2026	12/31/2026	$275,704
Public Risk Innovation, Solutions, and Management for Voya	C71898	Amendment No. 8 to Provide Supplemental Life and Accidental Death and Dismemberment Insurance	1/1/2026	12/31/2026	$0
Public Risk Innovation, Solutions, and Management for Voya	C71899	Amendment No. 8 to Provide Short-Term and Long-Term Disability Insurance	1/1/2026	12/31/2025	$190,578
Public Risk Innovation, Solutions, and Management for Voya with ComPsych	C71900	Amendment No. 8 to Provide Employee Leave Administration	1/1/2026	12/31/2026	$25,032
INIT Innovations in Transportation Inc.	C13279	Amendment No. 2 to Support Hosting, Software, and Equipment Maintenance Based on the Updated Project Schedule for the Ticket Vending Machine System.	1/1/2025	6/30/2027	$373,743
AECOM Technical Services Inc.	C02582	Amendment No. 7 to Extend the Agreement Term for Additional Construction Management Support Services for the SR 55 Improvement Project between I-405 and I-5.	9/26/2026	9/329/2027	$6,272,656
HNTB Corporation	C53337	Amendment No. 16 for Continued Design Support Services During Construction for the OC Streetcar Project.	1/1/2025	12/31/2026	$3,735,309
TOTAL NUMBER OF AMENDMENTS					**15**
TOTAL DOLLAR VALUE					**$42,069,041**
COOPERATIVE AGREEMENTS					
Prime Vendor	**Contract #**	**Contract Description**	**Eff Date**	**Exp Date**	**Amount**
Southern California Regional Rail Authority and the City of San Clemente	C54115	The Replacement and Rehabilitation of the Controller System for the Pedestrian Audible Warning System Rehabilitation Project.	7/14/2025	12/31/2026	$1,818,000
California Department of Transportation	C54294	Preparation of the Project Report and Environmental Document for the State Route 57 Northbound Project from Lambert Road to the Orange County/Los Angeles County Line.	12/1/2025	12/30/2028	$3,250,000
TOTAL NUMBER OF COOPERATIVE AGREEMENTS					**2**
TOTAL DOLLAR VALUE					**$5,068,000**
AMENDMENTS TO COOPERATIVE AGREEMENTS					
Prime Vendor	**Contract #**	**Contract Description**	**Eff Date**	**Exp Date**	**Amount**
City of Costa Mesa	C53612	Amendment No. 7 to Provide Financial Reimbursement for Pavement Mitigation and Other Costs on City Streets Used for Signal, Long-term Detour Routes During Construction.			$1,989,000
City of Fountain Valley	C53613	Amendment No. 12 to Provide Financial Reimbursement for Pavement Mitigation and Other Costs on City Streets Used for Signal, Long-Term Detour Routes During Construction.			$2,039,000
City of Huntington Beach	C32654	Amendment No. 4 to Provide Financial Reimbursement for Pavement Mitigation and Other Costs on City Streets Used for Signal, Long-Term Detour Routes During Construction.			$1,331,000
City of Westminster	C53615	Amendment No. 9 to Provide Financial Reimbursement for Pavement Mitigation and Other Costs on City Streets Used for Signal, Long-Term Detour Routes During Construction.			$2,850,000

Board-Approved Contracts - First Quarter Fiscal Year 2025-26

TOTAL NUMBER OF COOPERATIVE AMENDMENTS					**4**
TOTAL DOLLAR VALUE					**$8,209,000**
OPTION TERM AMENDMENTS					
Prime Vendor	**Contract #**	**Contract Description**	**Eff Date**	**Exp Date**	**Amount**
Mobility Management Partners	C22187	Amendment No. 2 to Execise the Option Term to Continue Providing Transit Training Services.	8/1/2025	7/31/2027	$778,384
Gamboa Services	C22438	Amendment No. 2 for Continued Janitorial Services.	11/1/2025	10/31/2027	$3,286,118
Trillium USA Company, LLC	C13317	Amendment No. 3 for Continued Compressed Natural Gas Station Operation and Maintenance.	12/1/2025	11/30/2026	$640,802
Superior Sweeping Ltd.	C32835	Amendment No. 2 to Continue Providing Lot Sweeping Services	11/1/2025	10/31/2026	$307,380
TOTAL NUMBER OF OPTION TERM AMENDMENTS					**4**
TOTAL DOLLAR VALUE					**$5,012,684**

ATTACHMENT B

Procurements Approved by Chief Executive Officer with Board-Delegated Authority
First Quarter Fiscal Year 2025-26 Valued over $250,000 - $500,000

Prime Vendor	Contract #	Contract Description	Eff Date	Exp Date	Amount
RMS Life Safety	C22709	Methane detection service and maintenance.	9/4/2025	10/31/2026	$ 262,200
Pivot Interiors, Inc.	C53887	Office modular system services.	9/16/2025	6/30/2026	$ 480,000
AbleLight	C54004	Cooperative agreement between AbleLight, Inc. and OCTA for the EMSD Grant Program. Local funds swapped in from OCTA's FTA Section 5310 Program.	9/10/2025	6/30/2026	$ 254,778
Alzheimer's Family Services Center	C54008	Cooperative agreement between Alzheimer's Family Services Center and OCTA for the mobility management project. Funded through the EMSD Grant Program.	9/22/2025	6/30/2027	$ 267,746
Dayle McIntosh Center	C54015	Cooperative agreement between Dayle McIntosh Center and OCTA for the mobility management professionals project. Funded through the EMSD Grant Program.	9/18/2025	2/28/2027	$ 300,000
North County Senior Services	C54018	Cooperative agreement between North County Senior Services, LLC and OCTA for the Acacia Adult Day Services operating project. Funded through the EMSD Grant Program.	9/18/2025	1/31/2026	$ 276,188
TOTAL DOLLAR VALUE:					**$ 1,840,912**

ATTACHMENT C

REGIONAL TRANSPORTATION PLANNING COMMITTEE - Second Quarter Outlook (October 1, 2025 through December 31, 2025)

Committee Date	Item Description	Estimated Value	Division
October 6, 2025	Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 5 and State Route 91	$126,320,000	Capital Programs
November 3, 2025	Consultant Selection for Construction Management Support Services for the State Route 91 Improvement Project Between La Palma Avenue and State Route 55	$23,000,000	Capital Programs
	Agreement for Construction of Trabuco Rose Gully Repair Project	$344,800	Capital Programs
	Amendment to Agreement for Additional Program Management Consultant Services for Capital Programs	$38,774,000	Capital Programs
December 1, 2025	None		

ATTACHMENT D

TRANSIT COMMITTEE - Second Quarter Outlook (October 1, 2025 through December 31, 2025)

Committee Date	Item Description	Estimated Value	Division
October 9, 2025	Agreement for the Construction of the Inland Slope Rehabilitation Phase II Project	$4,450,000	Capital Programs
	Contract Change Orders for Construction of the OC Streetcar Project	$4,235,000	Capital Programs
	Amendment to the Agreement for Same-Day Taxi Service	$2,440,758	Operations
	Cooperative Agreement with the City of Newport Beach for the Newport Transportation Center Relocation Feasibility Study	$0	Planning
November 13, 2025	Contract Change Orders for Construction of the OC Streetcar Project	$3,303,812	Capital Programs
	Consultant Selection for Construction Management Services for the Inland Slope Stabilization Phase II Project	$624,802	Capital Programs
	Radio Communications Equipment Replacement for OC ACCESS Fleet	$2,876,847	Finance and Administration
December 11, 2025	Agreement for the E-Signage for Bus Stops Expansion Project	$1,537,918	Operations

ATTACHMENT E

FINANCE AND ADMINISTRATION COMMITTEE - Second Quarter Outlook (October 1, 2025 through December 31, 2025)

Committee Date	Item Description	Estimated Value	Division
October 22, 2025	Agreements for Temporary Staffing Services	$3,220,000	People and Community Engagement
November 12, 2025	None		
December 3, 2025	None		

ATTACHMENT F

LEGISLATIVE AND COMMUNICATIONS COMMITTEE - Second Quarter Outlook (October 1, 2025 through December 31, 2025)

Committee Date	Item Description	Estimated Value	Division
October 16, 2025	None		
November 20, 2025	None		
December 18, 2025	None		

ATTACHMENT G

EXECUTIVE COMMITTEE - Second Quarter Outlook (October 1, 2025 through December 31, 2025)

Committee Date	Item Description	Estimated Value	Division
October 6, 2025	None		
November 3, 2025	Amendment to Agreement for Security Officer Services	$1,111,370	Executive Office
December 1, 2025	Agreement for Streetcar Security Officer Services	$2,557,660	Executive Office

COMMITTEE TRANSMITTAL

December 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Orange County Transportation Authority Investment and Debt Programs Report - October 2025

Finance and Administration Committee Meeting of December 3, 2025

Present: Directors Federico, Go, Harper, Hennessey, Leon, Sarmiento, and Tettemer
Absent: None

Committee Vote

This item was passed by the Members present.

Director Sarmiento was not present to vote on this item.

Committee Recommendation(s)

Receive and file as an information item.

OCTA

December 3, 2025

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Orange County Transportation Authority Investment and Debt Programs Report – October 2025

Overview

The Orange County Transportation Authority has a comprehensive investment and debt program to fund its immediate and long-term cash flow demands. Each month, the Treasurer submits a report detailing investment allocation, performance, compliance, outstanding debt balances, and credit ratings for the Orange County Transportation Authority's debt program. This report is for the month ending October 31, 2025. The report has been reviewed and is consistent with the investment practices contained in the investment policy.

Recommendation

Receive and file as an information item.

Discussion

As of October 31, 2025, the Orange County Transportation Authority's (OCTA) outstanding investments totaled $3.2 billion. The portfolio is divided into two portfolios: the liquid portfolio for immediate cash needs and the managed portfolio for future budgeted expenditures. In addition to these portfolios, OCTA has funds invested in debt service reserve funds for the 91 Express Lanes Program.

Portfolio Compliance and Liquidity Requirements for the Next Six Months: The portfolio is in full compliance with OCTA's Investment Policy and the State of California Government Code. Additionally, OCTA has reviewed the liquidity requirements for the next six months and anticipates that OCTA's liquidity will be sufficient to meet projected expenditures during the next six months.

The weighted average book yield for OCTA's managed portfolio is 4.29 percent. The book yield measures the exact income, or interest, on a bond without regard to market price change. The yield is the income return on an investment, such as the interest received from holding a particular security. The yield is usually expressed as an annual percentage rate based on the investment's cost and market value.

OCTA's month-end balance in the Local Agency Investment Fund (LAIF), a pooled investment fund for California local agencies, was $7,439,208, with an average monthly effective yield of 4.15 percent. The LAIF offers local agencies an opportunity to invest funds in a diversified portfolio of high-quality, short-term securities managed by the State Treasurer's Office. OCTA's month-end balance in the Orange County Investment Pool (OCIP), a collective investment fund for local government entities in Orange County, was $104,710. For the month of September, the monthly gross yield was 4.09 percent. The yield for the month of October will be received in November. The OCIP allows local government entities to invest funds in a diversified portfolio managed by the Orange County Treasurer-Tax Collector's Office, aiming for competitive returns while prioritizing safety and liquidity. Mandated by the Transportation Development Act (TDA), OCTA is obliged to participate in the OCIP. It serves as a temporary holding account for TDA funds until claimed by OCTA and then processed by the County of Orange. This framework ensures effective fund management and adherence to regulatory compliance.

During the month of October, no securities held in OCTA's investment portfolio were downgraded or placed on Negative Credit Watch. However, on October 8, 2025, Fitch Ratings withdrew its ratings for Novartis AG and its subsidiaries for commercial reasons. Please refer to A-4 (Rating Downgrades and Negative Credit Watch) of Attachment A for further details.

OCTA's debt program is separate from its investment program and is comprised of Measure M2 (M2) Sales Tax Revenue Bonds, 91 Express Lanes Toll Road Revenue Bonds, and the 2021 Transportation Infrastructure Finance and Innovation Act Loan. The debt program currently has an outstanding principal balance of $1.2 billion as of October 31, 2025. Approximately 44 percent of the outstanding balance is comprised of M2 debt, three percent is associated with the 91 Express Lanes Program, and 53 percent is associated with the 405 Express Lanes.

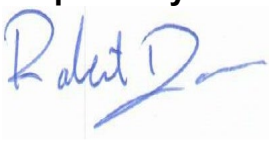
Summary

The Treasurer is submitting a copy of the Orange County Transportation Authority Investment and Debt Programs report to the Finance and Administration Committee. The report is for the month ending October 31, 2025.

Attachments

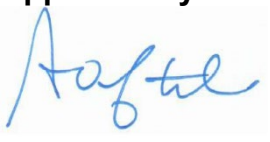
A. Orange County Transportation Authority Investment and Debt Programs – For the Period Ending October 31, 2025
B. Orange County Transportation Authority Portfolio Listing as of October 31, 2025

Prepared by:



Robert Davis
Department Manager
Treasury/Public Finance
(714) 560-5675

Approved by:

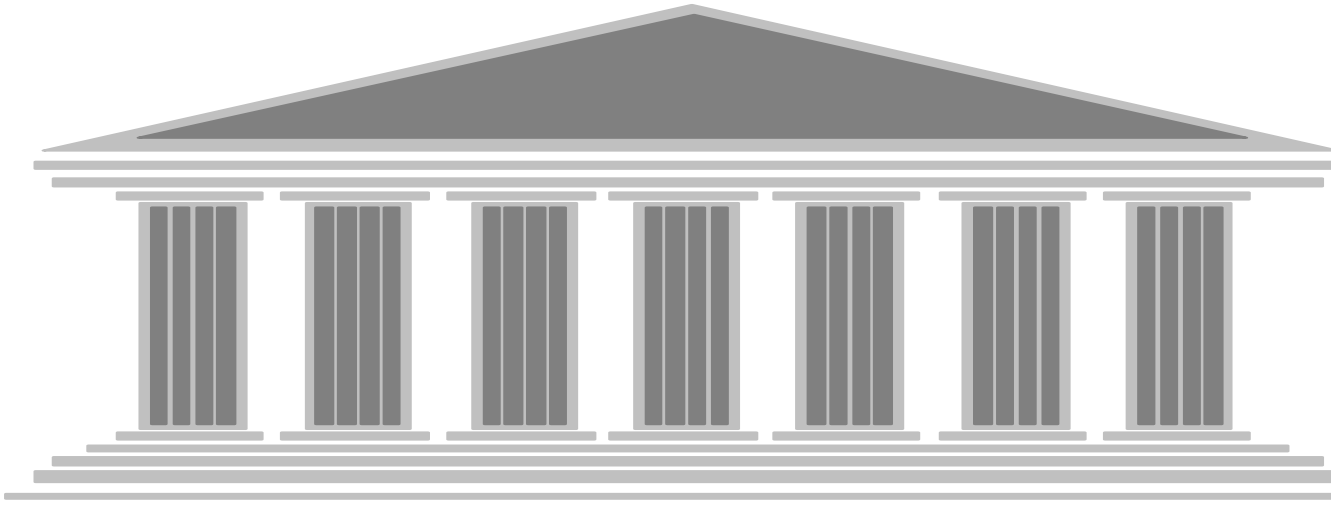


Andrew Oftelie
Chief Financial Officer
Finance and Administration
(714) 560-5649

ATTACHMENT A

Treasury/Public Finance Department's Report On

Orange County Transportation Authority
Investment and Debt Programs



Presented to the Finance and Administration Committee

For The Period Ending October 31, 2025

INVESTMENT PROGRAM

OCTA Investment Dashboard

10/31/2025

Safety of Principal

Securities that fell below OCTA's minimum credit quality requirements during the month of October 2025:
N/A

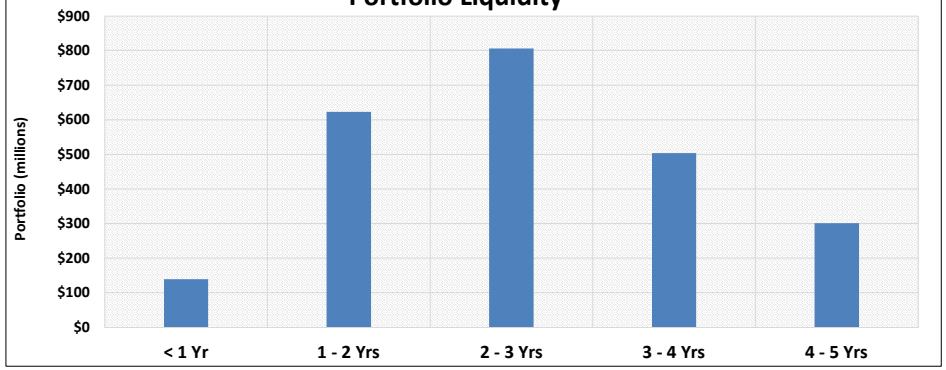
Securities currently held within OCTA's portfolio that fell below OCTA's minimum credit quality requirements during prior reporting periods:
One Keybank security held within OCTA's investment portfolio was downgraded below minimum credit quality requirements for the month of October 2023

Securities downgraded or placed on Negative Credit Watch during the month of October 2025, but remain in compliance with OCTA's Investment Policy:
N/A

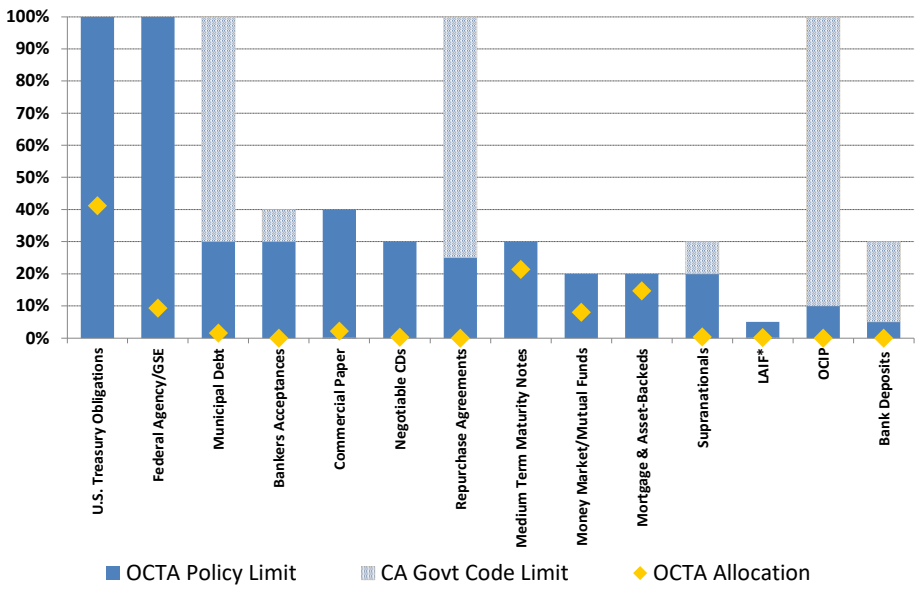
Other:
Fitch withdrew its ratings for Novartis AG and its subsidiaries for commercial reasons on October 8, 2025. The withdrawal does not affect compliance with OCTA's Investment Policy.

For further details please refer to A-4 of this report.

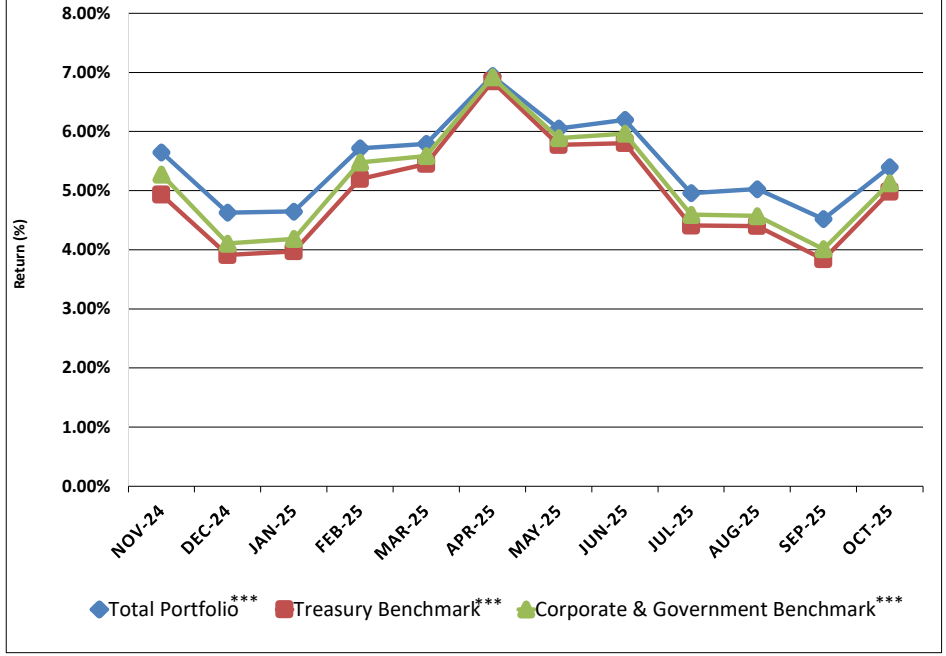
Portfolio Liquidity(1)



Portfolio Diversification **



Total Return - 12 Month(1)



1. Reflects Managed Portfolio.

* Per CA Government Code LAIF limit is $75 million
** Per OCTA's Investment Policy the limit is 30% for variable and floating rate securities. As of October 31, 2025, 8.4% of the portfolio was invested in variable & floating rate securities.

*** Actual portfolio returns represent the aggregate performance of the managed portfolio.
The Treasury Benchmark is the market value-weighted blend of the 1-3 Year and 1-5 Year Treasury Indices.
The Corporate & Government Benchmark is the market value-weighted blend of the 1-3 Year and 1-5 Year AAA-A U.S. Corporate & Government Indices.

Investment Compliance
10/31/2025

Portfolio Subject to Investment Policy				
Managed/Liquid Portfolio [1]		**Dollar Amount Invested**	**Percent Of Portfolio**	**Maximum Percentages**
U.S. Treasury Obligations	$	1,082,894,522	41.2%	100%
Federal Agency/GSE		248,204,815	9.5%	100%
Municipal Debt		43,501,263	1.7%	30%
Commercial Paper		57,827,326	2.2%	40%
Negotiable Certificates of Deposit		9,525,000	0.4%	30%
Repurchase Agreements		-	0.0%	25%
Medium Term Maturity Notes/Corporates		563,599,685	21.5%	30%
Money Market/Mutual Funds		213,338,255	8.1%	20%
Mortgage & Asset-Backed		387,462,045	14.8%	20%
Supranationals		11,786,289	0.4%	20%
Local Agency Investment Fund		7,439,208	0.3%	$ 75 Million
Orange County Investment Pool		104,710	0.0%	10%
Bank Deposits		489,269	0.0%	5%
Total Managed/Liquid Portfolio [2]	**$**	**2,626,172,388**		

1. Excludes portion of Liquid Portfolio subject to Indenture

2. Includes variable & floating rate securities invested in the amount of $219,763,478 (8.4% of total Managed/Liquid portfolio) and subject to 30% limit per OCTA's Investment Policy.

Portfolio Subject to Indenture/Grant Funding Agreement						
		Dollar Amount	**OCTA**		**Indenture/Funding Agreement Requirements**	
Portfolio		**Invested**	**Credit Quality**	**Term**	**Min. Credit Quality**	**Max. Term**
Liquid Portfolio*						
Government Obligations MMKT Fund	$	272,388,103	"AAAm"	N/A	AAA Category	N/A
Government Obligations MMKT Fund		21,772,746	"AAAm"/"Aammf"	N/A	AAA Category	N/A
Government Obligations MMKT Fund **		82,624,775	"AAAm"/"Aaa-mf"	N/A	N/A	N/A
Government Obligations MMKT Fund **		25,000,000	"AAAm"/"Aaa-mf"	N/A	N/A	N/A
Government Obligations MMKT Fund **		21,323,463	"AAAm"/"Aaa-mf"	N/A	N/A	N/A
Government Obligations MMKT Fund **		27,842,372	"AAAm"/"Aammf"	N/A	N/A	N/A
Government Obligations MMKT Fund **		26,801,931	"AAAm"/"Aaa-mf"	N/A	N/A	N/A
Government Obligations MMKT Fund **		26,500,000	"AAAm"/"Aaa-mf"	N/A	N/A	N/A
Bank Deposits **		649,719	N/A	N/A	N/A	N/A
Total Liquid Portfolio	**$**	**504,903,110**				
Reserve Funds Portfolio						
Government Obligations MMKT Fund	$	3,934,303	"AAAm"/ "Aaa-mf"/"AAAmmf"	N/A	N/A	N/A
Negotiable Certificates of Deposit		5,000,000	"A-1"/"P-1"/"F1+"	266 days	"A-1"/"P-1"/"F1"	270 days
Negotiable Certificates of Deposit		3,000,000	"A-1"/"P-1"/"F1+"	266 days	"A-1"/"P-1"/"F1"	270 days
Government Obligations MMKT Fund ***		34,718	"AAAm"/ "Aaa-mf"/"AAAmmf"	N/A	N/A	N/A
Government Obligations MMKT Fund ****		52,088,010	"AAAm"/ "Aaa-mf"/"AAAmmf"	N/A	N/A	N/A
Total Reserve Funds Portfolio	**$**	**64,057,031**				
Total Portfolio Subject to Indenture	**$**	**568,960,141**				

91EL and 405EL Operating Funds *****		
Money Market Funds	$	13,707,023
Bank Deposits		705,896
Total for EL Operating Funds	**$**	**14,412,918**
Portfolio Total	**$**	**3,209,545,447**

* Reflects portion of Liquid Portfolio subject to Indenture (OCTA Sales Tax Revenue) or Grant Funding Agreement
** Senate Bill (SB) 125 Grant Funding
*** 91 EL Debt Service Fund
**** Funds subject to 2021 TIFIA Loan Agreement
***** Reflects Express Lanes customers' prepaid balances held in the 91EL and 405EL operating accounts. These funds are invested by OCTA but represent customer liabilities and are therefore disclosed for transparency but excluded from investment policy compliance calculations.

Managed Portfolio
Sector Allocation and Performance Overview
10/31/2025

Book/Market Value	CHANDLER	METLIFE	PFM	Payden & Rygel	Total Portfolio
Total Portfolio:					
Book Value	$ 587,779,179	$ 591,742,452	$ 593,430,495	$ 599,865,916	$ 2,372,818,043
Market Value with Accrued Interest	$ 602,484,626	$ 603,537,125	$ 604,420,168	$ 609,903,370	$ 2,420,345,289
1-3 Year Portfolio:					
Book Value	$ 387,243,575	$ 394,870,877	$ 418,856,703	$ 398,888,914	$ 1,599,860,069
Market Value with Accrued Interest	$ 396,795,941	$ 402,539,913	$ 426,755,416	$ 406,092,933	$ 1,632,184,202
1-5 Year Portfolio:					
Book Value	$ 200,535,603	$ 196,871,575	$ 174,573,793	$ 200,977,003	$ 772,957,974
Market Value with Accrued Interest	$ 205,688,685	$ 200,997,213	$ 177,664,752	$ 203,810,437	$ 788,161,087

Sector Allocation	CHANDLER	METLIFE	PFM	Payden & Rygel	Total Portfolio
Total Portfolio:					
U.S. Treasury Obligations	37.1%	52.5%	40.8%	52.0%	45.6%
Federal Agency/GSE	24.3%	2.0%	13.8%	2.1%	10.5%
Municipal Debt	0.5%	4.8%	0.3%	1.8%	1.8%
Commercial Paper	0.8%	0.0%	0.0%	0.0%	0.2%
Negotiable Certificates of Deposit	0.0%	0.0%	1.6%	0.0%	0.4%
Repurchase Agreements	0.0%	0.0%	0.0%	0.0%	0.0%
Medium Term Maturity Notes	24.4%	21.1%	25.1%	24.4%	23.8%
Money Market/Mutual Funds	1.0%	1.1%	0.1%	1.3%	0.9%
Mortg & Asset Backed Sec	10.0%	18.5%	18.3%	18.5%	16.3%
Supranationals	2.0%	0.0%	0.0%	0.0%	0.5%
Total	100.0%	100.0%	100.0%	100.0%	100.0%
1-3 Year Portfolio:					
U.S. Treasury Obligations	40.3%	54.4%	41.7%	52.0%	47.0%
Federal Agency/GSE	18.8%	1.1%	12.2%	2.2%	8.6%
Municipal Debt	0.0%	4.4%	0.3%	1.8%	1.6%
Commercial Paper	1.3%	0.0%	0.0%	0.0%	0.3%
Negotiable Certificates of Deposit	0.0%	0.0%	1.6%	0.0%	0.4%
Repurchase Agreements	0.0%	0.0%	0.0%	0.0%	0.0%
Medium Term Maturity Notes	26.0%	20.7%	25.0%	24.5%	24.0%
Money Market/Mutual Funds	1.4%	1.2%	0.1%	1.2%	1.0%
Mortg & Asset Backed Sec	10.1%	18.2%	19.2%	18.3%	16.5%
Supranationals	2.1%	0.0%	0.0%	0.0%	0.5%
Total	100.0%	100.0%	100.0%	100.0%	100.0%
1-5 Year Portfolio:					
U.S. Treasury Obligations	30.8%	48.8%	38.8%	52.0%	42.7%
Federal Agency/GSE	34.7%	3.7%	17.4%	1.8%	14.4%
Municipal Debt	1.4%	5.5%	0.3%	1.6%	2.3%
Commercial Paper	0.0%	0.0%	0.0%	0.0%	0.0%
Negotiable Certificates of Deposit	0.0%	0.0%	1.7%	0.0%	0.4%
Repurchase Agreements	0.0%	0.0%	0.0%	0.0%	0.0%
Medium Term Maturity Notes	21.4%	21.8%	25.5%	24.2%	23.2%
Money Market/Mutual Funds	0.3%	1.0%	0.1%	1.4%	0.7%
Mortg & Asset Backed Sec	9.7%	19.1%	16.2%	18.9%	15.9%
Supranationals	1.7%	0.0%	0.0%	0.0%	0.5%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Portfolio Characteristics	CHANDLER	METLIFE	PFM	Payden & Rygel	Total Portfolio	* US Treasury Benchmark	** Corp./Govt. Benchmark
Total Portfolio:							
Weighted Average Life	2.23	2.31	2.12	2.31	2.24	n/a	n/a
Duration	2.07	2.10	1.97	2.11	2.06	1.98	1.98
Monthly Yield (Annualized)	3.80%	3.85%	3.84%	3.78%	3.82%	3.63%	3.79%
1-3 Year Portfolio:							
Weighted Average Life	1.93	2.03	1.89	2.05	1.97	n/a	n/a
Duration	1.81	1.84	1.77	1.88	1.82	1.75	1.74
Monthly Yield (Annualized)	3.79%	3.83%	3.84%	3.74%	3.80%	3.63%	3.78%
1-5 Year Portfolio:							
Weighted Average Life	2.81	2.87	2.68	2.81	2.80	n/a	n/a
Duration	2.58	2.61	2.45	2.57	2.56	2.46	2.49
Monthly Yield (Annualized)	3.82%	3.88%	3.86%	3.84%	3.85%	3.64%	3.82%

Portfolio Performance (Total Rate of Return)	CHANDLER	METLIFE	PFM	Payden & Rygel	Total Portfolio	* US Treasury Benchmark	** Corp./Govt. Benchmark
Total Portfolio:							
Monthly Return	0.35%	0.35%	0.34%	0.35%	0.34%	0.35%	0.35%
Three Months Return	1.61%	1.68%	1.63%	1.64%	1.64%	1.56%	1.59%
12 Months Return	5.41%	5.50%	5.38%	5.43%	5.43%	4.98%	5.13%
1-3 Year Portfolio:							
Monthly Return	0.34%	0.34%	0.32%	0.34%	0.33%	0.34%	0.34%
Three Months Return	1.54%	1.62%	1.59%	1.58%	1.58%	1.51%	1.53%
12 Months Return	5.30%	5.36%	5.23%	5.29%	5.30%	4.83%	4.97%
1-5 Year Portfolio:							
Monthly Return	0.37%	0.37%	0.37%	0.37%	0.37%	0.37%	0.38%
Three Months Return	1.75%	1.81%	1.75%	1.75%	1.76%	1.67%	1.70%
12 Months Return	5.59%	5.80%	5.74%	5.69%	5.71%	5.29%	5.47%

* Represents the ICE/BAML 1-3 Year U.S. Treasury Index for the 1-3 Year Portfolio and the ICE/BAML 1-5 Year U.S. Treasury Index for the 1-5 Year Portfolio. The benchmarks for duration and monthly yield are weighted for the Total Portfolio.

** Represents the ICE/BAML 1-3 Year AAA-A U.S. Corporate & Government Index for the 1-3 Year Portfolio and the ICE/BAML 1-5 Year AAA-A U.S. Corporate & Government Index for the 1-5 Year Portfolio. The benchmarks for duration and monthly yield are weighted for the Total Portfolio.

Rating Downgrades & Negative Credit Watch
10/31/2025

Investment Manager / Security	Par Amount	Maturity	S&P	Moody's	Fitch Ratings
Rating Downgrades:					
- Rating below minimum requirements:					
KEYBANK NATIONAL ASSOCIATION	$ 355,000	01/26/2026	BBB+	Baa1	BBB+

In October 2023, Moody's and Fitch each downgraded KeyBank one notch, citing profitability pressures from a higher-for-longer rate environment and a below-average capital ratio when adjusted for unrealized losses. These downgrades placed three KeyBank securities in the portfolio below the minimum credit quality requirements of the Investment Policy. The Treasurer recommended, and the Chief Executive Officer concurred, that the securities be held for the short term.
As of August 31, 2025, of the initial $3.72 million in KeyBank holdings, $355,000 remains outstanding, with maturity of January 26, 2026.

Negative Credit Watch:

N/A

Other:

PFM

NOVARTIS CAPITAL CORP	$ 930,000	09/18/2029	AA-	Aa3	WD

On October 8, 2025, Fitch Ratings affirmed Novartis AG's Long-Term Issuer Default Rating at 'AA-' with a Stable Outlook and subsequently withdrew its ratings for Novartis AG and its subsidiaries, including Novartis Capital Corporation, for commercial reasons. Fitch stated that it will no longer provide ratings or analytical coverage of the company. Fitch provided no additional rationale or explanation for its ratings withdrawal. Per the investment manager, ratings withdrawals are often driven by the rating agency discontinuing an unsolicited rating or by the issuer determining that maintaining a third rating is an unnecessary expense.

Novartis is a leading global pharmaceutical company with diversified product lines across multiple therapeutic areas and a robust drug pipeline. The security complies with the requirements of the Investment Policy, and the investment manager intends to continue to transact in Novartis securities as appropriate.

DEBT PROGRAM

(M2 Sales Tax Revenue Bonds, 91 Express Lanes Toll Road Revenue Bonds, 2021 TIFIA Loan)

Outstanding Debt[1]
As of 10/31/2025

Orange County Local Transportation Authority (OCLTA-M2)		
2025 M2 Sales Tax Revenue Bonds		
Issued:	$	227,565,000
Outstanding:		227,565,000
Debt Service FY 2026:		17,662,394
All in True Interest Cost:		3.04%
Pledged Revenue Source:		M2 Sales Tax Revenues
Ratings (Fitch/ S&P):		AA+/AAA
Final Maturity:		2041
2019 M2 Sales Tax Revenue Bonds		
Issued:	$	376,690,000
Outstanding:		301,885,000
Debt Service FY 2026:		27,579,400
All in True Interest Cost:		3.14%
Pledged Revenue Source:		M2 Sales Tax Revenues
Ratings (Fitch/ S&P):		AA+/AAA
Final Maturity:		2041
Sub-total M2 Outstanding Debt	**$**	**529,450,000**
91 Express Lanes		
2023 OCTA 91 Express Lanes Refunding Bonds		
Issued:	$	47,545,000
Outstanding:		35,610,000
Debt Service FY 2026:		8,048,375
All in True Interest Cost:		2.80%
Pledged Revenue Source:		91 Toll Road Revenues
Ratings (Fitch/ Moody's/ S&P):		AA-/Aa3/AA-
Final Maturity:		2030
Sub-total 91 Express Lanes Outstanding Debt	**$**	**35,610,000**
405 Express Lanes		
2021 TIFIA Loan		
Amount Available	$	628,930,000
Outstanding:		643,734,758
Capitalized Interest:		30,023,463
Interest Rate:		1.95%
Pledged Revenue Source:		405 Toll Road Revenues
Ratings (Moody's):		Baa2
Final Maturity:		2058
Sub-total 405 Express Lanes Outstanding Debt	**$**	**643,734,758**
TOTAL OUTSTANDING DEBT:	**$**	**1,208,794,758**

1. Comprises OCTA's debt obligations (M2 Sales Tax Revenue Bonds, 91 Express Lanes Toll Road Revenue Bonds, and 2021 TIFIA Loan) currently outstanding and irrespective of OCTA's investment program.

ATTACHMENT B

Orange County Transportation Authority
Portfolio Listing
As of October 31, 2025

PORTFOLIO	SECURITY TYPE	SECURITY ID	Description	Settle Date	Maturity	*YIELD AT COST	**YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
LIQUID PORTFOLIO	MONEY MARKET/MUTUAL FUND	X9USDFIIN	FIDELITY INVESTMENT MM GOV 1 57	N/A	N/A	3.95	3.95	272,388,103	272,388,103
LIQUID PORTFOLIO	MONEY MARKET/MUTUAL FUND	60934N500	FEDERATED TREASURY OBLIGATION FUND	N/A	N/A	3.95	3.95	73,916,004	73,916,004
LIQUID PORTFOLIO	MONEY MARKET/MUTUAL FUND	X9X9USD023B0	FIRST AMERICAN GOV OBL P 4198	N/A	N/A	4.04	4.04	40,563,286	40,563,286
LIQUID PORTFOLIO	MONEY MARKET/MUTUAL FUND	X9X9USDDGCM3	DREYFUS GOVT CM INST 289	N/A	N/A	4.02	4.02	41,872,520	41,872,520
LIQUID PORTFOLIO	MONEY MARKET/MUTUAL FUND	X9X9USDISLQ9	INVESCO GOVT AGENCY INSTIL 1901	N/A	N/A	4.05	4.05	49,743,499	49,743,499
LIQUID PORTFOLIO	MONEY MARKET/MUTUAL FUND	X9USD02KS	FEDERATED GOVT OBLIG FD 7	N/A	N/A	3.95	3.95	21,772,746	21,772,746
LIQUID PORTFOLIO	***SUB-TOTAL FOR MONEY MARKET/MUTUAL FUND***							***500,256,158***	***500,256,158***
LIQUID PORTFOLIO	COMMERCIAL PAPER	US62479LZA6	MUFG BANK	7/10/2025	12/10/2025	4.44	4.44	27,039,499	27,431,842
LIQUID PORTFOLIO	COMMERCIAL PAPER	US22533TZX70	CREDIT AGRICOLE	9/3/2025	12/31/2025	4.17	4.17	25,893,372	26,077,506
LIQUID PORTFOLIO	***SUB-TOTAL FOR COMMERCIAL PAPER***							***52,932,870***	***53,509,348***
LIQUID PORTFOLIO	BANK DEPOSIT	N/A	BANK DEPOSIT - GENERAL	N/A	N/A	0.00	0.00	264,487	264,487
LIQUID PORTFOLIO	BANK DEPOSIT	N/A	BANK DEPOSIT - HQ	N/A	N/A	0.00	0.00	224,783	224,783
LIQUID PORTFOLIO	BANK DEPOSIT	N/A	BANK DEPOSIT - 91EL	N/A	N/A	0.00	0.00	443,505	443,505
LIQUID PORTFOLIO	BANK DEPOSIT	N/A	BANK DEPOSIT - 405EL	N/A	N/A	0.00	0.00	262,390	262,390
LIQUID PORTFOLIO	***SUB-TOTAL FOR BANK DEPOSIT***							***1,195,165***	***1,195,165***
LIQUID PORTFOLIO	LAIF	N/A	LOCAL AGENCY INVESTMENT FUND (LAIF)	N/A	N/A	4.15	4.15	7,439,208	7,439,208
LIQUID PORTFOLIO	***SUB-TOTAL FOR LAIF***							***7,439,208***	***7,439,208***
LIQUID PORTFOLIO	OCIP	N/A	ORANGE COUNTY INVESTMENT POOL (OCIP)	N/A	N/A	4.09	4.09	104,710	104,710
LIQUID PORTFOLIO	***SUB-TOTAL FOR OCIP***							***104,710***	***104,710***
LIQUID PORTFOLIO - TOTAL								**$ 561,928,112**	**$ 562,504,589**
MANAGED PORTFOLIO	MONEY MARKET/MUTUAL FUND	31846V567	FIRST AMER:GVT OBLG Z	N/A	10/31/2025	3.92	3.92	20,949,969	20,949,969
MANAGED PORTFOLIO	***SUB-TOTAL FOR MONEY MARKET/MUTUAL FUND***							***20,949,969***	***20,949,969***
MANAGED PORTFOLIO	NEGOTIABLE CERTIFICATE OF DEPOSIT	21684LGS5	COOPERATIEVE RABOBANK U.A., NEW YORK BRANCH	7/20/2023	7/17/2026	5.08	3.45	2,200,000	2,225,080
MANAGED PORTFOLIO	NEGOTIABLE CERTIFICATE OF DEPOSIT	22536DWD6	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK	2/5/2024	2/1/2027	4.76	4.14	3,750,000	3,776,813
MANAGED PORTFOLIO	NEGOTIABLE CERTIFICATE OF DEPOSIT	63873QP65	NATIXIS, NEW YORK BRANCH	9/20/2023	9/18/2026	5.61	3.45	3,575,000	3,628,446
MANAGED PORTFOLIO	***SUB-TOTAL FOR NEGOTIABLE CERTIFICATE OF DEPOSIT***							***9,525,000***	***9,630,339***
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128283F5	UNITED STATES TREASURY	5/17/2023	11/15/2027	3.59	3.60	3,778,750	3,894,840
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128283F5	UNITED STATES TREASURY	9/27/2024	11/15/2027	3.49	3.60	4,817,578	4,868,550
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128283W8	UNITED STATES TREASURY	9/30/2024	2/15/2028	3.51	3.60	7,320,703	7,361,100
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128284V9	UNITED STATES TREASURY	4/19/2024	8/15/2028	4.73	3.60	9,283,594	9,809,000
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128284V9	UNITED STATES TREASURY	8/16/2024	8/15/2028	3.85	3.60	1,928,359	1,961,800
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128284V9	UNITED STATES TREASURY	10/30/2025	8/15/2028	3.60	3.60	9,990,883	9,990,467
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128285M8	UNITED STATES TREASURY	3/15/2024	11/15/2028	4.28	3.61	4,757,617	4,931,050
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128285M8	UNITED STATES TREASURY	10/4/2024	11/15/2028	3.56	3.61	2,065,219	2,071,041
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128285M8	UNITED STATES TREASURY	10/22/2024	11/15/2028	3.87	3.61	2,333,063	2,366,904
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128285M8	UNITED STATES TREASURY	5/15/2025	11/15/2028	4.06	3.61	7,272,363	7,396,575
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128285M8	UNITED STATES TREASURY	10/8/2025	11/15/2028	3.61	3.61	4,437,070	4,437,945
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128286B1	UNITED STATES TREASURY	11/4/2024	2/15/2029	4.19	3.62	1,878,281	1,938,680
MANAGED PORTFOLIO	US TREASURY OBLIGATION	912828M56	UNITED STATES TREASURY	6/10/2022	11/15/2025	3.05	3.64	6,818,164	6,995,940
MANAGED PORTFOLIO	US TREASURY OBLIGATION	912828M56	UNITED STATES TREASURY	8/19/2022	11/15/2025	3.27	3.64	7,750,938	7,995,360
MANAGED PORTFOLIO	US TREASURY OBLIGATION	912828V98	UNITED STATES TREASURY	1/12/2023	2/15/2027	3.80	3.67	8,006,270	8,348,955
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CAU5	UNITED STATES TREASURY	7/2/2024	10/31/2027	4.56	3.59	5,342,742	5,739,242
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CAU5	UNITED STATES TREASURY	8/16/2024	10/31/2027	3.90	3.59	2,560,436	2,681,449
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CAU5	UNITED STATES TREASURY	10/3/2024	10/31/2027	3.57	3.59	3,645,000	3,763,437
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CAU5	UNITED STATES TREASURY	10/8/2024	10/31/2027	3.92	3.59	902,305	940,859
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CAU5	UNITED STATES TREASURY	11/7/2024	10/31/2027	4.26	3.59	3,673,023	3,857,690
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CAU5	UNITED STATES TREASURY	11/7/2024	10/31/2027	4.26	3.59	1,612,547	1,693,547
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CAU5	UNITED STATES TREASURY	12/24/2024	10/31/2027	4.36	3.59	6,102,734	6,398,120
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CAU5	UNITED STATES TREASURY	2/13/2025	10/31/2027	4.39	3.59	4,621,126	4,822,113
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CAU5	UNITED STATES TREASURY	3/26/2025	10/31/2027	3.99	3.59	2,698,453	2,775,535
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CAU5	UNITED STATES TREASURY	4/10/2025	10/31/2027	3.91	3.59	3,891,442	3,989,416
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CAU5	UNITED STATES TREASURY	4/14/2025	10/31/2027	3.98	3.59	3,666,563	3,763,600
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CAU5	UNITED STATES TREASURY	4/14/2025	10/31/2027	3.99	3.59	3,890,145	3,994,121
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CAU5	UNITED STATES TREASURY	5/8/2025	10/31/2027	3.82	3.59	7,839,590	7,997,650
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CAU5	UNITED STATES TREASURY	7/8/2025	10/31/2027	3.87	3.59	1,967,866	1,999,413
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEF4	UNITED STATES TREASURY	10/24/2022	3/31/2027	4.45	3.66	1,844,688	1,968,280
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEF4	UNITED STATES TREASURY	10/3/2024	3/31/2027	3.57	3.66	11,414,048	11,524,279
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEF4	UNITED STATES TREASURY	10/7/2024	3/31/2027	3.83	3.66	5,125,170	5,206,101
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEM9	UNITED STATES TREASURY	9/3/2024	4/30/2029	3.72	3.63	2,893,008	2,925,930
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEM9	UNITED STATES TREASURY	10/28/2025	4/30/2029	3.56	3.63	4,888,086	4,876,550
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEN7	UNITED STATES TREASURY	12/1/2022	4/30/2027	4.07	3.64	1,089,041	1,135,223
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CES6	UNITED STATES TREASURY	9/26/2024	5/31/2029	3.55	3.64	4,828,516	4,851,750
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CES6	UNITED STATES TREASURY	10/7/2024	5/31/2029	3.84	3.64	2,862,422	2,911,050
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEV9	UNITED STATES TREASURY	8/16/2024	6/30/2029	3.84	3.65	3,190,311	3,230,736
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEV9	UNITED STATES TREASURY	9/27/2024	6/30/2029	3.57	3.65	3,771,809	3,773,439
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEV9	UNITED STATES TREASURY	1/13/2025	6/30/2029	4.52	3.65	2,182,754	2,268,914
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEV9	UNITED STATES TREASURY	2/13/2025	6/30/2029	4.47	3.65	1,927,395	1,997,631
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEV9	UNITED STATES TREASURY	5/5/2025	6/30/2029	3.89	3.65	1,926,705	1,948,307

Orange County Transportation Authority
Portfolio Listing
As of October 31, 2025

PORTFOLIO	SECURITY TYPE	SECURITY ID	Description	Settle Date	Maturity	*YIELD AT COST	**YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEV9	UNITED STATES TREASURY	7/10/2025	6/30/2029	3.89	3.65	498,069	503,107
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEV9	UNITED STATES TREASURY	7/16/2025	6/30/2029	3.99	3.65	1,960,932	1,987,766
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEV9	UNITED STATES TREASURY	9/26/2025	6/30/2029	3.71	3.65	6,493,546	6,510,797
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEW7	UNITED STATES TREASURY	9/19/2022	6/30/2027	3.71	3.62	294,035	298,206
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEW7	UNITED STATES TREASURY	10/6/2022	6/30/2027	4.01	3.62	3,870,781	3,976,080
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEW7	UNITED STATES TREASURY	12/21/2022	6/30/2027	3.85	3.62	2,925,820	2,982,060
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEW7	UNITED STATES TREASURY	1/11/2024	6/30/2027	4.11	3.62	6,514,965	6,659,934
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEW7	UNITED STATES TREASURY	10/8/2024	6/30/2027	3.91	3.62	8,012,150	8,101,268
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEW7	UNITED STATES TREASURY	11/5/2024	6/30/2027	4.13	3.62	1,887,637	1,918,459
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEW7	UNITED STATES TREASURY	12/24/2024	6/30/2027	4.33	3.62	7,308,398	7,455,150
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEW7	UNITED STATES TREASURY	3/26/2025	6/30/2027	3.97	3.62	1,575,193	1,590,438
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEW7	UNITED STATES TREASURY	5/6/2025	6/30/2027	3.81	3.62	7,760,154	7,803,057
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CFB2	UNITED STATES TREASURY	5/17/2023	7/31/2027	3.62	3.62	3,865,469	3,941,240
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CFH9	UNITED STATES TREASURY	2/10/2023	8/31/2027	3.92	3.61	7,737,813	7,931,600
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CFH9	UNITED STATES TREASURY	5/6/2025	8/31/2027	3.83	3.61	9,746,859	9,815,355
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CFH9	UNITED STATES TREASURY	7/3/2025	8/31/2027	3.78	3.61	8,774,431	8,818,948
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CFH9	UNITED STATES TREASURY	7/7/2025	8/31/2027	3.87	3.61	4,924,219	4,957,250
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CFJ5	UNITED STATES TREASURY	6/9/2025	8/31/2029	4.01	3.66	7,244,238	7,358,175
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CFM8	UNITED STATES TREASURY	6/9/2023	9/30/2027	4.06	3.61	6,517,012	6,561,165
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CFZ9	UNITED STATES TREASURY	12/18/2024	11/30/2027	4.21	3.60	3,839,429	3,896,351
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CGC9	UNITED STATES TREASURY	11/12/2024	12/31/2027	4.19	3.59	3,963,125	4,023,120
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CGH8	UNITED STATES TREASURY	11/15/2024	1/31/2028	4.32	3.59	7,317,480	7,484,775
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CGP0	UNITED STATES TREASURY	8/16/2024	2/29/2028	3.86	3.60	2,008,984	2,017,820
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CGP0	UNITED STATES TREASURY	3/27/2025	2/29/2028	4.02	3.60	3,997,656	4,035,640
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CGQ8	UNITED STATES TREASURY	3/3/2025	2/28/2030	4.02	3.68	2,742,855	2,779,944
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CGQ8	UNITED STATES TREASURY	3/12/2025	2/28/2030	4.08	3.68	1,494,668	1,519,095
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CGQ8	UNITED STATES TREASURY	3/25/2025	2/28/2030	4.09	3.68	746,953	759,548
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CGQ8	UNITED STATES TREASURY	3/27/2025	2/28/2030	4.09	3.68	996,172	1,012,730
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHE4	UNITED STATES TREASURY	8/16/2024	5/31/2028	3.86	3.60	4,115,146	4,152,756
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHE4	UNITED STATES TREASURY	9/3/2024	5/31/2028	3.73	3.59	2,989,102	3,002,220
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHE4	UNITED STATES TREASURY	1/13/2025	5/31/2028	4.45	3.59	7,629,050	7,835,794
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHE4	UNITED STATES TREASURY	3/27/2025	5/31/2028	4.03	3.60	790,378	800,531
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHE4	UNITED STATES TREASURY	3/27/2025	5/31/2028	4.03	3.59	3,951,576	4,002,960
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHE4	UNITED STATES TREASURY	4/8/2025	5/31/2028	3.82	3.59	19,270,988	19,394,341
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHE4	UNITED STATES TREASURY	4/14/2025	5/31/2028	4.02	3.60	6,523,688	6,604,383
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHE4	UNITED STATES TREASURY	7/8/2025	5/31/2028	3.86	3.59	3,920,036	3,947,919
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHE4	UNITED STATES TREASURY	7/8/2025	5/31/2028	3.86	3.60	2,355,002	2,371,574
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHE4	UNITED STATES TREASURY	9/29/2025	5/31/2028	3.66	3.59	2,847,672	2,852,109
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHE4	UNITED STATES TREASURY	9/26/2025	5/31/2028	3.66	3.59	12,488,281	12,509,250
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHE4	UNITED STATES TREASURY	10/28/2025	5/31/2028	3.50	3.60	2,608,032	2,601,727
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHK0	UNITED STATES TREASURY	12/20/2024	6/30/2028	4.37	3.59	7,409,473	7,576,725
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHQ7	UNITED STATES TREASURY	10/25/2024	7/31/2028	4.01	3.60	3,513,809	3,547,460
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHQ7	UNITED STATES TREASURY	11/27/2024	7/31/2028	4.24	3.60	3,983,750	4,054,240
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHQ7	UNITED STATES TREASURY	3/7/2025	7/31/2028	4.04	3.60	7,519,629	7,601,700
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHX2	UNITED STATES TREASURY	10/9/2024	8/31/2028	3.88	3.61	1,883,025	1,887,722
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJA0	UNITED STATES TREASURY	10/17/2023	9/30/2028	4.72	3.60	1,245,068	1,285,200
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJA0	UNITED STATES TREASURY	11/1/2023	9/30/2028	4.82	3.60	3,241,673	3,361,055
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJA0	UNITED STATES TREASURY	11/1/2023	9/30/2028	4.82	3.60	3,044,609	3,157,479
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJN2	UNITED STATES TREASURY	12/1/2023	11/30/2028	4.29	3.62	3,507,560	3,571,575
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJR3	UNITED STATES TREASURY	8/16/2024	12/31/2028	3.84	3.61	11,160,625	11,244,625
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJR3	UNITED STATES TREASURY	10/3/2024	12/31/2028	3.57	3.61	2,316,262	2,309,164
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJR3	UNITED STATES TREASURY	3/27/2025	12/31/2028	4.06	3.61	2,472,860	2,509,961
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJR3	UNITED STATES TREASURY	5/5/2025	12/31/2028	3.86	3.61	1,942,383	1,957,770
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJS1	UNITED STATES TREASURY	4/30/2025	12/31/2025	4.07	3.86	8,009,063	8,004,480
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJW2	UNITED STATES TREASURY	10/4/2024	1/31/2029	3.62	3.63	3,298,750	3,286,953
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJW2	UNITED STATES TREASURY	10/29/2024	1/31/2029	4.13	3.63	2,238,750	2,275,583
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJW2	UNITED STATES TREASURY	11/27/2024	1/31/2029	4.23	3.63	7,929,375	8,090,960
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKA8	UNITED STATES TREASURY	2/20/2024	2/15/2027	4.46	3.69	847,185	859,643
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKA8	UNITED STATES TREASURY	3/1/2024	2/15/2027	4.43	3.69	5,934,502	6,017,499
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKA8	UNITED STATES TREASURY	3/1/2024	2/15/2027	4.44	3.69	10,633,251	10,783,237
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKA8	UNITED STATES TREASURY	3/12/2024	2/15/2027	4.29	3.69	1,791,914	1,809,774
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKD2	UNITED STATES TREASURY	4/1/2024	2/28/2029	4.21	3.63	936,753	953,120
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKD2	UNITED STATES TREASURY	12/16/2024	2/28/2029	4.25	3.63	7,999,063	8,155,040
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKD2	UNITED STATES TREASURY	2/6/2025	2/28/2029	4.34	3.63	996,641	1,019,380
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKD2	UNITED STATES TREASURY	2/10/2025	2/28/2029	4.33	3.63	997,031	1,019,380
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKE0	UNITED STATES TREASURY	4/1/2024	3/15/2027	4.40	3.67	761,773	770,913
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKE0	UNITED STATES TREASURY	4/5/2024	3/15/2027	4.51	3.67	3,475,117	3,527,055
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKE0	UNITED STATES TREASURY	4/8/2024	3/15/2027	4.52	3.67	3,226,514	3,275,123

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PORTFOLIO	SECURITY TYPE	SECURITY ID	Description	Settle Date	Maturity	*YIELD AT COST	**YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKJ9	UNITED STATES TREASURY	4/15/2024	4/15/2027	4.53	3.66	2,997,656	3,035,400
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKJ9	UNITED STATES TREASURY	5/1/2024	4/15/2027	4.88	3.66	618,604	632,375
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKJ9	UNITED STATES TREASURY	5/13/2024	4/15/2027	4.66	3.66	2,986,875	3,035,400
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKR1	UNITED STATES TREASURY	5/28/2024	5/15/2027	4.72	3.65	1,217,727	1,240,411
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKR1	UNITED STATES TREASURY	6/3/2024	5/15/2027	4.70	3.65	11,985,514	12,201,589
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKR1	UNITED STATES TREASURY	6/11/2024	5/15/2027	4.49	3.65	3,800,742	3,847,804
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKR1	UNITED STATES TREASURY	6/11/2024	5/15/2027	4.67	3.65	1,343,672	1,366,983
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKR1	UNITED STATES TREASURY	6/12/2024	5/15/2027	4.63	3.65	1,494,785	1,518,870
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKR1	UNITED STATES TREASURY	6/17/2024	5/15/2027	4.60	3.65	3,240,732	3,290,885
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKR1	UNITED STATES TREASURY	7/5/2024	5/15/2027	4.61	3.65	7,975,938	8,100,640
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKT7	UNITED STATES TREASURY	6/3/2024	5/31/2029	4.52	3.64	999,180	1,028,560
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKV2	UNITED STATES TREASURY	7/1/2024	6/15/2027	4.51	3.63	3,756,849	3,802,935
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKV2	UNITED STATES TREASURY	2/10/2025	6/15/2027	4.28	3.63	1,914,473	1,929,393
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKZ3	UNITED STATES TREASURY	8/1/2024	7/15/2027	4.07	3.63	13,331,544	13,381,681
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKZ3	UNITED STATES TREASURY	8/5/2024	7/15/2027	3.96	3.63	3,641,344	3,644,028
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKZ3	UNITED STATES TREASURY	8/12/2024	7/15/2027	3.89	3.63	1,778,446	1,776,464
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLC3	UNITED STATES TREASURY	8/16/2024	7/31/2029	3.79	3.65	2,018,750	2,024,060
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLC3	UNITED STATES TREASURY	10/31/2024	7/31/2029	4.11	3.65	8,956,406	9,108,270
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLG4	UNITED STATES TREASURY	9/3/2024	8/15/2027	3.76	3.62	4,690,503	4,702,789
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLG4	UNITED STATES TREASURY	9/3/2024	8/15/2027	3.77	3.62	1,191,695	1,194,863
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLG4	UNITED STATES TREASURY	9/10/2024	8/15/2027	3.60	3.62	10,090,436	10,071,608
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLL3	UNITED STATES TREASURY	9/27/2024	9/15/2027	3.47	3.61	1,421,382	1,418,987
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLL3	UNITED STATES TREASURY	9/30/2024	9/15/2027	3.52	3.61	3,087,285	3,086,918
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLL3	UNITED STATES TREASURY	10/1/2024	9/15/2027	3.57	3.61	9,343,621	9,355,353
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLL3	UNITED STATES TREASURY	10/4/2024	9/15/2027	3.52	3.61	3,983,750	3,983,120
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLL3	UNITED STATES TREASURY	10/4/2024	9/15/2027	3.54	3.61	6,469,785	6,472,570
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLL3	UNITED STATES TREASURY	10/4/2024	9/15/2027	3.57	3.61	3,977,813	3,983,120
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLN9	UNITED STATES TREASURY	9/30/2024	9/30/2029	3.54	3.66	5,115,190	5,095,583
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLN9	UNITED STATES TREASURY	10/1/2024	9/30/2029	3.58	3.66	33,063,352	32,989,547
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLQ2	UNITED STATES TREASURY	10/29/2024	10/15/2027	4.10	3.61	1,987,813	2,009,920
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLQ2	UNITED STATES TREASURY	11/1/2024	10/15/2027	4.12	3.61	12,736,655	12,885,396
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLQ2	UNITED STATES TREASURY	11/1/2024	10/15/2027	4.12	3.61	15,512,648	15,695,666
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLQ2	UNITED STATES TREASURY	11/4/2024	10/15/2027	4.15	3.61	3,820,674	3,869,096
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLQ2	UNITED STATES TREASURY	11/7/2024	10/15/2027	4.19	3.61	1,982,500	2,009,920
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLQ2	UNITED STATES TREASURY	2/10/2025	10/15/2027	4.30	3.61	677,775	688,398
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLQ2	UNITED STATES TREASURY	2/13/2025	10/15/2027	4.39	3.61	7,403,613	7,537,200
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLR0	UNITED STATES TREASURY	11/12/2024	10/31/2029	4.19	3.67	2,493,262	2,542,275
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLX7	UNITED STATES TREASURY	11/26/2024	11/15/2027	4.32	3.60	696,227	707,112
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLX7	UNITED STATES TREASURY	12/2/2024	11/15/2027	4.12	3.60	3,141,191	3,172,610
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLX7	UNITED STATES TREASURY	12/2/2024	11/15/2027	4.12	3.60	3,064,300	3,095,433
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLX7	UNITED STATES TREASURY	12/6/2024	11/15/2027	4.17	3.60	3,820,368	3,863,862
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLX7	UNITED STATES TREASURY	12/10/2024	11/15/2027	4.10	3.60	3,827,689	3,863,862
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLX7	UNITED STATES TREASURY	12/16/2024	11/15/2027	4.12	3.60	3,825,149	3,863,862
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMA6	UNITED STATES TREASURY	12/2/2024	11/30/2029	4.08	3.67	9,890,434	10,038,876
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMA6	UNITED STATES TREASURY	12/9/2024	11/30/2029	4.05	3.67	1,946,593	1,973,193
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMA6	UNITED STATES TREASURY	12/10/2024	11/30/2029	4.07	3.67	4,009,844	4,068,440
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMB4	UNITED STATES TREASURY	12/17/2024	12/15/2027	4.23	3.59	2,981,016	3,024,960
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMB4	UNITED STATES TREASURY	1/2/2025	12/15/2027	4.28	3.59	8,264,592	8,396,986
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMB4	UNITED STATES TREASURY	1/2/2025	12/15/2027	4.28	3.59	5,514,318	5,603,537
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMD0	UNITED STATES TREASURY	1/2/2025	12/31/2029	4.39	3.67	5,486,569	5,637,352
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMD0	UNITED STATES TREASURY	1/9/2025	12/31/2029	4.48	3.67	995,586	1,026,840
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMD0	UNITED STATES TREASURY	1/13/2025	12/31/2029	4.52	3.67	2,483,594	2,567,100
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CME8	UNITED STATES TREASURY	7/30/2025	12/31/2026	4.00	3.72	5,016,992	5,029,500
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMF5	UNITED STATES TREASURY	1/15/2025	1/15/2028	4.34	3.61	3,840,525	3,902,052
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMF5	UNITED STATES TREASURY	2/3/2025	1/15/2028	4.26	3.61	4,558,931	4,621,651
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMF5	UNITED STATES TREASURY	2/6/2025	1/15/2028	4.27	3.61	3,848,346	3,902,052
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMF5	UNITED STATES TREASURY	2/10/2025	1/15/2028	4.29	3.61	1,747,881	1,773,660
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMH1	UNITED STATES TREASURY	2/18/2025	1/31/2027	4.25	3.71	1,845,736	1,859,324
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMN8	UNITED STATES TREASURY	3/3/2025	2/15/2028	3.97	3.60	2,196,691	2,210,651
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMN8	UNITED STATES TREASURY	3/6/2025	2/15/2028	4.01	3.60	840,480	846,740
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMN8	UNITED STATES TREASURY	5/13/2025	2/15/2028	4.00	3.60	7,744,622	7,803,192
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMN8	UNITED STATES TREASURY	5/22/2025	2/15/2028	4.00	3.60	8,051,250	8,112,480
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMN8	UNITED STATES TREASURY	6/9/2025	2/15/2028	4.00	3.60	11,621,736	11,712,393
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMN8	UNITED STATES TREASURY	7/2/2025	2/15/2028	3.76	3.60	7,008,316	7,022,366
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMN8	UNITED STATES TREASURY	7/7/2025	2/15/2028	3.85	3.60	3,094,872	3,108,094
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMN8	UNITED STATES TREASURY	9/26/2025	2/15/2028	3.67	3.60	8,105,652	8,112,480
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMN8	UNITED STATES TREASURY	10/30/2025	2/15/2028	3.60	3.60	1,496,035	1,495,800
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMS7	UNITED STATES TREASURY	3/25/2025	3/15/2028	4.02	3.58	2,988,047	3,019,680

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PORTFOLIO	SECURITY TYPE	SECURITY ID	Description	Settle Date	Maturity	*YIELD AT COST	**YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMS7	UNITED STATES TREASURY	3/26/2025	3/15/2028	3.98	3.58	15,050,187	15,194,023
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMS7	UNITED STATES TREASURY	3/27/2025	3/15/2028	4.00	3.58	2,989,453	3,019,680
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMS7	UNITED STATES TREASURY	4/1/2025	3/15/2028	3.88	3.58	6,129,042	6,170,213
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMS7	UNITED STATES TREASURY	4/10/2025	3/15/2028	3.70	3.58	4,019,375	4,026,240
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMU2	UNITED STATES TREASURY	4/1/2025	3/31/2030	3.96	3.69	2,454,594	2,481,017
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMU2	UNITED STATES TREASURY	4/8/2025	3/31/2030	3.89	3.68	3,873,974	3,904,091
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMU2	UNITED STATES TREASURY	4/10/2025	3/31/2030	4.03	3.69	1,997,656	2,025,320
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMU2	UNITED STATES TREASURY	4/10/2025	3/31/2030	4.12	3.68	959,688	977,289
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMU2	UNITED STATES TREASURY	5/13/2025	3/31/2030	4.11	3.68	3,095,432	3,149,604
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMU2	UNITED STATES TREASURY	6/9/2025	3/31/2030	4.09	3.68	4,283,889	4,354,758
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMU2	UNITED STATES TREASURY	6/23/2025	3/31/2030	4.01	3.68	969,700	982,352
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMU2	UNITED STATES TREASURY	7/2/2025	3/31/2030	3.84	3.68	1,168,202	1,174,772
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMU2	UNITED STATES TREASURY	9/26/2025	3/31/2030	3.76	3.68	4,444,344	4,456,031
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMU2	UNITED STATES TREASURY	9/30/2025	3/31/2030	3.75	3.68	3,611,740	3,620,525
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMV0	UNITED STATES TREASURY	3/31/2025	3/31/2027	4.00	3.66	7,980,313	8,023,440
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMW8	UNITED STATES TREASURY	5/1/2025	4/15/2028	3.59	3.60	6,099,212	6,092,587
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMW8	UNITED STATES TREASURY	5/1/2025	4/15/2028	3.59	3.60	7,059,463	7,052,477
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMY4	UNITED STATES TREASURY	5/13/2025	4/30/2027	4.00	3.64	3,941,592	3,966,178
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMZ1	UNITED STATES TREASURY	5/1/2025	4/30/2030	3.73	3.69	3,805,102	3,809,106
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CND9	UNITED STATES TREASURY	5/15/2025	5/15/2028	3.77	3.60	2,998,125	3,011,010
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CND9	UNITED STATES TREASURY	5/15/2025	5/15/2028	3.78	3.60	1,249,121	1,254,588
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CND9	UNITED STATES TREASURY	6/2/2025	5/15/2028	3.86	3.60	4,590,778	4,621,700
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CND9	UNITED STATES TREASURY	6/2/2025	5/15/2028	3.86	3.60	1,670,230	1,681,549
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CND9	UNITED STATES TREASURY	6/2/2025	5/15/2028	3.86	3.60	4,590,410	4,621,700
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CND9	UNITED STATES TREASURY	6/10/2025	5/15/2028	3.90	3.60	3,162,102	3,186,652
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CND9	UNITED STATES TREASURY	6/10/2025	5/15/2028	4.01	3.60	4,864,781	4,917,983
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNG2	UNITED STATES TREASURY	6/2/2025	5/31/2030	3.96	3.69	4,568,194	4,619,326
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNH0	UNITED STATES TREASURY	7/1/2025	6/15/2028	3.69	3.59	8,281,844	8,298,257
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNH0	UNITED STATES TREASURY	7/7/2025	6/15/2028	3.74	3.59	4,165,400	4,179,341
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNH0	UNITED STATES TREASURY	7/7/2025	6/15/2028	3.84	3.59	6,441,033	6,480,495
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNH0	UNITED STATES TREASURY	7/9/2025	6/15/2028	3.74	3.59	4,014,375	4,028,280
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNK3	UNITED STATES TREASURY	7/1/2025	6/30/2030	3.80	3.70	1,570,380	1,576,925
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNK3	UNITED STATES TREASURY	7/7/2025	6/30/2030	3.87	3.70	1,750,410	1,763,335
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNM9	UNITED STATES TREASURY	7/15/2025	7/15/2028	3.84	3.60	2,101,969	2,114,595
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNM9	UNITED STATES TREASURY	8/6/2025	7/15/2028	3.90	3.60	1,998,594	2,013,900
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNM9	UNITED STATES TREASURY	8/1/2025	7/15/2028	3.88	3.60	1,495,491	1,506,297
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNM9	UNITED STATES TREASURY	8/1/2025	7/15/2028	3.89	3.60	2,708,333	2,727,928
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNU1	UNITED STATES TREASURY	8/25/2025	8/15/2028	3.74	3.60	3,239,463	3,252,275
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNU1	UNITED STATES TREASURY	8/15/2025	8/15/2028	3.70	3.60	2,494,824	2,501,750
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNU1	UNITED STATES TREASURY	8/15/2025	8/15/2028	3.73	3.60	747,861	750,525
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNU1	UNITED STATES TREASURY	9/5/2025	8/15/2028	3.62	3.60	4,225,165	4,227,958
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNU1	UNITED STATES TREASURY	9/2/2025	8/15/2028	3.58	3.60	13,893,428	13,884,713
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CDF5	UNITED STATES TREASURY	9/17/2025	10/31/2028	3.50	3.61	7,033,301	7,028,025
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNN7	UNITED STATES TREASURY	9/2/2025	7/31/2030	3.69	3.70	3,427,891	3,425,364
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNV9	UNITED STATES TREASURY	9/5/2025	8/31/2027	3.64	3.61	2,499,316	2,500,575
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNX5	UNITED STATES TREASURY	9/18/2025	8/31/2030	3.61	3.70	1,401,094	1,395,072
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNX5	UNITED STATES TREASURY	9/5/2025	8/31/2030	3.72	3.70	2,738,076	2,740,320
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNY3	UNITED STATES TREASURY	9/26/2025	9/15/2028	3.66	3.60	5,133,357	5,143,484
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNY3	UNITED STATES TREASURY	9/15/2025	9/15/2028	3.48	3.60	3,738,721	3,727,163
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNY3	UNITED STATES TREASURY	9/19/2025	9/15/2028	3.50	3.60	4,982,422	4,969,550
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNY3	UNITED STATES TREASURY	9/19/2025	9/15/2028	3.55	3.60	3,930,867	3,925,945
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNY3	UNITED STATES TREASURY	9/19/2025	9/15/2028	3.55	3.60	4,975,586	4,969,550
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNY3	UNITED STATES TREASURY	10/1/2025	9/15/2028	3.61	3.60	5,613,507	5,615,293
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNY3	UNITED STATES TREASURY	10/1/2025	9/15/2028	3.61	3.60	3,239,286	3,240,445
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNY3	UNITED STATES TREASURY	10/7/2025	9/15/2028	3.62	3.60	1,986,641	1,987,820
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPA3	UNITED STATES TREASURY	9/30/2025	9/30/2030	3.75	3.71	4,972,656	4,981,250
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPA3	UNITED STATES TREASURY	10/31/2025	9/30/2030	3.71	3.71	3,964,298	3,965,075
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPA3	UNITED STATES TREASURY	10/31/2025	9/30/2030	3.71	3.71	7,644,420	7,646,219
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPA3	UNITED STATES TREASURY	10/1/2025	9/30/2030	3.73	3.71	2,349,306	2,351,150
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPA3	UNITED STATES TREASURY	10/7/2025	9/30/2030	3.74	3.71	1,442,467	1,444,563
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CGT2	UNITED STATES TREASURY	10/31/2025	3/31/2028	3.59	3.59	5,003,516	5,003,700
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPC9	UNITED STATES TREASURY	10/31/2025	10/15/2028	3.62	3.60	897,047	897,543
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPC9	UNITED STATES TREASURY	10/28/2025	10/15/2028	3.50	3.60	2,999,883	2,991,810
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPC9	UNITED STATES TREASURY	10/15/2025	10/15/2028	3.59	3.60	2,493,457	2,493,175
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPD7	UNITED STATES TREASURY	10/31/2025	10/31/2030	3.71	3.71	2,988,398	2,988,990
MANAGED PORTFOLIO	***SUB-TOTAL FOR US TREASURY OBLIGATION***							***1,082,894,522***	***1,095,217,117***
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	30297CAJ1	FRESB 2018-SB52 10F	11/18/2024	6/25/2028	4.69	4.26	549,784	559,721
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	30297DAJ9	FRESB 2018-SB53 A1F	6/9/2025	6/25/2028	4.41	4.04	321,307	324,318

Orange County Transportation Authority
Portfolio Listing
As of October 31, 2025

PORTFOLIO	SECURITY TYPE	SECURITY ID	Description	Settle Date	Maturity	*YIELD AT COST	**YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	30297DAJ9	FRESB 2018-SB53 A1F	6/18/2025	6/25/2028	4.37	4.04	333,011	335,819
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	30308LAD1	FRESB 2018-SB57 A1F	7/10/2025	7/25/2028	4.30	4.49	1,590,751	1,584,008
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3130ATS57	FEDERAL HOME LOAN BANKS	3/24/2023	3/10/2028	4.01	3.63	5,108,250	5,097,200
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3130ATS57	FEDERAL HOME LOAN BANKS	3/27/2025	3/10/2028	4.04	3.63	4,050,320	4,077,760
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3130ATUS4	FEDERAL HOME LOAN BANKS	2/1/2023	12/10/2027	3.77	3.61	5,105,600	5,063,900
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3130AWBZ2	FEDERAL HOME LOAN BANKS	7/10/2025	6/11/2027	3.91	3.63	5,019,550	5,038,300
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3130AWC24	FEDERAL HOME LOAN BANKS	6/30/2023	6/9/2028	4.04	3.65	1,996,120	2,017,400
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3130AWN63	FEDERAL HOME LOAN BANKS	7/21/2023	6/30/2028	4.20	3.55	3,965,360	4,045,600
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3130AWTQ3	FEDERAL HOME LOAN BANKS	10/2/2023	9/11/2026	4.98	3.75	6,931,120	7,051,030
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3130AWTR1	FEDERAL HOME LOAN BANKS	9/8/2023	9/8/2028	4.49	3.61	3,979,600	4,081,640
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3130AXU63	FEDERAL HOME LOAN BANKS	1/23/2024	11/17/2026	4.19	3.74	3,539,865	3,531,255
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3133EPC60	FEDERAL FARM CREDIT BANKS FUNDING CORP	11/15/2023	11/15/2027	4.77	3.67	4,973,700	5,092,700
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3133EPH81	FEDERAL FARM CREDIT BANKS FUNDING CORP	12/11/2023	10/4/2027	4.42	3.63	4,012,000	4,063,720
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3133EPK79	FEDERAL FARM CREDIT BANKS FUNDING CORP	12/13/2023	12/7/2026	4.52	3.79	7,968,800	8,049,760
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3133EPSW6	FEDERAL FARM CREDIT BANKS FUNDING CORP	8/14/2023	8/14/2026	4.58	3.79	4,788,960	4,826,016
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3133EPSW6	FEDERAL FARM CREDIT BANKS FUNDING CORP	8/14/2023	8/14/2026	4.70	3.79	3,978,200	4,021,680
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3133EPUW3	FEDERAL FARM CREDIT BANKS FUNDING CORP	9/11/2023	9/1/2026	4.80	3.75	3,994,800	4,032,480
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3133EPZY4	FEDERAL FARM CREDIT BANKS FUNDING CORP	11/1/2023	7/30/2026	5.05	3.89	3,995,640	4,032,280
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3133ERAK7	FEDERAL FARM CREDIT BANKS FUNDING CORP	4/15/2024	4/10/2029	4.64	3.64	4,942,000	5,117,150
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3133ERDZ1	FEDERAL FARM CREDIT BANKS FUNDING CORP	5/30/2024	5/8/2026	5.04	3.85	7,957,920	8,036,640
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3133ERPV7	FEDERAL FARM CREDIT BANKS FUNDING CORP	8/23/2024	8/16/2027	3.86	3.69	4,984,050	5,005,250
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3133ERSP7	FEDERAL FARM CREDIT BANKS FUNDING CORP	9/19/2024	9/10/2029	3.53	3.67	1,183,550	1,177,795
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3133ERSP7	FEDERAL FARM CREDIT BANKS FUNDING CORP	9/19/2024	9/10/2029	3.53	3.67	1,927,036	1,918,266
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3136ARTE8	FNA 2016-M03 A2	10/12/2022	2/25/2026	5.16	4.30	1,363,090	1,436,461
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3136AV6R5	FNGT 2017-T1 A	2/20/2024	6/25/2027	4.93	3.96	2,646,322	2,762,115
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3136AV6R5	FNGT 2017-T1 A	3/4/2024	6/25/2027	4.99	3.96	927,801	969,163
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3136AY7L1	FNA 2018-M1 A2	4/21/2023	12/25/2027	4.92	4.44	626,224	649,302
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3136B0YM2	FNA 2018-M2 A2	4/8/2025	1/25/2028	4.60	4.54	2,242,369	2,258,615
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3136BTGM9	FNA 2024-M6 A2	12/17/2024	7/25/2027	4.45	4.49	3,932,375	4,008,333
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137A47J0	FHR 3778 L	5/11/2022	12/15/2025	2.83	4.63	3,938	3,898
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137A6YW6	FHR 3806 L	4/9/2021	2/15/2026	0.56	4.70	5,512	5,203
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137A6YW6	FHR 3806 L	12/10/2021	2/15/2026	1.20	4.70	735	708
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137A6YW6	FHR 3806 L	5/5/2022	2/15/2026	2.71	4.70	38,813	37,935
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137BN6G4	FHMS K-053 A2	8/9/2022	12/25/2025	3.33	4.11	1,528,220	1,540,702
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137BNGT5	FHMS K-054 A2	2/21/2023	1/25/2026	4.64	4.07	3,361,501	3,523,420
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137BNGT5	FHMS K-054 A2	3/6/2023	1/25/2026	4.99	4.07	1,083,454	1,145,112
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137BNGT5	FHMS K-054 A2	5/15/2023	1/25/2026	4.17	4.07	3,345,496	3,452,952
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137BRQJ7	FHMS K-057 A2	3/7/2023	7/25/2026	4.94	3.99	1,620,537	1,724,797
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137BRQJ7	FHMS K-057 A2	5/23/2023	7/25/2026	4.31	3.99	2,071,280	2,155,997
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137BSP72	FHMS K-058 A2	4/17/2023	8/25/2026	4.10	3.94	2,290,781	2,372,448
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137BSRE5	FHMS K-059 A2	11/20/2023	9/25/2026	5.15	3.92	3,070,869	3,214,699
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137BTUM1	FHMS K-061 A2	5/24/2023	11/25/2026	4.31	4.14	1,595,163	1,629,974
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137BUX60	FHMS K-062 A2	11/13/2023	12/25/2026	5.08	3.90	1,902,762	1,983,859
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137BVZ82	FHMS K-063 A2	12/9/2022	1/25/2027	4.28	3.89	3,872,656	3,972,040
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137BVZ82	FHMS K-063 A2	10/20/2023	1/25/2027	5.40	3.89	1,720,633	1,812,243
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137BXRT1	FHMS K-S08 A2	9/16/2022	3/25/2027	4.08	3.92	894,504	915,352
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137BXRT1	FHMS K-S08 A2	1/13/2023	3/25/2027	4.31	3.92	456,260	470,046
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137F1G44	FHMS K-065 A2	5/1/2023	4/25/2027	4.10	3.88	1,162,125	1,187,400
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137F1G44	FHMS K-065 A2	5/14/2024	4/25/2027	4.97	3.88	2,716,963	2,820,075
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137F2LJ3	FHMS K-066 A2	7/15/2024	6/25/2027	4.76	3.87	2,055,770	2,122,867
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137F2LJ3	FHMS K-066 A2	4/11/2025	6/25/2027	4.20	3.87	1,221,777	1,234,225
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137F4D41	FHMS K-074 A2	3/4/2025	1/25/2028	4.36	3.85	1,712,471	1,737,733
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137F4X72	FHMS K-075 A2	3/10/2025	2/25/2028	4.24	3.80	2,308,967	2,337,968
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FAWS3	FHMS K-067 A2	4/18/2023	7/25/2027	4.09	3.85	3,858,125	3,950,400
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FAWS3	FHMS K-067 A2	6/9/2025	7/25/2027	4.19	3.85	1,957,656	1,975,200
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FBBX3	FHMS K-068 A2	5/17/2023	8/25/2027	3.98	3.82	2,912,461	2,965,350
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FBBX3	FHMS K-068 A2	6/21/2024	8/25/2027	4.81	3.82	2,575,758	2,668,815
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FBBX3	FHMS K-068 A2	8/19/2024	8/25/2027	4.17	3.82	778,531	790,760
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FBU79	FHMS K-069 A2	6/14/2023	9/25/2027	4.41	3.84	3,715,850	3,846,196
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FBU79	FHMS K-069 A2	6/21/2024	9/25/2027	4.83	3.84	2,504,087	2,596,182
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FBU79	FHMS K-069 A2	12/31/2024	9/25/2027	4.65	3.88	938,328	961,019
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FBU79	FHMS K-069 A2	3/11/2025	9/25/2027	4.27	3.84	711,597	721,162
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FCJK1	FHMS K-070 A2	8/1/2024	11/25/2027	4.55	3.83	1,851,685	1,902,516
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FCJK1	FHMS K-070 A2	12/31/2024	11/25/2027	4.65	3.87	1,118,131	1,145,780
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FEBQ2	FHMS K-072 A2	3/28/2025	12/25/2027	4.29	3.84	640,263	648,655
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FETN0	FHMS K-073 A2	5/30/2023	1/25/2028	4.28	3.85	6,511,410	6,694,784
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FETN0	FHMS K-073 A2	3/28/2025	1/25/2028	4.29	3.85	5,604,453	5,681,920
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FEZU7	FHMS K-076 A2	3/7/2025	4/25/2028	4.23	3.78	1,977,969	2,001,480

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PORTFOLIO	SECURITY TYPE	SECURITY ID	Description	Settle Date	Maturity	*YIELD AT COST	**YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FEZU7	FHMS K-076 A2	3/31/2025	4/25/2028	4.33	3.78	2,219,590	2,251,665
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FG6X8	FHMS K-077 A2	6/11/2025	5/25/2028	4.31	3.85	1,824,057	1,846,467
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FGZT5	FHMS K-079 A2	4/22/2025	6/25/2028	4.21	3.86	2,475,098	2,499,325
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FJEH8	FHMS K-081 A2	3/25/2024	8/25/2028	4.65	3.86	4,803,447	4,951,036
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FJZ93	FHMS K-084 A2	12/12/2024	10/25/2028	4.35	3.87	3,916,250	3,983,160
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FKZZ2	FHMS K-088 A2	5/7/2025	1/25/2029	4.17	3.88	1,965,234	1,985,660
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FL6P4	FHMS K-089 A2	7/3/2025	1/25/2029	4.11	3.88	328,653	331,272
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FLMV3	FHMS K-090 A2	3/31/2025	2/25/2029	4.37	3.81	2,896,875	2,960,730
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FLN34	FHMS K-734 A2	4/24/2023	2/25/2026	4.55	3.85	852,138	878,240
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FLYV0	FHMS K-092 A2	9/24/2024	4/25/2029	3.83	3.81	1,954,531	1,964,600
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FMCR1	FHMS K-093 A2	10/21/2024	5/25/2029	4.15	3.90	2,824,772	2,876,824
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FNWX4	FHMS K-736 A2	10/11/2023	7/25/2026	5.30	3.97	2,180,238	2,322,419
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FPHK4	FHMS K-098 A2	3/31/2025	8/25/2029	4.31	3.93	1,852,344	1,895,020
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FQ3Y7	FHMS K-101 A1	12/31/2024	7/25/2029	4.96	4.28	651,995	665,323
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137H5YC5	FHMS K-748 A2	8/22/2024	1/25/2029	4.19	3.93	1,847,109	1,900,240
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137H9D71	FHMS K-750 A2	11/4/2024	9/25/2029	4.45	3.96	1,881,406	1,935,040
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HA4B9	FHMS K-751 A2	3/28/2025	3/25/2030	4.41	3.99	2,996,367	3,042,270
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HAMS2	FHMS K-507 A2	10/15/2024	9/25/2028	4.35	3.92	1,267,578	1,275,813
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HAST4	FHMS K-509 A2	10/15/2024	9/25/2028	4.34	3.92	1,524,492	1,533,600
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HBFY5	FHMS K-513 A2	9/30/2024	12/25/2028	3.92	3.91	1,645,875	1,633,616
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HBFY5	FHMS K-513 A2	7/8/2025	12/25/2028	4.15	3.93	2,032,188	2,041,198
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HC2C5	FHMS K-517 A2	9/30/2024	1/25/2029	3.95	3.96	1,579,863	1,558,830
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HC2L5	FHMS K-518 A2	9/30/2024	1/25/2029	4.00	3.94	1,605,301	1,587,479
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HCKV3	FHMS K-520 A2	9/30/2024	3/25/2029	4.02	3.97	1,405,262	1,392,384
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HFNZ4	FHMS K-528 A2	9/12/2024	7/25/2029	4.02	3.99	566,089	563,841
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HH6C0	FHMS K-529 A2	10/16/2024	9/25/2029	4.02	4.00	974,088	979,983
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HHJL6	FHMS K-530 A2	11/27/2024	9/25/2029	4.64	4.00	1,201,222	1,226,429
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HHUN9	FHMS K-531 A2	12/12/2024	10/25/2029	4.65	4.00	803,634	816,736
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HKXJ8	FHMS K-539 A2	4/24/2025	1/25/2030	4.34	3.99	444,984	451,364
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	US3137F64P90	FHMS K-739 A2	11/4/2024	9/25/2027	4.46	3.85	4,328,364	4,496,802
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	US3137F64P90	FHMS K-739 A2	3/28/2025	9/25/2027	4.26	3.85	667,558	682,760
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	880591FE7	TENNESSEE VALLEY AUTHORITY	8/8/2025	8/1/2030	3.97	3.80	597,558	602,016
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FTZQ3	FHMS K-110 A2	9/8/2025	4/25/2030	3.96	3.96	1,798,203	1,803,440
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HN4R6	FHMS K-546 A2	9/18/2025	5/25/2030	3.97	4.01	842,438	840,607
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HN6B9	FHMS K-547 A2	9/29/2025	5/25/2030	3.96	4.00	817,050	817,059
MANAGED PORTFOLIO	***SUB-TOTAL FOR FEDERAL AGENCY/GSE***							***248,204,815***	***252,810,796***
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00138CBB3	COREBRIDGE GLOBAL FUNDING	8/22/2024	8/20/2027	4.66	4.09	1,859,702	1,877,912
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00138CBD9	COREBRIDGE GLOBAL FUNDING	1/9/2025	1/7/2028	4.90	4.17	590,000	598,880
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00138CBF4	COREBRIDGE GLOBAL FUNDING	6/6/2025	6/6/2030	4.88	4.45	973,801	991,127
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00287YBV0	ABBVIE INC	6/13/2024	11/21/2026	4.93	3.95	4,703,375	4,874,617
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00287YBX6	ABBVIE INC	4/29/2025	11/21/2029	4.40	4.12	1,902,080	1,931,920
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00287YDS5	ABBVIE INC	9/19/2024	3/15/2029	3.99	4.05	1,197,468	1,186,646
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00287YDS5	ABBVIE INC	3/27/2025	3/15/2029	4.53	4.05	287,693	291,547
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00440EAV9	CHUBB INA HOLDINGS LLC	8/28/2023	5/3/2026	5.19	3.99	1,651,406	1,724,499
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00440EAV9	CHUBB INA HOLDINGS LLC	12/29/2023	5/3/2026	4.60	3.99	2,207,530	2,262,781
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00440KAA1	ACCENTURE CAPITAL INC	10/4/2024	10/4/2027	3.95	3.78	569,265	571,203
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00440KAB9	ACCENTURE CAPITAL INC	10/4/2024	10/4/2029	4.09	4.09	544,046	544,297
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00724PAE9	ADOBE INC	4/4/2024	4/4/2027	4.87	3.78	1,544,228	1,566,445
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00724PAH2	ADOBE INC	1/17/2025	1/17/2028	4.77	3.81	2,398,728	2,445,792
MANAGED PORTFOLIO	MEDIUM TERM NOTE	007903BJ5	ADVANCED MICRO DEVICES INC	3/24/2025	3/24/2028	4.32	3.87	2,095,000	2,115,678
MANAGED PORTFOLIO	MEDIUM TERM NOTE	009158AY2	AIR PRODUCTS AND CHEMICALS INC	2/13/2024	5/15/2027	4.71	3.86	1,829,260	1,940,500
MANAGED PORTFOLIO	MEDIUM TERM NOTE	009158BH8	AIR PRODUCTS AND CHEMICALS INC	9/3/2024	2/8/2029	4.11	4.00	509,605	508,855
MANAGED PORTFOLIO	MEDIUM TERM NOTE	009158BN5	AIR PRODUCTS AND CHEMICALS INC	6/11/2025	6/11/2028	4.32	3.95	1,498,995	1,512,555
MANAGED PORTFOLIO	MEDIUM TERM NOTE	023135BC9	AMAZON.COM INC	7/15/2024	8/22/2027	4.73	3.77	3,819,680	3,956,960
MANAGED PORTFOLIO	MEDIUM TERM NOTE	025816CL1	AMERICAN EXPRESS CO	11/4/2021	11/4/2026	0.70	4.45	560,000	562,262
MANAGED PORTFOLIO	MEDIUM TERM NOTE	025816DG1	AMERICAN EXPRESS CO	7/28/2023	7/28/2027	5.39	4.21	2,445,000	2,465,709
MANAGED PORTFOLIO	MEDIUM TERM NOTE	025816DV8	AMERICAN EXPRESS CO	7/26/2024	7/26/2028	5.05	4.45	475,000	482,515
MANAGED PORTFOLIO	MEDIUM TERM NOTE	025816ED7	AMERICAN EXPRESS CO	4/25/2025	4/25/2029	4.73	4.43	3,140,000	3,187,759
MANAGED PORTFOLIO	MEDIUM TERM NOTE	025816EJ4	AMERICAN EXPRESS CO	7/25/2025	7/20/2029	4.35	4.32	4,190,000	4,215,433
MANAGED PORTFOLIO	MEDIUM TERM NOTE	02665WEK3	AMERICAN HONDA FINANCE CORP	7/7/2023	7/7/2026	5.30	4.05	1,243,469	1,254,860
MANAGED PORTFOLIO	MEDIUM TERM NOTE	02665WFQ9	AMERICAN HONDA FINANCE CORP	9/13/2024	9/5/2029	4.28	4.19	804,152	805,864
MANAGED PORTFOLIO	MEDIUM TERM NOTE	02665WFT3	AMERICAN HONDA FINANCE CORP	7/8/2025	10/22/2027	4.42	4.09	2,626,313	2,642,929
MANAGED PORTFOLIO	MEDIUM TERM NOTE	03073EAV7	CENCORA INC	12/9/2024	12/15/2027	4.69	4.04	419,223	424,746
MANAGED PORTFOLIO	MEDIUM TERM NOTE	032654BD6	ANALOG DEVICES INC	6/16/2025	6/15/2028	4.29	3.98	2,292,521	2,309,895
MANAGED PORTFOLIO	MEDIUM TERM NOTE	032654BE4	ANALOG DEVICES INC	6/16/2025	6/15/2030	4.52	4.14	1,273,878	1,293,947
MANAGED PORTFOLIO	MEDIUM TERM NOTE	037833BY5	APPLE INC	2/27/2023	2/23/2026	4.76	4.02	1,916,880	1,995,140
MANAGED PORTFOLIO	MEDIUM TERM NOTE	037833BY5	APPLE INC	3/23/2023	2/23/2026	4.39	4.02	1,938,220	1,995,140
MANAGED PORTFOLIO	MEDIUM TERM NOTE	037833EY2	APPLE INC	5/12/2025	5/12/2028	4.07	3.80	1,746,570	1,758,190

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PORTFOLIO	SECURITY TYPE	SECURITY ID	Description	Settle Date	Maturity	*YIELD AT COST	**YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	MEDIUM TERM NOTE	037833EZ9	APPLE INC	5/12/2025	5/12/2030	4.24	3.98	673,853	681,102
MANAGED PORTFOLIO	MEDIUM TERM NOTE	04636NAK9	ASTRAZENECA FINANCE LLC	2/26/2024	2/26/2027	4.86	3.82	1,712,119	1,735,100
MANAGED PORTFOLIO	MEDIUM TERM NOTE	04685A3T6	ATHENE GLOBAL FUNDING	3/26/2024	3/25/2027	5.52	4.27	2,555,000	2,597,745
MANAGED PORTFOLIO	MEDIUM TERM NOTE	05253JAZ4	AUSTRALIA AND NEW ZEALAND BANKING GROUP LTD (NEW Y	1/18/2024	1/18/2027	4.75	3.91	1,750,000	1,767,133
MANAGED PORTFOLIO	MEDIUM TERM NOTE	05253JB75	AUSTRALIA AND NEW ZEALAND BANKING GROUP LTD (NEW Y	6/18/2025	6/18/2028	4.36	3.87	1,850,000	1,872,459
MANAGED PORTFOLIO	MEDIUM TERM NOTE	05565ECH6	BMW US CAPITAL LLC	4/2/2024	4/2/2027	4.94	4.01	2,447,085	2,479,670
MANAGED PORTFOLIO	MEDIUM TERM NOTE	05565ECW3	BMW US CAPITAL LLC	3/21/2025	3/21/2028	4.77	4.11	354,823	360,137
MANAGED PORTFOLIO	MEDIUM TERM NOTE	05565ECY9	BMW US CAPITAL LLC	3/21/2025	3/21/2030	5.06	4.36	284,926	292,664
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06051GGL7	BANK OF AMERICA CORP	8/13/2024	4/24/2028	4.75	4.14	1,757,601	1,793,851
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06051GGL7	BANK OF AMERICA CORP	11/5/2024	4/24/2028	4.81	4.16	3,820,040	3,894,794
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06051GGL7	BANK OF AMERICA CORP	3/26/2025	4/24/2028	4.63	4.14	476,188	482,004
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06051GHG7	BANK OF AMERICA CORP	9/13/2024	3/5/2029	4.41	4.15	492,925	498,015
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06051GHM4	BANK OF AMERICA CORP	11/12/2024	7/23/2029	4.79	4.12	1,965,280	2,007,500
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06051GLE7	BANK OF AMERICA CORP	1/20/2023	1/20/2027	5.08	4.35	1,425,000	1,427,081
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06051GLS6	BANK OF AMERICA CORP	3/26/2025	9/15/2029	4.70	4.19	2,070,900	2,087,380
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06051GMK2	BANK OF AMERICA CORP	1/24/2025	1/24/2029	4.98	4.13	9,625,000	9,796,518
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06051GMT3	BANK OF AMERICA CORP	5/9/2025	5/9/2029	4.81	4.12	3,980,000	4,027,879
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06405LAH4	BANK OF NEW YORK MELLON	4/22/2025	4/20/2029	4.73	4.04	895,000	909,443
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06405LAH4	BANK OF NEW YORK MELLON	4/22/2025	4/20/2029	4.73	4.03	3,030,000	3,079,147
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06406RAH0	BANK OF NEW YORK MELLON CORP	9/13/2024	4/28/2028	4.00	3.78	746,340	751,283
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06406RBA4	BANK OF NEW YORK MELLON CORP	8/31/2022	1/26/2027	3.95	3.90	3,695,080	3,911,560
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06406RBX4	BANK OF NEW YORK MELLON CORP	7/22/2024	7/21/2028	4.89	3.99	2,050,000	2,080,279
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06406RCH8	BANK OF NEW YORK MELLON CORP	6/10/2025	6/9/2028	4.45	4.30	1,785,000	1,796,478
MANAGED PORTFOLIO	MEDIUM TERM NOTE	09290DAH4	BLACKROCK INC	7/26/2024	7/26/2027	4.55	3.83	2,002,720	2,024,460
MANAGED PORTFOLIO	MEDIUM TERM NOTE	09290DAH4	BLACKROCK INC	7/26/2024	7/26/2027	4.57	3.83	3,002,580	3,036,690
MANAGED PORTFOLIO	MEDIUM TERM NOTE	09290DAH4	BLACKROCK INC	7/26/2024	7/26/2027	4.60	3.83	2,234,933	2,262,334
MANAGED PORTFOLIO	MEDIUM TERM NOTE	10373QBY5	BP CAPITAL MARKETS AMERICA INC	5/17/2024	11/17/2027	5.02	3.97	2,700,000	2,753,082
MANAGED PORTFOLIO	MEDIUM TERM NOTE	110122EE4	BRISTOL-MYERS SQUIBB CO	2/22/2024	2/22/2027	4.94	3.83	744,195	754,417
MANAGED PORTFOLIO	MEDIUM TERM NOTE	127387AM0	CADENCE DESIGN SYSTEMS INC	9/10/2024	9/10/2027	4.21	4.04	1,539,738	1,544,343
MANAGED PORTFOLIO	MEDIUM TERM NOTE	133131BA9	CAMDEN PROPERTY TRUST	11/3/2023	11/3/2026	5.85	3.99	2,449,927	2,491,013
MANAGED PORTFOLIO	MEDIUM TERM NOTE	14913UAL4	CATERPILLAR FINANCIAL SERVICES CORP	5/14/2024	5/14/2027	5.04	3.87	2,562,179	2,607,964
MANAGED PORTFOLIO	MEDIUM TERM NOTE	14913UAL4	CATERPILLAR FINANCIAL SERVICES CORP	5/17/2024	5/14/2027	4.89	3.87	5,014,650	5,083,750
MANAGED PORTFOLIO	MEDIUM TERM NOTE	14913UAN0	CATERPILLAR FINANCIAL SERVICES CORP	8/16/2024	10/16/2026	4.49	3.87	3,267,449	3,287,658
MANAGED PORTFOLIO	MEDIUM TERM NOTE	14913UAQ3	CATERPILLAR FINANCIAL SERVICES CORP	8/16/2024	8/16/2029	4.44	3.93	728,022	741,366
MANAGED PORTFOLIO	MEDIUM TERM NOTE	14913UAR1	CATERPILLAR FINANCIAL SERVICES CORP	8/16/2024	10/15/2027	4.42	3.83	1,319,340	1,333,966
MANAGED PORTFOLIO	MEDIUM TERM NOTE	14913UAS9	CATERPILLAR FINANCIAL SERVICES CORP	11/15/2024	11/15/2027	4.63	3.87	1,248,925	1,267,775
MANAGED PORTFOLIO	MEDIUM TERM NOTE	14913UAU4	CATERPILLAR FINANCIAL SERVICES CORP	11/15/2024	11/15/2029	4.74	4.00	549,104	564,300
MANAGED PORTFOLIO	MEDIUM TERM NOTE	14913UAV2	CATERPILLAR FINANCIAL SERVICES CORP	1/8/2025	1/7/2027	4.52	3.89	999,550	1,006,930
MANAGED PORTFOLIO	MEDIUM TERM NOTE	14913UAX8	CATERPILLAR FINANCIAL SERVICES CORP	1/8/2025	1/8/2030	4.84	3.92	1,542,018	1,596,742
MANAGED PORTFOLIO	MEDIUM TERM NOTE	166756BB1	CHEVRON USA INC	2/26/2025	2/26/2028	4.48	3.84	7,960,000	8,066,903
MANAGED PORTFOLIO	MEDIUM TERM NOTE	17252MAR1	CINTAS CORPORATION NO 2	5/2/2025	5/1/2028	4.25	4.00	1,737,773	1,747,934
MANAGED PORTFOLIO	MEDIUM TERM NOTE	17275RBQ4	CISCO SYSTEMS INC	2/26/2024	2/26/2027	4.85	3.87	5,802,447	5,874,433
MANAGED PORTFOLIO	MEDIUM TERM NOTE	17275RBQ4	CISCO SYSTEMS INC	3/4/2024	2/26/2027	4.78	3.87	2,336,261	2,360,895
MANAGED PORTFOLIO	MEDIUM TERM NOTE	17275RBX9	CISCO SYSTEMS INC	2/24/2025	2/24/2030	4.77	4.10	124,906	128,113
MANAGED PORTFOLIO	MEDIUM TERM NOTE	17275RBX9	CISCO SYSTEMS INC	3/12/2025	2/24/2030	4.56	4.10	2,016,520	2,049,800
MANAGED PORTFOLIO	MEDIUM TERM NOTE	172967LW9	CITIGROUP INC	5/19/2025	4/23/2029	4.72	4.18	3,134,239	3,182,312
MANAGED PORTFOLIO	MEDIUM TERM NOTE	172967PF2	CITIGROUP INC	7/16/2025	2/13/2030	4.74	4.34	1,926,942	1,947,688
MANAGED PORTFOLIO	MEDIUM TERM NOTE	172967PZ8	CITIGROUP INC	5/7/2025	5/7/2028	4.64	4.20	3,735,000	3,759,240
MANAGED PORTFOLIO	MEDIUM TERM NOTE	17325FBB3	CITIBANK NA	8/6/2024	9/29/2028	4.51	3.98	722,692	723,348
MANAGED PORTFOLIO	MEDIUM TERM NOTE	17325FBC1	CITIBANK NA	12/4/2023	12/4/2026	5.49	4.00	1,440,000	1,460,923
MANAGED PORTFOLIO	MEDIUM TERM NOTE	17325FBL1	CITIBANK NA	11/19/2024	11/19/2027	4.88	4.19	1,925,000	1,938,417
MANAGED PORTFOLIO	MEDIUM TERM NOTE	17325FBN7	CITIBANK NA	5/29/2025	5/29/2027	4.58	3.96	955,000	963,404
MANAGED PORTFOLIO	MEDIUM TERM NOTE	17325FBP2	CITIBANK NA	5/29/2025	5/29/2030	4.91	4.20	1,000,000	1,028,870
MANAGED PORTFOLIO	MEDIUM TERM NOTE	17327CAW3	CITIGROUP INC	3/4/2025	3/4/2029	4.79	4.20	2,805,000	2,841,437
MANAGED PORTFOLIO	MEDIUM TERM NOTE	194162AT0	COLGATE-PALMOLIVE CO	5/2/2025	5/1/2030	4.21	3.98	1,614,144	1,629,648
MANAGED PORTFOLIO	MEDIUM TERM NOTE	20030NDK4	COMCAST CORP	11/5/2024	4/1/2027	4.46	4.07	3,812,544	3,873,893
MANAGED PORTFOLIO	MEDIUM TERM NOTE	20030NEH0	COMCAST CORP	9/13/2024	6/1/2029	4.12	4.16	624,444	618,240
MANAGED PORTFOLIO	MEDIUM TERM NOTE	20271RAV2	COMMONWEALTH BANK OF AUSTRALIA (NEW YORK BRANCH)	3/14/2025	3/14/2028	4.42	3.88	1,580,000	1,599,102
MANAGED PORTFOLIO	MEDIUM TERM NOTE	21688ABC5	COOPERATIEVE RABOBANK UA (NEW YORK BRANCH)	9/3/2024	1/9/2029	4.28	4.01	510,175	511,670
MANAGED PORTFOLIO	MEDIUM TERM NOTE	21688ABM3	COOPERATIEVE RABOBANK UA (NEW YORK BRANCH)	5/27/2025	5/27/2027	4.37	3.87	1,485,000	1,496,152
MANAGED PORTFOLIO	MEDIUM TERM NOTE	231021AY2	CUMMINS INC	5/9/2025	5/9/2028	4.28	3.95	299,790	302,115
MANAGED PORTFOLIO	MEDIUM TERM NOTE	23338VAU0	DTE ELECTRIC CO	2/29/2024	12/1/2026	4.85	3.87	3,459,446	3,495,430
MANAGED PORTFOLIO	MEDIUM TERM NOTE	24422EXF1	JOHN DEERE CAPITAL CORP	1/8/2024	1/8/2027	4.54	3.88	749,168	755,303
MANAGED PORTFOLIO	MEDIUM TERM NOTE	24422EXF1	JOHN DEERE CAPITAL CORP	1/17/2024	1/8/2027	4.52	3.88	3,997,840	4,028,280
MANAGED PORTFOLIO	MEDIUM TERM NOTE	24422EXM6	JOHN DEERE CAPITAL CORP	3/7/2024	3/5/2027	4.88	3.91	1,348,745	1,366,470
MANAGED PORTFOLIO	MEDIUM TERM NOTE	24422EXT1	JOHN DEERE CAPITAL CORP	8/20/2024	6/11/2029	4.33	4.02	2,044,940	2,055,540
MANAGED PORTFOLIO	MEDIUM TERM NOTE	24422EXV6	JOHN DEERE CAPITAL CORP	9/6/2024	7/15/2027	4.21	3.84	1,734,757	1,745,219
MANAGED PORTFOLIO	MEDIUM TERM NOTE	24422EYD5	JOHN DEERE CAPITAL CORP	6/5/2025	6/5/2028	4.28	3.91	1,163,963	1,174,518

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PORTFOLIO	SECURITY TYPE	SECURITY ID	Description	Settle Date	Maturity	*YIELD AT COST	**YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	MEDIUM TERM NOTE	26442CAX2	DUKE ENERGY CAROLINAS LLC	12/12/2023	11/15/2028	4.90	3.91	3,653,676	3,814,039
MANAGED PORTFOLIO	MEDIUM TERM NOTE	26442CBA1	DUKE ENERGY CAROLINAS LLC	2/28/2025	2/1/2030	4.69	4.13	1,804,900	1,870,540
MANAGED PORTFOLIO	MEDIUM TERM NOTE	26875PAX9	EOG RESOURCES INC	7/1/2025	7/15/2028	4.43	3.99	984,035	994,949
MANAGED PORTFOLIO	MEDIUM TERM NOTE	29379VCE1	ENTERPRISE PRODUCTS OPERATING LLC	1/11/2024	1/11/2027	4.64	3.97	2,562,358	2,582,237
MANAGED PORTFOLIO	MEDIUM TERM NOTE	29446Q2A0	EQUITABLE AMERICA GLOBAL FUNDING	6/9/2025	6/9/2028	4.66	4.22	3,218,937	3,253,456
MANAGED PORTFOLIO	MEDIUM TERM NOTE	29446Q2B8	EQUITABLE AMERICA GLOBAL FUNDING	6/9/2025	6/9/2030	4.97	4.50	1,418,566	1,446,385
MANAGED PORTFOLIO	MEDIUM TERM NOTE	29449WAT4	EQUITABLE FINANCIAL LIFE GLOBAL FUNDING	3/27/2025	3/27/2030	5.05	4.44	434,108	444,692
MANAGED PORTFOLIO	MEDIUM TERM NOTE	30303M8S4	META PLATFORMS INC	8/16/2024	8/15/2029	4.29	4.05	1,595,750	1,608,510
MANAGED PORTFOLIO	MEDIUM TERM NOTE	30303M8S4	META PLATFORMS INC	3/27/2025	8/15/2029	4.40	4.05	403,315	408,430
MANAGED PORTFOLIO	MEDIUM TERM NOTE	31677QBU2	FIFTH THIRD BANK NA	1/28/2025	1/28/2028	4.97	4.21	1,015,000	1,024,176
MANAGED PORTFOLIO	MEDIUM TERM NOTE	341081GN1	FLORIDA POWER & LIGHT CO	7/24/2023	5/15/2028	4.78	3.94	3,935,680	4,041,600
MANAGED PORTFOLIO	MEDIUM TERM NOTE	341081GN1	FLORIDA POWER & LIGHT CO	9/19/2024	5/15/2028	3.96	3.91	862,019	859,350
MANAGED PORTFOLIO	MEDIUM TERM NOTE	341081GN1	FLORIDA POWER & LIGHT CO	3/27/2025	5/15/2028	4.45	3.91	229,646	232,530
MANAGED PORTFOLIO	MEDIUM TERM NOTE	373334KL4	GEORGIA POWER CO	11/6/2024	9/15/2029	4.67	4.12	1,762,476	1,829,659
MANAGED PORTFOLIO	MEDIUM TERM NOTE	373334KL4	GEORGIA POWER CO	3/27/2025	9/15/2029	4.65	4.12	446,234	459,785
MANAGED PORTFOLIO	MEDIUM TERM NOTE	38141GC77	GOLDMAN SACHS GROUP INC	4/23/2025	4/23/2028	4.94	4.18	1,560,000	1,576,848
MANAGED PORTFOLIO	MEDIUM TERM NOTE	38141GZR8	GOLDMAN SACHS GROUP INC	10/10/2024	3/15/2028	4.64	4.17	1,606,688	1,632,835
MANAGED PORTFOLIO	MEDIUM TERM NOTE	38141GZR8	GOLDMAN SACHS GROUP INC	3/26/2025	3/15/2028	4.66	4.17	401,997	406,968
MANAGED PORTFOLIO	MEDIUM TERM NOTE	38145GAH3	GOLDMAN SACHS GROUP INC	11/14/2023	11/16/2026	5.94	3.99	1,937,324	2,064,750
MANAGED PORTFOLIO	MEDIUM TERM NOTE	38151LAF7	GOLDMAN SACHS BANK USA	3/18/2024	3/18/2027	5.28	4.27	2,220,000	2,228,236
MANAGED PORTFOLIO	MEDIUM TERM NOTE	38151LAG5	GOLDMAN SACHS BANK USA	5/21/2024	5/21/2027	5.41	4.24	1,265,000	1,273,045
MANAGED PORTFOLIO	MEDIUM TERM NOTE	40139LBK8	GUARDIAN LIFE GLOBAL FUNDING	4/28/2025	4/28/2030	4.80	4.26	1,500,000	1,532,760
MANAGED PORTFOLIO	MEDIUM TERM NOTE	40428HR95	HSBC USA INC	6/3/2025	6/3/2028	4.67	4.10	764,640	775,152
MANAGED PORTFOLIO	MEDIUM TERM NOTE	427866BK3	HERSHEY CO	2/24/2025	2/24/2028	4.58	3.78	779,462	792,792
MANAGED PORTFOLIO	MEDIUM TERM NOTE	427866BL1	HERSHEY CO	2/24/2025	2/24/2030	4.79	4.13	628,891	644,944
MANAGED PORTFOLIO	MEDIUM TERM NOTE	437076DB5	HOME DEPOT INC	6/25/2024	6/25/2027	4.92	3.80	2,796,304	2,845,220
MANAGED PORTFOLIO	MEDIUM TERM NOTE	437076DB5	HOME DEPOT INC	6/25/2024	6/25/2027	5.00	3.80	1,863,810	1,900,201
MANAGED PORTFOLIO	MEDIUM TERM NOTE	438516BU9	HONEYWELL INTERNATIONAL INC	8/20/2024	8/15/2029	4.20	4.04	1,865,940	1,906,980
MANAGED PORTFOLIO	MEDIUM TERM NOTE	440452AK6	HORMEL FOODS CORP	3/8/2024	3/30/2027	4.84	3.96	2,282,784	2,309,747
MANAGED PORTFOLIO	MEDIUM TERM NOTE	44644MAK7	HUNTINGTON NATIONAL BANK	2/26/2025	4/12/2028	4.87	4.24	1,265,000	1,276,132
MANAGED PORTFOLIO	MEDIUM TERM NOTE	44891ADU8	HYUNDAI CAPITAL AMERICA	6/23/2025	6/23/2027	4.88	4.29	2,854,629	2,881,038
MANAGED PORTFOLIO	MEDIUM TERM NOTE	46647PAX4	JPMORGAN CHASE & CO	3/27/2025	12/5/2029	4.74	4.16	2,476,000	2,521,050
MANAGED PORTFOLIO	MEDIUM TERM NOTE	46647PBT2	JPMORGAN CHASE & CO	10/18/2023	11/19/2026	6.28	3.85	1,671,935	1,857,377
MANAGED PORTFOLIO	MEDIUM TERM NOTE	46647PCJ3	JPMORGAN CHASE & CO	9/13/2024	6/1/2029	4.35	4.10	553,518	570,396
MANAGED PORTFOLIO	MEDIUM TERM NOTE	46647PDW3	JPMORGAN CHASE & CO	10/23/2023	10/22/2027	6.07	4.18	1,205,000	1,226,509
MANAGED PORTFOLIO	MEDIUM TERM NOTE	46647PEA0	JPMORGAN CHASE & CO	1/23/2024	1/23/2028	5.04	4.15	1,490,000	1,505,556
MANAGED PORTFOLIO	MEDIUM TERM NOTE	46647PEA0	JPMORGAN CHASE & CO	6/13/2024	1/23/2028	5.15	4.15	3,934,033	3,986,186
MANAGED PORTFOLIO	MEDIUM TERM NOTE	46647PEE2	JPMORGAN CHASE & CO	4/22/2024	4/22/2028	5.57	4.13	240,000	244,882
MANAGED PORTFOLIO	MEDIUM TERM NOTE	46647PEL6	JPMORGAN CHASE & CO	7/22/2024	7/22/2028	4.98	4.10	950,000	963,680
MANAGED PORTFOLIO	MEDIUM TERM NOTE	46647PEP7	JPMORGAN CHASE & CO	10/22/2024	10/22/2028	4.49	4.09	195,098	196,507
MANAGED PORTFOLIO	MEDIUM TERM NOTE	46647PEP7	JPMORGAN CHASE & CO	10/22/2024	10/22/2028	4.51	4.09	895,000	901,918
MANAGED PORTFOLIO	MEDIUM TERM NOTE	46647PEU6	JPMORGAN CHASE & CO	1/24/2025	1/24/2029	4.92	4.07	2,485,000	2,529,134
MANAGED PORTFOLIO	MEDIUM TERM NOTE	46849LUX7	JACKSON NATIONAL LIFE GLOBAL FUNDING	1/9/2023	1/9/2026	5.58	4.38	1,601,549	1,608,130
MANAGED PORTFOLIO	MEDIUM TERM NOTE	478160DH4	JOHNSON & JOHNSON	2/20/2025	3/1/2028	4.57	3.70	1,044,394	1,064,103
MANAGED PORTFOLIO	MEDIUM TERM NOTE	48125LRU8	JPMORGAN CHASE BANK NA	12/8/2023	12/8/2026	5.11	3.91	1,905,000	1,927,650
MANAGED PORTFOLIO	MEDIUM TERM NOTE	49327M3G7	KEYBANK NA	1/26/2023	1/26/2026	4.73	4.33	354,705	355,174
MANAGED PORTFOLIO	MEDIUM TERM NOTE	532457CJ5	ELI LILLY AND CO	2/9/2024	2/9/2027	4.52	3.81	2,468,691	2,489,711
MANAGED PORTFOLIO	MEDIUM TERM NOTE	532457CK2	ELI LILLY AND CO	8/16/2024	2/9/2029	4.13	3.94	1,516,917	1,520,058
MANAGED PORTFOLIO	MEDIUM TERM NOTE	532457CK2	ELI LILLY AND CO	3/27/2025	2/9/2029	4.35	3.94	386,944	391,453
MANAGED PORTFOLIO	MEDIUM TERM NOTE	532457CQ9	ELI LILLY AND CO	8/14/2024	8/14/2029	4.25	3.97	1,137,503	1,148,938
MANAGED PORTFOLIO	MEDIUM TERM NOTE	532457CU0	ELI LILLY AND CO	2/12/2025	2/12/2028	4.57	3.80	664,574	675,427
MANAGED PORTFOLIO	MEDIUM TERM NOTE	532457CV8	ELI LILLY AND CO	2/12/2025	2/12/2030	4.76	4.04	324,815	333,795
MANAGED PORTFOLIO	MEDIUM TERM NOTE	53359KAA9	LINCOLN FINANCIAL GLOBAL FUNDING	1/13/2025	1/13/2030	5.31	4.39	164,921	170,704
MANAGED PORTFOLIO	MEDIUM TERM NOTE	53359KAB7	LINCOLN FINANCIAL GLOBAL FUNDING	5/28/2025	5/28/2028	4.64	4.25	1,209,637	1,220,938
MANAGED PORTFOLIO	MEDIUM TERM NOTE	53359KAB7	LINCOLN FINANCIAL GLOBAL FUNDING	5/28/2025	5/28/2028	4.64	4.26	2,029,391	2,047,892
MANAGED PORTFOLIO	MEDIUM TERM NOTE	539830CC1	LOCKHEED MARTIN CORP	11/6/2024	2/15/2029	4.57	4.01	1,590,789	1,618,381
MANAGED PORTFOLIO	MEDIUM TERM NOTE	539830CC1	LOCKHEED MARTIN CORP	3/27/2025	2/15/2029	4.52	4.01	404,692	410,937
MANAGED PORTFOLIO	MEDIUM TERM NOTE	55261FAU8	M&T BANK CORP	12/17/2024	1/16/2029	4.84	4.55	870,000	880,666
MANAGED PORTFOLIO	MEDIUM TERM NOTE	55279HAV2	MANUFACTURERS AND TRADERS TRUST CO	1/27/2023	1/27/2026	4.71	4.15	2,430,763	2,436,729
MANAGED PORTFOLIO	MEDIUM TERM NOTE	55279HAW0	MANUFACTURERS AND TRADERS TRUST CO	8/6/2024	1/27/2028	5.15	4.11	340,111	349,143
MANAGED PORTFOLIO	MEDIUM TERM NOTE	564760CC8	MANUFACTURERS AND TRADERS TRUST CO	6/17/2025	7/6/2028	4.76	4.19	520,000	524,768
MANAGED PORTFOLIO	MEDIUM TERM NOTE	571676AW5	MARS INC	3/12/2025	3/1/2027	4.50	3.94	3,796,580	3,824,548
MANAGED PORTFOLIO	MEDIUM TERM NOTE	571676AX3	MARS INC	3/12/2025	3/1/2028	4.60	4.05	2,059,979	2,084,267
MANAGED PORTFOLIO	MEDIUM TERM NOTE	571676AY1	MARS INC	3/12/2025	3/1/2030	4.83	4.24	739,201	755,932
MANAGED PORTFOLIO	MEDIUM TERM NOTE	571748BY7	MARSH & MCLENNAN COMPANIES INC	11/8/2024	11/8/2027	4.58	4.00	1,009,303	1,020,231
MANAGED PORTFOLIO	MEDIUM TERM NOTE	571748BY7	MARSH & MCLENNAN COMPANIES INC	11/8/2024	11/8/2027	4.58	4.01	429,703	434,295
MANAGED PORTFOLIO	MEDIUM TERM NOTE	571748BY7	MARSH & MCLENNAN COMPANIES INC	11/8/2024	11/8/2027	4.59	4.00	2,357,310	2,383,907
MANAGED PORTFOLIO	MEDIUM TERM NOTE	571748BY7	MARSH & MCLENNAN COMPANIES INC	11/8/2024	11/8/2027	4.59	4.01	599,316	605,993

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MANAGED PORTFOLIO	MEDIUM TERM NOTE	57629TBV8	MASSMUTUAL GLOBAL FUNDING II	1/10/2025	1/10/2030	4.96	4.27	1,599,232	1,641,408
MANAGED PORTFOLIO	MEDIUM TERM NOTE	57629TBW6	MASSMUTUAL GLOBAL FUNDING II	3/27/2025	3/27/2028	4.49	4.06	3,670,627	3,707,156
MANAGED PORTFOLIO	MEDIUM TERM NOTE	57629W4S6	MASSMUTUAL GLOBAL FUNDING II	4/9/2024	4/9/2027	5.11	4.04	2,614,216	2,653,441
MANAGED PORTFOLIO	MEDIUM TERM NOTE	57629W4T4	MASSMUTUAL GLOBAL FUNDING II	8/16/2024	5/30/2029	4.51	4.27	1,525,333	1,528,167
MANAGED PORTFOLIO	MEDIUM TERM NOTE	57629W4T4	MASSMUTUAL GLOBAL FUNDING II	3/26/2025	5/30/2029	4.61	4.27	387,767	391,046
MANAGED PORTFOLIO	MEDIUM TERM NOTE	57636QBA1	MASTERCARD INC	9/5/2024	1/15/2028	4.12	3.82	1,199,340	1,206,816
MANAGED PORTFOLIO	MEDIUM TERM NOTE	57636QBF0	MASTERCARD INC	2/27/2025	3/15/2028	4.58	3.80	1,224,069	1,244,992
MANAGED PORTFOLIO	MEDIUM TERM NOTE	58769JAL1	MERCEDES-BENZ FINANCE NORTH AMERICA LLC	9/3/2024	8/3/2028	4.42	4.12	358,474	358,848
MANAGED PORTFOLIO	MEDIUM TERM NOTE	58769JAQ0	MERCEDES-BENZ FINANCE NORTH AMERICA LLC	1/11/2024	1/11/2027	4.84	4.04	1,698,266	1,714,858
MANAGED PORTFOLIO	MEDIUM TERM NOTE	58989V2J2	MET TOWER GLOBAL FUNDING	10/1/2024	10/1/2027	4.02	4.02	494,708	494,817
MANAGED PORTFOLIO	MEDIUM TERM NOTE	592179KL8	METROPOLITAN LIFE GLOBAL FUNDING I	6/11/2024	6/11/2027	5.10	4.06	1,732,849	1,761,563
MANAGED PORTFOLIO	MEDIUM TERM NOTE	59217GFT1	METROPOLITAN LIFE GLOBAL FUNDING I	1/9/2025	1/9/2030	4.95	4.25	1,317,281	1,352,670
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61690DK72	MORGAN STANLEY BANK NA	1/21/2025	1/12/2029	5.02	4.19	1,315,000	1,337,513
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61690U7W4	MORGAN STANLEY BANK NA	11/1/2023	10/30/2026	5.88	3.96	2,340,000	2,380,271
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61690U8A1	MORGAN STANLEY BANK NA	1/18/2024	1/14/2028	4.95	4.19	1,250,000	1,261,050
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61690U8B9	MORGAN STANLEY BANK NA	5/30/2024	5/26/2028	5.50	4.16	680,000	693,695
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61690U8E3	MORGAN STANLEY BANK NA	7/19/2024	7/14/2028	4.97	4.11	1,060,000	1,074,745
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61690U8G8	MORGAN STANLEY BANK NA	10/18/2024	10/15/2027	4.45	4.19	2,325,000	2,330,603
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61747YFA8	MORGAN STANLEY	8/6/2024	2/1/2029	4.70	4.15	349,595	352,131
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61747YFH3	MORGAN STANLEY	5/19/2025	11/1/2029	4.72	4.25	3,917,160	3,943,832
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61747YFP5	MORGAN STANLEY	4/19/2024	4/13/2028	5.65	4.17	1,530,000	1,561,640
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61747YFP5	MORGAN STANLEY	8/13/2024	4/13/2028	4.73	4.20	1,825,680	1,821,070
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61747YFP5	MORGAN STANLEY	3/26/2025	4/13/2028	4.63	4.20	530,234	530,508
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61747YFY6	MORGAN STANLEY	4/17/2025	4/12/2029	4.99	4.19	2,250,000	2,291,850
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61776NVE0	MORGAN STANLEY PRIVATE BANK NA	7/21/2025	7/6/2028	4.47	4.15	2,125,000	2,135,625
MANAGED PORTFOLIO	MEDIUM TERM NOTE	62829D2E9	MUTUAL OF OMAHA COMPANIES GLOBAL FUNDING	11/21/2024	10/15/2029	5.09	4.32	1,596,575	1,644,861
MANAGED PORTFOLIO	MEDIUM TERM NOTE	62829D2E9	MUTUAL OF OMAHA COMPANIES GLOBAL FUNDING	3/26/2025	10/15/2029	4.91	4.32	452,052	461,982
MANAGED PORTFOLIO	MEDIUM TERM NOTE	62829D2G4	MUTUAL OF OMAHA COMPANIES GLOBAL FUNDING	7/8/2025	6/9/2028	4.46	4.15	1,316,880	1,326,598
MANAGED PORTFOLIO	MEDIUM TERM NOTE	632525CA7	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	11/26/2024	10/26/2027	4.61	3.87	967,177	981,553
MANAGED PORTFOLIO	MEDIUM TERM NOTE	632525CJ8	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	6/13/2025	6/13/2028	4.31	3.93	2,275,000	2,296,067
MANAGED PORTFOLIO	MEDIUM TERM NOTE	63253QAJ3	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	6/11/2024	6/11/2027	5.09	3.86	1,335,000	1,360,205
MANAGED PORTFOLIO	MEDIUM TERM NOTE	63743HFH0	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	2/9/2023	3/13/2026	4.47	4.17	309,780	310,226
MANAGED PORTFOLIO	MEDIUM TERM NOTE	63743HFH0	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	2/9/2023	3/13/2026	4.59	4.17	836,665	840,613
MANAGED PORTFOLIO	MEDIUM TERM NOTE	63743HFH0	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	2/9/2023	3/13/2026	4.59	4.17	557,760	560,409
MANAGED PORTFOLIO	MEDIUM TERM NOTE	63743HFK3	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	11/2/2023	11/13/2026	5.61	3.96	1,734,393	1,761,251
MANAGED PORTFOLIO	MEDIUM TERM NOTE	63743HFR8	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	5/10/2024	5/6/2027	5.12	3.98	2,828,245	2,873,582
MANAGED PORTFOLIO	MEDIUM TERM NOTE	63743HFS6	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	9/16/2024	6/15/2029	4.22	4.05	223,329	222,753
MANAGED PORTFOLIO	MEDIUM TERM NOTE	63743HFW7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	2/7/2025	2/7/2028	4.77	4.05	864,619	877,568
MANAGED PORTFOLIO	MEDIUM TERM NOTE	63743HFX5	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	3/27/2025	2/7/2030	4.78	4.18	2,014,320	2,058,340
MANAGED PORTFOLIO	MEDIUM TERM NOTE	637639AK1	NATIONAL SECURITIES CLEARING CORP	8/6/2024	5/30/2028	4.32	3.95	353,035	353,546
MANAGED PORTFOLIO	MEDIUM TERM NOTE	637639AN5	NATIONAL SECURITIES CLEARING CORP	5/20/2025	5/20/2027	4.40	3.89	1,703,483	1,716,649
MANAGED PORTFOLIO	MEDIUM TERM NOTE	637639AN5	NATIONAL SECURITIES CLEARING CORP	5/20/2025	5/20/2027	4.40	3.90	4,431,053	4,464,670
MANAGED PORTFOLIO	MEDIUM TERM NOTE	637639AQ8	NATIONAL SECURITIES CLEARING CORP	5/20/2025	5/20/2030	4.71	4.13	1,364,154	1,396,231
MANAGED PORTFOLIO	MEDIUM TERM NOTE	641423CC0	NEVADA POWER CO	8/16/2024	5/1/2029	4.51	4.21	1,579,361	1,608,269
MANAGED PORTFOLIO	MEDIUM TERM NOTE	641423CC0	NEVADA POWER CO	3/27/2025	5/1/2029	4.60	4.21	401,230	408,215
MANAGED PORTFOLIO	MEDIUM TERM NOTE	64952WFJ7	NEW YORK LIFE GLOBAL FUNDING	10/1/2024	10/1/2027	3.91	3.89	2,739,397	2,740,219
MANAGED PORTFOLIO	MEDIUM TERM NOTE	64952WFK4	NEW YORK LIFE GLOBAL FUNDING	12/5/2024	12/5/2029	4.61	4.21	1,334,239	1,354,478
MANAGED PORTFOLIO	MEDIUM TERM NOTE	64953BBW7	NEW YORK LIFE GLOBAL FUNDING	4/25/2025	4/25/2028	4.43	3.96	2,693,114	2,722,651
MANAGED PORTFOLIO	MEDIUM TERM NOTE	65339KCS7	NEXTERA ENERGY CAPITAL HOLDINGS INC	1/31/2024	1/29/2026	4.98	4.24	2,608,826	2,614,124
MANAGED PORTFOLIO	MEDIUM TERM NOTE	65339KDG2	NEXTERA ENERGY CAPITAL HOLDINGS INC	2/4/2025	2/4/2028	4.85	4.00	464,986	473,430
MANAGED PORTFOLIO	MEDIUM TERM NOTE	65339KDH0	NEXTERA ENERGY CAPITAL HOLDINGS INC	2/4/2025	2/4/2028	5.18	4.73	2,325,000	2,341,531
MANAGED PORTFOLIO	MEDIUM TERM NOTE	665859AW4	NORTHERN TRUST CORP	11/30/2022	5/10/2027	4.58	3.91	2,442,500	2,503,025
MANAGED PORTFOLIO	MEDIUM TERM NOTE	665859AW4	NORTHERN TRUST CORP	1/13/2023	5/10/2027	4.21	3.91	1,487,715	1,501,815
MANAGED PORTFOLIO	MEDIUM TERM NOTE	66815L2M0	NORTHWESTERN MUTUAL GLOBAL FUNDING	8/19/2024	6/12/2028	4.40	4.01	1,322,438	1,328,297
MANAGED PORTFOLIO	MEDIUM TERM NOTE	66815L2M0	NORTHWESTERN MUTUAL GLOBAL FUNDING	3/26/2025	6/12/2028	4.48	4.01	354,351	357,618
MANAGED PORTFOLIO	MEDIUM TERM NOTE	66815L2R9	NORTHWESTERN MUTUAL GLOBAL FUNDING	3/25/2024	3/25/2027	5.07	3.92	1,209,867	1,228,695
MANAGED PORTFOLIO	MEDIUM TERM NOTE	66815L2T5	NORTHWESTERN MUTUAL GLOBAL FUNDING	9/12/2024	9/12/2027	4.11	3.96	819,975	822,165
MANAGED PORTFOLIO	MEDIUM TERM NOTE	66815L2U2	NORTHWESTERN MUTUAL GLOBAL FUNDING	1/13/2025	1/13/2030	4.96	4.26	1,594,936	1,637,523
MANAGED PORTFOLIO	MEDIUM TERM NOTE	66989HAT5	NOVARTIS CAPITAL CORP	9/18/2024	9/18/2029	3.85	3.97	927,740	924,513
MANAGED PORTFOLIO	MEDIUM TERM NOTE	67080LAA3	NUVEEN LLC	10/2/2024	11/1/2028	4.10	4.12	796,880	797,288
MANAGED PORTFOLIO	MEDIUM TERM NOTE	677347CJ3	OHIO EDISON CO	5/23/2025	12/15/2029	4.95	4.30	429,948	440,230
MANAGED PORTFOLIO	MEDIUM TERM NOTE	693475BL8	PNC FINANCIAL SERVICES GROUP INC	1/24/2023	1/26/2027	4.76	4.35	1,630,000	1,631,337
MANAGED PORTFOLIO	MEDIUM TERM NOTE	693475BR5	PNC FINANCIAL SERVICES GROUP INC	3/26/2025	6/12/2029	4.64	4.16	2,055,340	2,069,620
MANAGED PORTFOLIO	MEDIUM TERM NOTE	693475BT1	PNC FINANCIAL SERVICES GROUP INC	3/12/2024	10/20/2027	5.33	4.22	3,808,843	3,778,248
MANAGED PORTFOLIO	MEDIUM TERM NOTE	693475BV6	PNC FINANCIAL SERVICES GROUP INC	1/22/2024	1/21/2028	5.30	4.76	490,000	496,502
MANAGED PORTFOLIO	MEDIUM TERM NOTE	69353RFZ6	PNC BANK NA (DELAWARE)	7/21/2025	7/21/2028	4.63	4.43	1,380,000	1,386,831
MANAGED PORTFOLIO	MEDIUM TERM NOTE	69371RS56	PACCAR FINANCIAL CORP	8/10/2023	8/10/2026	5.07	3.92	1,844,078	1,860,683
MANAGED PORTFOLIO	MEDIUM TERM NOTE	69371RT22	PACCAR FINANCIAL CORP	5/13/2024	5/13/2027	5.03	3.84	1,893,541	1,927,423

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PORTFOLIO	SECURITY TYPE	SECURITY ID	Description	Settle Date	Maturity	*YIELD AT COST	**YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	MEDIUM TERM NOTE	69371RT30	PACCAR FINANCIAL CORP	8/6/2024	8/6/2027	4.50	3.78	5,502,672	5,572,043
MANAGED PORTFOLIO	MEDIUM TERM NOTE	69371RT48	PACCAR FINANCIAL CORP	9/26/2024	9/26/2029	4.05	3.97	254,475	255,273
MANAGED PORTFOLIO	MEDIUM TERM NOTE	69371RT63	PACCAR FINANCIAL CORP	3/3/2025	3/3/2028	4.57	3.83	1,224,253	1,244,588
MANAGED PORTFOLIO	MEDIUM TERM NOTE	69371RT71	PACCAR FINANCIAL CORP	5/8/2025	5/8/2030	4.59	4.10	2,211,567	2,255,579
MANAGED PORTFOLIO	MEDIUM TERM NOTE	69448TAC5	PACIFIC LIFE GLOBAL FUNDING II	7/8/2025	5/1/2028	4.22	4.03	880,276	883,724
MANAGED PORTFOLIO	MEDIUM TERM NOTE	69448TAC5	PACIFIC LIFE GLOBAL FUNDING II	7/8/2025	5/1/2028	4.23	4.03	3,027,067	3,040,010
MANAGED PORTFOLIO	MEDIUM TERM NOTE	6944PL2U2	PACIFIC LIFE GLOBAL FUNDING II	8/6/2024	7/18/2028	4.40	4.09	358,652	357,386
MANAGED PORTFOLIO	MEDIUM TERM NOTE	6944PL2U2	PACIFIC LIFE GLOBAL FUNDING II	8/16/2024	7/18/2028	4.58	4.10	1,001,564	1,004,383
MANAGED PORTFOLIO	MEDIUM TERM NOTE	6944PL2U2	PACIFIC LIFE GLOBAL FUNDING II	3/26/2025	7/18/2028	4.52	4.10	262,586	264,039
MANAGED PORTFOLIO	MEDIUM TERM NOTE	6944PL3F4	PACIFIC LIFE GLOBAL FUNDING II	2/10/2025	2/10/2030	4.86	4.30	824,711	842,449
MANAGED PORTFOLIO	MEDIUM TERM NOTE	713448FX1	PEPSICO INC	9/3/2024	7/17/2029	3.98	3.89	511,250	510,225
MANAGED PORTFOLIO	MEDIUM TERM NOTE	713448GA0	PEPSICO INC	2/7/2025	2/7/2028	4.47	3.82	2,848,803	2,887,335
MANAGED PORTFOLIO	MEDIUM TERM NOTE	713448GB8	PEPSICO INC	2/7/2025	2/7/2030	4.64	4.01	364,387	373,158
MANAGED PORTFOLIO	MEDIUM TERM NOTE	713448GH5	PEPSICO INC	7/31/2025	7/23/2030	4.32	4.10	2,497,650	2,521,100
MANAGED PORTFOLIO	MEDIUM TERM NOTE	713448GL6	PEPSICO INC	7/31/2025	1/15/2029	4.21	3.92	2,491,325	2,513,025
MANAGED PORTFOLIO	MEDIUM TERM NOTE	717081ET6	PFIZER INC	8/16/2024	3/15/2029	4.22	3.95	1,969,982	2,003,051
MANAGED PORTFOLIO	MEDIUM TERM NOTE	717081ET6	PFIZER INC	3/27/2025	3/15/2029	4.43	3.95	501,639	511,836
MANAGED PORTFOLIO	MEDIUM TERM NOTE	74153WCW7	PRICOA GLOBAL FUNDING I	5/28/2025	5/28/2030	4.72	4.30	1,993,584	2,027,937
MANAGED PORTFOLIO	MEDIUM TERM NOTE	74256LEX3	PRINCIPAL LIFE GLOBAL FUNDING II	1/16/2024	1/16/2027	5.01	4.09	474,815	479,992
MANAGED PORTFOLIO	MEDIUM TERM NOTE	74256LFA2	PRINCIPAL LIFE GLOBAL FUNDING II	8/19/2024	8/19/2027	4.63	4.07	789,384	797,150
MANAGED PORTFOLIO	MEDIUM TERM NOTE	74256LFB0	PRINCIPAL LIFE GLOBAL FUNDING II	11/27/2024	11/27/2029	4.95	4.34	519,979	531,705
MANAGED PORTFOLIO	MEDIUM TERM NOTE	74256LFC8	PRINCIPAL LIFE GLOBAL FUNDING II	1/9/2025	1/9/2028	4.83	4.20	1,938,506	1,963,862
MANAGED PORTFOLIO	MEDIUM TERM NOTE	742718GM5	PROCTER & GAMBLE CO	5/1/2025	5/1/2030	4.10	3.94	997,940	1,004,490
MANAGED PORTFOLIO	MEDIUM TERM NOTE	74456QBU9	PUBLIC SERVICE ELECTRIC AND GAS CO	7/26/2023	5/1/2028	4.86	3.95	1,929,762	2,016,948
MANAGED PORTFOLIO	MEDIUM TERM NOTE	74456QBX3	PUBLIC SERVICE ELECTRIC AND GAS CO	1/31/2024	9/1/2028	4.57	3.97	2,539,642	2,616,463
MANAGED PORTFOLIO	MEDIUM TERM NOTE	74464AAC5	PUBLIC STORAGE OPERATING CO	7/2/2025	7/1/2030	4.44	4.22	1,994,660	2,012,480
MANAGED PORTFOLIO	MEDIUM TERM NOTE	771196CP5	ROCHE HOLDINGS INC	9/18/2024	9/9/2029	3.96	4.04	757,913	754,133
MANAGED PORTFOLIO	MEDIUM TERM NOTE	79587J2B8	SAMMONS FINANCIAL GROUP GLOBAL FUNDING	1/10/2025	1/10/2028	5.08	4.29	794,364	807,505
MANAGED PORTFOLIO	MEDIUM TERM NOTE	857449AE2	STATE STREET BANK AND TRUST CO	4/21/2025	11/23/2029	4.59	4.00	2,015,560	2,058,080
MANAGED PORTFOLIO	MEDIUM TERM NOTE	857477BX0	STATE STREET CORP	11/4/2022	11/4/2026	5.75	5.13	685,000	685,027
MANAGED PORTFOLIO	MEDIUM TERM NOTE	857477CL5	STATE STREET CORP	3/18/2024	3/18/2027	4.99	3.86	5,775,000	5,856,659
MANAGED PORTFOLIO	MEDIUM TERM NOTE	857477CU5	STATE STREET CORP	2/28/2025	2/28/2028	4.51	3.92	2,790,000	2,826,605
MANAGED PORTFOLIO	MEDIUM TERM NOTE	857477DA8	STATE STREET CORP	4/24/2025	4/24/2028	4.54	4.02	595,000	599,391
MANAGED PORTFOLIO	MEDIUM TERM NOTE	87612EBU9	TARGET CORP	6/10/2025	6/15/2028	4.35	3.96	739,993	746,875
MANAGED PORTFOLIO	MEDIUM TERM NOTE	882508CE2	TEXAS INSTRUMENTS INC	2/8/2024	2/8/2027	4.62	3.92	2,198,592	2,217,028
MANAGED PORTFOLIO	MEDIUM TERM NOTE	882508CK8	TEXAS INSTRUMENTS INC	5/23/2025	5/23/2030	4.51	4.09	599,652	609,990
MANAGED PORTFOLIO	MEDIUM TERM NOTE	89115A2W1	TORONTO-DOMINION BANK	4/12/2024	4/5/2027	5.41	4.05	4,942,150	5,063,750
MANAGED PORTFOLIO	MEDIUM TERM NOTE	89236TLY9	TOYOTA MOTOR CREDIT CORP	3/21/2024	3/19/2027	5.04	3.90	724,123	735,643
MANAGED PORTFOLIO	MEDIUM TERM NOTE	89236TMK8	TOYOTA MOTOR CREDIT CORP	8/20/2024	8/9/2029	4.40	4.08	2,012,880	2,032,260
MANAGED PORTFOLIO	MEDIUM TERM NOTE	89236TMS1	TOYOTA MOTOR CREDIT CORP	10/10/2024	10/8/2027	4.36	3.88	219,914	221,916
MANAGED PORTFOLIO	MEDIUM TERM NOTE	89236TNG6	TOYOTA MOTOR CREDIT CORP	5/15/2025	5/14/2027	4.52	3.87	1,564,296	1,579,445
MANAGED PORTFOLIO	MEDIUM TERM NOTE	89788JAF6	TRUIST BANK	7/24/2025	7/24/2028	4.42	4.16	1,420,000	1,425,467
MANAGED PORTFOLIO	MEDIUM TERM NOTE	90261AAD4	UBS AG (STAMFORD BRANCH)	1/10/2025	1/10/2028	4.86	4.17	4,605,000	4,641,426
MANAGED PORTFOLIO	MEDIUM TERM NOTE	90327QD97	USAA CAPITAL CORP	6/3/2024	6/1/2027	5.36	3.90	2,213,584	2,265,554
MANAGED PORTFOLIO	MEDIUM TERM NOTE	90327QDA4	USAA CAPITAL CORP	6/2/2025	6/1/2028	4.44	3.98	833,422	842,824
MANAGED PORTFOLIO	MEDIUM TERM NOTE	90331HPP2	US BANK NA	10/22/2024	10/22/2027	4.51	4.14	1,935,000	1,941,444
MANAGED PORTFOLIO	MEDIUM TERM NOTE	90331HPS6	US BANK NA	5/15/2025	5/15/2028	4.89	4.53	1,035,000	1,043,911
MANAGED PORTFOLIO	MEDIUM TERM NOTE	904764BU0	UNILEVER CAPITAL CORP	8/12/2024	8/12/2027	4.35	3.80	1,002,317	1,012,286
MANAGED PORTFOLIO	MEDIUM TERM NOTE	91159HJC5	US BANCORP	9/3/2024	1/27/2028	4.57	4.19	3,769,259	3,885,953
MANAGED PORTFOLIO	MEDIUM TERM NOTE	91159HJF8	US BANCORP	8/13/2024	7/22/2028	4.75	4.17	1,501,755	1,519,220
MANAGED PORTFOLIO	MEDIUM TERM NOTE	91159HJF8	US BANCORP	3/26/2025	7/22/2028	4.60	4.17	414,469	417,534
MANAGED PORTFOLIO	MEDIUM TERM NOTE	91324PEH1	UNITEDHEALTH GROUP INC	7/31/2024	5/15/2029	4.59	4.06	3,411,485	3,493,560
MANAGED PORTFOLIO	MEDIUM TERM NOTE	91324PEY4	UNITEDHEALTH GROUP INC	3/21/2024	4/15/2027	4.85	3.96	2,085,363	2,117,808
MANAGED PORTFOLIO	MEDIUM TERM NOTE	931142FL2	WALMART INC	4/28/2025	4/28/2027	4.11	3.71	874,886	879,865
MANAGED PORTFOLIO	MEDIUM TERM NOTE	931142FN8	WALMART INC	4/28/2025	4/28/2030	4.39	3.98	549,049	558,069
MANAGED PORTFOLIO	MEDIUM TERM NOTE	94106LBX6	WASTE MANAGEMENT INC	7/3/2024	7/3/2027	4.99	3.87	2,561,896	2,607,092
MANAGED PORTFOLIO	MEDIUM TERM NOTE	94106LCB3	WASTE MANAGEMENT INC	11/4/2024	3/15/2028	4.57	3.97	3,826,448	3,878,834
MANAGED PORTFOLIO	MEDIUM TERM NOTE	94106LCB3	WASTE MANAGEMENT INC	11/4/2024	3/15/2028	4.57	4.01	1,606,410	1,626,931
MANAGED PORTFOLIO	MEDIUM TERM NOTE	94106LCB3	WASTE MANAGEMENT INC	3/27/2025	3/15/2028	4.39	4.01	426,271	429,469
MANAGED PORTFOLIO	MEDIUM TERM NOTE	94988J6F9	WELLS FARGO BANK NA	12/11/2023	12/11/2026	5.25	3.91	3,000,000	3,039,990
MANAGED PORTFOLIO	MEDIUM TERM NOTE	95000U3L5	WELLS FARGO & CO	4/22/2024	4/22/2028	5.71	4.16	995,000	1,016,791
MANAGED PORTFOLIO	MEDIUM TERM NOTE	95000U3R2	WELLS FARGO & CO	1/24/2025	1/24/2028	4.90	4.19	6,275,000	6,327,208
MANAGED PORTFOLIO	MEDIUM TERM NOTE	95000U3T8	WELLS FARGO & CO	4/23/2025	4/23/2029	4.97	4.17	1,395,000	1,420,997
MANAGED PORTFOLIO	MEDIUM TERM NOTE	95000U3T8	WELLS FARGO & CO	4/23/2025	4/23/2029	4.97	4.19	2,295,000	2,336,769
MANAGED PORTFOLIO	MEDIUM TERM NOTE	95954A2B8	WESTERN-SOUTHERN GLOBAL FUNDING	7/16/2025	7/16/2028	4.52	4.24	1,674,297	1,685,821
MANAGED PORTFOLIO	MEDIUM TERM NOTE	69371RT97	PACCAR FINANCIAL CORP	8/8/2025	8/8/2028	4.02	3.86	3,248,083	3,261,408
MANAGED PORTFOLIO	MEDIUM TERM NOTE	7425APAD7	PRINCIPAL LIFE GLOBAL FUNDING II	8/18/2025	8/18/2028	4.27	4.15	1,714,091	1,719,613
MANAGED PORTFOLIO	MEDIUM TERM NOTE	166756BH8	CHEVRON USA INC	8/13/2025	8/13/2028	4.05	3.80	2,794,776	2,812,720

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PORTFOLIO	SECURITY TYPE	SECURITY ID	Description	Settle Date	Maturity	*YIELD AT COST	**YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	MEDIUM TERM NOTE	63743HFZ0	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	8/25/2025	8/25/2028	4.19	4.07	3,950,570	3,963,385
MANAGED PORTFOLIO	MEDIUM TERM NOTE	14913UBB5	CATERPILLAR FINANCIAL SERVICES CORP	8/15/2025	8/15/2028	4.11	3.93	499,930	502,265
MANAGED PORTFOLIO	MEDIUM TERM NOTE	05565EDA0	BMW US CAPITAL LLC	8/11/2025	8/11/2027	4.20	4.02	1,248,938	1,252,725
MANAGED PORTFOLIO	MEDIUM TERM NOTE	64952WCX9	NEW YORK LIFE GLOBAL FUNDING	8/27/2025	1/10/2028	4.04	3.92	1,953,440	1,961,520
MANAGED PORTFOLIO	MEDIUM TERM NOTE	373334LC3	GEORGIA POWER CO	9/29/2025	10/1/2028	4.02	4.03	1,874,044	1,873,613
MANAGED PORTFOLIO	MEDIUM TERM NOTE	437076DH2	HOME DEPOT INC	9/15/2025	9/15/2028	3.77	3.85	504,672	503,672
MANAGED PORTFOLIO	MEDIUM TERM NOTE	437076DJ8	HOME DEPOT INC	9/15/2025	9/15/2030	4.03	4.07	2,844,751	2,840,297
MANAGED PORTFOLIO	MEDIUM TERM NOTE	437076DJ8	HOME DEPOT INC	9/15/2025	9/15/2030	4.04	4.07	1,001,030	999,824
MANAGED PORTFOLIO	MEDIUM TERM NOTE	476556DJ1	JERSEY CENTRAL POWER & LIGHT CO	9/4/2025	1/15/2029	4.18	4.18	1,798,452	1,798,200
MANAGED PORTFOLIO	MEDIUM TERM NOTE	58933YBP9	MERCK & CO INC	9/9/2025	9/15/2027	3.90	3.74	1,748,338	1,753,150
MANAGED PORTFOLIO	MEDIUM TERM NOTE	59217GCK3	METROPOLITAN LIFE GLOBAL FUNDING I	9/24/2025	9/19/2027	3.97	4.01	1,963,260	1,963,680
MANAGED PORTFOLIO	MEDIUM TERM NOTE	8426EPAJ7	SOUTHERN COMPANY GAS CAPITAL CORP	9/8/2025	9/15/2028	4.09	4.11	988,901	988,347
MANAGED PORTFOLIO	MEDIUM TERM NOTE	89236TNR2	TOYOTA MOTOR CREDIT CORP	9/5/2025	9/5/2028	4.09	3.95	1,273,432	1,278,251
MANAGED PORTFOLIO	MEDIUM TERM NOTE	95000U4A8	WELLS FARGO & CO	9/15/2025	9/15/2029	4.37	4.18	2,915,000	2,906,955
MANAGED PORTFOLIO	MEDIUM TERM NOTE	US21688ABP66	COOPERATIEVE RABOBANK UA (NEW YORK BRANCH)	10/17/2025	10/17/2028	3.96	3.95	1,030,000	1,030,258
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61748UAK8	MORGAN STANLEY	10/22/2025	10/18/2029	4.39	4.22	2,290,000	2,284,641
MANAGED PORTFOLIO	MEDIUM TERM NOTE	38141GD27	GOLDMAN SACHS GROUP INC	10/21/2025	10/21/2029	4.38	4.26	6,800,000	6,779,872
MANAGED PORTFOLIO	MEDIUM TERM NOTE	89788JAH2	TRUIST BANK	10/23/2025	10/23/2029	4.37	4.49	5,390,000	5,368,763
MANAGED PORTFOLIO	***SUB-TOTAL FOR MEDIUM TERM NOTE***							***563,599,685***	***571,187,514***
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	02007NAC2	ALLYA 2024-2 A3	9/27/2024	7/16/2029	4.44	4.13	974,899	975,371
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	02007WAC2	ALLYA 2023-1 A3	7/19/2023	5/15/2028	5.53	4.35	1,033,323	1,041,808
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	02008MAC3	ALLYA 2022-2 A3	10/12/2022	5/17/2027	5.30	4.35	171,806	171,947
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	023947AD6	AMCAR 2024-1 A3	5/29/2024	1/18/2029	5.83	-3.74	1,199,889	1,210,452
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	02582JJZ4	AMXCA 2023-1 A	6/14/2023	5/15/2028	4.87	4.07	1,339,881	1,345,775
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	02582JKH2	AMXCA 2024-1 A	4/23/2024	4/16/2029	5.31	3.94	5,218,930	5,316,831
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	02582JKM1	AMXCA 2025-1 A	2/11/2025	12/17/2029	4.57	3.88	949,789	963,633
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	02582JKM1	AMXCA 2025-1 A	6/23/2025	12/17/2029	4.26	3.93	1,511,719	1,520,004
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	02582JKP4	AMXCA 2025-2 A	5/13/2025	4/15/2030	4.28	3.89	5,724,896	5,781,220
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	02582JKV1	AMXCA 2025-4 A	7/22/2025	7/15/2030	4.30	3.87	3,834,447	3,880,100
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	02589BAE0	AMXCA 2024-3 A	10/11/2024	7/16/2029	4.34	3.89	1,614,500	1,620,703
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	02589BAE0	AMXCA 2024-3 A	3/26/2025	7/16/2029	4.42	3.89	598,579	602,699
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	03065UAD1	AMCAR 2023-2 A3	9/20/2023	5/18/2028	5.89	4.39	3,981,864	4,010,439
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05330QAC6	DRVPNK 2025-1 A3	5/21/2025	11/13/2029	4.62	4.27	674,984	679,779
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05330QAC6	DRVPNK 2025-1 A3	6/4/2025	11/13/2029	4.52	4.27	1,320,239	1,324,310
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05377REZ3	AESOP 221 A	5/16/2024	8/21/2028	5.56	4.25	1,906,563	1,987,980
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05377REZ3	AESOP 221 A	7/17/2024	8/21/2028	5.19	4.25	1,906,492	1,963,130
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05377REZ3	AESOP 221 A	8/15/2024	8/21/2028	4.81	4.24	1,756,125	1,789,343
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05377RHL1	AESOP 2023-7 A	4/28/2025	8/21/2028	4.76	4.30	2,047,500	2,050,160
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05377RHM9	AESOP 2023-8 A	7/25/2025	2/20/2030	4.70	4.38	1,991,175	2,002,343
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05377RHM9	AESOP 2023-8 A	7/25/2025	2/20/2030	4.70	4.43	3,992,775	4,010,355
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05377RJG0	AESOP 242 A	8/20/2024	10/20/2028	4.83	4.25	575,611	578,756
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05377RJG0	AESOP 242 A	9/27/2024	10/20/2028	4.51	4.25	727,736	725,984
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05522RDH8	BACCT 2023-2 A	12/14/2023	11/15/2028	4.99	4.00	1,334,821	1,348,604
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05522RDJ4	BACCT 2024-1 A	6/13/2024	5/15/2029	4.93	3.94	2,544,857	2,583,582
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05522RDK1	BACCT 2025-1 A	6/12/2025	5/15/2030	4.35	3.86	1,954,993	1,977,326
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05592XAD2	BMWOT 2023-A A3	7/18/2023	2/25/2028	5.47	4.41	408,683	411,335
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05594BAD8	BAAT 2025-1 A3	5/12/2025	11/20/2029	4.35	4.13	2,029,860	2,039,318
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05613MAD1	BMWLT 2024-2 A3	10/7/2024	10/25/2027	4.49	4.05	3,349,690	3,354,087
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	06054YAC1	BAAT 232 A3	11/21/2023	6/15/2028	5.74	4.47	988,947	998,696
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	06428AAC2	BAAT 231 A3	7/31/2023	2/15/2028	5.60	4.49	605,665	609,806
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	096912AD2	BMWLT 2025-1 A3	6/10/2025	6/26/2028	4.82	3.99	5,539,878	5,574,791
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	096919AD7	BMWOT 2024-A A3	6/11/2024	2/26/2029	5.18	4.34	3,864,413	3,901,408
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	096924AD7	BMWOT 2025-A A3	2/12/2025	9/25/2029	4.56	4.13	864,915	871,721
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	09709AAC6	BAAT 2024-1 A3	5/22/2024	11/15/2028	5.35	4.58	533,137	536,956
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	14041NGE5	COMET 2024-1 A	9/24/2024	9/17/2029	3.92	3.91	3,694,279	3,697,402
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	14041NGE5	COMET 2024-1 A	9/24/2024	9/17/2029	3.94	3.91	999,297	1,000,650
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	14041NGE5	COMET 2024-1 A	9/24/2024	9/17/2029	3.94	3.91	2,498,242	2,501,576
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	14043GAD6	COPAR 2022-2 A3	8/10/2022	5/17/2027	4.18	4.03	311,098	310,781
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	14043QAC6	COPAR 2022-1 A3	5/4/2022	4/15/2027	3.15	3.99	188,463	188,187
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	14290DAC5	CARMX 2024-4 A3	11/5/2024	10/15/2029	4.85	4.14	1,099,794	1,109,295
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	14290FAD8	CARMX 2025-3 A3	7/23/2025	7/15/2030	4.58	4.11	3,799,219	3,824,814
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	14317HAC5	CARMX 2022-2 A3	4/28/2022	2/16/2027	3.55	3.63	59,809	59,798
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	14318MAD1	CARMX 2022-3 A3	7/20/2022	4/15/2027	4.00	4.15	405,433	405,276
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	14318UAD3	CARMX 2022-4 A3	10/31/2022	8/16/2027	5.79	4.41	829,801	832,511
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	14319GAD3	CARMX 2024-3 A3	7/30/2024	7/16/2029	4.94	4.21	3,199,856	3,234,048
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	16144QAC9	CHAOT 245 A3	9/24/2024	8/27/2029	4.60	4.14	944,901	946,446
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	16145NAC5	CHAOT 251 A3	7/30/2025	6/25/2030	4.29	3.95	2,684,738	2,702,748
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	161571HT4	CHAIT 2023-1 A	9/15/2023	9/15/2028	5.17	4.00	6,538,187	6,606,185

Orange County Transportation Authority
Portfolio Listing
As of October 31, 2025

PORTFOLIO	SECURITY TYPE	SECURITY ID	Description	Settle Date	Maturity	*YIELD AT COST	**YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	161571HV9	CHAIT 241 A	1/31/2024	1/16/2029	4.61	3.92	3,259,504	3,286,895
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	17305EHA6	CCCIT 2025-A1 A1	6/26/2025	6/21/2030	4.31	3.89	5,003,642	5,055,601
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	233249AC5	DLLAA 251 A3	1/22/2025	9/20/2029	4.95	4.06	1,319,876	1,342,915
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	233249AC5	DLLAA 251 A3	1/22/2025	9/20/2029	4.95	4.12	549,948	558,897
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	29374MAC2	EFF 244 A3	10/16/2024	11/20/2028	4.56	3.94	7,829,054	7,905,794
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	29375UAC3	EFF 253 A3	7/23/2025	9/20/2029	4.46	4.05	3,499,685	3,534,405
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	31680EAD3	FITAT 2023-1 A3	8/23/2023	8/15/2028	5.53	4.44	1,839,762	1,855,110
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	32113CCE8	FNMNT 2025-1 A	7/18/2025	2/15/2030	4.33	4.00	962,951	968,164
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	344930AD4	FORDO 2023-B A3	6/26/2023	5/15/2028	5.29	4.30	970,220	976,385
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34528QJA3	FORDF 2024-1 A1	5/10/2024	4/15/2029	5.60	4.14	2,599,488	2,643,004
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34528QJK1	FORDF 243 A1	10/8/2024	9/17/2029	4.30	4.11	5,849,468	5,873,400
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34528QJK1	FORDF 243 A1	7/23/2025	9/17/2029	4.32	4.11	2,825,883	2,836,300
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34528QJK1	FORDF 243 A1	7/23/2025	9/17/2029	4.32	4.10	1,400,438	1,405,664
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34529BAA4	FORDF 2025-1 A1	5/28/2025	4/15/2030	4.68	4.09	1,599,618	1,621,312
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34529BAA4	FORDF 2025-1 A1	7/24/2025	4/15/2030	4.31	4.09	2,194,711	2,203,971
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34529BAA4	FORDF 2025-1 A1	7/24/2025	4/15/2030	4.31	4.08	1,094,833	1,099,597
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34531QAD1	FORDO 2024-B A3	6/24/2024	4/15/2029	5.10	4.11	3,264,970	3,307,184
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34532UAD1	FORDO 2024-C A3	9/20/2024	7/15/2029	4.81	3.98	1,524,990	1,527,715
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34533MAF3	FORDL 2025-B B	7/29/2025	8/15/2029	4.52	4.37	1,974,762	1,982,426
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34533MAF3	FORDL 2025-B B	7/29/2025	8/15/2029	4.52	4.38	984,881	988,599
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34535KAD0	FORDO 2025-A A3	3/25/2025	10/15/2029	4.45	3.98	2,929,715	2,957,952
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	361886DQ4	GFORT 244 A1	7/22/2025	11/15/2029	4.31	4.16	631,348	632,331
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	361886DQ4	GFORT 244 A1	7/23/2025	11/15/2029	4.33	4.16	176,695	177,053
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	362549AD9	GMCAR 2025-2 A3	5/14/2025	4/16/2030	4.71	4.00	2,599,617	2,616,276
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	362583AD8	GMCAR 2023-2 A3	4/12/2023	2/16/2028	4.51	4.24	326,363	326,810
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	362585AC5	GMCAR 2022-2 A3	4/13/2022	2/16/2027	3.16	3.94	64,490	64,448
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	36265WAD5	GMCAR 2022-3 A3	7/13/2022	4/16/2027	3.93	4.09	134,914	134,843
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	36268GAD7	GMCAR 2024-1 A3	1/17/2024	12/18/2028	4.91	4.27	720,262	724,210
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	36269FAD8	GMALT 2024-1 A3	2/15/2024	3/22/2027	5.09	4.13	1,217,142	1,220,313
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	362955AD8	GMCAR 2025-1 A3	1/15/2025	12/17/2029	5.04	4.06	2,964,780	2,994,947
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	362962AD4	GMALT 2025-2 A3	5/29/2025	5/22/2028	4.84	3.97	919,985	927,268
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	379930AD2	GMCAR 2023-4 A3	10/11/2023	8/16/2028	5.86	4.46	766,165	774,537
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	379931AD0	GMCAR 2024-2 A3	4/10/2024	3/16/2029	5.10	4.32	1,269,754	1,279,855
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	38012QAD0	GMALT 2024-3 A3	10/2/2024	10/20/2027	4.61	4.10	439,948	440,326
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	38013KAD2	GMCAR 2024-3 A3	7/10/2024	4/16/2029	5.13	4.32	1,894,708	1,913,950
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	38014AAD3	GMCAR 2024-4 A3	10/16/2024	8/16/2029	4.32	4.03	2,639,492	2,655,655
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	39154GAJ5	GALC 251 A3	3/12/2025	4/16/2029	4.49	4.06	1,699,832	1,714,620
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	39154TBW7	GALC 2022-1 A3	10/12/2022	9/15/2026	5.09	4.21	924,070	925,560
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	39154TCJ5	GALC 241 A3	1/31/2024	1/18/2028	4.99	4.00	2,799,516	2,823,352
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	41285JAD0	HDMOT 2023-A A3	2/23/2023	12/15/2027	5.11	4.40	627,976	629,735
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	437921AD1	HAROT 252 A3	5/8/2025	10/15/2029	4.15	4.01	5,354,402	5,373,207
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	438123AC5	HAROT 2023-4 A3	11/8/2023	6/21/2028	5.74	4.38	489,903	495,188
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	43813YAC6	HAROT 2024-3 A3	8/21/2024	3/21/2029	4.66	4.09	3,324,478	3,346,347
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	43815PAC3	HAROT 2022-2 A3	8/24/2022	7/20/2026	3.87	4.16	26,754	26,748
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	446144AE7	HUNT 241 A3	2/22/2024	1/16/2029	5.23	4.38	1,558,488	1,572,480
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	448976AD2	HART 2024-C A3	10/16/2024	5/15/2029	4.46	4.05	1,794,869	1,805,878
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	448988AD7	HALST 2024-A A3	1/24/2024	3/15/2027	5.03	4.07	1,442,907	1,446,760
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	44918MAD2	HART 2022-B A3	7/20/2022	11/16/2026	4.31	3.77	2,177	2,176
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	44933DAD3	HART 2022-C A3	11/9/2022	6/15/2027	5.39	4.15	534,541	536,292
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	44934FAD7	HALST 2024-B A3	5/22/2024	5/17/2027	5.41	4.10	1,964,945	1,976,161
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	44935CAD3	HART 2025-A A3	3/12/2025	10/15/2029	4.84	4.01	4,439,345	4,467,173
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	44935DAD1	HALST 2025-B A3	4/30/2025	4/17/2028	4.53	4.03	629,943	634,372
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	44935DAE9	HALST 2025-B A4	4/30/2025	4/16/2029	4.57	4.06	1,999,733	2,017,980
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	44935GAD4	HALST 25C A3	7/30/2025	7/17/2028	4.37	4.12	2,299,645	2,311,983
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	44935GAE2	HALST 25C A4	7/30/2025	6/15/2029	4.38	4.17	1,899,968	1,910,906
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	44935GAF9	HALST 25C B	7/30/2025	11/15/2029	4.57	4.35	5,739,579	5,771,637
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	44935WAD9	HALST 2025-A A3	1/22/2025	1/18/2028	4.83	3.97	809,939	817,501
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	44935XAD7	HART 2025-B A3	6/11/2025	12/17/2029	4.36	3.96	7,174,352	7,238,284
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	47800DAD6	JDOT 2025 A3	3/11/2025	9/17/2029	5.09	3.96	2,644,834	2,659,944
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	47800RAD5	JDOT 2024 A3	3/19/2024	11/15/2028	5.12	4.22	1,254,930	1,264,814
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	47800UAD8	JDOT 2025-B A3	7/17/2025	12/17/2029	4.52	3.99	4,548,943	4,571,203
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	500945AC4	KCOT 2023-2 A3	7/26/2023	1/18/2028	5.29	4.16	1,091,582	1,100,079
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	50117BAC4	KCOT 241 A3	2/21/2024	7/17/2028	5.19	4.26	1,539,940	1,558,526
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	50117DAB2	KCOT 2024-2 A2	6/25/2024	4/15/2027	5.45	2.79	452,697	454,614
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	50117EAC8	KCOT 2022-1 A3	3/23/2022	10/15/2026	2.67	3.67	106,131	106,069
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	50117FAB7	KCOT 251 A2	2/19/2025	12/15/2027	4.62	4.25	899,888	903,177
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	50117JAC7	KCOT 222 A3	7/21/2022	12/15/2026	0.00	4.20	86,132	86,129
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	50117JAC7	KCOT 222 A3	7/21/2022	12/15/2026	4.10	4.20	249,219	249,209

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PORTFOLIO	SECURITY TYPE	SECURITY ID	Description	Settle Date	Maturity	*YIELD AT COST	**YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	50117KAC4	KCOT 2023-1 A3	3/31/2023	6/15/2027	5.41	4.27	940,596	943,867
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	50117LAC2	KCOT 252 A3	6/25/2025	9/17/2029	4.42	3.99	3,979,996	4,016,497
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	55340QAC9	MTLRF 25LEA1 A3	5/21/2025	9/17/2029	4.79	4.26	3,599,284	3,654,396
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	58768PAC8	MBART 2022-1 A3	11/22/2022	8/16/2027	5.28	4.29	956,074	959,438
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	58768YAD7	MBALT 2025-A A3	5/21/2025	4/16/2029	4.66	3.96	1,004,877	1,016,779
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	58769GAD5	MBALT 2024-B A3	9/25/2024	2/15/2028	4.24	4.00	2,149,638	2,152,623
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	58770AAC7	MBART 2023-1 A3	1/25/2023	11/15/2027	4.57	4.21	241,243	241,622
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	58770JAD6	MBALT 2024-A A3	5/23/2024	1/18/2028	5.73	3.85	1,319,846	1,333,794
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	58773DAD6	MBART 2025-1 A3	1/23/2025	12/17/2029	4.84	4.21	2,659,434	2,689,420
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	65341KBZ8	NFMOT 241 A2	9/19/2024	3/15/2029	4.28	4.19	1,429,094	1,417,808
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	65341KCC8	NFMOT 242 A2	10/10/2024	9/17/2029	4.43	4.13	1,954,518	1,966,183
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	65341KCC8	NFMOT 242 A2	11/27/2024	9/17/2029	4.62	4.13	1,159,900	1,176,692
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	65341KCF1	NFMOT 251 A2	6/23/2025	2/15/2030	4.52	4.19	3,005,391	3,025,790
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	65479UAD0	NAROT 2024-A A3	5/22/2024	12/15/2028	5.85	4.49	2,629,754	2,651,908
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	65479VAB2	NMOTR 24B A	10/25/2024	2/15/2029	4.56	4.16	1,593,211	1,593,086
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	65479XAF9	NALT 2025-A B	1/22/2025	2/15/2029	5.24	4.30	1,104,975	1,119,431
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	65479XAF9	NALT 2025-A B	1/22/2025	2/15/2029	5.24	4.49	464,990	469,577
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	65480JAC4	NAROT 2022-B A3	9/28/2022	5/17/2027	4.63	4.23	425,511	425,982
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	65481GAD7	NAROT 2025-A A3	5/27/2025	12/17/2029	4.74	4.07	3,529,322	3,563,888
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	65481RAF8	NALT 2025-B B	7/29/2025	7/16/2029	4.98	4.37	2,679,639	2,693,132
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	65481RAF8	NALT 2025-B B	7/29/2025	7/16/2029	4.98	4.39	1,334,820	1,340,986
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	69335PFE0	PFSFC 24B A	9/20/2024	2/15/2029	4.21	4.31	1,526,602	1,512,595
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	73328AAD1	PILOT 241 A3	8/21/2024	11/22/2027	4.67	4.52	749,918	752,933
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	73329KAD8	PILOT 251 A3	5/21/2025	10/20/2028	4.61	4.01	5,359,426	5,410,438
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	78437PAC7	SBAT 24A A3	3/28/2024	12/15/2028	5.32	4.42	2,368,537	2,377,502
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	858928AE4	SFUEL 25A A4	7/30/2025	3/20/2029	4.45	4.03	1,036,779	1,043,591
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	858928AF1	SFUEL 25A B	7/30/2025	4/20/2029	4.66	4.29	777,028	781,789
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	87268CAA5	TMUST 2024-2 A	10/9/2024	5/21/2029	4.77	4.08	4,339,171	4,351,892
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	872974AA8	TMUST 2025-1 A	4/1/2025	11/20/2029	4.54	4.09	1,915,957	1,922,952
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	891940AC2	TAOT 2023-A A3	1/30/2023	9/15/2027	5.18	4.15	333,605	334,316
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	891941AD8	TAOT 2023-B A3	5/23/2023	2/15/2028	5.15	4.18	1,194,032	1,198,110
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	891943AD4	TLOT 2024-B A3	9/17/2024	9/20/2027	4.21	4.13	1,059,876	1,060,774
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	89231CAD9	TAOT 2022-C A3	8/16/2022	4/15/2027	3.80	4.04	193,417	193,312
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	89231HAD8	TAOT 2025-B A3	4/30/2025	11/15/2029	4.82	4.00	1,114,936	1,123,597
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	89238FAD5	TAOT 2022-B A3	4/13/2022	9/15/2026	3.09	3.73	1,258	1,258
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	89238VAD0	TAOT 2025-C A3	7/30/2025	3/15/2030	4.11	3.92	1,599,831	1,608,016
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	89239FAD4	TAOT 2023-D A3	11/14/2023	8/15/2028	6.30	4.29	1,831,075	1,850,867
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	89239NAD7	TLOT 2025-A A3	2/26/2025	2/22/2028	4.75	4.01	2,099,972	2,118,228
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	89239NAE5	TLOT 2025-A A4	2/26/2025	6/20/2029	4.81	4.10	1,199,960	1,213,488
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	89240JAD3	TAOT 2025-A A3	1/29/2025	8/15/2029	4.69	4.10	4,774,809	4,821,986
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	90327VAC2	USAOT 2024-A A3	7/30/2024	3/15/2029	5.04	4.32	814,847	821,561
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	90367VAC3	USCAR 251 A3	6/20/2025	6/17/2030	4.49	4.05	1,899,656	1,914,858
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92348KDY6	VZMT 2025-3 A1A	3/31/2025	3/20/2030	4.55	4.01	3,584,846	3,610,238
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92868MAD1	VALET 2025-1 A3	3/25/2025	8/20/2029	4.97	4.07	2,429,917	2,451,506
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92868RAD0	VALET 2024-1 A3	11/26/2024	7/20/2029	4.93	4.03	569,946	576,145
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92970QAA3	WFCIT 2024-1 A	5/20/2024	2/15/2029	5.07	3.97	4,490,859	4,556,385
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92970QAA3	WFCIT 2024-1 A	6/27/2024	2/15/2029	5.06	3.97	2,455,964	2,490,824
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92970QAE5	WFCIT 2024-2 A	10/24/2024	10/15/2029	4.33	3.88	1,534,772	1,547,615
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92970QAE5	WFCIT 2024-2 A	10/24/2024	10/15/2029	4.33	3.88	4,544,325	4,582,587
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92970QAJ4	WFCIT 2025-1 A	6/10/2025	5/15/2030	4.33	3.90	8,024,867	8,116,244
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92970QAJ4	WFCIT 2025-1 A	7/25/2025	5/15/2030	4.20	3.91	173,811	174,930
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92970QAJ4	WFCIT 2025-1 A	7/25/2025	5/15/2030	4.20	3.90	348,627	350,945
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92970QAJ4	WFCIT 2025-1 A	7/25/2025	5/15/2030	4.23	3.91	187,716	189,086
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92970QAJ4	WFCIT 2025-1 A	7/25/2025	5/15/2030	4.23	3.90	374,428	377,241
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	96043GAA9	WFLOOR 241 A1	2/29/2024	2/15/2028	5.43	4.37	999,872	1,003,090
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	96043LAC4	WLAKE 2025-P1 A3	5/29/2025	6/15/2029	4.58	4.30	2,099,723	2,111,403
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	96043LAD2	WLAKE 2025-P1 A4	5/29/2025	4/15/2030	4.67	4.17	1,999,600	2,023,500
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	379965AD8	GMALT 2025-3 A3	8/13/2025	8/21/2028	4.18	4.02	894,864	897,345
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	87268MAA3	TMUST 2025-2 A	8/6/2025	4/22/2030	4.34	3.98	12,844,773	12,921,171
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	379965AF3	GMALT 2025-3 B	8/13/2025	8/20/2029	4.41	4.24	349,997	351,401
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	379965AF3	GMALT 2025-3 B	8/13/2025	8/20/2029	4.41	4.27	704,994	707,475
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	379965AF3	GMALT 2025-3 B	10/6/2025	8/20/2029	4.27	4.27	823,972	822,878
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	858933AE4	SFUEL 25B B	8/20/2025	7/20/2029	4.47	4.55	3,874,529	3,877,245
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	14319WAD8	CARMX 2025-1 A3	8/7/2025	1/15/2030	4.27	4.25	638,613	637,680
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	14041NGF2	COMET 2025-1 A	9/16/2025	9/16/2030	3.83	3.90	2,564,514	2,561,537
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	14320BAC3	CMXS 2025-B A3	9/24/2025	3/15/2030	4.16	4.21	599,885	599,220
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34532BAG6	FORDO 2025-B A3	9/26/2025	4/15/2030	4.27	3.98	5,779,376	5,773,815
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	88162VAF7	TLEVS 25A B	9/29/2025	6/20/2029	4.80	4.80	5,089,114	5,093,614

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PORTFOLIO	SECURITY TYPE	SECURITY ID	Description	Settle Date	Maturity	*YIELD AT COST	**YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	89240NAD4	TLOT 25B A3	9/17/2025	11/20/2028	3.97	4.03	1,334,761	1,334,039
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92868BAE3	VWALT 2025-B A4	9/16/2025	5/20/2030	4.49	4.03	2,499,804	2,499,850
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92886CAC3	VFET 252 A3	9/24/2025	12/17/2029	3.99	4.14	3,329,723	3,321,176
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	89231GAD0	TAOT 2025-D A3	10/23/2025	6/17/2030	4.27	3.96	1,039,880	1,037,722
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	90327HAC3	USAOT 25A A3	10/9/2025	12/17/2029	3.95	3.98	684,940	684,938
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05594HAD5	BMWLT 2025-2 A3	10/15/2025	9/25/2028	4.32	4.04	1,049,997	1,049,370
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34528QJU9	FORDF 2025-2 A1	10/16/2025	9/15/2030	4.10	4.09	4,584,444	4,585,596
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34528QJU9	FORDF 2025-2 A1	10/16/2025	9/15/2030	4.10	4.11	2,284,723	2,283,908
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34528QJW5	FORDF 2025-2 B	10/16/2025	9/15/2030	4.38	4.38	889,767	889,680
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34528QJW5	FORDF 2025-2 B	10/16/2025	9/15/2030	4.38	4.40	444,884	444,559
MANAGED PORTFOLIO	***SUB-TOTAL FOR MORTGAGE & ASSET-BACKED SECURITY***							***387,462,045***	***390,195,599***
MANAGED PORTFOLIO	MUNICIPAL DEBT	010268CP3	ALABAMA FED AID HWY FIN AUTH SPL OBLIG REV	9/6/2022	9/1/2027	3.85	3.76	98,611	105,722
MANAGED PORTFOLIO	MUNICIPAL DEBT	120827EH9	BURBANK GLENDALE PASADENA ARPT AUTH CALIF ARPT REV	5/30/2024	7/1/2028	5.12	3.95	1,500,000	1,543,860
MANAGED PORTFOLIO	MUNICIPAL DEBT	13063EGT7	CALIFORNIA STATE	11/5/2024	8/1/2029	4.38	3.76	1,713,985	1,748,495
MANAGED PORTFOLIO	MUNICIPAL DEBT	13068XKC2	CALIFORNIA ST PUB WKS BRD LEASE REV	11/8/2023	11/1/2026	5.54	3.93	1,600,000	1,624,880
MANAGED PORTFOLIO	MUNICIPAL DEBT	13068XLJ6	CALIFORNIA ST PUB WKS BRD LEASE REV	4/11/2024	4/1/2027	4.92	3.91	1,510,000	1,530,566
MANAGED PORTFOLIO	MUNICIPAL DEBT	20772KZH5	CONNECTICUT ST	5/7/2025	3/15/2027	4.28	3.75	1,319,474	1,323,452
MANAGED PORTFOLIO	MUNICIPAL DEBT	20772KZL6	CONNECTICUT ST	5/7/2025	3/15/2030	4.59	3.91	700,000	718,802
MANAGED PORTFOLIO	MUNICIPAL DEBT	21969AAF9	CORONA	10/3/2024	5/1/2027	3.90	3.86	1,613,220	1,651,302
MANAGED PORTFOLIO	MUNICIPAL DEBT	21969AAF9	CORONA	10/3/2024	5/1/2027	3.90	3.89	1,873,417	1,916,600
MANAGED PORTFOLIO	MUNICIPAL DEBT	485429Z49	KANSAS ST DEV FIN AUTH REV	11/22/2024	4/15/2029	4.60	3.91	1,318,473	1,351,157
MANAGED PORTFOLIO	MUNICIPAL DEBT	54438CDT6	LOS ANGELES CALIF CMNTY COLLEGE DIST	2/14/2025	8/1/2029	5.07	-35.12	671,609	683,483
MANAGED PORTFOLIO	MUNICIPAL DEBT	544445U98	LOS ANGELES CALIF DEPT ARPTS ARPT REV	9/25/2024	5/15/2029	3.96	4.14	821,894	835,266
MANAGED PORTFOLIO	MUNICIPAL DEBT	5445872T4	LOS ANGELES CALIF MUN IMPT CORP LEASE REV	3/4/2021	11/1/2025	0.95	0.00	1,600,000	1,600,000
MANAGED PORTFOLIO	MUNICIPAL DEBT	544647KX7	LOS ANGELES CALIF UNI SCH DIST	5/13/2025	7/1/2027	4.38	3.48	1,000,000	1,014,312
MANAGED PORTFOLIO	MUNICIPAL DEBT	544647KX7	LOS ANGELES CALIF UNI SCH DIST	5/13/2025	7/1/2027	4.38	3.71	3,825,000	3,865,698
MANAGED PORTFOLIO	MUNICIPAL DEBT	544647KY5	LOS ANGELES CALIF UNI SCH DIST	5/13/2025	7/1/2028	4.42	3.73	1,000,000	1,017,370
MANAGED PORTFOLIO	MUNICIPAL DEBT	544647LA6	LOS ANGELES CALIF UNI SCH DIST	7/9/2025	10/1/2027	4.22	3.73	490,000	494,292
MANAGED PORTFOLIO	MUNICIPAL DEBT	57582RK96	MASSACHUSETTS COMMONWEALTH	6/26/2023	11/1/2026	4.61	3.75	431,068	471,939
MANAGED PORTFOLIO	MUNICIPAL DEBT	57582TEA6	MASSACHUSETTS COMMONWEALTH	6/18/2025	6/1/2030	4.32	3.89	1,001,300	1,018,990
MANAGED PORTFOLIO	MUNICIPAL DEBT	576004HD0	MASSACHUSETTS (COMMONWEALTH OF)	5/1/2024	7/15/2027	4.99	3.74	764,544	794,173
MANAGED PORTFOLIO	MUNICIPAL DEBT	64990KHE6	NEW YORK STATE DORMITORY AUTHORITY	3/31/2025	3/15/2027	4.30	3.82	1,426,125	1,436,120
MANAGED PORTFOLIO	MUNICIPAL DEBT	650036AX4	NEW YORK ST URBAN DEV CORP REV	9/25/2024	3/15/2029	3.94	4.00	525,642	535,931
MANAGED PORTFOLIO	MUNICIPAL DEBT	70869PQZ3	PENNSYLVANIA ECONOMIC DEV FING AUTH REV	2/26/2025	6/1/2027	4.56	3.94	540,000	545,081
MANAGED PORTFOLIO	MUNICIPAL DEBT	70869PRA7	PENNSYLVANIA ECONOMIC DEV FING AUTH REV	2/26/2025	6/1/2028	4.64	3.95	455,000	462,571
MANAGED PORTFOLIO	MUNICIPAL DEBT	70869PRB5	PENNSYLVANIA ECONOMIC DEV FING AUTH REV	2/26/2025	6/1/2029	4.72	4.02	1,500,000	1,534,852
MANAGED PORTFOLIO	MUNICIPAL DEBT	735000TR2	PORT OAKLAND CALIF REV	9/25/2024	5/1/2029	3.96	3.90	1,284,426	1,311,483
MANAGED PORTFOLIO	MUNICIPAL DEBT	735000TR2	PORT OAKLAND CALIF REV	7/25/2025	5/1/2029	4.57	3.90	173,245	178,216
MANAGED PORTFOLIO	MUNICIPAL DEBT	757696AS8	REDONDO BEACH CALIF CMNTY FING AUTH LEASE REV	7/15/2021	5/1/2026	1.32	3.96	1,495,000	1,475,505
MANAGED PORTFOLIO	MUNICIPAL DEBT	797356NZ1	SAN DIEGO UNIFIED SCHOOL DISTRICT	9/19/2024	7/1/2029	3.97	3.82	790,000	793,695
MANAGED PORTFOLIO	MUNICIPAL DEBT	79766DSZ3	SAN FRANCISCO CALIF CITY & CNTY ARPTS COMMN INTL A	9/19/2024	5/1/2029	3.94	3.90	933,320	949,415
MANAGED PORTFOLIO	MUNICIPAL DEBT	79768HJN9	SAN FRANCISCO (CITY & COUNTY) PUBLIC UTILITIES COM	7/31/2024	10/1/2027	4.66	3.84	4,230,000	4,289,897
MANAGED PORTFOLIO	MUNICIPAL DEBT	79768HJN9	SAN FRANCISCO (CITY & COUNTY) PUBLIC UTILITIES COM	10/4/2024	10/1/2027	3.91	3.80	499,937	497,285
MANAGED PORTFOLIO	MUNICIPAL DEBT	977100HN9	WISCONSIN ST GEN FD ANNUAL APPROPRIATION REV	3/26/2025	5/1/2029	4.36	3.87	437,761	452,119
MANAGED PORTFOLIO	MUNICIPAL DEBT	977100HT6	WISCONSIN ST GEN FD ANNUAL APPROPRIATION REV	2/16/2023	5/1/2026	4.36	4.02	1,240,000	1,241,934
MANAGED PORTFOLIO	MUNICIPAL DEBT	977100JE7	WISCONSIN ST GEN FD ANNUAL APPROPRIATION REV	5/17/2023	5/1/2027	4.12	3.75	2,276,950	2,278,803
MANAGED PORTFOLIO	MUNICIPAL DEBT	977100JF4	WISCONSIN ST GEN FD ANNUAL APPROPRIATION REV	5/17/2023	5/1/2027	4.12	3.67	841,263	842,949
MANAGED PORTFOLIO	***SUB-TOTAL FOR MUNICIPAL DEBT***							***43,501,263***	***44,136,218***
MANAGED PORTFOLIO	SUPRANATIONAL	459058KL6	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPI	9/27/2024	9/21/2029	3.58	3.71	2,003,800	1,993,960
MANAGED PORTFOLIO	SUPRANATIONAL	459058LN1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPI	10/16/2024	10/16/2029	3.93	3.71	1,481,124	1,493,910
MANAGED PORTFOLIO	SUPRANATIONAL	459058LT8	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPI	5/6/2025	5/5/2028	3.70	3.64	3,362,519	3,369,124
MANAGED PORTFOLIO	SUPRANATIONAL	45950KDF4	INTERNATIONAL FINANCE CORP	12/6/2023	1/15/2027	4.49	3.65	4,938,847	4,996,622
MANAGED PORTFOLIO	***SUB-TOTAL FOR SUPRANATIONAL***							***11,786,289***	***11,853,616***
MANAGED PORTFOLIO	COMMERCIAL PAPER	62479MBS1	MUFG Bank, Ltd., New York Branch	8/26/2025	2/26/2026	4.22	3.93	4,894,456	4,936,450
MANAGED PORTFOLIO	***SUB-TOTAL FOR COMMERCIAL PAPER***							***4,894,456***	***4,936,450***
MANAGED PORTFOLIO - TOTAL								**$ 2,372,818,043**	**$ 2,400,917,617**
GRANT FUNDS	MONEY MARKET/MUTUAL FUND	X9USDFIIN	FIDELITY INVESTMENT MM GOV 1 57	N/A	N/A	4.02	4.02	21,323,463	21,323,463
GRANT FUNDS	MONEY MARKET/MUTUAL FUND	X9USDDGCM	DREYFUS GOVT CM INST 289	N/A	N/A	4.02	4.02	25,000,000	25,000,000
GRANT FUNDS	MONEY MARKET/MUTUAL FUND	X9USDINVE	INVESCO TREASURY INSTL 1931	N/A	N/A	3.97	3.97	27,842,372	27,842,372
GRANT FUNDS	MONEY MARKET/MUTUAL FUND	X9USDMOR3	MORGAN STANLEY LIQ GOVT INST 8302	N/A	N/A	4.03	4.03	26,801,931	26,801,931
GRANT FUNDS	MONEY MARKET/MUTUAL FUND	X9USDRBCG	RBC US GOVTT 1 1465	N/A	N/A	4.07	4.07	82,624,775	82,624,775
GRANT FUNDS	MONEY MARKET/MUTUAL FUND	X9USDWAIG	WESTERN ASSET INSTL GOVT MM 4512	N/A	N/A	4.03	4.03	26,500,000	26,500,000
GRANT FUNDS	***SUB-TOTAL FOR MONEY MARKET/MUTUAL FUND***							***210,092,541***	***210,092,541***
GRANT FUNDS	BANK DEPOSIT	N/A	BANK DEPOSIT	N/A	N/A	0.00	0.00	649,719	649,719
GRANT FUNDS	***SUB-TOTAL FOR BANK DEPOSIT***							***649,719***	***649,719***
GRANT FUNDS - TOTAL ****								**$ 210,742,261**	**$ 210,742,261**
DEBT SERVICE RESERVE FUNDS	MONEY MARKET/MUTUAL FUND	31846V203	FIRST AMERICAN MM GOV - 91EL 2023 BONDS DSF/DSRF	N/A	N/A	3.66	3.66	3,969,021	3,969,021
DEBT SERVICE RESERVE FUNDS	MONEY MARKET/MUTUAL FUND	31846V203	FIRST AMERICAN MM GOV - 2021 TIFIA DSRF	N/A	N/A	3.66	3.66	1,668,518	1,668,518

Orange County Transportation Authority
Portfolio Listing
As of October 31, 2025

PORTFOLIO	SECURITY TYPE	SECURITY ID	Description	Settle Date	Maturity	*YIELD AT COST	**YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
DEBT SERVICE RESERVE FUNDS	MONEY MARKET/MUTUAL FUND	31846V203	FIRST AMERICAN MM GOV - 2021 TIFIA TRF/DLUF	N/A	N/A	3.66	3.66	42,602,409	42,602,409
DEBT SERVICE RESERVE FUNDS	MONEY MARKET/MUTUAL FUND	31846V203	FIRST AMERICAN MM GOV - 2021 TIFIA ORF	N/A	N/A	3.66	3.66	7,817,083	7,817,083
DEBT SERVICE RESERVE FUNDS	***SUB-TOTAL FOR MONEY MARKET/MUTUAL FUND***							***56,057,031***	***56,057,031***
DEBT SERVICE RESERVE FUNDS	NEGOTIABLE CERTIFICATE OF DEPOSIT	05612B2Z6	BMO HARRIS BANK - 91EL 2023 BONDS MMRF	7/9/2025	4/1/2026	4.37	4.37	5,000,000	5,000,000
DEBT SERVICE RESERVE FUNDS	NEGOTIABLE CERTIFICATE OF DEPOSIT	05612B2Z6	BMO HARRIS BANK - 91EL 2023 BONDS ORF	7/9/2025	4/1/2026	4.37	4.37	3,000,000	3,000,000
DEBT SERVICE RESERVE FUNDS	***SUB-TOTAL FOR NEGOTIABLE CERTIFICATE OF DEPOSIT***							***8,000,000***	***8,000,000***
DEBT SERVICE RESERVE FUNDS - TOTAL								**$ 64,057,031**	**$ 64,057,031**
TOTAL PORTFOLIO								**$ 3,209,545,447**	**$ 3,238,221,498**

* Yield at Cost represents the yield to maturity based on the acquisition cost, which refers to the internal rate of return of a security, calculated using its acquisition cost and the expected cash flows over the entire holding period.
** Yield at Market represents the yield to worst (the lowest yield based on maturity or earliest possible call date) calculated from the market value. It reflects the internal rate of return of a security given its market price as of the report date and its future expected cash flows.
*** Market Value does not include accrued interest.
**** SB125 Funding Agreement.

ORANGE COUNTY TRANSPORTATION AUTHORITY
TRANSACTION ACTIVITY
FOR THE MONTH OF OCTOBER 2025

TRANSACTION	SECURITY ID	DESCRIPTION	SETTLE DATE	MATURITY DATE	ACCOUNT	COUPON RATE	PAR VALUE	PROCEEDS/ (COST)
PURCHASE	05594HAD5	BMWLT 2025-2 A3	10/15/2025	9/25/2028	CAM	3.97	1,050,000	(1,049,997)
PURCHASE	34528QJU9	FORDF 2025-2 A1	10/16/2025	9/15/2030	MetLife	4.06	6,870,000	(6,869,167)
PURCHASE	34528QJW5	FORDF 2025-2 B	10/16/2025	9/15/2030	MetLife	4.33	1,335,000	(1,334,651)
PURCHASE	379965AF3	GMALT 2025-3 B	10/6/2025	8/20/2029	MetLife	4.41	820,000	(825,579)
PURCHASE	38141GD27	GOLDMAN SACHS GROUP INC	10/21/2025	10/21/2029	P&R	4.15	4,100,000	(4,100,000)
PURCHASE	38141GD27	GOLDMAN SACHS GROUP INC	10/21/2025	10/21/2029	PFM	4.15	2,700,000	(2,700,000)
PURCHASE	61748UAK8	MORGAN STANLEY	10/22/2025	10/18/2029	CAM	4.13	760,000	(760,000)
PURCHASE	61748UAK8	MORGAN STANLEY	10/22/2025	10/18/2029	P&R	4.13	330,000	(330,000)
PURCHASE	61748UAK8	MORGAN STANLEY	10/22/2025	10/18/2029	PFM	4.13	1,200,000	(1,200,000)
PURCHASE	89231GAD0	TAOT 2025-D A3	10/23/2025	6/17/2030	PFM	3.84	1,040,000	(1,039,880)
PURCHASE	89788JAH2	TRUIST BANK	10/23/2025	10/23/2029	P&R	4.14	1,630,000	(1,630,000)
PURCHASE	89788JAH2	TRUIST BANK	10/23/2025	10/23/2029	PFM	4.14	3,760,000	(3,760,000)
PURCHASE	90327HAC3	USAOT 25A A3	10/9/2025	12/17/2029	PFM	3.95	685,000	(684,940)
PURCHASE	9128284V9	UNITED STATES TREASURY	10/30/2025	8/15/2028	MetLife	2.88	10,185,000	(10,051,356)
PURCHASE	9128285M8	UNITED STATES TREASURY	10/8/2025	11/15/2028	PFM	3.13	4,500,000	(4,492,862)
PURCHASE	91282CEM9	UNITED STATES TREASURY	10/28/2025	4/30/2029	CAM	2.88	5,000,000	(4,958,789)
PURCHASE	91282CGT2	UNITED STATES TREASURY	10/31/2025	3/31/2028	CAM	3.63	5,000,000	(5,018,952)
PURCHASE	91282CHE4	UNITED STATES TREASURY	10/28/2025	5/31/2028	MetLife	3.63	2,600,000	(2,646,659)
PURCHASE	91282CMN8	UNITED STATES TREASURY	10/30/2025	2/15/2028	MetLife	4.25	1,475,000	(1,508,982)
PURCHASE	91282CNY3	UNITED STATES TREASURY	10/7/2025	9/15/2028	PFM	3.38	2,000,000	(1,990,743)
PURCHASE	91282CNY3	UNITED STATES TREASURY	10/1/2025	9/15/2028	P&R	3.38	8,910,000	(8,866,084)
PURCHASE	91282CPA3	UNITED STATES TREASURY	10/7/2025	9/30/2030	PFM	3.63	1,450,000	(1,443,478)
PURCHASE	91282CPA3	UNITED STATES TREASURY	10/31/2025	9/30/2030	P&R	3.63	11,655,000	(11,644,699)
PURCHASE	91282CPA3	UNITED STATES TREASURY	10/1/2025	9/30/2030	P&R	3.63	2,360,000	(2,349,541)
PURCHASE	91282CPC9	UNITED STATES TREASURY	10/15/2025	10/15/2028	PFM	3.50	2,500,000	(2,493,457)
PURCHASE	91282CPC9	UNITED STATES TREASURY	10/28/2025	10/15/2028	PFM	3.50	3,000,000	(3,003,633)
PURCHASE	91282CPC9	UNITED STATES TREASURY	10/31/2025	10/15/2028	PFM	3.50	900,000	(898,431)
PURCHASE	91282CPD7	UNITED STATES TREASURY	10/31/2025	10/31/2030	CAM	3.63	3,000,000	(2,988,398)
PURCHASE	9AMRTBVJ6	METLIFE CREGIT AG REPO 1 4.080 10/10/2025	10/9/2025	10/10/2025	MetLife	4.08	5,000,000	(5,000,000)
PURCHASE	9AMRTBYU8	METLIFE CREGIT AG REPO 5 4.100 10/14/2025	10/10/2025	10/14/2025	MetLife	4.10	5,000,000	(5,000,000)
PURCHASE	9AMRTC074	METLIFE CREGIT AG REPO 6 4.140 10/15/2025	10/14/2025	10/15/2025	MetLife	4.14	5,000,000	(5,000,000)
PURCHASE	9AMRTC2G2	METLIFE CREGIT AG REPO 2 4.230 10/16/2025	10/15/2025	10/16/2025	MetLife	4.23	5,000,000	(5,000,000)
PURCHASE	9AMRTCDQ8	METLIFE CREGIT AG REPO 4 4.160 10/23/2025	10/22/2025	10/23/2025	MetLife	4.16	6,000,000	(6,000,000)
PURCHASE	9AMRTCFV5	METLIFE CREGIT AG REPO 4 4.190 10/24/2025	10/23/2025	10/24/2025	MetLife	4.19	12,000,000	(12,000,000)
PURCHASE	9AMRTCJB5	METLIFE CREGIT AG REPO 3 4.190 10/27/2025	10/24/2025	10/27/2025	MetLife	4.19	13,000,000	(13,000,000)
PURCHASE	9AMRTCLN6	METLIFE CREGIT AG REPO 1 4.220 10/28/2025	10/27/2025	10/28/2025	MetLife	4.22	13,000,000	(13,000,000)
PURCHASE	9AMRTCP28	METLIFE CREGIT AG REPO 2 4.260 10/29/2025	10/28/2025	10/29/2025	MetLife	4.26	13,000,000	(13,000,000)
PURCHASE	9AMRTCRK6	METLIFE CREGIT AG REPO 5 4.220 10/30/2025	10/29/2025	10/30/2025	MetLife	4.22	13,000,000	(13,000,000)
PURCHASE	9AMRTCTS7	METLIFE CREGIT AG REPO 2 3.970 10/31/2025	10/30/2025	10/31/2025	MetLife	3.97	3,000,000	(3,000,000)
PURCHASE	US21688ABP66	COOPERATIEVE RABOBANK UA (NEW YORK BRANCH)	10/17/2025	10/17/2028	PFM	3.96	1,030,000	(1,030,000)
PURCHASE - TOTAL							**$ 184,845,000**	**$ (184,670,278)**
DISPOSITION	025816DT3	AMERICAN EXPRESS CO	10/21/2025	4/23/2027	P&R	5.65	(595,000)	616,177
DISPOSITION	05253JAZ4	AUSTRALIA AND NEW ZEALAND BANKING GROUP LTD (NEW Y	10/22/2025	1/18/2027	PFM	4.75	(600,000)	614,492
DISPOSITION	05522RDJ4	BACCT 2024-1 A	10/7/2025	5/15/2029	MetLife	4.93	(400,000)	407,846
DISPOSITION	05522RDJ4	BACCT 2024-1 A	10/7/2025	5/15/2029	MetLife	4.93	(3,000,000)	3,058,843
DISPOSITION	05565ECH6	BMW US CAPITAL LLC	10/28/2025	4/2/2027	MetLife	4.90	(1,200,000)	1,220,771
DISPOSITION	110122EE4	BRISTOL-MYERS SQUIBB CO	10/15/2025	2/22/2027	P&R	4.90	(115,000)	117,466
DISPOSITION	14319GAD3	CARMX 2024-3 A3	10/23/2025	7/16/2029	MetLife	4.89	(2,500,000)	2,533,674
DISPOSITION	24422EXF1	JOHN DEERE CAPITAL CORP	10/7/2025	1/8/2027	PFM	4.50	(250,000)	254,861
DISPOSITION	24422EXR5	JOHN DEERE CAPITAL CORP	10/15/2025	6/11/2027	P&R	4.90	(575,000)	595,963
DISPOSITION	3136A9MS4	FNA 2012-M14 AL	10/9/2025	9/25/2027	MetLife	2.88	(3,690,707)	3,622,942

ORANGE COUNTY TRANSPORTATION AUTHORITY
TRANSACTION ACTIVITY
FOR THE MONTH OF OCTOBER 2025

TRANSACTION	SECURITY ID	DESCRIPTION	SETTLE DATE	MATURITY DATE	ACCOUNT	COUPON RATE	PAR VALUE	PROCEEDS/ (COST)
DISPOSITION	31846V567	FIRST AMER:GVT OBLG Z	10/28/2025	10/31/2025	CAM	3.92	(4,958,789)	4,958,789
DISPOSITION	34528QJA3	FORDF 2024-1 A1	10/23/2025	4/15/2029	MetLife	5.29	(1,250,000)	1,275,493
DISPOSITION	437076DB5	HOME DEPOT INC	10/28/2025	6/25/2027	P&R	4.88	(670,000)	693,447
DISPOSITION	437076DB5	HOME DEPOT INC	10/28/2025	6/25/2027	P&R	4.88	(330,000)	341,549
DISPOSITION	48125LRU8	JPMORGAN CHASE BANK NA	10/22/2025	12/8/2026	PFM	5.11	(600,000)	619,410
DISPOSITION	48125LRU8	JPMORGAN CHASE BANK NA	10/15/2025	12/8/2026	P&R	5.11	(460,000)	474,507
DISPOSITION	571676AW5	MARS INC	10/28/2025	3/1/2027	MetLife	4.45	(2,020,000)	2,051,201
DISPOSITION	58769JAK3	MERCEDES-BENZ FINANCE NORTH AMERICA LLC	10/21/2025	8/3/2026	PFM	5.20	(1,350,000)	1,377,239
DISPOSITION	63743HFH0	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	10/21/2025	3/13/2026	P&R	4.45	(520,000)	522,885
DISPOSITION	69335PFE0	PFSFC 24B A	10/23/2025	2/15/2029	MetLife	4.95	(625,000)	632,816
DISPOSITION	69371RT22	PACCAR FINANCIAL CORP	10/28/2025	5/13/2027	P&R	5.00	(475,000)	494,849
DISPOSITION	69371RT30	PACCAR FINANCIAL CORP	10/28/2025	8/6/2027	P&R	4.45	(300,000)	307,010
DISPOSITION	69371RT30	PACCAR FINANCIAL CORP	10/15/2025	8/6/2027	P&R	4.45	(685,000)	700,412
DISPOSITION	6944PL2W8	PACIFIC LIFE GLOBAL FUNDING II	10/15/2025	8/28/2026	P&R	5.50	(585,000)	597,379
DISPOSITION	6944PL2W8	PACIFIC LIFE GLOBAL FUNDING II	10/15/2025	8/28/2026	P&R	5.50	(210,000)	214,444
DISPOSITION	74153WCT4	PRICOA GLOBAL FUNDING I	10/15/2025	8/28/2026	P&R	5.55	(150,000)	153,214
DISPOSITION	771196CE0	ROCHE HOLDINGS INC	10/7/2025	11/13/2026	PFM	5.27	(2,035,000)	2,106,591
DISPOSITION	842434CW0	SOUTHERN CALIFORNIA GAS CO	10/28/2025	4/15/2027	MetLife	2.95	(1,382,000)	1,364,290
DISPOSITION	87166PAM3	SYNIT 2024-1 A	10/7/2025	3/15/2030	MetLife	5.04	(575,000)	585,104
DISPOSITION	87268CAA5	TMUST 2024-2 A	10/23/2025	5/21/2029	MetLife	4.25	(1,000,000)	1,005,432
DISPOSITION	883556CZ3	THERMO FISHER SCIENTIFIC INC	10/15/2025	12/5/2026	P&R	5.00	(1,380,000)	1,421,946
DISPOSITION	883556CZ3	THERMO FISHER SCIENTIFIC INC	10/21/2025	12/5/2026	P&R	5.00	(495,000)	510,226
DISPOSITION	91282CEF4	UNITED STATES TREASURY	10/8/2025	3/31/2027	MetLife	2.50	(1,285,000)	1,265,272
DISPOSITION	91282CJN2	UNITED STATES TREASURY	10/29/2025	11/30/2028	P&R	4.38	(2,900,000)	3,024,958
DISPOSITION	91282CJP7	UNITED STATES TREASURY	10/7/2025	12/15/2026	PFM	4.38	(1,000,000)	1,021,752
DISPOSITION	91282CJT9	UNITED STATES TREASURY	10/7/2025	1/15/2027	PFM	4.00	(2,250,000)	2,279,860
DISPOSITION	91282CJT9	UNITED STATES TREASURY	10/31/2025	1/15/2027	P&R	4.00	(7,035,000)	7,143,966
DISPOSITION	91282CJT9	UNITED STATES TREASURY	10/1/2025	1/15/2027	P&R	4.00	(3,360,000)	3,401,874
DISPOSITION	91282CKA8	UNITED STATES TREASURY	10/9/2025	2/15/2027	PFM	4.13	(25,000)	25,306
DISPOSITION	91282CKA8	UNITED STATES TREASURY	10/8/2025	2/15/2027	PFM	4.13	(225,000)	227,795
DISPOSITION	91282CKA8	UNITED STATES TREASURY	10/15/2025	2/15/2027	PFM	4.13	(450,000)	456,399
DISPOSITION	91282CKA8	UNITED STATES TREASURY	10/17/2025	2/15/2027	PFM	4.13	(3,000,000)	3,045,209
DISPOSITION	91282CKA8	UNITED STATES TREASURY	10/23/2025	2/15/2027	PFM	4.13	(2,700,000)	2,740,922
DISPOSITION	91282CKA8	UNITED STATES TREASURY	10/14/2025	2/15/2027	PFM	4.13	(300,000)	304,104
DISPOSITION	91282CLG4	UNITED STATES TREASURY	10/22/2025	8/15/2027	PFM	3.75	(25,000)	25,295
DISPOSITION	91282CLG4	UNITED STATES TREASURY	10/17/2025	8/15/2027	PFM	3.75	(25,000)	25,298
DISPOSITION	91282CLG4	UNITED STATES TREASURY	10/23/2025	8/15/2027	PFM	3.75	(400,000)	404,766
DISPOSITION	91282CNH0	UNITED STATES TREASURY	10/29/2025	6/15/2028	P&R	3.88	(410,000)	419,859
DISPOSITION	91282CNM9	UNITED STATES TREASURY	10/29/2025	7/15/2028	P&R	3.88	(1,095,000)	1,117,830
DISPOSITION	91282CNM9	UNITED STATES TREASURY	10/20/2025	7/15/2028	P&R	3.88	(330,000)	336,877
DISPOSITION	91324PFF4	UNITEDHEALTH GROUP INC	10/8/2025	7/15/2026	PFM	4.75	(605,000)	614,874
DISPOSITION	92970QAE5	WFCIT 2024-2 A	10/23/2025	10/15/2029	MetLife	4.29	(1,200,000)	1,213,894
DISPOSITION - TOTAL							**$ (65,166,496)**	**$ 66,150,952**
MATURITY & CALL REDEMPTION	025816DL0	AMERICAN EXPRESS CO	10/30/2025	10/30/2026	P&R	6.34	(280,000)	280,000
MATURITY & CALL REDEMPTION	05612B2V5	BMO HARRIS BANK	10/20/2025	10/20/2025	BMO	4.39	(25,000,000)	25,649,354
MATURITY & CALL REDEMPTION	3133ETQN0	FEDERAL FARM CREDIT BANKS FUNDING CORP	10/22/2025	7/22/2030	MetLife	4.76	(6,000,000)	6,000,000
MATURITY & CALL REDEMPTION	89788MAJ1	TRUIST FINANCIAL CORP	10/28/2025	10/28/2026	PFM	5.90	(1,650,000)	1,650,000
MATURITY & CALL REDEMPTION	9128285J5	UNITED STATES TREASURY	10/31/2025	10/31/2025	CAM	3.00	(8,000,000)	8,000,000
MATURITY & CALL REDEMPTION	9AMRTBVJ6	METLIFE CREGIT AG REPO 1 4.080 10/10/2025	10/10/2025	10/10/2025	MetLife	4.08	(5,000,000)	5,000,000
MATURITY & CALL REDEMPTION	9AMRTBYU8	METLIFE CREGIT AG REPO 5 4.100 10/14/2025	10/14/2025	10/14/2025	MetLife	4.10	(5,000,000)	5,000,000
MATURITY & CALL REDEMPTION	9AMRTC074	METLIFE CREGIT AG REPO 6 4.140 10/15/2025	10/15/2025	10/15/2025	MetLife	4.14	(5,000,000)	5,000,000

ORANGE COUNTY TRANSPORTATION AUTHORITY
TRANSACTION ACTIVITY
FOR THE MONTH OF OCTOBER 2025

TRANSACTION	SECURITY ID	DESCRIPTION	SETTLE DATE	MATURITY DATE	ACCOUNT	COUPON RATE	PAR VALUE	PROCEEDS/ (COST)
MATURITY & CALL REDEMPTION	9AMRTC2G2	METLIFE CREGIT AG REPO 2 4.230 10/16/2025	10/16/2025	10/16/2025	MetLife	4.23	(5,000,000)	5,000,000
MATURITY & CALL REDEMPTION	9AMRTCDQ8	METLIFE CREGIT AG REPO 4 4.160 10/23/2025	10/23/2025	10/23/2025	MetLife	4.16	(6,000,000)	6,000,000
MATURITY & CALL REDEMPTION	9AMRTCFV5	METLIFE CREGIT AG REPO 4 4.190 10/24/2025	10/24/2025	10/24/2025	MetLife	4.19	(12,000,000)	12,000,000
MATURITY & CALL REDEMPTION	9AMRTCJB5	METLIFE CREGIT AG REPO 3 4.190 10/27/2025	10/27/2025	10/27/2025	MetLife	4.19	(13,000,000)	13,000,000
MATURITY & CALL REDEMPTION	9AMRTCLN6	METLIFE CREGIT AG REPO 1 4.220 10/28/2025	10/28/2025	10/28/2025	MetLife	4.22	(13,000,000)	13,000,000
MATURITY & CALL REDEMPTION	9AMRTCP28	METLIFE CREGIT AG REPO 2 4.260 10/29/2025	10/29/2025	10/29/2025	MetLife	4.26	(13,000,000)	13,000,000
MATURITY & CALL REDEMPTION	9AMRTCRK6	METLIFE CREGIT AG REPO 5 4.220 10/30/2025	10/30/2025	10/30/2025	MetLife	4.22	(13,000,000)	13,000,000
MATURITY & CALL REDEMPTION	9AMRTCTS7	METLIFE CREGIT AG REPO 2 3.970 10/31/2025	10/31/2025	10/31/2025	MetLife	3.97	(3,000,000)	3,000,000
MATURITY & CALL REDEMPTION - TOTAL							**$ (133,930,000)**	**$ 134,579,354**

Note: Transaction activity is baed on the settle date.

COMMITTEE TRANSMITTAL

December 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Fiscal Year 2025-26 First Quarter Grant Reimbursement Status Report

Finance and Administration Committee Meeting of December 3, 2025

Present: Directors Federico, Go, Harper, Hennessey, Leon, Sarmiento, and Tettemer
Absent: None

Committee Vote

This item was passed by the Members present.

Director Sarmiento was not present to vote on this item.

Committee Recommendation(s)

Receive and file as an information item.

December 3, 2025

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Fiscal Year 2025-26 First Quarter Grant Reimbursement Status Report

Overview

The Quarterly Grant Reimbursement Status Report summarizes grant activities for the Orange County Transportation Authority Board of Directors. This report focuses on activity for the first quarter of fiscal year 2025-26, covering July through September 2025.

Recommendation

Receive and file as an information item.

Discussion

The Orange County Transportation Authority (OCTA) has secured grant funding from federal and state grant agencies to deliver programs, projects, and services to improve mobility in Orange County. The use of these funds is consistent with the capital programming policies approved by the Board of Directors (Board). The Quarterly Grant Reimbursement Status Report summarizes current and closed grant agreements.

New Grant Agreements:

During the quarter there were nine grant agreements executed.

Federal Fiscal Year (FFY) 2024 Federal Transit Administration (FTA) Section 5337 State of Good Repair:

OCTA executed an FTA grant agreement to secure $1.3 million in FTA Section 5337 funds allocated to OCTA for FFY 2024. The funds will be used to cover preventative maintenance expenses for OCTA facilities.

FFY 2024 FTA Congestion Mitigation and Air Quality (CMAQ) Flex Formula Grant Program:

OCTA executed a grant agreement to secure $9 million in FTA CMAQ funds allocated to OCTA for FFY 2024. These funds will be used to support the operation of OCTA's Rideshare Vanpool Program by partially funding the capital lease costs, marketing costs, and staff support.

FFY 2024 FTA Section 5339 Bus and Bus Facilities Grant Program:

OCTA executed an FTA grant agreement to secure $5.7 million in FTA Section 5339 funds allocated to OCTA for FFY 2024. These funds will be used to support the purchase of 31 replacement traditional paratransit vans.

FFY 2024 FTA CMAQ and Carbon Reduction Program (CRP) Flex Formula Grant Program:

OCTA executed a grant agreement to secure $13.8 million in FTA CMAQ and CRP funds allocated to OCTA for FFY 2024. This funding will be used to support the purchase of ten replacement 40-foot battery electric buses.

FFY 2024 FTA Section 5307 Formula Grant Program:

OCTA executed an FTA grant agreement to secure $64.5 million in FTA Section 5307 formula funds allocated to OCTA for FFY 2024. These funds will be used to provide capital and operating assistance to cover preventative maintenance expenses and capital cost of contracting.

Active Transportation Program (ATP):

OCTA executed a grant agreement with the California Department of Transportation to secure $850,000 in competitive ATP funds to support the Next Safe Travels Education Program (STEP) Project. A Next STEP project update was included as part of the ATP Biannual Update presented at the August 28, 2025, Regional Transportation and Planning Committee meeting and was included as part of the agenda at the September 8, 2025, Board meeting. Through the Next STEP Project, OCTA will engage with local city staff and police departments to promote safe walking and bicycling to school through training, audits, data collection, and community engagement at 25 Orange County elementary schools.

Fiscal Year (FY) 2025 California Department of Toxic Substances Control (DTSC) - Equitable Community Revitalization Grant (ECRG):

OCTA received $350,000 for DTSC's ECRG. These funds will be used to evaluate environmental conditions along the former Pacific Electric right-of-way corridor between the cities of Garden Grove and Santa Ana. The assessment supports efforts to reclaim the corridor for an active transportation trail and to identify any environmental impacts from past railroad use.

FY 2023 Department of Housing and Urban Development (HUD):

In May 2025, OCTA executed a $750,000 HUD grant to be used for the Santa Ana – Garden Grove Rails-to-Trails (OC Connect) Project.

FY 2024-25 SB 125 (Chapter 54, Statutes of 2023):

In December 2023, OCTA received a $380.9 million allocation in SB 125 funding to be distributed over several FYs in support of 14 Board approved projects. OCTA has now received its second disbursement of $80.3 million, which will support Metrolink Operations and Rail Infrastructure projects as well as the Harbor Boulevard Dynamic Bus Lane Engineering Project.

Current Grant Agreements:

OCTA has 13 FTA formula grant agreements and four FTA discretionary grant agreements.

The 13 FTA formula grant agreements have a total federal amount of $240.5 million. A total of $69 million has been reimbursed, leaving a balance of approximately $171.5 million. The balance of these FTA formula grant agreements will primarily fund bus operations, the OC Streetcar Project, and rail rehabilitation projects.

The four FTA discretionary grant agreements have a total federal amount of $153.1 million. This includes the full funding grant agreement award of $148.9 million. A total of $136.8 million has been reimbursed, leaving a balance of $16.3 million. The balance of these FTA discretionary grant agreements will primarily fund the OC Streetcar Project and slope stabilization improvements on the railroad right-of-way from the City of Laguna Niguel to the City of Lake Forest.

The total FTA formula and discretionary grant agreements amount to $393.6 million. The total amount reimbursed through the first quarter under these grant agreements is $205.8 million, leaving a balance of $187.8 million. These grant agreements are summarized in Attachment A.

OCTA has 40 active State and Federal Highway Administration formula grant agreements that total $465.7 million. The total amount reimbursed through the first quarter under these agreements is $75.7 million, leaving a balance of $390 million. These grant agreements are summarized in Attachment B.

In addition, OCTA has 21 active state discretionary grant agreements totaling approximately $48.5 million. The total amount reimbursed through the first quarter under these other agreements is $16.9 million, leaving a balance of $31.6 million. These grant agreements are summarized in Attachment C.

Closed Grant Agreements:

There were nine grant agreements totaling $129.8 million that were closed out in the first quarter of FY 2025-26.

These grant agreements are summarized in Attachment D.

This report activity is as of September 30, 2025, and any grants with a deadline between the quarter end and the date this report is published, will be reimbursed and closed out. This activity will be reflected in next quarter's report. Additionally, for these grants, staff anticipates remaining balances to be fully reimbursed prior to the grant agreement expiration date.

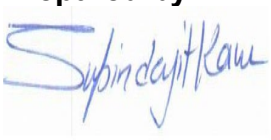
Summary

This report provides an update of the grant agreement-funded activities for the first quarter of FY 2025-26, July through September 2025. Staff recommends this report be received and filed as an information item.

Attachments

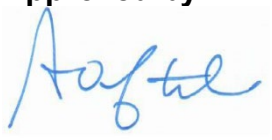
A. First Quarter Grant Reimbursement Status Report, July through September 2025, Federal Transit Administration (FTA) Formula and Discretionary Grant Agreements
B. First Quarter Grant Reimbursement Status Report, July through September 2025, State and Federal Highway Administration (FHWA) Formula Grant Agreements
C. First Quarter Grant Reimbursement Status Report, July through September 2025, State Discretionary Grant Agreements
D. First Quarter Grant Reimbursement Status Report, July through September 2025, Closed Grant Agreements

Prepared by:



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

Approved by:



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

First Quarter Grant Reimbursement Status Report

July through September 2025

ATTACHMENT A

Federal Transit Administration (FTA) Formula and Discretionary Grant Agreements						
	FEDERAL FISCAL YEAR	**GRANT NUMBER**	**FEDERAL AMOUNT**	**FEDERAL AMOUNT REIMBURSED**	**REMAINING BALANCE**	**ANTICIPATED CLOSE-OUT**
Formula Grants						
FTA Section 5307 - FTA Urbanized Area Formula Grant Program						
1	2024	CA-2025-259	$ 64,481,724	$ 0	$ 64,481,724	June 2031
FTA Section 5307 Grant Subtotal			**$ 64,481,724**	**$ 0**	**$ 64,481,724**	
FTA Section 5307 - Federal Funds Flexed from the Federal Highway Administration (FHWA)						
2	2020	CA-2021-010	$ 42,599,378	$ 33,277,967	$ 9,321,411	December 2026
3	2022	CA-2023-196	1,770,000	970,800	799,200	January 2026
4	2022	CA-2023-220	19,493,998	4,448,641	15,045,357	June 2026
5	2023	CA-2024-048	5,721,000	3,669,613	2,051,387	September 2027
6	2024	CA-2025-104	61,157,512	20,370,920	40,786,592	March 2027
7	2024	CA-2025-187	9,000,000	592	8,999,408	December 2030
8	2024	CA-2025-249	13,845,000	0	13,845,000	February 2027
FTA Section 5307 Flexed Grant Subtotal			**$ 153,586,888**	**$ 62,738,533**	**$ 90,848,355**	
FTA Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Grant Program						
9	2023	CA-2024-112	$ 3,366,773	$ 0	$ 3,366,773	May 2027
FTA Section 5310 Grant Subtotal			**$ 3,366,773**	**$ 0**	**$ 3,366,773**	
FTA Section 5337 - State of Good Repair Grant Program						
10	2024	CA-2025-106	$ 1,282,925	$ 307,151	$ 975,774	July 2026
FTA Section 5337 Grant Subtotal			**$ 1,282,925**	**$ 307,151**	**$ 975,774**	
FTA Section 5339 - Buses and Bus Facilities Grant Program						
11	2022	CA-2023-123	$ 5,951,471	$ 5,826,512	$ 124,959	September 2026
12	2023	CA-2024-200	6,134,745	128,818	6,005,927	May 2027
13	2024	CA-2025-198	5,655,554	0	5,655,554	October 2027
FTA Section 5339 Grant Subtotal			**$ 17,741,770**	**$ 5,955,330**	**$ 11,786,440**	
FTA Formula Grants Total			**$ 240,460,080**	**$ 69,001,014**	**$ 171,459,066**	

First Quarter Grant Reimbursement Status Report

July through September 2025

Federal Transit Administration (FTA) Formula and Discretionary Grant Agreements						
	FEDERAL FISCAL YEAR	GRANT NUMBER	FEDERAL AMOUNT	FEDERAL AMOUNT REIMBURSED	REMAINING BALANCE	ANTICIPATED CLOSE-OUT
Discretionary Grants						
FTA Community Project Funding/Congressionally Directed Spending (CMPJ)						
14	2022	CA-2025-105	$ 750,000	$ 0	$ 750,000	December 2029
FTA CMPJ Grant Subtotal			**$ 750,000**	**$ 0**	**$ 750,000**	
FTA Section 5339c - Low or No Emission Grant Program						
15	2022	CA-2025-068	$ 2,507,895	$ 0	$ 2,507,895	February 2027
FTA Section 5339c Grant Subtotal			**$ 2,507,895**	**$ 0**	**$ 2,507,895**	
FTA Section 5309 - Discretionary Capital Grant Program						
16	2018	CA-2020-281	$ 913,115	$ 198,124	$ 714,991	September 2026
FTA Section 5309 Grant Subtotal			**$ 913,115**	**$ 198,124**	**$ 714,991**	
FTA Section 5309 - Capital Investment Grants - Full Funding Grant Agreement (FFGA)						
17	2019	CA-2019-018	$ 148,955,409	$ 136,619,666	$ 12,335,743	December 2026
FTA Section 5309 FFGA Grant Subtotal			**$ 148,955,409**	**$ 136,619,666**	**$ 12,335,743**	
FTA Discretionary Grants Total			**$ 153,126,419**	**$ 136,817,790**	**$ 16,308,629**	
Total FTA Formula and Discretionary Grant Agreements			**$ 393,586,499**	**$ 205,818,804**	**$ 187,767,695**	

Funding Source Notes

FTA Section 5307 - Federal Transit Administration Urbanized Area Formula Grant Program: Funds are used to fund preventive maintenance, capital cost of contracting, and to purchase revenue vehicles, facility modifications, and bus-related equipment.

FTA Section 5307 - Federal funds flexed from the Federal Highway Administration (FHWA): Funds are used to fund preventive maintenance, capital cost of contracting, and to purchase revenue vehicles, facility modifications, and bus-related equipment.

FTA Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Grant Program: Formula funding to states for the purpose of assisting nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities.

FTA Section 5337 - State of Good Repair Grant Program: A formula-based State of Good Repair program dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy lanes.

FTA Section 5339 - Buses and Bus Facilities Grant Program: A formula-based program dedicated to support capital projects such as the replacement, rehabilitation, and purchase of buses, vans, and related equipment.

FTA Section 5309 - Discretionary Capital Grant Program: Grants provide for projects that improve efficiency and coordination of transportation systems.

FTA Section 5309 - Capital Investment Grants - Full Funding Grant Agreement (FFGA): Grants provide for projects that improve efficiency and coordination of transportation systems.

First Quarter Grant Reimbursement Status Report

July through September 2025

ATTACHMENT B

State and Federal Highway Administration (FHWA) Formula Grant Agreements						
	FISCAL YEAR (FY)	PROJECT	GRANT AMOUNT	AMOUNT REIMBURSED	REMAINING BALANCE	ANTICIPATED CLOSE-OUT
National Highway Performance Program (NHPP)						
1	2024	Interstate 5 Segment 1, Interstate 405 to Yale Avenue (ROW)	$ 5,420,508	$ 13,168	$ 5,407,340	April 2026
NHPP Subtotal			**$ 5,420,508**	**$ 13,168**	**$ 5,407,340**	
FHWA Congestion Mitigation and Air Quality Grant Program (CMAQ)						
2	2023	Countywide Signal Synchronization	$ 15,000,000	$ 3,517,483	$ 11,482,517	June 2028
CMAQ Subtotal			**$ 15,000,000**	**$ 3,517,483**	**$ 11,482,517**	
FHWA Grant Program - State Transportation Block Grant (STBG)						
3	2019	Interstate 5, Orange/San Diego County Line to Avenida Pico (PA/ED)	$ 6,407,000	$ 4,787,099	$ 1,619,901	June 2027
4	2019	State Route 55, Interstate 405 to Interstate 5 (ROW)	49,387,088	11,419,261	37,967,827	June 2030
5	2020	Interstate 5 Segment 1, State Route 73 to Oso Parkway (CON)	3,984,000	3,942,500	41,500	June 2027
6	2020	Interstate 5, Yale Avenue to State Route 55 (PS&E)	10,900,000	10,543,209	356,791	June 2026
7	2022	State Route 55, Interstate 405 to Interstate 5 (ROW Utility Relocation)	28,833,069	11,292,460	17,540,609	June 2030
8	2022	State Route 55, Interstate 405 to Interstate 5 (ROW)	60,859,718	3,550,583	57,309,135	June 2030
9	2022	State Route 55, Interstate 5 to State Route 91 (PS&E)	2,140,755	1,772,002	368,753	June 2027
10	2023	Interstate 5, Yale Avenue to State Route 55 (ROW)	14,646,368	0	14,646,368	June 2026
STBG Subtotal			**$ 177,157,998**	**$ 47,307,114**	**$ 129,850,884**	
Low Carbon Transit Operations Program (LCTOP) - California Department of Transportation (CALTRANS)						
11	2022	Youth Ride Free Program	$ 11,882,781	$ 10,634,696	$ 1,248,085	June 2026
12	2023	Garden Grove Hydrogen Fueling Station (CON)	9,664,388	0	9,664,388	February 2027
LCTOP Subtotal			**$ 21,547,169**	**$ 10,634,696**	**$ 10,912,473**	
Highway Infrastructure Program (HIP)						
13	2022	State Route 55, Interstate 5 to State Route 91 (PS&E)	$ 3,359,000	$ 2,780,400	$ 578,600	June 2027
14	2022	State Route 57, Orangewood Avenue to Katella Avenue (PS&E)	2,790,000	2,604,953	185,047	June 2029
HIP Subtotal			**$ 6,149,000**	**$ 5,385,353**	**$ 763,647**	
State Transportation Improvement Plan (STIP) Programming, Planning & Monitoring (PPM)						
15	2024	PPM Program	$ 515,000	$ 0	$ 515,000	December 2026
16	2025	PPM Program	1,056,000	0	1,056,000	December 2027
STIP PPM Subtotal			**$ 1,571,000**	**$ 0**	**$ 1,571,000**	

First Quarter Grant Reimbursement Status Report

July through September 2025

State and Federal Highway Administration Formula Grant Agreements						
	FISCAL YEAR (FY)	**PROJECT**	**GRANT AMOUNT**	**AMOUNT REIMBURSED**	**REMAINING BALANCE**	**ANTICIPATED CLOSE-OUT**
Senate Bill 1: State of Good Repair (SB1 SGR)						
17	2020	Transit Security Operation Center (CON)	$ 2,560,021	$ 2,160,912	$ 399,110	August 2027
18	2021	Electrical Service for Hydrogen Fueling Station at Santa Ana Bus Base	702,659	613,532	89,126	January 2026
19	2021	Transit Security Operation Center (CON)	2,011,278	0	2,011,278	August 2027
20	2022	Transit Security Operation Center (CON)	6,416,264	0	6,416,264	August 2027
21	2023	Heating-Ventilation Unit Replacements at Santa Ana Bus Base (CON)	1,150,000	0	1,150,000	June 2027
22	2023	Transit Security Operation Center (CON)	5,435,423	0	5,435,423	August 2027
23	2024	Bus Hoist Replacement at Irvine Construction Circle Bus Base (CON)	146,496	0	146,496	June 2027
24	2024	Heating-Ventilation Unit Replacements at Santa Ana Bus Base (CON)	1,190,000	0	1,190,000	June 2027
25	2024	Installation of battery-electric chargers at Santa Ana Base (CON)	1,500,000	0	1,500,000	October 2026
26	2024	Painting and Coating at Laguna Hills Transportation Center (CON)	535,000	332,343	202,657	March 2026
27	2024	San Clemente Track Protection Mile Post 204.6 (CON)	2,500,000	1,045,189	1,454,811	December 2027
28	2025	Heating-Ventilation Unit Replacements at Santa Ana Bus Base (CON)	505,519	0	505,519	June 2027
29	2025	San Juan Creek Bridge Replacement Mile Post 197.9 (CON)	5,578,000	0	5,578,000	February 2028
30	2025	Security Gates (CON)	1,832,318	862,729	969,589	January 2026
SB1 SGR Subtotal			**$ 32,062,978**	**$ 5,014,706**	**$ 27,048,272**	
Senate Bill 125 (SB125) - Transit and Intercity Rail Capital Program (TIRCP)						
31	2024	Payment System and Farebox Replacement	$ 26,500,000	$ 3,855,866	$ 22,644,134	March 2027
32	2024	Rail Track and Structures	60,608,526	0	60,608,526	June 2027
33	2024	San Juan Creek Rail Bridge Replacement (CON)	17,000,000	0	17,000,000	June 2029
34	2025	Harbor Boulevard Study	5,100,000	0	5,100,000	June 2030
35	2025	Metrolink Operating Subsidy	43,460,537	0	43,460,537	December 2026
36	2025	Rail Track and Structures	31,695,474	0	31,695,474	June 2028
SB125 - TIRCP Subtotal			**$ 184,364,537**	**$ 3,855,866**	**$ 180,508,671**	
SB125 - Zero Emission Transit Capital Program (ZETCP)						
37	2024	Battery Electric Bus Engineering	$ 2,000,000	$ 0	$ 2,000,000	June 2029
38	2024	Battery Electric Buses	780,000	0	780,000	June 2029
39	2024	Bus Charging Station at Construction Circle (CON)	1,000,000	0	1,000,000	June 2029
40	2024	OC Streetcar Operations	18,693,788	0	18,693,788	April 2027
SB125 - ZETCP Subtotal			**$ 22,473,788**	**$ 0**	**$ 22,473,788**	

First Quarter Grant Reimbursement Status Report

July through September 2025

State and Federal Highway Administration Formula Grant Agreements						
	FISCAL YEAR (FY)	**PROJECT**	**GRANT AMOUNT**	**AMOUNT REIMBURSED**	**REMAINING BALANCE**	**ANTICIPATED CLOSE-OUT**
Total State and Federal Highway Administration Formula Grant Agreements			**$ 465,746,978**	**$ 75,728,385**	**$ 390,018,593**	

Project Phases:

CON- Construction, Construction Management, Construction Engineering or Force Account expenses.

PA/ED- Project Approval and Environmental Design.

PS&E- Agency Preliminary Engineering.

PSR- Development Support and Project Study Report.

ROW- Right-of-Way Services, Engineering, Administration, Acquisition, Utility Relocation or Relocation Assistance.

ATTACHMENT C

First Quarter Grant Reimbursement Status Report

July through September 2025

	FISCAL YEAR	PROJECT	GRANT AMOUNT	AMOUNT REIMBURSED	REMAINING BALANCE	ANTICIPATED CLOSE-OUT
State Discretionary Grant Agreements						
Equitable Community Revitalization Grant (ECRG)						
1	2025	OC Connect Garden Grove - Santa Ana Rails to Trails	$ 350,000	$ 818	$ 349,182	September 2026
ECRG Subtotal			**$ 350,000**	**$ 818**	**$ 349,182**	
Active Transportation Program (ATP)						
2	2021	Rails to Trails	$ 3,000,000	$ 1,787,248	$ 1,212,752	June 2026
3	2025	Next Safe Travels Education Program (STEP) 2.0	850,000	0	850,000	June 2027
ATP Subtotal			**$ 3,850,000**	**$ 1,787,248**	**$ 2,062,752**	
Transit and Intercity Rail Capital Program (TIRCP)						
4	2021	Irvine Station (PA/ED)	$ 5,500,000	$ 1,013,448	$ 4,486,552	February 2026
TIRCP Subtotal			**$ 5,500,000**	**$ 1,013,448**	**$ 4,486,552**	
Transit Security Grant Program (TSGP) - State Office of Homeland Security						
5	2025	Visible Intermodal Prevention & Response and Counter Terrorism Team Operations	$ 116,600	$ 22,095	$ 94,505	August 2027
TSGP Subtotal			**$ 116,600**	**$ 22,095**	**$ 94,505**	
SB 1: Local Partnership Program (SB1 LPP)						
6	2023	Interstate 5, Segment 1, Interstate 405 to Yale Avenue (PS&E)	$ 7,395,000	$ 5,435,673	$ 1,959,327	January 2026
7	2023	Interstate 5, Segment 1, Interstate 405 to Yale Avenue (ROW)	3,979,000	11,022	3,967,978	January 2026
SB1 LPP Subtotal			**$ 11,374,000**	**$ 5,446,695**	**$ 5,927,305**	
SB 1: Solutions for Congested Corridors Program (SB1 SCCP)						
8	2019	Edinger Avenue Signal Synchronization (CON)	$ 4,957,000	$ 1,590,494	$ 3,366,506	March 2026
9	2020	MacArthur Boulevard Signal Synchronization (CON)	2,951,200	1,525,407	1,425,793	April 2026
10	2020	Warner Avenue Signal Synchronization (CON)	4,092,000	3,219,216	872,784	July 2026
11	2021	Bus Stop Improvements - Main Street (CON)	230,000	142,465	87,535	December 2026
SB1 SCCP Subtotal			**$ 12,230,200**	**$ 6,477,582**	**$ 5,752,618**	
Senate Bill 1: Planning Grants (SB1 PL)						
12	2025	Zero-Emission Bus Transition Plan	$ 200,000	$ 0	$ 200,000	August 2027
SB1 PL Subtotal			**$ 200,000**	**$ 0**	**$ 200,000**	
Regional Early Action Planning (REAP)						
13	2023	Bikeway Connectivity Study (PSR)	$ 499,622	$ 136,942	$ 362,680	June 2026
14	2023	First Street Traffic Signal Prioritization and Bike Study	4,300,000	0	4,300,000	June 2026
15	2023	Fullerton Park-and-Ride Transit Oriented Development Site Design Concepts (PSR)	474,575	395,957	78,618	June 2026
16	2023	Harbor Boulevard Connected Bus Corridor (Stage II)	2,376,745	0	2,376,745	June 2026
17	2023	Marketing Outreach Support (PSR)	399,058	131,151	267,907	June 2026

First Quarter Grant Reimbursement Status Report

July through September 2025

State Discretionary Grant Agreements						
	FISCAL YEAR	**PROJECT**	**GRANT AMOUNT**	**AMOUNT REIMBURSED**	**REMAINING BALANCE**	**ANTICIPATED CLOSE-OUT**
18	2023	McFadden Avenue Traffic Signal Prioritization Implementation	3,690,000	0	3,690,000	June 2026
19	2023	Next Safe Travels Education Program (STEP) 2.0	1,250,000	503,000	747,000	June 2026
20	2023	Orange County Mobility Hubs Pilot Concept of Operations	300,000	0	300,000	June 2026
REAP Subtotal			**$ 13,290,000**	**$ 1,167,049**	**$ 12,122,951**	
Strengthening Mobility and Revolutionizing Transportation (SMART)						
21	2022	Harbor Boulevard Pilot Traffic Signal Prioritization	$ 1,600,000	$ 947,530	$ 652,470	January 2026
SMART Subtotal			**$ 1,600,000**	**$ 947,530**	**$ 652,470**	
Total State Discretionary Grant Agreements			**$ 48,510,800**	**$ 16,862,466**	**$ 31,648,334**	

Project Phases:

CON- Construction, Construction Management, Construction Engineering or Force Account expenses.

PA/ED- Project Approval and Environmental Design.

PS&E- Agency Preliminary Engineering.

PSR- Development Support and Project Study Report.

ROW- Right-of-Way Services, Engineering, Administration, Acquisition, Utility Relocation or Relocation Assistance.

ATTACHMENT D

First Quarter Grant Reimbursement Status Report

July through September 2025

Closed Grant Agreements						
	FISCAL YEAR (FY)	**FUNDING SOURCE**	**PROJECT**	**GRANT AMOUNT**	**AMOUNT REIMBURSED**	**REMAINING BALANCE**
1	2017	FTA Section 5307 Flexed	FTA CA-2017-072	$ 31,567,405	$ 31,567,405	$ 0
2	2021	FTA Section 5307 Flexed	FTA CA-2022-170	62,585,945	62,585,945	0
3	2021	FTA Section 5307 Flexed	FTA CA-2023-211	3,660,000	3,660,000	0
4	2024	FTA Section 5310	FTA CA-2025-103	3,201,375	3,201,375	0
5	2023	FTA Section 5337	FTA CA-2024-111	3,972,193	3,972,193	0
6	2024	SB1 SGR	Bus Hoist Replacement at Irvine Sand Canyon Bus Base (CON)	248,504	248,504	0
7	2018	SHOPP	State Route 55, Interstate 405 to Interstate 5 (ROW Utility Relocation)	4,001,203	4,001,203	0
8	2018	SHOPP	State Route 55, Interstate 405 to Interstate 5 (ROW)	18,698,797	18,698,797	0
9	2023	STIP PPM	PPM Program	1,848,000	1,848,000	0
Total Closed Grants				**$ 129,783,422**	**$ 129,783,423**	**$ 0**

Funding Source Notes

Federal Transit Administration (FTA) Section 5307 - Federal funds flexed from the Federal Highway Administration (FHWA) FTA Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Grant Program FTA Section 5337 - State of Good Repair Grant Program

SB 1: State of Good Repair (SB1 SGR)

State Highway Operation and Protection Program (SHOPP)

State Transportation Improvement Plan (STIP) Programming, Planning & Monitoring (PPM)

Project Phases:

CON- Construction, Construction Management, Construction Engineering or Force Account expenses.

PA/ED- Project Approval and Environmental Design.

PS&E- Agency Preliminary Engineering.

PSR- Development Support and Project Study Report.

ROW- Right-of-Way Services, Engineering, Administration, Acquisition, Utility Relocation or Relocation Assistance.

BOARD MEMBER TRAVEL AUTHORIZATION REQUEST

TRAVELER INFORMATION

Traveler Name: * Vice Chair Jamey M. Federico

Employee ID: * 30308

Destination of Trip: * Washington, D.C.

Subject of Trip: * Legislative Strategy Meetings

Description of Trip: * Vice Chair Jamey M. Federico, along with Orange County Transportation Authority (OCTA) Chief Executive Officer, Darrell Johnson, and Government Relations staff, will travel to Washington, D.C. January 12-15, 2026, to meet with Orange County delegation members, members of Congress, Committee Staff, and senior staff within the Administration. The meetings will focus on OCTA legislative priorities for the 2nd Session of the 119th Congress, including surface transportation reauthorization.

Departure Date: * 1/12/2026

Return Date: * 1/15/2026

Is this trip outside of California? ☑ Yes

BMTA #: BMTA-56

Board Meeting Date: 12/8/2025

ACCOUNTING CODES

	Registration (7657)	Mileage (7656)	Travel (7655)
Budget FY:	2018	2018	2018
Org Key:		1121	1121
Job Key:		A0001	A0001
JL:		QT5	0FS

ESTIMATED EXPENDITURES

ITEMS	COST
Registration:	$ 0.00
Air Travel:	$ 1,154.00
Auto Rental:	$ 0.00
Hotel Accomodations:	$ 1,371.60
Meals:	$ 368.00
Mileage:	$ 33.18
Misc:	$ 320.00
Total Estimated Trip Cost:	**$ 3,246.78**

APPROVAL

Outcome: ○ Approved ○ Rejected

Board Date Approved:

Comments:

SAVE AND SUBMIT CANCEL

REGISTRATION INFORMATION

Estimated Registration Cost *(Including tax)*: 0.00

AIR TRAVEL INFORMATION

Departing City:	Departure Date & Time:	Arriving City:	Return Date & Time:
Santa Ana, CA	1/12/2026 11 AM 45	Washington, D.C.	1/15/2026 8 PM 05

Air Travel Comments:

Total Estimated Air Travel Cost (*including tax*): 1154.00

AUTO RENTAL INFORMATION

Car Rental Company:

Car Type Needed: Please select a value...

Total Estimate Auto Rental Cost (*including gas & insurance*): 0.00

HOTEL AND LODGING INFORMATION

For Federal Per Diem Hotel Amounts go to GSA. Note: Price may vary depending on time of year staying at hotel.

Hotel Name: Hyatt House Washington DC/Dow

Dates: 1/12/2026 *(Check-In)* 1/15/2026 *(Check-out)*

Address: 899 O Street NW

City: Washington **State:** DC **Zip:** 20001 **Phone No:** 202-299-1188

Hotel Rate Type: Other

Basic Hotel Per Night (*excluding taxes and fees*): 381.00

Federal Hotel Per Diem Cost: 1

Estimated Taxes and Fees Per Night (*20% flat rate*): $ 76.20

Business Nights at the Hotel: 3

Total Estimated Hotel Cost for Entire Trip: $ 1,371.60

If your nightly rate exceeds the Federal Per Diem Amount, please provide a justification for the nightly rate.

The member rate represents the best available rate at the hotel. The basic nightly rate reflects the average member rate over the three-night stay.

MEAL INFORMATION

For Per Diem Amounts, go to GSA.

Meal and Incidental Per Diem Amount Based on Destination (*Including taxes and gratuities*): 92

Travel Time: (•) 4 Hours or More ( ) Less Than 4 Hours

	01/12/202	01/13/202	01/14/202	01/15/202	01/16/202	01/17/202	01/18/202	01/19/202	01/20/202	01/21/202
	$ 92	$ 92	$ 92	$ 92	$ 92	$ 92	$ 92	$ 92	$ 92	$ 92
MEALS PROVIDED - Subtract meals included in registration fees or provided at no cost to the traveler. For GSA Meals & Incidental Expenses Breakdown click here.										
Breakfast:	0.0	0.0	0.0	0.0	0.0	0.00	0.0	0.0	0.0	0.0

Lunch:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dinner:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total:	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0
Daily Adjusted Total:	$ 92	$ 92	$ 92	$ 92	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0

Total Reimbursement: **$ 368.00**

MILEAGE

Destination / Description	Miles	Per Mile	Total
Travel to John Wayne Airport and Return	47.4	.70	$ 33.18

Mileage Total: **$ 33.18**

MISCELLANEOUS

Parking: 120

Ground Transportation Charges *(bus, shuttle, taxi, limo)*: 100

Baggage Charges:

Other: 100

Total Estimated Miscellaneous Cost: $ 320.00

ATTACHMENTS

Fiscal Year	Org Key	Obj Code	Items	Working Budget	Approved - Paid	Approved - Not Paid	Budget Remaining	Amount of This TA	Budget After TA
2018		7657	Registration					0	
2025	1121	7656	Mileage					33.18	
2025	1121	7655	Travel Total					3,246.78	
	1121		Auto Rental					0	
	1121		Hotel					1,371.6	
	1121		Meals					368	
	1121		Air Travel					1,154	
	1121		Misc					320	
	1121		Grant						

REFRESH GRID

COMMITTEE TRANSMITTAL

December 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Competitive Grant Programs – Update and Recommendations

Regional Transportation Planning Committee Meeting of December 1, 2025

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

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

A. Approve one budget modification request from the City of Brea for the OC Loop Brea Gap Closure Project funded through the 2019 Bicycle Corridor Improvement Program.

B. Authorize staff to request that the Southern California Association of Governments make all necessary amendments to the Federal Transportation Improvement Program.

C. Authorize the Chief Executive Officer, or designee, to negotiate and execute any required agreements or amendments to facilitate the recommendation above and the execution of recent grant awards.

OCTA

December 1, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Competitive Grant Programs – Update and Recommendations

Overview

The Orange County Transportation Authority provides competitive grants to local jurisdictions and non-profit agencies beyond those provided through Measure M2 using various federal, state, and local transportation funding programs. The Orange County Transportation Authority also directly applies for federal, state, and local competitive grant programs to support Orange County Transportation Authority-led projects. Staff has prepared an overview and status update for local jurisdiction projects that have received funds, recent grant pursuits and awards for Orange County Transportation Authority projects, and recommendations for changes to grant terms for local jurisdiction projects.

Recommendations

A. Approve one budget modification request from the City of Brea for the OC Loop Brea Gap Closure Project funded through the 2019 Bicycle Corridor Improvement Program.

B. Authorize staff to request that the Southern California Association of Governments make all necessary amendments to the Federal Transportation Improvement Program.

C. Authorize the Chief Executive Officer, or designee, to negotiate and execute any required agreements or amendments to facilitate the recommendation above and the execution of recent grant awards.

Background

The Orange County Transportation Authority (OCTA) issues periodic calls for projects (call) using non-Measure M2 (M2) federal, state, and local funds to help local jurisdictions and non-profits meet a variety of transportation needs. The calls include the Orange County Complete Streets Program (OCCSP), Enhanced Mobility for Seniors and Individuals with Disabilities (EMSD) Program,

Pavement Management Relief Funding (PMRF) Program, Bicycle Corridor Improvement Program (BCIP), and Arterial Pavement Management (APM) Program.

OCTA typically issues a Complete Streets call, such as the OCCSP or the BCIP, every two to three years. The EMSD is also a regular call which is similarly issued every two to three years. The calls addressing pavement management, PMRF, and APM are issued on an ad hoc basis but have typically occurred using one-time state or federal funding at least every three to four years. Each program has a primary focus or goal, as noted in the table below.

OCTA Program	Primary Program Goal	Program Fund Source
OCCSP	Support development of accessible and safe streets that accommodate a variety of transportation modes	Federal Surface Transportation Block Grant (STBG) and/or Congestion Mitigation and Air Quality (CMAQ) Programs
EMSD	Support services provided to seniors and individuals with disabilities	Non-M2 local transit funds
PMRF	Support pavement maintenance and preservation needs	Federal Coronavirus Response and Relief Supplemental Appropriations Act Highway Infrastructure Program funds and State Highway Account funds
BCIP	Support the development of Orange County's bicycle network	Federal CMAQ funds
APM	Support pavement maintenance and preservation needs – replaced by PMRF	Federal STBG funds

In addition to these directly issued calls, OCTA also supports local jurisdictions pursuing federal and state earmarks or grants from state and federal sources such as the Active Transportation Program's regional component through the Southern California Association of Governments (SCAG) and the California Transportation Commission. OCTA may partner with local jurisdictions to seek external funds when combining multiple projects into a single application to increase the chances of being awarded.

OCTA directly competes in federal, state, and local transportation funding opportunities through various discretionary funding programs to support Board of Director's (Board)-approved priority planning, capital, and operating needs. Securing funding through these programs is consistent with the programming policies and helps preserve M2 and more flexible local funding sources, allowing

OCTA to advance a greater number of priority projects. Current priority projects, identified by the Board through approved planning documents, include the Coastal Rail Infrastructure Resiliency project, Pacific Coast Highway Bridge Replacement, State Route 91 Eastbound Corridor Operations Project, State Route 57 Truck Climbing Lane, Zero-Emission Bus transition, 2028 Olympic and Paralympic Games transportation services, Metrolink Locomotive Replacement, Track and Structures, Metrolink Operations, OC Connect Garden Grove to Santa Ana Rails-to-Trails, OC Loop, and the Santa Ana Hydrogen Fueling Station. Identifying priority projects in advance of funding opportunities and securing Board approval positions OCTA to readily pursue new funding opportunities as they are made available. Every discretionary grant award is presented to the Board for formal acceptance.

Discussion

Since 2010, the Board has approved $214.5 million in non-M2 local, state, and federal funds to Orange County local jurisdictions and non-profits through 11 calls. This has supported 260 transportation projects including active transportation, street rehabilitation, mobility options for seniors and individuals with disabilities, and streets and roads enhancement/landscaping activities. As of the drafting of this report, 187 projects which have received $98.9 million in non-M2 funds, are considered fully complete and closed out. The specific status of these completed projects is no longer tracked in the report. The table below reflects the status of active projects, their respective phases of work, and the phases of work completed during this reporting cycle. Currently, $115.5 million in awarded funds are supporting a total of 105 phases of work through the OCCSP, EMSD, PMRF, BCIP, and APM funding programs.

A summary of the current awarded project phases is provided in the table below, and additional details on the status of active projects are provided in Attachment A.

Phase of Work/ Status	PLAN	ENV	DES	ROW	CON	Total Phases
Planned	1	1	2	5	24	33
Started[1]	2	13	13	3	41	72
Subtotal	3	14	15	8	65	105
Completed[2]	0	0	2	0	11	13
Total	3	14	17	8	76	118
Cancelled[3]	0	0	0	0	1	1

Notes and abbreviations:
1. Includes 14 started EMSD capital and 14 started EMSD operating projects in the CON sum.
2. Reflects only those project phases that were completed during this reporting cycle.
3. Reflects only those project phases that were canceled during this reporting cycle.

BCIP projects may have more than one phase of work.

Planned – Indicates that the funds for this phase have not been obligated or a contract has not yet been executed. Started – Indicates that the funds for this phase have been obligated or a contract has been executed. Completed – Indicates that the work related to this phase is complete. CON – Construction PLAN – Plan DES – Design ROW – Right-of-way ENV– Environmental

Project Amendments

Staff regularly reviews the status of projects funded through OCTA programs with local jurisdictions. During the most recent review, the City of Brea (Brea) requested a budget modification for the OC Loop Brea Gap Closure (OC Loop Segment B – Western Extension to Tracks at Brea) that is funded through the BCIP.

The OC Loop Segment B consists of a Class I bikeway and multi-use path within the Union Pacific Railroad ROW, from Palm Street to the Brea Canyon Flood Control Channel. The City requested OCTA's approval to modify the project budget by reprogramming $2.552 million in BCIP and $0.333 million local CON funds to the ROW phase to align with OCTA's 2026 State Transportation Improvement Program (STIP) submittal of $6.149 million for CON. The adjustment will fully fund the overall project and ensure project readiness. Additional details are provided in Attachment B.

The final approval will be subject to SCAG concurrence consistent with the project selection process for CMAQ-funded projects and the California Transportation Commission's approval of the 2026 STIP. Staff will continue to monitor project progress and present future amendment requests as needed.

Discretionary Funding Update

In July 2025, staff presented updates to the Board on OCTA grant pursuits, highlighting the submission of 11 grant applications in the second half of fiscal year 2024-25 and a total of $337.1 million in awards including for the Coastal Rail Infrastructure Resiliency Project.

Since the July update, six grant applications have been submitted for a total request amount of $11.7 million from state and federal sources. These applications reflect a diverse range of priority projects across the County and include transit safety enhancements at OCTA transportation centers, alternative fuel bus investments and workforce development initiatives, wildfire risk reduction and infrastructure protection for properties held through OCTA's Environmental Mitigation Program, and planning studies to improve transit signal coordination and multimodal connectivity along key corridors. Additionally, working in coordination with the Government Relations division, eight federal earmark requests totaling $25 million

are included in this update to support major infrastructure and zero-emission vehicle (ZEV) initiatives including major corridor improvements, ZEV investments, and technology enhancements to support regional mobility. Collectively, these efforts demonstrate OCTA's ongoing commitment to advancing regionally significant transit, sustainability, and mobility priorities for competitive funding opportunities. A summary of these submittals and awards is provided in Attachment C.

A list of near-term OCTA priority projects targeted for funding through ongoing grant efforts is provided as Attachment D. These efforts include OCTA's continued pursuit of competitive grant opportunities to fund and advance priority projects. Staff will bring forward future grant awards for Board acceptance as necessary. The Capital Funding Program Report (Attachment E) summarizes the approved funding for projects, including OCTA-issued federal, state, and locally funded calls.

Summary

Status reports on externally funded OCTA grants awarded to local jurisdictions and a list of grant pursuits for OCTA priority projects are provided. Staff is recommending Board approval for a budget modification for Brea to ensure timely use of funds.

Attachments

A. State and Federal Grant Programs Project Status
B. Amendment Requests and Programming Updates
C. Competitive Grants Update
D. Orange County Transportation Authority Priority Project List
E. Capital Funding Program Report

Prepared by:



Louis Zhao
State and Federal Programming Manager
(714) 560-5494

Approved by:



Rose Casey
Executive Director, Planning
(714) 560-5729

ATTACHMENT A

State and Federal Grant Programs Project Status

2016 BCIP						
Agency	**Project Title**	**Phase**	**Award**	**Matching Funds**	**Total Phase Cost**	**Status**
Anaheim	Nohl Ranch Open Space Trail	R	$ 439,200	$ 109,800	$ 549,000	Started
Santa Ana	Citywide Bike Racks	C	$ 937,200	$ 127,800	$ 1,065,000	Started
2016 BCIP Phases Completed		**18**	**$ 15,373,555**	**$ 2,387,399**	**$ 17,760,954**	
2016 BCIP Phases In Progress		**2**	**$ 1,376,400**	**$ 237,600**	**$ 1,614,000**	
2016 BCIP Total Program[1]		**20**	**$ 16,749,955**	**$ 2,624,999**	**$ 19,374,954**	

2019 BCIP[2]						
Agency	**Project Title**	**Phase**	**Award**	**Matching Funds**	**Total Project/ Phase Cost**	**Status**
Brea	OC Loop Brea Gap Closure[3]	D,R,C	$ 5,811,000	$ 6,667,000	$ 13,978,000	Completed - D Started - R Planned - C
Costa Mesa	Adams Avenue and Pinecreek Drive Intersection Project	D, C	$ 514,736	$ 302,259	$ 816,995	Completed - D Started - C
County of Orange	OC Loop Carbon Canyon (Segment D) Bikeway Gap Closure Project	C	$ -	$ -	$ -	Completed
Irvine	JOST I-5 Bicycle Pedestrian Bridge	C	$ -	$ -	$ -	Completed
La Habra	La Habra Union Pacific Rail Line Bikeway	R	$ 1,948,800	$ 487,200	$ 2,436,000	Started
Orange	Santiago Creek Multipurpose Extension Project	E	$ 345,794	$ 97,532	$ 443,326	Started
San Clemente	South El Camino Real Lane Reconfiguration and Buffered Bike Lane Project	C	$ 1,075,115	$ 400,650	$ 1,475,765	Started
Santa Ana	Bristol Street Protected Bike Lanes - Phase II Warner Avenue to St. Andrew Place	C	$ 1,508,045	$ 347,393	$ 1,855,438	Started
Santa Ana	Bristol Street Protected Bike Lanes - Phase III St. Andrew Place to Edinger Avenue	D,C	$ 743,274	$ 598,356	$ 1,341,630	Started - D Started - C
Santa Ana	Bristol Street Protected Bike Lanes - Phase IV Civic Center Drive to Washington Avenue[4]	C	$ 793,760	$ 229,490	$ 1,023,250	Cancelled
Santa Ana	Bristol Street Protected Bike Lanes - Phase V 1st Street to Civic Center Drive	D,C	$ 1,320,320	$ 598,273	$ 1,918,593	Started - D Planned - C
Santa Ana	Warner Avenue Protected Bike Lanes	C	$ 1,022,116	$ 313,259	$ 1,335,375	Started
2019 BCIP Phases Completed		**9**	**$ 10,245,182**	**$ 11,375,623**	**$ 21,620,805**	
2019 BCIP Phases In Progress[5]		**11**	**$ 14,289,200**	**$ 9,811,922**	**$ 25,601,122**	
2019 BCIP Total Program[1]		**20**	**$ 24,534,382**	**$ 21,187,545**	**$ 47,221,927**	

Notes:

1. Total does not include cancelled projects.
2. Phases/projects completed before this reporting period are included only in the totals. Those completed during this reporting period are shown here, with individual amounts consolidated into the cumulative totals.
3. Total project cost includes $1,500,000 in non-match agency funds.
4. De-obligated: federal funds removed due to bid protest; proceeding with local funding.
5. Total phases in progress project cost includes $1,500,000 in non-match agency funds for the City of Brea's OC Loop Brea Gap Closure project.

2021 PMRF[2]						
Agency	**Project Title**	**Phase**	**Award**	**Matching Funds[6]**	**Total Project Cost[7]**	**Status**
Aliso Viejo	Aliso Creek Road Rehabilitation from Enterprise to State Route 73 Project	C	$ -	$ -	$ -	Completed
Anaheim	Knott Avenue Rehabilitation from Ball Road to Orange Avenue Project	C	$ -	$ -	$ -	Completed
Costa Mesa	Fairview Road Improvement Project (from Adams Avenue to Wilson Street)	C	$ 331,116	$ -	$ 1,600,000	Started
Dana Point	Stonehill Drive Slurry Seal Project	C	$ 200,000	$ -	$ 200,000	Started
Irvine	Irvine Center Drive Pavement Rehabilitation	C	$ -	$ -	$ -	Completed
La Habra	Macy Street Rehabilitation Project - PMRF	C	$ -	$ -	$ -	Completed
La Palma	La Palma Avenue Pavement Preservation and Improvements Project	C	$ -	$ -	$ -	Completed
Laguna Beach	Zone 3 Collector Road Improvements	C	$ -	$ -	$ -	Completed
Laguna Hills	Arterial Pavement Rehabilitation Project	C	$ -	$ -	$ -	Completed
Laguna Woods	Pavement Management Project (Westbound El Toro Road between Calle Corta and City Limits)	C	$ -	$ -	$ -	Completed
Santa Ana	Grand Avenue Roadway Rehabilitation from 1st Street to McFadden Avenue	C	$ 972,882	$ -	$ 1,072,882	Stared
Seal Beach	Seal Beach Boulevard at North Gate Road Improvement Project	C	$ 200,000	$ -	$ 275,000	Started
Yorba Linda	La Palma Avenue Improvement Project from west city limit to 1,350 feet west of Old Village Road	C	$ -	$ -	$ -	Completed
2021 PMRF Phases Completed		**14**	**$ 7,364,828**	**$ -**	**$ 24,388,780**	
2021 PMRF Phases In Progress		**13**	**$ 1,703,998**	**$ -**	**$ 3,147,882**	
2021 PMRF Total Program[1]		**27**	**$ 9,068,826**	**$ -**	**$ 27,536,662**	

Notes:

1.Total does not include cancelled projects.
2. Phases/projects completed before this reporting period are included only in the totals. Those completed during this reporting period are shown here, with individual amounts consolidated into the cumulative totals.
6. Local match not required for PMRF.
7. Total project costs include non-match agency funds.

2021 EMSD						
Agency	**Project Title**	**Phase**	**Award**	**Matching Funds**	**Total Project Cost**	**Status**
Sally's Fund	Senior Services Assistant	C	$ 61,350	$ 20,450	$ 81,800	Started
2021 EMSD Phases Completed		**11**	**$ 2,218,482**	**$ 343,720**	**$ 2,562,202**	
2021 EMSD Phases In Progress		**1**	**$ 61,350**	**$ 20,450**	**$ 81,800**	
2021 EMSD Total Program		**12**	**$ 2,279,832**	**$ 364,170**	**$ 2,644,002**	

2024 EMSD						
Agency	**Project Title**	**Phase**	**Allocation**	**Match**	**Total Phase Cost**	**Status**
Age Well Senior Services, Inc.	Replacement Vehicles for Age Well Senior Services	C	$ 989,656	$ 122,315	$ 1,111,971	Started
		C	$ 309,840	$ 77,460	$ 387,300	Started
	Operating Assistance for Age Well Senior Services	C	$ 42,570	$ 4,730	$ 47,300	Started
Abrazar, Inc.		C	$ 878,400	$ 97,600	$ 976,000	Started
	OC Equity Mobility Management - Abrazar	C	$ 19,810	$ 2,201	$ 22,011	Started
Huntington Beach	Rider Notifications	C	$ 46,517	$ 5,169	$ 51,686	Started
Irvine		C	$ 463,983	$ 51,554	$ 515,537	Started
	Irvine On Demand - Rides for Older Adults	C	$ 181,009	$ 20,112	$ 201,121	Started
Newport Beach	Vehicle Replacements	C	$ 217,800	$ 24,200	$ 242,000	Started
AbleLight, Inc.	Transportation for People with Developmental Disabilities	C	$ 254,778	$ 28,309	$ 283,087	Started
Southland Integrated Services, Inc.		C	$ 343,578	$ 38,175	$ 381,753	Started
	Transportation Services for Seniors and the Disabled	C	$ 227,596	$ 56,900	$ 284,496	Started
Access California Services		C	$ 115,769	$ 12,863	$ 128,632	Started
		C	$ 6,874	$ 764	$ 7,638	Started
	AccessCal's Access to Transportation Program	C	$ 600,000	$ 150,000	$ 750,000	Started
Korean Community Services, Inc. dba KCS Health Center		C	$ 534,600	$ 59,400	$ 594,000	Started
		C	$ 3,313	$ 368	$ 3,681	Started
	KCS's Senior Mobility & Integrated Healthcare Program	C	$ 470,112	$ 117,528	$ 587,640	Started
Orange County Adult Achievement Center dba My Day Counts	My Day Counts 2025 -2026 Capital Replacement	C	$ 917,610	$ 101,957	$ 1,019,567	Started
Laguna Woods	City of Laguna Woods Senior Mobility Program Augmentation Project	C	$ 325,000	$ 81,250	$ 406,250	Started
Community SeniorServ, Inc. dba Meals on Wheels, Orange County	Enhanced Transportation Initiative	C	$ 247,467	$ 27,496	$ 274,963	Started
SoCal Senior Services, LLC	Healthy Aging Center Laguna Woods	C	$ 246,048	$ 61,512	$ 307,560	Started
Seal Beach	Seal Beach - Service Expansion	C	$ 100,000	$ 25,000	$ 125,000	Started
Alzheimer Family Services Center	Patient Transportation	C	$ 267,746	$ 29,750	$ 297,496	Started
North County Senior Services	Acacia Adult Day Services	C	$ 276,188	$ 69,047	$ 345,235	Started
Costa Mesa	Senior Taxi Program	C	$ 237,600	$ 59,400	$ 297,000	Started
Dayle MacIntosh Center for the Disabled	Mobility Management Professionals Program	C	$ 300,000	$ 33,333	$ 333,333	Started
2024 EMSD Phases Completed		**0**	**$ -**	**$ -**	**$ -**	
2024 EMSD Phases In Progress		**27**	**$ 8,623,864**	**$ 1,358,393**	**$ 9,982,257**	
2024 EMSD Total Program		**27**	**$ 8,623,864**	**$ 1,358,393**	**$ 9,982,257**	

2023 OCCSP - Wave 1						
Agency	**Project Title**	**Phase**	**Award**	**Matching Funds**	**Total Project Cost**	**Status**
Anaheim	Nohl Ranch Open Space Trail	C	$ 3,359,000	$ 459,000	$ 3,818,000	Planned
Brea	Tracks at Brea - Western Extension[8]	C	$ 1,320,000	$ 180,000	$ 5,730,000	Started
Costa Mesa	Adams Avenue Bicycle Facility Project – Harbor Boulevard to Fairview Road	C	$ 1,760,000	$ 240,000	$ 2,000,000	Started
Costa Mesa	Fairview Road Active Transportation Improvements – Adams Avenue to Fair Drive	D,C	$ 1,935,000	$ 264,000	$ 2,199,000	Started - D Planned - C
Costa Mesa	Adams Avenue Active Transportation Project – Multipurpose Trails[8]	C	$ 4,223,000	$ 1,677,000	$ 6,413,000	Planned
Laguna Hills	Paseo De Valencia and Cabot Road Active Transportation Enhancements[8]	E,D,C	$ 4,998,000	$ 695,000	$ 9,020,000	Started - E Started - D Planned - C
Orange	PLAN - Citywide Active Transportation Plan	PLAN	$ 308,000	$ 42,000	$ 350,000	Started
Placentia	Atwood Multi-Use Trail	D,C	$ 2,753,000	$ 377,000	$ 3,130,000	Started - D Planned - C
San Clemente	Complete Streets Along Avenida Calafia	E,D,C	$ 968,000	$ 132,000	$ 1,100,000	Started - E Started - D Planned - C
Yorba Linda	Connect Savi Ranch[8]	E,R,C	$ 3,428,000	$ 467,000	$ 4,645,000	Started - E Planned - R Planned - C
2023 OCCSP W1 Phases Completed		**0**	**$ -**	**$ -**	**$ -**	
2023 OCCSP W1 Phases In Progress		**18**	**$ 25,052,000**	**$ 4,533,000**	**$ 38,405,000**	
2023 OCCSP W1 Total Program		**18**	**$ 25,052,000**	**$ 4,533,000**	**$ 38,405,000**	

Notes:

8. Total project costs include non-match agency funds. Project here shows partial full funding in OCCSP; full funding is reflected in the ATP table below for the same project.

2023 OCCSP - Wave 2						
Agency	**Project Title**	**Phase**	**Award**	**Matching Funds**	**Total Project Cost**	**Status**
Buena Park	PLAN - Orangethorpe Avenue Complete Streets Planning Study	PLAN	$ 308,000	$ 42,000	$ 350,000	Started
Fullerton	Harbor Boulevard Complete Streets Improvement Project[8]	E,D,C	$ 4,854,000	$ 661,000	$ 5,868,000	Started - E Started - D Planned - C
Huntington Beach	Banning Avenue Roundabout & Southeast Corridors Complete Streets Improvements	E,D,R,C	$ 5,000,000	$ 731,000	$ 5,731,000	Started - E Started - D Planned - R Planned - C
Irvine	Venta Spur Trail and Jeffrey Road Pedestrian and Bicycle Bridge	C	$ 5,000,000	$ 1,000,000	$ 6,000,000	Planned
Irvine	Harvard Avenue Complete Streets and Safety Improvements	E,D,C	$ 4,312,000	$ 588,000	$ 4,900,000	Started - E Started - D Planned - C

2023 OCCSP - Wave 2 (Continued)						
Agency	**Project Title**	**Phase**	**Award**	**Matching Funds**	**Total Project Cost**	**Status**
Laguna Niguel	South Forbes Road/Oso Creek Trail Active Transportation Enhancements	E,D,C	$ 3,415,000	$ 465,000	$ 3,880,000	Started - E Planned - D Planned - C
Mission Viejo	Mission Viejo Quad Cities Trail	E,D	$ 4,787,000	$ 653,000	$ 5,440,000	Started - E Started - D
Orange	Riverdale Avenue Complete Street Improvements[8]	D,C	$ 2,573,000	$ 351,000	$ 2,999,000	Started - D Planned - C
Tustin	Main Street Enhancement Project	C	$ 3,172,000	$ 432,000	$ 3,604,000	Planned
2023 OCCSP W2 Phases Completed		**0**	**$ -**	**$ -**	**$ -**	
2023 OCCSP W2 Phases In Progress		**20**	**$ 33,421,000**	**$ 4,923,000**	**$ 38,772,000**	
2023 OCCSP W2 Total Program		**20**	**$ 33,421,000**	**$ 4,923,000**	**$ 38,772,000**	

2023 OCCSP - Wave 3						
Agency	**Project Title**	**Phase**	**Award**	**Matching Funds**	**Total Project Cost**	**Status**
Buena Park	PLAN - Stanton Avenue Complete Streets Planning Study	PLAN	$ 308,000	$ 42,000	$ 350,000	Planned
Brea	Laurel Elementary School Safety[8]	C	$ 590,000	$ 81,000	$ 1,024,000	Planned
County of Orange	Los Patrones Parkway Bikeway Widening and Safety Improvements	C	$ 2,764,000	$ 1,843,000	$ 4,607,000	Planned
Huntington Beach	Hamilton Avenue Corridor Complete Streets Improvements	E,D,R,C	$ 3,971,000	$ 542,000	$ 4,513,000	Started - E Started - D Planned - R Planned - C
Laguna Beach	Coast Highway Sidewalk Gap Closures to Achieve Complete Streets (Cardinal Drive to 7th Avenue)	C	$ 5,000,000	$ 1,194,000	$ 6,194,000	Planned
Los Alamitos	Los Alamitos Reimagine Downtown Street & Bicycle Corridor Improvement Project	C	$ 5,000,000	$ 2,343,000	$ 7,343,000	Planned
Orange	Santiago Creek Bike Trail Gap Closure	E,R,C	$ 4,904,000	$ 669,000	$ 5,573,000	Started - E Planned - R Planned - C
Stanton	Orangewood Complete Streets	E,C	$ 3,268,000	$ 513,000	$ 3,781,000	Started - E Planned - C
Yorba Linda	Valley View Safety[8]	E,D,C	$ 511,000	$ 70,000	$ 656,000	Started - E Started - D Planned - C
2023 OCCSP W3 Phases Completed		**0**	**$ 26,316,000**	**$ 7,297,000**	**$ 34,041,000**	
2023 OCCSP W3 Phases In Progress		**17**	**$ 52,632,000**	**$ 14,594,000**	**$ 34,041,000**	
2023 OCCSP W2 Total Program		**17**	**$ 78,948,000**	**$ 21,891,000**	**$ 68,082,000**	

Notes:

8. Total project costs include non-match agency funds. Project here shows partial full funding in OCCSP; full funding is reflected in the ATP table below for the same project.

2023 OCCSP - Wave 4						
Agency	**Project Title**	**Phase**	**Award**	**Matching Funds**	**Total Project Cost**	**Status**
Huntington Beach	Magnolia Street Corridor Complete Streets Improvements	E,D,R,C	$ 4,687,000	$ 640,000	$ 5,327,000	Planned - E Planned - D Planned - R Planned - C
2023 OCCSP W3 Phases Completed		**0**	**$ -**	**$ -**	**$ -**	
2023 OCCSP W4 Phases In Progress		**1**	**$ 4,687,000**	**$ 640,000**	**$ 5,327,000**	
2023 OCCSP W4 Total Program		**1**	**$ 4,687,000**	**$ 640,000**	**$ 5,327,000**	

Active Transportation Program - Regional Component - Cycles 1-7[2]						
Agency	**Project Title**	**Cycle**	**Total ATP Award**	**Agency Funds**	**Total Project Cost**	**Status**
County of Orange	OC Loop Coyote Creek Bikeway (Segments O,P,Q)	3.5	$ -	$ -	$ -	Completed
La Habra	La Habra Union Pacific Rail Bikeway (Walnut Street to Cypress Street)[9]	3.5	$ 863,000	$ 112,000	$ 975,000	Cancelled
Santa Ana	City of Santa Ana - SRTS Davis Elementary ADA	3.5	$ -	$ -	$ -	Completed
Santa Ana	City of Santa Ana - Willits Street Protected Bicycle Lanes	3.5	$ -	$ -	$ -	Completed
Seal Beach	Lampson Avenue Bike Lane Gap Closure Project	3.5	$ -	$ -	$ -	Completed
Santa Ana	Mc Fadden Avenue Protected Bike Lane and Bicycle Boulevard Project	4	$ -	$ -	$ -	Completed
Santa Ana	Standard Avenue Protected Bike Lane and Protected Intersection Project	4	$ -	$ -	$ -	Completed
Brea	Tracks at Brea - Gap Closure[10]	5	$ -	$ -	$ -	Completed
County of Orange	OC Loop Coyote Creek Bikeway (Segment O)	5	$ 4,644,000	$ 1,961,000	$ 6,605,000	Started
Santa Ana	Raitt Street Protected and Buffered Bike Lane	5	$ 5,499,000	$ -	$ 5,499,000	Started
Anaheim	Anaheim Pedestrian Crosswalk Safety Improvements Project	6	$ 1,112,000	$ -	$ 1,112,000	Started
Anaheim	Rio Vista Safe Routes to School Project	6	$ 1,312,000	$ -	$ 1,312,000	Started
Buena Park	Dale / Whitaker Complete Streets Project	6	$ 4,368,000	$ 227,000	$ 4,595,000	Started
Fullerton	Bridging the Gap: Nutwood Avenue Bicycle and Pedestrian Mobility Enhancements	6	$ 7,140,000	$ -	$ 7,140,000	Started
Santa Ana	Jackson Elementary and Diamond Elementary SRTS	6	$ 8,262,000	$ -	$ 8,262,000	Started
Santa Ana	MacArthur Intermediate and Taft Elementary SRTS	6	$ 4,900,000	$ -	$ 4,900,000	Started
Santa Ana	Madison ES Roosevelt-Walker Academy Century HS SRTS	6	$ 9,990,000	$ -	$ 9,990,000	Started
Santa Ana	Memory Lane and Flower Street Bikeway	6	$ 5,000,000	$ 1,264,000	$ 6,264,000	Started
Santa Ana	Mendez Intermediate Advance Learning Santiago Elementary School Sierra Intermediate SRTS	6	$ 9,987,000	$ -	$ 9,987,000	Started
Santa Ana	Santa Ana High School and Heninger Elementary School	6	$ 8,222,000	$ -	$ 8,222,000	Started

Notes:

2. Phases/projects completed before this reporting period are included only in the totals. Those completed during this reporting period are shown here, with individual amounts consolidated into the cumulative totals.

9. ATP award for ROW lapsed.

10. Same project listed under 2023 OCCSP Wave 1. Full project cost listed here.

Active Transportation Program - Regional Component - Cycles 1-7 (Continued)[2]						
Agency	**Project Title**	**Cycle**	**Total ATP Award**	**Agency Funds**	**Total Project Cost**	**Status**
Orange	Santiago Creek Bike Trail Gap Closure	7	$ 2,302,000	$ 20,618,000	$ 23,968,000	Planned
Santa Ana	Heroes Elementary School, Carver Elementary School, Willard Intermediate School, Wilson SRTS	7	$ 2,302,000	$ 7,694,000	$ 9,996,000	Planned
	ATP Cycles 1-7 Regional Projects Completed		**$ 49,121,000**	**$ 20,148,000**	**$ 69,269,000**	
	ATP Cycles 1-7 Regional Projects In Progress		**$ 75,040,000**	**$ 31,764,000**	**$ 107,852,000**	
	ATP Cycles 1-7 Regional Projects Total Program		**$ 124,161,000**	**$ 51,912,000**	**$ 177,121,000**	

Notes:

2. Phases/projects completed before this reporting period are included only in the totals. Those completed during this reporting period are shown here, with individual amounts consolidated into the cumulative totals.

State Funded OCTA Nominated Local Agency Led Projects						
Agency	**Project Title**	**Program**	**Award**	**Agency Funds**	**Total Project Cost**	**Status**
Fullerton	Transit and Intercity Rail Capital Program (TIRCP) - Direct Current Fast Charging (DCFC) at the Fullerton Transportation Center	TIRCP	$ 625,000	$ -	$ 625,000	Planned
Santa Ana	TIRCP - Bike Lockers at Santa Ana Regional Transportation Center (SARTC)	TIRCP	$ 2,000,000	$ -	$ 2,000,000	Planned
Santa Ana	TIRCP - DCFC at SARTC	TIRCP	$ 625,000	$ -	$ 625,000	Planned
Santa Ana	First Street Multimodal Boulevard Design	REAP 2.0	$ 4,300,000	$ -	$ 4,300,000	Started
Santa Ana	McFadden Avenue Transit Signal Priority and Complete Streets	REAP 2.0	$ 3,690,000	$ -	$ 3,690,000	Started
	Completed		**$ 3,357,000**	**$ -**	**$ 3,357,000**	
	Started		**$ 7,990,000**	**$ -**	**$ 7,990,000**	
	Planned		**$ 3,250,000**	**$ -**	**$ 3,250,000**	
	Total		**$ 14,597,000**	**$ -**	**$ 14,597,000**	

Planned - Indicates that the funds for this phase have not been obligated and/or allocated.
Started - Indicates that the fund for this phase have been obligated and/or allocated.
Completed - Indicates that the work related to this phase is complete.
Withdrawn - Indicates that the agency chose to not go forward with obligaiton/allocation.

2012 BCIP - 17 Completed Projects			
	Award	**Matching Funds**	**Total Project Cost**
2012 BCIP Total Program[1]	**$ 6,811,200**	**$ 1,368,865**	**$ 8,180,065**
2014 BCIP - 5 Completed Projects			
	Award	**Matching Funds**	**Total Project Cost**
2014 BCIP Phases Completed[1]	**$ 1,100,736**	**$ 4,111,454**	**$ 5,212,190**
2014 APM Program - 42 Completed Projects			
	Award	**Matching Funds**	**Total Project Cost**
2014 APM Total Program[1]	**$ 19,864,978**	**$ 30,958,336**	**$ 50,823,314**

Notes:

1. Total does not include cancelled projects.

Acronyms

ADA - Americans with Disabilities Act
APM - Arterial Pavement Management
ATP - Active Transportation Program
BCIP - Bicycle Corridor Improvement Program
C - Construction
D - Design (includes PS&E)
E - Environmental (includes PA&ED)
EMSD - Enhanced Mobility for Seniors and Disabled
ES - Elementary School
HS - High School
I-5 - Interstate 5
JOST - Jeffrey Open Space Trail
OC - Orange County
OCCSP - Orange County Complete Streets Program
OCTA - Orange County Transportation Authority
PLAN - Plan
PMRF - Pavement Management Relief Funding Program
REAP 2.0 - Regional Early Action Plan Grants of 2021
R - Right-of-way
ROW - Right-of-way
SRTS - Safe Routes to School
W1 - Wave One
W2 - Wave Two
W3 - Wave Three
W4 - Wave Four

ATTACHMENT B

Amendment Requests and Programming Updates

As of December 1, 2025

Project Amendment Requests

Agency	Project Title	Fund Source	Phase	Previously Approved Fiscal Year (FY)	Change Type	Supplemental Information
City of Brea	OC Loop Brea Gap Closure	2019 BCIP	ROW / CON	FY 2018-19	Budget Change Modification	The OC Loop Segment B project was approved by the OCTA Board on June 10, 2019, through the BCIP. The project consists of a Class I bikeway and multi-use path within the UPRR ROW, extending from Palm Street to the Brea Canyon Flood Control Channel. The total project cost is $20.627 million, funded through a combination of ATP, BCIP/CMAQ, OCCSP/CMAQ, local match, STIP, federal earmark, and State Rivers and Mountains Conservancy funds. To align the project's existing programming with OCTA's 2026 STIP submittal, the City of Brea (City) has requested a budget modification seeking Board approval to reallocate $2.219 million in programmed BCIP/CMAQ funds and $333,000 in local match from the CON phase to the ROW phase. This adjustment will help fully fund all phases of work and is consistent with STIP programming guidance that prioritizes complete and deliverable CON phases rather than splitting funding between two activities. The requested budget modification does not alter the total awarded BCIP/CMAQ funding or require additional local or federal funds. The change will streamline project delivery, ensure full phase readiness, and position the City to advance construction following STIP programming approval by the CTC. Staff concurs with the City's request and recommends Board approval. Following Board consideration, staff will coordinate with SCAG to process the amendment through the FTIP. Final approval will be contingent upon SCAG concurrence and CTC approval of the STIP. If the requested amendment is not approved, staff will report back to the Board in the next project review cycle.

Existing Programming by Fund Source and Phase

Phase	ATP	BCIP/CMAQ	OCCSP/CMAQ	City	Federal Earmark	State River Mountain and Conservancy Fund	Total Programmed	Funding Need
PA&ED and PS&E (PE)	$ -	$ 237	$ -	$ 88	$ -	$ 225	$ 550	$ -
ROW	$ 1,787	$ 3,592	$ -	$ 869	$ 2,000	$ -	$ 8,248	$ 2,552
CON	$ -	$ 2,219	$ 1,320	$ 2,191	$ -	$ -	$ 5,730	$ 3,597
Total	**$ 1,787**	**$ 6,048**	**$ 1,320**	**$ 3,148**	**$ 2,000**	**$ 225**	**$ 14,528**	$ 6,149

Proposed Programming by Fund Source and Phase

Phase	ATP	BCIP/CMAQ	OCCSP/CMAQ	City	Federal Earmark	State River Mountain and Conservancy Fund	STIP	Total Programmed
PE	$ -	$ 237	$ -	$ 88	$ -	$ 225	$ -	$ 550
ROW	$ 1,787	$ 5,811	$ -	$ 1,202	$ 2,000	$ -	$ -	$ 10,800
CON	$ -	$ -	$ 1,320	$ 1,858	$ -	$ -	$ 6,149	$ 9,327
Total	**$ 1,787**	**$ 6,048**	**$ 1,320**	**$ 3,148**	**$ 2,000**	**$ 225**	**$ 6,149**	$ 20,677

Acronyms

ATP - Active Transportation Program
BCIP - Bicycle Corridor Improvement Program
Board - Board of Directors
CMAQ - Congestion Mitigation and Air Quality Improvement Program
CON - Construction
CTC - California Transportation Commission
FTIP - Federal Transportation Improvement Program
OC - Orange County
OCCSP - Orange County Complete Streets Program
OC Loop Segment B - OC Loop Brea Gap Closure or Western Extension to Tracks at Brea
OCTA - Orange County Transportation Authority
PA&ED - Project Approvals and Environmental Documentation
PE - Preliminary Engineering
PS&E - Plans, Specifications, and Estimates
ROW - Right-of-Way
SCAG - Southern California Association of Governments
STIP - State Transportation Improvement Program
UPRR - Union Pacific Railroad

ATTACHMENT C

Competitive Grants Update

Board Accepted Competitive Grant Awards and Federal Earmarks July 2021 through December 2025 (Fiscal Year 2021-26)							
No.	**Board Acceptance**	**Federal / State**	**Agency**	**Program**	**Project**	**Status**	**Award Amount**
1	TBD	Federal	SCAG	Carbon Reduction Program	ZEB Purchase	Awarded	$15,048,000
2	TBD	Federal	Federal Earmark (Rep. Kim)	Highway Infrastructure Programs[1]	OC Loop Segments A and B (La Habra and Brea)	Awarded	$3,000,000
3	TBD	Federal	Federal Earmark (Rep. Kim)	Highway Infrastructure Programs[1]	SR-91 Improvement Project	Awarded	$4,000,000
4	TBD	Federal	Federal Earmark (Rep. Levin)	Transit Infrastructure Grants[1]	Coastal Rail Corridor Relocation Study	Awarded	$4,000,000
5	TBD	Federal	DHS - Federal Emergency Management Agency	TSGP	VIPR and ATAC / Transportation Center Surveillance Protection (Newport Beach)	Awarded	$431,327
6	TBD	State/ Federal	MSRC	Transportation Demand Management - County Transportation Commission Partnership Program	OC Connections for LA28	Awarded	$4,000,000
7	September 2025	State	SCAG	SCP - Active Transportation & Safety	Countywide Active Transportation Plan - Move OC	Awarded	$400,000
8	September 2025	State	Caltrans	Caltrans Sustainable Transportation Planning Grant	Move OC: A Vibrant Path to Active Transportation (countywide active transportation plan)	Awarded	$600,000
9	September 2025	State	CTC / SCAG	ATP[2] Cycle 7 / SCP - Active Transportation & Safety	Countywide Active Transportation Plan - Move OC	Awarded	$416,000
10	December 2024	Federal	FRA	CRISI Program	Coastal Rail Infrastructure Resiliency Project (Coastal Rail Stabilization Priority Projects)	Awarded	$100,000,000
11	December 2024	State	CTC	TCEP Advanced Programming[3]	Coastal Rail Infrastructure Resiliency Project (Coastal Rail Stabilization Priority Projects)	Awarded	$80,000,000
12	December 2024	State	CalSTA	TIRCP	Coastal Rail Infrastructure Resiliency Project (Coastal Rail Stabilization Priority Projects)	Awarded	$125,000,000
13	November 2024	Federal	DHS	TSGP	Countywide Transit System Operational Deterrence - VIPR	Awarded	$116,600
14	September 2024	Federal	US EPA	Brownfields Program - Multipurpose Grants	OC Connect Environmental Site Assessment	Awarded	$1,000,000
15	July 2024	State	Caltrans	Sustainable Transportation Planning Grants	ZEB Infrastructure Readiness Study	Awarded	$200,000
16	July 2024	Federal	Federal Earmark (Rep. Correa)	Community Project Funding[1]	OC Connect (Garden Grove-Santa Ana Rails-To-Trails)	Awarded	$750,000
17	May 2024	State/ Federal	CTC	LTCAP[2]	Coastal Rail Infrastructure Resiliency Project - Environmental	Awarded	$12,000,000
18	May 2024	State	Department of Toxic Substances Control	Equitable Community Revitalization Grant	OC Connect Environmental Site Assessment	Awarded	$350,000
19	September 2023	State	CTC	TCEP	SR-91 Multimodal Improvements	Awarded	$42,566,000

Board Accepted Competitive Grant Awards and Federal Earmarks July 2021 through June 2025 (FY 2021-25) (Continued)							
No.	**Board Acceptance**	**Federal/ State**	**Agency**	**Program**	**Project**	**Status**	**Award Amount**
20	September 2023	State	CTC	ATP Cycle 6	Next STEP 2.0	Awarded	$850,000
21	July 2023	State	SCAG	REAP 2.0	Harbor Boulevard Cloud-Based Transit Signal Priority Stage 2	Awarded	$1,000,000
22	July 2023	State	SCAG	REAP 2.0	Reconnecting Communities through Complete Streets	Awarded	$550,000
23	July 2023	State	SCAG	REAP 2.0	Orange County Cyclic Counts 2024-2025	Awarded	$400,000
24	July 2023	State	SCAG	REAP 2.0	Next STEP 2.0	Awarded	$1,250,000
25	July 2023	State	SCAG	REAP 2.0	McFadden Avenue Transit Signal Priority and Complete Streets	Awarded	$3,690,000
26	July 2023	State	SCAG	REAP 2.0	Bikeway Connectivity Study	Awarded	$500,000
27	July 2023	State	SCAG	REAP 2.0	Orange County Mobility Hubs Pilot Concept of Operations	Awarded	$300,000
28	July 2023	State	SCAG	REAP 2.0	First Street Multimodal Boulevard Design	Awarded	$4,300,000
29	July 2023	State	SCAG	REAP 2.0	Active Transportation Outreach and Engagement Support	Awarded	$400,000
30	July 2023	State	SCAG	REAP 2.0	Fullerton Park and Ride Joint Use Master Plan	Awarded	$500,000
31	July 2023	State	SCAG	REAP 2.0	Harbor Boulevard Cloud-Based Transit Signal Priority Stage 1	Awarded	$400,000
32	July 2023	State	CalSTA	TIRCP	Central Mobility Loop	Awarded	$39,407,895
33	July 2023	State	CalSTA	TIRCP	Coastal Rail Corridor Relocation Study	Awarded	$5,000,000
34	July 2023	Federal	US DOT	SMART	Pilot Innovative Cloud-Based Transit Signal Priority (Harbor Boulevard)	Awarded	$1,600,000
35	March 2023	State	CalSTA	TIRCP	OC Streetcar	Awarded	$149,841,000
36	August 2022	Federal	FTA	Low or No-Emission Grant Program (Low-No Program)	Orange County Zero-Emission Paratransit Bus Pilot	Awarded	$2,507,895
37	August 2022	Federal	DHS	TSGP	Operational Deterrence – VIPR and ATAC	Awarded	$36,635
38	June 2022	State	Caltrans	Sustainable Transportation Planning Grants	Countywide Transportation Demand Management Strategic Plan	Awarded	$150,000
39	September 2021	State/ Federal	CTC	ATP Cycle 5[2]	Garden Grove-Santa Ana Rails-to-Trails Gap Closure	Awarded	$3,000,000
40	September 2021	State	MSRC	Clean Transportation Funding	OC Fair Express Bus Service	Awarded	$289,054
41	September 2021	State	SCAG	Sustainable Communities Program	Bus Stop Safety and Accessibility Plan	Awarded	$300,000
						Total Grant Requests Awarded	**$610,150,406**

1. Congressionally directed spending.
2. The LTCAP and ATP Cycle 5 are state-administered programs that provided Orange County Transportation Authority (OCTA) with federal awards.
3. The advanced programming mechanism allows the CTC to allocate TCEP funds ahead of the regular cycle for projects seeking federal grants. These funds serve as a non-federal match to enhance grant competitiveness and are contingent on federal grant approval.

Federal Earmarks Requests Pending Award Decision January 2025 through December 2025 (FY 2024-26)							
No.	**Submittal Date**	**Federal/ State**	**Agency**	**Program**	**Project**	**Status**	**Grant Request**
42	April 2025	Federal	Federal Earmark (Rep. Kim)	Community Project Funding[1]	Interstate 5 (I-5) Segment 2	Submitted	$4,000,000
43	April 2025	Federal	Federal Earmark (Senator Schiff)	Community Project Funding[1]	Zero Emission Vanpools	Submitted	$3,000,000
44	April 2025	Federal	Federal Earmark (Senator Padilla)	Community Project Funding[1]	Zero Emission Paratransit	Submitted	$3,000,000
45	April 2025	Federal	Federal Earmark (Rep. Tran)	Community Project Funding[1]	SR-57 Truck Climbing Lanes	Submitted	$3,000,000
46	April 2025	Federal	Federal Earmark (Rep. Correa)	Community Project Funding[1]	SR-91 Segment 3 Acacia Street to La Palma Avenue	Submitted	$3,000,000
47	April 2025	Federal	Federal Earmark (Rep. Levin)	Community Project Funding[1]	I-5 Improvement Project Avenida Pico to San Diego County Line	Submitted	$3,000,000
48	April 2025	Federal	Federal Earmark (Rep. Sanchez)	Community Project Funding[1]	OC Loop	Submitted	$3,000,000
49	April 2025	Federal	Federal Earmark (Rep. Min)	Community Project Funding[1]	Technology/Signal Upgrades	Submitted	$3,000,000
					Total Earmark Requests Pending Award/Rejection		**$25,000,000**

1. Congressionally directed spending.

Competitive Grant Submittals Pending Grant Award Decision July 2025 through December 2025 (FY 2025-26)							
No.	**Submittal Date**	**Federal/ State**	**Agency**	**Program**	**Project**	**Status**	**Grant Request**
50	November 2025	State	Caltrans	Caltrans Sustainable Transportation Planning Grant	State College/Bristol Corridor Study	Submitted	$663,975
51	November 2025	State	Caltrans	Caltrans Sustainable Transportation Planning Grant	Countywide Transit Signal Prioritization Study	Submitted	$700,000
52	September 2025	State	CARB	HVIP	Ten Battery Electric Buses (2026 XE40 New Flyer)	Submitted	$1,560,000
53	September 2025	State	California Governor's Office of Emergency Services	Hazard Mitigation Grant Program	OCTA M2 EMP Preserves Fire Hardening Project	Submitted	$350,460
54	July 2025	Federal	FTA	Low-No Program / Buses and Bus Facilities (Bus) Program	Three 60-foot Alternative Fuel and Workforce Development (if Needed)	Submitted	$7,500,000
55	July 2025	Federal	FTA	Bus Program	Security Cameras and Access Controls at OCTA Transportation Centers	Submitted	$960,000
56	May 2025	Federal	SCAG	STBG/CMAQ	SCRRA Rehabilitation/Renovation (2 Years)	Submitted	$30,000,000
57	May 2025	State	SCAG	STBG/CMAQ	SR-74 Ortega Highway Gap Closure & Multimodal Improvements	Submitted	$5,000,000

Competitive Grant Submittals Pending Grant Award Decision July 2025 through December 2025 (FY 2025-26) (Continued)							
No.	**Submittal Date**	**Federal/ State**	**Agency**	**Program**	**Project**	**Status**	**Grant Request**
58	May 2025	State	SCAG	STBG/CMAQ	First Street Complete Streets and Transit Signal Priority (in the City of Santa Ana) (Construction)	Submitted	$10,000,000
59	May 2025	State	SCAG	STBG/CMAQ	OC Connect Construction (in the cities of Santa Ana and Garden Grove)	Submitted	$25,000,000
60	May 2025	State	SCAG	STBG/CMAQ	Zero Emission Buses:18 60-foot Buses	Submitted	$30,000,000
61	May 2025	State	SCAG	STBG/CMAQ	I-5 Design from San Diego County Line to Avenida Pico (HOV Lane)	Submitted	$40,000,000
62	May 2025	State	SCAG	STBG/CMAQ	OC Streetcar Operations	Submitted	$22,000,000
						Total Grant Requests Pending Award/Rejection	**$173,734,435**

Competitive Grant Submittals Not Awarded July 2025 through December 2025 (FY 2025-26)							
No.	**Submittal Date**	**Federal/ State**	**Agency**	**Program**	**Project**	**Status**	**Grant Request**
63	May 2025	State	CARB	HVIP	40 Fuel Cell Electric Buses (2026 XHE40 New Flyer)	Submitted	$10,320,000
64	January 2025	Federal	US DOT	BUILD (formerly RAISE)	SR-91 Segment 2	Submitted	$161,863,000
						Total Grant Requests Not Awarded	**$172,183,000**
						Total Grant Requests Submitted and Awarded	**$981,067,841**

Acronyms

ATAC - Anti-Terror Anti-Crime
ATP - Active Transportation Program
Brea - City of Brea
BUILD - Better Utilizing Investments to Leverage Development
CalSTA - California State Transportation Agency
Caltrans - California Department of Transportation
CMAQ - Congestion Mitigation and Air Quality Improvement Program
CRISI - Consolidated Rail Infrastructure and Safety Improvements
CTC - California Transportation Commission
DHS - Department of Homeland Security
EMP - Environmental Mitigation Program
FRA - Federal Railroad Administration
FTA - Federal Transit Administration
FY - Fiscal Year
Garden Grove - City of Garden Grove
HOV - High-Occupancy Vehicle
HVIP - Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project
LA28 - Los Angeles 2028 Olympic and Paralympic Games
La Habra - City of La Habra
Low-No Program - Low or No-Emission Grant Program
LTCAP - Local Transportation Climate Adaptation Program
MSRC - Mobile Source Air Pollution Reduction Review Committee
M2 - Measure M2
Next STEP 2.0 - Next Safe Travels Education Program 2.0
OC - Orange County
OCTA - Orange County Transportation Authority
OC Loop (La Habra and Brea) - Orange County Loop (La Habra and Brea)
RAISE - Rebuilding American Infrastructure with Sustainability and Equity
REAP 2.0 - Regional Early Action Planning Grants 2.0
Rep. - Representative
Santa Ana - City of Santa Ana
SCAG - Southern California Association of Governments
SCP - Sustainable Communities Program
SCRRA - Southern California Regional Rail Authority
SMART - Strengthening Mobility and Revolutionizing Transportation
SR - State Route
STBG - Surface Transportation Block Grant Program
TBD - To Be Determined
TCEP - Trade Corridor Enhancement Program
TIRCP - Transit Intercity Rail Capital Program
TSGP - Transit Security Grant Program
US DOT - United States Department of Transportation
US EPA - United States Environmental Protection Agency
VIPR - Visible Intermodal Protection and Response
ZEB - Zero-Emission Bus

ATTACHMENT D

Orange County Transportation Authority Priority Project List

Project	Planning Document Consistency[1]
Bus Transit	
Zero-Emission Bus (Long Term)	Zero-Emission Bus Roll Out Plan Long-Range Transportation Plan (LRTP)
Future Paratransit Fleet Replacement - Zero-Emission	Zero-Emission Bus Roll Out Plan LRTP
Harbor Boulevard Connected Bus Pilot	Central Harbor Boulevard Transit Corridor Study OC Transit Vision
Harbor Boulevard High-Capacity Transit Expansion Environmental	Central Harbor Boulevard Transit Corridor Study OC Transit Vision
Zero-Emission Vanpools	LRTP
First Street Transit Signal Priority and Complete Streets (Design)	Master Plan of Arterial Highways (MPAH) LRTP OC Transit Vision
McFadden Avenue Transit Signal Priority and Complete Streets	MPAH LRTP OC Transit Vision
Solar Panels at the Orange County Transportation Authority (OCTA) Bus Bases	Zero-Emission Bus Roll Out Plan LRTP
Facility Improvements	OCTA Comprehensive Business Plan LRTP Transit Asset Management Plan
Bus Stop Improvements	OC Transit Vision LRTP
Future Bravo! / Rapid Projects	OC Transit Vision LRTP
Orange County Mobility Hubs Pilot Concept of Operations	Orange County Mobility Hubs Plan LRTP
Fullerton Park and Ride Transit Oriented Development Site Design Concepts	Fullerton Joint Development Study LRTP
Transit Security	LRTP

Project	Planning Document Consistency[1]
Rail Transit	
Coastal Rail Infrastructure Resiliency Project	Rail Infrastructure Study Hazard Mitigation Plan OC Rail Defense Against Climate Change LRTP
Olympic Readiness Project: Orange County Maintenance Facility Phase 1	SoCal Connect LRTP
Metrolink Locomotive Replacement, Track, and Structures	SoCal Connect LRTP
Metrolink Operations and Fare Revenue Loss	SoCal Connect LRTP
OC Streetcar Operations and Maintenance	LRTP
Serra Siding and Bridge Replacement	SoCal Connect LRTP
Ongoing Metrolink Operations and Station Needs	SoCal Connect LRTP
Active Transportation and Complete Streets	
OC Loop - Segment A and B (La Habra and Brea)	Orange County Bike Connectors Gap Closure Feasibility Study OC Active LRTP
OC Connect - Santa Ana - Garden Grove Rails to Trails	Orange County Bike Connectors Gap Closure Feasibility Study OC Active LRTP
Olympic Readiness Project: Katella Avenue Pedestrian Bridge	LRTP
Reconnecting Communities through Complete Streets	OC Active Safe Routes to School (SRTS) Action Plan Systemic Safety Plan LRTP
Bikeway Connectivity Study	OC Active SRTS Action Plan Systemic Safety Plan LRTP
Active Transportation Outreach	OC Active SRTS Action Plan LRTP
Bicycle Counts	OC Active SRTS Action Plan Active Transportation Counts Program Study LRTP

Project	Planning Document Consistency[1]
National and State Highway System	
Interstate 5 (I-5) [Yale Avenue-State Route 55 (SR-55)] Segment 2	LRTP Measure M2 (M2)
Olympic Readiness Project: Interstate 605/Katella Avenue Interchange	LRTP M2
SR 55 [I-5 to State Route (SR-91)]	SR-55 Comprehensive Multimodal Corridor Plan (CMCP) LRTP M2
Olympic Readiness: State Route 57 (SR-57) (Orangewood Avenue to Katella Avenue)	LRTP M2
Ortega Highway Wildlife Crossing	LRTP
Managed Lanes	
I-5 (Avenida Pico to San Diego Line)	South Orange County Multimodal Transportation Study LRTP
Freight / Trade Corridors	
SR-57 (Lambert Road to Orange County Line)	LRTP
State Route 91 (SR-91) (La Palma Avenue to SR-55)	SR-91 Implementation Plan SR-91 CMCP Plan LRTP
SR-91 (Acacia Street to La Palma Avenue)	SR-91 Implementation Plan SR-91 CMCP LRTP
Technology / Signal Upgrades	LRTP

Notes

1. Cost information is not included as estimates change over time.

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 8, 2025

Bus Transit Project

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Go Local - Step 1	S	$5,730							$5,730		
Mobile Ticketing Equipment	S	$4,036						$4,036			
M2 Project V Community Circulators	V	$53,767								$53,767	
M2 Project W Safe Transit Stops (City)	W	$1,708								$1,708	
M2 Project W Safe Transit Stops (OCTA)	W	$370								$370	
40 Hydrogen Fuel-Cell 40-Foot Buses		$65,595	$29,831					$35,764			
Anaheim Transportation Network Suballocation		$9,493		$9,493							
Associated Transportation Improvements		$556		$556							
Bike Lockers at Santa Ana Regional Transportation Center (SARTC)		$2,000						$2,000			
Bravo! 553 (Operating Costs)		$7,275	$5,721					$1,554			
Bus Engine Repowers (173)		$12,365	$12,365								
Capitalized cost of contracted services FY 2021-22 to FY 2025-26 (ACCESS and contracted fixed-route contracts)		$463,410		$365,958							$97,452
DCFC Charging at Fullerton Transportation Center and SARTC		$1,250						$1,250			
Digital bus stop sign 13" along high quality transit corridors (143 sign)		$2,500				$2,500					
Enhanced Mobility for Seniors and Disabled Call		$2,280									$2,280
Facilities upgrades, modifications, and replacement projects		$1,739					$1,739				
Harbor Boulevard dynamic bus lane (environmental/engineering)		$5,100						$5,100			
Harbor Boulevard Connected Bus Pilot Stage I		$2,000		$1,600				$400			
Harbor Boulevard Connected Bus Pilot Stage II		$6,800						$5,400		$1,400	
Harbor Boulevard high-capacity transit expansion environmental		$14,000	$14,000								
Heating-Ventilation Replacement at Santa Ana Bus Base		$4,593					$4,593				
Hydrogen Fueling Station at Garden Grove Bus Base		$22,080					$8,156	$13,924			
Installation of Battery-Electric Chargers at Santa Ana Bus Base		$2,790					$2,790				
Non-fixed-route paratransit operations assistance - FY 2021-22 to FY 2025-26		$257,046		$97,682							$159,364
OC Bus Operations - Connections to OC Streetcar		$6,072						$6,072			
OC Mobility Hubs Strategy		$297	$263			$34					
Open payment system and smart fareboxes		$26,500						$26,500			
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)		$327,556		$327,556							
Purchase 117 replacement paratransit vehicles		$14,995		$14,995							
Purchase 131 replacement paratransit vehicles		$29,023		$29,023							
Rehabilitation and renovation at OCTA bus facilities		$1,509		$1,207							$302
Rideshare/vanpool		$20,232	$20,232								
Safety Projects		$565		$565							
Security Gates at the Anaheim, Garden Grove, and Santa Ana bus bases		$5,859					$5,859				
Transit Security and Operations Center		$68,261			$3,660	$10,381	$43,828	$5,603			$4,789
Transit service expansion planning		$9,000	$9,000								

Capital Funding Program Report

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Bus Transit Project

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Vanpool Program - capital lease		$12,999	$12,999								
Zero-Emission bus (future)		$34,084	$22,624					$11,460			
Zero-Emission bus and bus facility		$142,955	$115,594					$27,361			
Zero-Emission Paratransit Vehicle Pilot		$5,016		$2,508				$2,507			$1
Bus Transit Project Totals		**$1,653,406**	**$242,629**	**$851,143**	**$3,660**	**$12,915**	**$66,965**	**$148,931**	**$5,730**	**$57,245**	**$264,188**

Federal Funding Total	**$1,097,432**
State Funding Total	**$228,811**
Local Funding Total	**$327,163**
Total Funding (000's)	**$1,653,406**

Bus Transit Project Completed

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
ACCESS and fixed-route radio systems upgrade		$22,465		$4,434	$341			$16,239			$1,451
Bravo! 529 buses (six)		$3,595	$549					$3,046			
Bus replacement - articulated alternative fuel buses (60')		$31,105	$22,250	$8,855							
Bus replacement (40' and ACCESS)		$149,009	$29,198	$68,139							$51,672
Engine rebuild		$16,294		$14,824				$1,470			
FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities		$3,657		$3,657							
FTA Section 5316 Jobs Access and Reverse Commute		$13,962		$13,962							
FTA Section 5317 New Freedom		$6,388		$6,388							
Goldenwest Transportation Center parking structure		$4,000	$3,400								$600
Goldenwest Transportation Center surface lot		$2,000						$1,200			$800
Heating ventilation unit replacements		$92					$92				
iShuttle replacement buses (12)		$6,760					$6,084				$676
MSRC County Transportation Commission Partnership Program		$2,761						$1,924			$837
Purchase 201 40-foot alternative fuel replacement buses (OCTA)		$94,599		$64,148							$30,451
Standby backup generators at Anaheim and IRCC bases		$1,601					$1,601				
Transit Security Program		$3,167						$3,167			
VSS upgrades at OCTA facilities		$1,159		$960				$199			
Zero-Emission Bravo! buses (ten-battery electric) and bus infrastructure		$11,289					$6,295	$4,994			
Zero-Emission hydrogen fuel cell buses (ten)		$12,978					$5,640	$7,338			
Bus Transit Project Completed Totals		**$386,881**	**$55,397**	**$185,367**	**$341**		**$19,712**	**$39,577**			**$86,487**

Capital Funding Program Report

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Bus Transit Project Completed

Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local

Federal Funding Total	**$241,105**
State Funding Total	**$59,289**
Local Funding Total	**$86,487**
Total Funding (000's)	**$386,881**

Local Road Project

Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
State-Local Partnership Program (SLPP) formula grant call	M1/Q	$54,445						$24,945	$1,280	$27,249	$971
M2 Project O Regional Capacity Program call	O	$402,211						$24,254		$377,957	
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	O	$121,500			$7,719	$74,705				$19,254	$19,822
M2 Project P Regional Signal Synchronization Program call	P	$158,828	$1,774					$11,762	$4,546	$140,746	
Regional Traffic Signal Synch (Edinger Ave, MacArthur Blvd/Talbert Ave, and Warner Ave)	P	$15,000					$10,200			$4,200	$600
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	$361,621								$361,621	
M2 Project X Environmental Clean Up	X	$64,449								$64,449	
Active Transportation Program - regional call		$82,704	$6,359		$62,653	$92		$107			$13,493
Bicycle Corridor Improvement Program (BCIP)		$63,128	$43,755								$19,373
Bristol Street widening		$44,750									$44,750
Countywide Signal Synchronization Baseline		$15,000	$15,000								
First Street Multimodal Boulevard Design		$4,300						$4,300			
Local Agency led SCCP projects		$3,357					$3,357				
M1 Combined Transportation Funding Program		$34,000							$34,000		
McFadden Avenue Transit Signal Priority Pilot		$3,690						$3,690			
OC Connect Santa Ana - Garden Grove Rails to Trails		$8,000			$3,750	$3,900		$350			
OC Loop - Segment A (City of La Habra)		$50,154	$2,402		$3,340	$42,389					$2,023
OC Loop Segment B (City of Brea)		$20,677	$7,368		$4,012	$6,149					$3,148
Orange County Complete Streets (Wave 3)		$34,706	$26,316								$8,390
Orange County Complete Streets (Wave 4)		$5,229	$4,687								$542
Orange County Complete Streets Program (Wave 1)		$40,915	$25,062								$15,853
Orange County Complete Streets Program (Wave 2)		$40,072	$33,421								$6,651
Pavement Management Relief Funding Program		$9,469			$3,811			$5,658			
SCAG sustainability planning grants		$720			$671						$49
Traffic signal improvements		$15,000				$12,000					$3,000
Transportation enhancement activities		$22,172			$15,628						$6,544
Local Road Project Totals		**$1,676,097**	**$166,144**		**$101,584**	**$139,235**	**$13,557**	**$75,066**	**$39,826**	**$995,476**	**$145,209**

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 8, 2025

Local Road Project

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local

Federal Funding Total	**$267,728**
State Funding Total	**$227,858**
Local Funding Total	**$1,180,511**
Total Funding (000's)	**$1,676,097**

Local Road Project Completed

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Grand Avenue widening, 1st Street to 4th Street	O	$12,537	$6,708								$5,829
Kraemer Boulevard grade separation	O	$63,830	$22,044					$16,973		$22,981	$1,832
Lakeview Avenue grade separation	O	$110,702	$37,102		$9,709			$27,344		$21,792	$14,755
Orangethorpe Avenue grade separation	O	$106,043	$38,240		$18,600			$30,324		$16,182	$2,697
Placentia Avenue grade separation	O	$64,539						$33,386		$27,453	$3,700
Raymond Avenue grade separation	O	$125,419						$95,482		$22,373	$7,564
State College Boulevard grade separation	O	$99,380	$27,161		$10,887			$34,785		$15,460	$11,087
Tustin Avenue/Rose Drive grade separation	O	$96,638	$45,957					$22,534		$26,384	$1,763
M2 Fair Share State - Local Partnership Grant Program	Q	$7,032						$3,516		$3,516	
Antonio Parkway widening		$32,553	$15,499								$17,054
ARRA transportation enhancements		$6,833			$4,049				$500		$2,284
Arterial Pavement Management Program		$50,951	$19,655		$604						$30,692
Atlanta Avenue widening		$4,160	$2,278								$1,882
Firestone Boulevard widening at Artesia Boulevard		$2,468	$2,059								$409
Local Agency American Reinvestment and Recovery Act of 2009 rehabiliation projects		$32,369			$32,369						
Del Obispo Street widening	M1	$6,419	$3,740								$2,679
I-5 at La Paz Road interchange improvements	M1	$8,942	$2,800						$1,792		$4,350
Imperial Highway Smart Streets	M1	$1,900						$200	$200		$1,500
Traffic Light Synchronization Program, countywide - Proposition 1B	M1	$8,000						$4,000	$4,000		
Local Road Project Completed Totals		**$840,715**	**$223,243**		**$76,218**			**$268,544**	**$6,492**	**$156,141**	**$110,077**

Federal Funding Total	**$299,461**
State Funding Total	**$268,544**
Local Funding Total	**$272,710**
Total Funding (000's)	**$840,715**

Capital Funding Program Report

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Rail Project

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
OC Streetcar (New Starts)	M1/S	$649,000	$130,132	$171,961				$175,427		$171,480	
OC Streetcar (Non-New Starts)	M1/S	$16,702		$342					$6,904	$9,313	$143
OC Streetcar (operations and potential future capital needs)	M1/S	$0	$0								
Coastal Rail Infrastructure Resiliency Project Environmental Phase 2	R	$10,220			$8,176					$2,044	
Coastal Rail Stabilization Priority Project	R	$313,580			$103,824		$80,000	$128,800		$956	
Cyprus Shore Initial Track Stabilization Projects (MP 206.8)	R	$8,000								$7,000	$1,000
Cyprus Shore Track Stabilization Projects (MP 206.8)	R	$14,110	$6,000		$1,210	$6,000		$200		$700	
Future VSS	R	$217		$174							$43
Inland Slope Rehabilitation Phase II	R	$8,170					$2,400			$5,770	
Irvine Station Improvement Project	R	$6,330						$6,330			
Metrolink new capital	R	$21,977	$2,121	$19,856							
Metrolink Operating Subsidy - FY 2023-24 to FY 2027-28	R	$271,246		$71,212				$135,745		$64,289	
Metrolink rehabilitation/renovation - FY 2021-22 to FY 2025-26	R	$209,117		$209,117							
Metrolink station and track improvements, and rehabilitation	R	$3,063		$2,617							$446
MP 204.2 Mariposa Point	R	$9,200				$9,200					
OC Maintenance Facility	R	$91,230				$20,000		$71,230			
Placentia Commuter Rail Station	R	$34,825	$50			$2,500		$400		$8,000	$23,875
Rail track and structures	R	$86,468						$86,468			
San Clemente Track Protection (MP 204.6)	R	$5,500				$3,000	$2,500				
San Juan Creek Bridge replacement	R	$65,581	$945	$38,513	$913		$5,578	$18,253		$1,379	
SCRRA operating subsidy assistance	R	$2,510								$2,510	
OC Streetcar operations	S	$164,971	$18,050					$74,659		$40,506	$31,756
Pacific Coast Highway Coastal Rail Bridge		$21,263				$15,000					$6,263
Pedestrian Audible Warning System		$2,036						$1,818			$218
Rail Project Totals		**$2,015,316**	**$157,298**	**$513,792**	**$114,123**	**$55,700**	**$90,478**	**$699,330**	**$6,904**	**$313,947**	**$63,744**

Federal Funding Total	**$785,213**
State Funding Total	**$845,508**
Local Funding Total	**$384,595**
Total Funding (000's)	**$2,015,316**

Rail Project Completed

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Fullerton Transportation Center parking expansion	M1/R	$33,667				$11,250		$11,035	$9,718		$1,664
Laguna Niguel-Mission Viejo Station parking improvements and expansion (ADA ramps)	M1/R	$5,581	$3,204	$732					$1,645		
Metrolink Grade Crossing safety improvements (OCX)	M1/R	$80,618						$18,250	$7,600	$30,710	$24,058

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 8, 2025

Rail Project Completed

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Metrolink rolling stock	M1/R	$158,009	$42,230	$35,390				$36,300	$44,089		
Metrolink service track expansion	M1/R	$119,957						$51,399	$68,558		
Orange Transportation Center parking structure	M1/R	$31,003	$2,555	$2,644		$13,762			$1,850	$420	$9,772
Sand Canyon Avenue grade separation	M1/R	$62,050	$10,536					$28,192	$3,116	$5,352	$14,854
M2 Project S Fixed-Guideway Anaheim Rapid connection	M1/S	$9,924		$1,516					$6,000	$1,286	$1,122
Anaheim Regional Intermodal Transportation Center (ARTIC) construction	M1/T	$184,164	$33,250	$37,253	$3,501	$29,219			$43,900	$35,291	$1,750
Fullerton Transportation Station expansion planning, environmental PSR	M1/T	$0	$0						$0		
Santa Ana grade separation planning and environmental PSR	M1/T	$1,333	$1,180						$153		
Santa Ana Transportation Station planning and environmental PSR	M1/T	$1,003	$888						$115		
17th Street grade separation environmental	R	$2,476								$2,476	
Anaheim Canyon Station	R	$34,200	$30,432							$2,000	$1,768
Control Point at 4th Street	R	$2,985		$2,985							
Control Point Stadium crossover	R	$6,490		$3,245				$3,245			
Fullerton Transportation Center stair rehabilitation	R	$1,065		$1,030							$35
Laguna Niguel to San Juan Capistrano passing siding	R	$35,956	$24,652	$1,015		$3,000		$6,734			$555
LOSSAN Corridor grade separations PSR cities of Anaheim, Orange, and Santa Ana	R	$2,699								$2,699	
Metrolink grade crossing safety improvements ROW	R	$3,025								$3,025	
North Beach crossings safety enhancements	R	$348						$166		$182	
Positive Train Control (Metrolink)	R	$39,916		$4,492	$1,234			$34,190			
Rail Crossing signal lights and pedestrian gates	R	$252						$252			
Rail station platform safety improvements (cities of Fullerton, Irvine, and Tustin)	R	$553						$553			
Safety repairs for San Clemente Pier Station	R	$122						$122			
San Clemente Beach Trail crossings safety enhancements	R	$4,999						$2,170		$2,251	$578
Slope and culvert improvements	R	$300		$300							
Slope stabilization Laguna Niguel-Lake Forest	R	$5,168		$4,834						$334	
Tactile tile project	R	$1,569		$1,538						$31	
Ticket vending machines	R	$6,857									$6,857
Transit Rail Security (monitors, fencing, video surveillance)	R	$163						$163			
VSS at commuter rail stations	R	$4,409		$3,594				$56			$759
Go Local	S	$7,730							$7,730		
M2 Project S Transit extensions to Metrolink (Rubber Tire)	S	$733								$733	
ARTIC environmental, ROW, program management support, site plan	M1	$41,369							$8,869		$32,500
Fiber Optics installation (Metrolink)	M1	$23,183		$10,903				$10,479	$1,801		
Laguna Niguel-Mission Viejo Station parking expansion (south lot)	M1	$4,135						$695	$3,440		
Tustin Rail Station parking expansion	M1	$15,390				$1,100		$7,181	$7,109		
Rail Project Completed Totals		**$933,401**	**$148,927**	**$111,471**	**$4,735**	**$58,331**		**$211,182**	**$215,693**	**$86,790**	**$96,272**

Capital Funding Program Report

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Rail Project Completed

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local

Federal Funding Total	**$265,133**
State Funding Total	**$269,513**
Local Funding Total	**$398,755**
Total Funding (000's)	**$933,401**

State Highway Project

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 widening, I-405 to Yale Avenue (Segment 1)	B	$337,943	$47,473		$5,421	$95,338	$11,374			$178,337	
I-5 widening, Yale Avenue to SR-55 (Segment 2)	B	$290,041	$32,527				$9,780			$247,734	
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	$227,523	$49,897		$4,728		$16,915			$155,983	
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	$228,675	$48,676		$7,921					$172,078	
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	$248,198	$28,167		$6,433	$73,735	$18,242	$29,832		$91,789	
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	$12,335	$790			$6,000				$5,545	
I-5/El Toro Interchange	D	$9,713	$9,213							$500	
SR-55 (I-5 to SR-91)	F	$202,135	$7,865		$2,641					$191,629	
SR-55 widening between I-405 and I-5	F	$505,720	$160,500		$42,375	$80,000	$140,000			$82,845	
SR-57 Orangewood Avenue to Katella Avenue	G	$135,400	$11,500		$3,240					$120,660	
SR-57 truck climbing lane phase II: Lambert Road to LA County Line	G	$32,750				$29,500				$3,250	
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	$222,404	$1,770		$3,000					$30	$217,604
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	$380,681	$3,460		$4,000		$6,641			$40	$366,540
SR-91, SR-55 to Lakeview Avenue (Segment 1)	I	$132,777	$1,770		$5,000		$42,566			$30	$83,411
SR-91, SR-57 to SR-55 (Segment 1,2 and 3) Outreach	I	$2,000									$2,000
SR-91, SR-241 to I-15	J	$41,800									$41,800
I-405 improvements, SR-73 to I-605	K	$2,159,999	$35,000		$10,648			$89,771		$1,395,650	$628,930
I-405 (I-5 to SR-55)	L	$8,000	$8,000								
I-605/ Katella Avenue interchange	M	$53,014	$17,800							$35,214	
241/91 Express Lanes (HOT) connector		$182,298	$50								$182,248
I-5 Improvement from County Line to Avenida Pico		$21,339	$6,978			$13,611					$750
I-5 widening, I-405 to Yale Avenue (Segment 1) Multi Asset Project		$50,144			$36,400			$13,744			
I-5 widening, Yale Avenue to SR-55 (Segment 2) Multi Asset Project		$37,859			$27,861			$9,998			
SR-74 - Ortega Highway Gap Closure and Multimodal Improvements		$88,513	$30,000		$4,250	$43,913				$7,200	$3,150
SR-74 widening, City/County line to Antonio Parkway		$40,905	$5,285			$10,000					$25,620
SR-91, Acacia Avenue to La Palma Avenue (Segment 3) Multi Asset Project		$35,046			$26,021			$9,025			
SR-91, SR-55 to Lakeview Avenue (Segment 1) Multi Asset Project		$7,968			$7,968						
State Highway Project Totals		**$5,695,180**	**$506,721**		**$197,907**	**$352,097**	**$245,518**	**$152,370**		**$2,688,514**	**$1,552,053**

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 8, 2025

State Highway Project

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local

Federal Funding Total	$704,628
State Funding Total	$749,985
Local Funding Total	$4,240,567
Total Funding (000's)	$5,695,180

State Highway Project Completed

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 from SR-55 to SR-57, add one HOV lane each direction	A	$41,500	$36,191							$5,309	
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	$74,300	$11,326					$20,789		$42,185	
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	$75,300	$12,065			$46,779				$16,456	
I-5 HOV lanes: s/o Avenida Pico to s/o Avenida Vista Hermosa	C	$83,500	$26,867		$1,600	$43,735				$11,298	
I-5/SR-74 interchange improvements	D	$80,300				$48,683		$24,109	$2,500		$5,008
I-5/SR-74 interchange landscaping/replacement planting	D	$1,440			$752	$688					
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping	G	$2,172								$2,172	
SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping	G	$946								$946	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	G	$35,827						$24,127		$11,700	
SR-57 n/b widening, SR-91 to Yorba Linda Boulevard	G	$51,354						$39,475		$11,879	
SR-57 n/b widening, Yorba Linda Boulevard to Lambert Road	G	$52,871						$41,250		$11,621	
SR-57 n/b widening, Yorba Linda Boulevard to Lambert Road - landscaping	G	$1,193								$1,193	
SR-91 w/b connect existing aux lanes, I-5 to SR-57	H	$62,977						$27,227		$35,750	
SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping	H	$2,290								$2,290	
SR-91 w/b (SR-55 - Tustin interchange) improvements	I	$43,753				$15,753		$14,000		$14,000	
SR-91 e/b widening, SR-241 to SR-71	J	$57,773			$45,911					$6,942	$4,920
SR-91 w/b routes 91/55 - e/o Weir Canyon Road replacement planting	J	$2,898				$2,898					
SR-91 widening, SR-55 to Gypsum Canyon Road (Weir Canyon Road/SR-241)	J	$76,993				$22,250		$54,045		$698	
I-405 s/b aux lane - University Drive to Sand Canyon Avenue and Sand Canyon Avenue to SR-133		$2,328				$2,328					
I-405/SR-22/I-605 HOV connector - landscaping		$4,600	$4,600								
HOV connectors from I-405 and I-605	M1	$173,091	$14,787					$135,430	$16,200		$6,674
HOV connectors from SR-22 to I-405	M1	$115,878	$64,375		$49,625				$1,878		
State Highway Project Completed Totals		**$1,043,284**	**$170,211**		**$97,888**	**$183,114**		**$380,452**	**$20,578**	**$174,439**	**$16,602**

Federal Funding Total	$268,099
State Funding Total	$563,566
Local Funding Total	$211,619
Total Funding (000's)	$1,043,284

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 8, 2025

1. Authorize the use of up to $28.877 million in M2 funds for the I-5, Yale Avenue to SR-55 (Segment 2) Project.

2. Authorize the use of up to $14.479 million in M2 funds for the SR-57 Orangewood Avenue to Katella Avenue Project.

3. Authorize the inclusion of $9.998 million in uncommitted future state funds to integrate the California Department of Transportation State Highway Operations and Protection Program Multi-Asset Project for the I-5, Yale Avenue to SR-55 (Segment 2) Project.

Acronyms:

ADA - Americans with Disabilities Act
ARRA - American Recovery and Reinvestment Act
ATN - Anaheim Transportation Network
Aux - Auxiliary
Board - Board of Directors
B - M Code Category for I-5 Improvements (Segment 1 – 2)
C - M Code Category for I-5 and SR-74 Corridor Projects
Call - Call for Projects
City - Local Agency
CMAQ - Congestion Mitigation and Air Quality Improvement Program
D - M Code Category for I-5/SR-74 Interchange Projects
DCFC - Direct Current Fast Charger
E/B - Eastbound
E/O - East of
F - M Code Category for SR-55 Widening Projects
Fed. - Federal
FTA - Federal Transit Administration
FY - Fiscal Year
G - M Code Category for SR-57 Widening Projects
HOT - High-Occupancy Toll
HOV - High-Occupancy Vehicle
I-5 - Interstate 5
I-15 - Interstate 15
I-405 - Interstate 405
I-605 - Interstate 605
I - M Code Category for SR-91 Improvements and Multimodal Projects
IRCC - Irvine Rail Control Center
J - M Code Category for SR-241/SR-91 Corridor Connections

Acronyms:

K - M Code Category for I-405 Improvements (SR-73 to I-605)
LOSSAN - Los Angeles – San Diego – San Luis Obispo Rail Corridor
L - M Code Category for I-405 (I-5 to SR-55) Improvements and Wave 1 Projects
M - M Code Category for I-605/Katella Interchange Projects
MP - Milepost
MSRC - Mobile Source Air Pollution Reduction Review Committee
N/B - Northbound
OCX - Orange County Crossing (Metrolink Grade Crossing Safety Program)
OC - Orange County
OCTA - Orange County Transportation Authority
O - M Code Category for Regional Capacity Projects (Project O)
PCH - Pacific Coast Highway
P - M Code Category for Regional Signal Synchronization (Project P)
Prop 1B - Proposition 1B Transportation Bond Program
Project S - M2 Fixed-Guideway / Anaheim Rapid Connection / Transit Extensions to Metrolink
Project V - M2 Community Circulators Program
Project W - M2 Safe Transit Stops Program
Project X - M2 Environmental Cleanup Program
Project Z - M2 Transit Extensions or Zero-Emission Programs
PSR - Project Study Report
Q - M Code Category for Fair Share Program (Project Q)
R - M Code Category for Rail Projects / Metrolink / LOSSAN Corridor
ROW - Right of Way
S - M Code Category for Streetcar and Fixed-Guideway Projects
SB 1 - Senate Bill 1 (Chapter 5, Statutes of 2017)

Acronyms:

SCAG - Southern California Association of Governments
SCRRA - Southern California Regional Rail Authority
SR - State Route
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
T - M Code Category for ARTIC and Rail PSR Environmental Planning
VSS - Video Surveillance System
W/B - Westbound
Wave 1 - Orange County Complete Streets Program (Wave 1 Call)
Wave 2 - Orange County Complete Streets Program (Wave 2 Call)
Wave 3 - Orange County Complete Streets Program (Wave 3 Call)
Wave 4 - Orange County Complete Streets Program (Wave 4 Call)

COMMITTEE TRANSMITTAL

December 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Capital Programming Update

Regional Transportation Planning Committee Meeting of December 1, 2025

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

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

A. Consistent with the construction phase estimate for the Interstate 5 Yale Avenue to State Route 55 (Segment 2) Project, authorize the use of up to $28.877 million in Measure M2 funds.

B. Consistent with the construction phase estimate for the State Route 57 Orangewood Avenue to Katella Avenue Project, authorize the use of up to $14.479 million in Measure M2 funds.

C. Authorize the inclusion of $9.998 million in uncommitted future state funds to integrate the California Department of Transportation State Highway Operations and Protection Program Multi Asset Project for the Interstate 5 Yale Avenue to State Route 55 (Segment 2) Project.

D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and amend all necessary agreements to facilitate the above actions.

December 1, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Capital Programming Update

Overview

The Orange County Transportation Authority uses a combination of federal, state and local funding sources to plan and deliver Board of Directors-approved capital improvement and transit projects, including those promised in the voter-approved sales tax program, Measure M2. As projects advance through the various stages of development, funding sources and amounts are updated and adjusted to reflect the most current cost estimates and to manage the investment of local sales tax dollars. Board of Directors' authorization is requested to commit funding for current and planned projects as further described herein.

Recommendations

A. Consistent with the construction phase estimate for the Interstate 5 Yale Avenue to State Route 55 (Segment 2) Project, authorize the use of up to $28.877 million in Measure M2 funds.

B. Consistent with the construction phase estimate for the State Route 57 Orangewood Avenue to Katella Avenue Project, authorize the use of up to $14.479 million in Measure M2 funds.

C. Authorize the inclusion of $9.998 million in uncommitted future state funds to integrate the California Department of Transportation State Highway Operations and Protection Program Multi-Asset Project for the Interstate 5 Yale Avenue to State Route 55 (Segment 2) Project.

D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and amend all necessary agreements to facilitate the above actions.

Background

The Orange County Transportation Authority (OCTA) is underway with a robust program of Board of Directors (Board)-approved capital projects that support OCTA's mission to develop and deliver transportation solutions to enhance the quality of life and keep Orange County moving, and to continue delivering on promises made to voters through the Measure M2 (M2) half-cent sales tax program.

As projects advance through development, project costs can change, funding requirements may change, opportunities to maximize external funding may arise, savings may be identified, and additional or different funding may be required. Staff regularly provides project updates for specific freeway and transit project costs through the quarterly Capital Action Plan (CAP), which highlights project costs, schedules, and status.

Board action to update funding amounts and sources for projects is requested periodically, consistent with revised project needs as they advance to the next phase of delivery. This item seeks approval to program the construction funds necessary for two M2 freeway projects. These recommended actions are consistent with the Board approved Capital Programming Policies (CPP) that guide how OCTA uses federal, state, and local funds (Attachment A).

The State Highways Operation and Protection Program (SHOPP) funds are administered and prioritized by the California Department of Transportation (Caltrans) to maintain and operate the state highways. OCTA and Caltrans are integrating planned M2 freeway improvements and SHOPP-funded projects, referred to as Multi-Asset Projects (MAP) to improve efficiency and minimize construction impacts on the public. Where OCTA M2 freeway projects and Caltrans MAP are combined into one construction package, Caltrans SHOPP funds are included in the OCTA CAP project funding plans.

Discussion

Staff utilizes the CAP to develop funding plans for Board-approved upcoming projects, ongoing projects, and projects that have met key milestones or require other adjustments. Other projects that may be developed outside of the CAP are also reviewed and may be recommended for funding adjustments through a similar process as appropriate.

Two M2 freeway improvement projects are recommended for increased funding based on construction estimates included in the CAP, presented to the Board on November 24, 2025:

- Interstate 5 (I-5), Yale Avenue to State Route 55 (SR-55) Segment 2 Project (Project B)
- State Route 57 (SR-57), Orangewood Avenue to Katella Avenue Project (Project G)

The I-5, Yale Avenue to SR-55 Segment 2 Project (part of Project B in M2) advertised on August 11, 2025, and bid opening was on October 21, 2025. The additional funding proposed for this project would align the project's programming with the project cost estimates detailed in the CAP presented to the Board on November 24, 2025. Additionally, the Caltrans MAP SHOPP funding is included in the I-5, Yale Avenue to SR-55 Segment 2 Project to align with the project cost estimates detailed in the CAP. This MAP is being supported and administered by Caltrans as part of the overall freeway improvement project. Integrating the I-5 from Yale Avenue to SR-55 MAP components allows concurrent construction rather than sequential construction in the interest of efficiency and minimizing public impacts.

Caltrans has committed $27.861 million of SHOPP funds to the I-5 Yale Avenue to SR-55 Segment 2 Project MAP. OCTA has identified additional contingency and other costs, which are typical for OCTA projects, that yield a total estimated construction cost for the MAP to be $37.859 million. Caltrans is responsible for all costs associated with the I-5 from I-405 to Yale Avenue MAP, and staff is recommending that the total estimated cost be included in the Capital Funding Program (CFP), which results in the inclusion of $9.998 million in unidentified, uncommitted future state funds, assuming Caltrans will provide the funding when needed and as specified in the executed cooperative agreement with Caltrans.

The SR-57 Orangewood Avenue to Katella Avenue Project (Project G in M2) bid opening was on September 4, 2025, and a contract was awarded on September 26, 2025. Similar to the I-5 Yale Avenue to SR-55 Project, the additional funding proposed for this project would align the project's programming with the project cost estimates detailed in the CAP presented to the Board on November 24, 2025. The I-5 and SR-57 projects are Project B and Project G, respectively, in the M2 Freeway Program and the use of M2 funds for these projects is consistent with the CPP.

The existing funding and the recommended funding changes are outlined in the table below. Project descriptions, and the funding breakdown for all phases of work are provided in Attachment B.

I-5, Yale Avenue to SR-55 Project

Existing Funding ($000s)	STBG	M2	LPP-F	Total
PA/ED	$3,527	-	-	$3,527
PS&E	$11,500	$2,398	-	$13,898
ROW	$17,500	$6,426	-	$23,926
CON	-	$210,033	$9,780	$219,813
TOTAL	**$32,527**	**$218,857**	**$9,780**	**$261,164**

Proposed Funding ($000s)	STBG	M2	LPP-F	Total
PA/ED	$3,527	-	-	$3,527
PS&E	$11,500	$2,398	-	$13,898
ROW	$17,500	$6,426	-	$23,926
CON	-	$238,910	$9,780	$248,690
TOTAL	**$32,527**	**$247,734**	**$9,780**	**$290,041**
CHANGE	-	$28,877	-	$28,877

PA/ED – Project Approval/Environmental Documents
PS&E – Plans, Specifications, and Estimates
ROW – Right-of-way
STBG – Surface Transportation Block Grant
LPP-F Local Partnership Program - Formula
CON – Construction

SR-57 Orangewood Avenue to Katella Avenue Project

Existing Funding ($000s)	STBG	M2	HIP	Total
PA/ED	$2,500			$2,500
PS&E		$3,587	$3,240	$6,827
ROW		$3,294		$3,294
CON	$9,000	$99,300		$108,300
TOTAL	**$11,500**	**$106,181**	**$3,240**	**$120,921**

Proposed Funding ($000s)	STBG	M2	HIP	Total
PA/ED	$2,500			$2,500
PS&E		$3,587	$3,240	$6,827
ROW		$3,294		$3,294
CON	$9,000	$113,779		$122,779
TOTAL	**$11,500**	**$120,660**	**$3,240**	**$135,400**
CHANGE	-	$14,479	-	$14,479

HIP – Highway Infrastructure Program

I-5, Yale Avenue to SR-55 MAP

Existing Funding ($000s)	SHOPP	Total
TOTAL	**$27,861**	**$27,861**

Proposed Funding ($000s)	SHOPP	Future State Funds	Total
TOTAL	**$27,861**	**$9,998**	**$37,859**
CHANGE	**-**	**$9,998**	**$9,998**

The CFP is included as Attachment C. It is a report that provides a summary of how OCTA's capital projects are currently funded and is updated with every funding action for capital projects, including the proposed changes in this item.

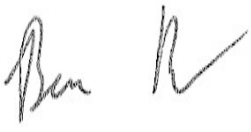
Summary

Staff periodically recommends updates to freeway and transit project costs to ensure that OCTA projects are fully funded, external funds are maximized, and funding levels are consistent with the estimate at completion listed in the quarterly CAP. Based on the latest Board-approved CAP, staff is seeking Board approval to program state and local funds for two freeway projects to align project cost estimates.

Attachments

A. Capital Programming Policies by Fund Source, December 2021
B. Capital Programming Update Project Descriptions
C. Capital Funding Program Report

Prepared by:



Ben Ku
Section Manager,
Formula Funding Programs
(714) 560-5473

Approved by:



Rose Casey
Executive Director, Planning
(714) 560-5729

Capital Programming Policies by Fund Source
December 2021

Equity Consideration for All Funding Programs: In addressing the mobility needs of the County, the Orange County Transportation Authority (OCTA) will consider both benefits and impacts of improvements to low-income and disadvantaged communities, with the goal of improving transportation and mobility options.	
Funding Source	Updated Measure M2 (M2) Programming Policies
M2 Programs	
Projects A-M (Freeway projects on Interstate 5, State Route 22, State Route 55, State Route 57, State Route 91, Interstate 405, and Interstate 605)	Use projects A-M M2 funding consistent with the M2 Transportation Investment Plan (TIP), the M2020 Plan, and subsequent Board of Directors (Board)-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.
Freeway Environmental Mitigation Program (Tied to projects A-M)	Utilize five percent net revenues derived from M2 funding for projects A-M consistent with the M2 TIP, the M2020 Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through Board-approved actions for needed environmental mitigation projects.
Project N (Freeway Service Patrol)	Use Project N funds for the Freeway Service Patrol Program. Funds are programmed through the annual budget process.
Project O (Regional Capacity Program) and Project P (Regional Traffic Signal Synchronization Program)	Use Project O and Project P M2 funding consistent with Measure M Ordinance No. 3, and consistent with the Comprehensive Transportation Funding Programs (CTFP) guidelines. Program funds to projects through the cyclical CTFP call for projects (call) programming recommendations
Project R (High-Frequency Metrolink Service)	Use Project R M2 funding consistent with the M2 TIP, with the latest Next 10 Delivery Plan (Next 10 Plan), the Comprehensive Business Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.
Project S (Transit Extensions to Metrolink) and Project T (Metrolink Gateways)	Use Project S and Project T M2 funding consistent with the M2 TIP, and consistent with CTFP guidelines. Program funds to projects through formal call awards. Supplemental funds for approved competitive projects may be changed through Board action.
Project U (Expand Mobility Choices for Seniors and Persons with Disabilities)	Use Project U M2 funds, consistent with Measure M Ordinance No. 3, the Comprehensive Business Plan, and subsequent Board-approved plansand updates to the M2 Program. Funds are programmed through the annual budget process.

Capital Programming Policies by Fund Source
December 2021

Funding Source	Updated Measure M2 (M2) Programming Policies
Project V (Community-Based Transit Circulators) and Project W (Safe Transit Stops)	Use Project V and Project W M2 funding consistent with the M2 TIP, and consistent with CTFP guidelines. Program funds to projects through formal call awards and/or Board action. Funds for the OCTA-approved projects may be programmed through Board action.
Project X (Environmental Cleanup)	Use Project X M2 funding consistent with the M2 TIP and consistent with CTFP guidelines. Program funds to projects through the CTFP call. The Environmental Cleanup Program consists of two programs. The Tier 1 Grant Program is designed to mitigate the more visible forms of pollution. Tier 1 consists of funding for equipment purchases and upgrades to existing catch basins and related devices such as screens, filters, and inserts. The Tier 2 Grant Program consists of funding regional, multi-jurisdictional, and capital-intensive projects, such as constructed wetlands, detention/infiltration basins, and bioswales.
Funding Source/Agency	Other Local Funding Programming Policies
91 Express Lanes Excess Revenues/OCTA	Please see the Policy for the Use of Excess 91 Express Lanes Toll Revenue finalized through Board action on June 9, 2014.
County Transportation Commission/Mobile Source Air Pollution Reduction Review Committee (MSRC)	Prioritize activities that encourage transit ridership and support zero-emission bus initiatives. Depending on work program criteria, submit OCTA priority projects that meet program criteria, and work to support a return to source program for Orange County through all MSRC programs, including but not limited to freight focused programs. Funds are programmed through formal programming action.
Funding Source/Agency	State and Federal Programming Policies
All State and Federal Fund Sources and New Funding Programs	OCTA's goal for external funding is to be successful in increasing the use of external funds and decrease the use of local funds, when possible. First priority of all funding sources, when consistent with the funding agency priority and policies, is to fulfill commitments to the latest Next 10 Plan, specifically M2 projects, and to maintain existing OCTA assets in a state of good repair and support OCTA priorities. Consideration will be given to use state and federal funds for projects that are complementary to M2 projects and that share the M2 Program goals to reduce congestion, strengthen the economy, and improve the quality of life. All fund sources must be programmed through formal programming actions.

Capital Programming Policies by Fund Source
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State	
Funding Source/Agency	State Programming Policies
Active Transportation Program (ATP) – Southern California Association of Governments (SCAG) Regional Selection (Formula)/California Transportation Commission (CTC)/SCAG	OCTA, through Board action, will establish prioritization criteria, based on regional planning for SCAG regional call through Board action with every cycle.
Cap-and-Trade (Formula) – Low Carbon Transit Operations Program (LCTOP)/California Department of Transportation (Caltrans)	Use LCTOP for transit operations or capital for expansion of bus transit service, fare reduction programs, and other bus and commuter rail transit efforts that increase ridership and reduce greenhouse gas (GHG) emissions, where 50 percent of the funds provide benefit for passengers in disadvantaged communities, as appropriate. Funds generated from commuter rail service in Orange County may be used in Orange County for the expansion of commuter rail service, fare reduction programs for commuter rail, and other eligible commuter rail efforts that increase ridership and reduce GHG emissions.
SB 1 (Chapter 5, Statutes of 2017)- Local Partnership Program (LPP) – Formula/CTC	Use LPP for ready-to-deliver committed and prioritized projects which are compatible with state goals and seek to balance funds between freeways, streets and roads, transit capital, and eligible environmental clean-up and based on the timing for the request for project nominations.
SB 1 - State of Good Repair (SGR)/Caltrans	Use funds for bus transit capital projects and for maintenance, rehabilitation, and replacement of existing OCTA transit assets. Funds may be used for transit operations, if allowed by the state.
SB 1 - Trade Corridors Enhancement Program (TCEP)/CTC	Use TCEP for eligible trade corridor projects that meet the requirements and goals of the program.
State Transportation Improvement Program (STIP)/CTC	Use STIP for eligible transit capital, freeway, traffic system management, complete streets, commuter rail, fixed-guideway projects, planning/programming, and complementary activities, which seek an equitable balance among all modes and are consistent with state goals.

Capital Programming Policies by Fund Source
December 2021

Funding Source/Agency	State and Federal Programming Policies
Federal	
Congestion Mitigation and Air Quality (CMAQ)/Caltrans for Federal Highways Administration (FHWA)	Use CMAQ funding for: • Fixed-guideway and/or high-occupancy vehicle or high-occupancy toll operational improvements, • vanpool program and rideshare services, • rail and bus transit capital projects, • traffic light synchronization projects, • new or expanded transit operations (three years of CMAQ funding may be used for the first five years), and • eligible bicycle and pedestrian projects. All projects that use CMAQ funds must demonstrate a quantifiable air quality benefit. Projects must be recommended based on performance.
Federal Transit Administration (FTA) Section 5307 Formula/FTA	Use funds to support ongoing transit operations and SGR through (not in priority order): • Preventive maintenance, • capital cost of contracting, and • bus replacement. Lower priority but eligible if funding available: • Other priority capital projects that are consistent with the Comprehensive Business Plan. Set-Asides: Up to 20 percent for paratransit operating assistance, one percent for transit security (unless funded using local, state, or other federal funds), and percent of funds generated by rail operations to be used for rail operations and capital projects.
FTA Section 5310 Formula/FTA	Use funds for eligible enhancements to paratransit capital and operations.

Capital Programming Policies by Fund Source
December 2021

Funding Source/Agency	Federal Programming Policies
FTA Section 5337 Formula/FTA	Use funds for commuter rail rehabilitation and/or renovation projects, for capital projects that maintain and/or replace equipment and facilities to keep the commuter rail system in a state of good repair, and for preventive maintenance. Use funds generated by express bus transit for bus transit capital maintenance. Use of funding must also benefit OCTA Express bus services.
FTA Section 5339 Formula/FTA	Use funds for: • Capital maintenance, • capital cost of contracting, • bus replacement, and • other bus capital projects as identified in the Transit Asset Management Plan.
Highway Infrastructure Program/Caltrans for FHWA	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan).
National Highway Freight Program/CTC for FHWA	These funds are administered by the state through the TCEP (see TCEP above).
Surface Transportation Block Grant Program - Formerly the Regional Surface Transportation Program/Caltrans for FHWA	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan) and for other non-M2 freeway projects that are complementary with the M2 freeway program, local streets and roads, and bicycle, pedestrian, and/or Complete Streets projects. Funds may also be used for countywide planning activities up to five percent annually Projects will be recommended based on performance.
Transportation Alternatives Program – CTC/SCAG through ATP	These funds are administered by the state through the ATP. See ATP above.

ATTACHMENT B

Capital Programming Update Project Descriptions

Interstate 5 (I-5) Yale Avenue to State Route 55 (SR-55) (Segment 2) Project

This project will add one general purpose lane in both the northbound and southbound directions, implement a continuous-access high-occupancy vehicle ingress/egress configuration, and provide standard traffic lanes and shoulder widths, where feasible, in the cities of Irvine and Tustin. The additional lanes will reduce corridor traffic congestion, reduce hours of travel, improve traffic operations, and improve access to high-occupancy vehicle lanes. This is Segment 2 of Project B in the Measure M2 (M2) Ordinance.

This project is currently funded through the construction phase at $261.164 million with a combination of Surface Transportation Block Grant (STBG), M2, and Local Partnership Program – Formula (LPP-F) funds. Existing and proposed funding summaries are depicted below. Staff is recommending $28.877 million in additional M2 funds to align with the Orange County Transportation Authority (OCTA) Board of Directors (Board)-approved Capital Action Plan (CAP) cost estimate. The additional funding is programmed to support additional contingency, outreach costs, and any potential legal costs associated with project risks.

Existing Funding ($000s)	STBG	M2	LPP-F	Total
PA/ED	$3,527	-	-	$3,527
PS&E	$11,500	$2,398	-	$13,898
ROW	$17,500	$6,426	-	$23,926
CON	-	$210,033	$9,780	$219,813
TOTAL	**$32,527**	**$218,857**	**$9,780**	**$261,164**

Proposed Funding ($000s)	STBG	M2	LPP-F	Total
PA/ED	$3,527	-	-	$3,527
PS&E	$11,500	$2,398	-	$13,898
ROW	$17,500	$6,426	-	$23,926
CON	-	$238,910	$9,780	$248,690
TOTAL	**$32,527**	**$247,734**	**$9,780**	**$290,041**
CHANGE	-	$28,877	-	$28,877

CON – Construction
PA/ED – Project Approval/Environmental Documents
PS&E – Plans, Specifications, and Estimates
ROW – Right-of-way

State Route 57 (SR-57) Orangewood Avenue to Katella Avenue Project

This project will provide an additional lane on the SR-57 in the northbound direction between Orangewood Avenue and Katella Avenue. The purpose of the project is to improve mainline mobility and throughput, improve lane continuity, and facilitate regional circulation and flow of goods and services by increasing freeway speeds and improving merge/diverge operations. The project area currently experiences congestion and operational deficiencies due to increased traffic volumes and limited capacity. This is Project G in the M2 Ordinance.

This project is currently funded through the construction phase with $120.921 million of STBG, M2, and Highway Improvement Program (HIP) funds. Existing and proposed funding summaries are depicted below. Staff is recommending $14.479 million in additional M2 funds funding to align with the Board-approved CAP cost estimate. The additional funding is programmed for project risks and includes additional contingency, outreach, and legal costs.

Existing Funding ($000s)	STBG	M2	HIP	Total
PA/ED	$2,500			$2,500
PS&E		$3,587	$3,240	$6,827
ROW		$3,294		$3,294
CON	$9,000	$99,300		$108,300
TOTAL	**$11,500**	**$106,181**	**$3,240**	**$120,921**

Proposed Funding ($000s)	STBG	M2	HIP	Total
PA/ED	$2,500			$2,500
PS&E		$3,587	$3,240	$6,827
ROW		$3,294		$3,294
CON	$9,000	$113,779		$122,779
TOTAL	**$11,500**	**$120,660**	**$3,240**	**$135,400**
CHANGE	-	$14,479	-	$14,479

I-5 Yale Avenue to SR-55 (Segment 2) Multi-Asset Project (MAP)

The State Highway Operation and Protection Program (SHOPP) funding for the California Department of Transportation (Caltrans) MAP is a separate project in the Capital Funding Program (CFP) report so staff can keep track of this as part of the larger project. However, this funding is directly programmed by Caltrans. MAP components include activities such as pavement rehabilitation, improved drainage, lighting improvements, landscaping, and signage.

OCTA has identified additional contingency, outreach, and other costs that should be included as part of the MAP. Caltrans is still responsible for all costs associated with the MAP and staff is recommending listing the total project cost of $37.859 million, which includes $9.998 million in uncommitted future state funds, in the CFP report. These funds are for the construction phase, and the inclusion of SHOPP and future state funds in the CFP will match the costs outlined in the CAP that is presented to the Board quarterly.

Existing Funding ($000s)	SHOPP	Total
TOTAL	**$27,861**	**$27,861**

Proposed Funding ($000s)	SHOPP	Future State Funds	Total
TOTAL	**$27,861**	**$9,998**	**$37,859**
CHANGE	**-**	**$9,998**	**$9,998**

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 8, 2025

State Highway Project

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 widening, I-405 to Yale Avenue (Segment 1)	B	$337,943	$47,473		$5,421	$95,338	$11,374			$178,337	
I-5 widening, Yale Avenue to SR-55 (Segment 2) 1	B	$290,041	$32,527				$9,780			$247,734	
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	$227,523	$49,897		$4,728		$16,915			$155,983	
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	$228,675	$48,676		$7,921					$172,078	
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	$248,198	$28,167		$6,433	$73,735	$18,242	$29,832		$91,789	
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	$12,335	$790			$6,000				$5,545	
I-5/El Toro Road Interchange	D	$9,713	$9,213							$500	
SR-55 (I-5 to SR-91)	F	$202,135	$7,865		$2,641					$191,629	
SR-55 widening between I-405 and I-5	F	$505,720	$160,500		$42,375	$80,000	$140,000			$82,845	
SR-57 Orangewood Avenue to Katella Avenue 2	G	$135,400	$11,500		$3,240					$120,660	
SR-57 truck climbing lane phase II: Lambert Road to LA County Line	G	$32,750				$29,500				$3,250	
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	$222,404	$1,770		$3,000					$30	$217,604
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	$380,681	$3,460		$4,000		$6,641			$40	$366,540
SR-91, SR-55 to Lakeview Avenue (Segment 1)	I	$132,777	$1,770		$5,000		$42,566			$30	$83,411
SR-91, SR-57 to SR-55 (Segment 1,2 and 3) Outreach	I	$2,000									$2,000
SR-91, SR-241 to I-15	J	$41,800									$41,800
I-405 improvements, SR-73 to I-605	K	$2,159,999	$35,000		$10,648			$89,771		$1,395,650	$628,930
I-405 (I-5 to SR-55)	L	$8,000	$8,000								
I-605/ Katella Avenue interchange	M	$53,014	$17,800							$35,214	
241/91 Express Lanes (HOT) connector		$182,298	$50								$182,248
I-5 Improvement from County Line to Avenida Pico		$21,339	$6,978			$13,611					$750
I-5 widening, I-405 to Yale Avenue (Segment 1) Multi Asset Project		$50,144			$36,400			$13,744			
I-5 widening, Yale Avenue to SR-55 (Segment 2) Multi Asset Project 3		$37,859			$27,861			$9,998			
SR-74 - Ortega Highway Gap Closure and Multimodal Improvements		$88,513	$30,000		$4,250	$43,913				$7,200	$3,150
SR-74 widening, City/County line to Antonio Parkway		$40,905	$5,285			$10,000					$25,620
SR-91, Acacia Avenue to La Palma Avenue (Segment 3) Multi Asset Project		$35,046			$26,021			$9,025			
SR-91, SR-55 to Lakeview Avenue (Segment 1) Multi Asset Project		$7,968			$7,968						
		$5,695,180	**$506,721**		**$197,907**	**$352,097**	**$245,518**	**$152,370**		**$2,688,514**	**$1,552,053**

State Highway Project Totals	
Federal Funding Total	$704,628
State Funding Total	$749,985
Local Funding Total	$4,240,567
Total Funding (000's)	$5,695,180

State Highway Project Completed

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local

Capital Funding Program Report

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State Highway Project Completed

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 from SR-55 to SR-57, add one HOV lane each direction	A	$41,500	$36,191							$5,309	
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	$74,300	$11,326					$20,789		$42,185	
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	$75,300	$12,065			$46,779				$16,456	
I-5 HOV lanes: s/o Avenida Pico to s/o Avenida Vista Hermosa	C	$83,500	$26,867		$1,600	$43,735				$11,298	
I-5/SR-74 interchange improvements	D	$80,300				$48,683		$24,109	$2,500		$5,008
I-5/SR-74 interchange landscaping/replacement planting	D	$1,440			$752	$688					
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping	G	$2,172								$2,172	
SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping	G	$946								$946	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	G	$35,827						$24,127		$11,700	
SR-57 n/b widening, SR-91 to Yorba Linda Boulevard	G	$51,354						$39,475		$11,879	
SR-57 n/b widening, Yorba Linda Boulevard to Lambert Road	G	$52,871						$41,250		$11,621	
SR-57 n/b widening, Yorba Linda Boulevard to Lambert Road - landscaping	G	$1,193								$1,193	
SR-91 w/b connect existing aux lanes, I-5 to SR-57	H	$62,977						$27,227		$35,750	
SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping	H	$2,290								$2,290	
SR-91 w/b (SR-55 - Tustin Avenue interchange) improvements	I	$43,753				$15,753		$14,000		$14,000	
SR-91 e/b widening, SR-241 to SR-71	J	$57,773			$45,911					$6,942	$4,920
SR-91 w/b routes SR-91/SR-55 - e/o Weir Canyon Road replacement planting	J	$2,898				$2,898					
SR-91 widening, SR-55 to Gypsum Canyon Road (Weir Canyon Road/SR-241)	J	$76,993				$22,250		$54,045		$698	
I-405 s/b aux lane - University Drive to Sand Canyon Avenue and Sand Canyon Avenue to SR-133		$2,328				$2,328					
I-405/SR-22/I-605 HOV connector - landscaping		$4,600	$4,600								
HOV connectors from I-405 and I-605	M1	$173,091	$14,787					$135,430	$16,200		$6,674
HOV connectors from SR-22 to I-405	M1	$115,878	$64,375		$49,625				$1,878		
State Highway Project Completed Totals		**$1,043,284**	**$170,211**		**$97,888**	**$183,114**		**$380,452**	**$20,578**	**$174,439**	**$16,602**

Federal Funding Total	**$268,099**
State Funding Total	**$563,566**
Local Funding Total	**$211,619**
Total Funding (000's)	**$1,043,284**

Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 8, 2025

1. Authorize the use of up to $28.877 million in M2 funds for the I-5, Yale Avenue to SR-55 (Segment 2) Project.

2. Authorize the use of up to $14.479 million in M2 funds for the SR-57 Orangewood Avenue to Katella Avenue Project.

3. Authorize the inclusion of $9.998 million in uncommitted future state funds to integrate the California Department of Transportation State Highway Operations and Protection Program Multi-Asset Project for the I-5, Yale Avenue to SR-55 (Segment 2) Project.

Acronyms:

Aux - Auxilliary
CMAQ - Congestion Mitigation Air Quality Improvement Program
E/B - Eastbound
E/O - East of
FED - Federal
FTA - Federal Transit Administration
HOT - High-Occupancy Toll
HOV - High-Occupancy Vehicle
I-405 - Interstate 405
I-5 - Interstate 5
I-15 - Interstate 15
I-605 - Interstate 605
LA - Los Angeles
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
N/B - Northbound
OCTA - Orange County Transportation Authority
PCH - Pacific Coast Highway
S/B - Southbound
S/O - South of
SB 1 - SB 1 (Chapter 5, Statutes of 2017)
SR-133 - State Route 133
SR-22 - State Route 22
SR-241 - State Route 241
SR-55 - State Route 55
SR-57 - State Route 57
SR-71 - State Route 71
SR-73 - State Route 73
SR-74 - State Route 74
SR-91 - State Route 91
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
W/B - Westbound

Capital Funding Program Report

Approved by OCTA Board of Directors - August 14, 2025

Bus Transit Project

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Go Local - Step 1	S	$5,730							$5,730		
Mobile ticketing equipment	S	$4,036						$4,036			
M2 Project V Community Circulators	V	$53,767								$53,767	
M2 Project W Safe Transit Stops (City)	W	$1,708								$1,708	
M2 Project W Safe Transit Stops (OCTA)	W	$370								$370	
40 Hydrogen Fuel-Cell 40-Foot Buses		$65,595	$29,831					$35,764			
Anaheim Transportation Network suballocation		$9,493		$9,493							
Associated Transportation Improvements		$556		$556							
Bike Lockers at Santa Ana Regional Transportation Center		$2,000						$2,000			
Bravo! 553 (operating costs)		$7,275	$5,721					$1,554			
Bus engine repowers (173)		$12,365	$12,365								
Capitalized cost of contracted services FY 2021-22 to FY 2025-26 (ACCESS and contracted fixed-route contracts)		$463,410		$365,958							$97,452
DCFC Charging at Fullerton Transportation Center and EMSD		$1,250						$1,250			
Digital bus stop sign 13" along high quality transit corridors (143 signs)		$2,500				$2,500					
EMSD Call		$2,280									$2,280
Facilities upgrades, modifications, and replacement projects		$1,739					$1,739				
Harbor Boulevard dynamic bus lane (environmental/engineering)		$5,100						$5,100			
Harbor Boulevard Connected Bus Pilot Stage I		$2,000		$1,600				$400			
Harbor Boulevard Connected Bus Pilot Stage II		$6,800						$5,400		$1,400	
Harbor Boulevard high-capacity transit expansion environmental		$14,000	$14,000								
Heating-Ventilation Replacement at Santa Ana Bus Base		$4,593					$4,593				
Hydrogen Fueling Station at Garden Grove Bus Base		$22,080					$8,156	$13,924			
Installation of Battery-Electric Chargers at Santa Ana Bus Base		$2,790					$2,790				
Non-fixed-route paratransit operations assistance - FY 2021-22 to FY 2025-26		$257,046		$97,682							$159,364
OC Bus Operations - Connections to OC Streetcar		$6,072						$6,072			
OC Mobility Hubs Strategy		$297	$263			$34					
Open payment system and smart fareboxes		$26,500						$26,500			
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)		$327,556		$327,556							
Purchase 117 replacement paratransit vehicles		$14,995		$14,995							
Purchase 131 replacement paratransit vehicles		$29,023		$29,023							
Rehabilitation and renovation at OCTA bus facilities		$1,509		$1,207							$302
Rideshare/vanpool		$20,232	$20,232								
Safety Projects		$565		$565							
Security Gates at Garden Grove, Santa Ana, Anaheim bus bases		$5,859					$5,859				
Transit Security and Operations Center		$68,261			$3,660	$10,381	$43,828	$5,603			$4,789
Transit service expansion planning		$9,000	$9,000								

Capital Funding Program Report

Approved by OCTA Board of Directors - August 14, 2025

Bus Transit Project

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Vanpool Program - capital lease		$12,999	$12,999								
Zero-emission bus (future)		$34,084	$22,624					$11,460			
Zero-emission bus and bus facility		$142,955	$115,594					$27,361			
Zero-emission Paratransit Vehicle Pilot		$5,016		$2,508				$2,507			$1
Bus Transit Project Totals		**$1,653,406**	**$242,629**	**$851,143**	**$3,660**	**$12,915**	**$66,965**	**$148,931**	**$5,730**	**$57,245**	**$264,188**

Federal Funding Total	**$1,097,432**
State Funding Total	**$228,811**
Local Funding Total	**$327,163**
Total Funding (000's)	**$1,653,406**

Bus Transit Project Completed

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
ACCESS and fixed-route radio systems upgrade		$22,465		$4,434	$341			$16,239			$1,451
Bravo! 529 buses (six)		$3,595	$549					$3,046			
Bus replacement - articulated alternative fuel buses (60')		$31,105	$22,250	$8,855							
Bus replacement (40' and ACCESS)		$149,009	$29,198	$68,139							$51,672
Engine rebuild		$16,294		$14,824				$1,470			
FTA Section 5310 - EMDS		$3,657		$3,657							
FTA Section 5316 Jobs Access and Reverse Commute		$13,962		$13,962							
FTA Section 5317 New Freedom		$6,388		$6,388							
Goldenwest Transportation Center parking structure		$4,000	$3,400								$600
Goldenwest Transportation Center surface lot		$2,000						$1,200			$800
Heating ventilation unit replacements		$92					$92				
iShuttle replacement buses (12)		$6,760					$6,084				$676
MSRC County Transportation Commission Partnership Program		$2,761						$1,924			$837
Purchase 201, 40-foot alternative fuel replacement buses (OCTA)		$94,599		$64,148							$30,451
Standby backup generators at Anaheim and IRCC bus bases		$1,601					$1,601				
Transit Security Program		$3,167						$3,167			
VSS upgrades at OCTA facilities		$1,159		$960				$199			
Zero-emission Bravo! buses (ten-battery electric) and bus infrastructure		$11,289					$6,295	$4,994			
Zero-emission hydrogen fuel cell buses (ten)		$12,978					$5,640	$7,338			
Bus Transit Project Completed Totals		**$386,881**	**$55,397**	**$185,367**	**$341**		**$19,712**	**$39,577**			**$86,487**

Capital Funding Program Report

Approved by OCTA Board of Directors - August 14, 2025

Bus Transit Project Completed												
			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local

Federal Funding Total	$241,105
State Funding Total	$59,289
Local Funding Total	$86,487
Total Funding (000's)	$386,881

Acronyms:

'' - Inches
' - Feet
ATN - Anaheim Transportation Network
DCFC - Direct Current Fast Charging
EMSD - Enhanced Mobility of Seniors and Individuals with Disabilities
FY - Fiscal Year
IRCC - Irvine Construction Circle
MSRC - Mobile Source Air Pollution Reduction Review Committee
OC - Orange County
VSS - Video Surveillance System

Capital Funding Program Report

Approved by OCTA Board of Directors - October 13, 2025

Local Road Project

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
State-Local Partnership Program formula grant call	M1/Q	$54,445						$24,945	$1,280	$27,249	$971
M2 Project O Regional Capacity Program call	O	$402,211						$24,254		$377,957	
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	O	$121,500			$7,719	$74,705				$19,254	$19,822
M2 Project P Regional Signal Synchronization Program call	P	$158,828	$1,774					$11,762	$4,546	$140,746	
Regional Traffic Signal Synch (Edinger Ave, MacArthur Blvd/Talbert Ave, and Warner Ave)	P	$15,000					$10,200			$4,200	$600
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	$361,621								$361,621	
M2 Project X Environmental Clean Up	X	$64,449								$64,449	
Active Transportation Program - regional call		$82,704	$6,359		$62,653	$92		$107			$13,493
Bicycle Corridor Improvement Program		$63,128	$43,755								$19,373
Bristol Street widening		$44,750									$44,750
Countywide Signal Synchronization Baseline		$15,000	$15,000								
First Street Multimodal Boulevard Design		$4,300						$4,300			
Local Agency led SCCP projects		$3,357					$3,357				
M1 Combined Transportation Funding Program		$34,000							$34,000		
McFadden Avenue Transit Signal Priority Pilot		$3,690						$3,690			
OC Connect Santa Ana - Garden Grove Rails to Trails		$8,000			$3,750	$3,900		$350			
OC Loop - Segment A (La Habra)		$50,154	$2,402		$3,340	$42,389					$2,023
OC Loop Segment B (Brea)		$20,677	$7,368		$4,012	$6,149					$3,148
Orange County Complete Streets (Wave 3)		$34,706	$26,316								$8,390
Orange County Complete Streets (Wave 4)		$5,229	$4,687								$542
Orange County Complete Streets Program (Wave 1)		$40,915	$25,062								$15,853
Orange County Complete Streets Program (Wave 2)		$40,072	$33,421								$6,651
Pavement Management Relief Funding Program		$9,469			$3,811			$5,658			
SCAG sustainability planning grants		$720			$671						$49
Traffic signal improvements		$15,000				$12,000					$3,000
Transportation enhancement activities		$22,172			$15,628						$6,544
		$1,676,097	**$166,144**		**$101,584**	**$139,235**	**$13,557**	**$75,066**	**$39,826**	**$995,476**	**$145,209**

Local Road Project Totals	
Federal Funding Total	$267,728
State Funding Total	$227,858
Local Funding Total	$1,180,511
Total Funding (000's)	$1,676,097

Local Road Project Completed

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Grand Avenue widening, 1st Street to 4th Street	O	$12,537	$6,708								$5,829

Capital Funding Program Report

Approved by OCTA Board of Directors - October 13, 2025

Local Road Project Completed

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Kraemer Boulevard grade separation	O	$63,830	$22,044					$16,973		$22,981	$1,832
Lakeview Avenue grade separation	O	$110,702	$37,102		$9,709			$27,344		$21,792	$14,755
Orangethorpe Avenue grade separation	O	$106,043	$38,240		$18,600			$30,324		$16,182	$2,697
Placentia Avenue grade separation	O	$64,539						$33,386		$27,453	$3,700
Raymond Avenue grade separation	O	$125,419						$95,482		$22,373	$7,564
State College Boulevard grade separation	O	$99,380	$27,161		$10,887			$34,785		$15,460	$11,087
Tustin Avenue/Rose Drive grade separation	O	$96,638	$45,957					$22,534		$26,384	$1,763
M2 Fair Share State - Local Partnership Grant Program	Q	$7,032						$3,516		$3,516	
Antonio Parkway widening		$32,553	$15,499								$17,054
ARRA transportation enhancements		$6,833			$4,049				$500		$2,284
Arterial Pavement Management Program		$50,951	$19,655		$604						$30,692
Atlanta Avenue widening		$4,160	$2,278								$1,882
Firestone Boulevard widening at Artesia Boulevard		$2,468	$2,059								$409
Local Agency American Reinvestment and Recovery Act of 2009 rehabiliation projects		$32,369			$32,369						
Del Obispo widening	M1	$6,419	$3,740								$2,679
I-5 at La Paz interchange improvements	M1	$8,942	$2,800						$1,792		$4,350
Imperial Highway Smart Streets	M1	$1,900						$200	$200		$1,500
Traffic Light Synchronization Program, countywide - Proposition 1B	M1	$8,000						$4,000	$4,000		
Local Road Project Completed Totals		**$840,715**	**$223,243**		**$76,218**			**$268,544**	**$6,492**	**$156,141**	**$110,077**

Federal Funding Total	**$299,461**
State Funding Total	**$268,544**
Local Funding Total	**$272,710**
Total Funding (000's)	**$840,715**

Capital Funding Program Report

Approved by OCTA Board of Directors - October 13, 2025

Acronyms:
ARRA - American Recovery and Reinvestment Act of 2009
Ave - Avenue
Blvd - Boulevard
Call - Call for Projects
SCAG - Southern California Association of Governments
SCCP - Solutions for Congested Corridors Program
Synch - Synchronization

Capital Funding Program Report

Approved by OCTA Board of Directors - November 24, 2025

Rail Project

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
OC Streetcar (New Starts)	M1/S	$649,000	$130,132	$171,961				$175,427		$171,480	
OC Streetcar (non-New Starts)	M1/S	$16,702		$342					$6,904	$9,313	$143
OC Streetcar (operations and potential future capital needs)	M1/S	$0	$0								
Coastal Rail Infrastructure Resiliency Project Environmental Phase 2	R	$10,220			$8,176					$2,044	
Coastal Rail Stabilization Priority Project	R	$313,580			$103,824		$80,000	$128,800		$956	
Cyprus Shore Initial Track Stabilization Projects (MP 206.8)	R	$8,000								$7,000	$1,000
Cyprus Shore Track Stabilization Projects (MP 206.8)	R	$14,110	$6,000		$1,210	$6,000		$200		$700	
Future VSS	R	$217		$174							$43
Inland Slope Rehabilitation Phase II	R	$8,170					$2,400			$5,770	
Irvine Station Improvement Project	R	$6,330						$6,330			
Metrolink new capital	R	$21,977	$2,121	$19,856							
Metrolink Operating Subsidy - FY 2023-24 to FY 2027-28	R	$271,246		$71,212				$135,745		$64,289	
Metrolink rehabilitation/renovation - FY 2021-22 to FY 2025-26	R	$209,117		$209,117							
Metrolink station and track improvements, and rehabilitation	R	$3,063		$2,617							$446
MP 204.2 Mariposa Point	R	$9,200				$9,200					
OC Maintenance Facility	R	$91,230				$20,000		$71,230			
Placentia Commuter Rail Station	R	$34,825	$50			$2,500		$400		$8,000	$23,875
Rail track and structures	R	$86,468						$86,468			
San Clemente Track Protection (MP 204.6)	R	$5,500				$3,000	$2,500				
San Juan Creek Bridge replacement	R	$65,581	$945	$38,513	$913		$5,578	$18,253		$1,379	
SCRRA operating subsidy assistance	R	$2,510								$2,510	
OC Streetcar operations	S	$164,971	$18,050					$74,659		$40,506	$31,756
Pacific Coast Highway Coastal Rail Bridge		$21,263				$15,000					$6,263
Pedestrian Audible Warning System		$2,036						$1,818			$218
Rail Project Totals		**$2,015,316**	**$157,298**	**$513,792**	**$114,123**	**$55,700**	**$90,478**	**$699,330**	**$6,904**	**$313,947**	**$63,744**

Federal Funding Total	**$785,213**
State Funding Total	**$845,508**
Local Funding Total	**$384,595**
Total Funding (000's)	**$2,015,316**

Rail Project Completed

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Fullerton Transportation Center parking expansion	M1/R	$33,667				$11,250		$11,035	$9,718		$1,664
Laguna Niguel-Mission Viejo Station parking improvements and expansion (ADA ramps)	M1/R	$5,581	$3,204	$732					$1,645		
Metrolink Grade Crossing safety improvements (OCX)	M1/R	$80,618						$18,250	$7,600	$30,710	$24,058

Capital Funding Program Report

Approved by OCTA Board of Directors - November 24, 2025

Rail Project Completed

			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Metrolink rolling stock	M1/R	$158,009	$42,230	$35,390				$36,300	$44,089		
Metrolink service track expansion	M1/R	$119,957						$51,399	$68,558		
Orange Transportation Center parking structure	M1/R	$31,003	$2,555	$2,644		$13,762			$1,850	$420	$9,772
Sand Canyon Avenue grade separation	M1/R	$62,050	$10,536					$28,192	$3,116	$5,352	$14,854
M2 Project S Fixed-Guideway Anaheim Rapid connection	M1/S	$9,924		$1,516					$6,000	$1,286	$1,122
Anaheim Regional Intermodal Transportation Center (ARTIC) construction	M1/T	$184,164	$33,250	$37,253	$3,501	$29,219			$43,900	$35,291	$1,750
Fullerton Transportation Station expansion planning, environmental PSR	M1/T	$0	$0						$0		
Santa Ana grade separation planning and environmental PSR	M1/T	$1,333	$1,180						$153		
Santa Ana Transportation Station planning and environmental PSR	M1/T	$1,003	$888						$115		
17th Street grade separation environmental	R	$2,476								$2,476	
Anaheim Canyon Station	R	$34,200	$30,432							$2,000	$1,768
Control Point at 4th Street	R	$2,985		$2,985							
Control Point Stadium crossover	R	$6,490		$3,245				$3,245			
Fullerton Transportation Center stair rehabilitation	R	$1,065		$1,030							$35
Laguna Niguel to San Juan Capistrano passing siding	R	$35,956	$24,652	$1,015		$3,000		$6,734			$555
LOSSAN Corridor grade separations PSR in Anaheim, Orange, and Santa Ana	R	$2,699								$2,699	
Metrolink grade crossing safety improvements ROW	R	$3,025								$3,025	
North Beach crossings safety enhancements	R	$348						$166		$182	
Positive Train Control (Metrolink)	R	$39,916		$4,492	$1,234			$34,190			
Rail Crossing signal lights and pedestrian gates	R	$252						$252			
Rail station platform safety improvements (cities of Fullerton, Irvine, and Tustin)	R	$553						$553			
Safety repairs for San Clemente Pier Station	R	$122						$122			
San Clemente Beach Trail crossings safety enhancements	R	$4,999						$2,170		$2,251	$578
Slope and culvert improvements	R	$300		$300							
Slope stabilization cities of Laguna Niguel-Lake Forest	R	$5,168		$4,834						$334	
Tactile tile project	R	$1,569		$1,538						$31	
Ticket vending machines	R	$6,857									$6,857
Transit Rail Security (monitors, fencing, video surveillance)	R	$163						$163			
VSS at commuter rail stations	R	$4,409		$3,594				$56			$759
Go Local	S	$7,730							$7,730		
M2 Project S Transit extensions to Metrolink (Rubber Tire)	S	$733								$733	
ARTIC environmental, ROW, program management support, site plan	M1	$41,369							$8,869		$32,500
Fiber Optics installation (Metrolink)	M1	$23,183		$10,903				$10,479	$1,801		
Laguna Niguel-Mission Viejo Station parking expansion (south lot)	M1	$4,135						$695	$3,440		
Tustin Rail Station parking expansion	M1	$15,390				$1,100		$7,181	$7,109		
Rail Project Completed Totals		**$933,401**	**$148,927**	**$111,471**	**$4,735**	**$58,331**		**$211,182**	**$215,693**	**$86,790**	**$96,272**

Capital Funding Program Report

Approved by OCTA Board of Directors - November 24, 2025

Rail Project Completed												
			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local

Federal Funding Total	$265,133
State Funding Total	$269,513
Local Funding Total	$398,755
Total Funding (000's)	$933,401

Acronyms:

ADA - Americans with Disabilities Act
LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor
MP - Mile Post
OCX - Rail-Highway Grade Crossing/Safety Enhancement Project
PSR - Project Study Report
ROW - Right-of-Way
SCRRA - Southern California Regional Rail Authority/Metrolink

COMMITTEE TRANSMITTAL

December 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Acceptance of Grant Award from Department of Homeland Security Transit Security Grant Program

Transit Committee Meeting of November 13, 2025

Present: Directors Amezcua, Jung, Klopfenstein, Leon, Janet Nguyen, and Sarmiento
Absent: Tam T. Nguyen

Committee Vote

This item was passed by the Members present.

Staff Recommendation(s)

A. Authorize the Chief Executive Officer, or designee, to accept the award of $431,327 in Federal Emergency Management Agency funding from the Department of Homeland Security through the Transit Security Grant Program and execute grant-related agreements and documents with the Department of Homeland Security.

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

Committee Discussion

This item was continued for additional information from staff pertaining to the details of the grant program and what is required under the grant regarding the type of funding received and what that funding can be used as well as what information will be shared with the Department of Homeland Security.

OCTA

November 13, 2025

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Acceptance of Grant Award from Department of Homeland Security Transit Security Grant Program

Overview

The Orange County Transportation Authority has been awarded $431,327 in Federal Emergency Management Agency funding by the Department of Homeland Security through the Transit Security Grant Program. Recommendations for acceptance of these funds are presented for Board of Directors' review and approval.

Recommendations

A. Authorize the Chief Executive Officer, or designee, to accept the award of $431,327 in Federal Emergency Management Agency funding from the Department of Homeland Security through the Transit Security Grant Program and execute grant-related agreements and documents with the Department of Homeland Security.

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

Background

On August 1, 2025, the Department of Homeland Security (DHS) made available the fiscal year (FY) 2025 Transit Security Grant Program (TSGP), which provided $83,700,000 to eligible public transit systems to promote sustainable, risk-based efforts to protect critical transportation infrastructure and the traveling public from acts of terrorism and other emergencies.

The TSGP is one of four grant programs that constitute DHS' focus on transportation infrastructure security activities. It is part of a comprehensive set of measures authorized by Congress and implemented by DHS to secure the nation's critical infrastructure.

On August 15, 2025, the Orange County Transportation Authority (OCTA) submitted an application requesting support for the Visible Intermodal Prevention and Response (VIPR)/Anti-Terror Anti-Crime (ATAC) and the Transportation Center Surveillance Protection projects. On September 29, 2025, DHS formally announced that OCTA was awarded $431,327 in TSGP funding.

Discussion

The DHS award to OCTA of $431,327 in TSGP funding represents partial costs of implementing the VIPR/ATAC and Transportation Center Surveillance Protection projects. Both projects can be scaled to the awarded TSGP funding amount. Additional project details can be found in Attachment A.

The VIPR/ATAC project has been an ongoing project that is scaled annually depending on various grant programs. It is designed to present a “show of force” to the public to deter terrorist acts and potentially interrupt terrorist pre-planning activities targeted towards soft-targets and crowded places. Periodic visible operations demonstrates that the transit system is patrolled on a regular basis, deters terrorist threats, and lowers the likelihood of a successful terrorist attack.

The Transportation Center Surveillance Protection project allows OCTA and its law enforcement partners to monitor the OCTA-owned Fullerton Park-and-Ride property remotely, to improve response times, and provide video evidence of any suspicious activity detected. The project will add video surveillance equipment with access control card readers at the Fullerton Park-and-Ride property. While all the transportation centers and park-and-rides have their own unique challenges, the Fullerton Park-and-Ride property has been facing issues such as the dumping of abandoned vehicles, vehicle trailers, and other miscellaneous trash items, graffiti, and other property damage. With the large size of the property, the project would help OCTA apply mitigation strategies.

Staff is requesting the Board of Directors (Board) to authorize acceptance of this grant and to further authorize the Chief Executive Officer, or designee, to negotiate and enter into a contract with the DHS, allowing OCTA to seek reimbursement for the costs of the project.

Summary

The DHS awarded OCTA $431,327 in TSGP funding, representing partial costs of implementing the VIPR/ATAC and Transportation Center Surveillance Protection projects. The VIPR/ATAC operations and the Transportation Center Surveillance Protection project can be scaled down from the original scope based on the award amount. Board authorization is requested to accept the grant and enter into a contract with the DHS to seek reimbursement for the cost of the projects.

Attachment

A. Orange County Transportation Authority (OCTA), Transit Security Grant Program Projects Description

Prepared by:

Jason Huang
Transportation Funding Analyst
(714) 560-5982

Approved by:

Rose Casey
Executive Director, Planning
(714) 560-5729

ATTACHMENT A

Orange County Transportation Authority (OCTA)
Transit Security Grant Program Projects Description

Visible Intermodal Prevention and Response (VIPR)/Anti-Terror Anti-Crime (ATAC)

The VIPR and ATAC will deploy several uniformed and plainclothes officers, as well as an explosives detection canine, to conduct counter-surveillance during both daylight and nighttime hours. The VIPR and ATAC operations also includes a community outreach team that is responsible for making public contact to re-enforce basic counter-terrorism strategies that can be employed by the general public. They will also be responsible for reinforcing a positive relationship between law enforcement and commuters.

Examples of operational activities to be carried out by the VIPR and ATAC teams include:

- Random visual searches of public areas (i.e., parking lots, bicycle storage areas, passenger waiting areas) at train stations and transportation centers
- High visibility foot patrol on the platforms at train stations and transportation centers
- Boarding of both buses and trains and ensuring that passengers are ticketed
- Foot patrol of railroad rights-of-way, concentrating on “choke points” for transcontinental rail traffic
- Foot patrol and searches of OCTA facilities
- Positive identification checks for OCTA facilities

OCTA has conducted VIPR and ATAC operations for OC Bus since 2019, with the level of operations scaled depending on grant availability from year to year.

Transportation Center Surveillance Protection

The project will add video surveillance equipment, including 12 multi-directional panoramic cameras that provide live, uninterrupted monitoring, along with four access control card readers at the Fullerton Park-and-Ride property. The project also includes the installation of a wall-mounted server cabinet, ancillary equipment, locking hardware, an access control panel, and all necessary conduit and camera/reader cabling. This project will enhance the safety, security, and resilience of the property. The proposed system will send immediate alerts via email and to mobile devices based on video recordings. This project will allow OCTA and its law enforcement partners to monitor the property remotely, respond quickly, and provide video evidence of any suspicious, criminal, or terrorism-related activity that is detected.

COMMITTEE TRANSMITTAL

December 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Same-Day Taxi Service, Internal Audit Report No. 26-503

Finance and Administration Committee Meeting of December 3, 2025

Present: Directors Federico, Go, Harper, Hennessey, Leon, Sarmiento, and Tettemer
Absent: None

Committee Vote

This item was passed by the Members present.

Director Sarmiento was not present to vote on this item.

Committee Recommendation(s)

Receive and file Same-Day Taxi Service Internal Audit Report No. 26-503, as an information item.

December 3, 2025

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Janet Sutter, Executive Director
Internal Audit Department

Subject: Same-Day Taxi Service, Internal Audit Report 26-503

Overview

The Internal Audit Department of the Orange County Transportation Authority has completed an audit of Same-Day Taxi service. Based on the audit, program and contract oversight controls and invoice review controls are adequate and functioning, and Cabco Yellow, Inc., doing business as California Yellow Cab, complies with contract terms.

Recommendation

Receive and file Same-Day Taxi Service Internal Audit Report No. 26-503, as an information item.

Background

To manage the growth in demand and cost of OC ACCESS service, the Orange County Transportation Authority (OCTA) subsidizes up to five miles of a taxi trip for OC ACCESS-eligible customers. The customer pays $3.60 for up to five miles, plus any additional costs above the five-mile trip.

OCTA entered into Agreement No. C-3-2396 (contract) with Cabco Yellow, Inc., doing business as California Yellow Cab (Yellow Cab) for provision of all services, including vehicles, drivers, and customer service. The contract term runs from December 1, 2023, through November 30, 2025, with two, one-year option terms. Under the contract, OCTA pays a subsidy rate for each approved trip, as well as a fee for no-shows, cancelled trips, and trips requiring wheelchair accommodation. The contract maximum obligation is set at $2,601,143.00. Contract oversight and monitoring is performed by staff within the Operations Division (Operations). Invoices are drafted by Financial Planning and Analysis

staff within the Finance and Administration Division after analyzing trip data and performing validation checks. Draft invoices are then forwarded to Yellow Cab for review and issuance. Once issued, invoices are routed for approval in accordance with OCTA policy.

Discussion

Based on the audit, program and contract oversight controls and invoice review controls are adequate and functioning, and Yellow Cab complies with contract terms.

In addition, Internal Audit noted that Operations staff has developed, documented, and implemented standard operating procedures for monitoring Yellow Cab's compliance with contract requirements. Documentation of the reviews is maintained and indicates that timely and appropriate monitoring and follow-up is performed.

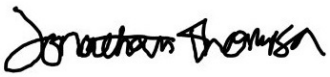
Summary

Internal audit has completed an audit of Same-Day Taxi service.

Attachment

A. Same-Day Taxi Service, Internal Audit Report No. 26-503

Prepared by:



Jonathan Thompson
Internal Auditor
714-560-5930

Approved by:



Janet Sutter
Executive Director, Internal Audit
714-560-5591

ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT

Same-Day Taxi Service

Internal Audit Report No. 26-503

November 17, 2026



Performed by Jonathan Thompson, Internal Auditor *Jonathan Thompson*
Janet Sutter, CIA, Executive Director

Distributed to: Johnny Dunning, Chief Operating Officer
Andrew Oftelie, Chief Financial Officer
Kim Tucker, Pia Veesapen, Jack Garate, Melissa Mungia

ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
Same-Day Taxi Service
November 17, 2026

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ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
Same-Day Taxi Service
November 17, 2025

Conclusion

The Internal Audit Department (Internal Audit) of the Orange County Transportation Authority (OCTA) has completed an audit of Same-Day Taxi service. Based on the audit, program and contract oversight controls and invoice review controls are adequate and functioning, and Cabco Yellow, Inc., doing business as California Yellow Cab (Yellow Cab), is in compliance with agreement terms.

Background

Same-Day Taxi service was established in 2005 as a measure to manage the growth in demand and cost of OC ACCESS service. The service is provided throughout Orange County, inclusive of areas with no fixed-route service, with connections to California State University, Long Beach and the Long Beach Veterans Affairs campus.

Under the program, OCTA subsidizes up to five miles of a taxi trip for OC ACCESS-eligible customers. The customer pays $3.60 for the first five miles, plus any additional costs above the five-mile trip. Hours of operation are from 6:00 a.m. to 8:00 p.m. daily.

OCTA entered into Agreement No. C-3-2396 (contract) with Yellow Cab for provision of all program services, including vehicles, drivers, and customer service. The contract term runs from December 1, 2023, through November 30, 2025, with two, one-year option terms. Under the contract, OCTA pays a subsidy rate for each approved trip, as well as a fee for no shows, cancelled trips, and trips requiring wheelchair accommodation. The contract maximum obligation is set at $2,601,143.00. Trips are scheduled using OCTA's Trapeze system, which includes rider eligibility information, as well as the details of each trip performed.

Program oversight and monitoring is performed by staff within the Operations Division. Staff reviews driver credentials of all new drivers and drivers' licenses and permits of current drivers that are due to expire each month. Staff also reviews Department of Motor Vehicle information for each driver on an annual basis. In addition, staff performs quarterly reviews of contractor drug and alcohol program monitoring, vehicle maintenance, and training (e.g. wheelchair securement). Program management has developed and documented standard operating procedures for the monthly and quarterly monitoring reviews.

Financial Planning and Analysis (FP&A) staff prepares invoices using data from the Trapeze system. FP&A staff analyzes the data, runs validation checks, and calculates amounts due for trips provided. A draft invoice is prepared and sent to Yellow Cab for review and issuance. When invoices are received, they are reviewed and approved in accordance with policy.

Objectives, Scope, and Methodology

The objectives were to test compliance with procurement requirements, as well as assess and test contract compliance, program oversight, and invoicing controls.

The methodology consisted of testing compliance with selected procurement policies and procedures, verifying insurance and maximum vehicle age and mileage requirements are met per the agreement, assessing, testing, and observing monitoring controls by program staff to ensure compliance with key contract requirements (e.g., drug and alcohol, new driver, road supervisor, and driver credentials, wheelchair securement, and vehicle maintenance), and assessing invoice review controls and testing invoices for compliance with policies and contract provisions.

The scope was limited to the contract with Yellow Cab for provision of program services, current evidence of insurance, vehicle age and mileage reports for September 2025, and selected monthly and quarterly monitoring reviews since contract inception. The scope also included observation of monitoring activities by program staff on August 14, 2025, and a haphazard sample of invoices from contract inception through September 2025. Since samples were nonstatistical, any conclusions are limited to the sample items tested.

We conducted this performance audit in accordance with Generally Accepted Government Auditing Standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

Audit Comment

Noteworthy Accomplishments

Program staff have developed, documented, and implemented standard operating procedures for monitoring Yellow Cab's compliance with contract requirements. Documentation of the reviews is maintained and indicates that timely and appropriate monitoring and follow-up is performed.

OCTA

December 8, 2025

To: Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer

Subject: Approval to Release Request for Proposals for Detail Bus and Streetcar Cleaning and Pesticide Application Services

Overview

The Orange County Transportation Authority has developed a request for proposals to initiate a competitive procurement process to select a firm to provide detail bus and streetcar cleaning and pesticide application services.

Recommendations

A. Approve the proposed evaluation criteria and weightings for Request for Proposals 250080 to select a firm to provide detail bus and streetcar cleaning and pesticide application services.

B. Approve the release of Request for Proposals 250080 for detail bus and streetcar cleaning and pesticide application services.

Discussion

The Orange County Transportation Authority (OCTA) utilizes a fleet of 790 buses and 50 vehicles to provide both directly operated and contract operated fixed-route OC Bus service and OC ACCESS service throughout Orange County. Upon commencement of operations, OCTA will utilize a fleet of eight streetcars for the OC Streetcar. The buses routinely require pesticide application and detail cleaning after the application of the pesticides. Upon commencement of service, streetcars will require these services as well.

OCTA contracts for pesticide application and detail cleaning services, which includes licensed application of pesticides, placement of bait, and detail cleaning after baiting. Detail cleaning is an important element of the program, providing for pest prevention as well as removal of chemical residue that follows pesticide applications. OCTA has historically used a certified contractor experienced in handling the chemicals required for this service. The contractor will provide

required scheduled pesticide and bait application up to four times per year on buses and a complete interior detail cleaning after pesticide application on these buses and streetcars. The current agreement for these services will expire on April 30, 2026, and a new agreement is necessary to ensure continuity of these services.

Procurement Approach

OCTA's Board of Directors (Board)-approved procurement policies and procedures require that the Board approve all requests for proposals (RFP) over $1,000,000, as well as approve the evaluation criteria and weightings. Staff is submitting for Board approval the draft RFP and evaluation criteria and weightings, which will be used to evaluate proposals received in response to this RFP.

The proposed evaluation criteria and weightings are as follows:

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

Several factors were considered in developing the evaluation criteria weightings. Qualifications of the firm criterion is weighted at 30 percent as the proposing firms must demonstrate a proven history in successfully completing similar projects and having the required licensing and experience in the application of pesticides and detail bus cleaning requirements. Staffing and project organization criterion is weighted at 20 percent as the firm must demonstrate the proposed key personnel have specific skillsets in order to complete the services required in the scope of work. Work plan is weighted at 25 percent to ensure proposals address each section of the work plan in sufficient detail to demonstrate a clear understanding of the scope of work and must demonstrate the firm's understanding and ability to provide extensive cleaning and pesticide bait application. Cost and price criterion is weighted at 25 percent to ensure OCTA receives fair and competitive pricing for the services provided.

The contract term for this procurement will be for a three-year initial term with one, two-year option term. The total cost for the initial term is anticipated to be approximately $1,465,000.

This RFP will be released upon Board approval of these recommendations.

Fiscal Impact

This project is included in the OCTA Fiscal Year 2025-26 Budget. Funding for these services will be provided through the Local Transportation Fund (LTF) utilizing Transit Division, Maintenance Department, account nos. 2162-7613-D3107-2WP, 2168-7613-D3107-2WP and 2194-7613-D3107-2WP, and Transit Division, Contracted Services, account nos. 2136-7613-D1208-0B2, 2137-7613-D2114-0B1, 2138-7613-D2108-0GH and 2148-7613-D2140-0JT.

Summary

Board approval is requested to release RFP 250080 to select a firm to perform detail bus cleaning and pesticide application services, as well as approval of the proposed evaluation criteria and weightings.

Attachment

A. Draft Request for Proposals (RFP) 250080, Detail Bus Cleaning and Pesticide Application Services

Prepared by:

Gretchen Burrow
Section Manager III, Maintenance
Resource Management
(714) 560-5533

Pia Veesapen
Director, Contracts Administration and
Materials Management
(714) 560-5619

Approved by:

Cliff Thorne
Director, Maintenance
(714) 560-5975

Johnny Dunning Jr.
Chief Operating Officer, Operations
(714) 560-5964

ATTACHMENT A
RFP 250080

DRAFT REQUEST FOR PROPOSALS (RFP)

DETAIL BUS AND STREETCAR CLEANING AND PESTICIDE APPLICATION SERVICES

ORANGE COUNTY TRANSPORTATION AUTHORITY
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584
(714) 560-6282

Key RFP Dates

Issue Date: Monday, December 8, 2025

Question Submittal Date: Wednesday, December 17, 2025

Proposal Submittal Date: January 8, 2026

SECTION I. INSTRUCTIONS TO OFFERORS

A. NOTICE OF REQUEST FOR PROPOSALS

NOTICE OF REQUEST FOR PROPOSALS

(RFP): "Detail Bus and Streetcar Cleaning and Pesticide Application Services"

TO: ALL OFFERORS

FROM: ORANGE COUNTY TRANSPORTATION AUTHORITY

The Orange County Transportation Authority (Authority) invites proposals from qualified contractors to provide detailed bus and streetcar cleaning and pesticide application services. The budget for this effort is $1,465,000 for a three (3)-year initial term.

Please note that by submitting a Proposal, Offeror certifies that it is not subject to any Ukraine/Russia-related economic sanctions imposed by the State of California or the United States Government including, but not limited to, Presidential Executive Order Nos. 13660, 13661, 13662, 13685, and 14065. Any individual or entity that is the subject of any Ukraine/Russia-related economic sanction is not eligible to submit a Proposal. In submitting a Proposal, all Offerors agree to comply with all economic sanctions imposed by the State or U.S. Government.

Proposals must be submitted, electronically, through the Authority's OpenGov Procurement portal, at https://procurement.opengov.com/portal/octa/projects/213042 before the deadline of **2:00 pm on Thursday, January 8, 2026. Authority will not accept hard copy proposals for this RFP.**

Offerors are instructed to submit a response to "**250080**" on the Authority's OpenGov Procurement portal, and follow the instructions as prompted to submit the proposal. The ability to submit a response will expire at the submittal deadline.

Should Offerors encounter technical issues with uploading the proposals via the link provided, Offerors are required to contact the Contract Administrator prior to the submission deadline. Proposals and supplemental information to proposals received after the date and time specified above will be rejected.

Firms interested in obtaining a copy of this RFP may do so by downloading the RFP from the Authority's OpenGov Procurement portal.

To receive all further information regarding this RFP, firms and subconsultants must be registered on OpenGov Procurement and following this RFP on the Authority's public OpenGov Procurement portal.

A pre-proposal conference will be held both on-site/in-person and via teleconference on Monday, December 15, 2025, at 2:00 pm.

For prospective Offerors who wish to join on-site/in-person, the pre-proposal conference will be held at the Authority's Administrative Office, 550 South Main Street, Orange, California, in Conference Room Administrative Offices (Conference Room 07): 550 South Main Street Orange, CA 92868.

Prospective Offerors not attending in-person may join or call-in using the following credentials:

- Click here to join the meeting
- OR Call-in Number: (916) 550-9867
- Conference ID: 484 087 608#

A copy of the presentation slides and pre-proposal conference registration sheet(s) will be issued via addendum prior to the date of the pre-proposal conference. All prospective Offerors are encouraged to attend the pre-proposal conference.

The Authority has established January 29, 2026, as the date(s) to conduct interviews. All prospective Offerors will be asked to keep this date available.

Offerors are encouraged to subcontract with small businesses to the maximum extent possible.

All Offerors will be required to comply with all applicable equal opportunity laws and regulations.

The award of this contract is subject to receipt of state and/or local funds adequate to carry out the provisions of the proposed agreement including the identified Scope of Work.

B. PRE-PROPOSAL CONFERENCE

A pre-proposal conference will be held both on-site/in-person and via teleconference on Monday, December 15, 2025, at 2:00 pm.

For prospective Offerors who wish to join on-site/in-person, the pre-proposal conference will be held at the Authority's Administrative Office, 550 South Main Street, Orange, California, in Conference Room Administrative Offices (Conference Room 07): 550 South Main Street Orange, CA 92868.

Prospective Offerors not attending in-person may join or call-in using the following credentials:

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- Conference ID: 484 087 608#

A copy of the presentation slides and pre-proposal conference registration sheet(s) will be issued via addendum prior to the date of the pre-proposal conference. All prospective Offerors are encouraged to attend the pre-proposal conference.

C. EXAMINATION OF PROPOSAL DOCUMENTS

By submitting a proposal, Offeror represents that it has thoroughly examined and become familiar with the work required under this RFP and that it is capable of performing quality work to achieve the Authority's objectives.

D. ADDENDA

The Authority reserves the right to revise the RFP documents. Any Authority changes to the requirements will be made by written addendum to this RFP. Any written addenda issued pertaining to this RFP shall be incorporated into the terms and conditions of any resulting Agreement. The Authority will not be bound to any modifications to or deviations from the requirements set forth in this RFP as the result of oral instructions. Offerors shall acknowledge receipt of addenda in their proposals. Failure to acknowledge receipt of Addenda may cause the proposal to be deemed non-responsive to this RFP and be rejected.

E. AUTHORITY CONTACT

All communication and/or contacts with Authority staff regarding this RFP are to be directed to the following Contract Administrator:

Ellis Hoskin
Contract Administrator
(714) 560-5551
ehoskin@octa.net

Commencing on the date of the issuance of this RFP and continuing until award of the contract or cancellation of this RFP, no Offeror, subcontractor, lobbyist or agent hired by the Offeror shall

have any contact or communications regarding this RFP with any Authority's staff; member of the evaluation committee for this RFP; or any contractor or consultant involved with the procurement, other than the Contract Administrator named above or unless expressly permitted by this RFP. Contact includes face-to-face, telephone, electronic mail (e-mail) or formal written communication. Any Offeror, subcontractor, lobbyist or agent hired by the Offeror that engages in such prohibited communications may result in disqualification of the Offeror at the sole discretion of the Authority.

F. CLARIFICATIONS

1. Examination of Documents

Should an Offeror require clarifications of this RFP, the Offeror shall submit such request for clarification or inquiry through the "Question and Answer" section of this RFP on the Authority's OpenGov Procurement portal prior to 5:00 pm on Wednesday, December 17, 2025. Should it be found that the point in question is not clearly and fully set forth, the Authority will issue a written addendum clarifying the matter which will be issued to this RFP on the Authority's OpenGov Procurement portal.

2. Submitting Requests

All questions, including questions that could not be specifically answered at the pre-proposal conference must be put in writing and received via the Authority's OpenGov Procurement portal before 5:00 pm, on Wednesday, December 17, 2025.

3. Authority Responses

Responses from the Authority will be posted on the OpenGov Procurement portal at https://procurement.opengov.com/portal/octa/projects/213042.

To receive email notification of Authority responses when they are posted on the OpenGov Procurement portal, firms and subconsultants must be registered on OpenGov and following this RFP on the Authority's portal.

G. SUBMISSION OF PROPOSALS

1. Date and Time

Proposals must be received electronically through the Authority's OpenGov Procurement portal before 2:00 pm on Thursday, January 8, 2026.

Proposals received after the above-specified date and time or submitted in any manner other than as specified above will be returned to Offerors unopened.

2. Acceptance of Proposals

a. The Authority reserves the right to accept or reject any and all proposals, or any item or part thereof, or to waive any informalities or irregularities in proposals.

b. The Authority reserves the right to withdraw or cancel this RFP at any time without prior notice and the Authority makes no representations that any contract will be awarded to any Offeror responding to this RFP.

c. The Authority reserves the right to issue a new RFP for the project.

d. The Authority reserves the right to postpone proposal openings for its own convenience.

e. Each proposal will be received with the understanding that acceptance by the Authority of the proposal to provide the services described herein shall constitute a contract between the Offeror and Authority which shall bind the Offeror on its part to furnish and deliver at the prices given and in accordance with conditions of said accepted proposal and specifications.

f. The Authority reserves the right to investigate the qualifications of any Offeror, and/or require additional evidence of qualifications to perform the work.

g. Submitted proposals are not to be copyrighted.

H. PRE-CONTRACTUAL EXPENSES

The Authority shall not, in any event, be liable for any pre-contractual expenses incurred by Offeror in the preparation of its proposal. Offeror shall not include any such expenses as part of its proposal.

Pre-contractual expenses are defined as expenses incurred by Offeror in:

1. Preparing its proposal in response to this RFP;
2. Submitting that proposal to the Authority;
3. Negotiating with the Authority any matter related to this proposal; or
4. Any other expenses incurred by Offeror prior to date of award, if any, of the Agreement.

I. JOINT OFFERS

Where two or more firms desire to submit a single proposal in response to this RFP, they should do so on a prime-subcontractor basis rather than as a joint venture. The Authority intends to contract with a single firm and not with multiple firms doing business as a joint venture.

J. TAXES

Offerors' proposals are subject to State and Local sales taxes. However, the Authority is exempt from the payment of Federal Excise and Transportation Taxes. Offeror is responsible for payment of all taxes for any goods, services, processes and operations incidental to or involved in the contract.

K. PROTEST PROCEDURES

The Authority has on file a set of written protest procedures applicable to this solicitation that may be obtained by contacting the Contract Administrator responsible for this procurement. Any protests filed by an Offeror in connection with this RFP must be submitted in accordance with the Authority's written procedures.

L. CONTRACT TYPE

It is anticipated that the Agreement resulting from this solicitation, if awarded, will be with fully burdened labor rates and anticipated expenses for work specified in the scope of work, included in the RFP as Exhibit A. The Agreement will have a three (3)-year initial term and one (1), two (2)-year option term.

M. CONFLICT OF INTEREST

All Offerors responding to this RFP must avoid organizational conflicts of interest which would restrict full and open competition in this procurement. An organizational conflict of interest means that due to other activities, relationships or contracts, an Offeror is unable, or potentially unable to render impartial assistance or advice to the Authority; an Offeror's objectivity in performing the work identified in the Scope of Work is or might be otherwise impaired; or an Offeror has an unfair competitive advantage. Conflict of Interest issues must be fully disclosed in the Offeror's proposal.

All Offerors must disclose in their proposal and immediately throughout the course of the evaluation process if they have hired or retained an advocate to lobby Authority staff or the Board of Directors on their behalf.

Offerors hired to perform services for the Authority are prohibited from concurrently acting as an advocate for another firm who is competing for a contract with the Authority, either as a prime or subcontractor.

N. CODE OF CONDUCT

All Offerors agree to comply with the Authority's Code of Conduct as it relates to Third-Party contracts which is hereby referenced and by this reference is incorporated herein. All Offerors agree to include these requirements in all of its subcontracts.

O. OWNERSHIP OF RECORDS/PUBLIC RECORDS ACT

All proposals and documents submitted in response to this RFP shall become the property of the Authority and a matter of public record pursuant to the California Public Records Act, Government Code sections 7920.000 et seq. (the "Act"). Offerors should familiarize themselves with the provisions of the Act requiring disclosure of public information. Offerors are discouraged from marking their proposal documents as "confidential" or "proprietary."

If a Proposal does include "confidential" or "proprietary" markings and the Authority receives a request pursuant to the Act, the Authority will endeavor (but cannot guarantee) to notify the Offeror of such a request. In order to protect any information submitted within a Proposal, the Offeror must pursue, at its sole cost and expense, any and all appropriate legal action necessary to

maintain the confidentiality of such information. The Authority generally does not consider pricing information, subcontractor lists, or key personnel, including resumes, as being exempt from disclosure under the Act. In no event shall the Authority or any of its officers, directors, employees, agents, representatives, or consultants be liable to an Offeror for the disclosure of any materials or information submitted in response to the RFP or by failing to notify an Offeror of a request seeking its Proposal. The Authority reserves the right to make an independent decision to disclose records and material.

Notwithstanding the above, all information regarding proposal responses may be held as confidential until such time as the evaluation has been completed; an award has been made by the Board of Directors or Authority Staff, as appropriate; and the contract has been fully negotiated.

P. STATEMENT OF ECONOMIC INTERESTS

The awarded Offeror (including designated employees and subconsultants) may be required to file Statements of Economic Interests (Form 700) in accordance with the Political Reform Act (Government Code section 81000 et seq.). This applies to individuals who make, participate in making, or act in a staff capacity for making governmental decisions. The AUTHORITY determines which individuals are required to file a Form 700, and if such determination is made, the individuals must file Form 700s with the AUTHORITY's Clerk of the Board no later than 30 days after the execution of the Agreement, annually thereafter for the duration of the Agreement, and within 30 days of termination of the Agreement.

SECTION II. PROPOSAL CONTENT

A. PROPOSAL FORMAT AND CONTENT

Proposals should be typed with a standard 12-point font, double-spaced and submitted on 8 1/2" x 11" size paper. Charts and schedules may be included in 11"x17" format. Proposals should not include any unnecessarily elaborate or promotional materials. Proposals should not exceed fifty (50) pages in length, excluding any appendices, cover letters, resumes, or forms.

1. Letter of Transmittal*

The Letter of Transmittal shall at a minimum, contain the following:

a. Identification of Offeror that will have contractual responsibility with the Authority. Identification shall include legal name of company, corporate address, telephone and fax number, and email address. Include name, title, address, email address, and telephone number of the contact person identified during period of proposal evaluation.

b. Identification of all proposed subcontractors including legal name of company, contact person's name and address, phone number and fax number, and email address; relationship between Offeror and subcontractors, if applicable.

c. A statement to the effect that the proposal shall remain valid for a period of not less than 120 days from the date of submittal.

d. Signature of a person authorized to bind Offeror to the terms of the proposal.

e. Signed statement attesting that all information submitted with the proposal is true and correct.

*Response required

2. Qualifications, Related Experience and References to Offeror

This section of the proposal should establish the ability of Offeror to satisfactorily perform the required work by reasons of: experience in performing work of a similar nature; demonstrated competence in the services to be provided; strength and stability of the firm; staffing capability; work load; record of meeting schedules on similar projects; and supportive client references.

Offeror to provide:

Profile of Firm*

Provide a brief profile of the firm, including the types of services offered; the year founded; form of the organization (corporation, partnership, sole proprietorship); number, size and location of offices; and number of employees.

*Response required

Firm's Financial Condition*

Provide a general description of the firm's financial condition and identify any conditions (e.g., bankruptcy, pending litigation, planned office closures, impending merger) that may impede Offeror's ability to complete the project.

*Response required

Firm's Experience*

Describe the firm's experience in performing work of a similar nature to that solicited in this RFP, and highlight the participation in such work by the key personnel proposed for assignment to this project.

*Response required

Subcontractors*

Identify subcontractors by company name, address, contact person, telephone number, email, and project function. Describe Offeror's experience working with each subcontractor.

*Response required

Lobbying or Advocating Services on Behalf of Offeror*

Identify all firms hired or retained to provide lobbying or advocating services on behalf of the Offeror by company name, address, contact person, telephone number and email address. This information is required to be provided by the Offeror immediately during the evaluation process, if a lobbyist or advocate is hired or retained.

*Response required

References*

Provide as a minimum three (3) references for the projects cited as related experience, and furnish the name, title, address, telephone number, and email address of the person(s) at the client organization who is most knowledgeable about the work performed. Offeror may also supply references from other work not cited in this section as related experience.

*Response required

Do you have a Dun & Bradstreet (DUNS) number? If so, enter it here.

Do you have an Unique Entity Identifier (UEI) number? If so, enter it here.

3. Proposed Staffing and Project Organization

This section of the proposal should establish the method, which will be used by the Offeror to manage the project as well as identify key personnel assigned.

Offeror to:

Identify Key Personnel*

Identify key personnel proposed to perform the work and include major areas of subcontract work. Include the person's name, current location, proposed position for this project, current assignment, level of commitment to that assignment, availability for this assignment and how long each person has been with the firm.

*Response required

Resumes of Key Personnel*

Furnish brief resumes (not more than two [2] pages each) for the proposed Project Manager and other key personnel that includes education, experience, and applicable professional credentials.

*Response required

Project Organization Chart*

Provide a project organization chart, which clearly delineates communication/reporting relationships among the project staff.

*Response required

Key Personnel Availability*

Provide a statement that key personnel will be available to the extent proposed for the duration of the project acknowledging that no person designated as "key" to the project shall be removed or replaced without the prior written concurrence of the Authority.

*Response required

4. Work Plan

Offeror should provide a narrative, which addresses the Scope of Work, and shows Offeror's understanding of Authority's needs and requirements.

Offeror to:

Approach*

Describe the approach to completing the Scope of Work. The approach to the work plan shall be of such detail to demonstrate the Offeror's ability to accomplish the project objectives and overall schedule.

*Response required

Sequence of Activities*

Outline sequentially the activities that would be undertaken in completing the work and specify who would perform.

*Response required

Quality Control Methods*

Identify methods that Offeror will use to ensure quality control as well as budget and schedule control for the project.

*Response required

Special Issues or Problems*

Identify any special issues or problems that are likely to be encountered in this project and how the Offeror would propose to address them.

*Response required

Enhancements or Procedural/Technical Innovations to Scope of Work*

Offeror is encouraged to propose enhancements or procedural or technical innovations to the Scope of Work that do not materially deviate from the objectives or required content of the project.

Do you have any such enhancements or innovations to propose?

☐ Yes
☐ No

*Response required

When equals "Yes"

Enhancements or Innovations*

You have indicated that you have enhancements or procedural or technical innovations to the Scope of Work to propose. As previously stated, such enhancements or innovations must not materially deviate from the objectives or required content of the project.

*Response required

5. Exceptions/Deviations

State any technical and/or contractual exceptions and/or deviations from the requirements of this RFP, including the Authority's technical requirements and contractual terms and conditions set forth in the Scope of Work (Exhibit A) and Proposed Agreement (Exhibit C), using the form entitled "Proposal Exceptions and/or Deviations" included in this RFP. This Proposal Exceptions and/or Deviations form must be included in the original proposal submitted by the Offeror. If no technical or contractual exceptions and/or deviations are submitted as part of the original proposal, Offerors are deemed to have accepted the Authority's technical requirements and contractual terms and conditions set forth in the Scope of Work (Exhibit A) and Proposed Agreement (Exhibit C). Offerors will not be allowed to submit the Proposal Exceptions and/or Deviations form or any technical and/or contractual exceptions after the proposal submittal date identified in the RFP. Exceptions and/or deviations submitted after the proposal submittal date will not be reviewed by Authority.

All exceptions and/or deviations will be reviewed by the Authority and will be assigned a "pass" or "fail" status. Exceptions and deviations that "pass" do not mean that the Authority has accepted the change but that it is a potential negotiable issue. Exceptions and deviations that receive a "fail" status means that the requested change is not something that the Authority would consider a potential negotiable issue. Offerors that receive a "fail" status on their exceptions and/or deviations will be notified by the Authority and will be allowed to retract the exception and/or deviation and continue in the evaluation process. Any exceptions and/or deviation that receive a "fail" status and the Offeror cannot or does not retract the requested change may result in the firm being eliminated from further evaluation.

Exceptions or Deviations*

Do you have any exceptions and/or deviations from the requirements of this RFP?

☐ Yes
☐ No

*Response required

When equals "Yes"

Exceptions or Deviations - Yes*

Offerors shall complete the form entitled “Proposal Exceptions and/or Deviations” provided in this RFP and submit it as part of the proposal. For each exception and/or deviation, a new form should be used, identifying the exception and/or deviation and the rationale for requesting the change. Exceptions and/or deviations submitted after the proposal submittal date will not be reviewed nor considered by the Authority.

- Proposal_Exceptions_and_Dev...

*Response required

6. Cost and Price Proposal

As part of the cost and price proposal, the Offeror shall submit proposed pricing to provide the services described in the Scope of Work for this RFP.

Price Summary Sheet*

The Offeror shall complete the "Price Summary Sheet" form included with this RFP (Exhibit B), and furnish any narrative required to explain the prices quoted in the schedules. It is anticipated that the Authority will issue a time and expense-price contract specifying fully burdened labor rates and anticipated expenses to complete the Scope of Work.

*Response required

7. Forms

Campaign Contribution Disclosure Form*

In conformance with the statutory requirements of the State of California Government Code Section 84308, part of the Political Reform Act and Title 2, California Code of Regulations 18438 through 18438.8, regarding campaign contributions to members of appointed Board of Directors, Offeror is required to complete and sign the Campaign Contribution Disclosure Form provided in this RFP and submit as part of the proposal.

This form must be completed regardless of whether a campaign contribution has been made or not and regardless of the amount of the contribution.

The prime contractor, subconsultants, lobbyists and agents are required to report all campaign contributions made from the proposal submittal date up to and until the Board of Directors makes a selection.

Offeror is required to submit only one copy of the completed form(s) as part of its proposal and it must be included in only the original proposal.

Offeror is required to report any campaign contributions made by the prime contractor, subconsultants, lobbyists and agents after the proposal submittal date, and up to the anticipated Board of Directors selection on April 27, 2026. The offeror shall use the campaign contribution form for any additional reporting. The forms must be submitted at least 15 calendar days prior to the Board Committee date on April 9, 2026 and sent via e-mail to the Contract Administrator.

- Campaign_Contribution_Discl...

*Response required

Status of Past and Present Contracts Form*

Offeror shall complete and sign the form entitled “Status of Past and Present Contracts” provided in this RFP and submit as part of its proposal. Offeror shall identify the status of past and present contracts where the firm has either provided services as a prime vendor or a subcontractor during the past five (5) years in which the contract has been the subject of or may be involved in litigation with the contracting authority. This includes, but is not limited to, claims, settlement agreements, arbitrations, administrative proceedings, and investigations arising out of the contract. Offeror shall have an ongoing obligation to update the Authority with any changes to the identified contracts and any new litigation, claims, settlement agreements, arbitrations, administrative proceedings, or investigations that arise subsequent to the submission of Offeror's proposal.

A separate form must be completed for each identified contract. Each form must be signed by the Offeror confirming that the information provided is true and accurate. Offeror is required to submit the completed form(s) as part of its proposal.

- Status_of_Past_and_Present_...

*Response required

8. Submittal

Appendices*

Information considered by Offeror to be pertinent to this project and which has not been specifically solicited in any of the aforementioned sections may be placed in a separate appendix section. Offerors are cautioned, however, that this does not constitute an invitation to submit large amounts of extraneous materials. Appendices should be relevant and brief.

*Response required

Licenses and Certifications

Provide confirmation that the firm has the necessary licensing and certifications indicated in the Scope of Work and required by the State of California to perform the work.

*Response required

Submittal Confirmation*

Proposer hereby certifies that all information provided within this proposal is accurate to the best of their knowledge. Proposer acknowledges that they have examined and carefully studied all RFP and Contract Documents and any Addenda and that they have provided any necessary proof of their authority to submit a proposal on behalf of the Company/Firm Name stated on the proposal thereby committing the Company/Firm to the information contained within.

☐ Please confirm

*Response required

SECTION III. EVALUATION AND AWARD

A. EVALUATION CRITERIA

The Authority will evaluate the offers received based on the following criteria:

1. Proposal Evaluation

No.	Evaluation Criteria	Scoring Method	Weight (Points)
1.	**Qualifications of the Firm** Technical experience in performing work of a closely similar nature; strength and stability of the firm; strength, stability, experience and technical competence of subcontractors; assessment by client references.	0-5 Points	30 *(30% of Total)*
2.	**Staffing and Project Organization** Qualifications of project staff, particularly key personnel and especially the Project Manager; key personnel's level of involvement in performing related work cited in "Qualifications of the Firm" section; logic of project organization; adequacy of labor commitment; concurrence in the restrictions on changes in key personnel.	0-5 Points	20 *(20% of Total)*
3.	**Work Plan** Depth of Offeror's understanding of Authority's requirements and overall quality of work plan; logic, clarity and specificity of work plan; appropriateness of resource allocation; reasonableness of proposed schedule; utility of suggested technical or procedural innovations.	0-5 Points	25 *(25% of Total)*
4.	**Cost and Price** Reasonableness of rates; competitiveness with other offers received; adequacy of data in support of figures quoted.	0-5 Points	25 *(25% of Total)*

B. EVALUATION PROCEDURE

An evaluation committee will be appointed to review all proposals received for this RFP. The committee is comprised of Authority staff and may include outside personnel. The committee members will evaluate the written proposals using criteria identified in Section III A. A list of top ranked proposals, firms within a competitive range, will be developed based upon the totals of each committee members' score for each proposal.

During the evaluation period, the Authority may interview some or all of the proposing firms. The Authority has established January 29, 2026, as the date(s) to conduct interviews. All prospective Offerors are asked to keep this date available. No other interview dates will be provided, therefore, if an Offeror is unable to attend the interview on this date, its proposal may be eliminated from further discussion. The interview may consist of a short presentation by the Offeror after which the evaluation committee will ask questions related to the firm's proposal and qualifications.

At the conclusion of the proposal evaluations, the evaluation committee will score the proposals to develop a competitive range. Offerors remaining within the competitive range may be asked to submit a Best and Final Offer (BAFO). In the BAFO request, the firms may be asked to provide additional information, confirm or clarify issues and submit a final cost/price offer. A deadline for submission will be stipulated.

At the conclusion of the evaluation process, the evaluation committee will recommend to the Transit Committee on <insert date>, the Offeror with the highest final ranking or a short list of top ranked firms within the competitive range whose proposal(s) is most advantageous to the Authority. The Board Committee will review the evaluation committee's recommendation and forward its recommendation to the Board of Directors for final action on April 27, 2026.

C. AWARD

The Authority's Board of Directors will consider the selection of the firm(s) recommended by the Board Committee.

The Authority may also negotiate contract terms with the selected Offeror prior to award, and expressly reserves the right to negotiate with several Offerors simultaneously and, thereafter, to award a contract to the Offeror offering the most favorable terms to the Authority.

Offeror acknowledges that the Authority's Board of Directors reserves the right to award this contract in its sole and absolute discretion to any Offeror to this RFP regardless of the evaluation committee's recommendation or recommendation of a Board Committee.

The Authority reserves the right to award its total requirements to one Offeror or to apportion those requirements among several Offerors as the Authority may deem to be in its best interest. In addition, negotiations may or may not be conducted with Offerors; therefore, the proposal submitted should contain Offeror's most favorable terms and conditions, since the selection and award may be made without discussion with any Offeror.

The selected Offeror will be required to submit to the Authority's Accounting department a current IRS W-9 form prior to commencing work.

D. NOTIFICATION OF AWARD AND DEBRIEFING

Offerors who submit a proposal in response to this RFP shall be notified via the Authority's OpenGov Procurement portal. Such notification shall be made within three (3) business days of the date the contract is awarded.

Offerors who were not awarded the contract may obtain a debriefing concerning the strengths and weaknesses of their proposal. Unsuccessful Offerors, who wish to be debriefed, must request

the debriefing in writing or electronic mail and the Authority must receive it within three (3) business days of notification of the contract award.

SCOPE OF WORK

Detailed Bus Cleaning and Pesticide Application Services

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1. GENERAL

The Orange County Transportation Authority (OCTA) requires detailed bus cleaning and pesticide application services for approximately:

- Four hundred ninety-two (492) 40-foot transit buses
- Thirty-six (36) articulated 60-foot buses
- Twelve (12) 30-foot transit buses
- Two hundred forty-six (246) 23-foot paratransit buses
- Four (4) 20-foot cutaway paratransit buses
- Fifty (50) Non-Revenue Passenger Vehicles
- Eight (8) 90-foot electric streetcars

Services shall be performed at six (6) OCTA locations throughout Orange County as specified herein.

Cleaning is a critical element of OCTA's pest management program, providing pest prevention and removal of pesticide residues following application. The Contractor shall possess all required licenses and certifications issued by the State of California, including but not limited to: Pest Control Business License, Qualified Applicator License or Certificate, and Structural Pest Control Board License.

2. REQUIREMENTS

2.1. Labor and Materials

Contractor shall provide, on a scheduled basis, all labor, materials, and supplies to perform pesticide application and bus cleaning services for OCTA.

2.2. Task Understanding

Contractor shall have a full understanding of all cleaning and pesticide application tasks and shall manage all contract activities, scheduling, staffing, and quality control.

2.3. Scheduling

A schedule shall be developed as a guideline that facilitates pesticide bait replacement and cleaning of all buses, streetcars, and passenger vehicles per the frequency specified in Section 7. The schedule shall maximize weekend cleaning to minimize weekday service disruption. Contractor shall coordinate with OCTA base staff to ensure vehicles are available, particularly for late-returning units.

2.4. Point of Contact

Contractor shall provide a single point of contact and an alternate for the term of the contract, both capable of managing all aspects of service delivery as well as subcontractor coordination.

2.5. Uniforms and Identification

All personnel shall wear clean uniforms identifying the Contractor's name and shall display an identification badge at all times while on OCTA property.

2.6. Supervision

A qualified, English-speaking supervisor shall be present at each work location during all operations. The supervisor shall be responsible for directing the work crew, ensuring compliance with safety rules, and maintaining work quality.

2.7. Equipment and Supplies

Contractor shall provide all tools, cleaning supplies, and equipment necessary to complete the services described herein. All chemicals and materials shall comply with current Environmental Protection Agency (EPA) and Occupational Safety and Health Administration (OSHA) requirements.

Chemicals used to clean surfaces and floors cannot leave a residue on surfaces that leave a residue or can cause damage to clothing. Contractor must not use heavy duty cleaning pads that can damage any surfaces.

2.8. Safety and PPE

Contractor shall comply with all applicable safety regulations, including Cal-OSHA standards. Personnel shall wear personal protective equipment (PPE) appropriate to the work performed and/or location of work bring performed.

OCTA will provide a mandatory four (4)-hour OC Streetcar Roadway Worker Program training/qualification for Contractor field representatives designated to work near the OC Streetcar facility, tracks, and/or the overhead contact system. Contractor shall ensure that all designated field representatives complete this training, remain up to date, and renew it annually. At the discretion of OC Streetcar Maintenance and Storage Facility (MSF) supervision, training may be scheduled on the same day as approved work but must be satisfactorily completed prior to beginning any cleaning work. Training time shall be reimbursable at the applicable straight-time billing rate under the Agreement.

Minimum PPE requirements at Streetcar MSF and all OCTA bus bases:

- Yards - orange hi-visibility vest, closed toe shoes.
- Maintenance Shops & Washes - ASTM F2413 EH rated safety shoes. Orange hi-visibility vests, and clear safety glasses with side shields.

2.9. Acceptance Inspection

All completed work is subject to inspection by OCTA's designated representative. Deficiencies shall be corrected at no additional cost to OCTA.

2.10. Transportation and Vehicle Use

Buses shall be delivered to the cleaning area by maintenance personnel for the scheduled service. After cleaning, maintenance personnel shall return the buses to the designated parking stall. No laundry facilities will be provided for the cleaning crews. All movement of streetcars will be directed by the Operations Control Center.

Contractor's vehicles shall comply with OCTA yard traffic rules. All drivers must observe posted speed limits (maximum 10 mph) and designated parking areas

2.11. Facility Access and Utilities

Contractor shall coordinate access with OCTA base management. Contractor shall not use OCTA facilities beyond authorization. OCTA shall provide all facilities and utilities to perform the cleaning services. The cleaning shall only be performed in the designated cleaning areas at each of the maintenance bases. The vacuum system at the cleaning stations is to be used for dry vacuum process only. This system will not be used to vacuum water or wet materials.

2.12. Work Hours

Typical work shall be performed between 8:00 p.m. and 5:00 a.m. unless otherwise authorized. Work hours may vary depending on operational needs and coordination with base staff.

Streetcar cleaning services shall be performed after hours and on weekends whenever possible to minimize weekday service disruptions and maintain regular passenger operations.

3. LOCATIONS

Services shall be performed at the following OCTA facilities:

- Santa Ana – 4301 West MacArthur Blvd. Santa Ana, CA 92704
- Garden Grove Base – 11790 Cardinal Circle, Garden Grove, CA 92843
- Irvine Sand Canyon – 14736 Sand Canyon Road, Irvine, CA 92618
- Anaheim – 1717 E. Via Burton, Anaheim, CA 92806
- Irvine Construction Circle – 16281 Construction Circle West, Irvine, CA 92606
- OC Streetcar MSF – 2008 West 5th Street, Santa Ana, CA 92703

4. PEST MANAGEMENT AND PESTICIDE APPLICATION

4.1. General Requirements

Transit buses and streetcars routinely require pest management services, primarily to control cockroach infestations. If other pests such as spiders, fleas, lice, and ants are detected, Contractor shall provide appropriate treatment.

OCTA's pest management program combines the licensed application of pesticides with thorough cleaning and detailing services performed by the Contractor.

All pesticide applications shall be completed prior to each scheduled cleaning in accordance with applicable federal, state, and local regulations. Contractor must hold all licenses and certifications required by the State of California, including those issued by the Department of Pesticide Regulation, Structural Pest Control Board, and Cal-OSHA.

All pesticide and chemical agents used under this contract shall be approved for use by all governing regulatory agencies and reviewed by OCTA's Safety Department prior to use.

4.2. Pesticide Application Procedures

All pesticide applications shall be performed by licensed personnel. Pesticide applications shall occur immediately before each scheduled cleaning to ensure optimal effectiveness and safety.

Chemical Application Notice: Prior to any pesticide application, the Contractor shall complete a Chemical Application Notice as required by the California Code of Regulations, Department of Pesticide Regulation, Structural Pest Control Board, and Cal-OSHA. A copy of this notice shall be presented to the OCTA shift supervisor before work begins. A *posting copy* shall be displayed on the employee bulletin board or another conspicuous area for at least twenty-four (24) hours after application.

4.3. Bait Application

Bait shall be specifically targeted for cockroach control and must contain no volatile organic compounds (VOCs), solvent systems, or odors that could adversely affect passengers or personnel.

a. Bait shall be applied prior to each basic cleaning, distributed throughout the vehicle in voids, behind panels, under rear seats, and in crevices where cockroaches may thrive.
b. The bait shall have a minimum effective life span of ninety (90) days in the field.

4.4. Spraying and Fogging

Spraying or fogging shall be performed on an as-needed basis when infestation levels warrant, and always immediately prior to cleaning.

a. Spraying: Application shall consist of pyrethrin-based pesticide delivered via an aliphatic or chlorinated hydrocarbon carrier. Spraying shall target the following areas: floor-to-side-wall interface, rear floor-to-seat-deck interface, side-wall-to-seat-rail track interface, front floor-to-lower-dash-panel interface, and beneath the rearmost passenger bench seat.

b. Fogging: Fogging shall follow spraying to stimulate insect movement and encourage contact with treated surfaces. Quantity shall be sufficient to promote insect exposure without residue accumulation.

c. Safety and Airing Out: During spraying and fogging, buses shall display warning signage on the front windshield and each door to prevent entry. Treated buses shall remain secured for three (3) to four (4) hours after application, followed by a minimum one (1)-hour airing period before occupancy is permitted. After the airing period, signage shall be removed and the bus cleared for cleaning and operational use.

d. Seasonal Pest Treatment: Between May 1 and September 30, up to thirty (35) buses/ streetcars per week at each location, in addition to regularly scheduled units, shall receive treatment for other pests such as spiders, fleas, lice, and ants. These seasonal treatments are performed in addition to normal baiting applications.

4.5. Product Approval and Safety

All pesticides and chemical agents used under this contract must be approved for use by applicable state and federal regulatory agencies, applied strictly in accordance with manufacturer recommendations and safety data sheets (SDS), and reviewed and accepted by OCTA's Safety Department prior to initial application.

5. SAMPLE VEHICLES

Prior to the commencement of full contract services, Contractor shall perform complete detailed cleaning and pesticide application on one (1) each designated *sample bus* and *streetcar*. The purpose of the sample vehicle is to establish OCTA's performance standard for cleaning and pesticide application quality.

The sample vehicle shall be inspected and approved by the OCTA Project Manager, or designated personnel, prior to authorization for full production cleaning. Any deficiencies identified during inspection shall be corrected promptly at no additional cost to OCTA. Once approved, the sample bus will serve as the benchmark for cleanliness, detailing, and pesticide application performance for the duration of the contract.

6. GENERAL CLEANING AND SAFETY PROVISIONS

Extreme care must be taken and safeguards established to protect all electrical components and systems from water damage during the cleaning process. Under no circumstances shall free-flowing water (such as from water hoses) be allowed in the interior of any bus.

Contractor shall use damp mops and towels only when cleaning interior surfaces. All towels shall be lint-free microfiber type to eliminate lint residue and remnants on all surfaces.

Contractor shall remove graffiti using only approved chemicals. All gum must be removed from floors, behind bench seats, and underneath seats.

On-board signage shall not be removed. Only dust-cleaning of signs is permitted. OCTA books and brochures shall be removed before cleaning and returned once cleaning is completed. Bus books and brochures must not be discarded.

Prior to leaving the base, all standing water and debris must be swept and removed from the bus/streetcar cleaning bays. The cleaning area shall be left in a clean and orderly condition at the end of each shift.

These provisions apply to all vehicle types and all service frequencies described herein.

7. WORK PLAN BY SERVICE FREQUENCY

7.1. Quarterly Services (40-Foot Transit Buses, 60-Foot Articulated Transit Buses, and 90-foot Electric Streetcars)

Perform detailed interior and exterior cleaning and pesticide bait application every three (3) months for all listed vehicle types. Streetcar services shall follow the same general cleaning and pest-control standards as transit buses, with adjustments necessary to accommodate streetcar interior layouts and materials detailed interior and exterior cleaning and pesticide bait application every three (3) months.

Each scheduled streetcar shall be inspected by the Contractor within four (4) hours of completion to ensure that the level of quality meets OCTA standards.

Tasks Include:

- Driver’s Area: Clean dash panel, side panels, modesty panels, HVAC grills, farebox, and area behind driver’s seat.
- Passenger Area: Clean side panels, ceilings, vents, handrails, window frame, seat frame crossbars, and emergency boxes. Thoroughly brush clean all screws and metal plates within the seats, bench seats, and handrails.

- Seats: Clean all seats including cushions and backs, by brushing, vacuuming and, if required, gum removal and/or scrubbing of spots/stains. OCTA employees will lift rear bench seat to allow Contractor to clean underneath the seat, and over the engine compartment when requested. Contractor will request replacement of damaged seats from OCTA cleaning coordinator, when required.
- Floors, including driver's area, passenger area, wheel housing, and steps: Remove trash, sweep, scrub, and mop; remove gum, yellow stains, and residue.
- Glass: Clean all interior and exterior glass, acrylic, and mirrors; remove exterior water spots from the front windshield, driver's side window, front door upper glass, and mirrors.
- Ramp Area: Open wheelchair ramp, blow out or vacuum debris, and clean with appropriate chemical cleaner.
- Pest Control: Apply bait in voids, under seats, and within panels.
- Finishing: Remove all trash, wipe down surfaces to remove chemical residue, and ensure a bright, clean appearance.

7.2. Semi-Annual Services (30-Foot and Paratransit Buses)

Perform comprehensive interior cleaning and pesticide bait application twice per year.

Where Applicable, tasks Include:

- Driver's Area: Clean dash panel, side panels, modesty panels, HVAC grills, farebox, and area behind driver's seat.
- Passenger Area: Clean side panels, ceilings, vents, handrails, window frame, seat frame crossbars, and emergency boxes. Thoroughly brush clean all screws and metal plates within the seats, bench seats, and handrails.
- Seats: Clean all seats including cushions and backs, by brushing, vacuuming and, if required, gum removal and/or scrubbing of spots/stains. OCTA employees will lift rear bench seat to allow Contractor to clean underneath the seat, and over the engine compartment when requested. Contractor will request replacement of damaged seats from OCTA cleaning coordinator, when required.
- Floors, including driver's area, passenger area, wheel housing, and steps: Remove trash, sweep, scrub, and mop; remove gum, yellow stains, and residue.
- Glass: Clean all interior and exterior glass, acrylic, and mirrors; remove exterior water spots from the front windshield, driver's side window, front door upper glass, and mirrors.
- Ramp Area: Open wheelchair ramp, blow out or vacuum debris, and clean with appropriate chemical cleaner.
- Pest Control: Apply bait in voids, under seats, and within panels.
- Finishing: Remove all trash, wipe down surfaces to remove chemical residue, and ensure a bright, clean appearance.
- Supplemental tasks: Requested tasks which may be required on an as needed basis.

7.3. Annual Services

Perform one (1) annual cleaning and detailing of non-revenue passenger vehicles.

Tasks Include:

- Shampoo seats, belts, carpet; scrub plastic panels.
- Clean all glass and mirrors.
- Wash and wax exterior, buffing as required.
- Clean dash, console, and doors; apply protectant as specified.
- Supplemental tasks: Requested tasks which may be required on an as needed basis.

7.4. As-Needed Services (Supplemental Cleaning Tasks)

Performed as directed by OCTA's Fleet Management with no guaranteed usage.

Tasks may include, but are not limited to, the following:

a. Exterior Window Cleaning and Sealing
   Clean and seal exterior bus windows using *Navajo Pumice* for glass and *Cerium Oxide* for acrylic surfaces. Buff and clean all exterior windows to remove water spotting, mineral deposits, and scale. After thorough cleaning, apply OCTA-reviewed/ approved sealant to protect and maintain finish.

b. Non-Revenue Passenger Vehicles
   Provide complete cleaning and detailing services in accordance with the following:

   - Scrub the entire front dash and plastic sidekick panels in the driver's and passenger's foot area.
   - Scrub all four doors, including the center door beam between front and rear doors.
   - Shampoo front seats, rear back seats, and clean the center console.
   - Shampoo all seat belts.
   - Shampoo the entire interior carpet of the vehicle.
   - Wash exterior of the car and all four tires.
   - Apply protectant (such as Armor-All) to the front dash, center console, and all doors, including center door beams and tires. **Do not apply Armor-All to the steering wheel or steering column.**
   - Wax the exterior of the vehicle with approved car wax; buffing is preferred.

c. Spraying or fogging pesticide applications for roaches, fleas, or other infestations.

d. Increase in pest control during summer months to manage seasonal pest activity.

e. Targeted re-cleaning or special detailing of specific vehicles as requested.

8. PERFORMANCE EXPECTATIONS

OCTA considers standard cleaning performance to be satisfactory; however, detailing services must reflect greater thoroughness and attention to detail.

Areas for Improvement Emphasis:

- Cleaning behind and beneath seats, and under seat frame crossbars.
- Consistent cleaning of modesty panels and HVAC grills.
- Thorough glass spot removal and inspection for clarity in high-glare areas.
- Enhanced pest control during summer months to manage roaches and fleas.

OCTA reserves the right to provide feedback and require corrective action when detailing performance falls below expected standards.

9. WORK RULES

- Check-In Procedure: Contractor shall report to the maintenance supervisor upon arrival and departure.
- Safety & PPE Requirements: All workers shall wear required personal protective equipment.
- Vehicle Use: Contractor vehicles shall observe OCTA traffic and parking rules; maximum yard speed is 10 mph.
- Electronic Devices: Cell phone and radio use are not permitted while operating any vehicle or equipment within OCTA facilities or while walking through any base lot.
- Housekeeping: Work areas shall be left clean and free of debris upon completion of each shift.

10. ACCEPTANCE AND INSPECTION

Each completed service shall be inspected by OCTA's designated fleet supervisor. Any vehicle or area not meeting cleanliness or pest management standards shall be re-cleaned or re-treated promptly at no additional cost to OCTA.

RFP 250080
EXHIBIT B

PRICE SUMMARY SHEET

Enter below the firm-fixed, fully-burdened rates, to include all direct costs, indirect costs, including all labor, supplies, and profits to provide the services as described in Exhibit A, Scope of Work. Pricing provided shall take into consideration any and all changes to minimum wage during the initial term and option terms of the contract. Prices quoted shall remain firm for the terms indicated. Contractors must provided pricing for all line items for the five (5) years, failure to provide pricing for all years shall result in a non-responsive proposal. Estimated quantities are for evaluation purposes only and does not guarantee any maximum or minimum usage.

Initial Term: Three (3)-Years Effective May 1, 2026 Through April 30, 2029
Option Term:Two (2)-Years Effective May 1, 2029 Through April 30, 2031

Enter pricing data in white boxes only, blue boxes self-calculate

Bus Cleaning and Baiting Services

Item	Description	Est. Qty Per Year	Year 1 Pricing: 05/01/26 - 04/30/27 Price per Each Bus	Extended Pricing Year One	Year 2 Pricing: 05/01/27 - 04/30/28 Price per Each Bus	Extended Pricing Year Two	Year 3 Pricing: 05/01/28 - 04/30/29 Price per Each Bus	Extended Pricing Year Three	Option Term Year 1 Pricing: 05/01/29 - 04/30/30 Price per Each Bus	Extended Pricing Option Term Year One	Option Term Year 2 Pricing: 05/01/30 - 04/30/31 Price per Each Bus	Extended Pricing Option Term Year Two
60-foot Transit Buses (approx. 36 buses)												
1	Quarterly Cleaning Tasks	4		$ -		$ -		$ -		$ -		$ -
2	Quarterly Pesticide/ Bait Application	4		$ -		$ -		$ -		$ -		$ -
3	Spraying and Fogging	1		$ -		$ -		$ -		$ -		$ -
4	Detail Bus Interior Cleaning following Spraying and Fogging	1		$ -		$ -		$ -		$ -		$ -
Subtotal per Year			$ -		$ -		$ -		$ -		$ -	
Total for 36 Buses			$ -		$ -		$ -		$ -		$ -	
40-foot Transit Buses (approx. 492 buses)												
5	Quarterly Cleaning Tasks	4		$ -		$ -		$ -		$ -		$ -
6	Quarterly Pesticide/ Bait Application	4		$ -		$ -		$ -		$ -		$ -
7	Spraying and Fogging	1		$ -		$ -		$ -		$ -		$ -
8	Detail Bus Interior Cleaning following Spraying and Fogging	1		$ -		$ -		$ -		$ -		$ -
Subtotal per Year			$ -		$ -		$ -		$ -		$ -	
Total for 492 Buses			$ -		$ -		$ -		$ -		$ -	
30-foot Transit Buses (approx. 12 buses)												
9	Semi-Annual Cleaning Tasks	2		$ -		$ -		$ -		$ -		$ -
10	Semi-Annual Pesticide/ Bait Application	2		$ -		$ -		$ -		$ -		$ -
11	Spraying and Fogging	1		$ -		$ -		$ -		$ -		$ -
12	Detail Bus Interior Cleaning following Spraying and Fogging	1		$ -		$ -		$ -		$ -		$ -
Subtotal per Year			$ -		$ -		$ -		$ -		$ -	
Total for 12 Buses			$ -		$ -		$ -		$ -		$ -	
Paratransit buses (approx. 246 23-Foot & approx. 4 20-Foot Buses)												
13	Semi-Annual Cleaning Tasks	2		$ -		$ -		$ -		$ -		$ -
14	Semi-Annual Pesticide/ Bait Application	2		$ -		$ -		$ -		$ -		$ -
15	Spraying and Fogging	1		$ -		$ -		$ -		$ -		$ -
16	Detail Bus Interior Cleaning following Spraying and Fogging	1		$ -		$ -		$ -		$ -		$ -
Subtotal per Year			$ -		$ -		$ -		$ -		$ -	
Total for 250 Buses			$ -		$ -		$ -		$ -		$ -	
90-foot Streetcars (approx. 8 cars)												
17	Quarterly Cleaning Tasks	4		$ -		$ -		$ -		$ -		$ -
18	Quarterly Pesticide/ Bait Application	4		$ -		$ -		$ -		$ -		$ -
19	Spraying and Fogging	1		$ -		$ -		$ -		$ -		$ -
20	Detail Bus Interior Cleaning following Spraying and Fogging	1		$ -		$ -		$ -		$ -		$ -
Subtotal per Year			$ -		$ -		$ -		$ -		$ -	
Total for 8 Streetcars			$ -		$ -		$ -		$ -		$ -	
Supplemental Cleaning Tasks												
21	Window Cleaning and Sealing - 60-foot buses	36		$ -		$ -		$ -		$ -		$ -
22	Window Cleaning and Sealing - 40-foot buses	100		$ -		$ -		$ -		$ -		$ -
23	Window Cleaning and Sealing - 30-foot buses	12		$ -		$ -		$ -		$ -		$ -
24	Window Cleaning and Sealing - 20 & 23-foot buses	70		$ -		$ -		$ -		$ -		$ -
25	Window Cleaning and Sealing - 90-foot streetcars	8		$ -		$ -		$ -		$ -		$ -
26	Annual Non-Revenue Passenger Vehicle Cleaning	60		$ -		$ -		$ -		$ -		$ -
Subtotal per Year			$ -		$ -		$ -		$ -		$ -	

Total for 3-Year Initial Term	$ -
Total for 2-year Option Term	$ -
GRAND TOTAL	$ -

PRICE SUMMARY SHEET

FIRM ACKNOWLEDGMENT:

The undersigned, upon acceptance, agrees to provide the service in accordance with the terms, conditions, and requirements as contained in RFP 250080 and the supporting documents for all prices proposed.

1. I acknowledge receipt of RFP 250080 and Addenda No.(s) _____.

2. This offer shall remain firm for _____ days from the date of proposal.
(Minimum of 120)

COMPANY NAME _____

ADDRESS _____

TELEPHONE _____

FACSIMILE # _____

EMAIL ADDRESS _____

SIGNATURE OF PERSON AUTHORIZED TO BIND OFFEROR _____

NAME AND TITLE OF PERSON AUTHORIZED TO BIND OFFEROR _____

DATE SIGNED _____

PROPOSED AGREEMENT NO. 250080

BETWEEN

ORANGE COUNTY TRANSPORTATION AUTHORITY

AND

TBD

THIS AGREEMENT is effective as of this _____ day of _____, 2026 ("Effective Date"), by and between the Orange County Transportation Authority, 550 South Main Street, P.O. Box 14184, Orange, CA 92863-1584, a public corporation of the State of California (hereinafter referred to as "AUTHORITY"), 550 South Main Street, P.O. Box 14184, Orange, CA 92863-1584 and _____ (hereinafter referred to as "CONTRACTOR").

WITNESSETH:

WHEREAS, AUTHORITY requires assistance from CONTRACTOR to provide Detail Bus and Streetcar Cleaning and Pesticide Application Services; and

WHEREAS, said work cannot be performed by the regular employees of AUTHORITY; and

WHEREAS, CONTRACTOR has represented that it has the requisite personnel and experience, and is capable of performing such services; and

WHEREAS, CONTRACTOR wishes to perform these services; and

NOW, THEREFORE, it is mutually understood and agreed by AUTHORITY and CONTRACTOR as follows:

ARTICLE 1. COMPLETE AGREEMENT

A. This Agreement, including all exhibits and documents incorporated herein and made applicable by reference, constitutes the complete and exclusive statement of the terms and conditions of this Agreement between AUTHORITY and CONTRACTOR and it supersedes all prior representations, understandings and communications. The invalidity in whole or in part

of any term or condition of this Agreement shall not affect the validity of other terms or conditions.

B. AUTHORITY's failure to insist in any one or more instances upon CONTRACTOR's performance of any terms or conditions of this Agreement shall not be construed as a waiver or relinquishment of AUTHORITY's right to such performance or to future performance of such terms or conditions and CONTRACTOR's obligation in respect thereto shall continue in full force and effect. Changes to any portion of this Agreement shall not be binding upon AUTHORITY except when specifically confirmed in writing by an authorized representative of AUTHORITY by way of a written amendment to this Agreement and issued in accordance with the provisions of this Agreement.

ARTICLE 2. AUTHORITY DESIGNEE

The Chief Executive Officer of AUTHORITY, or designee, shall have the authority to act for and exercise any of the rights of AUTHORITY as set forth in this Agreement.

ARTICLE 3. SCOPE OF WORK

A. CONTRACTOR shall perform the work necessary to complete in a manner satisfactory to AUTHORITY the services set forth in Exhibit A, entitled "Scope of Work," attached to and, by this reference, incorporated in and made a part of this Agreement. All services shall be provided at the times and places designated by AUTHORITY.

B. CONTRACTOR shall provide the personnel listed below to perform the above-specified services, which persons are hereby designated as key personnel under this Agreement.

Names / Functions

C. No person named in paragraph B of this Article, or his/her successor approved by AUTHORITY, shall be removed or replaced by CONTRACTOR, nor shall his/her agreed-upon function or level of commitment hereunder be changed, without the prior written consent of AUTHORITY.

D. Should the services of any key person become no longer available to CONTRACTOR, the resume and qualifications of the proposed replacement shall be submitted to AUTHORITY for approval as soon as possible, but in no event later than seven (7) calendar days prior to the departure of the incumbent key person, unless CONTRACTOR is not provided with prior notice by the departing employee. AUTHORITY shall respond to CONTRACTOR within seven (7) calendar days following receipt of these qualifications concerning acceptance of the candidate for replacement.

ARTICLE 4. TERM OF AGREEMENT

This Agreement shall commence upon the effective date of this Agreement, and shall continue in full force and effect through April 30, 2028, unless earlier terminated or extended as provided in this Agreement.

A. AUTHORITY, at its sole discretion, may elect to extend the term of this Agreement for an additional two (2) years commencing _____, 20__, and continuing through _____, 20__ ("Option Term"), and thereupon require CONTRACTOR to continue to provide services, and otherwise perform, in accordance with Exhibit A and at the amounts or rates set forth in Article 5, "Payment."

C. AUTHORITY's election to extend this Agreement beyond the Initial Term shall not diminish its right to terminate the Agreement for AUTHORITY's convenience or CONTRACTOR's default as provided elsewhere in this Agreement. The "maximum term" of this Agreement shall be the period extending from commencement through _____, 20__, which period encompasses the Initial Term, and Option Term.

ARTICLE 5. PAYMENT

A. For CONTRACTOR's full and complete performance of its obligations under this Agreement and subject to the maximum cumulative payment obligation provisions set forth in Article 6, AUTHORITY shall pay CONTRACTOR on a Time and Expense basis in accordance with the following provisions.

B. CONTRACTOR shall invoice AUTHORITY on a monthly basis for payments corresponding to the work actually completed by CONTRACTOR. Work completed shall be documented in a monthly progress report prepared by CONTRACTOR, which shall accompany each invoice submitted by CONTRACTOR. AUTHORITY shall pay CONTRACTOR at the firm-fixed rates specified in Exhibit B, entitled "Price Summary Sheet," which is attached to and by this reference, incorporated in and made a part of this Agreement. These rates shall remain fixed for the term of this Agreement and are acknowledged to include CONTRACTOR's overhead costs, general costs, administrative costs and profit. CONTRACTOR shall also furnish such other information as may be requested by AUTHORITY to substantiate the validity of an invoice. At its sole discretion, AUTHORITY may decline to make full payment until such time as CONTRACTOR has documented to AUTHORITY's satisfaction, that CONTRACTOR has fully completed all work required. AUTHORITY's payment in full shall constitute AUTHORITY's final acceptance of CONTRACTOR'S work.

C. Invoices shall be submitted by CONTRACTOR on a monthly basis and shall be submitted in duplicate to AUTHORITY's Accounts Payable office. CONTRACTOR may also submit invoices electronically to AUTHORITY's Accounts Payable Department at vendorinvoices@octa.net. Each invoice shall be accompanied by the monthly progress report specified in paragraph B of this Article. AUTHORITY shall remit payment within thirty (30) calendar days of the receipt and approval of each invoice. Each invoice shall include the following information:

   1. Agreement No. 250080;
   2. Specify the effort for which the payment is being requested;

3. The time period covered by the invoice;
4. Labor (staff name, hours charged, hourly billing rate, current charges, and cumulative charges) performed during the billing period;
5. Total monthly invoice (including project-to-date cumulative invoice amount);
6. Itemized expenses including support documentation incurred during the billing period;
7. Monthly Progress Report;
8. Certification signed by the CONTRACTOR or his/her designated alternate that a) The invoice is a true, complete and correct statement of reimbursable costs and progress; b) The backup information included with the invoice is true, complete and correct in all material respects; c) All payments due and owing to subcontractors and suppliers have been made; d) Timely payments will be made to subcontractors and suppliers from the proceeds of the payments covered by the certification and; e) The invoice does not include any amount which CONTRACTOR intends to withhold or retain from a subcontractor or supplier unless so identified on the invoice.
9. Any other information as agreed or requested by AUTHORITY to substantiate the validity of an invoice.

ARTICLE 6. MAXIMUM OBLIGATION

Notwithstanding any provisions of this Agreement to the contrary, AUTHORITY and CONTRACTOR mutually agree that AUTHORITY's maximum cumulative payment obligation (including obligation for CONTRACTOR's profit) shall be _____ Dollars ($ _____.00) which shall include all amounts payable to CONTRACTOR for its subcontracts, leases, materials and costs arising from, or due to termination of, this Agreement.

ARTICLE 7. NOTICES

All notices hereunder and communications regarding the interpretation of the terms of this Agreement, or changes thereto, shall be effected by delivery of said notices in person or by depositing said notices

in the U.S. mail, registered or certified mail, returned receipt requested, postage prepaid and addressed as follows:

To CONTRACTOR:	To AUTHORITY:
TBD	Orange County Transportation Authority 550 South Main Street P.O. Box 14184 Orange, CA 92863-1584 ATTENTION: Name: Title: Phone: Email:

ARTICLE 8. INDEPENDENT CONTRACTOR

A. CONTRACTOR's relationship to AUTHORITY in the performance of this Agreement is that of an independent contractor. CONTRACTOR's personnel performing services under this Agreement shall at all times be under CONTRACTOR's exclusive direction and control and shall be employees of CONTRACTOR and not employees of AUTHORITY. CONTRACTOR shall pay all wages, salaries and other amounts due its employees in connection with this Agreement and shall be responsible for all reports and obligations respecting them, such as social security, income tax withholding, unemployment compensation, workers' compensation and similar matters.

B. Should CONTRACTOR’s personnel or a state or federal agency allege claims against AUTHORITY involving the status of AUTHORITY as employer, joint or otherwise, of said

personnel, or allegations involving any other independent contractor misclassification issues, CONTRACTOR shall defend and indemnify AUTHORITY in relation to any allegations made.

ARTICLE 9. INSURANCE

A. CONTRACTOR shall procure and maintain insurance coverage in full force and effect during the entire term of the Agreement. Coverage shall be full coverage and not subject to self-insurance provisions. CONTRACTOR shall provide the following insurance coverage:

1. Commercial General Liability, to include Products/Completed Operations, Independent Contractors', Contractual Liability, Advertising (if applicable to Scope of Work) and Personal Injury Liability, and Property Damage with a minimum limit of $1,000,000 per occurrence, $2,000,000 general aggregate and $2,000,000 Products/Completed Operations aggregate;
2. Automobile Liability Insurance to include owned, hired and non-owned autos with a combined single limit of $1,000,000 for each accident;
3. Workers' Compensation with limits as required by the State of California including a Waiver of Subrogation in favor of AUTHORITY, its officers, directors and employees; and
4. Employers' Liability with minimum limits of $1,000,000 per accident, $1,000,000 policy limit-disease, and $1,000,000 policy limit employee-disease.
5. Professional Liability with minimum limits of $1,000,000 only if the CONTRACTOR is required by contract or law to be licensed or specially certified and AUTHORITY is relying on performance based on that specialty license or certification.
6. Pollution Legal Liability with minimum limits of $1,000,000 per loss with a $2,000,000.00 annual aggregate for disposal at non-hazardous treatment, storage and disposal facilities or confirm that the Commercial General Liability policy includes an endorsement deleting the total pollution exclusion for pesticide/herbicide application.

B. Proof of such coverage, in the form of a certificate of insurance and an insurance policy blanket additional insured endorsement, designating the AUTHORITY, its officers, directors and

employees as additional insureds on general liability and automobile liability, as required by Agreement. Proof of insurance coverage must be received by AUTHORITY within ten (10) calendar days from the effective date of the Agreement and prior to commencement of any work. Such insurance shall be primary and non-contributive to any insurance or self-insurance maintained by the AUTHORITY. Furthermore, AUTHORITY reserves the right to request certified copies or review all related insurance policies, in response to a related loss.

C. CONTRACTOR shall also include in each subcontract, the stipulation that subconsultants shall maintain insurance coverage in the amounts required of CONTRACTOR as provided in the Agreement. Subconsultants will be required to include AUTHORITY as additional insureds on the Commercial General Liability, and Auto Liability insurance policies.

D. Insurer must provide AUTHORITY with at least thirty (30) days' prior notice of cancellation or material modification of coverage, and ten (10) days' prior notice for non-payment of premium.

E. CONTRACTOR shall submit required insurance certificates to AUTHORITY's insurance tracking contractor, InsureTrack. CONTRACTOR shall respond directly to InsureTrack's request for updated insurance certificates and other insurance-related matters by email to octa@instracking.com.

F. CONTRACTOR shall include on the face of the certificate of insurance, the following information:

1. The Agreement Number 250080 and, the Senior Contract Administrator's Name, Ellis Hoskin.
2. For Certificate Holder: The Orange County Transportation Authority, its officers, directors, employers and agents, c/o InsureTrack, P.O. Box 60840 Las Vegas, NV 89160.

ARTICLE 10. ORDER OF PRECEDENCE

Conflicting provisions hereof, if any, shall prevail in the following descending order of precedence: (1) the provisions of this Agreement, including all exhibits; (2) the provisions of RFP 250080 ; (3)

CONTRACTOR's proposal dated _____; (4) all other documents, if any, cited herein or incorporated by reference.

ARTICLE 11. CHANGES

A. By written notice or order, AUTHORITY may, from time to time, order work suspension and/or make changes in the general scope of this Agreement, including, but not limited to, the services furnished to AUTHORITY by CONTRACTOR as described in the Scope of Work. If any such work suspension or change causes an increase or decrease in the price of this Agreement or in the time required for its performance, CONTRACTOR shall promptly notify AUTHORITY thereof and assert its claim for adjustment within ten (10) calendar days after the change or work suspension is ordered, and an equitable adjustment shall be negotiated. However, nothing in this clause shall excuse CONTRACTOR from proceeding immediately with the Agreement as changed.

B. CONTRACTOR shall only commence work covered by an amendment after the amendment is executed by AUTHORITY.

ARTICLE 12. DISPUTES

A. Except as otherwise provided in this Agreement, when a dispute arises between CONTRACTOR and AUTHORITY, the project managers shall meet to resolve the issue. If project managers do not reach a resolution, the dispute will be decided by AUTHORITY's Director of Contracts Administration and Materials Management (CAMM), who shall reduce the decision to writing and mail or otherwise furnish a copy thereof to CONTRACTOR. The decision of the Director, CAMM, shall be the final and conclusive administrative decision.

B. Pending final decision of a dispute hereunder, CONTRACTOR shall proceed diligently with the performance of this Agreement and in accordance with the decision of AUTHORITY's Director, CAMM. Nothing in this Agreement, however, shall be construed as making final the decision of any AUTHORITY official or representative on a question of law, which questions shall be settled in accordance with the laws of the State of California.

ARTICLE 13. TERMINATION

A. AUTHORITY may terminate this Agreement for its convenience at any time, in whole or part, by giving CONTRACTOR written notice thereof. Upon said notice, AUTHORITY shall pay CONTRACTOR its allowable costs incurred to date of termination and those allowable costs determined by AUTHORITY to be reasonably necessary to effect such termination. Thereafter, CONTRACTOR shall have no further claims against AUTHORITY under this Agreement.

B. In the event either Party defaults in the performance of any of their obligations under this Agreement or breaches any of the provisions of this Agreement, the non-defaulting Party shall have the option to terminate this Agreement upon thirty (30) days' prior written notice to the other Party. Upon receipt of such notice, CONTRACTOR shall immediately cease work, unless the notice from AUTHORITY provides otherwise. Upon receipt of the notice from AUTHORITY, CONTRACTOR shall submit an invoice for work and/or services performed prior to the date of termination. AUTHORITY shall pay CONTRACTOR for work and/or services satisfactorily provided to the date of termination in compliance with this Agreement. Thereafter, CONTRACTOR shall have no further claims against AUTHORITY under this Agreement. AUTHORITY shall not be liable for any claim of lost profits or damages for such termination.

ARTICLE 14. INDEMNIFICATION

CONTRACTOR shall indemnify, defend and hold harmless AUTHORITY, its officers, directors, employees and agents (indemnities) from and against any and all claims (including attorneys' fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, damage to or loss of use of property caused by the negligent acts, omissions or willful misconduct by CONTRACTOR, its officers, directors, employees, agents, subconsultants or suppliers in connection with or arising out of the performance of this Agreement.

ARTICLE 15. ASSIGNMENTS AND SUBCONTRACTS

A. Neither this Agreement nor any interest herein nor claim hereunder may be assigned by CONTRACTOR either voluntarily or by operation of law, nor may all or any part of this Agreement be subcontracted by CONTRACTOR, without the prior written consent of AUTHORITY. Consent by AUTHORITY shall not be deemed to relieve CONTRACTOR of its obligations to comply fully with all terms and conditions of this Agreement.

B. If CONTRACTOR wishes to subcontract any of the work described in Exhibit B, AUTHORITY must be given prior notification and must consent to CONTRACTOR's subcontracting portions of the Scope of Work to the requested subconsultant(s). If AUTHORITY approves of the subconsultant, CONTRACTOR shall include in the subcontract agreement the stipulation that CONTRACTOR, not AUTHORITY, is solely responsible for payment to the subconsultant for the amounts owing and that the subconsultant shall have no claim, and shall take no action, against AUTHORITY, its officers, directors, employees or sureties for nonpayment by CONTRACTOR.

Subcontractor Name	Addresses	Function

ARTICLE 16. AUDIT AND INSPECTION OF RECORDS

CONTRACTOR shall provide AUTHORITY, or other agents of AUTHORITY, such access to CONTRACTOR's accounting books, records, payroll documents and facilities, as AUTHORITY deems necessary. CONTRACTOR shall maintain such books, records, data and documents in accordance with generally accepted accounting principles and shall clearly identify and make such items readily accessible to such parties during CONTRACTOR's performance hereunder and for a period of four (4) years from the date of final payment by AUTHORITY. AUTHORITY's right to audit books and records directly related to this Agreement shall also extend to all first-tier subcontractors identified in Article 15 of this Agreement. CONTRACTOR shall permit any of the foregoing parties to reproduce

documents by any means whatsoever or to copy excerpts and transcriptions as reasonably necessary.

ARTICLE 17. CONFLICT OF INTEREST

A. CONTRACTOR agrees to avoid organizational conflicts of interest. An organizational conflict of interest means that due to other activities, relationships or contracts, the CONTRACTOR is unable, or potentially unable to render impartial assistance or advice to the AUTHORITY; CONTRACTOR's objectivity in performing the work identified in the Scope of Work is or might be otherwise impaired; or the CONTRACTOR has an unfair competitive advantage. CONTRACTOR is obligated to fully disclose to the AUTHORITY in writing Conflict of Interest issues as soon as they are known to the CONTRACTOR. All disclosures must be submitted in writing to AUTHORITY pursuant to the Notice provision herein. This disclosure requirement is for the entire term of this Agreement.

B. If the AUTHORITY determines that CONTRACTOR, its employees, or subconsultants are subject to disclosure requirements under the Political Reform Act (Government Code section 81000 et seq.), CONTRACTOR and its required employees and subconsultants shall complete and file Statements of Economic Interest (Form 700) with the AUTHORITY's Clerk of the Board disclosing all required financial interests.

ARTICLE 18. CODE OF CONDUCT

CONTRACTOR agrees to comply with the AUTHORITY's Code of Conduct as it relates to Third-Party contracts, which is hereby referenced and by this reference is incorporated herein. CONTRACTOR agrees to include these requirements in all of its subcontracts.

ARTICLE 19. PROHIBITION ON PROVIDING ADVOCACY SERVICES

CONTRACTOR and all subconsultants performing work under this Agreement, shall be prohibited from concurrently representing or lobbying for any other party competing for a contract with AUTHORITY, either as a prime consultant or subconsultant. Failure to refrain from such representation may result in termination of this Agreement.

ARTICLE 20. FEDERAL, STATE AND LOCAL LAWS

CONTRACTOR warrants that in the performance of this Agreement, it shall comply with all applicable federal, state and local laws, statutes and ordinances and all lawful orders, rules and regulations promulgated thereunder.

ARTICLE 21. EQUAL EMPLOYMENT OPPORTUNITY

In connection with its performance under this Agreement, CONTRACTOR shall not discriminate against any employee or applicant for employment because of race, religion, color, sex, age or national origin. CONTRACTOR shall take affirmative action to ensure that applicants are employed, and that employees are treated during their employment, without regard to their race, religion, color, sex, age or national origin. Such actions shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

ARTICLE 22. PROHIBITED INTERESTS

A. CONTRACTOR covenants that, for the term of this Agreement, no director, member, officer or employee of AUTHORITY during his/her tenure in office or for one (1) year thereafter, shall have any interest, direct or indirect, in this Agreement or the proceeds thereof.

B. No member of or delegate to, the Congress of the United States shall have any interest, direct or indirect, in this Agreement or to the benefits thereof.

ARTICLE 23. OWNERSHIP OF REPORTS AND DOCUMENTS

A. The originals of all letters, documents, reports and other products and data produced under this Agreement shall be delivered to, and become the property of AUTHORITY. Copies may be made for CONTRACTOR's records but shall not be furnished to others without written authorization from AUTHORITY. Such deliverables shall be deemed works made for hire and all rights in copyright therein shall be retained by AUTHORITY.

B. All ideas, memoranda, specifications, plans, manufacturing, procedures, drawings, descriptions, and all other written information submitted to CONTRACTOR in connection with

the performance of this Agreement shall not, without prior written approval of AUTHORITY, be used for any purposes other than the performance under this Agreement, nor be disclosed to an entity not connected with the performance of the project. CONTRACTOR shall comply with AUTHORITY's policies regarding such material. Nothing furnished to CONTRACTOR, which is otherwise known to CONTRACTOR or is or becomes generally known to the related industry shall be deemed confidential. CONTRACTOR shall not use AUTHORITY's name, photographs of the project, or any other publicity pertaining to the project in any professional publication, magazine, trade paper, newspaper, seminar or other medium without the express written consent of AUTHORITY.

C. No copies, sketches, computer graphics or graphs, including graphic artwork, are to be released by CONTRACTOR to any other person or agency except after prior written approval by AUTHORITY, except as necessary for the performance of services under this Agreement. All press releases, including graphic display information to be published in newspapers, magazines, etc., are to be handled only by AUTHORITY unless otherwise agreed to by CONTRACTOR and AUTHORITY.

ARTICLE 24. PATENT AND COPYRIGHT INFRINGEMENT

A. In lieu of any other warranty by AUTHORITY or CONTRACTOR against patent or copyright infringement, statutory or otherwise, it is agreed that CONTRACTOR shall defend at its expense any claim or suit against AUTHORITY on account of any allegation that any item furnished under this Agreement or the normal use or sale thereof arising out of the performance of this Agreement, infringes upon any presently existing U.S. letters patent or copyright and CONTRACTOR shall pay all costs and damages finally awarded in any such suit or claim, provided that CONTRACTOR is promptly notified in writing of the suit or claim and given authority, information and assistance at CONTRACTOR's expense for the defense of same. However, CONTRACTOR will not indemnify AUTHORITY if the suit or claim results from: (1) AUTHORITY's alteration of a deliverable, such that said deliverable in its altered

form infringes upon any presently existing U.S. letters patent or copyright; or (2) the use of a deliverable in combination with other material not provided by CONTRACTOR when such use in combination infringes upon an existing U.S. letters patent or copyright.

B. CONTRACTOR shall have sole control of the defense of any such claim or suit and all negotiations for settlement thereof. CONTRACTOR shall not be obligated to indemnify AUTHORITY under any settlement made without CONTRACTOR's consent or in the event AUTHORITY fails to cooperate fully in the defense of any suit or claim, provided, however, that said defense shall be at CONTRACTOR's expense. If the use or sale of said item is enjoined as a result of such suit or claim, CONTRACTOR, at no expense to AUTHORITY, shall obtain for AUTHORITY the right to use and sell said item, or shall substitute an equivalent item acceptable to AUTHORITY and extend this patent and copyright indemnity thereto.

ARTICLE 25. FINISHED AND PRELIMINARY DATA

A. All of CONTRACTOR’s finished technical data, including but not limited to illustrations, photographs, tapes, software, software design documents, including without limitation source code, binary code, all media, technical documentation and user documentation, photo prints and other graphic information required to be furnished under this Agreement, shall be AUTHORITY’s property upon payment and shall be furnished with unlimited rights and, as such, shall be free from proprietary restriction except as elsewhere authorized in this Agreement. CONTRACTOR further agrees that it shall have no interest or claim to such finished, AUTHORITY-owned, technical data; furthermore, said data is subject to the provisions of the Freedom of Information Act, 5 USC 552.

B. It is expressly understood that any title to preliminary technical data is not passed to AUTHORITY but is retained by CONTRACTOR. Preliminary data includes roughs, visualizations, software design documents, layouts and comprehensives prepared by CONTRACTOR solely for the purpose of demonstrating an idea or message for AUTHORITY’s

acceptance before approval is given for preparation of finished artwork. Preliminary data title and right thereto shall be made available to AUTHORITY if CONTRACTOR causes AUTHORITY to exercise Article 11, and a price shall be negotiated for all preliminary data.

ARTICLE 26. HEALTH AND SAFETY REQUIREMENTS

CONTRACTOR shall comply with all the requirements set forth in Exhibit ___, titled "Level 2 SAFETY SPECIFICATIONS." As used therein, "Contractor" shall mean "Consultant," and "Subcontractor" shall mean "Sub-consultant."

ARTICLE 27. LIMITATION ON GOVERNMENTAL DECISIONS

CONTRACTOR shall not make, participate in making, or use its position to influence any governmental decisions as defined by the Political Reform Act, Government Code section 8100 et seq., and the implementing regulations in Title 2 of the California Code of Regulations section 18110 et seq. CONTRACTOR's personnel performing services under this Agreement shall not authorize or direct any actions, votes, appoint any person, obligate, or commit AUTHORITY to any course of action or enter into any contractual agreement on behalf of AUTHORITY. In addition, CONTRACTOR's personnel shall not provide information, an opinion, or a recommendation for the purpose of affecting a decision without significant intervening substantive review by AUTHORITY personnel, counsel, and management.

ARTICLE 28. FORCE MAJEURE

Either party shall be excused from performing its obligations under this Agreement during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including but not limited to: any incidence of fire, flood; acts of God; commandeering of material, products, plants or facilities by the federal, state or local government; national fuel shortage; or a material act or omission by the other party; when satisfactory evidence of such cause is presented to the other party; and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the party not performing.

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IN WITNESS WHEREOF, the parties hereto have caused this Agreement No. 250080 to be executed as of the date of the last signature below.

CONSULTANT

SIGNATURE

DATE SIGNED

ORANGE COUNTY TRANSPORTATION AUTHORITY

DARRELL E. JOHNSON,

CHIEF EXECUTIVE OFFICER

DATE SIGNED

APPROVED AS TO FORM:

JAMES M. DONICH,

GENERAL COUNSEL

DATE SIGNED

APPROVED:

JOHNNY DUNNING JR.,

CHIEF OPERATING OFFICER

DATE SIGNED

LEVEL 2 STANDARD HEALTH, SAFETY AND ENVIRONMENTAL SPECIFICATIONS

PART I – GENERAL

1.1 GENERAL HEALTH, SAFETY & ENVIRONMENTAL REQUIREMENTS

A. The Contractor, its subcontractors, suppliers, and employees have the obligation to comply with all Authority health, safety and environmental compliance department (HSEC), requirements of this safety specification, project site requirements, and bus yard safety rules as well as all federal, state, and local regulations pertaining to scope of work or agreements with the Authority. Additionally, manufacturer requirements are considered incorporated by reference as applicable to this scope of work.

B. Observance of repeated unsafe acts or conditions, serious violation of safety standards, non-conformance of Authority health, safety and environmental compliance department (HSEC) requirements, or disregard for the intent of these safety specifications to protect people and property, by Contractor or its subcontractors may be reason for termination of scope or agreements with the Authority, at the sole discretion of the Authority.

C. INJURY AND ILLNESS PREVENTION PROGRAM

The Contractor shall comply with CCR Title 8, Section with California Code of Regulations (CCR) Title 8, Section 3203. The intent and elements of the IIPP shall be implemented and enforced by the Contractor and its sub-tier contractors, suppliers, and vendors. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

D. SUBSTANCE ABUSE PREVENTION PROGRAM

Contractor shall comply with the Policy or Program of the Company's Substance Abuse Prevention Policy that complies with the most recent Drug Free Workplace Act. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

E. HAZARD COMMUNICATION PROGRAM

1. Contractor shall comply with CCR Title 8, Section 5194 Hazard Communication Standard. Prior to use on Authority property and/or project work areas Contractor shall provide the Authority Project Manager copies of SDS for all applicable products used, if any. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

2. All chemicals including paint, solvents, detergents and similar substances shall comply with South Coast Air Quality Management District (SCAQMD) rules 103, 1113, and 1171.

F. STORM WATER POLLUTION PREVENTION PLAN

1. The Contractor shall protect property and water resources from fuels and similar products throughout the duration of the contract. Contractor shall comply with Storm Water Pollution Prevention Plan (SWPPP) requirements. The program or plan if required by scope shall be provided to the Authority's Project Manager, upon request, within 72 hours.

G. DESIGNATED HEALTH, SAFETY, ENVIRONMENTAL (HSE) REPRESENTATIVE

1. Upon contract award, the contractor within 10 business days shall designate a health and safety representative and provide a resume and qualifications to the Authority project manager, upon request, within 72 hours.

2. This person shall be a Competent or Qualified Individual as defined by the Occupational, Safety, and Health Administration (OSHA), familiar with applicable CCR Title 8 Standards, and has the authority to affect changes in work procedures that may have associated cost, schedule and budget impacts.

3. The Contractor's HSE Representative is subject to acceptance by the Authority Project Manager, and the HSEC Department. All contact information of the HSE Representative (name, phone, and fax and pager/cell phone number) shall be provided to the Authority Project Manager, upon request, within 72 hours.

4. The Contractor's HSE Representative shall hold a current certification from the Board of Certified Safety Professionals (BCSP) and have five years of demonstrated construction/scope experience enforcing HSE compliance on construction, industrial or similar project scopes. The designated HSE Representative shall participate in any required HSE related submittals. The Authority reserves the right to allow for an exception and to modify these minimum qualification requirements for unforeseen circumstances, at the sole discretion of the Authority Project Manager and HSEC Department Manager.

5. Competent Individual means an individual who is capable of identifying existing and predictable hazards in the surroundings or working conditions which are unsanitary, hazardous, or dangerous to employees and/or property, and who has authorization to take prompt corrective measures to eliminate them.

6. Qualified Individual means an individual who by possession of a recognized degree, certificate, certification or professional standing, or who by extensive knowledge, training, and experience, has successfully demonstrated his/her ability to solve or resolve problems relating to the subject matter, the work, or the Project.

H. SCOPE PLANNING

Prior to any scope work activity or task, the Contractor shall evaluate the hazards of the scope of work and the work environment to ensure proper control measures are identified for employee public and property protection measures to prevent incidents. This evaluation shall be implemented by developing a written site specific Job Hazard Analysis (JHA) or similar tool designed for planning the work to prevent incidents. The plan shall be provided to the Authority's Project Manager, upon request, within 72 hours.

I. ORIENTATION

1. The Contractor shall conduct and document a project site safety orientation for all Contractor personnel, subcontractors, suppliers, vendors, and new employees assigned to the project prior to performing any work on Authority projects. The safety orientation at a minimum shall include, as applicable, Personal Protection Equipment (PPE) requirements, eye protection, ANSI class 2 or 3 reflective vests, designated smoking, eating, and parking areas, traffic speed limit and routing, cell phone policy, and barricade requirements. When required by scope, additional orientation shall include fall protection, energy isolation/lock-out/tag-out (LOTO), confined space, hot work permit, security requirements, and similar project safety requirements.

2. Copies of orientation documents shall be provided to the Authority Project Manager within 72 hours upon request.

J. TRAFFIC & PARKING

The Contractor shall ensure that all Contractor vehicles, including those of their subcontractors, suppliers, vendors and employees are parked in designated parking areas, personal vehicles shall be parked in the employee parking lot, work vehicles required in the maintenance area of a bus base shall be identified by company name and/or logo, covered by the company insurance, and comply with traffic routes, and posted traffic signs in areas other than the employee parking lots. Vehicles without appropriate company name and logo are considered personal vehicles and not allowed in the maintenance area of the bus base.

K. GENERAL PROVISIONS

1. The Contractor shall provide all necessary tools, equipment, and related safety protective devices to execute the scope of work in compliance with Authority's HSEC requirements, CCR Title 8 Standards, and recognized safe work practices.

2. The Contractor shall immediately notify the Authority's Project Manager whenever local, state or federal regulatory agency personnel are identified as being onsite.

3. The Authority HSEC requirements, and references contained within this scope of work shall not be considered all-inclusive as to the hazards that might be encountered. Safe work practices shall be pre-planned and performed, and safe conditions shall be maintained during the course of this work scope.

4. The Contractor shall specifically acknowledge that it has primary responsibility to prevent and correct all health, safety and environmental hazards for which it and its employees, or its subcontractors (and their employees) are responsible. The Contractor shall further acknowledge their expertise in recognition and prevention of hazards in the operations for which they are responsible, that the Authority may not have such expertise, and is relying upon the Contractor for such expertise. The Authority retains the right to notify the Contractor of potential hazards and request the Contractor to evaluate and, as necessary, to eliminate those hazards.

5. The Contractor shall instruct all its employees, and all associated sub-contractors under contract with the Contractor who work on Authority property in the recognition, identification, and avoidance of unsafe acts and/or conditions applicable to its work.

6. California Code of Regulations (CCR) Title 8 Standards are minimum requirements, and each Contractor is encouraged to exceed minimum requirements. When the Contractor safety requirements exceed statutory standards, the more stringent requirements shall be achieved for the safeguard of the public and workers.

1.2 ENVIROMENTAL REQUIREMENTS

A. The Contractor shall comply with Federal, State, county, municipal, and other local laws and regulations pertaining to the environment, including noise, aesthetics, air quality, water quality, contaminated soils, hazardous waste, storm water, and resources of archaeological significance. Expense of compliance with these laws and regulations is considered included in the agreement. Contractor shall provide water used for dust control, or for pre-wetting areas to be paved, as required; no payment will be made by OCTA for this water.

B. The Contractor shall prevent pollution of storm drains, rivers, streams, irrigation ditches, and reservoirs with sediment or other harmful materials. Fuels, oils, bitumen, calcium chloride, cement, or other contaminants that would contribute to water pollution shall not be dumped into or placed where they will leach into storm drains, rivers, streams, irrigation ditches, or reservoirs. If operating equipment in streambeds or in and around open waters, protect the quality of ground water, wetlands, and surface waters.

C. The Contractor shall protect adjacent properties and water resources from erosion and sediment damage throughout the duration of the contract. Contractor shall comply with applicable NPDES permits and Storm Water Pollution Prevention Plan (SWPPP) requirements.

D. Contractor shall comply with all applicable EPA, Cal EPA, Cal Recycle, DTSC, SCAQMD, local, state, county and city standards, rules and regulations for hazardous and special waste handling, recycling and/ disposal. At a minimum, Contractor shall ensure compliance where applicable with SCAQMD Rule 1166, CCR Title 8, Section 5192, 29 CFR Subpart 1910.120, 49 CFR Part 172, Subpart H, 40 CFR Subpart 265.16 and CCR Title 22 Section 6625.16. Contractor shall provide OCTA a schedule of all hazardous waste and special or industrial waste disposal dates in advance of transport date. Only authorized OCTA personnel shall sign manifests for OCTA generated wastes. Contractor shall ensure that only current registered transporters are used for disposal of hazardous waste and industrial wastes. The Contractor shall obtain approval from OCTA for the disposal site locations in advance of scheduled transport date.

1.3 INCIDENT NOTIFICATION AND INVESTIGATION

A. The Authority shall be promptly notified of any of the following types of incidents including but not limited to:

1. Damage incidents of property (incidents involving third party, contractor or Authority property damage);

2. Reportable and/or Recordable injuries (as defined by the U. S. Occupational Safety and Health Administration), a minor injury, and near miss incidents;

3. Incidents impacting the environment, i.e. spills or releases on Authority property.

B. Notifications shall be made to Authority representatives, employees and/or agents. This includes incidents occurring to contractors, vendors, visitors, or members of the public that arise from the performance of Authority contract work. An immediate verbal notice followed by a written incident investigation report shall be submitted to Authority's Project Manager within 24 hours of the incident.

C. A final written incident investigative report shall be submitted within seven (7) calendar days and include the following information. The Current Status of anyone injured, photos of the incident area, detailed description of what happened, Investigative photos of the existing conditions and area around the injury/incident scene, the contributing factors that lead to the incident occurrence, a copy of the company policy or procedure associated with the incident and evaluation of effectiveness, copy of task planning documentation, copy of the Physician's first report of injury, copy of Cal/OSHA 300 log of work related injuries and illnesses, the Cal/OSHA 301 Injury Illness Incident Report, and corrective actions initiated to prevent recurrence. This information shall be considered the minimum elements required for a comprehensive incident report provided to OCTA.

D. A Serious Injury, Serious Incident, OSHA Recordable Injury/Illness, or a Significant Near Miss shall require a formal incident review at the discretion of the Authority's Project Manager. The incident review shall be conducted within seven (7) calendar days of the incident. This review shall require a company senior executive, company program or project manager from the Contractors' organization to participate and present the incident review as determined by the OCTA Project Manager. The serious incident presentation shall include action taken for the welfare of the injured, a status report of the injured, causation factors that lead to the incident, a root cause analysis (using 5 whys and fishbone methods), and a detailed recovery plan that identifies corrective actions to prevent a similar incident, and actions to enhance safety awareness.

1. Serious Injury: includes an injury or illness to one or more employees, occurring in a place of employment or in connection with any employment, which requires inpatient hospitalization for a period in excess of twenty-four hours for other than medical observation, or in which an employee suffers the loss of any member of the body, or suffers any serious degree of physical disfigurement. A serious injury also includes a lost workday or reassignment or restricted injury case as determined by the Physician's first report of injury or Cal/OSHA definitions.

2. Serious Incident: includes but not limited to property damage of $500.00 or more, an incident requiring emergency services (local fire, paramedics and ambulance response), news media or OCTA media relations response, and/or incidents involving other agencies (Cal/OSHA, EPA, AQMD, DTSC, Metrolink, FTA, FRA etc.) notification or representation.

3. OSHA Recordable Injury / Illness: includes and injury / illness resulting in medical treatment beyond First Aid, an injury / illness which requires restricted duty, or an injury / illness resulting in days away from work.

4. Significant Near Miss Incident; includes incidents where no property was damaged and no personal injury sustained, but where, given a slight shift in time or position, damage and/or injury easily could have occurred.

1.4 PERSONAL PROTECTIVE EQUIPMENT

Contractors, and all associated subcontractors, vendors and suppliers are required to provide their own personal protective equipment (PPE), including eye, head, foot, and hand protection, respirators, reflective safety vests, and all other PPE required to perform their work safely on Authority projects.

1.5 LANGUAGE REQUIREMENTS

The Contractor for safety reasons shall ensure employees that do not read, or understand English, shall have a bilingual supervisor or foreman when on the Authority property or projects.

1.6 WARNING SIGNS AND DEVICES

The Contractor shall provide signs, signals, and/or warning devices to be visible when and where a hazard exists. Signs, signals, and/or warning devices shall be removed when the hazard no longer exists.

1.7 REFERENCES

A. CCR Title 8 Standards (Cal/OSHA)
B. FCR Including 1910 and 1926 Standards
C. NFPA, NEC, ANSI, NIOSH Standards
D. Construction Industry Institute (CII)
E. Board of Certified Safety Professionals (BCSP)
F. OCTA Yard Safety Rules

END OF SECTION

COMMITTEE TRANSMITTAL

December 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: State Route 55 Improvement Project Between Interstate 405 and Interstate 5, Design and Construction Management, Internal Audit Report No. 26-504

Finance and Administration Committee Meeting of December 3, 2025

Present: Directors Federico, Go, Harper, Hennessey, Leon, Sarmiento, and Tettemer
Absent: None

Committee Vote

This item was passed by the Members present.

Director Sarmiento was not present to vote on this item.

Committee Recommendation(s)

Direct staff to implement the recommendation provided in State Route 55 Improvement Project Between Interstate 405 and Interstate 5, Design and Construction Management, Internal Audit Report No. 26-504.

OCTA

December 3, 2025

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Janet Sutter, Executive Director
Internal Audit Department

Subject: State Route 55 Improvement Project Between Interstate 405 and Interstate 5, Design and Construction Management, Internal Audit Report No. 26-504

Overview

The Internal Audit Department has completed an audit of the design and construction management contracts for the State Route 55 Improvement Project between Interstate 405 and Interstate 5. Based on the audit, oversight and invoice review controls are in place and operating effectively and consultants comply with their respective agreements; however, one recommendation was made to enhance controls over amendment processing.

Recommendation

Direct staff to implement the recommendation provided in the State Route 55 Improvement Project Between Interstate 405 and Interstate 5, Design and Construction Management, Internal Audit Report No. 26-504.

Background

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation, is implementing the State Route 55 (SR-55) Improvement Project between Interstate 405 (I-405) and Interstate 5 (I-5) (project). The four-mile-long project will add general purpose and high-occupancy vehicle (HOV) lanes in each direction between I-405 and I-5 and will also add auxiliary lanes between interchanges. The budget is $410,908,000, and the current forecast at completion is $505,719,000. The project is in the construction phase, with the baseline plan estimating construction completion in February 2027 and the current forecast estimating completion in March 2027.

Effective February 5, 2018, OCTA entered into Agreement No. C-7-1719 with WKE, Inc. for the preparation of plans, specifications, and estimates for the project. The agreement is a firm-fixed price contract, with an original value of $16,891,455, and an initial term through December 31, 2024. Subcontractors are HNTB Corporation, Earth Mechanics, Inc., Group Delta Consultants, Inc., FPL and Associates, Inc., Tatsumi and Partners, Inc., Guida Surveying, Inc., and Utility Specialists, Inc. Subcontractors were added, key personnel were revised, and services were added to the scope of work through ten amendments, increasing the firm-fixed price to $21,117,055.48. Amendment No. 11 revised key personnel and extended the contract term through December 31, 2026.

Effective October 21, 2021, OCTA entered into Agreement No. C-0-2582 with AECOM Technical Services, Inc. for construction management (CM) support services for the project. The agreement is a time and expense contract, with an original maximum obligation of $18,524,620, and an initial term through September 30, 2025. The subcontractors are Fountainhead Consulting Corporation, HDR Construction Control Corporation, Analyzer International, Inc., Ghirardelli Associates, Inc., V&A, Inc., Ninyo & Moore, and Guida Surveying, Inc. Amendments No. 1 and No. 2 revised key personnel and added staff. Letter Amendments No. 3 through No. 6 revised the contract schedules and extended the term through September 25, 2026. Amendment No. 7 increased the maximum obligation to $24,797,276 and extended the term through June 30, 2027.

Discussion

Staff did not follow all applicable procedures when processing amendments to the CM contract. The Internal Audit Department (Internal Audit) identified instances whereby staff did not validate an added staff pay rate, added staff at a rate exceeding the contract escalation limit, added staff already named in the contract at rates exceeding their authorized rates, and back-dated two letter amendments one to five days earlier than allowed by procedures. In addition, other direct cost amounts supporting an increase to the contract maximum obligation were not adequately scrutinized.

Internal Audit recommends controls be strengthened over amendment processing to ensure labor rates are validated and compliant with contract provisions, amendments comply with effective dating procedures, and other direct cost estimates are reasonable and supported. Management agreed to establish a standardized procedure to ensure that all required information and supporting documentation are obtained, verified, and provided prior to processing of any amendment. Management will also conduct department

refresher training and ensure appropriate justification and supporting documentation for other direct costs are provided and retained.

Summary

Internal Audit has completed an audit of the design and construction management of the State Route 55 Improvement Project Between Interstate 405 and Interstate 5 and offered one recommendation for improvement.

Attachment

A. State Route 55 Improvement Project Between Interstate 405 and Interstate 5, Design and Construction Management, Internal Audit Report No. 26-504

Prepared by:

Serena K. Ng

Serena Ng
Senior Manager, Internal Audit
714-560-5938

Approved by:

Janet Sutter
Executive Director, Internal Audit
714-560-5591

ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT

State Route 55 Improvement Project Between Interstate 405 and Interstate 5 Design and Construction Management

Internal Audit Report No. 26-504

November 19, 2025



Performed by: Serena Ng, CPA, Senior Manager
Janet Sutter, CIA, Executive Director

Distributed to: Jim Beil, Executive Director, Capital Programs
Andrew Oftelie, Chief Financial Officer, Finance and Administration
Jeff Mills, Steven King, Pia Veesapen

ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
State Route 55 Improvement Project Between Interstate 405 and Interstate 5
Design and Construction Management
November 19, 2025

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ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
State Route 55 Improvement Project between Interstate 405 and Interstate 5
Design and Construction Management
November 19, 2025

Conclusion

The Internal Audit Department (Internal Audit) of the Orange County Transportation Authority (OCTA) has completed an audit of the design and construction management contracts for the State Route 55 (SR-55) Improvement Project between Interstate 405 (I-405) and Interstate 5 (I-5). Based on the audit, oversight and invoice review controls are in place and operating effectively and consultants comply with their respective agreements; however, one recommendation was made to enhance controls over amendment processing.

Background

SR-55 Improvement Project between I-405 and I-5

OCTA, in partnership with the California Department of Transportation (Caltrans), is implementing the SR-55 Improvement Project between I-405 and I-5 (project). The project is part of Project F in the Measure M2 (M2) Freeway Program and is being advanced through the updated Next 10 Delivery Plan approved by the OCTA Board of Directors (Board) in November 2019. The four-mile-long project will add general purpose and high-occupancy vehicle (HOV) lanes in each direction between I-405 and I-5 and will also add auxiliary lanes between interchanges.

The budget is $410,908,000, and the current forecast at completion is $505,719,000. The project is in the construction phase, with the baseline plan estimating construction completion in February 2027, and the current forecast estimating completion in March 2027.

Contracts

Effective February 5, 2018, OCTA entered into Agreement No. C-7-1719 with WKE, Inc. for the preparation of plans, specifications, and estimates for the project. The agreement is a firm-fixed price contract, with an original value of $16,891,455, and an initial term through December 31, 2024. Subcontractors are HNTB Corporation, Earth Mechanics, Inc., Group Delta Consultants, Inc., FPL and Associates, Inc., Tatsumi and Partners, Inc., Guida Surveying, Inc., and Utility Specialists, Inc. Subcontractors were added, key personnel were revised, and services were added to the scope of work through ten amendments, increasing the firm-fixed price to $21,117,055.48. Amendment No. 11 revised key personnel and extended the contract term through December 31, 2026.

Effective October 21, 2021, OCTA entered into Agreement No. C-0-2582 with AECOM Technical Services, Inc. for construction management (CM) support services for the project. The agreement is a time and expense contract, with an original maximum obligation of $18,524,620, and an initial term through September 30, 2025. The subcontractors are Fountainhead Consulting Corporation, HDR Construction Control Corporation, Analyzer International, Inc., Ghirardelli Associates, Inc., V&A, Inc., Ninyo & Moore, and Guida Surveying, Inc. Amendments No. 1 and No. 2 revised key personnel and added staff. Letter Amendments No. 3 through No. 6 revised the contract schedules and extended the term through September 25, 2026. Amendment No. 7 increased the maximum obligation to $24,797,276 and extended the term through June 30, 2027.

Project Status and Invoice Review Controls

During the construction phase, weekly meetings are held with Caltrans and the construction contractor, Security Paving Company, to go over the project status. Every month, an OCTA/Caltrans meeting is held to discuss all projects in construction, with Caltrans preparing monthly progress reports for each project.

The Project Controls Department (Project Controls) prepares internal monthly status reports reflecting budget and schedule information for all capital projects. The Capital Programs Department (Capital Programs) prepares quarterly reports to the Board communicating the status of capital projects.

Project Controls reviews invoices utilizing an invoice review checklist. The project manager reviews design invoices to check if the level of effort is consistent with expectations and CM invoices to check if the correct people are working and hours are appropriate. Invoices are routed for signature to management with sufficient signing authority and are then forwarded to the Accounts Payable Department for processing.

Objectives, Scope, and Methodology

The objectives were to assess project administration, oversight controls, and contract compliance related to the design and CM of the project.

The methodology consisted of confirming if a risk register, project management plan, and project budget and schedule were prepared for the project, confirming that weekly construction meetings were held through review of a judgmental sample of meeting minutes, confirming that monthly meetings with Caltrans were held through review of a judgmental sample of monthly Caltrans reports, assessing invoice review controls, testing

a judgmental sample of invoices for compliance with policies and contract provisions, testing a judgmental sample of monthly status reports, and testing a judgmental sample of quarterly capital project status reports to the Board.

The scope was limited to the project and included the design and CM contracts, amendments to the design contract executed from beginning of construction in June 2022 through October 2025, and all amendments to the CM contract executed through October 2025. The scope included invoices paid on the design contract from beginning of construction in June 2022 through October 2025, and all invoices paid on the CM contract from inception through October 2025. The scope also included two years of weekly construction meetings, monthly Caltrans meetings, monthly status reporting, and quarterly capital project status reporting. The judgmental samples were selected to provide coverage of more recent activity during the construction phase. Since the samples were non-statistical, any conclusions are limited to the sample items tested.

We conducted this performance audit in accordance with Generally Accepted Government Auditing Standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

Audit Comment, Recommendation, and Management Response

Amendment Processing

Staff did not follow all applicable Contracts Administration and Materials Management (CAMM) procedures when processing amendments to the CM contract.

Internal Audit identified instances whereby CAMM and/or project management did not validate an added staff pay rate, added staff at a rate exceeding the contract escalation limit, added staff already named in the contract at rates exceeding their authorized rates, and back-dated two letter amendments one to five days earlier than allowed by procedures. In addition, other direct cost amounts supporting an increase to the contract maximum obligation were not adequately scrutinized.

Recommendation 1:

Internal Audit recommends controls be strengthened over amendment processing to ensure labor rates are validated and compliant with contract provisions, amendments comply with effective dating procedures, and other direct cost estimates are reasonable and supported.

Management Response (Finance and Administration):

Management agrees with the recommendation and will conduct departmental refresher training to reinforce amendment processing procedures and ensure that all required documentation is accurately and consistently maintained in the contract file.

For time and expense contract amendments involving the addition or modification of personnel, CAMM and Capital Programs staff will collaborate to establish and implement a standardized procedure to ensure that all required information and supporting documentation are obtained, verified, and provided prior to the processing of any amendment.

Additionally, CAMM staff will ensure that the project manager provides appropriate justification and supporting documentation for all other direct costs, and that this documentation is retained in the contract file.

OCTA

December 8, 2025

To: Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer

Subject: Approval to Release Request for Proposals for Construction Management Support Services for the State Route 55 Improvement Project Between Interstate 5 and State Route 91

Overview

The Orange County Transportation Authority has developed a request for proposals to initiate a competitive procurement process to retain a consultant to provide construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

Recommendations

A. Approve the proposed evaluation criteria and weightings for Request for Proposals 250112 for the selection of a consultant to provide construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

B. Approve the release of Request for Proposals 250112 to provide construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

Discussion

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the State Route 55 (SR-55) Improvement Project between Interstate 5 (I-5) and State Route 91 (Project). The Project is Project F in the Measure M2 (M2) freeway program and is being advanced through the updated Next 10 Delivery Plan adopted by the OCTA Board of Directors (Board) in November 2024.

The Project will construct general purpose lane improvements in each direction between I-5 and State Route 22 and provide operational improvements to interchange ramps at Fourth Street/Irvine Boulevard, Katella Avenue, and

Lincoln Avenue. An additional lane will be added to the northbound and southbound (SB) off-ramps at Fourth Street/Irvine Boulevard and to the SB SR-55 Katella Avenue off- and on-ramps. The existing SB SR-55 Lincoln Avenue off-ramp will be relocated 1,300 feet to the south, adjacent to the existing SB SR-55 Lincoln Avenue hook on-ramp from Tustin Avenue.

Additionally, the Project provides standard curb ramps and sidewalks along the adjacent impacted arterials within the project improvement areas that improve active transportation options and provide continuity for pedestrians. Final design for the Project is nearing completion.

Caltrans, as the implementing agency for the construction phase, is expected to advertise the construction contract by late 2025 and then award and administer the contract through completion. OCTA is seeking a qualified firm to provide construction management support services. Caltrans will provide the resident engineer, structures representative, and other field personnel, along with construction administrative support and environmental monitoring. OCTA, as the sponsor agency on this Project, will provide consultant field staff for construction inspection, an office engineer, scheduling, claims support, and materials testing. A construction cooperative agreement with Caltrans will be executed prior to the Project moving into the construction phase.

Procurement Approach

OCTA's Board-approved procurement policies and procedures require that the Board approve all requests for proposals (RFP) over $1,000,000, as well as approve the evaluation criteria and weightings. Staff is submitting for Board approval the draft RFP and evaluation criteria and weightings, which will be used to evaluate proposals received in response to the RFP. The recommended evaluation criteria and weightings are as follows:

- Qualifications of the Firm 20 percent
- Staffing and Project Organization 40 percent
- Work Plan 40 percent

The evaluation criteria and weightings are consistent with criteria developed for similar architectural and engineering (A&E) procurements. Several factors were considered in developing the criteria and weightings. The firms' qualifications and experience in performing relevant work of similar scope, size, and complexity are important to the success of the Project. Staff proposes to give a high level of importance to staffing and project organization, as the qualifications of the project manager and other key task leaders are critical to understanding

the project requirements and to the timely delivery and successful performance of the work. An equal level of importance is also assigned to the work plan, as the technical approach is critical to the successful performance and timely delivery of the Project. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws.

The RFP will be released upon Board approval of these recommendations.

Fiscal Impact

Funding for this Project is included in OCTA's Fiscal Year (FY) 2025-26 Budget and subsequent FY budgets, Capital Programs Division, Account No. 0017-9085-FF102-0X0, and will be funded with local M2 funds.

Summary

Board of Directors' approval is requested to release Request for Proposals 250112 for construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91, as well as approval of the proposed evaluation criteria and weightings.

Attachment

A. Draft: Request for Proposals (RFP) 250112, Construction Management Support Services for the State Route 55 Improvement Project between Interstate 5 and State Route 91

Prepared by:

Jeannie Lee, P.E.
Senior Project Manager
(714) 560-5735

Pia Veesapen
Director, Contracts Administration and Materials Management
(714) 560-5619

Approved by:

James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646

ATTACHMENT A

DRAFT: REQUEST FOR PROPOSALS (RFP) 250112

CONSTRUCTION MANAGEMENT SUPPORT SERVICES FOR THE STATE ROUTE 55 IMPROVEMENT PROJECT BETWEEN INTERSTATE 5 AND STATE ROUTE 91

ORANGE COUNTY TRANSPORTATION AUTHORITY
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584
(714) 560-6282

Key RFP Dates

Issue Date: Monday, December 8, 2025

Question Submittal Date: Monday, December 22, 2025

Proposal Submittal Date: January 28, 2026

SECTION I. INSTRUCTIONS TO OFFERORS

A. NOTICE OF REQUEST FOR PROPOSALS

NOTICE OF REQUEST FOR PROPOSALS

(RFP): 250112, "Construction Management Support Services for the State Route 55 Improvement Project between Interstate 5 and State Route 91"

TO: ALL OFFERORS

FROM: ORANGE COUNTY TRANSPORTATION AUTHORITY

The Orange County Transportation Authority (Authority) invites proposals from qualified consultants to provide construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

Please note that by submitting a Proposal, Offeror certifies that it is not subject to any Ukraine/Russia-related economic sanctions imposed by the State of California or the United States Government including, but not limited to, Presidential Executive Order Nos. 13660, 13661, 13662, 13685, and 14065. Any individual or entity that is the subject of any Ukraine/Russia-related economic sanction is not eligible to submit a Proposal. In submitting a Proposal, all Offerors agree to comply with all economic sanctions imposed by the State or U.S. Government.

Proposals must be submitted, electronically, through the Authority's OpenGov Procurement portal, at https://procurement.opengov.com/portal/octa/projects/214331 before the deadline of **2:00 pm on Wednesday, January 28, 2026. Authority will not accept hard copy proposals for this RFP.**

Offerors are instructed to submit a response to RFP "**250112**" on the Authority's OpenGov Procurement portal, and follow the instructions as prompted to submit the proposal. The ability to submit a response will expire at the submittal deadline.

Should Offerors encounter technical issues with uploading the proposals via the link provided, Offerors are required to contact the Contract Administrator prior to the submission deadline. Proposals and supplemental information to proposals received after the date and time specified above will be rejected.

Firms interested in obtaining a copy of this Request for Proposals (RFP) may do so by downloading the RFP from the Authority's OpenGov Procurement portal.

To receive all further information regarding this RFP, firms and subconsultants must be registered on OpenGov Procurement and following this RFP on the Authority's public OpenGov Procurement portal.

A pre-proposal conference will be held both on-site/in-person and via teleconference on Tuesday, December 16, 2025, at 2:30 pm.

For prospective Offerors who wish to join on-site/in-person, the pre-proposal conference will be held at the Authority's Administrative Offices: 600 South Main Street, Conference Room 08 Orange, CA 92868.

Prospective Offerors not attending in-person may join or call-in using the following credentials:

- Click here to join the meeting.
- OR Call-in Number: 1-916-550-9867
- Conference ID: 617 811 236#

A copy of the presentation slides and pre-proposal conference registration sheet(s) will be issued via addendum prior to the date of the pre-proposal conference.

All prospective Offerors are encouraged to attend the pre-proposal conference.

The Authority has established March 17, 2026, as the date(s) to conduct interviews. All prospective Offerors will be asked to keep this date available.

Certain labor categories under this project are subject to prevailing wages as identified in the State of California Labor Code commencing in Section 1770 et. Seq. It is required that all mechanics and laborers employed or working at the site be paid not less than the basic hourly rates of pay and fringe benefits as shown in the current minimum wage schedules. Offerors must use the current wage schedules applicable at the time the work is in progress.

Offerors are encouraged to subcontract with small businesses to the maximum extent possible.

All Offerors will be required to comply with all applicable equal opportunity laws and regulations.

The award of this contract is subject to receipt of state and/or local funds adequate to carry out the provisions of the proposed agreement including the identified Scope of Work.

The prime consultants and all subconsultants awarded a contract as a result of this solicitation shall maintain an appropriate time-keeping system that identifies labor hours expended by project.

PROHIBITION

The firm, including all subcontractors (at any tier), regardless of the level of service provided by said subcontractor(s), awarded the design services contract for the State Route 55 Improvement Project Between Interstate 5 and State Route 91, may not submit a proposal for this procurement.

The firm, including all subcontractors (at any tier), regardless of the level of service provided by said subcontractor(s), awarded the program management consultant services for the Authority's Capital Programs, may not submit a proposal for this procurement.

The prime consultant firm, including all subconsultants (at any tier) awarded this contract to perform construction management support services for the State Route 55 Improvement Project

Between Interstate 5 and State Route 91 will be ineligible to participate (at any tier) in the contract for construction services for the State Route 55 Improvement Project Between Interstate 5 and State Route 91.

Furthermore, Offeror(s) are advised that the evaluation of the team composition with regards to the conflicts of interest will be done on a case-by-case basis.

B. PRE-PROPOSAL CONFERENCE

A pre-proposal conference will be held both on-site/in-person and via teleconference on Tuesday, December 16, 2025, at 2:30 pm.

For prospective Offerors who wish to join on-site/in-person, the pre-proposal conference will be held at the Authority's Administrative Offices: 600 South Main Street, Conference Room 08 Orange, CA 92868.

Prospective Offerors not attending in-person may join or call-in using the following credentials:

- Click here to join the meeting.
- OR Call-in Number: 1-916-550-9867
- Conference ID: 617 811 236#

A copy of the presentation slides and pre-proposal conference registration sheet(s) will be issued via addendum prior to the date of the pre-proposal conference. All prospective Offerors are encouraged to attend the pre-proposal conference.

C. EXAMINATION OF PROPOSAL DOCUMENTS

By submitting a proposal, Offeror represents that it has thoroughly examined and become familiar with the work required under this RFP and that it is capable of performing quality work to achieve the Authority's objectives.

D. ADDENDA

The Authority reserves the right to revise the RFP documents. Any Authority changes to the requirements will be made by written addendum to this RFP. Any written addenda issued pertaining to this RFP shall be incorporated into the terms and conditions of any resulting Agreement. The Authority will not be bound to any modifications to or deviations from the requirements set forth in this RFP as the result of oral instructions. Offerors shall acknowledge receipt of addenda in their proposals. Failure to acknowledge receipt of Addenda may cause the proposal to be deemed non-responsive to this RFP and be rejected.

E. AUTHORITY CONTACT

All communication and/or contacts with Authority staff regarding this RFP are to be directed to the following Contract Administrator:

Sonja Gettel
Senior Contract Administrator
(714) 560-5562
sgettel@octa.net

Commencing on the date of the issuance of this RFP and continuing until award of the contract or cancellation of this RFP, no offeror, subcontractor, lobbyist or agent hired by the offeror shall have any contact or communications regarding this RFP with any AUTHORITY's staff; member of the evaluation committee for this RFP; or any contractor or consultant involved with the procurement, other than the Contract Administrator named above or unless expressly permitted by this RFP. Contact includes face-to-face, telephone, electronic mail (e-mail) or formal written communication. Any offeror, subcontractor, lobbyist or agent hired by the offeror that engages in such prohibited communications may result in disqualification of the offeror at the sole discretion of the AUTHORITY.

F. CLARIFICATIONS

1. Examination of Documents

Should an Offeror require clarifications of this RFP, the Offeror shall submit such request for clarification or inquiry through the "Question and Answer" section of this RFP on the Authority's OpenGov Procurement portal prior to 5:00 pm on Monday, December 22, 2025. Should it be found that the point in question is not clearly and fully set forth, the Authority will issue a written addendum clarifying the matter which will be issued to this RFP on the Authority's OpenGov Procurement portal.

2. Submitting Requests

All questions, including questions that could not be specifically answered at the pre-proposal conference must be put in writing and received via the Authority's OpenGov Procurement portal before 5:00 pm, on Monday, December 22, 2025.

3. Authority Responses

Responses from the Authority will be posted on the OpenGov Procurement portal at https://procurement.opengov.com/portal/octa/projects/214331.

To receive email notification of Authority responses when they are posted on the OpenGov Procurement portal, firms and subconsultants must be registered on OpenGov and following this RFP on the Authority's portal.

G. SUBMISSION OF PROPOSALS

1. Date and Time

Proposals must be received electronically through the Authority's OpenGov Procurement portal before 2:00 pm on Wednesday, January 28, 2026.

Proposals received after the above-specified date and time or submitted in any manner other than as specified above will be returned to Offerors unopened.

2. Acceptance of Proposals

a. The Authority reserves the right to accept or reject any and all proposals, or any item or part thereof, or to waive any informalities or irregularities in proposals.

b. The Authority reserves the right to withdraw or cancel this RFP at any time without prior notice and the Authority makes no representations that any contract will be awarded to any Offeror responding to this RFP.

c. The Authority reserves the right to issue a new RFP for the project.

d. The Authority reserves the right to postpone proposal openings for its own convenience.

e. Each proposal will be received with the understanding that acceptance by the Authority of the proposal to provide the services described herein shall constitute a contract between the Offeror and Authority which shall bind the Offeror on its part to furnish and deliver at the prices given and in accordance with conditions of said accepted proposal and specifications.

f. The Authority reserves the right to investigate the qualifications of any Offeror, and/or require additional evidence of qualifications to perform the work.

g. Submitted proposals are not to be copyrighted.

H. PRE-CONTRACTUAL EXPENSES

The Authority shall not, in any event, be liable for any pre-contractual expenses incurred by Offeror in the preparation of its proposal. Offeror shall not include any such expenses as part of its proposal.

Pre-contractual expenses are defined as expenses incurred by Offeror in:

1. Preparing its proposal in response to this RFP;
2. Submitting that proposal to the Authority;
3. Negotiating with the Authority any matter related to this proposal; or
4. Any other expenses incurred by Offeror prior to date of award, if any, of the Agreement.

I. JOINT OFFERS

Where two or more firms desire to submit a single proposal in response to this RFP, they should do so on a prime-subcontractor basis rather than as a joint venture. The Authority intends to contract with a single firm and not with multiple firms doing business as a joint venture.

J. TAXES

Offerors' proposals are subject to State and Local sales taxes. However, the Authority is exempt from the payment of Federal Excise and Transportation Taxes. Offeror is responsible for payment of all taxes for any goods, services, processes and operations incidental to or involved in the contract.

K. PROTEST PROCEDURES

The Authority has on file a set of written protest procedures applicable to this solicitation that may be obtained by contacting the Contract Administrator responsible for this procurement. Any protests filed by an Offeror in connection with this RFP must be submitted in accordance with the Authority's written procedures.

L. CONTRACT TYPE

It is anticipated that the Agreement resulting from this solicitation, if awarded, will be with fully burdened labor rates and anticipated expenses for work specified in the scope of work, included in the RFP as Attachment A.

M. CONFLICT OF INTEREST

All Offerors responding to this RFP must avoid organizational conflicts of interest which would restrict full and open competition in this procurement. An organizational conflict of interest means that due to other activities, relationships or contracts, an Offeror is unable, or potentially unable to render impartial assistance or advice to the Authority; an Offeror's objectivity in performing the work identified in the Scope of Work is or might be otherwise impaired; or an Offeror has an unfair competitive advantage. Conflict of Interest issues must be fully disclosed in the Offeror's proposal.

All Offerors must disclose in their proposal and immediately throughout the course of the evaluation process if they have hired or retained an advocate to lobby AUTHORITY staff or the Board of Directors on their behalf.

Offerors hired to perform services for the AUTHORITY are prohibited from concurrently acting as an advocate for another firm who is competing for a contract with the AUTHORITY, either as a prime or subcontractor.

N. CODE OF CONDUCT

All Offerors agree to comply with the Authority's Code of Conduct as it relates to Third-Party contracts which is hereby referenced and by this reference is incorporated herein. All Offerors agree to include these requirements in all of its subcontracts.

O. OWNERSHIP OF RECORDS/PUBLIC RECORDS ACT

All proposals and documents submitted in response to this RFP shall become the property of the Authority and a matter of public record pursuant to the California Public Records Act, Government Code sections 7920.000 et seq. (the "Act"). Offerors should familiarize themselves with the provisions of the Act requiring disclosure of public information. Offerors are discouraged from marking their proposal documents as "confidential" or "proprietary."

If a Proposal does include "confidential" or "proprietary" markings and the Authority receives a request pursuant to the Act, the Authority will endeavor (but cannot guarantee) to notify the Offeror of such a request. In order to protect any information submitted within a Proposal, the Offeror must pursue, at its sole cost and expense, any and all appropriate legal action necessary to maintain the confidentiality of such information. The Authority generally does not consider pricing information, subcontractor lists, or key personnel, including resumes, as being exempt from disclosure under the Act. In no event shall the Authority or any of its officers, directors, employees, agents, representatives, or consultants be liable to an Offeror for the disclosure of any materials or information submitted in response to the RFP or by failing to notify an Offeror of a request seeking its Proposal. The Authority reserves the right to make an independent decision to disclose records and material.

Notwithstanding the above, all information regarding proposal responses may be held as confidential until such time as the evaluation has been completed; an award has been made by the Board of Directors or Authority Staff, as appropriate; and the contract has been fully negotiated.

P. PREVAILING WAGES

Certain labor categories under this project are subject to prevailing wages as identified in the State of California Labor Code commencing in Section 1770 et. seq.

It is required that all mechanics and laborers employed or working at the site be paid not less than the basic hourly rates of pay and fringe benefits as shown in the current minimum wage schedules. The Offeror to whom a contract for the work is awarded by the Authority shall comply with the provision of the California Labor Code, including, without limitation, the obligation to pay the general prevailing rates of wages in the locality in which the work is to be performed in accordance with, without limitation, Sections 1773.1, 1774, 1775 and 1776 of the California Labor Code governing employment of apprentices.

Copies of the prevailing rates of per diem wages are on file at the Authority's principal office at 550 S. Main Street, Orange, CA 92868 and are available to any interested party on request.

Q. STATEMENT OF ECONOMIC INTERESTS

The awarded Offeror (including designated employees and subconsultants) may be required to file Statements of Economic Interests (Form 700) in accordance with the Political Reform Act (Government Code section 81000 et seq.). This applies to individuals who make, participate in making, or act in a staff capacity for making governmental decisions. The AUTHORITY determines which individuals are required to file a Form 700, and if such determination is made, the individuals must file Form 700s with the AUTHORITY's Clerk of the Board no later than 30 days after the execution of the Agreement, annually thereafter for the duration of the Agreement, and within 30 days of termination of the Agreement.

SECTION II. PROPOSAL CONTENT

A. PROPOSAL FORMAT AND CONTENT

Proposals should be typed with a standard 12-point font, double-spaced and submitted on 8 1/2" x 11" size paper. Charts and schedules may be included in 11"x17" format. Proposals should not include any unnecessarily elaborate or promotional materials. Proposals should not exceed fifty (50) pages in length, excluding any appendices, cover letters, resumes, or forms.

1. Letter of Transmittal*

The Letter of Transmittal shall at a minimum, contain the following:

a. Identification of Offeror that will have contractual responsibility with the Authority. Identification shall include legal name of company, corporate address, telephone and fax number, and email address. Include name, title, address, email address and telephone number of the contact person identified during period of proposal evaluation.

b. Identification of all proposed subcontractors including legal name of company, whether the firm is a Disadvantaged Business Enterprise (DBE), contact person's name and address, phone number and fax number, and email address; relationship between Offeror and subcontractors, if applicable.

c. Acknowledgement of receipt of all RFP addenda, if any.

d. A statement to the effect that the proposal shall remain valid for a period of not less than 180 days from the date of submittal.

e. Signature of a person authorized to bind Offeror to the terms of the proposal.

f. Signed statement attesting that all information submitted with the proposal is true and correct.

*Response required

2. Qualifications, Related Experience and References to Offeror

This section of the proposal should establish the ability of Offeror to satisfactorily perform the required work by reasons of: experience in performing work of a similar nature; demonstrated competence in the services to be provided; strength and stability of the firm; staffing capability; work load; record of meeting schedules on similar projects; and supportive client references.

Offeror to provide:

Profile of Firm*

Provide a brief profile of the firm, including the types of services offered; the year founded; form of the organization (corporation, partnership, sole proprietorship); number, size and location of offices; and number of employees.

*Response required

Firm's Financial Condition*

Provide a general description of the firm's financial condition and identify any conditions (e.g., bankruptcy, pending litigation, planned office closures, impending merger) that may impede Offeror's ability to complete the project.

*Response required

Firm's Experience*

Describe the firm's experience in performing work of a similar nature to that solicited in this RFP, and highlight the participation in such work by the key personnel proposed for assignment to this project.

*Response required

Subcontractors*

Identify subcontractors by company name, address, contact person, telephone number, email, and project function. Describe Offeror's experience working with each subcontractor.

*Response required

Lobbying or Advocating Services on Behalf of Offeror*

Identify all firms hired or retained to provide lobbying or advocating services on behalf of the Offeror by company name, address, contact person, telephone number and email address. This information is required to be provided by the Offeror immediately during the evaluation process, if a lobbyist or advocate is hired or retained.

*Response required

References*

Provide as a minimum three (3) references for the projects cited as related experience, and furnish the name, title, address, telephone number, and email address of the person(s) at the client organization who is most knowledgeable about the work performed. Offeror may also supply references from other work not cited in this section as related experience.

*Response required

Do you have a Dun & Bradstreet (DUNS) number? If so, enter it here.

Do you have an Unique Entity Identifier (UEI) number? If so, enter it here.

3. Proposed Staffing and Project Organization

This section of the proposal should establish the method, which will be used by the Offeror to manage the project as well as identify key personnel assigned.

Offeror to:

Identify Key Personnel*

Identify key personnel proposed to perform the work in the specified tasks and include major areas of subcontract work. Include the person's name, current location, proposed position

for this project, current assignment, level of commitment to that assignment, availability for this assignment and how long each person has been with the firm.

*Response required

Resumes of Key Personnel*
Furnish brief resumes (not more than two [2] pages each) for the proposed Project Manager and other key personnel that includes education, experience, and applicable professional credentials.

*Response required

Adequacy of Labor Resources*
Indicate adequacy of labor resources utilizing a table projecting the labor-hour allocation to the project.

*Response required

Project Organization Chart*
Provide a project organization chart, which clearly delineates communication/reporting relationships among the project staff.

*Response required

Key Personnel Availability*
Provide a statement that key personnel will be available to the extent proposed for the duration of the project acknowledging that no person designated as "key" to the project shall be removed or replaced without the prior written concurrence of the Authority.

*Response required

4. Work Plan
Offeror should provide a narrative, which addresses the Scope of Work, and shows Offeror’s understanding of Authority's needs and requirements.

Offeror to:

Approach*
Describe the approach to completing the tasks specified in the Scope of Work. The approach to the work plan shall be of such detail to demonstrate the Offeror’s ability to accomplish the project objectives and overall schedule.

*Response required

Sequence of Activities*
Outline sequentially the activities that would be undertaken in completing the tasks and specify who would perform them.

*Response required

Quality Control Methods*
Identify methods that Offeror will use to ensure quality control as well as budget and schedule control for the project.

*Response required

Special Issues or Problems*
Identify any special issues or problems that are likely to be encountered in this project and how the Offeror would propose to address them.

*Response required

Enhancements or Procedural/Technical Innovations to Scope of Work*
Offeror is encouraged to propose enhancements or procedural or technical innovations to the Scope of Work that do not materially deviate from the objectives or required content of the project.

Do you have any such enhancements or innovations to propose?

☐ Yes
☐ No

*Response required

When equals "Yes"
Enhancements or Innovations*
You have indicated that you have enhancements or procedural or technical innovations to the Scope of Work to propose. As previously stated, such enhancements or innovations must not materially deviate from the objectives or required content of the project.

*Response required

5. Exceptions/Deviations
State any technical and/or contractual exceptions and/or deviations from the requirements of this RFP, including the Authority's technical requirements and contractual terms and conditions set forth in the Scope of Work (Attachment A) and Proposed Agreement (Attachment B), using the form entitled "Proposal Exceptions and/or Deviations" included in this RFP. This Proposal Exceptions and/or Deviations form must be included in the original proposal submitted by the Offeror. If no technical or contractual exceptions and/or deviations are submitted as part of the original proposal, Offerors are deemed to have accepted the Authority's technical requirements and contractual terms and conditions set forth in the Scope of Work (Attachment A) and Proposed Agreement (Attachment B). Offerors will not be allowed to submit the Proposal Exceptions and/or Deviations form or any technical and/or contractual exceptions after the proposal submittal date identified in the RFP. Exceptions and/or deviations submitted after the proposal submittal date will not be reviewed by Authority.

All exceptions and/or deviations will be reviewed by the Authority and will be assigned a "pass" or "fail" status. Exceptions and deviations that "pass" do not mean that the Authority has accepted the change but that it is a potential negotiable issue. Exceptions and

deviations that receive a “fail” status means that the requested change is not something that the Authority would consider a potential negotiable issue. Offerors that receive a “fail” status on their exceptions and/or deviations will be notified by the Authority and will be allowed to retract the exception and/or deviation and continue in the evaluation process. Any exceptions and/or deviation that receive a “fail” status and the Offeror cannot or does not retract the requested change may result in the firm being eliminated from further evaluation.

Exceptions or Deviations*
Do you have any exceptions and/or deviations from the requirements of this RFP?

☐ Yes
☐ No

*Response required

When equals "Yes"

Exceptions or Deviations - Yes*

Offerors shall complete the form entitled “Proposal Exceptions and/or Deviations” provided in this RFP and submit it as part of the original proposal. For each exception and/or deviation, a new form should be used, identifying the exception and/or deviation and the rationale for requesting the change. Exceptions and/or deviations submitted after the proposal submittal date will not be reviewed nor considered by the Authority.

- Proposal_Exceptions_and_or_...

*Response required

6. Cost and Price Proposal

Offerors are asked to submit only the technical qualifications as requested in the RFP. **No cost proposal or work hours are to be included in this phase of the RFP process.** Upon completion of the initial evaluations and interviews, if conducted, the highest ranked Offeror will be asked to submit a detailed cost proposal and negotiations will commence based on both the cost and technical proposals.

7. Forms

Campaign Contribution Disclosure Form*

In conformance with the statutory requirements of the State of California Government Code Section 84308, part of the Political Reform Act and Title 2, California Code of Regulations 18438 through 18438.8, regarding campaign contributions to members of appointed Board of Directors, Offeror is required to complete and sign the Campaign Contribution Disclosure Form provided in this RFP and submit as part of the proposal.

This form **must** be completed regardless of whether a campaign contribution has been made or not and regardless of the amount of the contribution.

The prime contractor, subconsultants, lobbyists and agents are required to report all campaign contributions made from the proposal submittal date up to and until the Board of Directors makes a selection.

Offeror is required to submit only **one** copy of the completed form(s) as part of its proposal and it must be included in only the **original** proposal.

Offeror is required to report any campaign contributions made by the prime contractor, subconsultants, lobbyists and agents after the proposal submittal date, and up to the anticipated Board of Directors selection on May 11, 2026. The offeror shall use the campaign contribution form for any additional reporting. The forms must be submitted at least 15 calendar days prior to the Board Committee date on May 4, 2026 and sent via e-mail to the Contract Administrator.

- Campaign_Contribution_Discl...

*Response required

Status of Past and Present Contracts Form*

Offeror shall complete and sign the form entitled “Status of Past and Present Contracts” provided in this RFP and submit as part of its proposal. Offeror shall identify the status of past and present contracts where the firm has either provided services as a prime vendor or a subcontractor during the past five (5) years in which the contract has been the subject of or may be involved in litigation with the contracting authority. This includes, but is not limited to, claims, settlement agreements, arbitrations, administrative proceedings, and investigations arising out of the contract. Offeror shall have an ongoing obligation to update the Authority with any changes to the identified contracts and any new litigation, claims, settlement agreements, arbitrations, administrative proceedings, or investigations that arise subsequent to the submission of Offeror's proposal.

A separate form must be completed for each identified contract. Each form must be signed by the Offeror confirming that the information provided is true and accurate. Offeror is required to submit the completed form(s) as part of its proposal.

- Status_of_Past_and_Present_...

*Response required

8. Submittal Appendices*

Information considered by Offeror to be pertinent to this project and which has not been specifically solicited in any of the aforementioned sections may be placed in a separate appendix section. Offerors are cautioned, however, that this does not constitute an invitation to submit large amounts of extraneous materials. Appendices should be relevant and brief.

*Response required

Submittal Confirmation*

Proposer hereby certifies that all information provided within this proposal is accurate to the best of their knowledge. Proposer acknowledges that they have examined and carefully studied all RFP and Contract Documents and any Addenda and that they have provided any necessary proof of their authority to submit a proposal on behalf of the Company/Firm Name

stated on the proposal thereby committing the Company/Firm to the information contained within.

☐ Please confirm

*Response required

SECTION III. EVALUATION AND AWARD

A. EVALUATION CRITERIA

The Authority will evaluate the offers received based on the following criteria:

No.	Evaluation Criteria	Scoring Method	Weight (Points)
1.	**Qualifications of the Firm** Technical experience in performing work of a closely similar nature; strength and stability of the firm; strength, stability, experience and technical competence of subcontractors; assessment by client references.	Points Based	20 *(20% of Total)*
2.	**Staffing and Project Organization** Qualifications of project staff, particularly key personnel and especially the Project Manager; key personnel's level of involvement in performing related work cited in "Qualifications of the Firm" section; logic of project organization; adequacy of labor commitment; concurrence in the restrictions on changes in key personnel.	Points Based	40 *(40% of Total)*
3.	**Work Plan** Depth of Offeror's understanding of Authority's requirements and overall quality of work plan; logic, clarity and specificity of work plan; appropriateness of resource allocation among the tasks; reasonableness of proposed schedule; utility of suggested technical or procedural innovations.	Points Based	40 *(40% of Total)*

B. EVALUATION PROCEDURE

An evaluation committee will be appointed to review all proposals received for this RFP. The committee is comprised of Authority staff and may include outside personnel. The committee members will evaluate the written proposals using criteria identified in Section III A. A list of top ranked proposals, firms within a competitive range, will be developed based upon the totals of each committee members' score for each proposal.

During the evaluation period, the Authority may interview some or all of the proposing firms. The Authority has established March 17, 2026, as the date to conduct interviews. All prospective Offerors are asked to keep this date available. No other interview dates will be provided, therefore, if an Offeror is unable to attend the interview on this date, its proposal may be eliminated from further discussion. The interview may consist of a short presentation by the Offeror after which the evaluation committee will ask questions related to the firm's proposal and qualifications.

At the conclusion of the proposal evaluations, the evaluation committee will score the proposals to develop a competitive range. Offerors remaining within the competitive range may be asked to submit a Best and Final Offer (BAFO). In the BAFO request, the firms may be asked to provide additional information, confirm or clarify issues and submit a final cost/price offer. A deadline for submission will be stipulated.

At the conclusion of the evaluation process, the evaluation committee will recommend to the Regional Transportation Planning Committee, the Offeror with the highest final ranking or a short list of top ranked firms within the competitive range whose proposal(s) is most advantageous to the Authority. The Regional Transportation Planning Committee will review the evaluation committee's recommendation and forward its recommendation to the Board of Directors for final action.

C. AWARD

The Authority's Board of Directors will consider the selection of the firm(s) recommended by the Board Committee.

The Authority may also negotiate contract terms with the selected Offeror prior to award, and expressly reserves the right to negotiate with several Offerors simultaneously and, thereafter, to award a contract to the Offeror offering the most favorable terms to the Authority.

Offeror acknowledges that the Authority's Board of Directors reserves the right to award this contract in its sole and absolute discretion to any Offeror to this RFP regardless of the evaluation committee's recommendation or recommendation of a Regional Transportation Planning Committee.

The Authority reserves the right to award its total requirements to one Offeror or to apportion those requirements among several Offerors as the Authority may deem to be in its best interest. In addition, negotiations may or may not be conducted with Offerors; therefore, the proposal submitted should contain Offeror's most favorable terms and conditions, since the selection and award may be made without discussion with any Offeror.

D. NOTIFICATION OF AWARD AND DEBRIEFING

Offerors who submit a proposal in response to this RFP shall be notified via the Authority's OpenGov Procurement portal. Such notification shall be made within three (3) business days of the date the contract is awarded.

Offerors who were not awarded the contract may obtain a debriefing concerning the strengths and weaknesses of their proposal. Unsuccessful Offerors, who wish to be debriefed, must request the debriefing in writing or electronic mail and the Authority must receive it within three (3) business days of notification of the contract award.

CONSTRUCTION MANAGEMENT SUPPORT SERVICES

FOR THE

STATE ROUTE 55 (SR-55) IMPROVEMENT PROJECT

BETWEEN

Interstate 5 (I-5) and State Route 91 (SR-91)

SCOPE OF WORK

PROJECT DESCRIPTION

1.1 Introduction

The Orange County Transportation Authority (OCTA) and California Department of Transportation (Caltrans) require inspection and administrative support staff for construction of the State Route 55 (SR-55) between Interstate 5 (I-5) and State Route 91 (SR-91) (Project).

1.2 Statement of Intent

CONSULTANT shall provide qualified personnel to perform the function of construction inspection (including roadway and structures), CPM scheduler, claims support, Office Engineer, field materials testing, and electrical inspection. These services shall include inspection services, field/office contract administration, and other services as determined necessary by the OCTA Project Manager. Caltrans will lead the construction management and administration of the construction contract and will provide the Senior Resident Engineer (RE), Structural Representative, additional inspection services as needed and other functional support services necessary to administer the construction contract. CONSULTANT inspection personnel shall be assigned full-time or part-time as needed and shall provide assistance to, and work under the direction of the Caltrans RE. CONSULTANT shall also provide a fully equipped field office for all staff assigned to the project including Caltrans, OCTA, and CONSULTANT'S own staff.

LIMITATION ON GOVERNMENTAL DECISIONS

Nothing contained in this scope of work permits CONSULTANT'S personnel to authorize or direct any actions, votes, appoint any person, obligate, or commit AUTHORITY to any course of action or enter into any contractual agreement on behalf of AUTHORITY. In addition, CONSULTANT's personnel shall not provide information, an opinion, or a recommendation for the purpose of affecting a decision without significant intervening substantive review by AUTHORITY personnel, counsel, and management.

1.3 Project Description

1.3 -1 Background

Caltrans District 12, in cooperation with OCTA, proposes the construction of SR-55 between I-5 and SR-91. The proposed project is located in the cities of Anaheim, Orange, Santa Ana, and Tustin in Orange County. The proposed project improvements cover a 6.4-mile corridor from P.M. 10.9 to P.M. 17.3. The Environmental Document and Project Report were both approved on March 30, 2020. Environmental Revalidation #1 was approved on September 19, 2024, and #2 is anticipated to be approved in December 2025.

The final design phase for this project is scheduled to be completed in mid-2026 and contract documents will be developed for the construction-bidding phase in fall 2026. OCTA is expecting funding for the project from federal, state, and local funds. As the implementing agency OCTA contracted with HDR Engineering, Inc. (HDR) to prepare the final design Plans, Specifications, and Estimates (PS&E) for this project. Caltrans provided oversight up to the completion of the PS&E phase. Caltrans will be the lead agency during the construction phase and will administer the contract for the construction phase.

1.3 -2 Location and Limits

The Project is located in the cities of Anaheim, Orange, Santa Ana, and Tustin. The total length of this project is 6.4 miles.

1.3 -3 General Project Description

The Project will add a general purpose lane in each direction between Interstate 5 and State Route 22 and provide operational improvements on the southbound (SB) ramps at Katella Avenue and Lincoln Avenue. An additional lane will be added to the SB SR-55 Katella Avenue off- and on-ramps and the existing SB SR-55 Lincoln Avenue off-ramp will be relocated 1,300 feet to the south, next to the existing SB SR-55 Lincoln Avenue hook on-ramp.

Additionally, the Project provides standard curb ramps and sidewalks within the project improvement areas that improve active transportation options and provide continuity for pedestrians.

The project construction will be in accordance with Caltrans approved PS&E documents for project EA# 12-0K7201.

1.4 Project Delivery

The design consultant who prepared the PS&E, HDR will provide construction support services during construction.

Caltrans will advertise, award, and administer the construction contract. Caltrans will provide the Resident Engineer, Structures Representative and other support as outlined in Section 1.2 “Statement of Intent” above. CONSULTANT shall be responsible for coordinating with Caltrans, design team and other stakeholders as necessary.

Caltrans is the lead agency for the right-of-way certification and utility relocation on the project. All utility and right of way issues during construction will be the responsibility of Caltrans as defined in the cooperative agreement between Caltrans and OCTA.

1.5 Project Schedule and Cost

Shown below are the Project Ready-To-List (RTL), construction start, and construction completion dates, and estimated cost for construction:

Ready-To-List	July 2026
Construction Start	January 2027
Construction Completion	April 2029
Construction Cost:	$109,971,000

GENERAL CONDITIONS AND REQUIREMENTS

2.1 Project General Conditions and Requirements

2.1-1 The number of project personnel and duration of the assignments will vary depending on the needs of the project. The final number of personnel and exact duration of assignment will be determined by OCTA and Caltrans. CONSULTANT personnel shall be available within two (2) weeks from written notification by OCTA and up to a maximum of 6 months after Caltrans acceptance of the construction project.

2.1-2 CONSULTANT shall assist in verifying compliance with the labor standards provisions of the project and the related wage determination decisions of the Secretary of Labor.

2.1-3 CONSULTANT shall assist Caltrans in verifying compliance with the safety and accident prevention provisions of the project. Caltrans shall retain jurisdictional control for traffic control but shall receive assistance from CONSULTANT forces in reviewing and monitoring.

2.1-4 CONSULTANT shall assist Caltrans in verifying compliance with the equal employment opportunity (EEOC) provisions of the project.

2.1-5 All services required hereunder shall be performed in accordance with latest Caltrans regulations, policies, procedures, manuals, and standards. Documents shall be made available upon request.

2.1-6 CONSULTANT shall furnish a Project Manager to coordinate the CONSULTANT's operations with Caltrans and OCTA. The Project Manager shall be responsible for all matters related to the CONSULTANT's personnel and operations.

2.1.7 CONSULTANT's Project Manager shall be accessible to Caltrans and OCTA at all times during Caltrans normal working hours.

2.1-8 CONSULTANT shall provide construction management support services to control quality and manage work. CONSULTANT shall perform the following administrative activities:

a. Prepare, circulate, and file correspondence and memos as appropriate.

b. At the end of each month, the CONSULTANT shall report on the progress of the work. Progress shall be based on actual work accomplished such as estimated progress toward completion. The progress report shall include a staff labor report. Progress payments will be based upon actual time and expenses incurred.

c. The CONSULTANT shall submit 1 copy of a monthly Progress Report to the OCTA and Caltrans Project Manager consisting of a written narrative and an updated progress and expenditure curve. This report shall be received no later than the last day of the month. The narrative portion of the monthly Progress Report shall describe overall progress of the work, discuss significant problems and present proposed corrective action and show the status of major changes.

2.1-9 To ensure an understanding of contract objectives, meetings between Caltrans, OCTA, and the CONSULTANT will be held as often as deemed necessary. All work objectives, the work schedules, the terms of the contract, and any other related issues will be discussed and any problems will be resolved.

2.1-10 OCTA will designate a Project Manager to administer the CONSULTANT Agreement and provide general direction to the CONSULTANT.

2.1-11 Resumes of personnel must be submitted to OCTA for review and approval prior to assignment to a project. Caltrans, OCTA and CONSULTANT will have the responsibility of determining the quality and quantity of work performed by the CONSULTANT's personnel. If, at any time, the level of performance is below expectations, OCTA shall have the right to request removal of any project personnel. OCTA may request another person to be assigned as needed.

2.1-12 If a CONSULTANT's employee is on a leave of absence, the Project Manager shall provide an equally qualified replacement employee until the assigned employee returns to work. The replacement employee shall meet all the requirements of a permanently assigned employee.

2.1-13 The typical workday includes all hours worked by the Caltrans construction contractor, normally 40 hours per week. If ordered by Senior RE, overtime for the CONSULTANT's employees may be required. The construction contractor's operations may be restricted to specific hours during the week, which shall become the normal workday for CONSULTANT's personnel. On days when the construction contractor, such as rainy or unsuitable weather days, does not perform work CONSULTANT services shall not be provided unless authorized by the Senior RE. The Senior RE will provide 8-hour advance notice if CONSULTANT services are not required.

2.1-14 All personnel shall be knowledgeable of, and comply with, all applicable local, Caltrans, and federal regulations; cooperate and consult with Caltrans and OCTA officials during the course of the contract; and perform other duties as may be required to assure that the construction is being performed in accordance with the project plans and specifications.

2.1-15 CONSULTANT shall keep detailed records and document the work directed by Caltrans Senior RE.

2.1-16 Caltrans will provide a representative to perform the usual functions of a Senior RE. Caltrans Department of Structures will provide the Structure Representative.

2.1-17 Caltrans or OCTA will provide CONSULTANT with the following:

a. Caltrans construction forms and other policies and procedures to be followed by CONSULTANT's personnel in the performance of the work.

b. A set of approved project plans for the project.

STATEMENT OF SERVICES

3.0 Construction Inspection Services

3.1 General

CONSULTANT will be required to provide:

a. Inspection and administration personnel
b. A fully equipped field office
c. Miscellaneous equipment, vehicles, and tools.
d. Materials testing lab facility

The number of CONSULTANT personnel shall be dependent upon the actual work scope. The anticipated category and approximate annual quantity of personnel required is (based on a construction duration of 560 working days and 1,758 hours/year):

	Personnel	Total Hours
Project Manager	0.3	1,167
Senior Inspector (Roadway)	1.0	3,891
Inspector (Roadway)	4.0	15,565
Inspector (Structural)	3.0	11,674
Inspector (Electrical)	1.0	3,891
Office Engineer	1.0	3,891
CPM Scheduler	0.5	1,946
Claims Support	0.1	389
Field Materials Testing	1.0	3,891
Surveying	0	0
Project Assistant (PA)	0.5	1,946
Total	12.4	48,251

3.2 Construction Inspection and Administrative Support Services Requirements

Inspection work shall not be performed when conditions (such as weather, traffic, and other factors) prevent a safe, efficient operation or as directed by Caltrans or AUTHORITY.

Assignments to be performed by CONSULTANT personnel may include, but are not limited to, the following:

3.2-1 Perform and assist in performing the duties of construction inspection and engineering including: paving and subgrade inspection, structures inspection, electrical inspection, drainage, signing and striping inspection, quantity calculations, checking grade and alignment, construction traffic control, and ensuring compliance with project plans and specifications.

3.2-2 Analyze the project plans and specifications for possible errors and deficiencies and report such findings to the RE. Identify actual and potential problems associated with the construction project and recommend sound engineering solutions to the RE. If the RE determines that changes are necessary, CONSULTANT's personnel shall assist in implementing and processing of "Change Orders" in accordance with Caltrans' Standard Specifications.

3.2-3 Adhere to all safety and health code and regulations and enforce applicable contract provisions for the protection of the public and project personnel. Prepare Assistant RE daily diaries in accordance with the Caltrans construction manual.

3.2-4 Prepare calculations, records, reports, and correspondence related to project activities.

3.2-5 Consultant to assist in the preparation of As-Built plans.

3.2-6 Assist in preparing claims reports and be available for any claims settlements meetings.

3.2-7 Perform and assist in review of contractor's Critical Path Method (CPM) schedule and construction staging plans.

3.2-8 Assist in performing Storm Water Pollution Prevention (SWPP) duties.

3.2-9 Assist in control of contractor's work within temporary construction easements.

3.2-10 Develop and maintain a risk register of critical work that may affect construction schedule and cost.

3.3 Inspection Standards

Construction inspection and contract administration shall be in accordance with:

3.3-1 The Manual of Traffic Controls for Construction and Maintenance Work Zones.

3.3-2 The Caltrans Standard Specifications and Standard Plans.

3.3-3 The project plans and special provisions.

3.3-4 The Caltrans Construction Manual and other applicable Caltrans manuals.

3.3-5 Caltrans and OCTA shall decide all questions which may arise as to the quality or acceptability of deliverables furnished and work performed for this contract.

3.4 Construction Management, Inspection and Survey Deliverables

CONSULTANTS shall create and maintain the following documentation and provide the following deliverables:

3.4-1 Daily reports and extra-work diaries.

3.4-2 Monthly progress reports prepared by the CONSULTANT's project manager.

3.4-3 Construction contract progress payment and quantity documents delivered to Senior RE the morning of the day specified in the contract payment schedule.

3.4-4 Final payment quantity documents delivered to the RE by no later than 5 working days after acceptance by Caltrans of the completed construction project.

3.4-5 Field measurements, field, and laboratory test data and other documents as required by Caltrans procedures.

3.4-6 All reports, calculations, and other applicable documents prepared for the project.

3.4-7 All correspondence, records, and other PROJECT documents.

3.4-8 Risk register of critical work that may affect construction schedule and cost.

3.5 Field Office Requirements

CONSULTANT shall provide a fully equipped and operational field office. It is not anticipated right-of-way will be provided to provide temporary trailers as the field office.

3.5-1 The field office shall house all construction personnel assigned to the project. The construction staff includes Caltrans personnel, CONSULTANT inspection personnel, and one office for the construction survey crew.

3.5-2 The field office shall have one desk and chair for every person assigned to the project, a desktop computer for CONSULTANT personnel only, internet access (T1 line), phones, fax machine, copy machine, full sized plotter, conference table and chairs, and other normal office furniture, equipment, and utilities. CONSULTANT shall dispose of office furniture and equipment at project completion.

3.5-3 The field office shall also provide a common area (kitchen), bathrooms, field laboratory storage area, miscellaneous equipment storage area, and a large conference area for project meetings.

3.6 Miscellaneous Equipment, Inspection Vehicles, and Tools

CONSULTANT shall provide all necessary instruments, tools, and safety equipment required for their personnel to perform their work accurately, efficiently, and safely.

3.6-1 CONSULTANT shall provide one inspection vehicle (truck) for each inspector. Vehicles without side windows shall not be used. Caltrans-furnished magnetic logos shall be affixed to each side of the vehicle at all times it is used for the work under this contract.

3.6-2 CONSULTANT shall provide other field materials such as testing equipment and safety equipment, as needed, for use by their staff on the project.

3.6-3 CONSULTANT shall provide each inspector with a cellular phone.

3.7 Equipment and Supplies

3.7-1 Office Equipment and Supplies- CONSULTANT shall have adequate office equipment and supplies to complete the required surveying work.

Such equipment and supplies shall include, but not be limited to:

1) Drafting equipment.
2) Computers and calculators.
3) Data processing systems, including software.

3.7-2 Field Equipment and Supplies - CONSULTANT shall have adequate field equipment and supplies to complete the required surveying work. The equipment and supplies for each survey party shall include, but not be limited to, the following:

- Electronic calculator.
- Hand tools and supplies as appropriate.
- Sufficient number of traffic cones 28 inches, minimum, in height.
- Traffic control devices (including signs, sign bases, flags, and handheld signs) as required to perform the requested survey work.
- Leveling instruments and equipment, including 1) self-leveling level; precision: standard deviation in one mile of double-run leveling 0.005 feet or less, and 2) suitable leveling rods for the work to be performed.
- Distance measuring instruments and equipment, including 1) electronic distance measurer; precision: standard deviation 3 millimeters plus 3 ppm, or less; range: at least one mile under average atmospheric conditions, 2) prisms, sufficient to perform the required work, 3) tapes; steel, cloth, 4) angle measuring instruments and equipment: Theodolite for non-control surveys; precision: direct circle reading to three seconds, or equivalent, horizontal and vertical, and 5) targets as required to perform the required work.
- When required for efficient survey operations, total station survey systems measurer, and electronic data collector shall be provided. The angle measuring instruments and distance measurer shall conform to requirements above.
- Radio communication shall be required if requested by AUTHORITY.

3.7-3 Personnel Safety. In addition to the requirements specified elsewhere in this contract, the following also shall apply. CONSULTANT shall conform to the safety provisions of the Caltrans Construction and Survey Manuals. CONSULTANT's personnel shall wear white hard hats, orange vests and rubber sole shoes at all times while working in

the field. CONSULTANT shall provide appropriate safety training for all CONSULTANT's personnel required to work on and near the PROJECT site. All safety equipment and personnel protective devices and gear shall be provided by the CONSULTANT.

3.8 Personnel Qualifications and Responsibilities

The preferred minimum qualifications for CONSULTANT personnel assigned to this project are as follows:

3.8-1 Project Manager

The preferred minimum qualifications for the position of Project Manager are:

a) Minimum of 10 years project management experience on similar highway construction/bridge construction projects, or other relative equivalent experience as determined by OCTA.
b) Thorough knowledge of Caltrans construction practices, and the ability to read and interpret plans and specifications.
c) Ability to make effective decisions concerning field problems and work in progress.
d) Licensed Civil Engineer in the State of California.
e) Ability to use typical computer programs such as Microsoft Word, Outlook, and Excel.

Under the direction of OCTA and Caltrans, the Project Manager will assume the following functional responsibilities:

a) Review, monitor, train, and provide general directions for CONSULTANT's personnel.
b) Assign personnel to projects on an as-needed basis.
c) Administer personnel leave subject to approval of Caltrans' RE.
d) Prepare monthly reports for delivery to the OCTA Project Manager.
e) Maintain continuous communication with the Caltrans' Resident Engineer, OCTA Project Manager, CONSULTANT field personnel, and with public outreach personnel.
f) Coordinate/communicate with the OCTA Project manager, staffing needs, and ensure project support costs are within budget.
g) Advise the OCTA Project Manager of major project issues and contract status.
h) Provide expert advice when called upon.

3.8-2 Principal Assistant/ Resident Engineer (Senior Roadway Inspector)

Minimum qualification is at least 5 years working as a Resident Engineer on Caltrans Highway improvement projects of similar size and complexity.

a) Act as the lead inspector and provide guidance to other CONSULTANT inspectors and staff in carrying out their day-to-day duties.
b) Provide consultation on complex contract interpretation issues as called upon by the RE. Act as an advisor to the RE.
c) Thorough knowledge of Caltrans construction practices.
d) Ability to make effective decisions concerning field problems and work in progress.
e) Licensed Civil Engineer in the State of California.
f) Maintain continuous communication with the Caltrans RE, lead staff, OCTA Project Manager, field staff, public outreach personnel, and with construction administration staff.
g) Provide expert advice when called upon.

3.8-3 Roadway Inspectors

Preferred minimum qualification for the position of roadway inspectors will be as follows:

a) Minimum of 3 years of relevant construction inspection and management experience on similar highway construction projects.
b) Knowledge of construction practices, physical characteristics and properties of highway construction inspection, and the approved methods and equipment used in performing physical inspections.
c) Ability to work independently and perform inspection duties in the construction field office.
d) Ability to effectively make minor decisions concerning work in progress and solving field and office problems.
e) Ability to use typical computer programs such as Microsoft Word, Outlook, and Excel.
f) Ability and experience with review of Critical Path Method (CPM) baseline schedule including updates and revisions. Ability to run Claim Digger or other available software to detect changes to the CPM schedule for Claims analysis purposes.
g) Assist in the response to potential claims filed by the contractor and preparation of documentation for contract claims and claim reports.

Under the direction of the Caltrans Senior RE, the Roadway Inspector(s) will assume the following functional responsibilities:

a) Perform inspections to achieve compliance with contract plans and specifications on all phases of Highway construction, such as paving, structures, grading, drainage, utility relocation, electrical installation, sign installation, and landscaping items.
b) Perform quantity calculations for progress pay estimates and keep project records.
c) Perform design for minor changes and make design estimates for contract change orders.
d) Perform analytical calculations for items such as basic earthwork and grading, special staking procedures and redesigning facilities to fit existing field conditions.
e) Perform analytical calculation for items such as basic earthwork and grading, special staking procedures and redesigning facilities to fit existing field conditions.
f) Maintain continuous communication with the Caltrans Senior RE, OCTA Project Manager, Caltrans Structures Representative, field personnel, public outreach personnel, and with construction administration staff.

3.8-4 Structures Inspectors

Preferred minimum qualifications for the position of structures inspectors will be as follows:

a) Minimum of 3 years of relevant construction inspection and management experience on similar construction projects involving bridges, retaining walls, sound walls, barriers, drainage structures, sign structures, and other structures.
b) Knowledge of construction practices, physical characteristics and properties of structures construction inspection, and the approved methods and equipment used in performing physical inspection.
c) Ability to perform calculations such as grade, deflection, stress, alignment. Ability to perform calculations to check the various elements of structures (i.e. beams, columns, etc.) as used in contractor's temporary work.
d) Assist in reviewing false work plans, shoring plans, demolition plans, concrete mix designs and other submittals provided by the contractors as required by the contract documents.
e) Ability to work independently and perform inspection duties in the construction field office.
f) Ability to effectively make minor decisions concerning work in progress and solving field and office problems.
g) Ability to use typical computer programs such as Microsoft Word, Outlook, Access, and Excel.

Under the direction of the Caltrans Structures Representative, the Structures Inspectors will assume the following functional responsibilities:

a) In a field setting perform soil calculations, establish surveying control line and grade as required by established Office of Structures Construction (OSC) Practices & Procedures, ensure that the contractors' materials are in compliance and as required by the contract documents, verify field dimensions. Must be present for concrete pours and assure that the concrete is cured properly. Oversee removal and placement of existing materials. Confer with contractors regarding compliance with plans, specifications, quality of work, construction activity, and CAL-OSHA regulations.
b) Assist in identifying the need for Contract Change Orders (CCOs), preparation of CCOs, contract estimates and other documents, such as responses to contractor's claims, and reports and letters involved in the construction of engineering projects.
c) Perform quantity calculations for progress pay estimates and keep project records.
d) Maintain continuous communication with Caltrans' Senior RE, OCTA Project Manager, Caltrans Structures Representative, field personnel, public outreach personnel, and with construction administration staff.

3.8-5 Electrical Inspector

The preferred minimum qualifications for the position of Electrical Inspector(s) are as follows:

a) Minimum of 3 years of relevant electrical inspection and management experience on a similar highway construction project is required.
b) Knowledge of intelligent transportation system (ITS) elements such as ramp metering systems, CCTV systems, electrical systems, highway advisory radio (HAR) systems, communication Systems (wireless, hardwire & fiber-optics), changeable message signs, vehicle detection systems, traffic signal systems, transit signal priority, emergency vehicle priority, etc.
c) Knowledge of construction practices, physical characteristics and properties of roadway, structures, drainage and utility systems construction materials, and the approved methods and equipment used in making physical tests of construction materials.
d) Ability to work independently and perform duties in the construction field office.
e) Ability to effectively make minor decisions concerning work in progress and solving field and office problems.
f) Proficient in the use of computer application programs Word and Excel.

Under the direction of the Caltrans Senior RE, the Electrical Inspector will assume the following functional responsibilities:

a) Perform quality assurance inspections to achieve compliance with contract plans and specifications on all electrical installation.
b) Perform quantity calculations and measurements for progress pay estimates and keep daily project records.
c) Perform calculations and measurement of electrical components.
d) Perform design for minor changes and make design estimates for contract change orders.
e) Maintain continuous communication with the Caltrans Senior RE, OCTA Project Manager, Caltrans Structures Representative, field personnel, public outreach personnel, and with construction administration staff.

3.8-6 Office Engineer

a) Minimum of 3 years of relevant construction inspection and/or office engineering experience.
b) Ability to work independently and perform typical construction field office duties.
c) Thorough knowledge of Caltrans construction practices, and the ability to read and interpret plans and specifications.
d) Thorough knowledge of the construction manual regarding estimates, extra work bidding, change orders, and other administrative duties.
e) Maintain continuous communication with the Caltrans' RE, OCTA Project Manager, and Caltrans District Construction Administration.
f) Ability to use typical computer programs such as Microsoft Word, Excel, Outlook, Scheduling software, and Expedition or equivalent.

Under direction of Caltrans RE, the office engineer will assume the following functional responsibilities:

a) Perform quality calculations for progress pay estimates and keep project records.
b) Draft Change Orders and process for approval.
c) Maintain continuous communications with the Caltrans Senior RE, OCTA Project Manager, construction administration staff, and the District Construction office.

3.8.7 Scheduling Support Specialist

Construction scheduling support CONSULTANT shall be knowledgeable and experienced in the following:

a) Using Primavera Project Management Software (P6/P7), Primavera Project Planner (P3), SureTrack, Microsoft Project and Microsoft Office (Word, Excel, PowerPoint, etc.) software.
b) Generating, reviewing, and analyzing Critical Path Method (CPM) schedules with respect to time, resource, and cost. The CONSULTANT shall possess the experience and skills to track Contractor's submittals and CALTRANS submittals reviews, and in conjunction with schedule analysis, determine credits to State-owned Float activity for time saved on the critical path for early review of submittals. The CONSULTANT shall also possess the experience and skills to determine other savings to the critical path due to actions by CALTRANS.
c) Monitoring and analyzing Contractor's performance of the work with respect to time, resource, and cost. Generating project correspondence, daily diaries, monthly contract item payments related to scheduling work, Weekly Statement of Working Days, reports, plots exhibit, other presentation materials and other items related to scheduling.
d) Generating, reviewing and analyzing reports with respect to time, resource and cost.
e) Generating, reviewing, and analyzing Time Impact Analyses.
f) Providing specialized expertise for the support of review and analysis of potential claims.
g) Negotiating issues related to construction scheduling.
h) Conducting constructability reviews.
i) Making presentations as needed. Providing training in areas related to scheduling.
j) General construction process and terminology.
k) Working knowledge of CALTRANS plans, specifications, and manuals (Standard Plans, Standard Specifications, Construction Manual etc.)
l) Construction scheduling support CONSULTANT shall possess excellent oral and written communications skills.
m) Minimum of 4 years' experience performing construction scheduling for highway, or major public works projects, performing related duties as described above.

3.8-8 Claims Support

The construction claims support CONSULTANT shall be knowledgeable and experienced in the following:

a) Using Primavera Project Management Software (P6/P7), Primavera Project Planner (P3), Suretrack, Microsoft Project, and Microsoft Office (Word, Excel, PowerPoint etc.) software.
b) Generating and analyzing Critical Path Method (CPM) schedules with respect to time, resource, and cost. The CONSULTANT shall possess the experience and skills to conduct detailed schedule analysis.
c) Have at least 5 years' experience with Claims analysis, responding to potential claims, preparing claims reports and presenting them to the Dispute Review Boards or District Claims Board.
d) Analyzing Time Impact Analyses.

3.9 Inspection and Safety

In addition to the requirements specified elsewhere in this contract, the following also shall apply.

3.9-1 CONSULTANT shall conform to the safety provisions of the Caltrans construction and Survey Manuals.

3.9-2 CONSULTANT's personnel shall wear white hard hats, safety orange vests and rubber-soled shoes at all times while working in the field.

3.9-3 CONSULTANT shall provide appropriate safety training for all CONSULTANT's personnel required to work on and near highways. All safety equipment shall be provided by the CONSULTANT.

3.10 Field Material Testing

SOILS AND MATERIALS TESTING SERVICES

3.10-1 Materials sampling and testing shall be in accordance with the Project plans, technical specifications, standard specifications, and other applicable standards and procedures.

3.10-2 The contractor for the Project shall be responsible for providing Quality Assurance/Quality Control Soils and Materials Testing Services. CONSULTANT shall provide a certified laboratory to perform soil and materials testing services on an as needed basis in order to validate construction contractor test results.

3.10-3 The laboratory, whether temporary or permanent, is to be in the general vicinity of the project area and no more than 30 miles from the field office for the project.

3.10-4 Testing shall be performed in accordance with the California Test Methods and shall meet the latest requirement of ASTM.

3.10-5 Testing machines must be calibrated annually or more frequently by impartial means using devices of accuracy traceable to the National Bureau of Standards.

3.10-6 The laboratory shall participate in the AASHTO Materials Reference Laboratory (AMRL) or Cement or Concrete Reference Laboratory (CCRL) inspection programs as appropriate. Copies of applications, correspondence, reports, and corrective actions shall be provided to OCTA if requested.

3.10-7 The laboratory shall have a quality control plan and a quality assurance plan in effect during the entire time work is being performed under the contract. The plan shall include quality control, quality assurance, and equipment calibration programs for the laboratory.

3.10-8 The laboratory shall maintain an inventory of the testing equipment (listing the manufacturer, model serial number, calibration, and tolerances).

3.10-9 The laboratory shall maintain a laboratory procedure manual describing the methods used for recording, processing, and reporting data, the sources of references material, standards, and test methods.

3.10-10 CONSULTANT and the laboratory shall be responsible for all soil and materials testing performed for the project including source testing if required.

END OF SCOPE OF WORK

PROPOSED AGREEMENT NO. C-250112

BETWEEN

ORANGE COUNTY TRANSPORTATION AUTHORITY

AND

THIS AGREEMENT is effective as of this _____ day of _____, 20__ ("Effective Date"), by and between the Orange County Transportation Authority, 550 South Main Street, P.O. Box 14184, Orange, CA 92863-1584, a public corporation of the State of California (hereinafter referred to as "AUTHORITY"), and , , , (hereinafter referred to as "CONSULTANT").

WITNESSETH:

WHEREAS, AUTHORITY requires assistance from CONSULTANT to provide Construction Management Support Services for the State Route 55 Improvement Project between Interstate 5 and State Route 91; and

WHEREAS, said work cannot be performed by the regular employees of AUTHORITY; and

WHEREAS, CONSULTANT has represented that it has the requisite personnel and experience, and is capable of performing such services; and

WHEREAS, CONSULTANT wishes to perform these services; and

WHEREAS, the AUTHORITY's Board of Directors authorized this Agreement on _____;

NOW, THEREFORE, it is mutually understood and agreed by AUTHORITY and CONSULTANT as follows:

ARTICLE 1. COMPLETE AGREEMENT

A. This Agreement, including all exhibits and documents incorporated herein and made applicable by reference, constitutes the complete and exclusive statement of the terms and conditions of the agreement between AUTHORITY and CONSULTANT and it supersedes all prior representations, understandings and communications. The invalidity in whole or in part of any term or condition of this Agreement shall not affect the validity of other terms or conditions.

B. AUTHORITY's failure to insist in any one or more instances upon the performance of any terms or conditions of this Agreement shall not be construed as a waiver or relinquishment of AUTHORITY's right to such performance by CONSULTANT or to future performance of such terms or conditions and CONSULTANT obligation in respect thereto shall continue in full force and effect. Changes to any portion of this Agreement shall not be binding upon AUTHORITY except when specifically confirmed in writing by an authorized representative of AUTHORITY by way of a written Amendment to this Agreement and issued in accordance with the provisions of this Agreement.

ARTICLE 2. AUTHORITY DESIGNEE

The Chief Executive Officer of AUTHORITY, or designee, shall have the authority to act for and exercise any of the rights of AUTHORITY as set forth in this Agreement.

ARTICLE 3. SCOPE OF WORK

A. CONSULTANT shall perform the work necessary to complete in a manner satisfactory to AUTHORITY the services set forth in Exhibit A, entitled "Scope of Work," which is attached to and, by this reference, incorporated in and made a part of this Agreement. All services shall be provided at the times and places designated by AUTHORITY.

B. CONSULTANT shall provide the personnel listed below to perform the above-specified services, which persons are hereby designated as key personnel under this Agreement.

Names	Functions

C. No person named in paragraph B of this Article, or his/her successor approved by AUTHORITY, shall be removed or replaced by CONSULTANT, nor shall his/her agreed-upon function or level of commitment hereunder be changed, without the prior written consent of AUTHORITY. Should the services of any key person become no longer available to CONSULTANT, the resume and

qualifications of the proposed replacement shall be submitted to AUTHORITY for approval as soon as possible, but in no event later than seven (7) calendar days prior to the departure of the incumbent key person, unless CONSULTANT is not provided with such notice by the departing employee. AUTHORITY shall respond to CONSULTANT within seven (7) calendar days following receipt of these qualifications concerning acceptance of the candidate for replacement.

ARTICLE 4. TERM OF AGREEMENT

This Agreement shall commence upon the effective date of this Agreement, and shall continue in full force and effect through _____, unless earlier terminated as provided hereunder.

ARTICLE 5. PAYMENT

A. For CONSULTANT's full and complete performance of its obligations under this Agreement and subject to the maximum cumulative payment obligation provisions set forth in Article 6, AUTHORITY shall pay CONSULTANT on a Time and Expense basis in accordance with the following provisions.

B. CONSULTANT shall invoice AUTHORITY on a monthly basis for payments corresponding to the work actually completed by CONSULTANT. Work completed shall be documented in a monthly progress report prepared by CONSULTANT, which shall accompany each invoice submitted by CONSULTANT. AUTHORITY shall pay CONSULTANT at the hourly labor rates specified in Exhibit B, entitled "Price Summary Sheet," which is attached to and by this reference, incorporated in and made a part of this Agreement. These rates shall remain fixed for the term of this Agreement and are acknowledged to include CONSULTANT's overhead costs, general costs, administrative costs and profit. CONSULTANT shall also furnish such other information as may be requested by AUTHORITY to substantiate the validity of an invoice. At its sole discretion, AUTHORITY may decline to make full payment until such time as CONSULTANT has documented to AUTHORITY'S satisfaction, that CONSULTANT has fully completed all work required. AUTHORITY's payment in full shall constitute AUTHORITY's final acceptance of CONSULTANT'S work.

C. As partial security against CONSULTANT's failure to satisfactorily fulfill all of its obligations

under this Agreement, AUTHORITY shall retain ten percent (10%) of the amount of each invoice submitted for payment by CONSULTANT. All retained funds shall be released by AUTHORITY and shall be paid to CONSULTANT within sixty (60) calendar days of payment of final invoice, unless AUTHORITY elects to audit CONSULTANT's records in accordance with Article 16 of this Agreement. If AUTHORITY elects to audit, retained funds shall be paid to CONSULTANT within thirty (30) calendar days of completion of such audit in an amount reflecting any adjustment required by such audit. During the term of the Agreement, at its sole discretion, AUTHORITY reserves the right to release all or a portion of the retained amount based on CONSULTANT'S satisfactory completion of certain milestones. CONSULTANT shall invoice AUTHORITY for the release of the retention in accordance with Article 5.

D. Invoices shall be submitted by CONSULTANT on a monthly basis and shall be submitted in duplicate to AUTHORITY's Accounts Payable office. CONSULTANT may also submit invoices electronically to AUTHORITY's Accounts Payable Department at vendorinvoices@octa.net. Each invoice shall be accompanied by the monthly progress report specified in paragraph B of this Article. AUTHORITY shall remit payment within thirty (30) calendar days of the receipt and approval of each invoice. Each invoice shall include the following information:

1. Agreement No. C250112;
2. Specify the effort for which the payment is being requested;
3. The time period covered by the invoice;
4. Labor (staff name, hours charged, hourly billing rate, current charges, and cumulative charges) performed during the billing period;
5. Total monthly invoice (including project-to-date cumulative invoice amount); and retention;
6. Itemized expenses including support documentation incurred during the billing period;
7. Monthly Progress Report;
8. Certification signed by the CONSULTANT or his/her designated alternate that a) The invoice is a true, complete and correct statement of reimbursable costs and progress; b) The backup

information included with the invoice is true, complete and correct in all material respects; c) All payments due and owing to subcontractors and suppliers have been made; d) Timely payments will be made to subcontractors and suppliers from the proceeds of the payments covered by the certification and; e) The invoice does not include any amount which CONSULTANT intends to withhold or retain from a subcontractor or supplier unless so identified on the invoice.

9. Any other information as agreed or requested by AUTHORITY to substantiate the validity of an invoice including a current payroll register and or an offer of employment for personnel performing work under the classifications which are subject to pay ranges as listed in Exhibit B, "Schedule I- Hourly Range Schedule for Direct Labor by Classification" in order to receive reimbursement for hours worked. Reimbursement for labor hours incurred by personnel designated by a classification, shall be made after AUTHORITY's review of the actual personnel's pay register, and verification that the actual pay falls within the specified range for that classification. If an actual pay rate exceeds the maximum of the range, CONSULTANT will be reimbursed at the maximum of the range. At its sole discretion, AUTHORITY may decline to make full payment until such time as CONSULTANT has documented to AUTHORITY'S satisfaction, that CONSULTANT has fully completed all work required. AUTHORITY's payment in full for any work completed shall not constitute AUTHORITY's final acceptance of CONSULTANT'S work.

a) CONSULTANT agrees that billing for personnel under the Exhibit B "Schedule I- Hourly Range Schedule for Direct Labor by Classification" is to be used on a temporary basis, limited to a maximum period of six (6) continuous months for each personnel working under the "Hourly Range Schedule for Direct Labor by Classification". Personnel working or proposed to work on a continuous basis for a period of more than six (6) continuous months are not considered temporary and must be added as named personnel with a specific hourly billing rate.

b) CONSULTANT agrees that all personnel billing under all these labor schedules in Exhibit B, are subject to the annual escalation rate allowable under this Agreement.

This is a maximum escalation rate that AUTHORITY will reimburse CONSULTANT for named personnel and classifications.

c) CONSULTANT agrees that personnel proposed to work and bill under any of the labor schedules in Exhibit B must be approved in writing by the AUTHORITY's Project Manager prior to start of work.

E. For classifications added to the Exhibit B, "Schedule I-Hourly Range Schedule for Direct Labor by Classification" through Amendments, raw billing ranges must be based on current year's actual salaries, and the corresponding fully burdened ranges must be provided by CONSULTANT.

ARTICLE 6. MAXIMUM OBLIGATION

Notwithstanding any provisions of this Agreement to the contrary, AUTHORITY and CONSULTANT mutually agree that AUTHORITY's maximum cumulative payment obligation (including obligation for CONSULTANT's profit) shall be _ Dollars ($ .00) which shall include all amounts payable to CONSULTANT for its subcontracts, leases, materials and costs arising from, or due to termination of, this Agreement.

ARTICLE 7. NOTICES

All notices hereunder and communications regarding the interpretation of the terms of this Agreement, or changes thereto, shall be effected by delivery of said notices in person or by depositing said notices in the U.S. mail, registered or certified mail, returned receipt requested, postage prepaid and addressed as follows:

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To CONSULTANT:	To AUTHORITY:
	Orange County Transportation Authority
	550 South Main Street
	P.O. Box 14184
,	Orange, CA 92863-1584
ATTENTION:	ATTENTION: Sonja Gettel
Title:	Title: Senior Contract Administrator
Phone:	Phone: (714) 560 - 5562
Email:	Email: sgettel@octa.net
	cc: Jeannie Lee, P.E.
	Title: Senior Project Manager
	Phone: (714) 560-5735
	Email: jlee@octa.net

ARTICLE 8. INDEPENDENT CONTRACTOR

A. CONSULTANT's relationship to AUTHORITY in the performance of this Agreement is that of an independent contractor. CONSULTANT's personnel performing services under this Agreement shall at all times be under CONSULTANT's exclusive direction and control and shall be employees of CONSULTANT and not employees of AUTHORITY. CONSULTANT shall pay all wages, salaries and other amounts due its employees in connection with this Agreement and shall be responsible for all reports and obligations respecting them, such as social security, income tax withholding, unemployment compensation, workers' compensation and similar matters.

B. Should CONSULTANT's personnel or a state or federal agency allege claims against AUTHORITY involving the status of AUTHORITY as employer, joint or otherwise, of said personnel, or allegations involving any other independent contractor misclassification issues, CONSULTANT shall defend and indemnify AUTHORITY in relation to any allegations made.

/

ARTICLE 9. INSURANCE

A. CONSULTANT shall procure and maintain insurance coverage in full force and effect during the entire term of the Agreement. Coverage shall be full coverage and not subject to self-insurance provisions. CONSULTANT shall provide the following insurance coverage:

1. Commercial General Liability, to include Products/Completed Operations, Independent Contractors', Contractual Liability, Advertising (if applicable to Scope of Work) and Personal Injury Liability, and Property Damage with a minimum limit of $1,000,000 per occurrence, $2,000,000 general aggregate and $2,000,000 Products/Completed Operations aggregate;

2. Automobile Liability Insurance to include owned, hired and non-owned autos with a combined single limit of $1,000,000 for each accident;

3. Workers' Compensation with limits as required by the State of California including a Waiver of Subrogation in favor of AUTHORITY, its officers, directors and employees; and

4. Employers' Liability with minimum limits of $1,000,000 per accident, $1,000,000 policy limit-disease, and $1,000,000 policy limit employee-disease.

5. Professional Liability with minimum limits of $1,000,000 shall be maintained by the CONSULTANT and any subconsultants providing professional services that require licensure or certification under California law or this Agreement, including but not limited to engineering, inspection, scheduling, and claims support.

B. Proof of such coverage, in the form of a certificate of insurance and an insurance policy blanket additional insured endorsement, designating the AUTHORITY, its officers, directors and employees as additional insureds on general liability and automobile liability, as required by Agreement. Proof of insurance coverage must be received by AUTHORITY within ten (10) calendar days from the effective date of the Agreement and prior to commencement of any work. Such insurance shall be primary and non-contributive to any insurance or self-insurance maintained by the AUTHORITY. Furthermore, AUTHORITY reserves the right to request certified copies or review all related insurance policies, in response to a related loss.

C. CONSULTANT shall also include in each subcontract, the stipulation that subconsultants shall maintain insurance coverage in the amounts required of CONSULTANT as provided in the Agreement. Subconsultants will be required to include AUTHORITY as additional insureds on the Commercial General Liability, and Auto Liability insurance policies.

D. Insurer must provide AUTHORITY with at least thirty (30) days' prior notice of cancellation or material modification of coverage, and ten (10) days' prior notice for non-payment of premium.

E. CONSULTANT shall submit required insurance certificates to AUTHORITY's insurance tracking contractor, InsureTrack. CONSULTANT shall respond directly to InsureTrack's request for updated insurance certificates and other insurance-related matters by email to octa@instracking.com.

F. CONSULTANT shall include on the face of the certificate of insurance, the following information:

1. The Agreement Number C-250112 and, the Contract Administrator's Name, Sonja Gettel.

2. For Certificate Holder: The Orange County Transportation Authority, its officers, directors, employers and agents, c/o InsureTrack, P.O. Box 60840 Las Vegas, NV 89160.

ARTICLE 10. ORDER OF PRECEDENCE

Conflicting provisions hereof, if any, shall prevail in the following descending order of precedence: (1) the provisions of this Agreement, including all exhibits; (2) the provisions of RFP 250112; (3) CONSULTANT's technical proposal dated _____ , CONSULTANT's cost proposal dated _____ , and final cost proposal dated_____(4) all other documents, if any, cited herein or incorporated by reference.

ARTICLE 11. CHANGES

A. By written notice or order, AUTHORITY may, from time to time, order work suspension and/or make changes in the general scope of this Agreement, including, but not limited to, the services furnished to AUTHORITY by CONSULTANT as described in the Scope of Work. If any such work suspension or change causes an increase or decrease in the price of this Agreement or in the time required for its

performance, CONSULTANT shall promptly notify AUTHORITY thereof and assert its claim for adjustment within ten (10) calendar days after the change or work suspension is ordered, and an equitable adjustment shall be negotiated. However, nothing in this clause shall excuse CONSULTANT from proceeding immediately with the Agreement as changed.

B. CONSULTANT shall only commence work covered by an amendment after the amendment is executed by AUTHORITY.

ARTICLE 12. DISPUTES

A. Except as otherwise provided in this Agreement, when a dispute arises between CONSULTANT and AUTHORITY, the project managers shall meet to resolve the issue. If project managers do not reach a resolution, the dispute will be decided by AUTHORITY's Director of Contracts Administration and Materials Management (CAMM), who shall reduce the decision to writing and mail or otherwise furnish a copy thereof to CONSULTANT. The decision of the Director, CAMM, shall be the final and conclusive administrative decision.

B. Pending final decision of a dispute hereunder, CONSULTANT shall proceed diligently with the performance of this Agreement and in accordance with the decision of AUTHORITY's Director, CAMM. Nothing in this Agreement, however, shall be construed as making final the decision of any AUTHORITY official or representative on a question of law, which questions shall be settled in accordance with the laws of the State of California.

ARTICLE 13. TERMINATION

A. AUTHORITY may terminate this Agreement for its convenience at any time, in whole or part, by giving CONSULTANT written notice thereof. Upon said notice, AUTHORITY shall pay CONSULTANT its allowable costs incurred to date of termination and those allowable costs determined by AUTHORITY to be reasonably necessary to effect such termination. Thereafter, CONSULTANT shall have no further claims against AUTHORITY under this Agreement.

B. In the event either Party defaults in the performance of any of their obligations under this Agreement or breaches any of the provisions of this Agreement, the non-defaulting Party shall have the

option to terminate this Agreement upon thirty (30) days' prior written notice to the other Party. Upon receipt of such notice, CONSULTANT shall immediately cease work, unless the notice from AUTHORITY provides otherwise. Upon receipt of the notice from AUTHORITY, CONSULTANT shall submit an invoice for work and/or services performed prior to the date of termination. AUTHORITY shall pay CONSULTANT for work and/or services satisfactorily provided to the date of termination in compliance with this Agreement. Thereafter, CONSULTANT shall have no further claims against AUTHORITY under this Agreement. AUTHORITY shall not be liable for any claim of lost profits or damages for such termination.

ARTICLE 14. INDEMNIFICATION

A. CONSULTANT shall indemnify, defend and hold harmless AUTHORITY, its officers, directors, employees and agents (indemnities) from and against any and all claims (including attorneys' fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, damage to or loss of use of property caused by the negligent acts, omissions or willful misconduct by CONSULTANT, its officers, directors, employees, agents, subconsultants or suppliers in connection with or arising out of the performance of this Agreement.

B. Notwithstanding the foregoing, to the extent that CONSULTANT'S duty to indemnify arises out of a claim to which Civil Code section 2782.8 would apply, CONSULTANT shall indemnify and defend the Indemnitees to the maximum extent permitted by Civil Code section 2782.8.

ARTICLE 15. ASSIGNMENTS AND SUBCONTRACTS

A. Neither this Agreement nor any interest herein nor claim hereunder may be assigned by CONSULTANT either voluntarily or by operation of law, nor may all or any part of this Agreement be subcontracted by CONSULTANT, without the prior written consent of AUTHORITY. Consent by AUTHORITY shall not be deemed to relieve CONSULTANT of its obligations to comply fully with all terms and conditions of this Agreement.

B. AUTHORITY hereby consents to CONSULTANT's subcontracting of portions of the Scope of

Work to the parties identified below for the functions described in CONSULTANT's proposal. CONSULTANT shall include in the subcontract agreement the stipulation that CONSULTANT, not AUTHORITY, is solely responsible for payment to the subcontractor for the amounts owing and that the subcontractor shall have no claim, and shall take no action, against AUTHORITY, its officers, directors, employees or sureties for nonpayment by CONSULTANT.

Subcontractor Name/Address	**Subcontractor Function**
1.	
2.	

ARTICLE 16. AUDIT AND INSPECTION OF RECORDS

CONSULTANT shall provide AUTHORITY, or other agents of AUTHORITY, such access to CONSULTANT's accounting books, records, work data, documents and facilities, as AUTHORITY deems necessary. CONSULTANT shall maintain such books, records, data and documents in accordance with generally accepted accounting principles and shall clearly identify and make such items readily accessible to such parties during CONSULTANT's performance hereunder and for a period of four (4) years from the date of final payment by AUTHORITY. AUTHORITY's right to audit books and records directly related to this Agreement shall also extend to all first-tier subcontractors identified in Article 15 of this Agreement. CONSULTANT shall permit any of the foregoing parties to reproduce documents by any means whatsoever or to copy excerpts and transcriptions as reasonably necessary.

ARTICLE 17. FEDERAL, STATE AND LOCAL LAWS

CONSULTANT warrants that in the performance of this Agreement, it shall comply with all applicable federal, state and local laws, statutes and ordinances and all lawful orders, rules and regulations promulgated thereunder.

ARTICLE 18. EQUAL EMPLOYMENT OPPORTUNITY

In connection with its performance under this Agreement, CONSULTANT shall not discriminate against any employee or applicant for employment because of race, religion, color, sex, age or national origin. CONSULTANT shall take affirmative action to ensure that applicants are employed, and that

employees are treated during their employment, without regard to their race, religion, color, sex, age or national origin. Such actions shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

ARTICLE 19. PROHIBITED INTERESTS

CONSULTANT covenants that, for the term of this Agreement, no director, member, officer or employee of AUTHORITY during his/her tenure in office/employment or for one (1) year thereafter shall have any interest, direct or indirect, in this Agreement or the proceeds thereof.

ARTICLE 20. OWNERSHIP OF REPORTS AND DOCUMENTS

A. The originals of all letters, documents, reports and other products and data produced under this Agreement shall be delivered to, and become the property of AUTHORITY. Copies may be made for CONSULTANT's records but shall not be furnished to others without written authorization from AUTHORITY. Such deliverables shall be deemed works made for hire and all rights in copyright therein shall be retained by AUTHORITY.

B. All ideas, memoranda, specifications, plans, manufacturing, procedures, drawings, descriptions, and all other written information submitted to CONSULTANT in connection with the performance of this Agreement shall not, without prior written approval of AUTHORITY, be used for any purposes other than the performance for this project, nor be disclosed to an entity not connected with the performance of the project. CONSULTANT shall comply with AUTHORITY's policies regarding such material. Nothing furnished to CONSULTANT, which is otherwise known to CONSULTANT or becomes generally known to the related industry shall be deemed confidential. CONSULTANT shall not use AUTHORITY's name, photographs of the project, or any other publicity pertaining to the project in any professional publication, magazine, trade paper, newspaper, seminar or other medium without the express written consent of AUTHORITY.

C. No copies, sketches, computer graphics or graphs, including graphic art work, are to be released by CONSULTANT to any other person or agency except after prior written approval by

AUTHORITY, except as necessary for the performance of services under this Agreement. All press releases, including graphic display information to be published in newspapers, magazines, etc., are to be handled only by AUTHORITY unless otherwise agreed to by CONSULTANT and AUTHORITY.

ARTICLE 21. PATENT AND COPYRIGHT INFRINGEMENT

A. In lieu of any other warranty by AUTHORITY or CONSULTANT against patent or copyright infringement, statutory or otherwise, it is agreed that CONSULTANT shall defend at its expense any claim or suit against AUTHORITY on account of any allegation that any item furnished under this Agreement or the normal use or sale thereof arising out of the performance of this Agreement, infringes upon any presently existing U.S. letters patent or copyright and CONSULTANT shall pay all costs and damages finally awarded in any such suit or claim, provided that CONSULTANT is promptly notified in writing of the suit or claim and given authority, information and assistance at CONSULTANT's expense for the defense of same. However, CONSULTANT will not indemnify AUTHORITY if the suit or claim results from: (1) AUTHORITY's alteration of a deliverable, such that said deliverable in its altered form infringes upon any presently existing U.S. letters patent or copyright; or (2) the use of a deliverable in combination with other material not provided by CONSULTANT when such use in combination infringes upon an existing U.S. letters patent or copyright.

B. CONSULTANT shall have sole control of the defense of any such claim or suit and all negotiations for settlement thereof. CONSULTANT shall not be obligated to indemnify AUTHORITY under any settlement made without CONSULTANT's consent or in the event AUTHORITY fails to cooperate fully in the defense of any suit or claim, provided, however, that said defense shall be at CONSULTANT's expense. If the use or sale of said item is enjoined as a result of such suit or claim, CONSULTANT, at no expense to AUTHORITY, shall obtain for AUTHORITY the right to use and sell said item, or shall substitute an equivalent item acceptable to AUTHORITY and extend this patent and copyright indemnity thereto.

ARTICLE 22. DESIGN WITHIN FUNDING LIMITATIONS

A. In order to ensure the accuracy of the construction budget for the benefit of the public works

bidders and AUTHORITY's budget process, CONSULTANT shall accomplish the design services required under this Agreement so as to permit the award of a contract, for the construction of the facilities designed at a price that does not exceed the estimated construction contract price as set forth by AUTHORITY. When bids or proposals for the construction contract are received that exceed the estimated price, CONSULTANT shall perform such redesign and other services as are necessary to permit contract award within the funding limitation. These additional services shall be performed at no increase in the price for which the services were specified. However, CONSULTANT shall not be required to perform such additional services at no cost to AUTHORITY if the unfavorable bids or proposals are the result of conditions beyond its reasonable control.

B. CONSULTANT will promptly advise AUTHORITY if it finds that the project being designed will exceed or is likely to exceed the funding limitations and it is unable to design a usable facility within these limitations. Upon receipt of such information, AUTHORITY will review CONSULTANT's revised estimate of construction cost. AUTHORITY may, if it determines that the estimated construction contract price is so low that award of a construction contract not in excess of such estimate is improbable, authorize a change in scope or materials as required to reduce the estimated construction cost to an amount within the estimated construction contract price set forth by AUTHORITY, or AUTHORITY may adjust such estimated construction contract price. When bids or proposals are not solicited or are unreasonably delayed, AUTHORITY shall prepare an estimate of constructing the design submitted and such estimate shall be used in lieu of bids or proposals to determine compliance within the funding limitation.

ARTICLE 23. REQUIREMENTS FOR REGISTRATION OF DESIGNERS

All design and engineering work furnished by CONSULTANT shall be performed by or under the supervision of persons licensed to practice architecture, engineering or surveying (as applicable) in the State of California, by personnel who are careful, skilled, experienced and competent in their respective trades or professions, who are professionally qualified to perform the work in accordance with the contract documents and who shall assume professional responsibility for the accuracy and completeness of the design documents and construction documents prepared or checked by them.

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ARTICLE 24. FINISHED AND PRELIMINARY DATA

A. All of CONSULTANT's finished technical data, including but not limited to illustrations, photographs, tapes, software, software design documents, including without limitation source code, binary code, all media, technical documentation and user documentation, photoprints and other graphic information required to be furnished under this Agreement, shall be AUTHORITY's property upon payment and shall be furnished with unlimited rights and, as such, shall be free from proprietary restriction except as elsewhere authorized in this Agreement. CONSULTANT further agrees that it shall have no interest or claim to such finished, AUTHORITY-owned, technical data; furthermore, said data is subject to the provisions of the Freedom of Information Act, 5 USC 552.

B. It is expressly understood that any title to preliminary technical data is not passed to AUTHORITY but is retained by CONSULTANT. Preliminary data includes roughs, visualizations, software design documents, layouts and comprehensives prepared by CONSULTANT solely for the purpose of demonstrating an idea or message for AUTHORITY's acceptance before approval is given for preparation of finished artwork. Preliminary data title and right thereto shall be made available to AUTHORITY if CONSULTANT causes AUTHORITY to exercise ARTICLE 11, and a price shall be negotiated for all preliminary data.

ARTICLE 25. GENERAL WAGE RATES

A. CONSULTANT warrants that all mechanics, laborers, journeypersons, workpersons, craftspersons or apprentices employed by CONSULTANT or subcontractor at any tier for any work hereunder, shall be paid unconditionally and not less often than once a week and without any subsequent deduction or rebate on any account (except such payroll deductions as are permitted or required by federal, state or local law, regulation or ordinance), the full amounts due at the time of payment, computed at a wage rate and per diem rate not less than the aggregate of the highest of the two basic hourly rates and rates of payments, contributions or costs for any fringe benefits contained in the current general prevailing wage rate(s) and per diem rate(s), established by the Director of the Department of Industrial

Relations of the State of California, (as set forth in the Labor Code of the State of California, commencing at Section 1770 et. seq.), or as established by the Secretary of Labor (as set forth in Davis-Bacon Act, 40 U.S.C. 267a, et. seq.), regardless of any contractual relationship which may be alleged to exist between CONSULTANT or subcontractor and their respective mechanics, laborers, journeypersons, workpersons, craftspersons or apprentices. Copies of the current General Prevailing Wage Determinations and Per Diem Rates are on file at AUTHORITY's offices and will be made available to CONSULTANT upon request. CONSULTANT shall post a copy thereof at each job site at which work hereunder is performed.

B. In addition to the foregoing, CONSULTANT agrees to comply with all other provisions of the Labor Code of the State of California, which is incorporated herein by reference, pertaining to workers performing work hereunder including, but not limited to, those provisions for work hours, payroll records and apprenticeship employment and regulation program. CONSULTANT agrees to insert or cause to be inserted the preceding clause in all subcontracts which provide for workers to perform work hereunder regardless of the subcontractor tier.

ARTICLE 26. CONTRACTOR PURCHASED EQUIPMENT

A. If during the course of this Agreement, additional equipment is required, which will be paid for by the AUTHORITY, CONSULTANT must request prior written authorization from the AUTHORITY's project manager before making any purchase. As part of this purchase request, CONSULTANT shall provide a justification for the necessity of the equipment or supply and submit copies of three (3) competitive quotations. If competitive quotations are not obtained, CONSULTANT must provide the justification for the sole source.

B. CONSULTANT shall maintain an inventory record for each piece of equipment purchased that will be paid for by the AUTHORITY. The inventory record shall include the date acquired, total cost, serial number, model identification, and any other information or description necessary to identify said equipment or supply. A copy of the inventory record shall be submitted to the AUTHORITY upon request.

C. At the expiration or termination of this Agreement, CONSULTANT may keep the equipment and credit AUTHORITY in an amount equal to its fair market value. Fair market value shall be determined,

at CONSULTANT's expense, on the basis of an independent appraisal. CONSULTANT may sell the equipment at the best price obtainable and credit AUTHORITY in an amount equal to the sales price. If the equipment is to be sold, then the terms and conditions of the sale must be approved in advance by AUTHORITY's project manager.

D. Any subconsultant agreement entered into as a result of this Agreement shall contain all provisions of this clause.

ARTICLE 27. CONFLICT OF INTEREST

A. CONSULTANT agrees to avoid organizational conflicts of interest. An organizational conflict of interest means that due to other activities, relationships or contracts, the CONSULTANT is unable, or potentially unable to render impartial assistance or advice to the AUTHORITY; CONSULTANT's objectivity in performing the work identified in the Scope of Work is or might be otherwise impaired; or the CONSULTANT has an unfair competitive advantage. CONSULTANT is obligated to fully disclose to the AUTHORITY in writing Conflict of Interest issues as soon as they are known to the CONSULTANT. All disclosures must be submitted in writing to AUTHORITY pursuant to the Notice provision herein. This disclosure requirement is for the entire term of this Agreement.

B. If the AUTHORITY determines that CONSULTANT, its employees, or subconsultants are subject to disclosure requirements under the Political Reform Act (Government Code section 81000 et seq.), CONSULTANT and its required employees and subconsultants shall complete and file Statements of Economic Interest (Form 700) with the AUTHORITY's Clerk of the Board disclosing all required financial interests.

ARTICLE 28. CODE OF CONDUCT

CONSULTANT agrees to comply with the AUTHORITY's Code of Conduct as it relates to Third-Party contracts which is hereby referenced and by this reference is incorporated herein. CONSULTANT agrees to include these requirements in all of its subcontracts.

ARTICLE 29. PROHIBITION ON PROVIDING ADVOCACY SERVICES

CONSULTANT and all subconsultants performing work under this Agreement, shall be

prohibited from concurrently representing or lobbying for any other party competing for a contract with AUTHORITY, either as a prime consultant or subconsultant. Failure to refrain from such representation may result in termination of this Agreement.

ARTICLE 30. HEALTH AND SAFETY REQUIREMENTS

CONSULTANT shall comply with all the requirements set forth in Exhibit D, Level 2 SAFETY SPECIFICATIONS. As used therein, "Contractor" shall mean "Consultant," and "Subcontractor" shall mean "Sub-consultant."

ARTICLE 31. LIMITATION ON GOVERNMENTAL DECISIONS

CONSULTANT shall not make, participate in making, or use its position to influence any governmental decisions as defined by the Political Reform Act, Government Code section 8100 et seq., and the implementing regulations in Title 2 of the California Code of Regulations section 18110 et seq. CONSULTANT's personnel performing services under this Agreement shall not authorize or direct any actions, votes, appoint any person, obligate, or commit AUTHORITY to any course of action or enter into any contractual agreement on behalf of AUTHORITY. In addition, CONSULTANT's personnel shall not provide information, an opinion, or a recommendation for the purpose of affecting a decision without significant intervening substantive review by AUTHORITY personnel, counsel, and management.

ARTICLE 32. PROHIBITION

The prime consultant firm, including all subconsultants (at any tier) awarded this contract to perform construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91 will be ineligible to participate (at any tier) in the contract for construction services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

ARTICLE 33. FORCE MAJEURE

Either party shall be excused from performing its obligations under this Agreement during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including but not limited to: any incidence of fire, flood; acts of God; commandeering of material, products, plants or facilities by the federal, state or local government; national fuel shortage; or a material act or

omission by the other party; when satisfactory evidence of such cause is presented to the other party, and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the party not performing.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement No. C-250112 to be executed as of the date of the last signature below.

CONSULTANT

By: _____
Name
Title

ORANGE COUNTY TRANSPORTATION AUTHORITY

By: _____
Darrell E. Johnson
Chief Executive Officer

APPROVED AS TO FORM:

By: _____
James M. Donich
General Counsel

APPROVED:

By: _____
James G. Beil, P.E.
Executive Director, Capital Programs

LEVEL 2 STANDARD HEALTH, SAFETY AND ENVIRONMENTAL SPECIFICATIONS

PART I – GENERAL

1.1 GENERAL HEALTH, SAFETY & ENVIRONMENTAL REQUIREMENTS

A. The Contractor, its subcontractors, suppliers, and employees have the obligation to comply with all Authority health, safety and environmental compliance department (HSEC), requirements of this safety specification, project site requirements, and bus yard safety rules as well as all federal, state, and local regulations pertaining to scope of work or agreements with the Authority. Additionally, manufacturer requirements are considered incorporated by reference as applicable to this scope of work.

B. Observance of repeated unsafe acts or conditions, serious violation of safety standards, non-conformance of Authority health, safety and environmental compliance department (HSEC) requirements, or disregard for the intent of these safety specifications to protect people and property, by Contractor or its subcontractors may be reason for termination of scope or agreements with the Authority, at the sole discretion of the Authority.

C. INJURY AND ILLNESS PREVENTION PROGRAM

The Contractor shall comply with CCR Title 8, Section with California Code of Regulations (CCR) Title 8, Section 3203. The intent and elements of the IIPP shall be implemented and enforced by the Contractor and its sub-tier contractors, suppliers, and vendors. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

D. SUBSTANCE ABUSE PREVENTION PROGRAM

Contractor shall comply with the Policy or Program of the Company's Substance Abuse Prevention Policy that complies with the most recent Drug Free Workplace Act. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

E. HAZARD COMMUNICATION PROGRAM

1. Contractor shall comply with CCR Title 8, Section 5194 Hazard Communication Standard. Prior to use on Authority property and/or project work areas Contractor shall provide the Authority Project Manager copies of SDS for all applicable products used, if any. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

2. All chemicals including paint, solvents, detergents and similar substances shall comply with South Coast Air Quality Management District (SCAQMD) rules 103, 1113, and 1171.

F. STORM WATER POLLUTION PREVENTION PLAN

1. The Contractor shall protect property and water resources from fuels and similar products throughout the duration of the contract. Contractor shall comply with Storm Water Pollution Prevention Plan (SWPPP) requirements. The program or plan if required by scope shall be provided to the Authority's Project Manager, upon request, within 72 hours.

G. DESIGNATED HEALTH, SAFETY, ENVIRONMENTAL (HSE) REPRESENTATIVE

1. Upon contract award, the contractor within 10 business days shall designate a health and safety representative and provide a resume and qualifications to the Authority project manager, upon request, within 72 hours.

2. This person shall be a Competent or Qualified Individual as defined by the Occupational, Safety, and Health Administration (OSHA), familiar with applicable CCR Title 8 Standards, and has the authority to affect changes in work procedures that may have associated cost, schedule and budget impacts.

3. The Contractor's HSE Representative is subject to acceptance by the Authority Project Manager, and the HSEC Department. All contact information of the HSE Representative (name, phone, and fax and pager/cell phone number) shall be provided to the Authority Project Manager, upon request, within 72 hours.

4. The Contractor's HSE Representative shall hold a current certification from the Board of Certified Safety Professionals (BCSP) and have five years of demonstrated construction/scope experience enforcing HSE compliance on construction, industrial or similar project scopes. The designated HSE Representative shall participate in any required HSE related submittals. The Authority reserves the right to allow for an exception and to modify these minimum qualification requirements for unforeseen circumstances, at the sole discretion of the Authority Project Manager and HSEC Department Manager.

5. Competent Individual means an individual who is capable of identifying existing and predictable hazards in the surroundings or working conditions which are unsanitary, hazardous, or dangerous to employees and/or property, and who has authorization to take prompt corrective measures to eliminate them.

6. Qualified Individual means an individual who by possession of a recognized degree, certificate, certification or professional standing, or who by extensive knowledge, training, and experience, has successfully demonstrated his/her ability to solve or resolve problems relating to the subject matter, the work, or the Project.

H. SCOPE PLANNING

Prior to any scope work activity or task, the Contractor shall evaluate the hazards of the scope of work and the work environment to ensure proper control measures are identified for employee public and property protection measures to prevent incidents. This evaluation shall be implemented by developing a written site specific Job Hazard Analysis (JHA) or similar tool designed for planning the work to prevent incidents. The plan shall be provided to the Authority's Project Manager, upon request, within 72 hours.

I. ORIENTATION

1. The Contractor shall conduct and document a project site safety orientation for all Contractor personnel, subcontractors, suppliers, vendors, and new employees assigned to the project prior to performing any work on Authority projects. The safety orientation at a minimum shall include, as applicable, Personal Protection Equipment (PPE) requirements, eye protection, ANSI class 2 or 3 reflective vests, designated smoking, eating, and parking areas, traffic speed limit and routing, cell phone policy, and barricade requirements. When required by scope, additional orientation shall include fall protection, energy isolation/lock-out/tag-out (LOTO), confined space, hot work permit, security requirements, and similar project safety requirements.

2. Copies of orientation documents shall be provided to the Authority Project Manager within 72 hours upon request.

J. TRAFFIC & PARKING

The Contractor shall ensure that all Contractor vehicles, including those of their subcontractors, suppliers, vendors and employees are parked in designated parking areas, personal vehicles shall be parked in the employee parking lot, work vehicles required in the maintenance area of a bus base shall be identified by company name and/or logo, covered by the company insurance, and comply with traffic routes, and posted traffic signs in areas other than the employee parking lots. Vehicles without appropriate company name and logo are considered personal vehicles and not allowed in the maintenance area of the bus base.

K. GENERAL PROVISIONS

1. The Contractor shall provide all necessary tools, equipment, and related safety protective devices to execute the scope of work in compliance with Authority's HSEC requirements, CCR Title 8 Standards, and recognized safe work practices.

2. The Contractor shall immediately notify the Authority's Project Manager whenever local, state or federal regulatory agency personnel are identified as being onsite.

3. The Authority HSEC requirements, and references contained within this scope of work shall not be considered all-inclusive as to the hazards that might be encountered. Safe work practices shall be pre-planned and performed, and safe conditions shall be maintained during the course of this work scope.

4. The Contractor shall specifically acknowledge that it has primary responsibility to prevent and correct all health, safety and environmental hazards for which it and its employees, or its subcontractors (and their employees) are responsible. The Contractor shall further acknowledge their expertise in recognition and prevention of hazards in the operations for which they are responsible, that the Authority may not have such expertise, and is relying upon the Contractor for such expertise. The Authority retains the right to notify the Contractor of potential hazards and request the Contractor to evaluate and, as necessary, to eliminate those hazards.

5. The Contractor shall instruct all its employees, and all associated sub-contractors under contract with the Contractor who work on Authority property in the recognition, identification, and avoidance of unsafe acts and/or conditions applicable to its work.

6. California Code of Regulations (CCR) Title 8 Standards are minimum requirements, and each Contractor is encouraged to exceed minimum requirements. When the Contractor safety requirements exceed statutory standards, the more stringent requirements shall be achieved for the safeguard of the public and workers.

1.2 ENVIROMENTAL REQUIREMENTS

A. The Contractor shall comply with Federal, State, county, municipal, and other local laws and regulations pertaining to the environment, including noise, aesthetics, air quality, water quality, contaminated soils, hazardous waste, storm water, and resources of archaeological significance. Expense of compliance with these laws and regulations is considered included in the agreement. Contractor shall provide water used for dust control, or for pre-wetting areas to be paved, as required; no payment will be made by OCTA for this water.

B. The Contractor shall prevent pollution of storm drains, rivers, streams, irrigation ditches, and reservoirs with sediment or other harmful materials. Fuels, oils, bitumen, calcium chloride, cement, or other contaminants that would contribute to water pollution shall not be dumped into or placed where they will leach into storm drains, rivers, streams, irrigation ditches, or reservoirs. If operating equipment in streambeds or in and around open waters, protect the quality of ground water, wetlands, and surface waters.

C. The Contractor shall protect adjacent properties and water resources from erosion and sediment damage throughout the duration of the contract. Contractor shall comply with applicable NPDES permits and Storm Water Pollution Prevention Plan (SWPPP) requirements.

D. Contractor shall comply with all applicable EPA, Cal EPA, Cal Recycle, DTSC, SCAQMD, local, state, county and city standards, rules and regulations for hazardous and special waste handling, recycling and/ disposal. At a minimum, Contractor shall ensure compliance where applicable with SCAQMD Rule 1166, CCR Title 8, Section 5192, 29 CFR Subpart 1910.120, 49 CFR Part 172, Subpart H, 40 CFR Subpart 265.16 and CCR Title 22 Section 6625.16. Contractor shall provide OCTA a schedule of all hazardous waste and special or industrial waste disposal dates in advance of transport date. Only authorized OCTA personnel shall sign manifests for OCTA generated wastes. Contractor shall ensure that only current registered transporters are used for disposal of hazardous waste and industrial wastes. The Contractor shall obtain approval from OCTA for the disposal site locations in advance of scheduled transport date.

1.3 INCIDENT NOTIFICATION AND INVESTIGATION

A. The Authority shall be promptly notified of any of the following types of incidents including but not limited to:

1. Damage incidents of property (incidents involving third party, contractor or Authority property damage);

2. Reportable and/or Recordable injuries (as defined by the U. S. Occupational Safety and Health Administration), a minor injury, and near miss incidents;

3. Incidents impacting the environment, i.e. spills or releases on Authority property.

B. Notifications shall be made to Authority representatives, employees and/or agents. This includes incidents occurring to contractors, vendors, visitors, or members of the public that arise from the performance of Authority contract work. An immediate verbal notice followed by a written incident investigation report shall be submitted to Authority's Project Manager within 24 hours of the incident.

C. A final written incident investigative report shall be submitted within seven (7) calendar days and include the following information. The Current Status of anyone injured, photos of the incident area, detailed description of what happened, Investigative photos of the existing conditions and area around the injury/incident scene, the contributing factors that lead to the incident occurrence, a copy of the company policy or procedure associated with the incident and evaluation of effectiveness, copy of task planning documentation, copy of the Physician's first report of injury, copy of Cal/OSHA 300 log of work related injuries and illnesses, the Cal/OSHA 301 Injury Illness Incident Report, and corrective actions initiated to prevent recurrence. This information shall be considered the minimum elements required for a comprehensive incident report provided to OCTA.

D. A Serious Injury, Serious Incident, OSHA Recordable Injury/Illness, or a Significant Near Miss shall require a formal incident review at the discretion of the Authority's Project Manager. The incident review shall be conducted within seven (7) calendar days of the incident. This review shall require a company senior executive, company program or project manager from the Contractors' organization to participate and present the incident review as determined by the OCTA Project Manager. The serious incident presentation shall include action taken for the welfare of the injured, a status report of the injured, causation factors that lead to the incident, a root cause analysis (using 5 whys and fishbone methods), and a detailed recovery plan that identifies corrective actions to prevent a similar incident, and actions to enhance safety awareness.

1. Serious Injury: includes an injury or illness to one or more employees, occurring in a place of employment or in connection with any employment, which requires inpatient hospitalization for a period in excess of twenty-four hours for other than medical observation, or in which an employee suffers the loss of any member of the body, or suffers any serious degree of physical disfigurement. A serious injury also includes a lost workday or reassignment or restricted injury case as determined by the Physician's first report of injury or Cal/OSHA definitions.

2. Serious Incident: includes but not limited to property damage of $500.00 or more, an incident requiring emergency services (local fire, paramedics and ambulance response), news media or OCTA media relations response, and/or incidents involving other agencies (Cal/OSHA, EPA, AQMD, DTSC, Metrolink, FTA, FRA etc.) notification or representation.

3. OSHA Recordable Injury / Illness: includes and injury / illness resulting in medical treatment beyond First Aid, an injury / illness which requires restricted duty, or an injury / illness resulting in days away from work.

4. Significant Near Miss Incident; includes incidents where no property was damaged and no personal injury sustained, but where, given a slight shift in time or position, damage and/or injury easily could have occurred.

1.4 PERSONAL PROTECTIVE EQUIPMENT

Contractors, and all associated subcontractors, vendors and suppliers are required to provide their own personal protective equipment (PPE), including eye, head, foot, and hand protection, respirators, reflective safety vests, and all other PPE required to perform their work safely on Authority projects.

1.5 LANGUAGE REQUIREMENTS

The Contractor for safety reasons shall ensure employees that do not read, or understand English, shall have a bilingual supervisor or foreman when on the Authority property or projects.

1.6 WARNING SIGNS AND DEVICES

The Contractor shall provide signs, signals, and/or warning devices to be visible when and where a hazard exists. Signs, signals, and/or warning devices shall be removed when the hazard no longer exists.

1.7 REFERENCES

A. CCR Title 8 Standards (Cal/OSHA)
B. FCR Including 1910 and 1926 Standards
C. NFPA, NEC, ANSI, NIOSH Standards
D. Construction Industry Institute (CII)
E. Board of Certified Safety Professionals (BCSP)
F. OCTA Yard Safety Rules

END OF SECTION

COMMITTEE TRANSMITTAL

December 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Environmental Mitigation Program Endowment Fund Investment Report for September 30, 2025

Finance and Administration Committee Meeting of December 3, 2025

Present: Directors Federico, Go, Harper, Hennessey, Leon, Sarmiento, and Tettemer
Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Receive and file as an information item.

OCTA

December 3, 2025

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Environmental Mitigation Program Endowment Fund Investment Report for September 30, 2025

Overview

The Orange County Transportation Authority has developed a Natural Community Conservation Plan/Habitat Conservation Plan, acquired conservation properties, and funded habitat restoration projects to mitigate the impacts of Measure M2 freeway programs. The California Community Foundation manages the non-wasting endowment required to fund the long-term management of the conservation properties. Each quarter, the California Community Foundation publishes a comprehensive report detailing the composition of the pool and its performance.

Recommendation

Receive and file as an information item.

Background

On September 26, 2016, the Board of Directors approved the selection of the California Community Foundation (CCF) as an endowment fund manager for the Measure M2 Freeway Environmental Mitigation Program. Annually, approximately $2.9 million is deposited in the endowment. These annual deposits are expected over a ten-to-twelve-year period, or until the fund totals approximately $46.2 million. As of September 30, 2025, the Orange County Transportation Authority (OCTA) has made ten deposits to the CCF Endowment Pool (Pool), each in the amount of $2,877,000.

Discussion

As of September 30, 2025, total assets in the Pool stood at $1.20 billion (Attachment A), while foundation assets totaled $2.59 billion. Pool performance lagged the Blended Benchmark over the short- and mid-term periods (up to ten years) but remained closely aligned with the benchmark over the 20-year horizon.

The endowment balance as of September 30, 2025, was $38,595,652, exceeding the target of $35,788,429 for the first quarter of fiscal year (FY) 2025-26. Based on the CCF's performance to date, OCTA remains on track to meet the endowment target of $46.2 million in FY 2027-28 (Attachment C). The total endowment portfolio increased by 4.49 percent for the quarter and nine percent over the trailing one-year period.

Global equities advanced strongly in the first quarter of FY 2025-26, supported by sustained optimism around artificial intelligence and a resilient economic backdrop. The Standard & Poor's 500 rose 8.1 percent for the quarter and 14.8 percent year-to-date, led by a narrow group of "*Magnificent 7"* stocks (Alphabet, Amazon, Apple, Meta, Microsoft, Nvidia, and Tesla). Earnings growth and the Federal Reserve's 25-basis-point rate cut, marking the start of an easing cycle, fueled gains in U.S. markets. Policy easing and currency appreciation also lifted markets in China and Europe, while emerging markets delivered mixed results.

The Pool's performance reflected the broader market trends of the quarter as discussed above. Equity holdings delivered strong absolute returns but modestly trailed the benchmark due to a more diversified positioning that avoided concentrated exposure in a few large technology companies. Fixed income results were consistent with the benchmark, supported by prudent liquidity management. Overall, the Pool remains well diversified, balancing growth opportunities with risk control to support long-term investment objectives.

Diversification, strategic asset allocation, and appropriately sized investments within the endowment portfolio remain the primary strategies to safeguard the portfolio against outsized volatility while supporting long-term performance objectives.

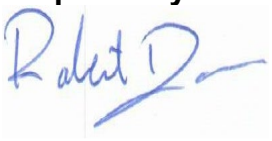
Summary

The Orange County Transportation Authority staff is submitting a copy of the California Community Foundation Investment Report for the quarter ended September 30, 2025.

Attachments

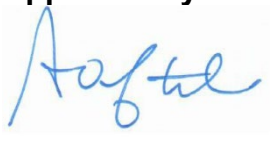
A. California Community Foundation Endowment Pool Investments – September 30, 2025
B. California Community Foundation Fund Statement – 7/1/2025 – 9/30/2025
C. Environmental Mitigation Program Portfolio Performance – Actual/Projection vs. Target

Prepared by:



Robert Davis
Department Manager,
Treasury and Public Finance
(714) 560-5675

Approved by:



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

ATTACHMENT A

California COMMUNITY Foundation

Endowment Pool
September 30, 2025

INVESTMENTS

Total Pool Assets

$1.201 billion (Endowment Pool), $2.59 billion (total foundation assets) as of September 30, 2025.

Pool Objective

Prudent investment of funds to provide real growth of the assets over time while protecting the value of the assets from undue volatility or risk of loss. Managed on a total return basis (i.e., yield plus capital appreciation) while taking into account the level of liquidity required to meet withdrawals from the pool - mainly expenses and grants to external organizations. While the Investment Committee recognizes the importance of the preservation of capital, they also adhere to the principle that varying degrees of risk are generally rewarded with commensurate returns over full market cycles (5-10 years).

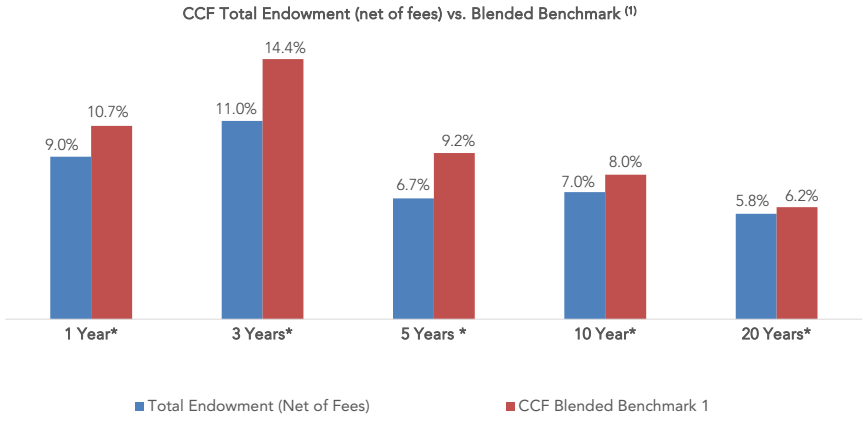
Outsource CIO

Pathstone (Aka Hall Capital Partners)

Performance & Asset Allocation

Performance for September 2025 was 0.90% [2,5]

Performance for the three months ended September 30, 2025 was 4.49%



Asset Class	$Millions	% of Port	Long-Term Target Range [4]
Cash & Equivalent [3]	$33	2.7%	0 - 5%
Fixed Income	$129	10.8%	10 -20%
Public Equities	$569	47.3%	40 - 60%
Alternative Assets	$122	10.2%	10 - 25%
Hybrid Investments	$26	2.2%	0 - 10%
Private Investments	$210	17.5%	10 - 20%
Real Assets	$112	9.3%	5 - 10%
Total Endowment Assets	**$1,201**	**100.0%**	

Q3 2025 Market Commentary

Global equities surged in Q3 2025, driven by continued enthusiasm for AI, with the MSCI ACWI up 7.6% in Q3 and 18.4% YTD. The Mag 7 led market gains, and market breadth narrowed with 37% stocks outperforming the S&P 500 (14.8% YTD), which is below the 25-year average of 48%. The market's high concentration in a few mega-cap stocks increases interdependence and risk.

Earnings growth was the main driver of US stocks, against a backdrop of "better than feared"economy and Federal Reserve easing. US large caps trade at historically high valuations, whereas small and mid-cap equities offer relatively better value.

Outside the US, easing monetary policy, currency appreciation and improved domestic policy support have led to strong momentum and higher multiples, most notably in China and Europe. Emerging markets had mixed performance.

Given the concentration of risks (and opportunities) in the major US equity indices, we view active management and international exposure as valuable complements to core index exposure in this environment.

The Fed cut rates by 25 bps to a range of 4%-4.25% in September, marking the start of a monetar yeasing cycle. Long-term yields remain elevated due to inflation and fiscal concerns. Q2 2025 GDP was revised upward to 3.8%, with Q3 on track for continued growth supported by strong consumer spending and AI capex. Headline inflation is around 2.9%, with sticky core services inflation and modest upward pressure from tariffs. Slowing job growth, with unemployment at 4.3%, has shifted the Fed's focus from inflation to employment. There are expectations for additional rate cuts in late 2025 and 2026. However, policy and political risk could delay or distort economic data releases, impacting the Fed's ability to make those decisions.

Private market activity remains selective but is recovering. There is momentum in the IPO pipeline, as seen through the successful offerings of Figma, Chime and Circle this year. Lower rates should further boost private market liquidity. Fundamentals are improving in specialized real estate sectors, notably multifamily and industrials.

Endowment Pool Commentary

As of 9/30/25, the estimated value of the EP was $1.201B. Estimated performance was +9.3% YTD, which includes private investment marks that report on a lag and are held at zero for the latest quarter. For the same time period, the CCF benchmark was up 11.1%, the S&P 500 was up 14.8%, and a blend of 65% global stocks & 35% US bonds was up 14.1%.

Within fixed income, the EP performance was in line with the benchmark, +6.0% YTD (Bloomberg US Agg: +6.1% YTD). We have maintained a healthy balance of cash and fixed income over the last 9 months to maintain optionality and provide a ballast against volatility amidst market uncertainty.

On an absolute basis, public equities have done well (+14.5% YTD) but have underperformed relative to the index as in aggregate they are less weighted to the Magnificent 7 and mega-cap AI themes than the index. A relative overweight to healthcare, more small and mid-cap exposure than the index, and modest cash positions in a couple of underlying investment funds have been the main factors leading to global managers' relative underperformance. We do think the underweight to the Mag 7 and different sector exposure than the ACWI provides valuable diversification in a heightened and circuitous AI-theme environment. The EP gets substantial exposure to this theme through its large Vanguard Total Stock position.

The EP's biotech managers have been significant contributors to the portfolio YTD, due to successful catalysts of portfolio positions. Our managers remain focused on fundamental science and valuation conscious as they navigate an attractive, though complex opportunity set in the sector.

We remain optimistic about our private equity commitments, which are still early in their life cycle. As a reminder, our private investments report on a lag and are therefore held at a 0% return for Q3'25. As we receive full Q3 reporting from managers, we expect returns for the overall EP to increase. Longer term, we believe this exposure will drive higher returns for the EP and provide uplift to performance above public equity markets.

* Represents Annualized Returns.

Footnotes:

1 – Total benchmark intended to roughly match CCF portfolio asset allocation with relevant constituent benchmarks. Current blended benchmark effective since 1/1/24.
Current blend: ML 3M T-Bills (3%), Barclays Agg. Bond Index (7.8%), Barclays 1-5Y Government-Credit Index (5.2%), MSCI ACWI (45%), Hedge Fund Blend (7.5% BofA ML High Yield, 3.75% ML 3-Month T- bills, 3.75% MSCI ACWI), Cambridge PE Index (9.8%), Cambridge VC Index (4.2%), Cambridge RE Index (7%), S&P Infrastructure Index (3%).
CPI+5%.
CCF benchmark blends 7/1/21 to 12/31/23 : ML Treasury 1-3 (2%), Barclays Agg. Bond Index (18%), MSCI ACWI (50%), Hedge Fund Blend (7.5% BofA ML High Yield, 3.75% ML 3-Month T- bills, 3.75% MSCI ACWI), Cambridge PE Index (3.5%), Cambridge VC Index (1.5%), Cambridge RE Index (7%), S&P Infrastructure Index (3%).
CCF benchmark blends prior to 7/1/21: Total Fund Benchmark is a combination of: 48% MSCI ACWI - 2% Cambridge PE Index 1-Qtr Lag / 14% HFR FOF / 5% ODCE - 5% S&P Global Large Mid NR - 4% S&P Global Infrastructure / 9% Barc Agg. - 3% Barc 1-5 Yr. Gov/Cr - 3% Barc 0-5 Yr. US Treasury TIPs / 2% Barc High Yield - 2% S&P/LSTA Leveraged Loan - 3% JP Morgan EMBI Global Diversified.
2 – Performance is preliminary and at times estimated pending final reporting from all investments. Managers often report on substantial lags, particularly private illiquid investments. In the instances where we do not have actual or estimated performance for a manager, we default to a 0% performance. Investment performance is presented net of investment expenses, including fund manager incentive fees
3 – Includes cash in transit to or from investments. For example, 2/28 cash could include money that is being sent to an investment on 3/1
4 – Current portfolio allocations may be outside of strategic ranges as it can take substantial time to adjust investments to meet range goals. This is particularly true for private illiquid investments that call capital into strategies over time and typically necessitate multi-year periods to gain exposure for appropriate vintage diversification
5 – Investment expense ratio approximates weighted-average 1.18% excluding fund manager incentive fees.

ATTACHMENT B

California COMMUNITY Foundation

Fund Name	OCTA - Measure M2 Environmental Mitigation Program Fund
Fund Start Date	2/28/2017
Investment Pool(s)	Endowment Pool

FUND STATEMENT

OCTA - Measure M2 Environmental Mitigation Program Fund (V398)

7/1/2025 - 9/30/2025

Fund Summary

	Report Period 7/1/2025 - 9/30/2025	Calendar YTD 1/1/2025 - 9/30/2025
Opening Fund Balance	$34,085,301.86	$32,674,489.46
Contributions (see attached detail)	2,877,000.00	2,877,000.00
Investment Activity, net	1,633,349.71	3,128,055.42
Administration & Grant Management Fees	0.00	(83,893.31)
Net Changes to Fund	4,510,349.71	5,921,162.11
Ending Balance	**$38,595,651.57**	**$38,595,651.57**

Investment Pool Performance as of 09/30/2025

	1-Year	3-Years	5-Years	10-Years
Endowment Pool	9.0%	11.0%	6.7%	7.0%
Social Impact Endowment Pool	13.5%	18.3%	10.1%	10.1%
Conservative Balanced Pool	8.1%	10.5%	5.7%	5.8%
Short Duration Bond Pool	4.0%	4.8%	1.3%	1.9%
Capital Preservation Pool	4.4%	4.8%	3.0%	2.1%

Endowment Pool - Invested for long-term growth and appreciation across multiple investment managers. It seeks to preserve the purchasing power of assets over an indefinite time horizon through long-term investment opportunities, while providing a relatively predictable and stable stream of distributions that keeps pace with inflation.

Social Impact Endowment Pool - Invested in a diversified pool of equities and fixed income aiming to offer capital growth for long-term grantmaking. It seeks to preserve the purchasing power of assets over an indefinite time horizon by following a sustainable investing approach that combines rigorous financial, environmental, social and governance (ESG) analysis, while providing a relatively predictable and stable stream of distributions that keeps pace with inflation.

Conservative Balanced Pool - Invested to strike a balance between growth and liquidity by combining current income with an opportunity for moderate capital appreciation. It seeks to offer diversified exposure to fixed income with maturities from 1-5 years as well as the entire U.S. equity market for purposes of grantmaking over an intermediate horizon.

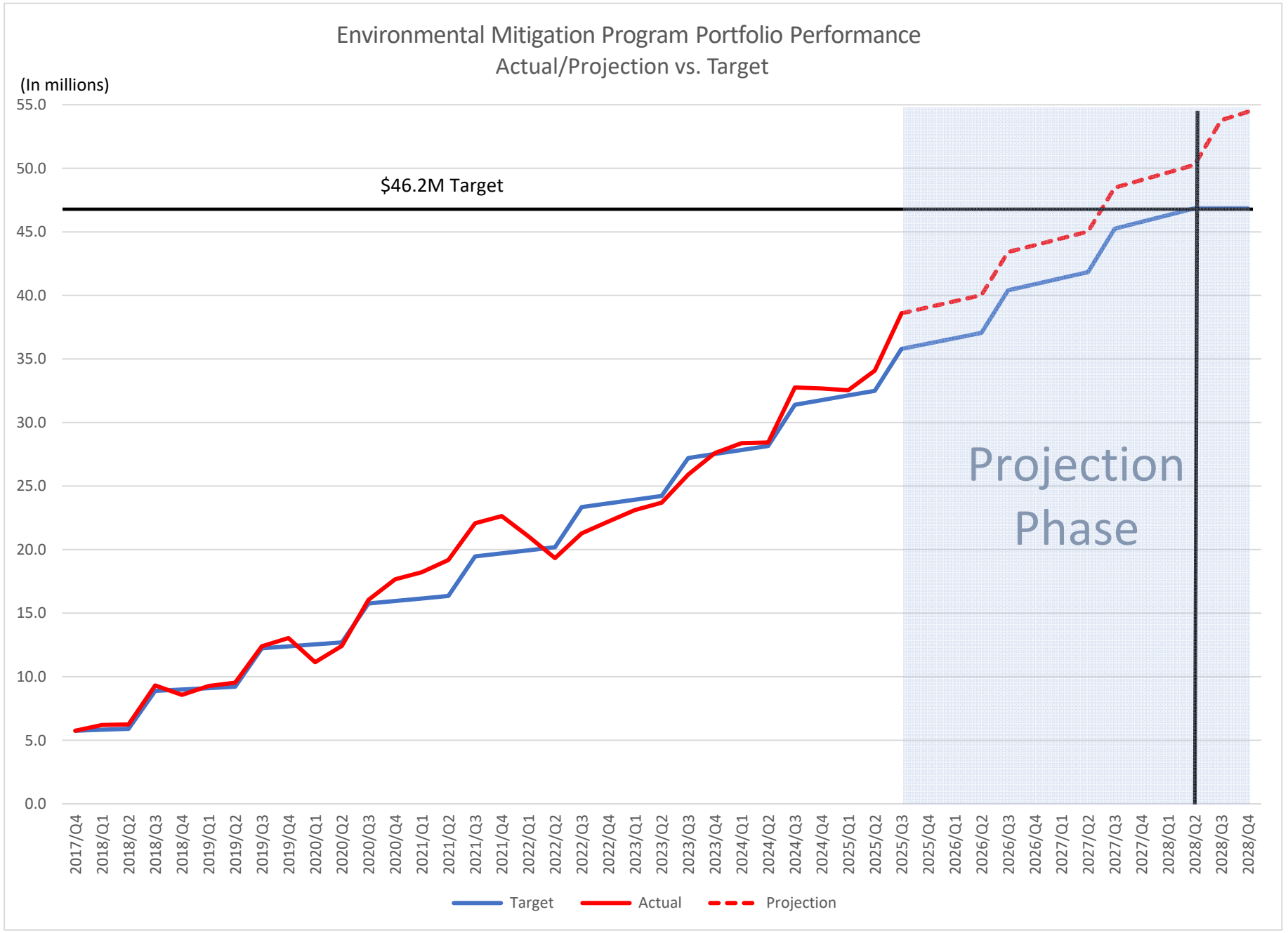
Short Duration Bond Pool - Invested to offer diversified exposure to fixed income with maturities from one to five years for the purposes of grants over a near-term one to four year horizon.

Capital Preservation Pool - Invested to meet the needs of funds with short-term grant objectives. It seeks to preserve principal and provide liquidity and working funds for present and future needs through investment in high-quality, short-term fixed income and cash instruments.

Contribution Details

Date	Donor Name	Amount
07/16/2025	Orange County Transportation Authority	2,877,000.00
		$2,877,000.00

ATTACHMENT C



COMMITTEE TRANSMITTAL

December 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Measure M2 Quarterly Progress Report for the Period of July 2025 through September 2025

Executive Committee Meeting of December 1, 2025

Present: Chair Chaffee, Vice Chair Federico, Directors Hennessey, Jung, Klopfenstein, and Wagner
Absent: Director Tam T. Nguyen

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Receive and file as an information item.

December 1, 2025

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Quarterly Progress Report for the Period of July 2025 through September 2025

Overview

Staff has prepared the Measure M2 Quarterly Progress Report for the first quarter of fiscal year 2025-26 as information for the Orange County Transportation Authority Board of Directors. This progress report highlights the delivery of Measure M2 projects and programs as promised to voters and the monitoring of external challenges. The full report will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Background

On November 7, 2006, Orange County voters, by nearly 70 percent, approved the Renewed Measure M (M2) Transportation Investment Plan (Plan), a one half-cent sales tax for transportation improvements. Effective in 2011, the Plan provides a 30-year program of investments across a broad range of transportation and environmental initiatives and a governing ordinance, Ordinance No. 3 (M2 Ordinance), that defines the requirements for implementing the Plan. The M2 Ordinance designates the Orange County Transportation Authority (OCTA) as responsible for administering the Plan and ensuring that OCTA's contract with the voters is followed. The M2 Ordinance also charges OCTA to provide for a number of transparency measures and safeguards to uphold and reciprocate the public's trust in OCTA.

OCTA is committed to fulfilling the promises made to secure voter approval of the M2 initiative. This means completing the projects described in the Plan and adhering to numerous specific requirements, safeguards, and transparency provisions identified in the M2 Ordinance. One such requirement is the publication of quarterly status reports on the projects detailed in the Plan and its presentation to the OCTA Board of Directors (Board).

This report is built on individual project and program-level staff reports that are regularly presented to the Board, covering the status of various activities in the Plan.

Discussion

This quarterly report (Attachment A) reflects activities and progress across all M2 programs for the period of July 1, 2025, through September 30, 2025. The quarterly report also includes project budget and schedule information as provided in the Capital Action Plan reports to the Board. Additionally, information on the Local Fair Share and Senior Mobility Program payments made to cities during the quarter is also included.

OCTA has established the M2 Program Management Office (PMO), charged with providing unified oversight to ensure compliance, fiscal responsibility, transparency, and accountability as laid out in the M2 Ordinance and Plan. Attachment A also includes a summary of PMO activities.

The following provides highlights of M2 accomplishments during the quarter by mode, notable items under the PMO activities, and key challenges that OCTA is monitoring and working to address.

Freeway Program

The M2 Freeway Program consists of 30 project segments to be delivered by 2041. To date, 17 project segments are complete, and another ten are underway and expected to be completed by 2030. The ten project segments that are underway include three projects that are in construction, six that are in final design, and a joint project with the Riverside County Transportation Commission that is in environmental revalidation. The joint project will improve State Route 91 (SR-91) between State Route 241 and State Route 71. Completing these ten projects would bring the total number of completed projects to 27 by 2030, equating to approximately 90 percent of the M2 Freeway Program. The remaining three project segments are in various stages of project development. Notable freeway program highlights that occurred during the quarter are below.

- Interstate 5 (I-5) between Interstate 405 (I-405) and State Route 55 (SR-55) – This project is comprised of two segments. Both segments were advertised for construction in August 2025, with bids anticipated to be opened this fall. In addition, the Board approved a consultant to provide construction management support services for the southerly segment between I-405 and Yale Avenue on September 8, 2025. Construction on both segments is anticipated to begin in January 2026. (Project B)

- I-5 between State Route 73 (SR-73) and El Toro Road – This project is comprised of three segments and includes two interchange improvements at Avery Parkway and La Paz Road. All segments opened to traffic in March 2025. During the quarter, the southerly segment between SR-73 and Oso Parkway and the northerly segment between Alicia Parkway and El Toro Road received California Department of Transportation relief of maintenance in July 2025. (Projects C and D)

- State Route 57 (SR-57) northbound between Orangewood Avenue to Katella Avenue – The project was advertised for construction on July 7, 2025, bids were opened on September 4, 2025, and the contract was awarded on September 25, 2025. The selected bid was seven percent below the engineer's estimate. In addition, on September 22, 2025, the Board approved a consultant to perform public outreach services for the project. Construction is anticipated to begin in November 2025. (Project G)

- SR-91 between SR-57 to SR-55 – This project is comprised of three segments. On July 14, 2025, the Board approved the release of a request for proposals for construction management support services for the westerly segment between La Palma Avenue and SR-55. Construction on this segment is anticipated to begin in January 2026. (Project I)

Streets and Roads

Since 2011, more than $1.3 billion[1,2] has been allocated to local jurisdictions for transportation improvements through M2 streets and roads programs, which include two competitive and one formula-based funding programs. In addition, OCTA was able to leverage nearly $53.9 million in external funding to support these programs. To date, 509 project phases have been allocated through M2 competitive streets and roads funding programs, of which 360 phases, or nearly 71 percent, have been completed. Notable streets and roads highlights that occurred during the quarter are listed below.

- On September 8, 2025, the Board approved the release of the 2026 Regional Capacity Program and Regional Traffic Signal Synchronization Program (RTSSP) call for projects (call). Applications for the call were due on November 20, 2025. Based on the project selection criteria outlined in

[1] Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.
[2] On May 12, 2025, the Board determined the City of Huntington Beach ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Huntington Beach reestablishes eligibility.

the Comprehensive Transportation Funding Program guidelines, projects will be prioritized for Board consideration in spring 2026. (Projects O and P)

- On September 8, 2025, an update on the RTSSP was provided to the Board, highlighting the successful implementation of 109 traffic signal synchronization projects, with another 30 projects planned or underway. The completed projects have reduced average travel time by 13 percent and the average number of stops by 28 percent, with average speed improving by 14 percent. (Project P)

- Through the Local Fair Share Program, 18 percent of M2 net revenues are allocated by formula to eligible local jurisdictions. During the quarter, approximately $12.6 million was disbursed, bringing the total provided through September 2025 to nearly $823 million.[3,4] (Project Q)

Transit

The M2 transit mode includes several programs designed to provide expanded transportation options. M2 is the primary funding source for the Southern California Regional Rail Authority (Metrolink) commuter rail service in Orange County and includes funding for rail projects to improve operations and transit connections to extend the reach of the service. On October 21, 2024, Metrolink implemented a pilot optimized service schedule that aims to adjust the focus from commuter rail to regional rail by addressing service gaps and making the most efficient use of equipment and crews. As such, the three lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) now operate 58 weekday trains, a 29 percent increase from the 45 trains previously serving Orange County. Compared to the same quarter last year, ridership levels on all three lines have increased by approximately 1.9 percent. Additional Metrolink challenges are discussed in the challenges section of this report.

Since 2011, M2 has provided competitive multi-year transit funding commitments for bus and station van services connecting to Metrolink ($483,133 to date), community-based transit circulators ($78.5 million to date), and bus stop improvements ($2.9 million to date). In addition, M2 provides a set amount of funding to support three programs (Senior Mobility Program, Senior

[3] Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.
[4] On May 12, 2025, the Board determined the City of Huntington Beach ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Huntington Beach reestablishes eligibility.

Non-Emergency Medical Transportation Program, and Fare Stabilization Program), intended to expand mobility options for seniors and persons with disabilities ($151.6 million[5,6] to date). Other notable transit program activities from the quarter are highlighted below.

- OC Streetcar – A quarterly update was presented to the Board on August 25, 2025, providing information on the status of construction activities, vehicle delivery, and public outreach. During the quarter, the remaining four of eight cars were delivered to the Maintenance and Storage Facility (MSF). Work continued on wire installation, electrical systems, and interior and exterior work at the MSF. System testing, operations planning, and staff training is underway. (Project S)

- Community-Based Transit Circulators – The Board received a ridership report on August 25, 2025, sharing that all community shuttles in operation met the required ridership and service performance standards. During this report period, these services collectively carried 256,000 total passengers, traveled 250,500 miles, and provided 20,000 hours of service. (Project V)

Environmental Programs

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

Since 2011, the ECP has allocated approximately $63.6 million to local jurisdictions for 216 projects for trash removal devices (Tier 1) and 22 projects for large-scale water quality best management practices projects (Tier 2). It is estimated that 81.5 million gallons of trash have been captured since the inception of the program, which equates to over 14,400 trash truck loads of garbage that could have been deposited in Orange County streams and waters. During the quarter, staff reviewed applications for the 15th Tier 1 call; programming recommendations were approved by the Board on October 13, 2025.

[5] Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.
[6] On May 12, 2025, the Board determined the City of Huntington Beach ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Huntington Beach reestablishes eligibility.

Additionally, the Board has authorized $55 million for the EMP to acquire conservation lands and fund habitat restoration projects. OCTA has acquired more than 1,300 acres and funded 13[7] projects to restore habitat on 350 acres of open space across Orange County to fulfill the necessary M2 Freeway Program mitigation needs.

The wildlife and habitat on the acquired lands are protected in perpetuity, and long-term management of the properties will be funded by an endowment that is being established. OCTA has made ten deposits of approximately $2.9 million into the endowment. As of September 2025, the balance of the endowment was $38,595,652. Current projections indicate that OCTA remains on track to meet the endowment target of $46.2 million in fiscal year (FY) 2027-28; however, the performance of the fund may affect the timeframe for full funding of the endowment.

PMO

Market Conditions Forecast and Risk Analysis

At the Board's direction, OCTA contracts with two local economists to monitor and analyze key early warning indicators affecting the construction market. The information is incorporated in a cost pressure index model to identify potential cost risk factors on M2 project delivery. The fall 2025 update was presented to the Board on October 13, 2025, which indicated that OCTA may experience moderate inflationary pressures in 2026, 2027, and 2028. This is due to a rise in building permits, California unemployment rates, construction wages, and infrastructure material costs. Staff will continue to monitor market conditions and provide updates to the Board as appropriate.

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

The 2025 M2 sales tax revenue forecast of $13.2 billion was presented to the Board on October 27, 2025. This represents a -5.7 percent or $800 million decrease from the 2024 forecast. The latest sales tax revenue forecast, current programmed external revenues, and refined project information was incorporated into the annual review and update of the Next 10 Plan. The 2025 update of the Next 10 Plan was presented to the Board on December 8, 2025. The report confirmed that M2 remains deliverable as promised to the voters, with the exception of Metrolink operations, which will be discussed further in the challenges section of this report.

[7] The project count was updated from 12 to 13 to reflect that one project covers two distinct areas with different criteria.

M2 Ten-Year Review

The M2 Ordinance includes a provision to conduct a ten-year comprehensive review of all projects and programs under the Plan to evaluate the performance of the overall program. Due to the early initiation of project development activities prior to the start-up of revenue collection in 2011, the first review was completed in 2015. The second effort is underway and is anticipated to be completed in early 2026. During the quarter, a ten-year review update and lookahead was presented to the Executive Committee on August 28, 2025. Outreach efforts continued with a second roundtable discussion with elected officials, stakeholder briefings, and participation at various community events. Feedback from these activities will help guide the development of key findings and recommendations. Another update along with an accompanying draft action plan is anticipated to be presented to the Board in December 2025, with a final report slated to be presented in spring 2026.

Challenges

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

- Close monitoring of Metrolink operations and capital rehabilitation projects is necessary to ensure sustainability through 2041. Metrolink ridership recovery continues to struggle, which impacts farebox revenues and cost recovery. The program's funding shortfall is further compounded by a rise in operating costs. While Metrolink has implemented an optimized service schedule to better accommodate new travel patterns, without changes in ridership growth, operations and rehabilitation costs, or additional external funds, the 2025 Next 10 Plan reports that the current service cannot be sustained beyond FY 2033-34. OCTA will continue to engage with Metrolink and the other member agencies to monitor ridership levels and the corresponding financial impacts to M2.

- Over the past several years, coastal storm surges, combined with several other environmental factors, have damaged the Los Angeles – San Diego – San Luis Obispo rail corridor. These events have required increased maintenance and emergency repairs to stabilize the rail infrastructure. The emergency repairs have also led to intermittent service loss and delays. Although the affected portion of the railroad tracks in the City of San Clemente is located within Orange County, this rail corridor is vital for Metrolink and state-supported intercity rail (Pacific Surfliner), freight connection to the Port of San Diego, and is part of the Strategic Rail Corridor Network that supports national defense operations. In partnership with key stakeholders, a comprehensive plan to integrate engineering and sand nourishment solutions was developed to protect the

coastal segment of the rail corridor in south Orange County in the immediate timeframe. To address the ongoing threats to a critical link in Southern California's rail network, emergency riprap repair activities in two of the four reinforcement areas were completed in June 2025. During the quarter, work was initiated in September 2025 to construct a catchment structure to protect the rail infrastructure from potential slope failure. Additional work to protect the rail line on the remaining segment continues with sand nourishment to follow. Updates will be provided to the Board as appropriate.

- The Coastal Rail Resiliency Study is underway to identify and evaluate potential near- and mid-term solutions to protect the rail line in place for approximately the next 30 years, while long-term solutions, which may include relocation, are developed to adapt the rail line to the changing environment. OCTA is leading the effort on the near- and mid-term resiliency measures. The State will lead the long-term study, but the lead state agency has not yet been identified; OCTA will be an active participant in the study. As these studies progress, future updates to the Next 10 Plan will incorporate more current information.

Staff will continue to monitor these challenges to ensure M2 remains deliverable as promised to voters and provide updates to the Board as appropriate.

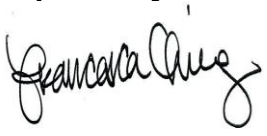
Summary

A quarterly report covering activities from July 2025 through September 2025, is provided to update progress in implementing the Plan. The above information and the attached details indicate significant progress on the overall M2 Program despite facing challenges. To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 Quarterly Progress Report is made available through the OCTA website.

Attachment

A. Measure M2 Quarterly Progress Report, First Quarter of Fiscal Year 2025 - 26, July 1, 2025 through September 30, 2025

Prepared by:



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Approved by:



Rose Casey
Executive Director, Planning
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ATTACHMENT A



OCTA

MEASURE M2 QUARTERLY PROGRESS REPORT

First Quarter of Fiscal Year 2025–26
July 1, 2025 through September 30, 2025

First Quarter Highlights:

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



















OCTA

MEASURE M2 PROGRESS REPORT

SUMMARY

On November 7, 2006, Orange County voters, by a margin of nearly 70 percent, approved the Renewed Measure M (M2) Transportation Investment Plan (Plan), a one-half cent sales tax for transportation improvements. Voters originally endorsed Measure M (M1) in 1990 with a sunset in 2011. The renewal of Measure M continues the investment of local tax dollars in Orange County's transportation infrastructure for another 30 years to 2041.

As required by M2 Ordinance No. 3 (M2 Ordinance), a quarterly report covering activities from July 1, 2025, through September 30, 2025, is provided to update progress in implementing the Plan. To be cost-effective and to facilitate accessibility and transparency of information to stakeholders and the public, M2 progress reports are available on the OCTA website.



The cover photo shows the Laguna Beach Trolley in the City of Laguna Beach. This project is funded through the Community-Based Transit Circulators Program (Project V). On August 25, 2025, the Board received a biannual ridership report update, which highlighted that all active services met the ridership and service performance standards.



OCTA

MEASURE M2 PROGRESS REPORT

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MEASURE M2 PROJECT SCHEDULES

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

Measure M2 Projects and Programs

		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
A	I-5, SR-55 to SR-57																
B	I-5, I-405 to Yale Avenue																
B	I-5, Yale Avenue to SR-55																
C,D	I-5, Avenida Pico to Avenida Vista Hermosa/ Avenida Pico Interchange	*Completed in 2018*															
C	I-5, Avenida Vista Hermosa to Pacific Coast Highway	*Completed in 2017*															
C	I-5, Pacific Coast Highway to San Juan Creek Road	*Completed in 2018*															
C,D	I-5, SR-73 to Oso Parkway/ Avery Parkway Interchange																
C,D	I-5, Oso Parkway to Alicia Parkway/ La Paz Road Interchange																
C	I-5, Alicia Parkway to El Toro Road																
D	I-5, El Toro Road Interchange (Further Schedule TBD)																
D	I-5, Ortega Highway Interchange	*Completed in 2016*															
E	SR-22, Access Improvements	*Completed in 2008*															
F	SR-55, I-405 to I-5																
F	SR-55, I-5 to SR-91																
G	SR-57 NB, Orangewood Avenue to Katella Avenue																
G	SR-57 NB, Katella Avenue to Lincoln Avenue	*Completed in 2015*															
G	SR-57 NB, Orangethorpe Avenue to Yorba Linda Boulevard	*Completed in 2014*															
G	SR-57 NB, Yorba Linda Boulevard to Lambert Road	*Completed in 2014*															
G	SR-57 NB, Lambert Road to Orange/Los Angeles County Line (Further Schedule TBD)																
H	SR-91 WB, I-5 to SR-57	*Completed in 2016*															
I	SR-91 WB, SR-55 to Tustin Avenue Interchange	*Completed in 2016*															
I	SR-91, SR-55 to Lakeview Avenue																
I	SR-91, La Palma Avenue to SR-55																
I	SR-91, Acacia Street to La Palma Avenue																

Project schedules are based on phase start dates. Shown schedules are subject to change.
[1] Projects managed by local agencies
For full project schedules, see https://octa.net/programs-projects/programs/oc-go-measure-m/oc-go-programs-projects/#/schedule



OCTA

MEASURE M2 PROJECT SCHEDULES

Measure M2 Projects and Programs

		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
J	SR-91, SR-55 to SR-241	*Completed in 2013*															
J	SR-91 EB, SR-241 to SR-71	*Completed in 2011*															
J	SR-91, SR-241 to Orange/Riverside County Line (Led by RCTC)																
K	I-405, SR-73 to I-605																
L	I-405, I-5 to SR-55 (Further Schedule TBD)	*Environmental Completed in 2018*															
M	I-605, Katella Avenue Interchange																
O	Kraemer Boulevard Grade Separation (Placentia)	*Completed in 2014*															
O	Lakeview Avenue Grade Separation (Anaheim/Placentia)	*Completed in 2017*															
O	Orangethorpe Avenue Grade Separation (Anaheim/Placentia)	*Completed in 2016*															
O	Placentia Avenue Grade Separation (Placentia)	*Completed in 2014*															
O	Raymond Avenue Grade Separation (Fullerton)[1]	*Completed in 2018*															
O	State College Boulevard Grade Separation (Fullerton)[1]	*Completed in 2018*															
O	Tustin Avenue/Rose Drive Grade Separation (Anaheim/Placentia)	*Completed in 2016*															
R	Sand Canyon Grade Separation (Irvine)	*Completed in 2016*															
R	Rail-Highway Grade Crossing Safety Enhancement	*Completed in 2011*															
R	San Clemente Beach Trail Safety Enhancements	*Completed in 2014*															
R	Anaheim Canyon Metrolink Station Improvements																
R	Fullerton Transportation Center Improvements																
R	Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps	*Completed in 2017*															
R	Orange Transportation Center Metrolink Parking Structure																
R	Placentia Metrolink Station Improvements and Parking Structure (Further Schedule TBD)	*Design Completed in 2017*															
R	San Clemente Pier Station Lighting	*Completed in 2017*															
R	Laguna Niguel to San Juan Capistrano Metrolink Station Passing Siding Project																
R	Tustin Metrolink Station Parking Structure	*Completed in 2011*															
R,T	Anaheim Regional Transportation Intermodal Center (ARTIC)[1]	*Completed in 2014*															
S	OC Streetcar																

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

[1] Projects managed by local agencies

For full project schedules, see https://octa.net/programs-projects/programs/oc-go-measure-m/oc-go-programs-projects/#/schedule



OCTA

MEASURE M2 PROGRESS REPORT

M2 DELIVERY RISK UPDATE

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

	Delivery Risk	Explanation	Proposed Action
Financial			
1	Sales tax revenues are driven by economic conditions. The 2024 M2 revenue forecast is $14 billion, which is a $800 million (-5.4 percent) year-over-year decrease from the 2023 forecast.	While the 2024 M2 sales tax revenue forecast is lower, in most areas of the M2 Plan, programs can be scaled to available revenues. Additionally, 16 years of M2 delivery remain and fluctuations in economic conditions may affect future revenue projections.	The 2025 M2 sales tax revenue forecast is anticipated to be presented to the Board in October 2025. Staff will continue to monitor sales tax revenue receipts to ensure that M2 is delivered as promised to voters.
2	Reduced external funding opportunities for the M2 freeway program.	State and federal priorities continue to shift and favor projects that reduce automobile travel, which could affect access to currently programmed as well as future external funding opportunities for the M2 freeway projects.	Current external funding commitments are assumed in the M2 cash flow for the 2024 Next 10 Plan, but prospects of future revenues for highway projects are low.
3	Potential for an environment of increasing cost for M2 capital projects.	The spring 2025 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis anticipates moderate inflationary pressures in 2025, 2026, and 2027. This is due to declining building permits, rising unemployment rates, and higher construction material and labor costs. However, uncertainty remains due to potential cost impacts from new federal economic and trade policies. Additionally, recent wildfires devastated communities in Los Angeles County, which may further impact construction cost pressures.	The Next 10 Plan Market Conditions Forecast and Risk Analysis report is updated biannually and provides a three-year lookahead. OCTA will continue to monitor bid results and market conditions affecting project costs. The next update is anticipated in October 2025 and will be incorporated into the 2025 update of the Next 10 Plan.

Moderate One to Watch



Delivery Risk		Explanation	Proposed Action
4	Schedule and scope changes on capital projects that impact delivery and project costs.	Changes as a result of updated highway standards, new regulatory requirements, or issues identified in the field may impact scope, schedule, and costs substantially.	OCTA will work closely with project partners and project contractors to limit changes in scope and schedules.
5	Increase Southern California Regional Rail Authority (Metrolink) train service as an alternative to driving within the limits of available revenue.	The coronavirus (COVID-19) altered travel behavior, which has affected ridership and farebox revenues. The cost of Metrolink service continues to grow as contracted rates increase, the system ages, track-sharing arrangements with BNSF Railway Company (BNSF) are revised, and new air quality requirements are implemented.	External funding (one-time federal funds through the Coronavirus Aid, Relief and Economic Security Act, Coronavirus Response and Relief Supplemental Appropriations Act, and Infrastructure Investment and Jobs Act) has helped alleviate some near-term financial concerns, but increasing operational costs and slow ridership recovery affect long-term sustainability. OCTA will continue to work closely with Metrolink and member agencies to ensure cost increases are minimized, while continuing to seek external revenue.
Resource			
6	Substantial work underway in the region has resulted in significant demand for professional and skilled labor which may impact delivery given the volume of the M2 capital program.	The spring 2025 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis reflects an increase in unemployment rates. This may ease labor market pressures and reduce delivery risk. However, wildfires devastated communities in Los Angeles, and as a result, the availability of professional and skilled labor may be redirected toward rebuilding efforts in the area.	OCTA will monitor resources for professional and skilled labor needed for project delivery. Expert and timely coordination between OCTA and project partners is imperative to manage this risk.



Delivery Risk		Explanation	Proposed Action
7	New operational responsibilities with the OC Streetcar.	With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations.	To ensure the success of the OC Streetcar, OCTA hired a streetcar operations manager with proven start-up experience to oversee start-up and daily operations. A contractor with extensive experience in operations of rail systems was selected to handle the startup and revenue operation phases.
Climate			
8	Climate-related hazards could affect M2 investments.	OCTA has experienced hazards affecting M2 investments. Wildfires present a continual risk to the M2 Environmental Mitigation Program (EMP) Preserves and resoration projects that have not been completed and approved by the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) (collectively, Wildlife Agencies). In addition, tidal events, ocean currents and waves, storm surges, and slope movement affect OCTA's railroad track in the south Orange County.	OCTA has developed Fire Management Plans (FMP) for the seven properties purchased as part of the M2 Freeway EMP. Additionally, OCTA has initiated a planning study to identify immediate as well as short- and medium-term solutions to address rail infrastructure protection in south Orange County.
Regulatory			
9	Changing federal and state directives could affect M2 freeway project approvals.	Current state planning and project approval policies place great emphasis on reducing travel by automobile and encourage project alternatives that promote short trips where possible, travel by transit, bicycling or walking, and use of zero-emission vehicles. These requirements will affect the project environmental review process.	The majority of M2 freeway projects, where this risk would manifest itself, have obtained the necessary approvals. If the approvals require a review or revision, these new requirements could impact delivery.

Moderate One to Watch



NEXT 10 DELIVERY PLAN

Contact: Francesca Ching, M2 PMO Manager • (714) 560-5625

The Next 10 Plan sets priorities and funding commitments over a ten-year period, providing guidance to staff on the delivery of M2 projects and programs. Annually, staff reviews the Board-adopted commitments in the Next 10 Plan to ensure it remains deliverable with updated revenues and project costs.

On November 12, 2024, the Board adopted the 2024 Next 10 Plan, which spans fiscal year (FY) 2024-25 through FY 2033-34. The update incorporated the $14 billion sales tax revenue forecast, revised project estimates and schedules, as well as the fall market conditions forecast and risk analysis. As a result of OCTA's strategic planning to date, the 2024 Next 10 Plan continues to demonstrate that the Plan remains deliverable.

Next 10 Plan Deliverables

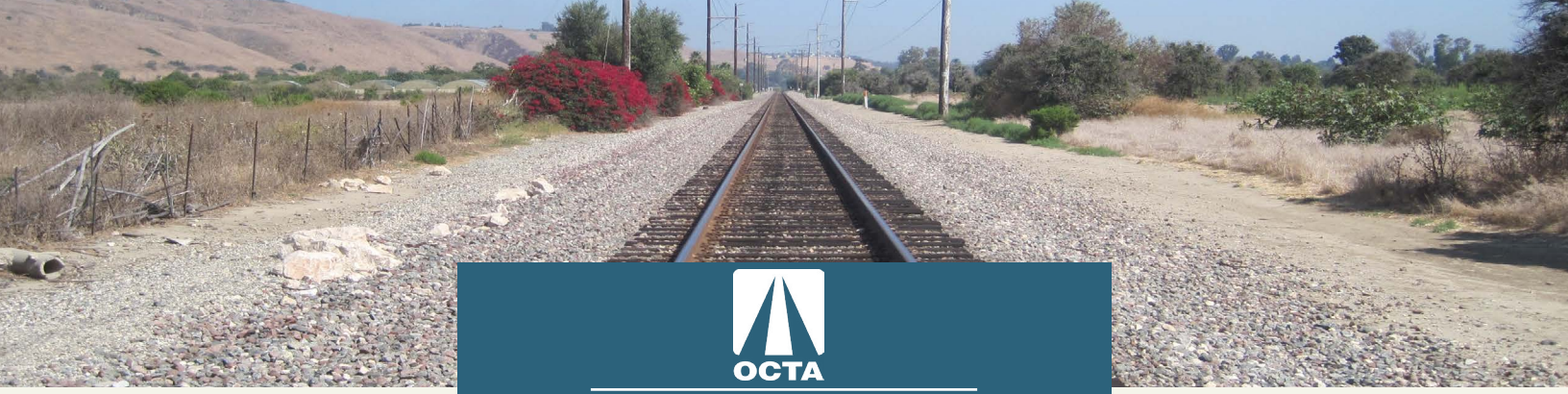
Significant progress continues with projects in and advancing towards construction, as well as regular funding allocations to local jurisdictions through local programs.

1. Deliver 13 freeway improvement projects through construction (Projects A-M).

The M2 Freeway Program is currently made up of 30 projects/project segments. This deliverable includes 13 projects to be delivered through construction by FY 2029-30. Of the 13 projects to be delivered, three have been completed, three are in construction, six are in final design, and a joint project with the Riverside County Transportation Commission (RCTC), is in environmental revalidation. The joint project will improve SR-91 between SR-241 and SR-71. Completion of these projects will bring the total number of completed projects to 27 by 2030, which equates to approximately 90 percent of the M2 Freeway Program. For more details, see pages i-ii (Project Schedules) and the project updates contained in their respective sections.

Upcoming activities:

- SR-57 Northbound, Orangewood Avenue to Katella Avenue – Begin Construction
- SR-91, Acacia Street to La Palma Avenue – Award Construction Contract
- I-5, I-405 to Yale Avenue – Award Construction Contract
- I-5, Yale Avenue to SR-55 – Award Construction Contract
- SR-91, La Palma Avenue to SR-55 – Advertise for Construction
- SR-91 Eastbound Corridor Operations Project – Advertise for Progressive Design-Build Construction



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

The three remaining projects (of the 30 total) are environmentally cleared or on track to be environmentally cleared by 2034, making them shelf-ready for further advancement. The remaining projects include Project D (I-5, El Toro Road Interchange), Project G (SR-57 northbound from Lambert Road to Orange/Los Angeles County Line), and Project L (I-405 between I-5 and SR-55). These projects will continue to be reevaluated for earlier delivery as part of the annual Next 10 Plan review. For more details, see pages i-ii (Project Schedules) and the project updates contained in their respective sections.

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

As of September 2025, OCTA has awarded approximately $594.4 million in competitive funding through the Regional Capacity Program (RCP) (Project O) and Regional Traffic Signal Synchronization Program (RTSSP) (Project P) annual calls. Additionally, approximately $823.0 million[1,2] in Local Fair Share (LFS) (Project Q) funds have been distributed to local jurisdictions.

On September 8, 2025, the Board authorized the 16th call for projects (call) to support local streets and roads improvement projects throughout Orange County. Applications are due on November 20, 2025. Based on the project selection criteria in the Comprehensive Transportation Funding Program (CTFP) guidelines, projects will be prioritized for Board consideration in spring 2026. For more details, see the project updates on page 22 and page 24.

[1] Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

[2] On May 12, 2025, the Board determined the City of Huntington Beach ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Huntington Beach reestablishes eligibility.

Upcoming activities:

- Project O and P – 16th call open

4. Maintain Metrolink service (Project R).

Project R provides funding for Metrolink operations and aims to increase rail services within the County and provide additional Metrolink service north of the City of Fullerton to the Los Angeles County Line. The program also provides for track improvements, the addition of trains and parking capacity, upgraded stations, and safety enhancements to allow cities to establish quiet zones along the tracks.



Close monitoring of Metrolink operations is necessary to ensure sustainability through 2041. Metrolink ridership recovery continues to struggle, which impacts farebox revenues and cost recovery. To exacerbate this shortfall, operating costs have also increased. On October 21, 2024, Metrolink implemented a service optimization schedule aimed at addressing service gaps and making the most efficient use of equipment and crews as Metrolink adjusts the focus from commuter rail to regional rail. As such, the three lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) now operate 58 trains, a 29 percent increase from the 45 weekday trains previously serving Orange County. Without this funding or changes in service levels, ridership growth, or operations and rehabilitation costs, current projections with the addition of Transit and Intercity Rail Program (TIRCP) formula funds will only sustain Metrolink operations through FY 2035-36. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the financial impacts to M2. For more details, see project updates on page 27.

Railroad track stabilization efforts in south Orange County have become a major focus area given its importance to continued operation of Metrolink in Orange County. While the rail line is currently open as a result of ongoing emergency work, longer-term solutions must be developed to ensure the ability to provide reliable rail service in this portion of the County. In partnership with key stakeholders, a planning study is currently underway to identify and evaluate immediate as well as short- and medium-term solutions with the goal of protecting the rail line in place for approximatively the next 30 years. A separate long-term study will assess potential long-term solutions, which may include relocation of the rail line. The California State Transportation Agency has committed to lead the long-term study to plan for future investments necessary to ensure a resilient Los Angeles–San Diego–San Luis Obispo (LOSSAN) corridor. As these studies progress, future updates to the Next 10 Plan will incorporate more current information. For more details, see the project updates on page 29.

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

The 4.15-mile OC Streetcar will serve the Santa Ana Regional Transportation Center (SARTC) through Downtown Santa Ana and the Civic Center to Harbor Boulevard in the City of Garden Grove. Construction reached 95 percent completion. To date, the contractor has completed major infrastructure work including bridges, tracks, Overhead Contact System (OCS) pole installation, and station platform systems. During the quarter, the remaining four of the eight vehicles were delivered to the Maintenance and Storage Facility (MSF). Work continued on overhead contact system (OCS) wire installation, electrical systems, and interior and exterior work at the MSF. System testing, operations planning, and staff training preparation are underway. more details, see the project updates on page 32.



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

Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, nearly $151.7 million[3,4] has been provided to these three programs. The SMP provides funding to participating cities to design and implement transit service that best fits the needs of seniors (60 and above) in their communities. The SNEMT Program provides funding to the County of Orange Office on Aging for senior transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health-related trips at a low cost to the rider than would otherwise be available. The Fare Stabilization Program provides stable discounted fares for seniors and persons with disabilities by lowering the cost of riding transit. For more details, see the program updates on page 34.

[3] Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

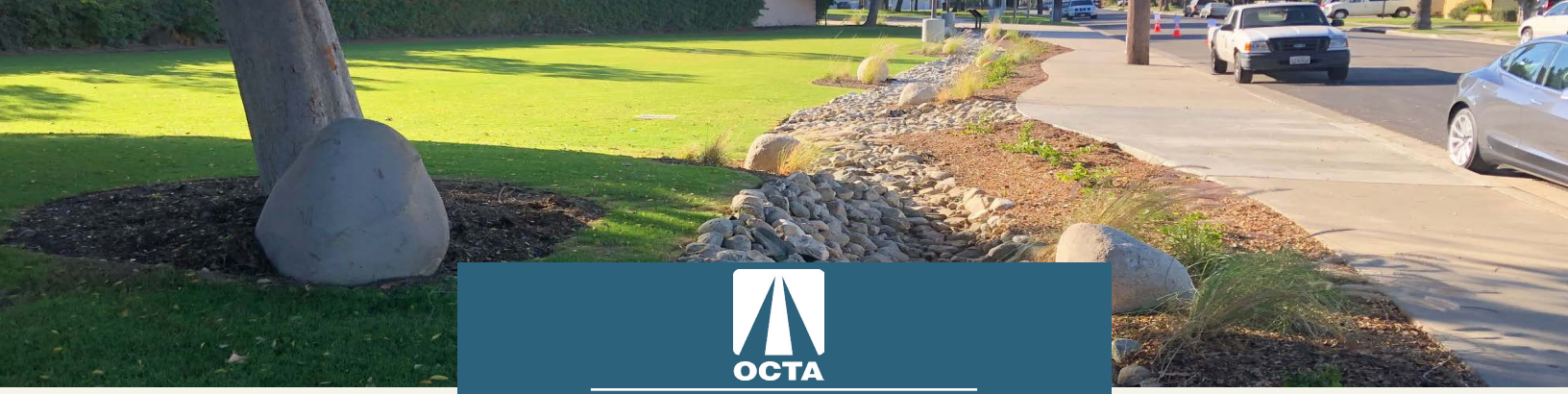
[4] On May 12, 2025, the Board determined the City of Huntington Beach ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Huntington Beach reestablishes eligibility.

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

Since inception, OCTA has approved 49 projects and ten planning studies totaling over $96.8 million through five calls. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of awarded services against performance measures adopted by the Board. Staff continues to work with local jurisdictions through letters of interest requests, workshops, CTFP guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation. For more details, see the program updates on page 35.

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

Through three calls, the Board has approved $3.1 million to improve 122 city-initiated improvement projects at the busiest OCTA transit stops. The program is designed to ease transfers between bus lines and provide improvements such as the installation of bus benches or seating, shelters, improved lighting, and other passenger-related amenities. For more details, see the program updates on page 36.



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

The M2 freeway EMP includes seven conservation properties (Preserves) totaling more than 1,300 acres and 13 restoration projects covering nearly 350 acres. In 2017, OCTA received biological resource permits after completing a state and federal Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan) for the EMP, allowing streamlined project approvals for the M2 freeway improvement projects. The Conservation Plan also includes a streamlined process for coordination of streambed alteration agreements. In 2018, OCTA secured programmatic permits and assurances for federal and state clean water permitting requirements. Receipt of these permits represents the culmination of years of collaboration and support by the Board, environmental community, and regulatory agencies.

To protect the Preserves in perpetuity, a non-wasting endowment was established. To date, OCTA has made ten annual deposits of approximately $2.9 million. As of September 30, 2025, the balance of the endowment was $38,595,652. While the performance of the endowment fund will affect the timeframe for full funding, current projections indicate that OCTA is still on track to meet the target of $46.2 million in FY 2027-28. For more details, see the program updates on page 38.

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

In May 2010, the Board approved a two-tier approach to funding Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since 2011, the Board has awarded more than $40.2 million in funding for 233 Tier 1 projects through 14 calls and approximately $34.9 million for 26 Tier 2 projects through three calls. The 15th Tier 1 call was released on March 10, 2025. Applications were received on May 8, 2025. Based upon the project selection criteria in the CTFP guidelines, projects will be prioritized for Board consideration in October 2025. For more details, see the program updates on page 37.

Upcoming activities:

- Project X Tier 1 – Programming recommendations for the 15th call



FREEWAYS

PROJECT A

INTERSTATE 5 (I-5) PROJECTS

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

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project added a second high-occupancy vehicle (HOV) lane (approximately three miles) in both directions along I-5 between SR-55 and SR-57 in the City of Santa Ana. The final Environmental Document (ED) and Project Report (PR) were approved on April 27, 2015. Construction began on December 27, 2019, and the improvements opened to traffic on August 24, 2020. The total cost is measured against an amended baseline cost established in the first quarter of FY 2017-18; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2018-19. The project was officially completed three months ahead of schedule on January 6, 2021, and plant establishment was completed on May 24, 2021.

PROJECT B

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

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

Status: Design Phase Underway – 99 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will add an additional general purpose lane (approximately 4.5 miles) in both directions of I-5 between I-405 and Yale Avenue, improve interchanges, and replace and add new auxiliary lanes in the City of Irvine. The forecasted schedule is measured against an amended baseline schedule established in the first quarter of FY 2022-23; the forecasted cost is measured against an amended baseline cost established in the second quarter of FY 2024-25. This quarter, the project was advertised for construction on August 18, 2025. Bids are anticipated to be opened in November 2025 to begin construction in early 2026.

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

Status: Design Phase Underway – 99 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will add an additional general purpose lane (approximately 4.5 miles) in both directions of I-5 between Yale Avenue and SR-55, improve interchanges, and replace and add new auxiliary lanes in the cities of Irvine and Tustin. The forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2022-23; the forecasted cost is measured against



an amended baseline cost established in the second quarter of FY 2024-25. This quarter, the project was advertised for construction on August 11, 2025. Bids are anticipated to be opened in October 2025 to begin construction in early 2026.

PROJECT C AND PART OF PROJECT D

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

Segment: **I-5, Avenida Pico to Avenida Vista Hermosa/Avenida Pico Interchange**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: This project added a carpool lane (approximately 0.7 miles) in both directions of I-5 between Avenida Pico and Avenida Vista Hermosa in the City of San Clemente, included major improvements through reconstruction of the Avenida Pico Interchange (part of Project D), and added bicycle lanes in both directions on Avenida Pico. Construction began on December 22, 2014, and was officially completed on August 23, 2018. Plant establishment was completed in May 2019. The total cost is measured against an amended baseline cost established in the second quarter of FY 2011-12; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2014-15.

Segment: **I-5, Avenida Vista Hermosa to Pacific Coast Highway**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: This project added a carpool lane (approximately 2.5 miles) in both directions of I-5 between Avenida Vista Hermosa and Pacific Coast Highway (PCH) in the City of San Clemente and reconstructed on- and off-ramps at Avenida Vista Hermosa and Camino de Estrella. Construction began on July 3, 2014, and was officially completed on July 31, 2017. Plant establishment was completed in May 2018. The total cost is measured against an amended baseline cost established in the second quarter of FY 2011-12; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2013-14.

Segment: **I-5, Pacific Coast Highway to San Juan Creek Road**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: This project added a carpool lane (approximately 2.5 miles) in both directions of I-5 between PCH and San Juan Creek Road in the cities of Dana Point, San Clemente, and San Juan Capistrano and reconstructed the on- and off-ramps at PCH/Camino Las Ramblas. Construction began on December 20, 2013, and was officially completed on July 3, 2018. Plant establishment was



completed in March 2019. The total cost is measured against an amended baseline cost established in the second quarter of FY 2011-12; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2013-14.

I-5, SR-73 to El Toro Road is one project broken into three segments. The final ED and PR for all three segments were approved on May 6, 2014. Improvements for the three segments opened to traffic in March 2025. A separate landscape contractor began plant establishment efforts for all three segments on June 10, 2025, with completion anticipated by December 2026.

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

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project added a general purpose lane (approximately 2.2 miles) in both directions of I-5 between Avery Parkway and Oso Parkway and reconstructed the Avery Parkway Interchange (part of Project D) in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. Construction began on January 15, 2020, and was completed on July 30, 2025. The total cost is measured against an amended baseline cost established in the third quarter of FY 2014-15; the final schedule is measured against an amended baseline schedule established in the third quarter of FY 2019-20.

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

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project added a general purpose lane (approximately 2.6 miles) in both directions along I-5 between Oso Parkway and Alicia Parkway and reconstructed the La Paz Road Interchange (part of Project D) in the cities of Laguna Hills and Mission Viejo. Construction began on April 4, 2019, and was completed on December 19, 2024. The total cost is measured against an amended baseline cost established in FY 2014-15; the final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2018-19.

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

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project added a general purpose lane in the southbound direction (approximately 1.7 miles) and extended the second HOV lane (approximately one mile) in both directions along I-5 between Alicia Parkway to El Toro Road in the cities of Laguna Hills, Laguna Woods, Lake Forest, and Mission Viejo. Construction began on October 13, 2020, and was completed on July 9, 2025. The total cost is measured against an amended baseline cost established in the third quarter of FY 2014-15; the final schedule is measured against an amended baseline schedule established in the first quarter of FY 2020-21. This quarter, the contractor continued slope erosion control and staff continued project closeout activities.



FREEWAYS

PROJECT D

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

Segment: **I-5, Ortega Highway Interchange**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: This project widened and reconstructed the SR-74 Ortega Highway bridge over I-5 and improved local traffic flow along SR-74 and Del Obispo Street in the City of San Juan Capistrano. The final ED and PR were approved on June 1, 2009. Construction began on September 18, 2012, and all lanes on the new bridge opened to traffic on September 4, 2015. The final schedule is measured against an amended baseline scheduled established in the fourth quarter of FY 2011-12. The project was officially completed on January 15, 2016.

Segment: **I-5, El Toro Road Interchange**
Status: Environmental Phase Two Underway – 65 Percent Complete
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: Caltrans is the lead for the environmental phase of this project. The project area includes the cities of Laguna Hills, Laguna Woods, and Lake Forest, which are direct stakeholders of the project improvements. The study began in April 2017 and the draft Initial Study/Environmental Assessment was completed in March 2019. The three stakeholder cities were not in consensus on a preferred alternative, and costs identified for the remaining alternatives were significantly higher than the assumed cost in the Next 10 Plan, which created additional challenges. The environmental phase was anticipated to be completed in late 2019; however, without the cities' consensus, OCTA does not support the finalization of the document. OCTA requested Caltrans put completion of the ED on hold until a consultant, retained by OCTA, provides a further assessment of the alternatives to help facilitate reaching an agreement. The three cities reached a consensus to add two new alternatives from the assessment into the environmental process. The environmental phase was reinitiated in January 2023 to incorporate feedback from the cities on the proposed alternatives. The forecasted cost and schedule are measured against an amended baseline cost and schedule established in the fourth quarter of FY 2022-23. This quarter, OCTA and Caltrans continued coordination with the cities of Laguna Hills, Laguna Woods, and Lake Forest on the proposed alternatives, preliminary design, and environmental phase studies. In addition, Caltrans completed updates to the final Traffic Operations Analysis Report.



FREEWAYS

PROJECT E

STATE ROUTE 22 (SR-22) PROJECTS

Segment: **SR-22 Access Improvements**

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

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

PROJECT F

STATE ROUTE 55 (SR-55) PROJECTS

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

Status: Construction Underway – 57 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will add a general purpose lane (approximately four miles) and a second HOV lane (approximately four miles) in both directions between I-405 and I-5 in the cities of Irvine, Santa Ana, and Tustin. Auxiliary lanes will be added and extended in some segments within the project limits. The final ED and PR were approved on August 31, 2017. The forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2017-18; the forecasted schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2021-22. Construction began on August 10, 2022. This quarter, work continued with roadway, retaining wall, bridge widening, electrical, and drainage construction activities.

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

Status: Design Phase Underway – 87 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 4560-5925

Summary: This project includes the addition of a general purpose lane (approximately two miles) in both directions between I-5 and SR-22 and operational improvements between SR-22 and SR-91 in the cities of Anaheim, Orange, Santa Ana, and Tustin. The project limits span approximately 7.5 miles. The final ED and PR were approved on March 30, 2020. The forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2020-21; the forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2022-23. The design of this project was initiated on August 8, 2022. This quarter, the design team continued to address comments on the 100 percent design package submittal. ROW activities are underway.



FREEWAYS

PROJECT G

STATE ROUTE 57 (SR-57) PROJECTS

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

Status: Design Phase Completed

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will add a new northbound general purpose lane (approximately one mile) on SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. The new northbound general purpose lane will join the completed Project G segments between Katella Avenue and Lambert Road, which opened to traffic in 2014. The final ED and PR were approved on March 29, 2019. The forecasted cost is measured against an amended baseline cost established in the third quarter of FY 2020-21; the forecasted schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2022-23. The project was advertised for construction on July 7, 2025, bids were opened on September 4, 2025, and the contract was awarded on September 26, 2025. Construction is anticipated to begin in December 2025.

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

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project increased capacity by adding a new general purpose lane (approximately 2.8 miles) and improved on- and off-ramps and soundwalls on northbound SR-57 between Katella Avenue and Lincoln Avenue in the City of Anaheim. Bridges at Katella Avenue and Douglas Road were also widened in the northbound direction. The final ED was approved on September 30, 2009, and the final PR was approved on November 25, 2009. Construction began on November 17, 2011, and the improvements opened to traffic on November 19, 2014. The final schedule is measured against an amended baseline schedule established in the second quarter of FY 2011-12. The project was officially completed on April 21, 2015.

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

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project increased capacity by adding a northbound general purpose lane (approximately 2.4 miles) between Orangethorpe Avenue in the City of Placentia to Yorba Linda Boulevard in the City of Fullerton and improved operations with the reconstruction of northbound on- and off-ramps, widening of seven bridges, and the addition of soundwalls. The final ED and PR were approved on November 30, 2007. Construction began on October 26, 2010, and the improvements opened to traffic on April 28, 2014. The final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2013-14. The project was officially completed on November 6, 2014.



FREEWAYS

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

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project improved capacity, operations, and traffic flow on SR-57 with the addition of a new northbound general purpose lane (approximately 2.5 miles) between Yorba Linda Boulevard in the City of Fullerton and Lambert Road in the City of Brea. Additional project benefits included on- and off-ramp improvements, the widening and seismic retrofit (as required) of six bridges in the northbound direction, and the addition of soundwalls. Existing lanes and shoulders were also widened to standard widths, enhancing safety for motorists. The final ED and PR were approved on November 30, 2007. Construction began on November 2, 2010, and the improvements opened to traffic on September 23, 2013. The total cost is measured against an amended baseline cost established in the second quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2013-14. The project was officially completed on May 2, 2014.

Segment: **SR-57 Northbound, Lambert Road to Orange/Los Angeles County Line**

Status: Project Study Report-Project Development Support (PSR-PDS) Document Preparation Underway – 99 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925
Kristin Tso, Planning • (714) 560-5496

Summary: Caltrans previously completed a PSR in 2001 to add a northbound truck-climbing lane (approximately 2.5 miles) from Lambert Road in the City of Brea to approximately 0.62 miles north of the Orange County/Los Angeles County line. Following discussions with Caltrans in late 2021, it was decided that a new PSR-PDS should be prepared due to the changing conditions on SR-57 since the previous study was completed. The proposed project included mainline and interchange improvements at Lambert Road. Through the SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program, funds were allocated to construct the interchange improvements at Lambert Road, which complemented and served as the first phase to the improvement project. Construction began in mid-2019, the project opened to traffic in December 2023, and construction was fully completed in early 2024. Preparation of the new PSR-PDS for the second phase began in August 2023, utilizing State Transportation Investment Program funding, to study potential northbound mainline improvements from Lambert Road to Orange/Los Angeles County Line (up to two miles). This quarter, the consultant continued addressing comments from the circulation of the draft final PSR-PDS, which is anticipated to receive final approval in October 2025. The environmental phase of the project is anticipated to begin in November 2025.



FREEWAYS

PROJECT H

STATE ROUTE 91 (SR-91) PROJECTS

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

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project increased capacity by adding a general purpose lane (approximately 4.5 miles) in the westbound direction between the cities of Anaheim and Fullerton and provided operational improvements at on- and off-ramps between Brookhurst Street and State College Boulevard. The final ED was approved on May 20, 2010, and the final PR was approved on June 16, 2010. Construction began on February 6, 2013, and the improvements opened to traffic on March 7, 2016. The final schedule is measured against an amended baseline schedule established in the third quarter of FY 2012-13. The project was officially completed on June 23, 2016.

PROJECT I

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

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project improved traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane (approximately two miles) beginning at northbound SR-55 to the westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim. The project reduced weaving congestion in the area and included reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. The final ED was approved on May 11, 2011, and the final PR was approved on May 19, 2011. Construction began on November 1, 2013, and the improvements opened to traffic on May 14, 2016. The total cost is measured against an amended baseline cost established in the fourth quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2012-13. The project was officially completed on July 15, 2016.

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

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

Status: Construction Underway - Ten Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will provide westbound operational improvements (approximately 2.2 miles), which includes the realignment of the existing westbound SR-91 on- and off-ramps, the addition of a new on-ramp from the Lakeview Avenue overcrossing bridge to connect directly to southbound SR-55, and



construction of a barrier to separate westbound SR-91 from SR-55. With the proposed improvements, the existing Lakeview Avenue overcrossing bridge is anticipated to be replaced with a new bridge. The forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2024-25; the forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2023-24. This project was combined with the Caltrans multi-asset project during the design phase. Construction activities began on April 8, 2025. During the quarter, the contractor began installation of retaining walls, drainage systems, and prepared the site for the Lakeview Avenue bridge reconstruction.

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

Status: Design Phase Underway - 95 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will provide an additional eastbound general purpose lane (approximately 2.7 miles), replace the eastbound shoulder, and restore auxiliary lanes as needed throughout the project limits. With the proposed improvements, the existing Kraemer Boulevard and Tustin Avenue overcrossing bridges are anticipated to be replaced with new bridges and the Santa Ana River bridge will be widened. The forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2019-20; the forecasted scheduled is measured against an amended baseline schedule established in the first quarter of FY 2020-21. The design of this project was initiated on June 17, 2020. This quarter, the design team continued to address and resolve outstanding comments on the final design package submittal. In addition, ROW activities continued and several utility relocation permits were obtained.

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

Status: Design Phase Underway - 96 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will provide westbound operational improvements (approximately 1.8 miles) by adding a fourth general purpose lane along westbound SR-91 from the northbound SR-57 to the westbound SR-91 connector, extending the southbound SR-57 to westbound SR-91 connector auxiliary lane through the State College Boulevard interchange, tying into the existing westbound SR-91 auxiliary lane west of State College Boulevard, and reconfiguring the westbound SR-91 to SR-57 connector to provide dedicated exits to SR-57. With the proposed improvements, the existing La Palma Avenue overcrossing bridge will be replaced with a new bridge. The forecasted schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2020-21; the forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2023-24. This project was combined with the Caltrans multi-asset project during the design phase. The project was advertised for construction on May 12, 2025, and bids were opened on August 12, 2025. The contract is anticipated to be awarded in October 2025, with construction anticipated to begin in December 2026.



FREEWAYS

PROJECT J

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

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project added a general purpose lane (approximately six miles) in both directions of SR-91 between SR-55 and SR-241 in the cities of Anaheim and Yorba Linda. In addition to adding 12 lane miles to SR-91, the project also delivered a second eastbound exit lane at Lakeview Avenue, Imperial Highway, and Yorba Linda Boulevard/Weir Canyon Road off-ramps. Beyond these capital improvements, crews completed work on safety barriers, lane striping, and soundwalls. The final ED and PR were approved on April 24, 2009. Construction began on May 27, 2011, and opened to traffic in December 2012. The final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2010-11. The project was officially completed on March 5, 2013.

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

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project improved mobility and operations by adding an eastbound lane (approximately six miles) through a key stretch of SR-91 between Orange County's SR-241 and Riverside County's SR-71, widened existing eastbound lanes and shoulders, and reduced traffic weaving as a result of traffic exiting at SR-71 and Green River Road. The final ED and PR were approved on December 28, 2007. Construction began on September 16, 2009, and the improvements opened to traffic on December 2, 2010. The final schedule is measured against an amended baseline schedule established in the second quarter of FY 2010-11. The project was officially completed on January 31, 2011. Because this project was shovel-ready, OCTA was able to obtain American Recovery and Reinvestment Act funding for this M2 project, saving M2 revenues for future projects.

Segment: **SR-91, SR-241 to Orange/Riverside County Line**

Status: RCTC's Westbound Corridor Operation Project – Completed in January 2022; Eastbound Corridor Operation Project Environmental Phase Underway – 75 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: Since the SR-91 corridor is one of the busiest in the region, implementation of this project requires coordinating and constructing the improvements in multiple segments and capitalizing on available funding. Freeway improvements that cross county lines require close coordination to maintain seamless travel. This project plans to add a general purpose lane on SR-91 between SR-241 and SR-71. While the portion of this project between SR-241 and the Orange/Riverside County Line is part of OCTA's M2 Project J, the matching segment between the county line and SR-71 is part of RCTC's Measure A. The sixth lane addition requires joint implementation to ensure smooth delivery of the project. With significant SR-91 freeway improvements taking place as a result of both counties' sales tax measures, the construction timing of the additional general purpose lane between SR-241 and SR-71 was anticipated to take place



post-2035. However, RCTC requested OCTA's support to accelerate a portion of the ultimate project in the westbound direction (in Orange County) to address a bottleneck issue affecting the City of Corona. With OCTA's support, RCTC developed the 91 Westbound Corridor Operation Project, which began construction in late 2020 and was completed in January 2022.

In addition, OCTA and RCTC conducted a feasibility study to determine how best to implement the sixth general purpose lane while minimizing environmental and construction impacts in the eastbound direction between SR-241 and SR-71. The final alternatives analysis report was completed in April 2022. RCTC is leading the effort to proceed with the environmental phase of the project, to be referred to as the 91 Eastbound Corridor Operation Project. This effort began in June 2023 and is anticipated to be completed in early 2026. This quarter, the project team continued working on preliminary engineering for the build alternatives, developing cost estimates, and updating environmental technical studies and a Supplemental Project Report. RCTC plans to utilize progressive design-build as the project delivery approach that will include preliminary design (Phase I) followed by final design and construction (Phase II). Phase I is anticipated to begin mid-2026.

PROJECT K

INTERSTATE 405 (I-405) PROJECTS

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

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project added a general purpose lane (approximately 16 miles) between Euclid Street and I-605 in both directions and a second HOV lane (approximately 14 miles) combined with the existing HOV lane to provide dual express lanes in both directions of I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes.[5] Additional improvements included reconstruction of local interchanges and enhancements to freeway entrances and exits along the corridor from SR-73 to I-605 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster. The final ED and PR were approved on June 15, 2015. Construction activities began on January 31, 2017, and the project fully opened to traffic on December 1, 2023. The final schedule is measured against an amended baseline schedule established in the second quarter of FY 2020-21; the total cost is measured against an amended baseline cost established in the fourth quarter of FY 2022-23. Final acceptance and relief of maintenance is expected in late 2025. During the quarter, work continued on remaining miscellaneous construction activities including landscaping and punch-list items.

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



FREEWAYS

PROJECT L

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

Status: Environmental Phase Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project studied potential improvements along approximately 8.5 miles of I-405 between I-5 and SR-55 in the City of Irvine. The project development team reviewed the alternatives and public comments received during public circulation, and as a result of the effort, recommended adding one general purpose lane in both directions. The forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2015-16. The final ED and PR were approved on August 31, 2018. The design phase is anticipated to begin in 2030 and will be constructed beyond the Next 10 Plan timeframe.

PROJECT M

INTERSTATE 605 (I-605) PROJECTS

Segment: **I-605, Katella Avenue Interchange Improvements**

Status: Construction Underway - 15 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will make enhancements to the on- and off-ramps and operational improvements on Katella Avenue at the I-605 Interchange in the City of Los Alamitos. In addition, pedestrian and bicycle improvements will incorporate complete streets components, including enhanced safety for all modes of travel. The final ED and PR were approved on October 3, 2018. The forecasted cost is measured against an amended baseline cost established in the third quarter of FY 2019-20; the forecasted schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2024-25. The project was awarded and construction activities began on April 3, 2025. During the quarter, the contractor completed median reconstruction along Katella Avenue, and began improvements along Katella Avenue. The construction management team continued to coordinate with the design team and utility companies on timing of final utility relocations.



FREEWAYS

PROJECT N

FREEWAY SERVICE PATROL

Status: Service Ongoing

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

Summary: The Freeway Service Patrol (FSP) assists motorists whose vehicles become disabled along Orange County freeways and removes congestion-causing debris from traffic lanes to reduce freeway congestion and collisions. In June 2012, M2 began supporting FSP with local funds to maintain existing service levels and expand services through 2041. During the quarter, FSP provided 15,463 services.[6] Since June 2012, FSP has provided 874,343 services[6] on the Orange County freeway system.

[6] *Service calculations are based on all services provided as FSP is funded by M2 and external sources.*



PROJECT O

REGIONAL CAPACITY PROGRAM

Status: 16th Call Open

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

Summary: This program, in combination with required local matching funds, provides funding for improvements on Orange County's Master Plan of Arterial Highways. Since 2011, through 15 calls, the Board has awarded 195 projects (237 project phases) totaling more than $432 million, including $23.4 million in external funding. To date, 155 project phases have been completed, 55 are in various stages of implementation, and 27 have been cancelled by the awarded local jurisdictions. On September 8, 2025, the Board approved the release of the 16th call. Applications for the call are due on November 20, 2025, and programming recommendations are anticipated to be presented to the Board in spring 2026.

OC Bridges Railroad Program

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

Segment: **Kraemer Boulevard Grade Separation**

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the cities of Anaheim and Placentia. Construction began on November 9, 2012, and the improvements opened to traffic on June 28, 2014. The final schedule is measured against an amended baseline schedule established in the second quarter of FY 2011-12. Construction acceptance was obtained in December 2014. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty in December 2015 with no issues or claims identified. Funding reimbursement and closeout have been completed.

Segment: **Lakeview Avenue Grade Separation**

Status: **PROJECT COMPLETE**

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project grade separated the local street from railroad tracks by building a bridge for vehicular traffic over the railroad crossing and reconfiguring the intersection of Lakeview Avenue and



STREETS AND ROADS

Orangethorpe Avenue in the cities of Anaheim and Placentia. Construction began on March 3, 2014, and the improvements opened to traffic on June 6, 2017. The final schedule is measured against an amended baseline schedule established in the first quarter of FY 2013-14. Construction acceptance was obtained in June 2018. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to July 2019 for some minor repair items. The Board approved a final claim resolution in July 2019. Funding reimbursement and closeout have been completed.

Segment: **Orangethorpe Avenue Grade Separation**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: This project grade separated the local street from railroad tracks by building a bridge for vehicular traffic over the railroad crossing in the cities of Anaheim and Placentia. Construction began on April 25, 2013, and the improvements opened to traffic on June 23, 2016. The final schedule is measured against an amended baseline schedule established in the third quarter of FY 2012-13. Construction acceptance was obtained in October 2016. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to June 2019 for some minor repair items. No additional issues or repairs were identified. Funding reimbursement and closeout have been completed.

Segment: **Placentia Avenue Grade Separation**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Placentia. Construction began on October 5, 2011, and the improvements opened to traffic on March 12, 2014. The total cost is measured against an amended baseline cost established in the fourth quarter of FY 2009-10; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2011-12. Construction acceptance was obtained in December 2014. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty in December 2015 with no issues or repairs identified. Funding reimbursement and closeout have been completed.

Segment: **Raymond Avenue Grade Separation**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Fullerton. The City of Fullerton managed construction while OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. Construction began on March 27, 2014, and the improvements opened to traffic on October 2, 2017. The total cost is measured against an amended baseline cost established in the first quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the third quarter of FY 2013-14. Construction acceptance was obtained in May 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Funding reimbursement and closeout have been completed.



STREETS AND ROADS

Segment: **State College Boulevard Grade Separation**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Fullerton. The City of Fullerton managed construction while OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. Construction began on March 27, 2014, and the improvements opened to traffic on November 1, 2017. The total cost is measured against an amended baseline cost established in the second quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the third quarter of FY 2013-14. Construction acceptance was obtained in March 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Funding reimbursement and closeout have been completed.

Segment: **Tustin Avenue/Rose Drive Grade Separation**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project grade separated the local street from railroad tracks by building a bridge over the railroad crossing for vehicular traffic in the cities of Anaheim and Placentia. Construction began on April 22, 2013, and the improvements opened to traffic on December 7, 2015. The total cost is measured against an amended baseline cost established in the first quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the third quarter of FY 2012-13. Construction acceptance was obtained in October 2016. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to November 2018 for some minor repair items. No additional issues or repairs were identified. Funding reimbursement and closeout have been completed.

PROJECT P

REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM

Status: 16th Call Open
Contact: Anup Kulkarni, Planning • (714) 560-5867

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



STREETS AND ROADS

To date, OCTA and local agencies have synchronized 3,789 intersections over 979 miles of streets (109 completed projects). Through 15 calls, 123 projects[7] totaling approximately $162.3 million have been awarded. Overall, OCTA has funded 143 projects[7] totaling nearly $196.8 million, including $40.1 million in leveraged external funding. On September 8, 2025, the Board approved the release of the 16th call. Applications for the call are due on November 20, 2025, and programming recommendations are anticipated to be presented to the Board in spring 2026.

In parallel with the annual call, OCTA is leading the Countywide Signal Synchronization Baseline Project. The project aims to develop and implement a countywide signal synchronization network for Orange County and will consist of approximately 2,500 retimed signals along regionally significant corridors to ensure seamless travel across the County. This effort began in June 2024 with data collection ongoing. While this innovative project is entirely externally funded, the results will benefit and shape the future of the M2 Regional Traffic Signal Synchronization Program.

[7] *To date, three projects totaling approximately $1.6 million have been cancelled by the awarded local jurisdictions.*

PROJECT Q

LOCAL FAIR SHARE

Status: Ongoing

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

Summary: To help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures by the cities and the County. On a bimonthly basis, 18 percent of net revenues are allocated by formula. Since 2011, nearly $823.0 million[8,9] in LFS payments have been provided to local jurisdictions, of which more than $12.6 million[8,9] was provided this quarter.

For more details, see funding allocation by local agency on pages 51-52.

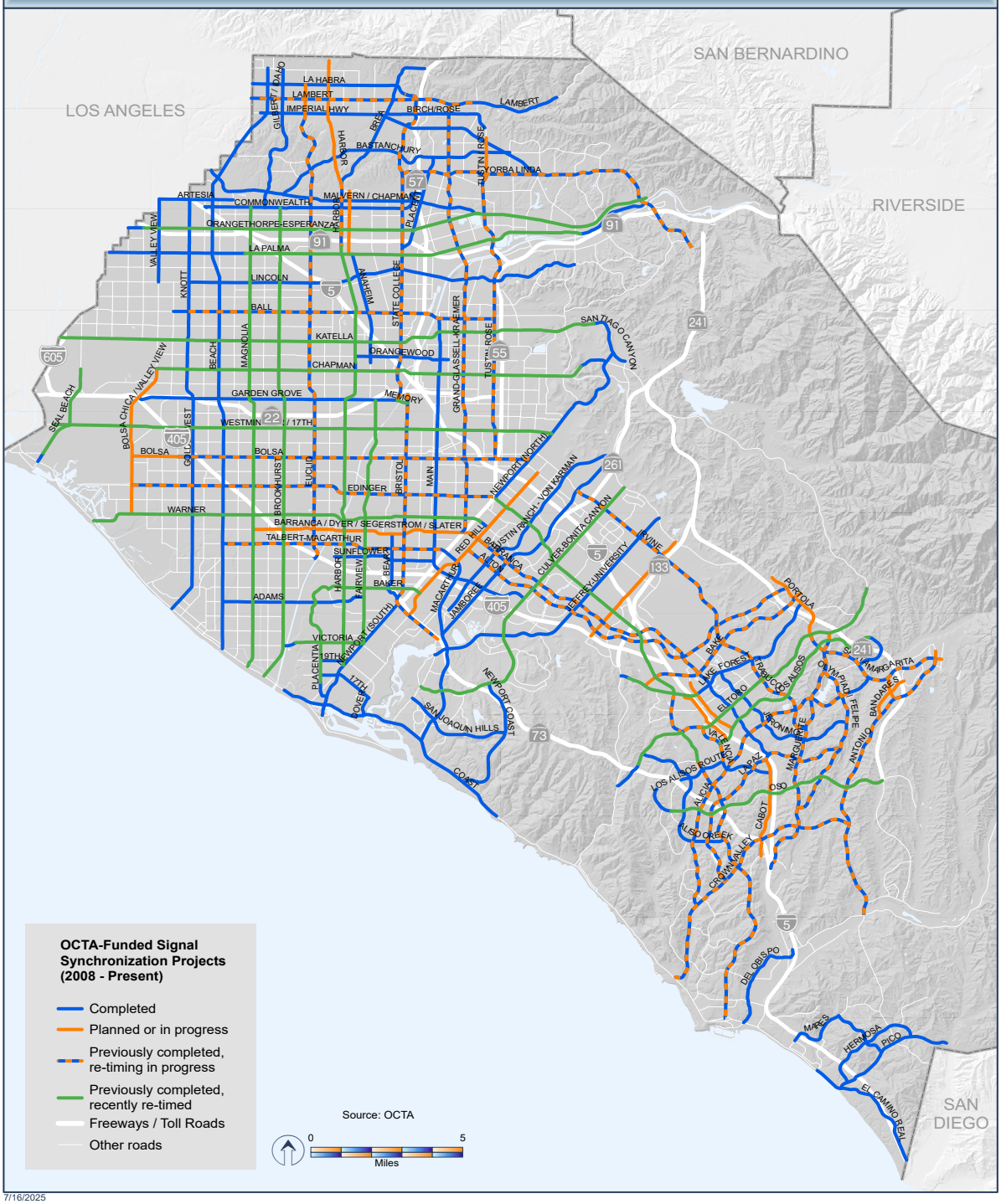
[8] *Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.*

[9] *On May 12, 2025, the Board determined the City of Huntington Beach ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Huntington Beach reestablishes eligibility.*



STREETS AND ROADS

OCTA-Funded Signal Synchronization Projects (2008 - Present)



7/16/2025

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PROJECT R

HIGH FREQUENCY METROLINK SERVICE

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

Project: **Metrolink Grade Crossing Improvements**
Status: **PROJECT COMPLETE**
Contact: Megan Taylor, Operations • (714) 560-5601

Summary: Enhancements at 50 of the designated 52 Orange County at-grade rail-highway crossings were completed in support of the Metrolink Service Expansion Program (MSEP) in October 2012. The total cost is measured against an amended baseline cost established in the fourth quarter of FY 2010-11. As a result of one private crossing, which did not allow OCTA to make enhancements, and one street closure, which eliminated the need for enhancements, the final count of enhanced rail-highway crossings was 50. Completion of the safety improvements provided each corridor city with the opportunity to establish a "quiet zone" at their respective crossings. Quiet zones are intended to prohibit the sounding of train horns through designated crossings, except in the case of emergencies, construction work, or safety concerns identified by the train engineer. The cities of Anaheim, Dana Point, Irvine, Orange, San Clemente, San Juan Capistrano, Santa Ana, and Tustin have established quiet zones within their communities.

Project: **Metrolink Service Expansion Program**
Status: **PROJECT COMPLETE**
Contact: Megan Taylor, Operations • (714) 560-5601

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

In October 2019, several intracounty trains were extended to Los Angeles County to increase ridership through a redeployment of the trains without significantly impacting operating costs. This change resulted in 54 weekday trains operating between the three lines within Orange County. However, following the onset of the COVID-19 pandemic, service was reduced to 41 trains. In October 2021, partial service was restored which increased service to 45 trains. On October 21, 2024, Metrolink implemented an optimized service schedule aimed at addressing service gaps, increasing efficiency of assets, and serving a wider variety of travel patterns as Metrolink adjusts the focus from commuter rail to regional rail. As such, the three lines serving Orange County now operate 58 trains, surpassing the number of trains operating pre-COVID-19. Total boardings for the quarter are 45 percent lower compared to the same quarter of FY 2019-20 (used as a pre-pandemic data set). They are nearly two percent higher than in the same quarter in FY 2024-25.



TRANSIT

Metrolink ridership continues to struggle to recover pre-pandemic ridership, affecting farebox recovery. To exacerbate this shortfall, operating costs have also increased. Current projections with the addition of TIRCP formula funds will only sustain current Metrolink service levels through FY 2035-36. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the corresponding financial impacts to M2.

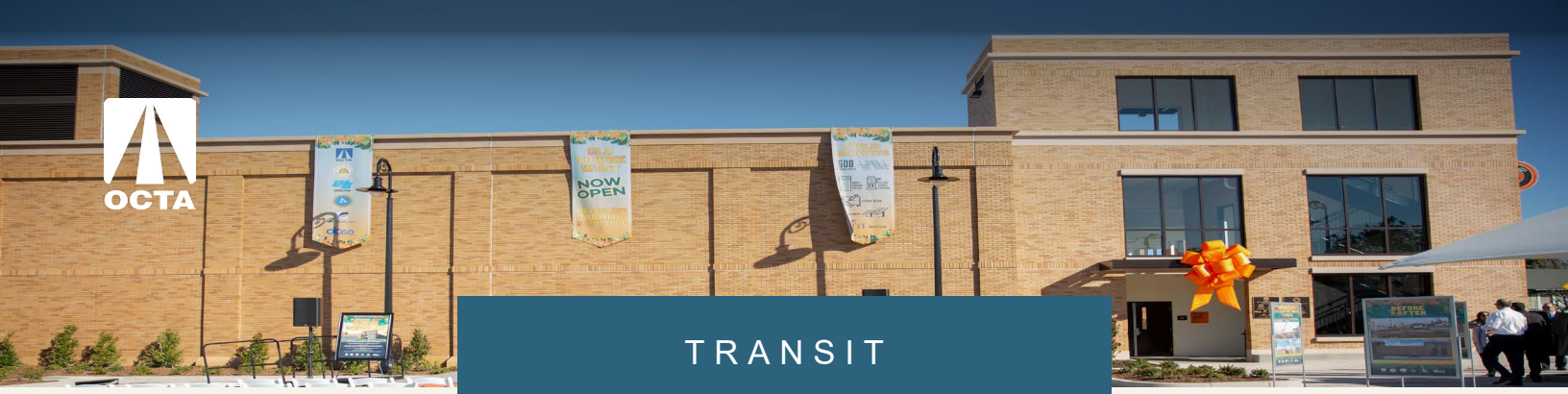
Rail Corridor and Station Improvements

Additionally, under MSEP, funding is provided for rail line and station improvements to accommodate increased service. Rail station parking lot expansions and better access to platforms, among other improvements have been made or are underway. For schedule information on station improvement projects, please see the Capital Action Plan on pages 53-57.

Project: **Anaheim Canyon Metrolink Station Improvements**
Status: **PROJECT COMPLETE**
Contact: Jim Beil, Capital Programs • (714) 560-5646
Summary: This project added a second main track and passenger platform, extended the existing passenger platform, added improvements to at-grade crossings for pedestrian circulation, and installed new station amenities including benches, shade structures, and ticket vending machines. The improvements were completed on January 30, 2023. The total cost is measured against an amended baseline cost established in the third quarter of FY 2016-17; the final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2020-21.

Project: **Fullerton Transportation Center Improvements**
Status: **PROJECT COMPLETE**
Contact: Jim Beil, Capital Programs • (714) 560-5646
Summary: Completed early on, this project constructed a new five-level parking structure to provide additional transit parking at the Fullerton Transportation Center for both intercity rail service and commuter rail passengers. Construction on this city-led project began on October 18, 2010, and the improvements were completed on June 19, 2012. After completion, an elevator upgrade project was initiated with leftover savings. The elevator project modified the existing pedestrian bridge to add two new traction elevators, one on each side. The City of Fullerton was the lead on this project, which was completed on May 1, 2019.

Project: **Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps**
Status: **PROJECT COMPLETE**
Contact: Jim Beil, Capital Programs • (714) 560-5646
Summary: This project added new ADA-compliant access ramps on either side of the pedestrian undercrossing and a unisex ADA-compliant restroom, vending machine room, and three passenger canopies. Construction began on February 23, 2016, and the improvements were completed on September 20, 2017. The final schedule is measured against an amended baseline schedule established in the third quarter of FY 2018-19.



TRANSIT

Project: **Orange Transportation Center Metrolink Parking Structure**

Status: **PROJECT COMPLETE**

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

Summary: This project constructed a 608-space, five-level, shared-use parking structure that is located on Lemon Street between Chapman Avenue and Maple Street in the City of Orange. Per a cooperative agreement between OCTA and the City of Orange, the City of Orange led the design phase, and OCTA led the construction phase of the project. Construction began on July 17, 2017, and the improvements were completed on February 15, 2019. The total cost is measured against an amended baseline cost established in the fourth quarter of FY 2015-16; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2017-18.

Project: **New Placentia Metrolink Station and Parking Structure**

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

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

Summary: This project will construct a new Metrolink station to include platforms, parking, a new bus stop, and passenger amenities in the City of Placentia. Plans for the proposed Placentia Metrolink Station Project were near completion when the City of Placentia requested to modify them to include a parking structure to be built where surface parking had been designed. On June 27, 2016, the Board approved a cooperative agreement with the City of Placentia that revised the project's scope and budget, and with the changes, the City of Placentia will contribute towards the cost. The project will also include a third track which should assist with the on-time performance of train operations and provide operational flexibility for both freight and passenger trains. OCTA is the lead agency for the design and construction and BNSF will be the lead on rail construction. The final design was completed on July 22, 2017. The forecasted cost and schedule is measured against an amended baseline cost and schedule established in the first quarter of FY 2016-17. The project will be ready to advertise once a C&M agreement with BNSF is in place.

Project: **San Clemente Pier Station Lighting**

Status: **PROJECT COMPLETE**

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

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

Additional Rail Corridor Improvements

In September 2021, a failing slope severely degraded the railroad track structure in the City of San Clemente in the Cyprus Shore area south of the San Clemente Pier [Mile Post (MP) 206.8]. Emergency repair efforts were taken between late 2021 and early 2022. However, higher tidal events coupled with the movement of an ancient slide impacted the stability of the track, leading to a temporary suspension of rail service. Funded by the commuter rail fund and some State emergency funds, emergency



work to stabilize the railroad track was sufficiently completed to allow full passenger rail service resumption on April 2023. The track stabilization efforts were substantially completed in August 2023.

During this time, a hillside owned by the City of San Clemente at the Casa Romantica Cultural Center and Gardens (MP 204.6) failed and continued to move incrementally. Landslide debris continued to crumble down the slope and foul the tracks owned by OCTA, which led to the suspension of all passenger rail services in the City of San Clemente and south Orange County in April 2023. A temporary barrier wall at the bottom of the slope was constructed and service resumed in July 2023, to protect the railroad track while the City of San Clemente continued construction of the long-term slope stabilization repairs. OCTA continues to work with partners to seek additional funding as needed.

In January 2024, landslide movement caused debris from the hillside slope along the Mariposa Trail Bridge (Mariposa Point [MP 204.2]) in the City of San Clemente to fall onto the ROW and railroad tracks, including dislodging two spans of the city-owned pedestrian bridge, which temporary suspended rail service in the area. As the hillside continued experience movement, a catchment wall was designed and constructed and resumed passenger rail service in March 2024.

A comprehensive plan to integrate engineering and sand nourishment solutions is underway to protect the coastal segment of the rail corridor in south Orange County in the immediate timeframe. In December 2024, OCTA received $305 million in state and federal funding to implement the necessary immediate protective solutions for inland slope stability and coastal erosion, identified as Areas 1 through 4 for the rail corridor within the City of San Clemente. While the rail line is currently open as a result of ongoing emergency work, longer-term solutions must be developed to ensure the ability to provide reliable rail service in this portion of the County. In partnership with key stakeholders, a planning study is currently underway to identify and evaluate immediate short- and medium-term solutions with the goal of protecting the rail line in place for approximately the next 30 years. A separate long-term study will assess potential long-term solutions, which may include relocation of the rail line. OCTA is leading the effort on the near-term resiliency measures. The State will lead the long-term study, but the lead state agency has not been identified; OCTA will remain an active participant in the study. Future implications to M2 with respect to service levels or project costs are unknown at this time.

Completed:

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



TRANSIT

- ROW acquisition to replace the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will not preclude a future bicycle trail on the south end along the creek
- Emergency track stabilization in the City of San Clemente at Cyprus Shore, Casa Romantica, and Mariposa Point
- Repair riprap in Areas 1 and 2 and remove the pedestrian bridge in Area 3 in the City of San Clemente as identified in the Coastal Rail Resiliency Study
- Approximately 2,500 cubic yards of sand were placed at North Beach in the City of San Clemente

Underway:

- Award contract for slope stabilization and drainage improvements in the cities of Lake Forest, Mission Viejo and Laguna Niguel
- Construction of the San Juan Creek railroad bridge replacement in the City of San Juan Capistrano, led by Metrolink
- Construction of Area 3 catchment wall and restoration of the coastal trail in the City of San Clemente
- Rehabilitation of pedestrian audible warning system in the City of San Clemente
- Alternative analyses to evaluate solutions for coastal protective measures for Area 4 in the City of San Clemente as identified in the Coastal Rail Resiliency Study; associated environmental studies, conceptual designs, and permit preparation for Area 4
- Continue to seek inland and offshore sand sources to be environmentally cleared and permitted for placement on the beach for Areas 1, 2, and 4

Project: **Sand Canyon Grade Separation**



Status: **PROJECT COMPLETE**

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

Summary: This project separated the local street from railroad tracks in the City of Irvine by constructing an underpass for vehicular traffic. Construction began on May 3, 2011, and the improvements opened to traffic on July 14, 2014. The project was completed, and construction acceptance was obtained from the City of Irvine on January 15, 2016. The final schedule is measured against an amended baseline scheduled established in the second quarter of FY 2010-11. The project completed the one-year warranty period, and no repairs were identified. The project closed out in January 2017.

Project: **Tustin Metrolink Station Parking Structure**



Status: **PROJECT COMPLETE**

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

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



TRANSIT

Project: **Laguna Niguel to San Juan Capistrano Passing Siding Project**

Status: **PROJECT COMPLETE**

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

Summary: This project added a new passing siding railroad track (approximately 1.8 miles) adjacent to the existing mainline track, which enhanced the operational efficiency of passenger services within the LOSSAN rail corridor. Construction began on March 12, 2019, and the improvements were completed on November 17, 2020. The final schedule is measured against an amended baseline schedule established in the third quarter of FY 2018-19.

PROJECT S

TRANSIT EXTENSIONS TO METROLINK

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

Project: **OC Streetcar**

Status: Full Funding Grant Agreement Executed November 30, 2018; Construction Work Ongoing, All Eight Vehicles Completed and Delivered, Preparations Underway for Start-Up

Contact: Jeff Mills, Rail • (714) 560-5925
Cleve Cleveland, Rail • (714) 560-5535

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

Construction

Construction is 95 percent complete. During the quarter, the OCS foundations and pole installations were completed along the alignment, while installation of the OCS contact wires continued. In addition, work continued along the Pacific Electric ROW, at the MSF, and on utility installations at various stations.

Vehicles

All eight cars have been delivered to the MSF, with the final vehicle delivered on September 10, 2025. OCTA continued negotiations with the vehicle manufacturer regarding long-term storage and maintenance for the vehicles.



TRANSIT

Operations

Monthly coordination meetings continue to support system integration testing and ensure the streetcar is ready for safe and reliable operations. Bi-weekly meetings with OCTA and the operations and maintenance contractor continue to refine testing procedures and validate systems ahead of revenue service. In addition, the Operations and Maintenance contractor completed various documents, procedures, and forms in preparation of assuming operating responsibilities from the construction contractor. Training continued for operations staff, including vehicle operators and maintenance technicians.

Cost and Schedule

The baseline cost and schedule is measured against an amended baseline cost and schedule established during the third quarter of FY 2024-25. In February 2025, the Board approved a revised project budget of $649 million. The project is anticipated to begin revenue service in summer 2026.

Project: **Bus and Station Van Extension Projects**
Status: Last Service Completed on June 30, 2020; No Future Calls Anticipated
Contact: Charvalen Alacar, Planning • (714) 560-5401
Summary: Bus and station van extension projects help enhance the frequency of service in the Metrolink corridor by linking communities within the central core of Orange County to commuter rail. To date, the Board has approved one round of funding for bus and van extension projects, totaling over $732,000. On July 23, 2012, the Board approved funding for one project in the City of Anaheim and three projects in the City of Lake Forest. The City of Lake Forest has cancelled all three projects. The Anaheim Canyon Metrolink Station Bus Connection project provided service between the Anaheim Canyon Metrolink station and the Anaheim Resort area; this project was completed on June 30, 2020, under Project S. The service continues under a Project V grant and is subject to meeting minimum performance requirements as part of the Project V program.

PROJECT T

METROLINK GATEWAYS

Project: **Anaheim Regional Transportation Intermodal Center**
Status: **PROJECT COMPLETE**
Contact: George Olivo, Capital Programs • (714) 560-5872
Summary: This project constructed the ARTIC located at 2626 East Katella Avenue in the City of Anaheim. ARTIC is a major multimodal transportation hub serving commuters and residents in the City of Anaheim. In addition to OCTA buses and Metrolink trains, ARTIC provides transit connections to Pacific Surfliner Amtrak, Anaheim Resort Transit, shuttle and charter bus service, taxis, bicycles, other private transportation services available, and accommodates future high-speed rail trains. The City of Anaheim, which led the construction effort, began construction on September 24, 2012, and opened the facility to rail and bus service on December 6, 2014. This facility replaced the former Anaheim Metrolink Station that was located on the opposite side of the freeway in the Los Angeles Angels of Anaheim Stadium parking lot.



TRANSIT

PROJECT U

EXPAND MOBILITY CHOICES FOR SENIORS AND PERSONS WITH DISABILITIES

Project U expands mobility choices for seniors and persons with disabilities, and includes the SMP, the SNEMT Program, and the Fare Stabilization Program. Since inception, approximately $151.7 million[10,11,12] in Project U funding has been provided under M2.

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

[11] Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

[12] On May 12, 2025, the Board determined the City of Huntington Beach ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Huntington Beach reestablishes eligibility.

Project: **Senior Mobility Program**
Status: Ongoing
Contact: Jack Garate, Transit • (714) 560-5387
Summary: The SMP provides one percent of net M2 revenues to eligible local jurisdictions to provide transit services that best meet the needs of seniors living in their community. According to the SMP Funding and Policy Guidelines, M2 revenue is allocated to local jurisdictions proportionally, relative to the total county's senior population, by the residents aged 60 and above multiplied by available revenues. The remaining unallocated funds are distributed to the M2 Project U Fare Stabilization Program.

Since inception, more than $43.1 million[10,11,12] has been provided to support more than 3.3 million boardings for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, approximately $656,000 [10,11,12] was paid out to 30 of the 32 participating cities that are currently active.

Project: **Senior Non-Emergency Medical Transportation Program**
Status: Ongoing
Contact: Jack Garate, Transit • (714) 560-5387
Summary: This program provides one percent of net M2 revenues to supplement existing countywide SNEMT services. Since inception, approximately $46.2 million has been allocated to support more than 1.7 million SNEMT boardings[13]. This quarter, nearly $770,000[10] in SNEMT funding was paid to the County of Orange.

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



TRANSIT

Project: **Fare Stabilization Program**

Status: Ongoing

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

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

Approximately $1.1 million in revenue was allocated this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During the quarter, based on 2.6 million program-related boardings recorded on fixed-route and ACCESS services, approximately $735,000 was utilized. The senior and disabled boardings recorded are based on pass sales and ACCESS boardings figures. Since inception, more than $62.4 million has been allocated to support approximately 166 million program-related boardings.

PROJECT V

COMMUNITY-BASED TRANSIT/CIRCULATORS

Status: Service Updates

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

Summary: This program provides funding for local jurisdictions to develop local bus transit services, such as community-based circulators and shuttles, which complement regional bus and rail services to meet needs in areas not adequately served by regional transit. To date, through five calls, the Board has awarded 49 projects and ten planning studies totaling approximately $96.8 million[14]. Of the 49 transit circulator projects[15], 21 are currently active, four are planned, 13 have been cancelled (primarily due to low ridership), and 11 have been completed.

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

[14] Includes $700,000 programming increase to the 2024 call Balboa Peninsula Trolley Service Continuation project, as approved by the Board on September 23, 2024, and confirmed on August 25, 2025.

[15] Includes reinstatement of the $1.65 million award from the 2018 Project V call to the City of San Clemente for the existing San Clemente Rides ride-hailing service. The 2018 Project V award was cancelled by the Board on December 10, 2018, and reinstated on August 14, 2023, to correct for issues in the service model that were encountered during the pandemic.



TRANSIT

OCTA receives ridership reports from local agencies on a regular basis to monitor the success of these services against performance measures adopted by the Board. The most recent Project V ridership report was presented to the Board on August 25, 2025. The report identified that all of the active services met the ridership and service performance standards. The next ridership report is anticipated to be presented to the Board in February 2026. Lessons learned from the success of implemented services are incorporated into recommendations for future funding guidelines and programming recommendations.

PROJECT W

SAFE TRANSIT STOPS

Status: City-Initiated Improvements Underway or Completed

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

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

To date, through a competitive process, OCTA has issued three calls (July 2014, June 2019, and September 2020), which have awarded just over $3.1 million to support improvements at 122 locations. Of the 122 projects, 94 have been completed, 18 are in various stages of implementation, and ten have been cancelled. Staff is reviewing M2 revenues and assessing the appropriate timing for the next call.



ENVIRONMENTAL

PROJECT X

CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES

Project: **Environmental Cleanup Program**

Status: 15th Tier 1 Call Applications Under Review

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

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

The ECP is composed of a two-tiered funding process focusing on early priorities (Tier 1), and a second program designed to prepare for more comprehensive capital investments (Tier 2). All Orange County cities plus the County of Orange have received funding under this program. To date, there have been 14 rounds of funding under the Tier 1 grants program.

To date, 233 Tier 1 projects, totaling approximately $40 million, have been awarded by the Board since 2011. Of the 233 projects, construction on 203 projects have been completed, 13 are in various stages of implementation, and 17 have been cancelled by the awarded agency. The 15th Tier 1 call was released on March 10, 2025. Applications were received on May 8, 2025. Based upon the project selection criteria in the CTFP guidelines, projects will be prioritized for Board consideration in October 2025.

It is estimated that 81.5 million gallons of trash have been captured since the inception of the program, which equates to over 14,400 trash truck loads of garbage that could have been deposited in Orange County streams and waters. Over time, the volume of trash captured is expected to increase.

To date, 26 Tier 2 projects totaling approximately $35 million have been awarded by the Board since 2013. Of the 26 projects, construction on 18 projects have been completed, four projects are in progress, and four projects have been cancelled by the awarded agency. It is estimated that Tier 2-funded projects, once fully functional, will have an annual groundwater recharge and water savings potential of approximately 352 million gallons of water from infiltration, recharge facilities, and diversion to recycled water supply. The appropriate timing of the next Tier 2 call will be assessed and determined by funding availability as well as the number of viable projects from eligible agencies.



ENVIRONMENTAL

FREEWAY MITIGATION

Segment: **Environmental Mitigation Program**

Status: Biological Permits Issued and Conservation Plan in Place

Contact: Adriann Cardoso, Planning • (714) 560-5915

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

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

The Board has approved the acquisition of seven properties (Preserves) totaling 1,300 acres and 13[16] restoration projects totaling 350 acres. To date, nine restoration projects (one of these projects had two distinct areas) have been completed and have been approved by the Wildlife Agencies. The Board authorized $42 million (inclusive of setting aside funds for long-term land management) for property acquisitions, $10.5 million to fund habitat restoration activities, and $2.5 million for conservation plan development and program support, for a total of approximately $55 million.

The Conservation Plan requires the establishment of an endowment to fund the long-term management of the Preserves. The most recent Board-adopted 2024 Next 10 Plan confirms that OCTA will be able to continue endowment deposits of $2.9 million annually. To date, OCTA has made ten endowment deposits. As of September 30, 2025, the endowment balance was $38,595,652, which is above the target of $35,788,429 for the first quarter of FY 2024-25. Based on the performance to date, current projections indicate that OCTA still remains on track to meet the endowment target of $46.2 million in FY 2027-28; however, the performance of the endowment fund may affect the timeframe. The next report summarizing the status of the endowment is anticipated to be presented to the Board in December 2025. Staff will continue to oversee and provide endowment updates to the Board, Finance and Administration (F&A) Committee and the Environmental Oversight Committee (EOC) on a regular basis.

[16] The project count was updated from 12 to 13 to reflect that one project covers two distinct areas with different criteria.



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Resource management plans (RMP) for the Preserves were completed in 2018. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. The RMPs will be reviewed and updated as necessary, approximately every five years. Updates to the documents are currently underway and are anticipated to include new figures depicting more recent plant and animal species information, documentation of completed management tasks, potential new tasks identified, and the incorporation of the recently completed FMPs. All revisions will be coordinated with the Wildlife Agencies, shared with the EOC, and posted on OCTA's website. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established.

Conservation Plan reports are completed annually. These reports include the tracking of impacts associated with covered freeway improvement projects, other management and monitoring activities on Preserves, status and activities, the progress of the restoration projects, plan administration, and public outreach activities. These reports take time to develop as they fold in multiple reports from various consultants and contractors working on the OCTA Preserves and the funded restoration projects through the end of every calendar year. Annual reports to date document that OCTA's activities are in compliance and on target with the Conservation Plan commitments. The annual report documenting the 2024 calendar year activities has been completed and reviewed by the Wildlife Agencies and will be shared with the EOC and Board in late-2025.

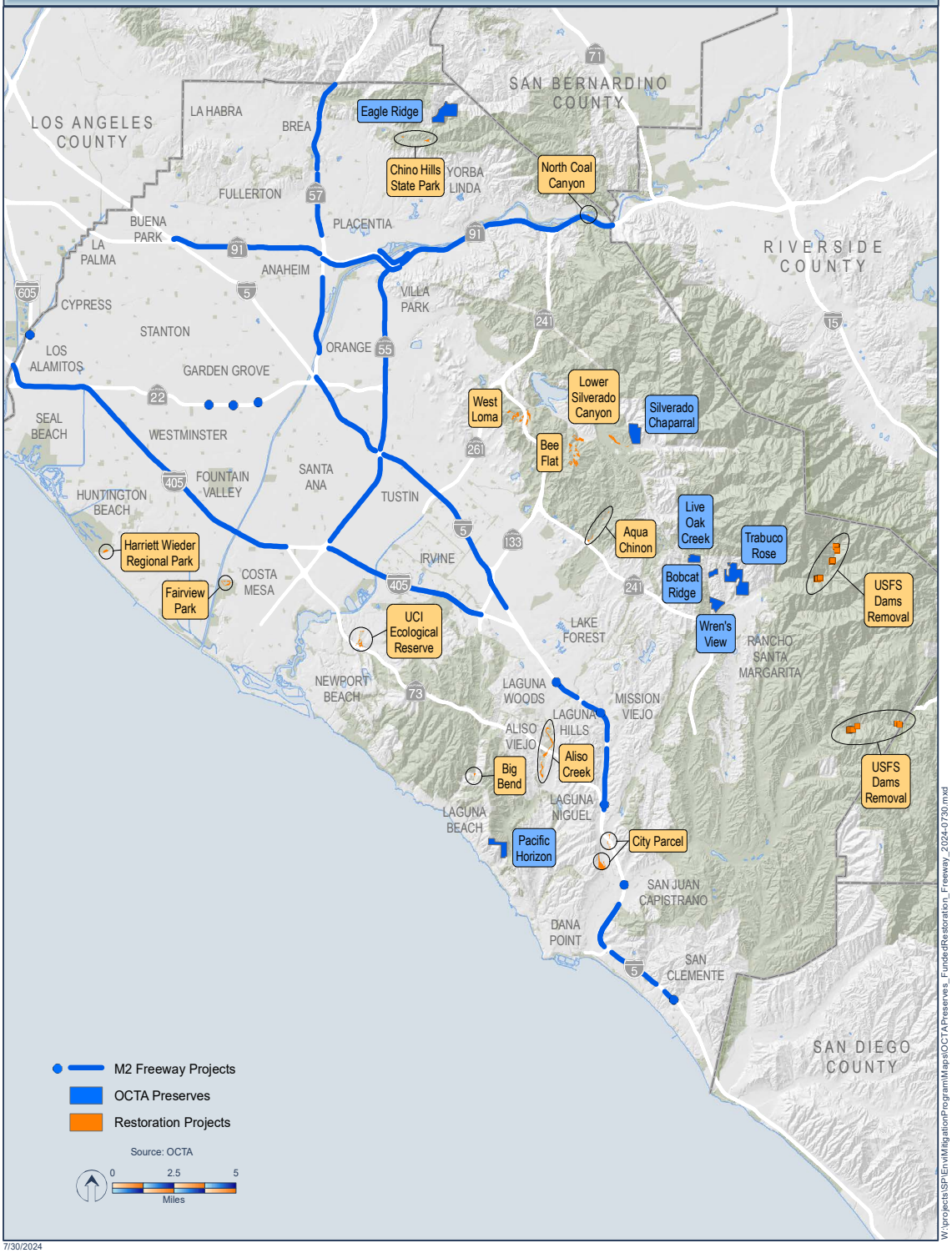
The EMP accomplishments have largely met the intent of the program. These efforts are the result of years of positive collaboration between OCTA and the aforementioned agencies, stakeholders, and the public. The success of this program has been recognized at the regional and national level. Through these efforts, pre-negotiated permit terms have helped streamline project implementation and reduce the required mitigation needs. Without the EMP's established process, additional mitigation-related requirements could have been incurred, resulting in increased project costs and schedule risks. The established permits and partnerships have also enabled swift response to other OCTA project needs.

Docent-led hikes and equestrian ride tours are offered throughout the year at various OCTA Preserves. The 2025 hike and ride schedule is available at www.PreservingOurLegacy.org.

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

ENVIRONMENTAL

OCTA Preserves and Funded Restoration Projects





PROGRAM MANAGEMENT

PROGRAM MANAGEMENT OFFICE

Contact: Francesca Ching, M2 PMO Manager • (714) 560-5625

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

Market Conditions Forecast and Risk Analysis

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

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

During the quarter, the consultant team completed the update to the forecasting model and shared with staff the results. The analysis identified that OCTA may experience an uptick in inflationary pressures in 2026, 2027, and 2028. This outlook reflects a rise in residential building permits, unemployment rates in California, and construction labor and materials costs. While the Federal Reserve has made strides in getting inflation under control, tariffs have begun to have a measurable impact on short-term costs and continued uncertainty surrounding the impacts of economic, trade, and immigration policies which has resulted in slowed hiring trends as businesses struggle to forecast future needs. Adding to shifting government policies, the accelerating adoption of artificial intelligence technologies has also started to potentially slow overall job growth. In addition, wildfires have devastated communities in Los Angeles County, which may further impact construction cost pressures. The updated market conditions forecast is anticipated to be presented to the Board in October 2025, and information from this analysis will be incorporated into the M2 cash flow for the 2025 update of the Next 10 Plan.

Next 10 Delivery Plan

On November 14, 2016, the Board adopted the Next 10 Plan, which provides guidance on the delivery of M2 projects and programs between FY 2016-17 and FY 2025-26. In December 2020, the Board approved to shift the timeframe to FY 2020-21 through FY 2029-30. The intent is for the Next 10 Plan to be a living document with delivery timeframes shifted to ensure revenue and project information stay current. The PMO monitors progress on the ten deliverables identified in the Next 10 Plan and provides status updates.



PROGRAM MANAGEMENT

Annually, OCTA reviews the Next 10 Plan and M2 program assumptions based on changes to the revenue forecast and updated project cost and schedules. On November 12, 2024, the Board approved the 2024 Next 10 Plan, which spans FY 2024-25 to FY 2033-34. The 2024 update of the Next 10 Plan incorporated an updated sales tax revenue forecast of $14 billion (supplemented with external revenue – Federal, State, and local dollars), insight from the updated construction market forecast, current programmed external revenues, revised bonding assumptions, and refined project information. Through this process, staff confirms that the M2 Program remains deliverable; however, this update continues to emphasize that Metrolink operations requires close monitoring. The next review of the Next 10 Plan is underway and anticipated to be presented to the Board in December 2025.

M2 Performance Assessment

The M2 Ordinance includes a requirement for a performance assessment to be conducted at least once every three years to evaluate OCTA's efficiency and effectiveness in the delivery of M2 as committed to the voters. Five performance assessments have been completed covering FY 2006-07 through FY 2008-09, FY 2009-10 through FY 2011-12, FY 2012-13 through FY 2014-15, FY 2015-16 through FY 2017-18, and FY 2018-19 through FY 2020-21. Findings and recommendations are implemented as appropriate. The sixth assessment began in July 2024 and covers the period between July 1, 2021, and June 30, 2024. The consultant team presented the final report to the Board on March 10, 2025. The consultant's report reflected a positive assessment of OCTA's efficiency and effectiveness in the delivery of M2 projects and programs. While there were no significant findings, four recommendations for enhancements were made: improving transparency in project reporting, strengthening E-procurement evaluation processes, clarifying internal procedures related to contract approvals, and addressing the timeliness of grant payments.

To date, several actions have been completed to address these recommendations. To improve transparency in project reporting, staff incorporated details on how capital project costs and schedules are measured into the M2 Quarterly Report. The new e-procurement system was launched in September 2025, which included enhanced evaluation processes. Internal procedures related to contract approvals were updated in January 2025, and steps recommended by the payment process consultant have been initiated to improve the timeliness of grant payments. Actions to complete the remaining recommendations are underway and are anticipated to be completed by the end of FY 2025-26.

M2 Ten-Year Review

The M2 Ordinance includes a provision to conduct a ten-year comprehensive review of M2 programs and projects. The ten-year review is intended to evaluate the performance of the overall program and may result in revisions to further improve performance. Due to the early initiation of project development activities prior to the start-up of revenue collection in 2011, the first review was completed in 2015. The second effort is underway. During the quarter, a ten-year review update was presented to the Executive Committee on August 28, 2025, highlighting five objectives to ensure the required elements in the M2 Ordinance are analyzed. Outreach continued this quarter with a second roundtable discussion with elected officials, two stakeholder briefings, and continued participation in various community events. Feedback from these activities will help guide the development of key findings and recommendations. The next update on the ten-year review efforts is anticipated to be presented to the Board in December 2025.



PROGRAM MANAGEMENT

M2 Ordinance Tracking Matrix

The M2 Ordinance includes numerous requirements that staff must follow to keep the commitment to Orange County voters through the passage of M2. The PMO annually updates the M2 Ordinance Tracking Matrix to verify that OCTA complies with all requirements detailed in the M2 Ordinance. The tracking matrix was finalized and shared with the TOC on June 10, 2025. This document is for PMO tracking purposes, but is also helpful to Taxpayer Oversight Committee (TOC) members during their annual compliance finding.

PMO M2 Tracking Tools

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

Local Jurisdiction Fact Sheets

Fact sheets have been created for the County of Orange and each of Orange County's 34 cities. The city fact sheets provide data on transportation and transit projects (funded through M2, state, and federal grants) in a format that emphasizes key points concisely on a single printed page. The city fact sheets are utilized when speaking with the jurisdictions to provide a summary overview of how OCTA has provided the local agency with funding (M2 and other) and transportation improvements. This quarter, the update of the city fact sheets through June 2025 was completed and uploaded to the OCTA website. The update incorporated the 2024 ECP Tier 1 and Tier 2 projects approved by the Board on October 14, 2024, the 2025 RCP and RTSSP projects approved by the Board on April 14, 2025, the September 2024 semi-annual review of CTFP projects approved by the Board on December 9, 2024, and programming updates.

Engineer's Estimate versus Bids Tracking

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

Highway project constructions bids in the region continues to reflect escalating labor, material, and equipment costs. Workforce availability may exacerbate the construction and manufacturing labor markets, and there is uncertainty around the impacts of tariffs, additional future tariffs, and their potential duration. Recent market conditions analyses have indicated that OCTA may experience a tempering of cost pressures related to decreased demand for construction services, however, a lack of labor resources, and high construction material and labor costs still remain. It should be noted that the engineer's estimate is based on several factors – such as bidding history and historical and current market rates (materials, labor, equipment, etc.) – and adjusted accordingly for the project's conditions. Because the estimate uses prior information, there may be a lag between an uptick or a downtick in the market.

Project G (SR-57 northbound from Orangewood Avenue to Katella Avenue) was advertised for construction on July 8, 2025, bids opened on September 4, 2025, and the project was awarded on



September 26, 2025. The lowest, responsive, and responsible bidder was approximately seven percent below the engineer's estimate. In addition, the easterly segment of Project I (SR-91, Acacia Street to La Palma Avenue) was advertised for construction on May 12, 2025, and bids opened on August 12, 2025. The apparent lowest, responsive, and responsible bidder was approximately 4.7 percent below the engineer's estimate. Furthermore, Project B segment 1 (I-5, I-405 to Yale Avenue) was advertised for construction on August 18, 2025, and segment 2 (I-5, Yale Avenue to SR-55) was advertised for construction on August 11, 2025. Bids for both projects are anticipated to be opened next quarter. Staff will continue to monitor the construction market and update the spreadsheet as appropriate.

M2 Administrative Safeguards

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

Based on the original M2 revenue projections, OCTA expected to receive $24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined ($14 billion or 42 percent lower as of June 30, 2025) because of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the aforementioned factors, OCTA has incurred higher than one percent administrative costs. OCTA has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, and to repay those funds with interest in future years when OCTA administrative costs fall below the one percent cap. OCTA has borrowed approximately $5.3 million from OCUTT to date. As of September 30, 2025, the total borrowings to date from OCUTT along with accrued interest are paid off.

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

Taxpayer Oversight Committee

The M2 Ordinance requires a TOC to oversee compliance with the M2 Ordinance. With the exception of the elected Auditor Controller of Orange County, who is identified as the chair in the M2 Ordinance, all other



members cannot be elected or appointed officials. Members are recruited and screened for expertise and experience independently by the Grand Jurors Association of Orange County and are selected from the qualified pool by lottery. The TOC used to meet every other month, but the TOC voted on April 11, 2023, to meet quarterly beginning in FY 2023-24. The responsibilities of the 11-member M2 TOC are to:

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

On September 9, 2025, the TOC received presentations on the M2 Quarterly Report for the fourth quarter of FY 2024-25, Measure M2 Ten-Year Review, an overview of the CTFP, and a TOC roles and purview update.

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

M2 FINANCING AND SCHEDULE OF FUNDING

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

Revenue Forecast and Collection

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

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

OCTA continuously monitors actual sales tax receipts, and revenue forecast information is provided by MuniServices, LLC quarterly. As required by law, OCTA pays the California Department of Tax and Fee Administration a fee to collect the sales tax. The M2 Ordinance estimated this fee to be 1.5 percent of the revenues collected over the life of the program.

Current Forecast

Originally, the 2005 projections for M2 sales tax collections were anticipated at $24.3 billion. As of September 2025, the current revised total nominal sales tax collections over the life of M2 is estimated to be $14 billion, which represents a year-over-year decrease of $800 million in forecasted sales tax when compared to last year's forecast.

MuniServices, LLC provided their sales tax forecasts to the F&A Committee on May 14, 2025, followed by the sales tax forecast from Chapman University on June 11, 2025, and from University of California, Los Angeles on June 25, 2025. During the quarter, California State University, Fullerton provided their sales tax forecast presentation to the F&A Committee on July 23, 2025.

OCTA remains in a strong financial position, supported by healthy reserve levels and the program's built-in consideration of economic uncertainties, which together provide a solid cushion against potential revenue shortfalls or increases in costs. The agency is actively monitoring various factors, including inflation, interest rates, and demographic changes in Orange County to assess their potential impact on sales tax revenues. In light of the observed revenue decline and economic uncertainties, OCTA prioritizes fiscal stewardship and proactive financial planning to ensure our commitment to the public; promises made, promises kept.

The next updated forecast is anticipated to be presented to the Board in October 2025. As a reference, there is no projected growth for FY 2025-26.

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Schedule of Revenues, Expenditures and Changes in Fund Balance as of September 30, 2025 (Unaudited)

Schedule 1

($ in thousands)	Quarter Ended Jul 1, 2025 - Sept 30, 2025	Year to Date Jul 1, 2025 - Sept 30, 2025 *(A)*	Period from Inception to Sept 30, 2025 *(B)*
Revenues:			
Sales taxes	$ 114,841	$ 114,841	$ 4,919,154
Other agencies' share of Measure M2 costs:			
Project related	5,050	5,050	901,118
Non-project related	-	-	454
Interest:			
Operating:			
Project related	1,290	1,290	11,349
Non-project related	10,096	10,096	163,102
Bond proceeds	-	-	104,570
Debt service	178	178	4,344
Commercial paper	-	-	393
Right-of-way leases			
Project related	83	83	2,177
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	131,538	131,538	6,126,802
Expenditures:			
Supplies and services:			
Sales tax administration fees	915	915	46,219
Professional services:			
Project related	1,795	1,795	624,503
Non-project related	107	107	42,260
Administration costs:			
Project related	3,204	3,204	146,640
Non-project related:			
Salaries and Benefits	1,250	1,250	50,823
Other	2,302	2,302	87,747
Other:			
Project related	40	40	7,955
Non-project related	43	43	6,426
Payments to local agencies:			
Project related	16,953	16,953	1,564,666
Capital outlay:			
Project related	3,955	3,955	2,535,301
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	-	138,355
Interest on long-term debt and commercial paper	11,775	11,775	398,211
Total expenditures	42,339	42,339	5,649,137
Excess (deficiency) of revenues over (under) expenditures	89,199	89,199	477,665
Other financing sources (uses):			
Transfers out:			
Project related	(4,282)	(4,282)	(837,391)
Transfers in:			
Project related	543	543	595,061
Bond proceeds	-	-	1,068,603
Payment to refunded bond escrow agent	-	-	(312,829)
Total other financing sources (uses)	(3,739)	(3,739)	513,444
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	$ 85,460	$ 85,460	$ 991,109

Schedule of Revenues, Expenditures and Changes in Fund Balance as of September 30, 2025 (Unaudited)

Schedule 2

($ in thousands)	Quarter Ended Jul 1, 2025 - Sept 30, 2025 (actual)	Year to Date Jul 1, 2025 - Sept 30, 2025 (actual)	Period from Inception through Sept 30, 2025 (actual)	Period from October 1, 2025 through March 31, 2041 (forecast)	Total
		(C.1)	*(D.1)*	*(E.1)*	*(F.1)*
Revenues:					
Sales taxes	$ 114,841	$ 114,841	$ 4,919,154	$ 8,300,106	$ 13,219,260
Operating interest	10,096	10,096	163,102	441,054	604,156
Subtotal	124,937	124,937	5,082,256	8,741,160	13,823,416
Other agencies share of M2 costs	-	-	454	-	454
Right-of-way leases	-	-	17	-	17
Miscellaneous	-	-	125	-	125
Total revenues	124,937	124,937	5,082,852	8,741,160	13,824,012
Administrative expenditures:					
Sales tax administration fees	915	915	46,219	62,315	108,534
Professional services	107	107	38,485	66,303	104,788
Administration costs:					
Salaries and Benefits	1,250	1,250	50,823	85,644	136,467
Other	2,302	2,302	87,747	147,618	235,365
Other	43	43	2,590	4,400	6,990
Payments to local agencies:					
Capital outlay	-	-	31	-	31
Environmental cleanup	567	567	56,076	165,976	222,052
Total expenditures	5,184	5,184	281,971	532,256	814,227
Net revenues	$ 119,753	$ 119,753	$ 4,800,881	$ 8,208,904	$ 13,009,785
		(C.2)	*(D.2)*	*(E.2)*	*(F.2)*
Financing expenditures:					
Debt interest expense	11,775	11,775	398,211	241,199	639,410
Professional services	-	-	3,775	-	3,775
Other	-	-	3,836	-	3,836
Total financing expenditures	11,775	11,775	405,822	241,199	647,021
Interest revenue:					
Interest revenue from bond proceeds	-	-	104,570	-	104,570
Interest revenue from debt service funds	178	178	4,344	11,779	16,123
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	178	178	109,307	11,779	121,086
Net financing expenditures:	$ 11,597	$ 11,597	$ 296,515	$ 229,420	$ 525,935

Schedule of Revenues, Expenditures and Changes in Fund Balance as of September 30, 2025 (Unaudited)

Schedule 3

Project	Description	Total Net Revenues Inception to March 31, 2041 (actual) + (forecast)	Net Revenues Inception to Sept 30, 2025 (actual)	Expenditures Inception to Sept 30, 2025 (actual)	Reimbursements Inception to Sept 30, 2025 (actual)	(J) - (K) = (L) Net M2 Cost Inception to Sept 30, 2025 (actual)
	(G)	*(H)*	*(I)*	*(J)*	*(K)*	*(L)*
	($ in thousands)					
	Freeways (43% of Net Revenues)					
A	I-5 Santa Ana Freeway Interchange Improvements	$ 512,782	$ 189,227	$ 10,908	$ 8,786	$ 2,122
B	I-5 Santa Ana/SR-55 to El Toro	327,526	120,864	64,741	24,059	40,682
C	I-5 San Diego/South of El Toro	684,073	252,437	461,858	53,044	408,814
D	I-5 Santa Ana/San Diego Interchange Upgrades	281,485	103,874	3,268	527	2,741
E	SR-22 Garden Grove Freeway Access Improvements	130,923	48,313	5	-	5
F	SR-55 Costa Mesa Freeway Improvements	399,316	147,356	183,636	80,113	103,523
G	SR-57 Orange Freeway Improvements	282,248	104,156	61,105	15,078	46,027
H	SR-91 Improvements from I-5 to SR-57	152,744	56,366	34,961	824	34,137
I	SR-91 Improvements from SR-57 to SR-55	454,412	167,688	80,623	77,951	2,672
J	SR-91 Improvements from SR-55 to County Line	384,259	141,800	18,675	17,185	1,490
K	I-405 Improvements between I-605 to SR-55	1,170,453	431,920	1,711,805	380,194	1,331,611
L	I-405 Improvements between SR-55 to I-5	348,801	128,715	9,249	6,954	2,295
M	I-605 Freeway Access Improvements	21,821	8,052	10,209	16	10,193
N	All Freeway Service Patrol	163,654	60,392	17,023	-	17,023
	Freeway Mitigation	279,710	103,219	64,187	12,197	51,990
	Subtotal Projects	5,594,207	2,064,379	2,732,253	676,928	2,055,325
	Net Finance Expenditures	-	-	203,530	-	203,530
	Total Freeways	$ 5,594,207	$ 2,064,379	$ 2,935,783	$ 676,928	$ 2,258,855
	%					51.0%
	Street and Roads Projects (32% of Net Revenues)					
O	Regional Capacity Program	$ 1,300,995	$ 480,094	$ 842,816	$ 507,884	$ 334,932
P	Regional Traffic Signal Synchronization Program	520,375	192,029	141,117	29,393	111,724
Q	Local Fair Share Program	2,341,761	864,159	833,078	77	833,001
	Subtotal Projects	4,163,131	1,536,282	1,817,011	537,354	1,279,657
	Net Finance Expenditures	-	-	59,634	-	59,634
	Total Street and Roads Projects	$ 4,163,131	$ 1,536,282	$ 1,876,645	$ 537,354	$ 1,339,291
	%					30.2%

Schedule of Revenues, Expenditures and Changes in Fund Balance as of September 30, 2025 (Unaudited)

Schedule 3

Project	Description	Total Net Revenues Inception to March 31, 2041 (actual) + (forecast)	Net Revenues Inception to Sept 30, 2025 (actual)	Expenditures Inception to Sept 30, 2025 (actual)	Reimbursements Inception to Sept 30, 2025 (actual)	(J) - (K) = (L) Net M2 Cost Inception to Sept 30, 2025 (actual)
	(G)	*(H)*	*(I)*	*(J)*	*(K)*	*(L)*
	($ in thousands)					
	Transit Projects (25% of Net Revenues)					
R	High Frequency Metrolink Service	$ 1,297,533	$ 466,228	$ 524,388	$ 100,069	$ 424,319
S	Transit Extensions to Metrolink	1,148,463	423,807	306,960	151,974	154,986
T	Metrolink Gateways	66,496	42,894	98,220	60,956	37,264
U	Expand Mobility Choices for Seniors and Persons with Disabilities	451,116	160,704	154,812	88	154,724
V	Community Based Transit/Circulators	260,127	95,992	24,606	1,998	22,608
W	Safe Transit Stops	28,712	10,595	2,130	26	2,104
	Subtotal Projects	3,252,447	1,200,220	1,111,116	315,111	796,005
	Net Finance Expenditures	-	-	33,351	-	33,351
	Total Transit Projects	$ 3,252,447	$ 1,200,220	$ 1,144,467	$ 315,111	$ 829,356
	%					18.7%
	Measure M2 Program	$ 13,009,785	$ 4,800,881	$ 5,956,895	$ 1,529,393	$ 4,427,502

Project	Description	Total Revenues Inception to March 31, 2041 (actual) + (forecast)	Revenues Inception to Sept 30, 2025 (actual)	Expenditures Inception to Sept 30, 2025 (actual)	Reimbursements Inception to Sept 30, 2025 (actual)	Net M2 Cost Inception to Sept 30, 2025 (actual)
	(G)	*(H.1)*	*(I.1)*	*(J)*	*(K)*	*(L)*
	($ in thousands)					
	Environmental Cleanup (2% of Revenues)					
X	Clean Up Highway and Street Runoff that Pollutes Beaches	$ 276,468	$ 101,645	$ 56,076	$ 311	$ 55,765
	Net Finance Expenditures	-	-	-	-	-
	Total Environmental Cleanup	$ 276,468	$ 101,645	$ 56,076	$ 311	$ 55,765
	%					1.1%
	Taxpayer Safeguards and Audits					
	Collect Sales Taxes (1.5% of Sales Taxes)	$ 198,289	$ 73,787	$ 46,219	$ -	$ 46,219
	%					0.9%
	Oversight and Annual Audits (1% of Revenues)	$ 138,234	$ 50,823	$ 50,823	$ 0	$ 50,823
	%					1.0%



LOCAL FAIR SHARE

M2 Funds		
ENTITY	1ST QUARTER FY 2025-26	FUNDS TO DATE*
ALISO VIEJO	$177,489	$10,272,835
ANAHEIM	$1,480,208	$86,574,986
BREA	$239,812	$14,775,078
BUENA PARK	$0**	$20,145,666**
COSTA MESA	$616,316	$37,766,850
CYPRESS	$214,120	$13,442,657
DANA POINT	$143,369	$8,680,779
FOUNTAIN VALLEY	$262,925	$16,021,090
FULLERTON	$557,908	$33,807,649
GARDEN GROVE	$627,660	$38,469,602
HUNTINGTON BEACH	$0***	$47,954,002***
IRVINE	$1,346,140	$73,594,746
LAGUNA BEACH	$106,248	$6,516,947
LAGUNA HILLS	$137,453	$8,703,624
LAGUNA NIGUEL	$277,130	$17,132,734
LAGUNA WOODS	$55,424	$3,318,261
LA HABRA	$221,071	$13,699,494
LAKE FOREST	$342,869	$20,765,502
LA PALMA	$59,451	$3,955,878
LOS ALAMITOS	$54,044	$3,343,830
MISSION VIEJO	$379,043	$23,711,526
NEWPORT BEACH	$450,092	$28,201,310
ORANGE	$699,704	$42,834,121
PLACENTIA	$205,644	$12,051,095
RANCHO SANTA MARGARITA	$173,597	$10,876,871



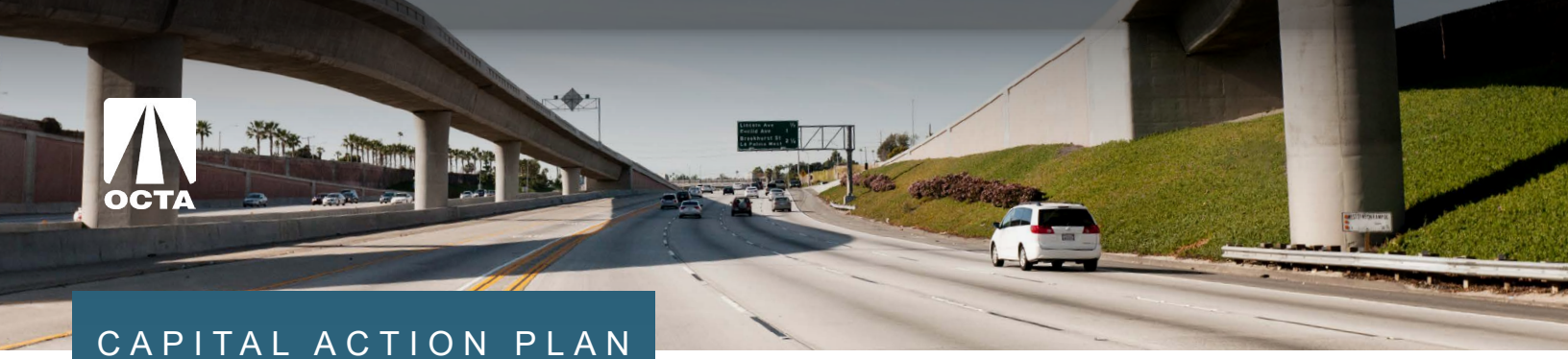
LOCAL FAIR SHARE

M2 Funds		
ENTITY	**1ST QUARTER FY 2025-26**	**FUNDS TO DATE***
SAN CLEMENTE	$240,051	$14,677,448
SAN JUAN CAPISTRANO	$164,442	$9,856,232
SANTA ANA	$1,126,751	$70,793,561
SEAL BEACH	$99,716	$6,305,008
STANTON	$129,904	$7,745,758
TUSTIN	$395,814	$23,461,639
VILLA PARK	$22,011	$1,348,593
WESTMINSTER	$344,090	$21,801,902
YORBA LINDA	$254,477	$15,608,285
COUNTY UNINCORPORATED	$1,021,902	$54,774,877
TOTAL M2 FUNDS	**$12,626,874**	**$822,990,435**

** Only includes disbursed funds.*
*** On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.*
**** On May 12, 2025, the Board determined the City of Huntington Beach ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Huntington Beach reestablishes eligibility.*

Withheld funds are listed below.

ENTITY	**1ST QUARTER FY 2025-26**	**FUNDS TO DATE**
BUENA PARK	$381,499	$2,900,807
HUNTINGTON BEACH	$805,217	$2,250,514
TOTAL M2 FUNDS WITHHELD	**$1,186,716**	**$5,151,321**



CAPITAL ACTION PLAN

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Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast			
		Complete Environmental	Complete Design	Award Contract	Complete Construction
Freeway Projects:					
I-5, SR-55 to SR-57	$38.1	Jun-13	Mar-17	Dec-17	Apr-21
Project A	$38.9	**Apr-15**	**Jun-17**	**Nov-18**	**Jan-21**
I-5, I-405 to Yale Avenue	$280.6	Aug-18	May-24	Feb-26	Sep-29
Project B	$388.1	**Jan-20**	**Nov-24**	Jan-26	Aug-29
I-5, Yale Avenue to SR-55	$238.3	Aug-18	Feb-25	Mar-26	Sep-29
Project B	$327.9	**Jan-20**	**Aug-24**	Jan-26	Nov-29
I-5, Pico to Vista Hermosa	$113.0	Dec-11	Oct-13	Dec-14	Aug-18
Project C	$83.6	**Oct-11**	**Oct-13**	**Dec-14**	**Aug-18**
I-5, Vista Hermosa to Pacific Coast Highway	$75.6	Dec-11	Feb-13	Dec-13	Mar-17
Project C	$75.3	**Oct-11**	**May-13**	**Jun-14**	**Jul-17**
I-5, Pacific Coast Highway to San Juan Creek Road	$70.7	Dec-11	Jan-13	Oct-13	Sep-16
Project C	$74.3	**Oct-11**	**Jan-13**	**Dec-13**	**Jul-18**
I-5, SR-73 to Oso Parkway	$151.9	Jun-14	Jan-18	Dec-18	Apr-25
Project C & D	$229.4	**May-14**	**Aug-18**	**Dec-19**	Jul-25
I-5, Oso Parkway to Alicia Parkway	$196.2	Jun-14	Jun-17	Jun-18	Nov-23
Project C & D	$230.3	**May-14**	**Dec-17**	**Mar-19**	**Dec-24**
I-5, Alicia Parkway to El Toro Road	$133.6	Jun-14	Jun-18	May-19	Oct-24
Project C	$227.3	**May-14**	**May-19**	**Sep-20**	Aug-25
I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	N/A	N/A	N/A
Project C	$12.4	N/A	**Oct-24**	**May-25**	Dec-26
I-5, I-5/El Toro Road Interchange	TBD	Apr-26	TBD	TBD	TBD
Project D	TBD	Apr-27	TBD	TBD	TBD

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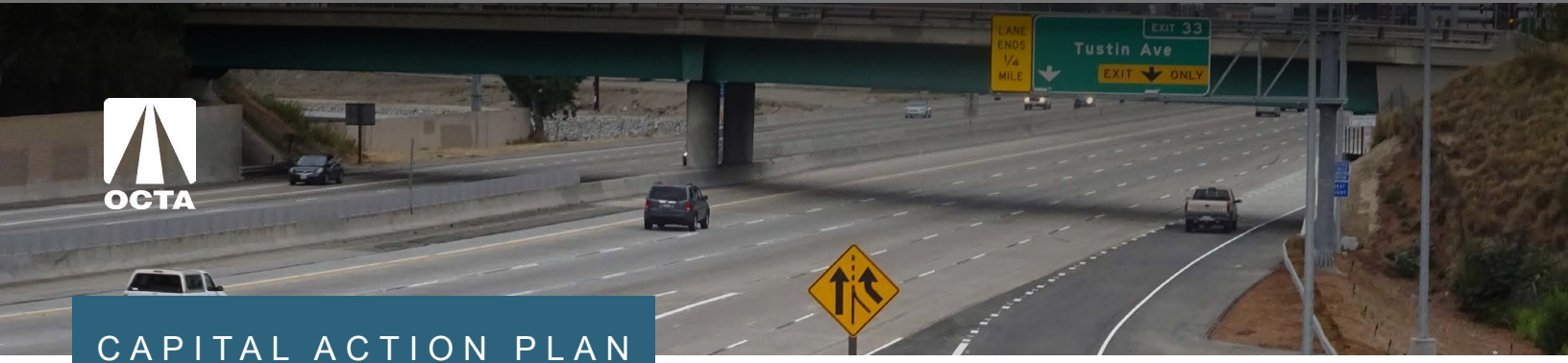
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Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast Complete Environmental	Complete Design	Award Contract	Complete Construction
I-5, I-5/Ortega Interchange	$90.9	Jun-09	Nov-11	Aug-12	Sep-15
Project D	$79.8	**Jun-09**	**Dec-11**	**Aug-12**	**Jan-16**
I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	**Oct-14**	**Sep-15**	**Sep-16**
SR-55, I-405 to I-5	$410.9	Nov-13	Apr-20	May-22	Feb-27
Project F	$505.7	**Aug-17**	**Apr-20**	**May-22**	Mar-27
SR-55, I-5 to SR-91	$131.3	Jan-20	Jul-25	Jul-26	Oct-29
Project F	$202.1	**Mar-20**	Dec-25	Apr-27	Jul-30
SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue	$71.8	Dec-18	Jul-24	Nov-25	Jun-28
Project G	$135.4	**Mar-19**	**Aug-24**	Oct-25	Jun-28
SR-57 (NB), Katella Avenue to Lincoln Avenue	$78.7	Jul-09	Nov-10	Aug-11	Sep-14
Project G	$38.0	**Nov-09**	**Dec-10**	**Oct-11**	**Apr-15**
SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	**Jul-10**	**Sep-17**	**Jun-18**
SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard	$80.2	Dec-07	Dec-09	Oct-10	May-14
Project G	$52.3	**Dec-07**	**Jul-09**	**Oct-10**	**Nov-14**
SR-57 (NB), Yorba Linda Boulevard to Lambert Road	$79.3	Dec-07	Dec-09	Oct-10	Sep-14
Project G	$54.1	**Dec-07**	**Jul-09**	**Oct-10**	**May-14**
SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	**Aug-17**	**Feb-18**	**Apr-19**
SR-57 (NB), Lambert Road to Tonner Canyon	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Mar-29	TBD	TBD	TBD

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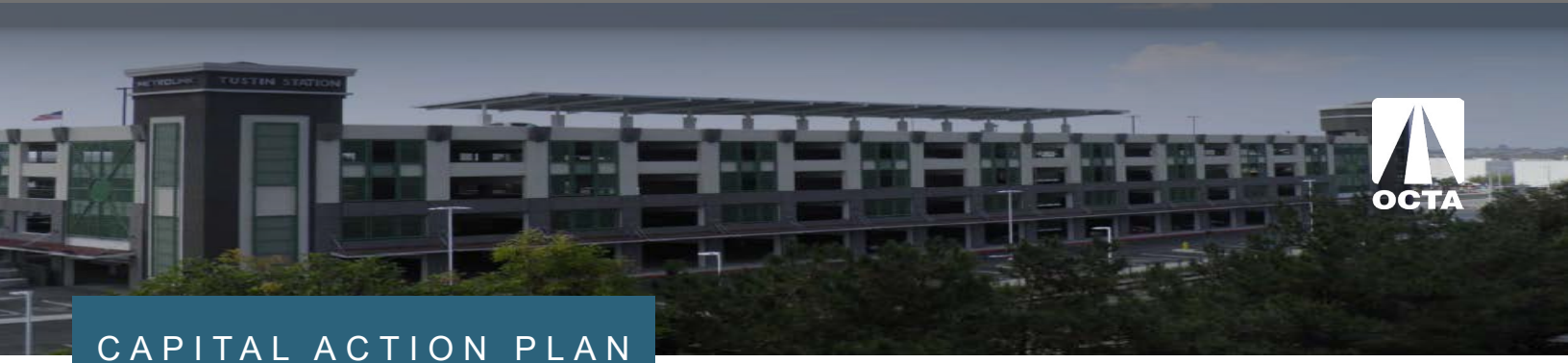
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Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast Complete Environmental	Complete Design	Award Contract	Complete Construction
SR-91 Westbound (WB), I-5 to SR-57	$78.1	Apr-10	Feb-12	Nov-12	Apr-16
Project H	$59.2	**Jun-10**	**Apr-12**	**Jan-13**	**Jun-16**
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	**Aug-16**	**Mar-17**	**Nov-17**
SR-91, SR-55 to Lakeview Avenue (Segment 1)	$108.6	Oct-18	Jan-23	Feb-24	Mar-28
Project I	$140.7	**Jun-20**	**Mar-23**	**Jan-25**	Mar-28
SR-91, La Palma Avenue to SR-55 (Segment 2)	$208.4	Oct-18	Jul-23	Jul-24	Mar-28
Project I	$380.7	**Jun-20**	**Jan-25**	Jun-26	Sep-30
SR-91, Acacia Street to La Palma Ave (Segment 3)	$147.7	Oct-18	Apr-24	Apr-25	Sep-28
Project I	$257.5	**Jun-20**	**Oct-24**	Sep-25	Apr-29
SR-91 (WB), Tustin Interchange to SR-55	$49.9	Jul-11	Mar-13	Oct-13	Jul-16
Project I	$42.5	**May-11**	**Feb-13**	**Oct-13**	**Jul-16**
SR-91, SR-55 to SR-241	$128.4	Jul-09	Jan-11	Sep-11	Dec-12
Project J	$79.7	**Apr-09**	**Aug-10**	**May-11**	**Mar-13**
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	**Feb-13**	**Oct-13**	**Feb-15**
SR-91 Eastbound, SR-241 to SR-71	$104.5	Dec-07	Dec-08	Jul-09	Nov-10
Project J	$57.8	**Dec-07**	**Dec-08**	**Aug-09**	**Jan-11**
SR-91 EB Corridor Operations Project (SR-241 to SR-71)	TBD	N/A	N/A	N/A	N/A
Project J	TBD	Feb-26	TBD	TBD	TBD
I-405, SR-55 to I-605 (Design-Build)	$2,160.0	Mar-13	Nov-15	Nov-16	Feb-24
Project K	$2,160.0	**May-15**	**Nov-15**	**Nov-16**	**Feb-24**

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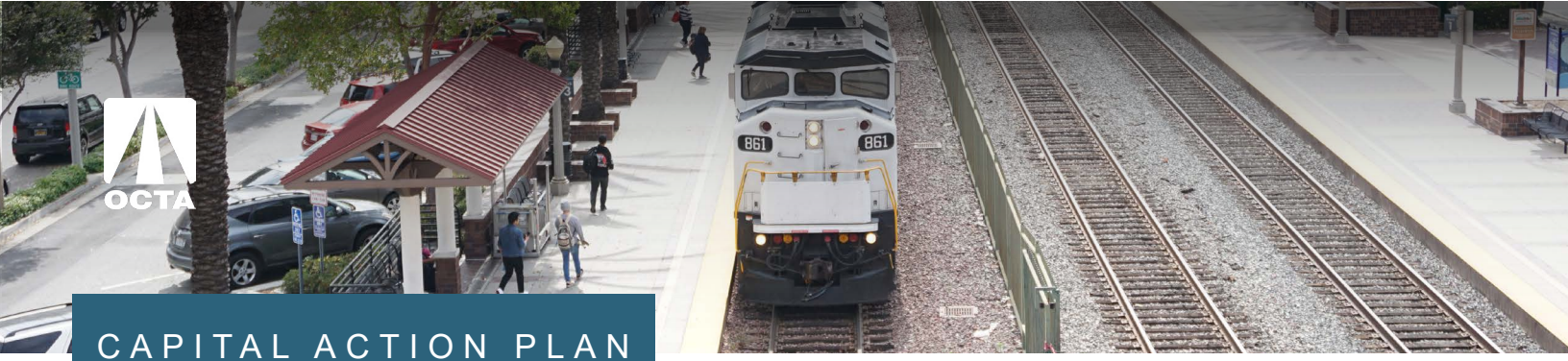
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Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast			
		Complete Environmental	Complete Design	Award Contract	Complete Construction
I-405, I-5 to SR-55	TBD	Jul-18	TBD	TBD	TBD
Project L	TBD	**Aug-18**	TBD	TBD	TBD
I-605, I-605/Katella Interchange	$29.0	Nov-18	Mar-23	Feb-24	Jul-27
Project M	$53.0	**Oct-18**	**Jan-23**	**Apr-25**	Jul-27
Grade Separation Projects:					
Raymond Avenue Railroad Grade Separation	$77.2	Nov-09	Aug-12	May-13	Aug-18
Project O	$126.2	**Nov-09**	**Dec-12**	**Feb-14**	**May-18**
State College Boulevard Railroad Grade Separation (Fullerton)	$73.6	Jan-11	Aug-12	May-13	May-18
Project O	$99.6	**Apr-11**	**Feb-13**	**Feb-14**	**Mar-18**
Placentia Avenue Railroad Grade Separation	$78.2	May-01	Mar-10	Jun-11	Nov-14
Project O	$64.5	**May-01**	**Jun-10**	**Jul-11**	**Dec-14**
Kraemer Boulevard Railroad Grade Separation	$70.4	Sep-09	Jul-10	Aug-11	Oct-14
Project O	$63.8	**Sep-09**	**Jul-10**	**Sep-11**	**Dec-14**
Orangethorpe Avenue Railroad Grade Separation	$117.4	Sep-09	Dec-11	May-12	Sep-16
Project O	$105.9	**Sep-09**	**Oct-11**	**Jan-13**	**Oct-16**
Tustin Avenue/Rose Drive Railroad Grade Separation	$103.0	Sep-09	Dec-11	Aug-12	May-16
Project O	$96.6	**Sep-09**	**Jul-11**	**Feb-13**	**Oct-16**
Lakeview Avenue Railroad Grade Separation	$70.2	Sep-09	Oct-11	May-13	Mar-17
Project O	$110.9	**Sep-09**	**Jan-13**	**Nov-13**	**Jun-17**
17th Street Railroad Grade Separation	TBD	Jun-16	TBD	TBD	TBD
Project R	TBD	**Nov-17**	TBD	TBD	TBD
Sand Canyon Avenue Railroad Grade Separation	$55.6	Sep-03	Jul-10	Feb-11	May-14
Project R	$61.9	**Sep-03**	**Jul-10**	**Feb-11**	**Jan-16**

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Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast Complete Environmental	Complete Design	Award Contract	Complete Construction
Transit Projects:					
Rail-Highway Grade Crossing Safety Enhancement	$94.4	Oct-08	Sep-08	Aug-09	Dec-11
Project R	$90.4	**Oct-08**	**Sep-08**	**Aug-09**	**Dec-11**
San Clemente Beach Trail Safety Enhancements	$6.0	Jul-11	Apr-12	Oct-12	Jan-14
Project R	$5.0	**Jul-11**	**Jun-12**	**May-13**	**Mar-14**
Emergency Track Stabilization at MP206.8	N/A	N/A	N/A	N/A	N/A
Project R	$23.3	N/A	N/A	**Oct-22**	**Aug-23**
Placentia Metrolink Station and Parking Structure	$34.8	May-07	Jan-11	TBD	TBD
Project R	$40.1	**May-07**	**Feb-11**	TBD	TBD
Anaheim Canyon Station	$27.9	Dec-16	May-19	Nov-19	Jan-23
	$34.2	**Jun-17**	**Oct-20**	**Mar-21**	**Jan-23**
Orange Station Parking Expansion	$33.2	Dec-12	Apr-13	Nov-16	Feb-19
	$30.9	**May-16**	**Apr-16**	**Jun-17**	**Feb-19**
Fullerton Transportation Center - Elevator Upgrades	$3.5	N/A	Dec-13	Sep-14	Mar-17
	$4.2	N/A	**Dec-13**	**Apr-15**	**May-19**
Laguna Niguel/Mission Viejo Station ADA Ramps	$3.5	**Jan-14**	**Aug-14**	**Jan-15**	**Apr-17**
	$5.2	**Feb-14**	**Jul-15**	**Oct-15**	**Sep-17**
OC Streetcar	$671.4	Mar-12	Sep-17	Aug-18	Mar-26
Project S	$671.4	**Mar-15**	**Nov-17**	**Sep-18**	Mar-26
Anaheim Regional Transportation Intermodal Center	$227.4	Feb-11	Feb-12	Jul-12	Nov-14
Project R & T	$232.2	**Feb-12**	**May-12**	**Sep-12**	**Dec-14**

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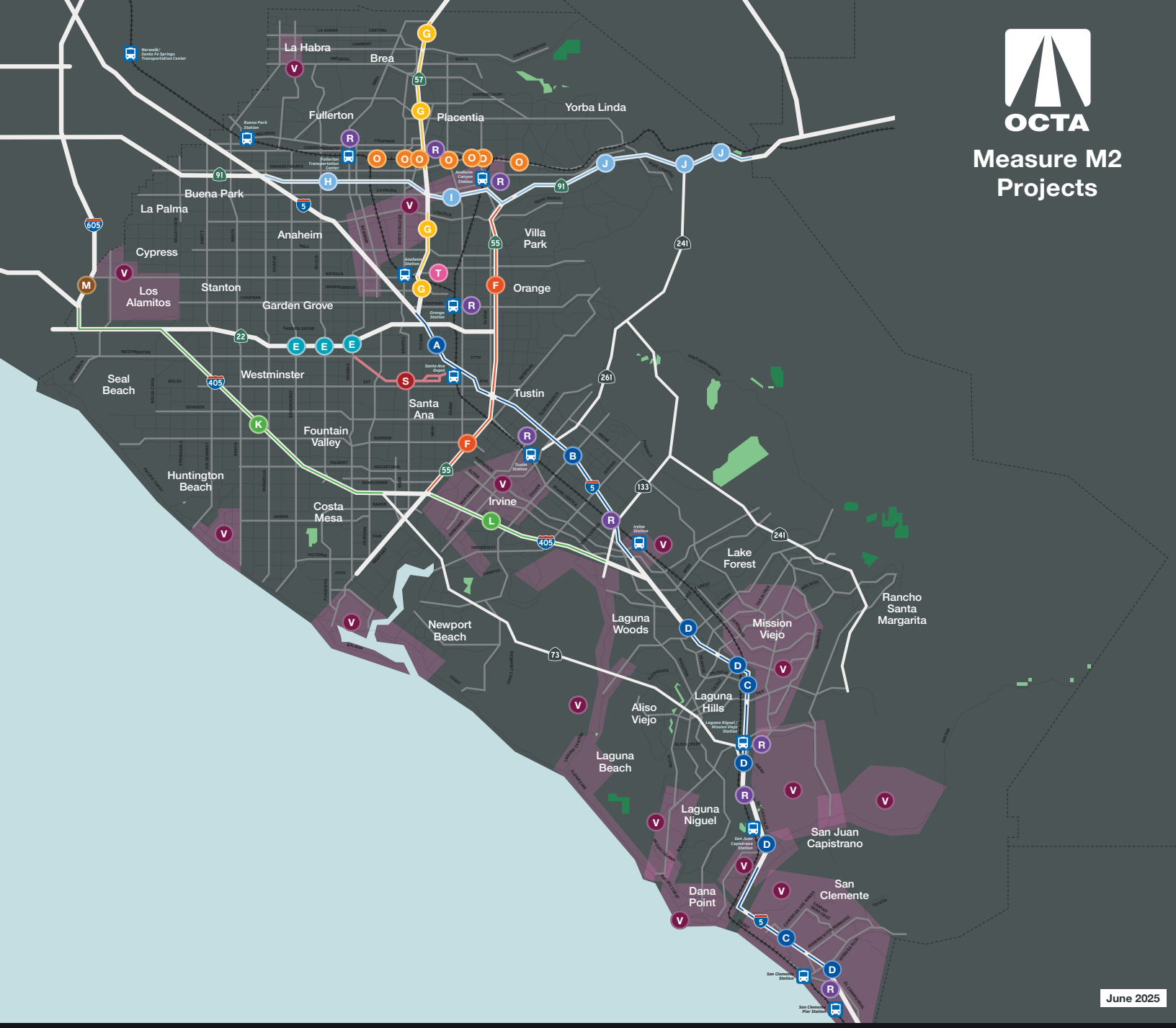
COMMON ABBREVIATIONS

Americans with Disabilities Act	ADA
Anaheim Regional Transportation Intermodal Center	ARTIC
Annual Eligibility Review	AER
Board of Directors	Board
BNSF Railway Company	BNSF
California Department of Transportation	Caltrans
Conservation Properties	Preserves
Construction and Maintenance	C&M
Coronavirus	COVID-19
Comprehensive Transportation Funding Program	CTFP
Early Action Plan	EAP
Environmental Cleanup Allocation Committee	ECAC
Environmental Cleanup Program	ECP
Environmental Document	ED
Environmental Mitigation Program	EMP
Environmental Oversight Committee	EOC
Fire Management Plan	FMP
Fiscal Year	FY
Freeway Service Patrol	FSP
High-Occupancy Vehicle	HOV
Interstate 5	I-5
Interstate 405	I-405
Interstate 605	I-605
Local Fair Share	LFS
Los Angeles – San Diego – San Luis Obispo	LOSSAN
Maintenance and Storage Facility	MSF
Measure M	M1
Measure M2 or Renewed Measure M	M2
Metrolink Service Expansion Program	MSEP
Mile Post	MP
Next 10 Delivery Plan	Next 10 Plan
Natural Community Conservation Plan/Habitat Conservation Plan	Conservation Plan



COMMON ABBREVIATIONS

Orange County Flood Control District	OCFCD
Orange County Transportation Authority	OCTA
Orange County Unified Transportation Trust	OCUTT
Ordinance No. 3	M2 Ordinance
Overhead Contact System	OCS
Pacific Coast Highway	PCH
Program Management Office	PMO
Project Study Report-Project Development Support	PSR-PDS
Project Report	PR
Regional Capacity Program	RCP
Regional Traffic Signal Synchronization Program	RTSSP
Resource Management Plan	RMP
Right-of-Way	ROW
Riverside County Transportation Commission	RCTC
Santa Ana Regional Transportation Center	SARTC
Senior Mobility Program	SMP
Senior Non-Emergency Medical Transportation	SNEMT
Interregional Transportation Improvement Plan	ITIP
State Route 22	SR-22
State Route 55	SR-55
State Route 57	SR-57
State Route 71	SR-71
State Route 74	SR-74
State Route 91	SR-91
State Route 241	SR-241
Southern California Regional Rail Authority	Metrolink
Taxpayer Oversight Committee	TOC
To Be Determined	TBD
Transit and Intercity Rail Capital Program	TIRCP
Transportation Investment Plan	Plan



Freeway Improvement Program

Interstate 5 (I-5) Projects

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

State Route 22 (SR-22) Projects

- E Access Improvements

State Route 55 (SR-55) Projects

- F I-405 to I-5
- F I-5 to SR-91

State Route 57 (SR-57) Projects

- G Northbound, Orangewood Avenue to Katella Avenue
- G Northbound, Katella Avenue to Lincoln Avenue
- G Northbound, Orangethorpe Avenue to Lambert Road
- G Northbound, Lambert Road to Tonner Canyon Road

State Route 91 (SR-91) Projects

- H Westbound, I-5 to SR-57
- I SR-57 to SR-55
- J SR-55 to Riverside County Line

Interstate 405 (I-405) Projects

- K SR-73 to I-605
- L I-5 to SR-55

Interstate 605 (I-605) Projects

- M Katella Avenue Interchange Improvements

Freeway Mitigation Program

- Restoration Projects (Part of Projects A-M)
- Acquisition Projects (Part of Projects A-M)

Streets & Roads

- O Grade Separation Program
- P Signal Synchronization Project Corridors

Rail

- Metrolink Rail Line
- Metrolink Station

Transit Projects

- R Grade Separation and Station Improvement Projects
- S Transit Extensions to Metrolink
- T Metrolink Station Conversion to accept Future High-Speed Rail Systems
- V Community Based Transit/Circulators

Other Projects Not Shown

Project N:
- Freeway Service Patrol

Project O:
- Regional Capacity Program

Project Q:
- Local Fair Share Program

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

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

Project W:
- Safe Transit Stops

Project X:
- Environmental Cleanup Program

COMMITTEE TRANSMITTAL

December 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Measure M2 Environmental Mitigation Program Update

Regional Transportation Planning Committee Meeting of December 1, 2025

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

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Receive and file as an information item.

December 1, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Environmental Mitigation Program Update

Overview

Measure M2 includes an Environmental Mitigation Program to deliver comprehensive mitigation for biological impacts of 13 freeway projects in exchange for streamlined project approvals from state and federal resource agencies. A summary of recent Environmental Mitigation Program activities is provided for informational purposes.

Recommendation

Receive and file as an information item.

Background

Measure M2 (M2) includes the Environmental Mitigation Program (EMP) which is intended to mitigate the biological resource impacts of 13 M2 freeway projects and streamline approval processes with state and federal resource agencies. This was achieved through the development of a Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan), approved by the California Department of Fish and Wildlife and the United States Fish and Wildlife Service (collectively referred to as the Wildlife Agencies). To maximize the benefits of the investments, the Orange County Transportation Authority (OCTA) has utilized some of those same mitigation assets to obtain Clean Water Act permits. Consistent with the Conservation Plan, OCTA has acquired seven conservation properties (Preserves) and funded 13 habitat restoration projects, depicted in Attachment A. To date, ten of the restoration projects have been completed and have met the requirements of the Wildlife Agencies. Two additional OCTA-funded restoration projects are being reviewed for completeness this year.

As outlined in the Conservation Plan, an endowment is being established to support the long-term management of the Preserves. Concurrently, the United States Army Corps of Engineers (USACE) and the State Water Resources Control Board have developed a framework to streamline the permitting process.

The accomplishments of the EMP have largely fulfilled the program's intended goals. These achievements reflect years of collaboration among OCTA, partner agencies, stakeholders, and the public. The program's success has been recognized at both regional and national levels. As a result of these efforts, pre-negotiated permit terms have facilitated more efficient project implementation and reduced the scope of required mitigation. Absent the EMP's structured approach, additional mitigation obligations could have been imposed, leading to higher project costs and increased project schedule risks.

Discussion

2024 Conservation Plan Annual Report

As a commitment of the Conservation Plan, OCTA is required to prepare an annual report on the implementation processes. The annual report integrates reports from OCTA consultants, contractors, and restoration project managers. The data is collected for the calendar year and then summarized in individual reports, which are not produced until early the following year. OCTA then synthesizes these reports. The annual report is not deemed final until the Wildlife Agencies have completed their review. This process typically extends until the middle of the following year. The executive summary for the 2024 Conservation Plan Annual Report is included as Attachment B. The complete annual report is available on the OCTA website.

This annual report documents OCTA's activities between January 1, 2024, and December 31, 2024. The annual report indicates that OCTA's efforts on this program are in keeping with existing commitments. This report includes the tracking of biological impacts associated with covered freeway improvement projects, management, monitoring, status, activities on the Preserves, the progress of the restoration projects, as well as additional plan administration, and public outreach activities. The annual report was reviewed by the Wildlife Agencies, provided to the Environmental Oversight Committee (EOC), and is available for public review. The annual report documenting the 2025 calendar year activities is anticipated to be shared with the EOC and the OCTA Board of Directors (Board) in late 2026.

Environmental Mitigation Program Endowment Fund Investment Report

The Conservation Plan requires the establishment of an endowment to fund the long-term management of the Preserves. As of June 30, 2025, the endowment balance was $34,085,302, which is slightly above the target of $32,491,533 for the

third quarter of fiscal year (FY) 2024-25. Based on the performance to date, current projections indicate that OCTA remains on track to meet the endowment target of $46.2 million (including interest earnings) in FY 2027-28; however, future performance of the endowment fund may affect the timeframe. A separate quarterly investment report summarizing the status of the endowment will be provided to the Finance and Administration (F&A) Committee and Board in December 2025 and will include the latest earnings report. Staff will continue to assess market conditions and provide regular endowment updates to the Board, the F&A Committee, and the EOC.

North Coal Canyon Restoration Project Completion

In April 2025, the Wildlife Agencies provided their sign off on the OCTA funded North Coal Canyon restoration project (Project), an approximately five-and-a-half acres located in the City of Yorba Linda (Attachments A and C). The Project site is within the Chino Hills State Park (CHSP) and focused on the restoration of coastal sage scrub habitat.

The Project originated as a proposal from CHSP staff; however, CHSP later determined it lacked the internal resources to carry out the restoration activities. As a result, the initial contract was terminated. With continued support from the EOC, OCTA issued a request for proposals to bring on a new contractor to perform the restoration work and executed a revised agreement to advance the Project.

RECON Environmental, Inc. was awarded the contract for project implementation which was set to be carried out over a five-year period, beginning with project planning in 2019. Success criteria were achieved in 2024, followed by continued weed abatement through 2025. Incidental wildlife observations included coastal California gnatcatcher (onsite) and least Bell's vireo (just offsite, near the Santa Ana River). A site visit with the Wildlife Agencies occurred in April 2025, and formal concurrence was received in May 2025. This Project marks the ninth completed restoration project out of 13 funded by OCTA (Attachment C). Long-term monitoring and maintenance responsibilities will be assumed by CHSP, the landowner.

Aliso Creek Restoration Project Completion

In May 2025, the Wildlife Agencies and the USACE confirmed that all restoration performance standards had been successfully achieved for the Aliso Creek Restoration Project (Aliso Project) located within the County-owned Aliso and Wood Canyons Wilderness Park. Approved for funding in 2012 through the M2 Freeway EMP, the Aliso Project encompasses the restoration of approximately 55 acres of predominantly riparian habitat (Attachment C).

Led by the Laguna Canyon Foundation, the Aliso Project involved the removal of over 1,000 tons of invasive, non-native Arundo and the ecological restoration of a vital segment of Aliso Creek. This section of the creek provides critical habitat for a diverse range of threatened and endangered plant and wildlife species. This project has catalyzed complementary restoration efforts within the Aliso Creek watershed, contributing to broader ecological improvements across the region. These efforts align with and support a large-scale watershed restoration initiative currently underway, as detailed in Exhibit E. In October 2025, County staff finalized and recorded all related legal documents making this the tenth OCTA-funded restoration project to reach full implementation.

Fairview Park Restoration Project

In 2011, OCTA awarded the City of Costa Mesa (City) $2 million for a 23-acre habitat restoration project within the City's Fairview Regional Park. Approximately 13 acres have been restored. Once the project receives final approval from the Wildlife Agencies and is permanently protected, OCTA will be able to use the restored habitat as mitigation under its M2 Conservation Plan. To complete the remaining acreage and fulfill contractual and conservation obligations, the City, in coordination with OCTA and the Wildlife Agencies, identified a supplemental restoration area adjacent to the original site (Attachment D), with funding secured through local and state sources for implementation through 2033.

On September 16, 2025, the City Council awarded the professional services agreement for the Fairview Park Mesa Restoration Project, Flower Fields and Coastal Sage Scrub Habitat Restoration Plan Implementation, which will fulfill the City's outstanding acreage commitment to OCTA. Since the award, the City has been working with the implementation contractor on preparation tasks, coordination with cultural and restoration monitoring teams, and installed educational signage, and temporary site protection to enhance public awareness.

The City and OCTA will continue to coordinate with the Wildlife Agencies to ensure compliance with environmental and contractual requirements. The project schedule remains consistent with seasonal restrictions with major site activities planned to resume following the avian nesting season, which typically extends from February through September.

Summary

The required 2024 Conservation Plan Annual Report, Environmental Mitigation Program Endowment Fund Investment Report, and updates on three restoration projects are presented to the Board of Directors as receive and file information.

Attachments

A. OCTA Preserves and Funded Restoration Projects
B. M2 Natural Community Conservation Plan/Habitat Conservation Plan – 2024 Annual Report
C. OCTA Funded Restoration Projects Map and OCTA M2 EMP Funded Restoration Projects Status Table
D. OCTA Existing and Proposed Restoration Areas at Fairview Park

Prepared by:

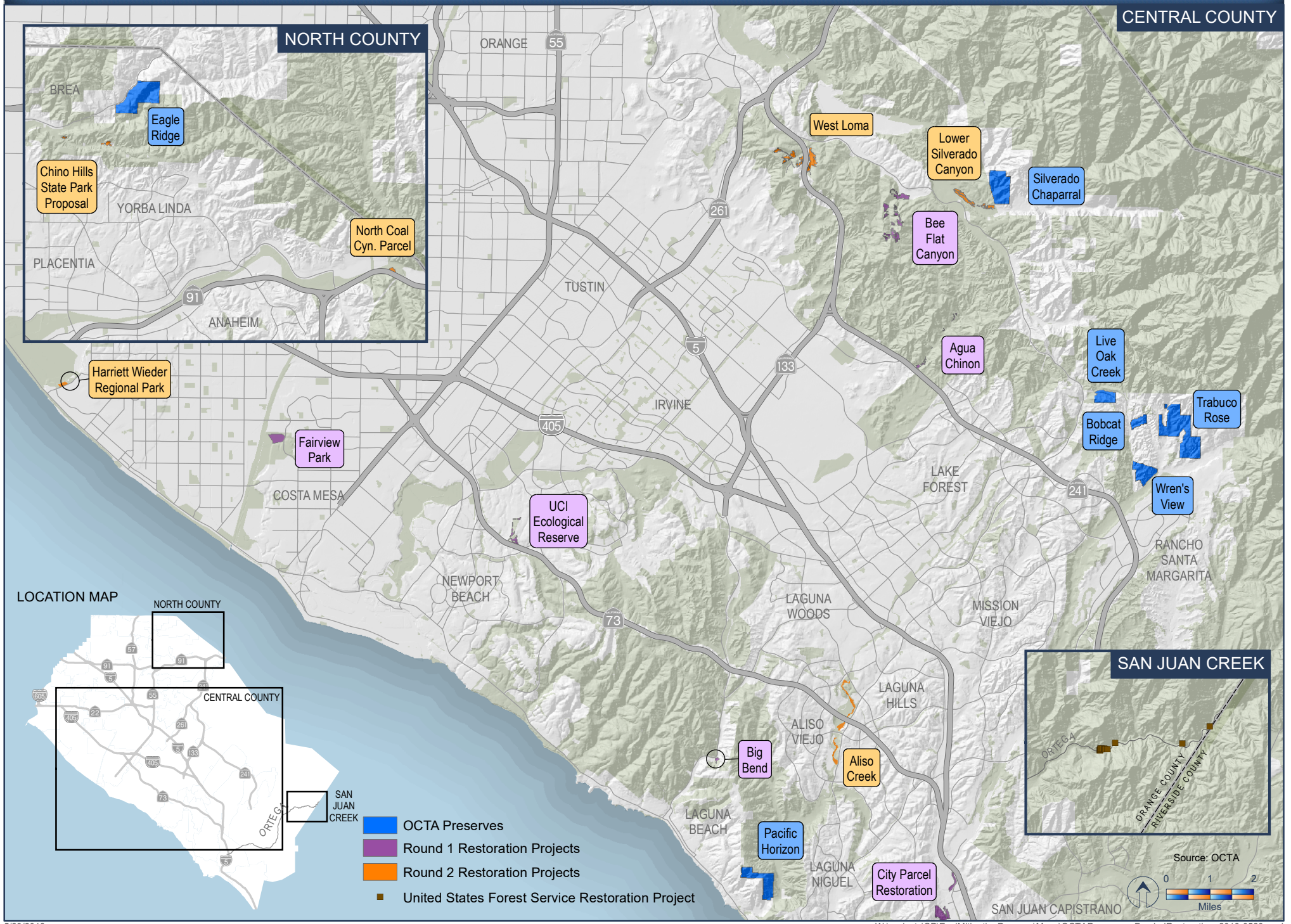
Lesley Hill
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Project Manager
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Approved by:

Rose Casey
Executive Director, Planning
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OCTA Preserves and Funded Restoration Projects

ATTACHMENT A



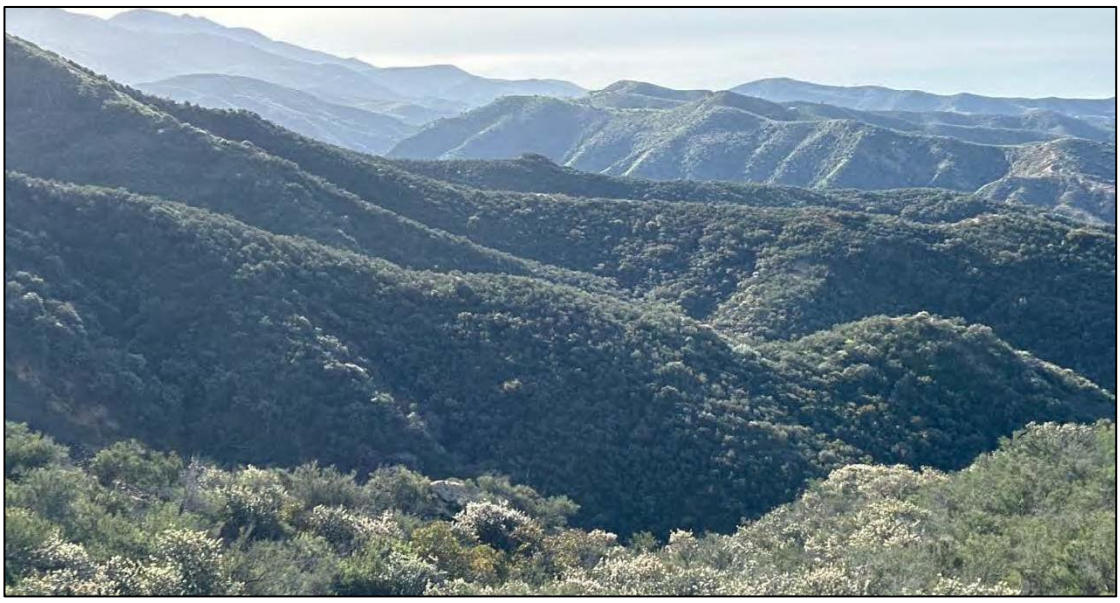
5/29/2018

Cyn. - Canyon | OCTA - Orange County Transportation Authority | UCI - University of California, Irvine

W:\projects\SP\EnviMitigationProgram\Maps\OCTAPreserves_FundedRestoration_2018-0529.mxd

ATTACHMENT B

M2 Natural Community Conservation Plan/Habitat Conservation Plan – 2024 Annual Report



Prepared by:
Orange County Transportation Authority
550 South Main Street, PO Box 14184
Orange, CA 92863
Contact: Lesley Hill
714-560-5759

July 2025

Orange County Transportation Authority (OCTA). 2025. *M2 Natural Community Conservation Plan/Habitat Conservation Plan – 2024 Annual Report*. Orange, CA.

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Appendix C Biological Monitoring Report for OCTA M2 Preserves: Trabuco Rose, Pacific Horizon, Bobcat Ridge, Silverado Chaparral, Wren's View, Live Oak Creek, and Eagle Ridge, 2025

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Acronyms and Definitions

ACOE – Army Corps of Engineers

CAGN – Coastal California gnatcatcher

Caltrans – California Department of Transportation

CBB – Crotch's bumble bee

CCC - California Coastal Commission

CCW – Coastal cactus wren

CDFW – California Department of Fish and Wildlife

CEs – Conservation Easements

CHL – Coast horned lizard

CHSP – Chino Hills State Park

CNDDB – California Natural Diversity Database

COI – Certificate of Inclusion

CSS – Coastal sage scrub

ECR – Environmental Commitment Record

EMP – Environmental Mitigation Program

EOC – Environmental Oversight Committee. The EOC is made up of two OCTA Board members and representatives from Caltrans, the Wildlife Agencies, ACOE, environmental groups, and the public. The EOC makes recommendations on the allocation of environmental freeway mitigation funds and monitors the execution of a master agreement between OCTA and state and federal resource agencies.

ESA – Endangered Species Act

FMP – Fire Management Plan

GLA – Glenn Lukos Associates

GSOB – Gold spotted oak borer (beetle)

HCP – Habitat Conservation Plan

HMMP – Habitat Mitigation Monitoring Plan

I – Interstate

IA – Implementing Agreement

IML – Intermediate mariposa lily

IRC – Irvine Ranch Conservancy

ISHB – Invasive shot hole borer

ISMP – Invasive Species Management Plan

MSD – Many-stemmed dudleya

M2 – The renewed Measure M (or Measure M2)

M2 NCCP/HCP – OCTA M2 Natural Communities Conservation Plan / Habitat Conservation Plan adopted on November 2017. Also referred to as Plan.

NCCP – Natural Community Conservation Plan

NCCPA – Natural Community Conservation Plan Act

OC Parks – Orange County Parks

OCTA – Orange County Transportation Authority

OTW – Orangethroat whiptail

RMP – Resource Management Plan

SCAG – Southern California Association of Governments

SCE – Southern California Edison

SR – State Route

UCI – University of California, Irvine

USFS – United States Forest Service

USFWS – U.S. Fish and Wildlife Service

Wildlife Agencies – the California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife Service (USFWS), collectively referred to as the Wildlife Agencies

Executive Summary

This is the seventh Annual Report for the Orange County Transportation Authority (OCTA) renewed Measure M (M2) Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP or Plan), covering all activities between January 1, 2024 and December 31, 2024. This report summarizes the tracking of impacts associated with covered freeway improvement projects and other management and monitoring activities on Preserves (Covered Activities). It also provides an update of the status and activities on the OCTA Preserves, progress on the implementation of OCTA-funded restoration projects, and additional Plan administration and public outreach activities. This Annual Report has been prepared to comply with the state NCCP and federal HCP annual reporting requirements and will be submitted to the California Department of Fish and Wildlife (CDFW) and the United States Fish and Wildlife Service (USFWS), collectively referred to as the Wildlife Agencies, for review. Once the Annual Report has been finalized, it will be presented to the OCTA Environmental Oversight Committee (EOC) and will be available for public review.

Tracking Impacts from Covered Activities

OCTA keeps account of the Plan-to-date impacts on habitat types from all covered freeway improvement projects to ensure impacts stay within the caps established within the Plan. To date, a total of **9.2 acres of habitat impacts have been authorized relative to a cap of 141.0 acres**. In addition, OCTA uses a consistency determination checklist to evaluate how and when avoidance and minimization measures are implemented on covered freeway improvement projects. No projects had consistency determinations drafted, modified, or completed within the timeframe of this Annual Report. Other tracking requirements include:

- *Tracking for Covered Plant Species Policy* – OCTA tracks the credits for covered plant species protection (on Preserves) and restoration/enhancement (restoration projects) relative to allowable impacts. The Plan-to-date balance for each plant species is net positive (intermediate mariposa lily (*Calochortus weedii* var*. intermedius*, IML) [+933], many-stemmed dudleya (*Dudleya multicaulis*, MSD) [+57], southern tarplant (*Centromadia parryi* ssp*. australis*, ST) [+59,377]).
- *Tracking Impacts on Habitat Types Resulting from Covered Activities within Preserves* – The Plan establishes a cap that no more than 13 acres (approximately 1%) of the natural habitat within the OCTA Preserves will be impacted by Preserve management activities. To date, no measurable permanent impacts have been recorded on the Preserves.
- *Maintaining Rough Proportionality* – The Plan requires implementation of conservation measures roughly proportional in time and extent to impacts on natural communities and Covered Species. To date, eight restoration projects, Big Bend, City Parcel, Bee Flat, University of California, Irvine (UCI) Ecological Reserve, United States Forest Service (USFS) Dam Removal, Agua Chinon, Lower Silverado Canyon, and West Loma have received sign-off from the Wildlife Agencies as meeting their success criteria and have achieved conservation credits that keeps the Plan ahead of allowable impacts.

OCTA Preserves

OCTA acquired seven properties resulting in the protection of 1,236[1] acres of natural habitat (see Figure 1). In all instances, the seven Preserves are located within priority conservation areas and immediately adjacent to other protected lands. These Preserves add to the protection of large blocks of natural open space in areas important for regional conservation. OCTA has completed Resource Management Plans (RMPs) for each Preserve that includes Preserve-specific goals and objectives and define an appropriate level of public access and trail use consistent with protection of biological resources. An update to the RMPs is currently underway. OCTA will be coordinating the updated language with the Wildlife Agencies. It is anticipated that Conservation Easements (CEs) will be established and recorded in the near future. Templates have been developed and are currently under review with CDFW legal counsel. Currently, each Preserve is managed by OCTA. OCTA is considering potentially transitioning to a long-term Preserve Manager and is working to identify potential Preserve Managers. Ideally, the potential long-term Preserve Manager will be included in the review and discussions of the CEs before they are recorded to help avoid management limitations and keep selection opportunities open.

OCTA has contracted the following consulting firms to support Preserve management:

(1) Glenn Lukos Associates (GLA) to provide biological monitoring, oversee implementation of the approved invasive species management plans (ISMPs), assist with public outreach events, and general program needs including CE support.

(2) RECON Environmental to support general Preserve stewardship including maintenance of access roads, tree trimming, and control of public access. RECON will also be assisting with updating the RMPs.

(3) High Level Security Services (HLSS) to assist with patrol of the Preserves to help deter trespassing, vandalism and provide enforcement as needed.

(4) Guida Surveying Inc. to perform property surveying services.

Most notably, comprehensive vegetation mapping as well as updated invasive species mapping was completed for all seven Preserves and focused monitoring efforts continued for the 2022 Coastal Fire burn area. Maintenance activities included (but were not limited to) annual vegetation maintenance (related to fire prevention and invasive species removal), and fencing, gate and sign repairs. In addition, OCTA hosted numerous Preserve-specific outreach events to educate the public about property value and public access. A volunteer acorn collecting and planting event also occurred in November. OCTA will continue to offer managed access for many of its Preserves consistent with the approved RMPs.

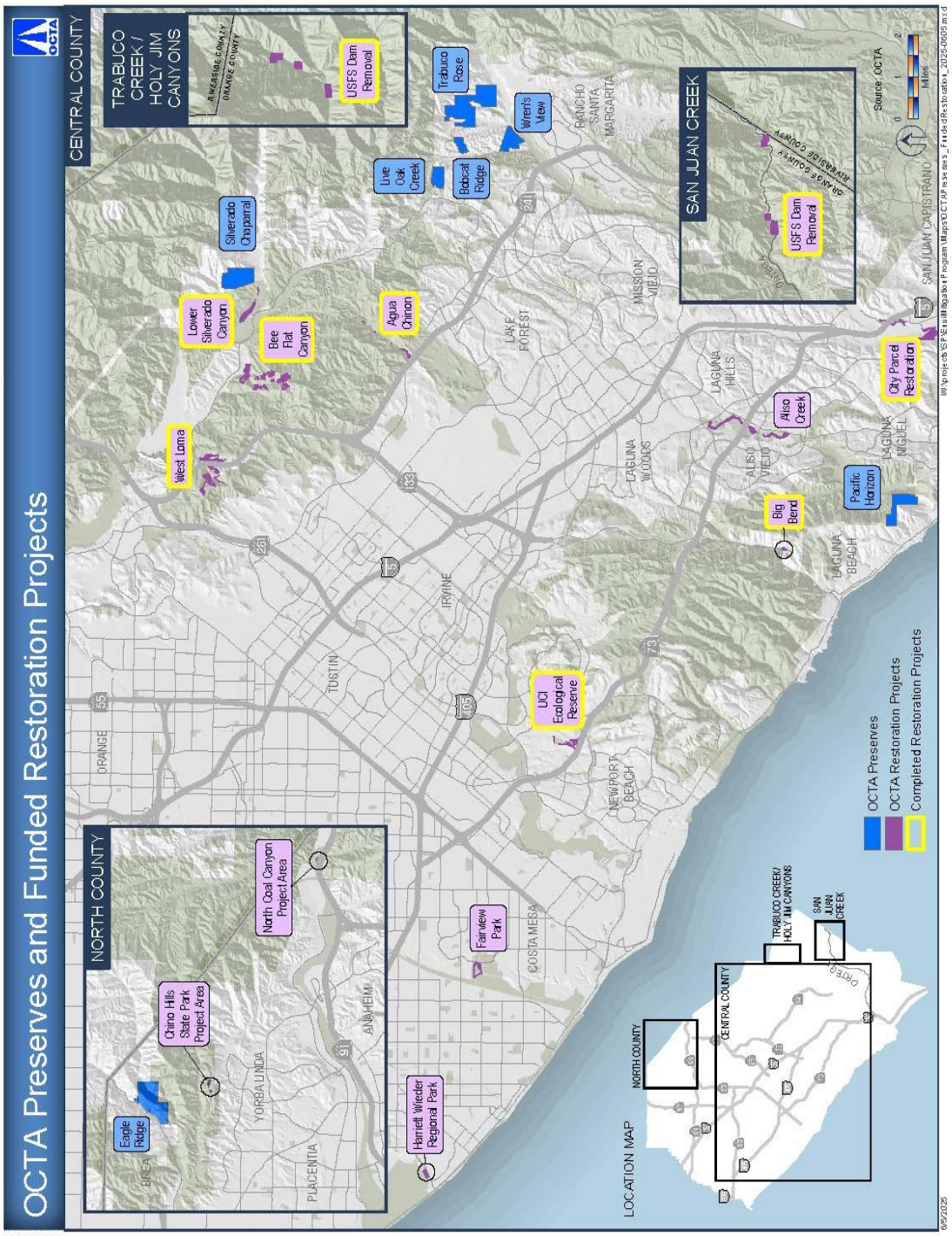
[1] The acreage of natural habitat preserved is based on best available information used during the preparation of RMPs and may be slightly different from acreages reported in the M2 NCCP/HCP.

OCTA-Funded Restoration Projects

OCTA has approved funding for 13[2] restoration projects (including a dam removal project) that will result in over 350 acres of restored habitats and improvements to habitat functions for Covered Species. The restoration projects occur throughout the Plan Area in core habitat areas and within key habitat linkages and riparian corridors (see Figure 1). The restoration projects are on lands that are currently managed and will enhance habitat for Covered Species. OCTA is working with the restoration project sponsors to complete implementation and monitoring of the restoration activities. At completion, the restoration projects must meet their success criteria to achieve sign-off from the Wildlife Agencies. To date, eight of the 13 restoration projects have obtained sign-off. The remaining five restoration projects are at different stages of this process. Additionally, some of these restoration projects were delayed due to issues such as drought.

[2] Previous annual reporting stated that there were 12 restoration projects. One of the restoration projects (Irvine Ranch Conservancy) is comprised of two distinct geographical areas and thus are reported as two projects. Moving forward, 13 restoration projects will be referenced to keep consistent with other OCTA reports.

Figure 1 – OCTA M2 NCCP/HCP Preserves and Funded Restoration Projects



Additional Conditions for Coverage

As part of the Conservation Analysis (Chapter 6) in the Plan, there are two Covered Species, arroyo chub (*Gila orcutti*) and MSD, noted for additional conditions for coverage which are above and beyond the acquisition of the OCTA Preserves and funding of restoration projects. In 2022, the OCTA-funded USFS Dam Removal restoration project was completed and approved. This restoration project satisfied the conditions for coverage of arroyo chub.

OCTA is currently implementing an MSD restoration/enhancement project at the Pacific Horizon Preserve. This project is intended to expand the existing population and meet the criteria needed to achieve coverage for this species. Additional information pertaining to these efforts is included in Chapter 3.2.4.1 Pacific Horizon Management and Monitoring Summary. If this project does not successfully meet the MSD set requirements, OCTA will fund a separate restoration project within Orange County.

Public Outreach

OCTA is committed to transparency in how the M2 funds have been and are being used to implement the Plan and the broader Environmental Mitigation Program (EMP). OCTA has conducted a variety of public outreach activities aimed at informing and engaging the public on the overall EMP as well as Preserve-specific issues and events. These have included public meetings during the preparation of the Preserve RMPs, maintaining a website with information and documents related to the program, and engaging in various outreach efforts. In 2024, OCTA participated in two EMP public outreach events and 8 Preserve-specific public outreach events.

Plan Funding

The primary source of funding for the Plan derives from the M2 transportation sales tax designed to raise money to improve Orange County's transportation system. As part of the M2 sales tax initiative, at least five percent of the revenues from the freeway program will be set aside for the M2 EMP revenues. There are sufficient funds available through the M2 EMP to cover the implementation of the Plan. OCTA is currently in a 12 - 15 year process (target of fiscal year 2027/2028) to accumulate and establish, in perpetuity, an endowment that will provide a long-term funding source to cover ongoing Preserve management and monitoring, adaptive management, and responses to changed circumstances. The current M2 EMP revenue stream is used to cover Plan implementation and administration until the endowment is fully funded.

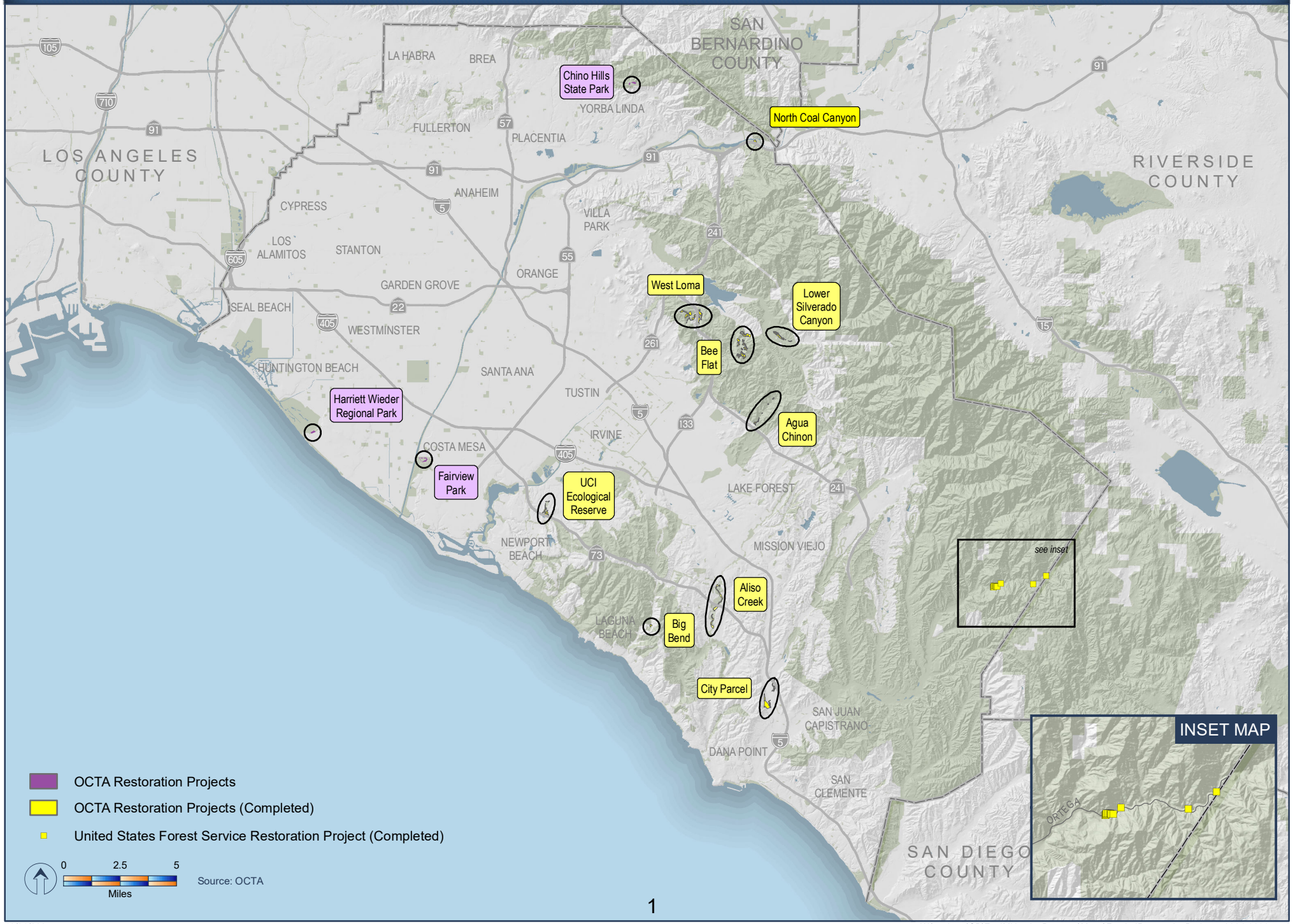
Plan Administration

OCTA is responsible for implementing the Plan and staffing an NCCP/HCP Administrator position. OCTA has designated Lesley Hill as the NCCP/HCP Administrator. Her role includes overseeing Preserve management and monitoring, coordinating with restoration project sponsors, serving as the primary point of contact with the Wildlife Agencies, ensuring avoidance and minimization measures are implemented pursuant to the Plan, tracking impacts and conservation, assisting with public outreach, and preparing this annual report.

The Plan outlines how modifications and minor/major amendments can be made to the Plan. In response to unauthorized maintenance activities by Southern California Edison (SCE) on two OCTA Preserves, a minor amendment to the Plan has been proposed to document utility poles and maintenance areas within various Preserves. Coordination with SCE began in 2020, resulting in an access agreement and easements for affected infrastructure (excluding Bobcat Ridge). Easements are expected to be recorded in 2025. Additionally, SCE must obtain a Coastal Development Permit (CDP) from the California Coastal Commission for past and ongoing activities at the Pacific Horizon Preserve, where some poles are planned for removal to reduce impacts. The CDP process, delayed by the 2022 Coastal Fire, is ongoing as SCE gathers necessary information. No major amendments to the Plan are proposed.

Funded Restoration Projects Map

ATTACHMENT C



10/21/2025

OCTA - Orange County Transportation Authority | UCI - University of California, Irvine

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OCTA M2 EMP Funded Restoration Projects Status Table

Project Name	Sponsor/ Geographic Area	Cost	Approximate Acreage and Habitat Types	Land Protection Document Type/Status	Year Began	Project Status
Big Bend	Laguna Canyon Foundation/ Laguna Beach	$87,500	3.7 Coastal sage scrub (CSS) and riparian woodland	Restrictive Covenant/ Complete	2011	Signed off 2017
City Parcel/ 2C Ranch	San Juan Capistrano	$1,500,000	53 CSS, native grassland, oak woodland, and riparian	Restrictive Covenant/ Complete	2011	Signed off 2018
UCI Ecological Reserve	Natural Community Coalition/ Irvine	$325,000	8.5 Cactus scrub	Central/Coastal NCCP/HCP Reserve	2011	Signed off 2021
United States Forest Service Dam Removal	United States Forest Service/ San Juan Capistrano and Trabuco Canyon	$185,000	31* Dams, creek bed and riparian	USFS Protected Lands	2018	Signed off 2022
Bee Flat Canyon	Irvine Ranch Conservancy/ Irvine	$1,597,860*	90.1* (84 acres Bee Flat/6.1 acres Agua Chinon) chaparral, CSS, native grassland, riparian, and woodland	Restrictive Covenant/Complete	2011	84 acres Signed off 2020
Agua Chinon				Central/Coastal NCCP/HCP Reserve Land Protection Document Pending Corps approval (County area 0.31 acre)	2011	6.1 acres Signed off 2023 (Wildlife Agencies) 0.83 acres (The Irvine Company portion) Signed off 2023 (Corps) 0.31 acres (County) pending Corps legal requirements

OCTA M2 EMP Funded Restoration Projects Status Table

Project Name	Sponsor/ Geographic Area	Cost	Approximate Acreage and Habitat Types	Land Protection Document Type/Status	Year Began	Project Status
Lower Silverado Canyon	Irvine Ranch Conservancy/County of Orange	$1,414,435*	28.4* Riparian	Conservation Easement/ Complete	2014	Signed off 2023
West Loma	Irvine Ranch Conservancy/County of Orange	$1,454,570*	62.4* CSS and riparian	Conservation Easement/portion covered by a Restrictive Covenant/ Complete	2013	Signed off 2024
North Coal Canyon	RECON Environmental, Inc./ Yorba Linda	$247,500	5.5 CSS	Restrictive Covenant/ Conserved by the Land and Water Conservation Fund (LWCF)	2019	Signed off 2025
Aliso Creek	Laguna Canyon Foundation/ Laguna Niguel	$1,482,100*	55 Riparian	Restrictive Covenant/Complete	2015	Signed off 2025
Harriett Weider Regional Park	Bolsa Chica Conservancy/ Huntington Beach	$475,000	8.2 CSS, native grassland, and riparian	Restrictive Covenant/Complete	2016	Pending (anticipated 2026)
Fairview Park	Costa Mesa	$2,000,000	23 CSS, native grassland, riparian, and wetland	Needed	2011	Pending
Chino Hills State Park	Habitat Restoration Sciences, Inc./ Yorba Linda	$193,000	11 Cactus scrub	Conserved by the LWCF	2020	Pending (anticipated 2026)

Approximate acreage is subject to change and may be adjusted slightly once the restoration work is completed.
Shaded cells indicate the project is complete and has obtained “sign off” from the Wildlife Agencies.
*Amounts depicted in the table were revised/amended pursuant to the OCTA Board approved contracting procedures.

Acronyms
Board – Board of Directors
Corps - United States Army Corps of Engineers
EMP - Environmental Mitigation Program
M2 – Measure M2
NCCP/HCP - Natural Community Conservation Plan/Habitat Conservation Plan
OCTA – Orange County Transportation Authority
UCI – University of California, Irvine
USFS – United States Forest Service

Updated October 2025

OCTA Existing and Proposed Restoration Areas at Fairview Park

ATTACHMENT D



11/12/2025

OCTA - Orange County Transportation Authority

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COMMITTEE TRANSMITTAL

December 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Comprehensive Transportation Funding Programs Semi Annual Review – September 2025

Regional Transportation Planning Committee Meeting of December 1, 2025

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

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

A. Approve the requested adjustments to the Comprehensive Transportation Funding Programs projects.

B. Approve an exception to the Comprehensive Transportation Funding Programs guidelines for Environmental Cleanup Program Tier I projects to grant additional timely use of funds extensions.

OCTA

December 1, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Comprehensive Transportation Funding Programs Semi-Annual Review – September 2025

Overview

The Orange County Transportation Authority recently completed the September 2025 semi-annual review of projects funded through the Comprehensive Transportation Funding Programs. This process includes a review of the delivery status of Measure M2 grant-funded projects and provides an opportunity for local jurisdictions to update project information and request project modifications. Staff has evaluated the requests, and the recommended project adjustments are presented for Board of Directors' review and approval.

Recommendations

A. Approve the requested adjustments to the Comprehensive Transportation Funding Programs projects.

B. Approve an exception to the Comprehensive Transportation Funding Programs guidelines for Environmental Cleanup Program Tier I projects to grant additional timely use of funds extensions.

Background

The Comprehensive Transportation Funding Programs (CTFP) is the mechanism that the Orange County Transportation Authority (OCTA) uses to administer and monitor funding for the streets and roads (Projects O and Q), signal synchronization (Project P), transit (Projects S, U, V, and W), and water quality (Project X) programs. The CTFP guidelines provide local jurisdictions with comprehensive information for pursuing, administering, and delivering the various transportation funding grants. A summary of the basic program objectives within the CTFP guidelines is provided in Attachment A.

Every six months, OCTA works with representatives from the local jurisdictions, as needed, to review the status of CTFP projects and proposed project change requests. This process is known as the semi-annual review. The primary purpose of the semi-annual review process is to promote the timely use of Measure M2 (M2) grants awarded to support local projects. This is achieved by reviewing individual project status, assessing the continued viability of projects, addressing local jurisdiction concerns, confirming availability of local match funds, and ensuring timely closeout of all projects funded through the CTFP. For this review period, local jurisdictions were required to submit updates and requests for project changes by September 12, 2025.

Discussion

The September 2025 semi-annual review project adjustments include the following:

- Two requests for project delays for 2024 Environmental Cleanup Tier 2 projects,
- Eleven requests for timely use of funds extensions for Regional Capacity Program and Regional Traffic Signal Synchronization projects,
- Five requests for timely use of funds extensions for ongoing environmental cleanup operations and maintenance (O&M) phases,
- Nine requests for project scope changes for Regional Traffic Signal Synchronization and environmental cleanup projects, and
- One request for transfer of funds for a Regional Traffic Signal Synchronization project.

Local jurisdictions identified several reasons justifying the need for project adjustments, including increased permitting requirements and environmental reviews, internal staffing changes, procurement delays, environmental assessment delays, delays in agency review and comments processes, funding constraints, cost savings, improved project benefits, and construction challenges.

Staff is recommending Board of Directors' (Board) approval of the 28 project adjustments listed above. Additional information on these adjustments is included in Attachment B, which outlines all local jurisdiction requests and Attachment C, which provides a narrative of the requests. The number of changes requested for competitively funded grants represents nine percent of the active projects funded through the CTFP.

Board approval is also requested to authorize an exception to the CTFP guidelines regarding the timely use of funds extensions for five Environmental Cleanup Program (ECP) Tier I grants (Project X). The exception pertains to the ten-year maximum timeframe for fulfilling the local match requirement through O&M costs incurred by the local jurisdictions to maintain the ECP-funded improvements. For earlier Project X Tier I allocations, jurisdictions were permitted to use ongoing O&M as an eligible local match, either in lieu of or in addition to a cash contribution. Due to inadequate city labor, documentation that impacted the total reportable O&M costs for the City of Buena Park (Buena Park), and funding constraints that limited the frequency of maintenance activities for the City of Huntington Beach (Huntington Beach), it has taken these jurisdictions longer than the ten-year expectation established in the CTFP guidelines to meet their O&M in-kind match requirement. The requested exception acknowledges these extenuating circumstances, and if approved, will grant Buena Park and Huntington Beach an additional five years to meet their respective local match requirements for the five ECP grants. Granting this extension recognizes the cities' demonstrated commitment to maintaining ECP-funded improvements and ensures that the intent of the local match requirement is fulfilled despite administrative and resource challenges. OCTA has previously approved similar requests under comparable circumstances from the City of Brea (Brea), where Brea was allowed an additional 12 years to fulfill their match requirement due to operational challenges.

M2 CTFP Summary

The M2 CTFP summary table provided below includes an overview of the status of M2 CTFP-funded projects by phase and funding allocation amount. The table also documents the same information that was provided based on the March 2025 semi-annual review, for comparison purposes.

M2 CTFP Summary Table				
Project Status	March 2025 Semi-Annual Review		September 2025 Semi-Annual Review	
	Project Phases	Allocations (in millions)	Project Phases	Allocations [1] (after adjustments)
Planned [2]	62	$86.9	73	$104.6
Started [3]	123	$196.8	120	$201.8
Pending [4]	125	$129.8	115	$111.2
Completed [5]	482	$243.5	506	$273.5
Cancelled [6]	77	$85.0	78	$88.7
Total	869	$742.0	892	$779.8

1. Allocations in millions, subject to change pending final reconciliation.

2. Planned - indicates that funds have not been obligated and/or are pending contract award.

3. Started - indicates that the phase is underway, and funds are obligated.

4. Pending - indicates that phase work is completed, and final report submittal/approval is pending.

5. Completed - indicates that phase work is complete, the final report is approved, and final payment has been made.

6. Cancelled - indicates that the phase work will not be completed, and project savings will be returned to the program.

* Note: the project phase and allocations listed above are subject to frequent and regular changes primarily due to project status updates, final reconciliations, and project closeout processes.

Key items of note for the CTFP for this semi-annual review cycle are:

- Since the inception of M2, OCTA has programmed over $779.8 million in competitive funds through the September 2025 semi-annual review period, including approximately $37.8 million in state and federal funds.

- Total accumulated project savings, since inception, are estimated to be approximately $107.1 million. These savings have been returned to M2 source programs and are used to support future funding cycles, as appropriate. Cost savings from delivered projects are realized for various reasons such as quantity adjustments and minor construction modifications.

- As of the drafting of this report, 621 individual project phases (115 pending plus 506 completed noted in the above table) have been completed. This represents a 76 percent project delivery rate (excluding cancelled projects) for all projects that have been granted funds.

- In the last six months, 24 project phases were completed while two project phases were started.

- Another 193 project phases, or 24 percent, are considered currently active (120 started and 73 planned).

Based on the CTFP guidelines, the recommended project adjustments identified in this staff report are appropriate and necessary. The local agency-requested adjustments have also been reviewed by the OCTA Technical Advisory Committee (TAC), and no comments have been received to date.

Next Steps

Pending approval by the Board, staff will monitor the implementation of the actions included in this report through future semi-annual review cycles, typically reported biannually.

Summary

Consistent with the semi-annual review process, staff has reviewed all active M2 CTFP-funded project phases and is recommending approval of all proposed project adjustments.

Attachments

A. Measure M2 Comprehensive Transportation Funding Programs
B. Comprehensive Transportation Funding Programs, September 2025 Semi-Annual Review Adjustment Request Descriptions
C. Comprehensive Transportation Funding Programs, September 2025 Semi-Annual Review Adjustment Requests

Prepared by:

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Approved by:

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ATTACHMENT A

Measure M2 Comprehensive Transportation Funding Programs

Comprehensive Transportation Funding Programs (CTFP)

The Orange County Transportation Authority's (OCTA) CTFP represents a collection of competitive Measure M2 (M2) funding programs, which are awarded to Orange County local jurisdictions to assist in funding streets and roads, transit, and transportation-related environmental cleanup and improvement efforts.

Each program within the CTFP has a specific objective, funding source, and set of selection criteria. Applications for the CTFP competitive programs are submitted during calls for projects (call). Each funding program has its own call cycle with some calls occurring annually (and others occurring less frequently), depending upon local jurisdiction interest, funding availability, and transportation needs within the County. OCTA staff and various technical committees review, vet, and develop funding recommendations for each call prior to submittal to the OCTA Board of Directors for final input, review, and approval of programming recommendations.

A brief summary of each of the competitive M2 funding programs included in the CTFP is provided below.

Regional Capacity Program

The Regional Capacity Program (Project O) is a competitive program, which funds improvements to the County's Master Plan of Arterial Highways (MPAH). The MPAH is the County's backbone arterial highway network, and Project O supports roadway construction and widenings, intersection improvements, and arterial highway to freeway transitions.

Regional Traffic Signal Synchronization Program

The Regional Traffic Signal Synchronization Program (Project P) is a competitive program, which provides funding to implement multi-jurisdictional signal synchronization projects to provide drivers a better travel experience by reducing travel times, stops, and delays. The overall goal of the program is to regularly coordinate 2,000 signals along 750 miles of the County's roadway network.

Transit Extensions to Metrolink

The Transit Extensions to the Metrolink Program (Project S) is a competitive program, which provides funds to local jurisdictions to enhance their regional transit capabilities through creation of new connections between residential/employment centers and the existing Metrolink system.

Community-Based Transit Circulators

The Community-Based Transit Circulators Program (Project V) provides competitive funds to local jurisdictions to develop and implement local transit services, such as community-based circulators, shuttles, bus trolleys, and other shared-ride services, which both complement regional bus and rail services, and also meets needs in areas not adequately served by regional transit.

Safe Transit Stops

The Safe Transit Stops Program (Project W) allocates funds to eligible local jurisdictions so they can implement passenger amenity improvements (i.e., constructing or improving shelters, providing new and/or additional seating, waste receptacles, signage, etc.) at the 100 busiest transit stops in the County.

Environmental Cleanup Program

The Environmental Cleanup Program (Project X) provides competitive funds for water quality improvement projects that address transportation-generated pollution. Project X is a two-tiered funding program with Tier 1 projects mitigating the more visible forms of pollution (i.e., trash and debris) that accumulate on county roadways. The Tier 2 component of the program provides funding for multi-jurisdictional projects focused on implementing large-scale best management practices construction projects.

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Comprehensive Transportation Funding Programs
September 2025 Semi-Annual Review Adjustment Request Descriptions

Delays

Local jurisdictions may request a one-time delay of up to 24 months to obligate funds. During the September 2025 semi-annual review cycle, the following delay requests were submitted:

The City of Anaheim (Anaheim) is requesting a 24-month delay for the construction (CON) phase for the State College Boulevard Stormwater Capture and Conveyance Project (24-ANAH-ECP-4095) due to increased permitting requirements from the Orange County Flood Control District.

The City of San Clemente (San Clemente) is requesting a 24-month delay for the CON phase of the Poche Beach Water Reclamation Project (24-SCLM-ECP-4097) due to the time constraints of going through multiple jurisdictions including the City of Dana Point, OC Parks, Orange County Flood Control District, Metrolink, South Orange County Wastewater Authority, the California Coastal Commission, and the Regional Water Quality Control Board for permitting and environmental reviews.

Timely Use of Funds Extensions

Once obligated, the Comprehensive Transportation Funding Programs (CTFP) funds must be used within a certain timeframe based on the contract award or the encumbrance date. Local agencies may request an extension(s) of up to 24 months, if needed. During this semi-annual review cycle, the following CTFP timely use of funds extension requests were submitted:

The City of La Habra is requesting a 24-month timely use of funds extension for the primary implementation (IMP) phase and operations and maintenance (O&M) phase of the Euclid Street Regional Traffic Signal Synchronization Program (RTSSP) Project (22-LHAB-TSP-4023) due to staffing changes that disrupted the on-time achievement of major project milestones including signal timing efforts, "Before and After" studies, design efforts for the proposed improvements, and the O&M Phase.

The County of Orange is requesting a 12-month timely use of funds extension for the engineering (ENG) phase of the Los Patrones Parkway Extension (21-ORCO-ACE-3991) to allow for sufficient time to complete final closeout of the project.

The Orange County Transportation Authority (OCTA), as administrative lead for the cities of Irvine, Lake Forest, and Laguna Hills, is requesting a 24-month timely use of funds extension for the IMP phase of the Bake Parkway and Rockfield Boulevard RTSSP Project (22-OCTA-TSP-4022) due to unforeseen delays in equipment procurement and contractor availability needed to complete the project.

OCTA, as administrative lead for the County of Orange and the cities of Dana Point, Laguna Nigel, and Mission Viejo, is requesting a 24-month timely use of funds extension for the IMP phase of the Crown Valley Parkway RTSSP Project (22-OCTA-TSP-4024)

due to unforeseen delays in equipment procurement and contractor availability needed to complete the project.

OCTA, as administrative lead for the cities of Dana Point, Laguna Hills, and Laguna Niguel, is requesting a 24-month timely use of funds extension for the IMP phase of the Moulton Parkway RTSSP Project (22-OCTA-TSP-4025) due to unforeseen delays in equipment procurement and contractor availability needed to complete the project.

The City of Orange is requesting a 24-month timely use of funds extension for the ENG phase of the Cannon Street Widening Project from Santiago Canyon Road to Serrano Avenue (21-ORNG-ACE-3994) due to an extended environmental review process of the Mitigated Negative Declaration to adhere to California Environmental Quality Act guidelines and internal staffing transitions.

The City of Yorba Linda (Yorba Linda) is requesting a 24-month timely use of funds extension for the ENG phase of the Yorba Linda Boulevard Widening Project (20-YLND-ACE-3971) due to an extended review of the design plans and a final round of comments.

Yorba Linda is requesting a 24-month timely use of funds extension for the ENG phase of the Savi Ranch Parkway Improvement Project (22-YLND-ICE-4021) due to an extended internal review of the design plans and a final round of comments.

Yorba Linda is requesting a 24-month timely use of funds extension for the IMP and O&M phases of the Yorba Linda Boulevard/Weir Canyon Road Corridor RTSSP Project (22-YLND-TSP-4026) due to delays in equipment procurement.

Project X Tier I In-Kind O&M Timely-Use of Funds Extensions

For older Project X Tier I allocations, ongoing O&M for projects was allowed to be pledged as a match in lieu of (or in addition to) a cash match. The O&M implementation time frame has traditionally been set to a maximum of ten years.

During the semi-annual review, the cities of Buena Park and Huntington Beach submitted in-kind O&M timely use of funds extension requests to go beyond the ten-year maximum.

The City of Buena Park (Buena Park) requested an extension for the following projects due to omitting agency staff time expenses that lacked adequate supporting documentation. Without these expenses, Buena Park has fewer reportable costs towards meeting the local match requirement and therefore requires additional time to fulfill the respective in-kind obligations. Buena Park will revise its internal tracking procedures to accurately capture internal staff time directly tied to each respective project.

- Buena Park G2 Full Capture System Installation (13-BPRK-ECP-3684)
- G2 Full Capture Catch Basin Insert (14-BPRK-ECP-3744)
- G2 Full Capture Basin Insert Project (15-BPRK-ECP-3757)

- City of Buena Park G2 Full Capture Catch Basin Insert Project (16-BPRK-ECP-3849)

The City of Huntington Beach (Huntington Beach) requested an extension for the following projects due to storm water maintenance funds being reallocated to address flood prevention and infrastructure upgrades. Huntington Beach has since reallocated funds to meet the in-kind match requirements.

- McFadden Avenue/Edwards Street/Heil Avenue/Algonquin Street Catch Basin Retrofit (11-HBCH-ECP-3573)
- Huntington Beach Catch Basin Retrofit Project (14-HBCH-ECP-3742)

The proposed extension for the aforementioned projects is for an additional five years, allowing the cities of Buena Park and Huntington Beach sufficient time to meet their match requirements. As part of this adjustment, OCTA Board of Directors' approval is requested for a waiver to the CTFP guidelines, which currently limit in-kind O&M match to a maximum of ten years.

Scope Changes

Local jurisdictions may request scope changes for CTFP projects if they can assure that project benefits as committed to in the initial application can still be delivered. During this semi-annual review cycle, the following scope change requests were submitted. OCTA staff reviewed each scope change to assure that the adjustments meet the scoring criteria of the original applications.

Anaheim is requesting a scope change for the CON phase of the State College Boulevard Stormwater Capture (24-ANAH-ECP-4095) to shorten the length of repurposed sewer pipe to approximately 4,000 linear feet, relocate infiltration wells closer to the diversion south of Ball Road, and reduce the number of infiltration wells from 20 to seven. The modifications will improve project benefits through a faster rate of water treatment in better performing soil. Anticipated project savings will be returned to the M2 program.

The City of Irvine is requesting a scope change for the IMP phase of the Irvine Boulevard/Trabuco Road RTSSP Project (23-IRVN-TSP-4047) to supplement existing time-of-day plans to be activated when certain conditions are met. No additional funds are requested.

OCTA, as administrative lead for the cities of Costa Mesa, Irvine, and Tustin, is requesting a scope change for the IMP phase of the Red Hill Avenue Corridor RTSSP project (19-OCTA-TSP-3939) to remove fiber optics cable, conduit, pull boxes, detection and traffic equipment, and networking and video equipment from eight locations, and add wiring and splicing, pull boxes, pedestrian equipment, vehicle detection, and fiber optic cables to 11 locations. The scope change is requested due to existing field conditions that were not favorable to installation of the video detection system and utility conflicts that prevented installations.

OCTA, as administrative lead for the cities of Irvine, Laguna Hills, and Lake Forest, is requesting a scope change for the IMP phase of the Lake Forest Drive RTSSP Project (19-OCTA-TSP-3940) to add three signal intersections through an agreement with the California Department of Transportation (Caltrans) that improves the project benefits.

OCTA, as administrative lead for the cities of Aliso Viejo, Laguna Nigel, and Laguna Woods, is requesting a scope change for the IMP phase of the Aliso Creek Road RTSSP Project (19-OCTA-TSP-3941) to add two signal intersections through an agreement with Caltrans that improves the project benefits.

OCTA, as administrative lead for the cities of Huntington Beach, Santa Ana, Tustin, and Westminster, and the County of Orange, is requesting a scope change for the IMP phase of the First Street/Bolsa Avenue RTSSP Project (21-OCTA-TSP-4002) to remove signal performance measure licenses, controller and ethernet switch, video detection system, uninterruptable power supply, 50 feet of conduit, 800 feet of conduit, splicing hardware, and Southern California Edison fees from seven locations, and add switch, wireless cellular router, video detection system, controller, splicing of interconnect cable, pull boxes, conduits, and fiber optic cables to 20 locations. During construction, it was determined to be unfeasible to install conduit at a location, so the listed changes are needed to address the communication gap.

The County of Orange is requesting a scope change for the CON phase of the 2024 Orange County Debris Boom Project (24-ORCO-ECP-4085) to reduce the number of trash booms from four to three, due to additional United States Army Corps of Engineers Section 408 permitting requirements. The modification will reduce the drainage area in priority land uses by 1,175 acres by eliminating the Coyote Creek Channel installation location, reducing estimated project costs from $360,000 to $265,750, and in turn, reducing the anticipated eligible CTFP allocation to $212,600.

San Clemente is requesting a scope change to the CON phase of the Poche Beach Water Reclamation Project (24-SCLM-ECP-4097) to construct a low-flow diversion to send dry-weather flows to the San Juan Creek Ocean Outfall which will improve the water quality of Poche Beach and maintain the expected project benefits through the completion of Phase I of the project. During planning, it was determined that the dry weather flow diversion through microfiltration reverse osmosis needs to occur after initial water quality diversion construction.

The City of Santa Ana is requesting a scope change to the CON phase of the 10th Street and Flower Street Stormwater Capture Project (24-SNTA-ECP-4092) to remove one bioretention basin, increase the size of the underground infiltration system, and relocate a curb inlet catch basin to reduce project costs while maintaining project benefits.

Transfers

The CTFP guidelines allow jurisdictions to request to transfer up to 100 percent of savings of funds between subsequent phases or years within a project. Funds can only be transferred to a phase or year that has already been awarded competitive funds. Such requests must be made prior to the acceptance of a final report and submitted as part of the semi-annual review process. During this review cycle, the following transfer requests were submitted due to the need to utilize project savings:

OCTA, as administrative lead for the cities of Irvine, Laguna Hills, and Lake Forest is requesting to transfer project savings of $160 from the IMP phase to the O&M phase of the Lake Forest Drive RTSSP Project (19-OCTA-TSP-3940).

ATTACHMENT C

Comprehensive Transportation Funding Programs
September 2025 Semi-Annual Review Adjustment Requests

Delay Requests*									
No.	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Grant	Proposed Delay (Months)	Proposed FY
1	Anaheim	24-ANAH-ECP-4095[1]	X[†]	State College Boulevard Stormwater Capture and Conveyance Project	CON	25/26	$1,500,000	24	27/28
2	San Clemente	24-SCLM-ECP-4097[2]	X[†]	Poche Beach Water Reclamation Project	CON	25/26	$2,500,000	24	27/28
						Delays (Two) - Total Phase Grants	**$4,000,000**		

*Once obligated, Comprehensive Transportation Funding Programs funds typically expire 36 months from the contract award date. Local jurisdictions may request up to an additional 24 months to obligate funds.

For the Environmental Cleanup Program (Project X), delays are only permitted for projects funded through the Tier 2 grant program.

[†] ECP Tier 2

Reasons for Project Adjustments

1. Increased permitting requirements from Orange County Flood Control District

2. Permitting and environmental review through multiple jurisdictions (City of Dana Point, Orange County Parks, Orange County Flood Control District, Metrolink Southern California Coastal Railway Authority, South Orange County, Wastewater Authority,

California Coastal Commission, and Regional Water Quality Control Board)

Timely Use of Funds Extension Requests - Comprehensive Transportation Funding Programs*								
No.	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Grant	Proposed Time Extension (Months)
1	La Habra	22-LHAB-TSP-4023[1]	P	Euclid Street Regional Traffic Signal Synchronization Project	IMP	22/23	$ 4,702,773	24
2	La Habra	22-LHAB-TSP-4023[1]	P	Euclid Street Regional Traffic Signal Synchronization Project	O&M	23/24	$ 258,240	24
3	County of Orange	21-ORCO-ACE-3991[2]	O	Los Patrones Parkway Extension	ENG	21/22	$ 1,875,000	12
4	OCTA[†]	22-OCTA-TSP-4022[3]	P	Bake Parkway and Rockfield Boulevard Regional Traffic Signal Synchronization Program Project	IMP	22/23	$ 2,340,580	24
5	OCTA[††]	22-OCTA-TSP-4024[3]	P	Crown Valley Parkway Regional Traffic Signal Synchronization Program Project	IMP	22/23	$ 2,229,273	24
6	OCTA[±]	22-OCTA-TSP-4025[3]	P	Moulton Parkway Regional Traffic Signal Synchronization Program Project	IMP	22/23	$ 2,507,653	24
7	Orange, City of	21-ORNG-ACE-3994[4]	O	Cannon Street Widening - Santiago Canyon Road to Serrano Avenue	ENG	21/22	$ 618,750	24
8	Yorba Linda	20-YLND-ACE-3971[5]	O	Yorba Linda Boulevard Widening	ENG	22/23	$ 1,636,500	24
9	Yorba Linda	22-YLND-ICE-4021[6]	O	Savi Ranch Parkway Improvement Project	ENG	22/23	$ 227,624	24
10	Yorba Linda	22-YLND-TSP-4026[3]	P	Yorba Linda Boulevard RTSSP	IMP	22/23	$ 3,520,333	24
11	Yorba Linda	22-YLND-TSP-4026[3]	P	Yorba Linda Boulevard RTSSP	O&M	23/24	$ 177,120	24
				Timely Use of Funds Extension Requests (Ten) - Total Phase Grants			**$ 20,093,846**	

*Once obligated, Comprehensive Transportation Funding Programs funds expire 36 months from the contract award date. Local agencies may request extension(s) of up to an additional 24 months.

[†] Project led by OCTA as requested by participating agencies: cities of Irvine, Lake Forest, and Laguna Hills

[††] Project led by OCTA as requested by participating agencies: cities of Dana Point, Laguna Niguel, Mission Viejo, and County of Orange

[±] Project led by OCTA as requested by participating agencies: cities of Dana Point, Laguna Hills, and Laguna Niguel

Reason for Project Adjustment

1. Staffing changes
2. Insufficient time for project closeout
3. Equipment procurement delays
4. Extended city environmental review process and staffing transitions
5. Delay in city review and comments
6. Delay in city final constructability review process

Extension Requests - Project X Tier I In-Kind Operations & Maintenance Match Commitment									
No.	Agency	Project Number	Project	Project Title	Phase	O&M In-Kind Match Commitment	O&M Remaining Balances	Current Expenditure Deadline	Proposed Time Extension
1	Buena Park[1]	13-BPRK-ECP-3684	X	Buena Park G2 Full Capture System Installation	O&M	$ 90,733	$ 23,441	3/11/2025**	5 years
2	Buena Park[1]	14-BPRK-ECP-3744	X	G2 Full Capture Catch Basin Insert	O&M	$ 74,340	$ 18,121	2/24/2026**	5 years
3	Buena Park[1]	15-BPRK-ECP-3757	X	G2 Full Capture Basin Insert Project	O&M	$ 76,230	$ 21,723	8/25/2026**	5 years
4	Buena Park[1]	16-BPRK-ECP-3849	X	City of Buena Park G2 Full Capture Catch Basin Insert Project	O&M	$ 111,050	$ 61,966	7/24/2027**	5 years
5	Huntington Beach[2]	14-HBCH-ECP-3742	X	Huntington Beach Catch Basin Retrofit Project	O&M	$ 103,397	$ 18,944	7/3/2025**	5 years
In-Kind O&M Match Commitment Extensions (Five) - Total Phase Grants						**$ 455,751**			

*For older Project Tier I allocations, ongoing O&M for the project was allowed to be pledged as match in lieu of (or in addition to) cash contributions. The O&M implementation timeframe has traditionally been ten years. These requests, if approved, would provide the listed agencies five years to deliver on their O&M match contributions.

** OCTA Board of Directors' approval is requested for a waiver to the Comprehensive Transportation Funding Programs guidelines, which currently limit in-kind O&M match to a maximum of ten years.

Reason for Project Adjustment

1. Inadequate record keeping for related internal staff time
2. Funding constraints for storm water maintenance

Scope Change Requests*								
No.	Agency	Project Number	Project	Project Title	Summary of Scope Change	Phase	Current FY	Current Grant
1	Anaheim	24-ANAH-ECP-4095[1]	X	State College Boulevard Stormwater Capture and Conveyance Project	Shorten the length of repurposed sewer pipe to approximately 4,000 linear feet, relocate infiltration wells closer to the diversion south of Ball Road, and reduce number of infiltration wells from 20 to seven.	CON	25/26	$ 1,500,000
2	Irvine	23-IRVN-TSP-4047[2]	P	Irvine Boulevard/Trabuco Road Regional Traffic Signal Synchronization Program Project	Add traffic responsive plans.	IMP	24/25	$ 750,000
3	OCTA[†]	19-OCTA-TSP-3939[3]	P	Red Hill Avenue Corridor RTSSP □	Remove fiber optics cable, conduit, pull boxes, detection and traffic equipment, and networking and video equipment. Add wiring and splicing, pullboxes, pedestrian equipment, vehicle detection, and fiber optic cables.	IMP	20/21	$ 1,613,352
4	OCTA[††]	19-OCTA-TSP-3940[4]	P	Lake Forest Drive Traffic Signal Synchronization Project	Addition of Caltrans agreement that adds three signal intersections to the project.	IMP	20/21	$ 1,395,563
5	OCTA[‡]	19-OCTA-TSP-3941[4]	P	Aliso Creek Road TSSP	Addition of Caltrans agreement that adds two signal intersections to the project.	IMP	20/21	$ 1,103,658
6	OCTA[‡‡]	21-OCTA-TSP-4002[3]	P	First Street/ Bolsa Avenue Regional Traffic Signal Synchronization	Remove city system software and licenses, controllers, video detection, conduit and fiber, supporting splice hardware, and SCE fees. Add switch and wireless cellular router, video detection system, controller, splicing of interconnect cable, pullboxes, conduits, and fiber optic cables. Relocate a conduit.	IMP	21/22	$ 3,499,050
7	County of Orange	24-ORCO-ECP-4085[5]	X	Orange County Debris Boom Project 2024	Reduce number of trash booms from four to three.	CON	24/25	$ 288,000
8	San Clemente	24-SCLM-ECP-4097[6]	X	Poche Beach Water Reclamation Project	Construct a low-flow diversion to send dry-weather flows to the San Juan Creek Ocean Outfall after initial water quality diversion construction	CON	25/26	$ 2,500,000
9	Santa Ana	24-SNTA-ECP-4092[7]	X	10th and Flower Stormwater Capture Project	Remove one bioretention basin, increase size of underground infiltration system, and relocate curb inlet catch basin.	CON	24/25	$ 600,000
							Scope Changes (Nine) - Total Phase Grants	**$ 13,249,623**

*Agencies may request scope changes for Comprehensive Transportation Funding Programs projects so long as the agency can demonstrate substantial consistency and attainment of proposed transportation benefits compared to the original project scope as committed to in the project application. No additional funding is being requested to effectuate the recommended modifications.

[†] Project led by OCTA as requested by participating agencies: cities of Costa Mesa, Irvine, and Tustin

[††] Project led by OCTA as requested by participating agencies: cities of Irvine, Laguna Hills, and Lake Forest

[‡] Project led by OCTA as requested by participating agencies: cities of Aliso Viejo, Laguna Niguel, and Laguna Woods

[‡‡] Project led by OCTA as requested by participating agencies: cities of Irvine, Lake Forest, and Laguna Hills

Reasons for Project Adjustments

1. Better performing soil tested that leads to faster rate of water treatment
2. Conditional plans to supplemental existing time-of-day plans
3. Utility conflicts and poor field conditions
4. Enhanced project benefits
5. Increased project costs and time constraints due to additional USACE Section 408 permitting requirements. Scope reduction decreases eligible CTFP funding.
6. City planning found it necessary to peform dry weather flow diversion after initial water quality diversion construction
7. Cost savings while maintaining projected benefits

Transfer Requests*									
No.	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Grant	Transfer Amount	Proposed Grant
1	OCTA	19-OCTA-TSP-3940[1]	P	Lake Forest Drive Traffic Signal Synchronization Project	IMP	20/21	$ 1,395,563	$ (160)	$ 1,395,403
					O&M	23/24	$ 46,080	$ 160	$ 46,240
Transfer Changes (One) - Total Phase Grants							**$ 1,441,643**		**$ 1,441,643**

*An implementing agency may request to transfer 100 percent of savings between subsequent phases (or years) within a project. Funds can only be transferred to a phase that has already been awarded competitive funds.
Such requests must be made prior to the acceptance of a final report and submitted as part of a semi-annual review process.

† Project led by OCTA as requested by participating agencies: cities of Irvine, Laguna Hills, and Lake Forest

Reasons for Project Adjustments
1. Project savings

Acronyms
Caltrans - California Department of Transportation
CON - Construction
CTFP - Comprehensive Transportation Funding Programs
ECP - Environmental Cleanup Program
ENG - Engineering
FY - Fiscal Year
IMP - Primary Implementation
O&M - Operations and Maintenance
OCTA - Orange County Transportaiton Authority
RTSSP - Regional Traffic Signal Synchronization Program
SCE - Southern California Edison
TSSP - Traffic Signal Synchronization Program
USACE - United States Army Corps of Engineers

COMMITTEE TRANSMITTAL

December 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: 2026 Technical Steering Committee Membership

Regional Transportation Planning Committee Meeting of December 1, 2025

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

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Approve the proposed 2026 Technical Steering Committee membership recommendations.

OCTA

December 1, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 2026 Technical Steering Committee Membership

Overview

The Orange County Transportation Authority Technical Advisory Committee provides feedback and input on Measure M2 local streets and roads-related funding programs and items. The Technical Advisory Committee relies on a Technical Steering Committee to perform an in-depth review of more complex technical items. Proposed 2026 Technical Steering Committee membership recommendations are presented for the Board of Directors' review and approval.

Recommendation

Approve the proposed 2026 Technical Steering Committee membership recommendations.

Background

The Orange County Transportation Authority (OCTA) Technical Advisory Committee (TAC) was established in 1976 under the legislation enabling the creation of the Orange County Transportation Commission, a predecessor agency to OCTA. The TAC is comprised of representatives from all Orange County cities, the County of Orange, and a non-voting representative from the California Department of Transportation.

The TAC provides input regarding the guidelines for the allocation of Measure M2 competitive grant funds. The TAC also provides technical advice on items related to streets and roads, such as the Orange County Long-Range Transportation Plan, Traffic Signal Synchronization Master Plan, and the Master Plan of Arterial Highways updates. The TAC relies on a Technical Steering Committee (TSC) to vet, review, and discuss technical issues before submission to the TAC for final review and consideration.

The TSC consists of nine voting members and one non-voting ex-officio member. Members are approved for nomination by the TAC and appointed by the OCTA Board of Directors (Board). The nine TSC voting member positions include one position from each of Orange County's five supervisorial districts, two at-large positions, and the chair and vice chair positions. The chair and vice chair of the TSC also serve as the chair and vice chair of the TAC. The TSC members serve two-year terms, with the chair and vice chair serving one-year terms, and membership is evaluated as position terms expire. Election to the TSC requires letters of interest from existing TAC representatives, which are reviewed by the president of the City Engineers Association of Orange County (CEAOC) and the TAC/TSC chair, with support from OCTA staff before recommendations are advanced to the TAC for consideration. The final recommendation includes consideration of a balance between small and large jurisdictions and between north and south local agencies.

Discussion

In August 2025, OCTA solicited letters of interest to fill seven TSC vacancies for the 2026 calendar year. Five of the nine TSC positions were open due to expiring terms, which included the chair, vice chair, First District, Fourth District, and one at-large position. Additionally, the Second District representative retired before completing their term, and the current at-large representative from the City of Laguna Niguel resigned to be considered for a leadership position (chair or vice chair). This created a one-year vacancy for the Second District seat and the second at-large position.

Letters of interest from seven eligible TAC members were received. In accordance with OCTA procedures for administering the TSC (Attachment A), the president of the CEAOC and the chair of the TSC/TAC reviewed all letters of interest and, with input from OCTA staff, developed the 2026 TSC membership recommendations (Attachment B).

Consistent with past practice, the vice chair representing the City of Seal Beach is recommended for the 2026 chair position. The representative from the City of Laguna Niguel, currently serving in an at-large position, is recommended to serve as the 2026 vice chair. The First District position is recommended for appointment by the representative from the City of Fountain Valley. The Second District position is recommended for appointment by the representative from the City of Tustin to complete the remainder of the former representative's term. The Fourth District position is recommended for appointment by the representative from the City of Anaheim. The open at-large position is recommended for appointment by the representative from the County of Orange. A vacancy was created in the second at-large position by the recommendation of the current representative from the City of Laguna Niguel to serve as the 2026 vice chair. To fill this vacancy, it is recommended that the representative from the

City of Costa Mesa be appointed to serve the remainder of the resigning representative's current term.

In finalizing these recommendations, the president of the CEAOC and the TSC/TAC chair emphasized the need to maintain a balance between large/small and north/south Orange County cities. The TAC unanimously endorsed the recommendation in October 2025, and this recommendation is now being advanced for Board consideration and approval.

Summary

The TSC provides guidance and direction on major technical issues before presentation to the full TAC. Members of the TSC serve two-year terms, except the chair and vice chair, who serve one-year terms. There are seven positions recommended for appointment in the next calendar year, which include two out-of-cycle positions. The two out-of-cycle positions are recommended for appointment due to the retirement of the current Second District representative and the existing at-large representative from the City of Laguna Niguel being recommended for a TSC leadership position. The recommended appointment list for 2026 TSC membership is presented for Board consideration and approval.

Attachments

A. Technical Steering Committee Policies and Procedures
B. Recommended 2026 Technical Steering Committee Membership List

Prepared by:



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Section Manager, M2 Local Programs
(714) 560-5401

Approved by:



Rose Casey
Executive Director, Planning
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ATTACHMENT A

Technical Steering Committee Policies and Procedures

Overview

The Orange County Transportation Authority's (OCTA) Technical Steering Committee (TSC) is a subcommittee of the OCTA Technical Advisory Committee (TAC). The TAC relies on the TSC to review and discuss technical issues prior to action by the TAC.

The TSC consists of nine voting members and one non-voting ex-officio member. The voting members will be chosen by the TAC and appointed by the OCTA Board of Directors (Board). The non-voting ex-officio member will be a representative of the California Department of Transportation (Caltrans) District 12, as selected by the Caltrans District Director. Of the voting members, there is one position representing each of Orange County's five supervisorial districts, two at-large positions, and the chair and vice chair. The chair and vice chair serve one-year terms, while all other representatives serve two-year terms, with no limit on the number of terms. TSC tenure terms are staggered to ensure continuity and consistency. Current policy states that there are to be no more than two representatives from any district, and there should be a balance between large and small cities.

TSC Membership Process

- OCTA provides a report to the TAC about TSC positions that are up for consideration, as well as the schedule for the selection process.
- TAC members interested in serving on the TSC must submit a letter of intent to the chair of the TAC, the president of the City Engineers Association of Orange County (CEAOC), and the OCTA Local Programs Section Manager. No nominations are accepted during a TAC meeting.
- A critical success factor for selection to serve on the TSC is active participation at the TAC meetings over the preceding 12 months.
- The president of the CEAOC, in consultation with the chair of the TAC, shall review the letters of intent and provide recommendations for the new TSC membership.
- There shall be no more than two representatives from any one district, exclusive of the chair and vice chair positions.
- The County of Orange can only serve in at-large or chair/vice chair positions.
- There will be a balance between small and large jurisdictions (small jurisdictions are defined as those with populations less than 62,034) and a balance of large and small jurisdictions between chair and vice chair positions. Consideration will also be given toward balance between north and south Orange County local agencies.
- Once TSC membership recommendations are approved by the TAC, they will be advanced to and approved by the Board.

ATTACHMENT B

Recommended 2026 Technical Steering Committee Membership List†

NAME	AGENCY	2025‡ POPULATION	MEDIAN POPULATION SIZE^	DISTRICT	NORTH/ SOUTH	SEAT EXPIRES
Iris Lee	**Seal Beach**	**24,400**	**Small**	**Chair**	**North**	**December 31, 2026**
Jacki Scott	**Laguna Niguel**	**65,257**	**Large**	**Vice Chair***	**South**	**December 31, 2026**
Temo Galvez	**Fountain Valley**	**56,560**	**Small**	**1**	**North**	**December 31, 2027**
Kenny Nguyen	**Tustin**	**79,326**	**Large**	**2****	**North**	**December 31, 2026**
Jamie Lai	Yorba Linda	66,267	Large	3	North	December 31, 2026
Rudy Emami	**Anaheim**	**341,773**	**Large**	**4**	**North**	**December 31, 2027**
Joe Ames	Laguna Hills	30,309	Small	5	South	December 31, 2026
Raja Sethuraman	**Costa Mesa**	**110,321**	**Large**	**At-Large**	**North**	**December 31, 2026**
Justin Golliher	**County of Orange**	**133,033*****	**N/A**	**At-Large**	**North/ South**	**December 31, 2027**

N/A – Not Available

† Shaded rows indicate the positions available for the 2026 calendar year.

‡State of California, Department of Finance, *E-1 Cities, Counties and the State Population and Housing Estimates with Annual Percentage Change — January 1, 2024, and 2025.* Sacramento, California, May 2025.

^ Small jurisdictions are defined as those with populations less than 62,034.

* Current at-large representative has been recommended to serve in the 2026 vice chair position. The at-large vacancy is recommended to be filled with a representative from the City of Costa Mesa to complete the former representative's current term.

** Current District 2 representative has resigned for the remainder of their term. The District 2 position is recommended to be filled with a representative from the City of Tustin to complete the former representative's current term.

*** Reflects the population of unincorporated areas in the County, which are represented by the County of Orange. Total countywide population reported as 3,175,427.

COMMITTEE TRANSMITTAL

December 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Agreement for OC Streetcar Security Officer Services

Executive Committee Meeting of December 1, 2025

Present: Chair Chaffee, Vice Chair Federico, Directors Hennessey, Jung, Klopfenstein, and Wagner
Absent: Director Tam T. Nguyen

Committee Vote

This item was passed by the Members present.

Director Wagner voted in opposition to this item.

Committee Recommendation(s)

A. Approve the selection of Universal Protection Service LP, doing business as Allied Universal Security Services as the firm to provide security officer services on the OC Streetcar system.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3875 between the Orange County Transportation Authority and Universal Protection Service LP, doing business as Allied Universal Security Services, in the amount of $2,557,661, for a two-year initial term with one, one-year option term to provide security officer services on the OC Streetcar system.

December 1, 2025

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for OC Streetcar Security Officer Services

Overview

On July 14, 2025, the Board of Directors approved the release of a request for proposals to select a firm to provide security officer services on the OC Streetcar system. Board of Directors' approval is requested to execute an agreement to provide these services.

Recommendations

A. Approve the selection of Universal Protection Service LP, doing business as Allied Universal Security Services as the firm to provide security officer services on the OC Streetcar system.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3875 between the Orange County Transportation Authority and Universal Protection Service LP, doing business as Allied Universal Security Services, in the amount of $2,557,661, for a two-year initial term with one, one-year option term to provide security officer services on the OC Streetcar system.

Discussion

The Orange County Transportation Authority (OCTA) anticipates commencing OC Streetcar revenue service in summer 2026. OCTA is committed to providing safe, secure, and orderly operation of the OC Streetcar. To determine the recommended approach to achieve this commitment, staff evaluated multiple factors including existing crime trends in the area, jurisdictional input, ridership, community acceptance of law enforcement personnel, cost, availability, responsiveness of local/county law enforcement personnel, and the operational footprint spanning two city jurisdictions.

A hybrid model that utilizes both trained transit security officers and sworn law enforcement will provide a balanced approach that most appropriately meets the passenger safety and security needs of the OC Streetcar. This hybrid approach was presented to and approved by the Board in October 2024.

OCTA is committed to maintaining a welcoming and secure environment on the OC Streetcar. To support that goal, OCTA will proactively address activities that can adversely affect the condition and perception of security on the OC Streetcar. Examples where security officers can intervene include, but are not limited to, fare disputes, illegal dumping, minor vandalism, and customer code of conduct violations.

These specially trained security officers will be uniformed, and their daily tasks will include directing passengers and assisting them in navigating the system, answering questions, serving as an extension of customer service personnel. Security officers will also serve as a visible deterrent, and they will report any security-related incidents to OCTA's Central Communications Section. They will be equipped with non-lethal means to defend themselves and, if necessary, others.

Procurement Approach

This procurement was handled in accordance with OCTA Board of Directors (Board)-approved procedures for professional and technical services. Various factors are considered in the award for professional and technical services. The award is recommended to the firm offering the most comprehensive overall proposal considering such factors as prior experience with similar projects, staffing and project organization, work plan, as well as cost and price.

On July 14, 2025, the Board authorized the release of Request for Proposals (RFP) 5-3875 and the proposed evaluation criteria and weightings, which was issued electronically on CAMM NET. The RFP was advertised in a newspaper of general circulation on July 14 and July 21, 2025. A pre-proposal conference was held on July 22, 2025, with 13 attendees from 12 firms. Three addenda were issued to make available the pre-proposal conference registration sheet and presentation, respond to written questions, and handle administrative issues related to the RFP.

On August 13, 2025, 26 proposals were received. An evaluation committee consisting of OCTA staff from the Security and Emergency Preparedness, Risk Management, Rail System Safety, and Contracts Administration and Materials Management departments, as well as external staff from the Orange County Sheriff's Department met to evaluate all the proposals received.

The proposals were evaluated based on the following Board-approved evaluation criteria and weightings:

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

Several factors were considered in developing the evaluation criteria weightings. Qualifications of the firm was weighted at 20 percent as the proposing firm had to demonstrate relevant experience, as well as have the resources to meet the immediate and long-term staffing requirements of the scope of work. Staffing and project organization criterion was weighted at 25 percent as it is critical for the firm to demonstrate it could provide the experienced and qualified individuals needed to achieve the requirements set forth in the scope of work. Work plan was weighted at 30 percent as the proposing firm had to demonstrate their understanding of the project scope, as well as the approach to providing the staff with the required skill levels and experience. Cost and price criterion was assigned 25 percent to ensure a fair comparison of the proposed rates for the total contract term, as well as ensuring that OCTA receives value for the services provided.

On October 1, 2025, the evaluation committee reviewed the proposals based on the Board-approved evaluation criteria and shortlisted the three most qualified firms listed below in alphabetical order:

Firm and Location

American Global Security, Inc. (AGS)
Headquarters: Chatsworth, California
Project Officer: Chatsworth, California

Citiguard, Inc. (Citiguard)
Headquarters: West Hills, California
Project Officer: West Hills, California

Universal Protection Service LP, doing business as Allied Universal Security Services (Allied Universal)
Headquarters: Irvine, California
Project Officer: Irvine, California

On October 9, 2025, the evaluation committee conducted interviews with the three short-listed firms. The interviews consisted of a presentation by each firm to demonstrate the firms' understanding of OCTA's requirements. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. Questions were related to qualifications, the dedicated project team, approach to the requirements of the scope of work, as well as specific clarification questions related to each firm's proposal.

At the conclusion of the interviews, a request for a best and final offer (BAFO) was issued to the three short-listed firms to seek additional clarifications and final pricing. All three short-listed firms made adjustments to their pricing based on the clarifications.

Based on the evaluation of the written proposal and the information obtained from the interviews and BAFOs, as well as cost and price, the evaluation committee recommends Allied Universal for consideration of the award. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

Allied Universal has been providing security services since 1957 and has 800,000 employees. The firm is headquartered in Irvine, California. The firm demonstrated relevant experience providing security services to public transit agencies including the Riverside Transit Agency, Riverside County Transportation Commission, Long Beach Transit, Los Angeles County Metropolitan Authority, Metrolink, Valley Metro, TriMet, Omnitrans, Sound Transit, Santa Clara Valley Transportation Authority, Miami-Dade Transit, County of Orange, County of Los Angeles, County of San Bernardino, County of San Diego, County of Ventura, County of Kern, and County of Riverside. Allied Universal did not propose any subcontractors and received positive feedback from its references.

Citiguard has been providing security services since 2007 and has 1,400 employees. The firm is headquartered in West Hills, California. The firm demonstrated relevant experience providing security services to various public agencies, including Union Pacific Railroad, Redlands Passenger Rail Project, California Department of Transportation, Golden Empire Transit District, and Monterey-Salinas Transit District. The firm did not propose any subcontractors and received positive feedback from its references.

AGS has been providing security services since 1999 and has 800 employees. The firm is headquartered in Chatsworth, California. The firm demonstrated relevant experience providing security services to public transit agencies including City of Glendale, City of Pomona Transit Center and Metrolink Station, and the City of Fontana Metrolink Station and public facilities. The firm did not propose any subcontractors and received positive feedback from its references.

Staffing and Project Organization

Allied Universal proposed a highly skilled project team with experience working on projects of similar size and scope. The proposed client manager has 16 years of experience. The firm met the required staffing qualifications and requirements including Bureau of Security and Investigative Services (BSIS) and first-aid certifications. The firm's proposed training program meets the requirements outlined in the scope of work including being Transportation Security Administration (TSA) mandated. During the interview, the firm presented a dedicated transit department that provides transit-specific security training including federal safety standard regulations recognized by the Department of Transportation (DOT), Federal Railroad Administration (FRA), 49 CFR 214 Railroad Workplace Safety, and 49 CFR 239 Passenger Train Emergency Preparedness. Citing the specific federal rail safety standard regulations, the included transit-specific training demonstrated that Allied Universal's training exceeds the requirements outlined in the scope of work. The firm answered comprehensively to all questions asked during the interview.

Citiguard proposed a skilled project team with experience working on projects of similar size and scope. The proposed client manager has 11 years of experience. The firm met the required staffing qualifications and requirements including BSIS and first-aid certifications. The firm's proposed training program meets the requirements outlined in the scope of work including being TSA mandated. During the interview, the firm's responses to the committee's questions were general, and conflicting information was provided regarding their approach to fulfilling the scope.

AGS proposed a project team with experience working on projects of similar size and scope. The proposed client manager has eight years of public sector security experience. The firm met the required staffing qualifications and requirements including BSIS and first-aid certifications. The firm's proposed training program meets the requirements outlined in the scope of work including being TSA mandated. The firm provided general responses to all questions asked during the interview.

Work Plan

Allied Universal presented a comprehensive work plan that demonstrated a thorough understanding of the scope of work requirements. The firm described in detail its proposed approach, which includes a quality assurance plan and the required number of staff during each shift. Furthermore, the firm's approach includes the required training, verification and inspections, as well as key performance indicators. The firm proposed a multitude of enhancements including heatmaps, body worn cameras, live dashboards and predictive analytics to address issues, and outreach officers for unhoused and behavioral health issues. Additionally, the response to clarifications in the BAFO provided further assurances regarding Allied Universal's ability to meet OCTA's requirements, as well as transparency related to associated costs.

Citiguard presented a work plan that demonstrated an understanding of the scope of work requirements. The firm described in detail its proposed approach, which includes a quality assurance plan, and the required number of staff during each shift. Additionally, the firm's approach included the required training, verification and inspections, as well as key performance indicators. The firm provided enhancements including body-worn cameras and heatmaps. Through the BAFO process, the firm was able to clarify inconsistencies which confirmed their ability to meet OCTA's requirements and provide clarity regarding proposed associated costs to perform the services.

AGS presented a work plan that demonstrated an understanding of the scope of work requirements. The firm described in detail its proposed approach, which includes a quality assurance plan, and the required number of staff during each shift. Additionally, the firm's approach included the required training, verification, and inspections, as well as key performance indicators. The firm provided enhancements including body-worn cameras. The response to clarifications in the BAFO provided further assurances regarding AGS's ability to meet OCTA's requirements, as well as transparency related to associated costs.

Cost and Price

Pricing scores were based on a formula, which assigned the highest score to the firm with the lowest total weighted hourly rate and scored the other proposals' total weighted hourly rate based on its relation to the lowest total weighted hourly rate. Although Allied Universal did not propose the lowest total weighted hourly rate, it is competitive among the proposing firms and the total projected cost is less than the OCTA project manager's independent cost estimate.

Procurement Summary

Based on the evaluation of the written proposals, the firms' qualifications, the information obtained from the interview and BAFOs, as well as cost and price, the evaluation committee recommends the selection of Allied Universal as the top-ranked firm to provide security officer services on the OC Streetcar. Allied Universal delivered a thorough and comprehensive proposal and an interview that was responsive to all of the requirements of the RFP.

While Allied Universal did not propose the lowest rate, the firm represents the best value to OCTA for the following reasons:

- The firm demonstrated the greatest depth of experience in providing security services to public transit agencies, particularly those comparable in size and scope involving rail operations.
- The firm has over 68 years of security experience and provided a strong portfolio of relevant projects.
- The number of labor hours allocated per week provided on current contracts demonstrated the measurable level of demand this firm is capable of.
- The firm exceeded the staffing requirements outlined in the scope of work by not only meeting all certification and training criteria, but also proposing personnel equipped with specialized transit-specific security training aligned with DOT and FRA rail safety standards, surpassing the general rail safety training requirements.
- The firm proposed value-added enhancements including heatmaps, body worn cameras, live dashboards and predictive analytics to proactively address issues, and outreach officers to provide specialized assistance with unhoused and behavioral health issues.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2025-26 Budget, Chief Executive Office Division, Account Nos. 0035-7616-0C100-4TZ, 0035-9025-0C100-0PQ, and 0035-9027-0C100-03N, and is funded through local funds.

Summary

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3875 between the Orange County Transportation Authority and Universal Protection Service LP, doing business as Allied Universal Security Services, in the amount of $2,557,661, for a two-year initial term with one, one-year option term to provide streetcar security officer services on the OC Streetcar system.

Attachments

A. Review of Proposals, RFP 5-3875 OC Streetcar Security Officer Services
B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 5-3875 OC Streetcar Security Officer Services
C. Contract History for the Past Two Years, RFP 5-3875 OC Streetcar Security Officer Services

Prepared by:



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Approved by:



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ATTACHMENT A

Review of Proposals

RFP 5-3875 Streetcar Security Officer Services

Presented to Executive Committee - December 1, 2025

26 firms proposed, 3 firms were interviewed, 1 firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Weighted Average Hourly Rate
1	92	**Universal Protection Service LP, doing business as Allied Universal Security Services** Irvine, California	None	Demonstrated the greatest number of relevant experience providing security services in terms of years, amount of projects and demand on those projects of similar size and scope to public transit agencies. Proposed project team has extensive experience. Exceeded staffing requirements outlined in scope of work; proposed key personnel are equipped with transit specific security officer training that includes Department of Transportation Federal Railroad Administration rail safety standard regulations. Demonstrated thorough understanding of scope of work and met requirements including quality assurance plan, the required training, verification and inspections, as well as key performance indicators. Proposed enhancements included heat maps, body worn cameras, live dashboards and predictive analytics to address issues, and outreach officers for unhoused and behavioral health issues. Presented a detailed approach to secure the OC Streetcar that exceeded the requirements outlined in the scope of work and provided thorough responses to interview questions. Received positive responses from references. Proposed competitive hourly rates, which are less than the independent cost estimate.	$31.22
2	86	**Citiguard, Inc.** West Hills, California	None	Demonstrated experience providing similar services to public transit agencies of similar size and scope. Proposed a knowledgeable and experienced project team. Met staffing requirements outlined in scope of work. Demonstrated understanding of scope of work and met requirements including quality assurance plan, the required training, verification and inspections, as well as key performance indicators. Proposed enhancements including body worn cameras. Presented approach that met the requirements outlined in the scope of work and provided general responses to interview questions. Unprepared for interview with no powerpoint presentation and unprofessional attire. Received positive responses from references. Proposed competitive hourly rates.	$28.63
3	85	**American Global Security, Inc.** Chatsworth, California	None	Demonstrated experience providing similar services to public transit agencies of similar size and scope. Proposed a knowledgeable and experienced project team. Met staffing requirements outlined in scope of work. Demonstrated understanding of scope of work and met requirements including quality assurance plan, the required training, verification and inspections, as well as key performance indicators. Proposed enhancements including body worn cameras and heatmaps. Presented approach that met the requirements outlined in the scope of work and provided general responses to interview questions. Received positive responses from references. Proposed lowest hourly rates.	$27.05

Evaluation Panel:	**Proposal Criteria**	**Weight Factors**
Internal:		
Security and Preparedness (1)	Qualifications of the Firm	20%
Risk Management (1)	Staffing and Project Organization	25%
Rail System Safety (1)	Work Plan	30%
Contracts Administration and Materials Management (1)	Cost and Price	25%
External:		
Orange County Sheriff's Department (1)		

ATTACHMENT B

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)
RFP 5-3875 Streetcar Security Officer Services

Universal Protection Service LP, doing business as Allied Universal Security Services						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.5	5.0	5.0	5.0	5.0	4	19.6
Staffing/Project Organization	4.5	5.0	4.5	5.0	5.0	5	24.0
Work Plan	4.5	4.5	4.5	4.5	4.5	6	27.0
Cost and Price	4.3	4.3	4.3	4.3	4.3	5	21.5
Overall Score	89.0	93.5	91.0	93.5	93.5		92

Citiguard, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.5	4.5	4.0	4.5	4	17.2
Staffing/Project Organization	4.0	4.0	4.0	4.0	4.5	5	20.5
Work Plan	4.5	4.0	4.0	4.0	4.5	6	25.2
Cost and Price	4.7	4.7	4.7	4.7	4.7	5	23.5
Overall Score	86.5	85.5	85.5	83.5	91.0		86

American Global Security, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	4	16.0
Staffing/Project Organization	3.5	4.0	3.5	4.0	4.0	5	19.0
Work Plan	4.0	4.5	4.0	4.0	4.5	6	25.2
Cost and Price	5.0	5.0	5.0	5.0	5.0	5	25.0
Overall Score	82.5	88.0	82.5	85.0	88.0		85

Range of scores for non-short-listed firms was 47 to 76.

ATTACHMENT C

CONTRACT HISTORY FOR THE PAST TWO YEARS
RFP 5-3875 OC Streetcar Security Officer Services

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Universal Protection Service LP, dba Allied Universal Security Services						
Contract Type: N/A	N/A	N/A	N/A	N/A		N/A
Subconsultants:						
N/A						
				Total		**$ -**
Citiguard, Inc.						
Contract Type: N/A	N/A	N/A	N/A	N/A		N/A
Subconsultants:						
N/A						
				Total		**$ -**
American Global Security, Inc.						
Contract Type: N/A	N/A	N/A	N/A	N/A		N/A
Subconsultants:						
N/A						
				Total		**$ -**

COMMITTEE TRANSMITTAL

December 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Measure M2 2025 Update: Next 10 Delivery Plan

Executive Committee Meeting of December 1, 2025

Present: Chair Chaffee, Vice Chair Federico, Directors Hennessey, Jung, Klopfenstein, and Wagner
Absent: Director Tam T. Nguyen

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

A. Adopt the 2025 Measure M2 Next 10 Delivery Plan.

B. Direct staff to continue to work with Metrolink to develop a financially sustainable service plan, such as establishing a target Orange County Transportation Authority funding level as part of the fiscal year 2026-27 budget development process.

C. Direct staff to continue monitoring revenue and project cost shifts that could affect the Measure M2 Next 10 Delivery Plan and, if necessary, report to the Orange County Transportation Authority Board of Directors with changes.

OCTA

December 1, 2025

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 2025 Update: Next 10 Delivery Plan

Overview

The Measure M2 Next 10 Delivery Plan provides a strategic framework for delivering Measure M2 freeway, roadway, transit, and environmental projects. Staff has prepared the 2025 update of the Measure M2 Next 10 Delivery Plan, which incorporates the most recent Measure M2 sales tax revenue forecast, current external funding assumptions, and refined project schedules and costs. This update outlines near-term commitments through fiscal year 2034-35, supports fiscal sustainability, and emphasizes the timely delivery of transportation benefits for the Orange County community. The draft update is presented to the Orange County Transportation Authority Board of Directors for review and adoption.

Recommendations

A. Adopt the 2025 Measure M2 Next 10 Delivery Plan.

B. Direct staff to continue to work with Metrolink to develop a financially sustainable service plan, such as establishing a target Orange County Transportation Authority funding level as part of the fiscal year 2026-27 budget development process.

C. Direct staff to continue monitoring revenue and project cost shifts that could affect the Measure M2 Next 10 Delivery Plan and, if necessary, report to the Orange County Transportation Authority Board of Directors with changes.

Background

On November 7, 2006, Orange County voters, by nearly 70 percent, approved the Renewed Measure M (M2) Transportation Investment Plan (Plan), a one half-cent sales tax for transportation improvements. Effective in 2011, the M2 Plan provides a 30-year program of investments across a broad range of transportation and environmental initiatives and a governing ordinance that

defines the requirements for implementation. Ordinance No. 3 (M2 Ordinance) designates the Orange County Transportation Authority (OCTA) as responsible for administering the M2 Plan and ensuring that OCTA's contract with the voters is followed. The M2 Plan defines the general scope of the programs and projects that are to be delivered within four primary categories: freeways, streets and roads, transit, and environmental programs. The M2 Plan summary page is included as Attachment A.

OCTA is committed to delivering the programs and projects outlined in the M2 Plan. Fulfilling the promises made to voters began with the development of delivery plans to expedite the implementation of M2 projects and programs. These plans validate OCTA's ability to deliver the M2 Plan consistent with commitments to voters, outline a near-term work plan to promote effectiveness and efficiency, establish a shared understanding among M2 stakeholders, set a baseline upon which future changes are measured, and provide the basis for the preparation of OCTA's budgets and financial plans for capital projects. To date, the OCTA Board of Directors (Board) has adopted three types of delivery plans:

- The 2007 Early Action Plan to mobilize the M2 Plan;
- The 2012 M2020 Plan to outline a delivery plan through 2020;
- The 2016 Next 10 Delivery Plan (Next 10 Plan) replaced the M2020 Plan and addressed economic changes and impacts to M2 Plan delivery.

Since 2016, the Next 10 Plan has been regularly updated. The latest update of the Next 10 Plan was presented to the Board on November 12, 2024, and spanned fiscal year (FY) 2024-25 to FY 2033-34. The Next 10 Plan is intended to be a living document with delivery timeframes that shift to ensure the outlook on revenues, project costs, and delivery schedules remain current and provide a path forward. As such, the draft 2025 update of the Next 10 Plan spans FY 2025-26 to FY 2034-35.

OCTA receives annual updates to the M2 sales tax revenue forecasts; the most recent update was presented to the Board on October 27, 2025. The 2025 M2 sales tax revenue forecast is estimated to be $13.2 billion over the 30-year span of the measure. Sales tax collections for FY 2024-25 increased by 0.1 percent to $431.8 million, compared to the prior FY. The latest estimate represents a 5.7 percent decrease from what was included in the 2024 Next 10 Plan. In the long term, the revenue forecasts assume an annual average growth rate of approximately 2.7 percent. While a reduction in sales tax revenues affects all M2 programs, in most areas of the M2 Plan, programs can be scaled to available revenues.

OCTA also monitors construction market conditions key indicators to provide insight on potential construction cost drivers that could affect projects delivered within the Next 10 Plan timeframe. On October 13, 2025, the latest market

conditions analysis and forecast was presented to the Board, indicating a potential uptick in inflationary pressures in 2026, 2027, and 2028. The rise in building permits, California unemployment rates, and cost of construction materials and labor indicate that the macroeconomy is under strain.

Discussion

The 2025 Next 10 Plan, as well as prior delivery plans, were developed based on three fundamental principles: fulfill the commitment to voters, ensure fiscal sustainability, and implement projects and programs effectively and expeditiously. OCTA implements these principles in the following manner. First, the annual review of the Next 10 Plan tests and validates whether the complete M2 Plan can be delivered consistent with the commitments to voters. Second, financial analysis of the latest revenue forecast and project information ensures that the rate of expenditures is financially sustainable and that M2 can withstand economic fluctuations over the life of M2 through 2041. Third, the Next 10 Plan aims to implement projects and programs pragmatically and expeditiously so the public can realize the benefits of M2 as early as possible.

The 2025 update of the Next 10 Plan, included as Attachment B, incorporates the $13.2 billion 2025 M2 sales tax revenue forecast, committed external revenues, and refined project information. Through this effort, OCTA can confirm that the M2 Plan remains deliverable; however, this update continues to emphasize that Metrolink operations require close monitoring and development of a sustainable plan to continue. Additional details on Metrolink are included under the transit section of this report. The 2025 update also continues progress on near-term projects and prepares additional projects for delivery while optimizing the level of debt financing, which maintains the assumption of no additional bond issuances through 2041.

The 2025 Next 10 Plan outlines an investment of approximately $6.1 billion to improve the local transportation system from FY 2025-26 through FY 2034-35 (Attachment C); the planned deliverables along with progress to date are included as Attachment D. The following sections provide a brief overview of what is included in the 2025 Next 10 Plan.

Freeway Program

The M2 Freeway Program consists of 13 projects listed in the M2 Plan, which have been subdivided into 30 project segments for delivery purposes. The projects have defined scopes of work; therefore, they cannot be scaled to available revenue. As of September 2025, 17 project segments have been completed, three are in construction, and eight are progressing in final design/readying for construction. The remaining two project segments are currently in various stages of project development. With this progress, OCTA remains on track to complete 28 of the 30 freeway projects, effectively 93 percent

of the M2 Freeway Program by 2033, eight years in advance of the M2 Plan horizon. This outcome fulfills the goal of delivering project benefits early, despite extraordinary financial and regulatory challenges.

Included in the M2 Freeway Program is the Environmental Mitigation Program (EMP). OCTA has purchased seven properties and is addressing the balance of the freeway program mitigation needs through restoration projects on 13 publicly owned properties. The 2025 Next 10 Plan accounts for the recurring costs for the management and support of the EMP, as well as an annual deposit of approximately $2.9 million to fund a non-wasting endowment to maintain the purchased properties. While the performance of the endowment fund may affect the timeframe for full funding, current projections indicate that OCTA remains on track to meet the endowment target of $46.2 million in FY 2027-28. Regular reports on the status of the endowment are provided to the Board as a standalone item.

Streets and Roads Program

The M2 Streets and Roads Program is programmatic and scales to available revenues. It includes three distinct programs: Regional Capacity Program (RCP {Project O}), Regional Traffic Signal Synchronization Program (RTSSP {Project P}), and the Local Fair Share Program (Project Q). The RCP makes funding available to address roadway bottlenecks and close gaps in the regional roadway network. The RTSSP provides ongoing funding support to ensure a network of 2,000 intersections across Orange County remains coordinated to minimize stop-and-go traffic. Lastly, the Local Fair Share Program will continue to provide flexible funding to local jurisdictions to improve and maintain streets or for other local transportation priorities including residential street projects, bicycle trails, sidewalks, or community transit services. The assumptions for the funding of the three programs remain on a pay-as-you-go basis. The 2025 Next 10 Plan assumes annual calls for projects (call) for Project O and Project P, as well as providing a reliable, flexible funding source for local jurisdictions for transportation improvements through 2041.

Transit Program

The M2 Transit Program includes funding for Metrolink operations, station and infrastructure improvements (Project R), implementation of the OC Streetcar (Project S), expanded mobility for seniors and persons with disabilities (Project U), funding for community-based transit circulators (Project V), and enhanced passenger amenities for Orange County's busiest transit stops (Project W).

Close monitoring of Metrolink operations is necessary and development of a plan to ensure sustainability through 2041. In October 2024, Metrolink implemented *Metrolink Reimagined*, a service change that increased weekday train frequency and expanded midday and evening service to better accommodate new travel

patterns resulting from alternative work schedules. The revised schedule also improved connectivity between lines through clockface scheduling, allowing for easier transfers and more efficient use of train equipment and crews. The three Metrolink lines serving Orange County now operate 58 weekday trains, representing a 7.4 percent increase over pre-pandemic service levels. Despite the service change, Metrolink recovery continues to struggle as farebox revenue and ridership actuals consistently fall below forecasts, impacting cost recovery. To exacerbate this shortfall, operating costs have also increased. Without changes in service levels, ridership growth, operations and rehabilitation costs, or additional external funds, the 2025 Next 10 Plan notes that the current service cannot be sustained beyond FY 2033-34 - four years sooner than assumed in the 2024 Next 10 Plan. OCTA will continue to actively engage with Metrolink and the other member agencies to develop a financially sustainable service plan.

Railroad track stabilization efforts in south Orange County remain a major focus area, given their importance to the continued operation of Metrolink in the County. While the rail line remains open as a result of ongoing emergency work, longer-term solutions must be developed to ensure the ability to provide reliable rail service in this portion of the County. In partnership with key stakeholders, a planning study is currently underway to identify and evaluate immediate short- and medium-term solutions with the goal of protecting the rail line in place for approximately the next 30 years. A separate study will assess potential long-term solutions, which may include relocation of the rail line. The California State Transportation Agency has committed to lead the long-term study to plan for future investments necessary to ensure a resilient Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor. As these studies progress, future updates to the Next 10 Plan will incorporate more current information.

Project S, transit extensions to Metrolink, funds the capital and operating cost of the OC Streetcar, which is slated to be open to the public in 2026. OCTA continues to actively manage the contractor to advance the project; however, challenges and risks remain. Staff, in coordination with the Federal Transit Administration, has continued to assess the remaining schedule and cost risks.

Project U is made up of three programs: the Senior Mobility Program, the Senior Non-Emergency Medical Transportation Program, and the Fare Stabilization Program. While all three programs adjust to available revenue, the Fare Stabilization Program requires a minimum level of funding, which could present a challenge if sales tax revenues significantly decreased. OCTA proactively addressed this challenge with an early amendment to the M2 Ordinance to provide additional funding by transferring the savings from completed transit projects to this program. The 2025 Next 10 Plan projects adequate and stable funding for all three Project U programs through 2041.

Both Project V and Project W are funded on a pay-as-you-go basis. OCTA continues to communicate with local cities to support successful Project V services and to evaluate opportunities for additional community-based transit circulators. Through Project W, OCTA will continue to have the capacity to invest in amenities at the County's busiest transit stops.

Environmental Cleanup Program

The Environmental Cleanup Program (ECP) (Project X) also adjusts to available revenues and is funded on a pay-as-you-go basis. The ECP helps improve overall water quality in Orange County from transportation-generated pollution by preventing the flow of trash and debris into waterways. The 2025 Next 10 Plan assumes continued commitment to annual Tier 1 calls for water quality spot-improvement grants. Timing of Tier 2 calls for larger scale, system-level improvements will be evaluated based on project success, local jurisdiction interest, and detailed cash flow analysis.

Key Risks and Actions to Protect M2 Delivery

Delivering the M2 Plan is not without challenges. OCTA remains vigilant in monitoring delivery risks, including fluctuations in sales tax revenue, market volatility, and evolving regulatory requirements. While these uncertainties may impact timing and implementation strategies, they do not change the commitments made to voters. A table of risks is included on pages six through eight in Attachment B, with the three key risks highlighted below.

- Economic – The 2025 30-year sales tax revenue forecast of $13.2 billion represents a $800 million (5.7 percent decrease) compared to the 2024 forecast. Additionally, the latest market conditions analysis and forecast indicates a potential uptick in inflationary pressures in 2026, 2027, and 2028. Despite these economic fluctuations, the 2025 Next 10 Plan confirms that the M2 Plan remains deliverable; however, Metrolink operations continues to require close monitoring.

- Programmatic – Without changes in Metrolink service levels, ridership growth, operations and rehabilitation costs, or additional external funds, the 2025 Next 10 Plan notes that the current service cannot be sustained beyond FY 2033-34. To ensure Metrolink service through 2041, OCTA will need to work with Metrolink to develop a financially sustainable service plan, which may include establishing a target OCTA funding level.

- Regulatory – Current state planning and project approval policies place great emphasis on reducing travel by automobile and encourage project alternatives that promote short trips where possible, such as travel by transit, bicycling or walking, and use of zero-emission vehicles. These

requirements will affect the project environmental review process. The majority of M2 freeway projects, where this risk could manifest itself, have obtained the necessary approvals, but if the approvals require a review or revision, these new requirements could impact delivery. This risk is compounded by the fact that the current rules do not permit OCTA to take credit for M2-funded services such as regional rail service or community-based transit circulators as complementary measures to deliver balanced mobility solutions.

- Climate – Over the past several years, coastal storm surges, combined with several other environmental factors, have damaged the LOSSAN Rail Corridor. These events have required increased maintenance and emergency repairs to stabilize the rail infrastructure. The emergency repairs have also led to intermittent service loss and delays. Although the affected portion of the railroad tracks in the City of San Clemente is in Orange County, this rail corridor is vital for Metrolink, state-supported intercity rail (Pacific Surfliner), freight connection to the Port of San Diego, and is part of the Strategic Rail Corridor Network that supports national defense operations. The long-term solution will require collaboration from key stakeholders to develop and to implement. OCTA will be an active participant in the process; future implications to M2 with respect to service levels or costs are unknown at this time.

Updated revenue assumptions and commitments result in a delivery plan that ensures the M2 promises to voters are upheld. This balanced plan not only allows OCTA to maintain current commitments but will also allow OCTA to weather reasonable changes to cost or revenues in the future while reducing reliance on debt financing.

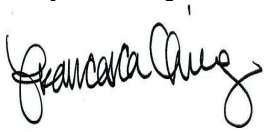
Summary

Staff has reviewed and updated the Next 10 Plan with the $13.2 billion sales tax revenue forecast, revised external funding, and refined project information. Strategic financial decisions to date result in a delivery plan that fulfills OCTA's commitment to the voters of Orange County. The 2025 updated Next 10 Plan is presented for Board review and approval.

Attachments

A. Measure M Investment Summary
B. 2025 Update, Next 10 Delivery Plan, 2026-2035
C. 2025 Updated Next 10 Delivery Plan, Measure M2 Investments
D. 2025 Updated Next 10 Delivery Plan, Progress on Deliverables

Prepared by:



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Approved by:



Rose Casey
Executive Director, Planning
(714) 560-5729

Measure M Investment Summary

LOCATION		PROJECTS	COSTS 2005 estimates in millions	
Freeway Projects (in millions)				**$4,871.1**
I-5	Santa Ana Freeway Interchange Improvements	A	$470.0	
I-5	Santa Ana/San Diego Freeway Improvements	B C D	1,185.2	
SR-22	Garden Grove Freeway Access Improvements	E	120.0	
SR-55	Costa Mesa Freeway Improvements	F	366.0	
SR-57	Orange Freeway Improvements	G	258.7	
SR-91	Riverside Freeway Improvements	H I J	908.7*	
I-405	San Diego Freeway Improvements	K L	1,392.5*	
I-605	Freeway Access Improvements	M	20.0	
All	Freeway Service Patrol	N	150.0	
Streets & Roads Projects (in millions)				**$3,625.0**
Regional Capacity Program		O	$1,132.8	
Regional Traffic Signal Synchronization Program		P	453.1	
Local Fair Share Program		Q	2,039.1	
Transit Projects (in millions)				**$2,832.0**
High Frequency Metrolink Service		R	$1,129.8*	
Transit Extensions to Metrolink		S	1,000.0	
Metrolink Gateways		T	57.9*	
Expand Mobility Choices for Seniors and Persons with Disabilities		U	392.8*	
Community Based Transit/Circulators		V	226.5	
Safe Transit Stops		W	25.0	
Environmental Cleanup (in millions)				**$237.2**
Clean Up Highway and Street Runoff that Pollutes Beaches		X	$237.2	
Taxpayer Safeguards and Audits (in millions)				**$296.6**
Collect Sales Taxes (State charges required by law)			$178.0	
Oversight and Annual Audits			118.6	
Total (2005 dollars in millions)				**$11,861.9**

*Asterisk notes project estimates that have been amended since 2006.

ATTACHMENT B

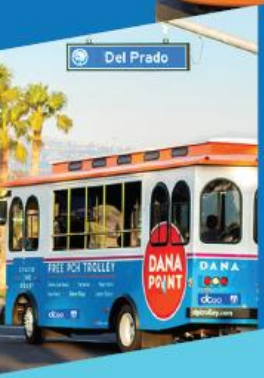
OCTA



















2025
UPDATE

NEXT 10
DELIVERY PLAN

2026-2035

On December 8, 2025, the Orange County Transportation Authority (OCTA) Board of Directors (Board) will consider adoption of the Draft 2025 Updated Next 10 Delivery Plan (Next 10 Plan). The 2025 Next 10 Plan covers the timeframe of fiscal year (FY) 2025-26 through FY 2034-35. As such, commitments have been reviewed and adjusted accordingly. The Draft 2025 Updated Next 10 Plan also incorporates refined project information including cost estimates, schedules, and available external funding.

Printed December 2025

For the latest version of the Next 10 Plan,
including any edits or corrections,
please visit: www.octa.net/Next10

For status updates on M2 projects and programs,
including quarterly progress reports,
please visit: www.octa.net/m2

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2025 UPDATE

NEXT 10 DELIVERY PLAN

I. DEVELOPMENT OF NEXT 10 PLAN

OCTA

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1.1. Introduction

Voters initially endorsed Measure M (M1) in 1990 with a sunset in 2011. On November 7, 2006, Orange County voters, by a margin of 69.7 percent, approved the Renewed Measure M (M2) Transportation Investment Plan (Plan) to continue the one-half cent sales tax for transportation improvements. With the approval of M2, the voters agreed to a continued investment of local tax dollars in Orange County's transportation infrastructure for another 30 years to 2041.

Since M2 approval, the OCTA Board has continued to pursue the expeditious implementation of M2 through the adoption of delivery plans. These delivery plans validate OCTA's ability to deliver the entire slate of M2 Plan elements, outline a near-term work plan to promote effectiveness and efficiency, establish a common understanding among M2 stakeholders, set a baseline upon which future changes are measured, and provide the basis for the preparation of OCTA's annual budgets for capital projects. They are developed based on three fundamental principles: to fulfill the commitments as promised to the voters, ensure fiscal sustainability, and implement projects and programs effectively and expeditiously. The goal is to bring transportation improvements to Orange County residents and commuters earlier, and as appropriate, address changes in sales tax revenue projections through strategic financing and augmenting the M2 Program with external revenue.

To date, there have been three delivery plans: Early Action Plan (EAP) adopted in 2007, M2020 Plan adopted in 2012 (intended to go through 2020), and the Next 10 Plan adopted on November 14, 2016. Due to significant changes in sales tax revenue projections, the M2020 Plan was replaced after four years with the Next 10 Plan that covered FY 2016-17 through FY 2025-26. The Next 10 Plan was last updated in November 2024 and spanned FY 2024-25 to FY 2033-34. The draft 2025 update spans FY 2025-26 to FY 2034-35.

The Next 10 Plan is intended to be a living document with delivery time frames shifted to capture changes in sales tax revenue forecast assumptions, external revenue, and project cost and schedule refinements. To ensure and reconfirm the ability to deliver M2 through 2041, annual reviews and updates of the Next 10 Plan have taken place.

A summary of the adopted Next 10 Plan and annual updates of the base assumptions follow:

- The 2016 adopted Next 10 Plan set M2 project and program priorities based on a revenue forecast of $14.2 billion through 2041. The Next 10 Plan revenues were augmented by net excess 91 Express Lanes revenue, in an amount not to exceed the project costs for two eligible projects on State Route 91 (SR-91) – Project I between State Route 57 (SR-57) and State Route 55 (SR-55) and Project J between State Route 241 (SR-241) and the Riverside County Line. Net excess 91 Express Lanes revenue is designated for improvements on the SR-91 corridor.

- The 2017 update incorporated a revised $13.5 billion revenue forecast and required bonding adjustments and inclusion of the full amount of eligible excess 91 Express Lanes revenue. The update also designated Project I as one of the priority projects for advancement through construction.

- The 2018 update incorporated a revised $13.1 billion revenue forecast offset by an early $300 million increase in captured external revenue. The update also responded to construction market concerns of potential project cost increases in the freeway program by incorporating a program level line item for economic uncertainty to ensure OCTA could weather fluctuations in M2 revenue receipts. The 2018 update anticipated up to four bond issuances during the Next 10 Plan period to accommodate market changes if necessary.

- The 2019 update incorporated a revised $13.4 billion revenue forecast, which was the first increase in the M2 forecast since 2014. The increase was driven by the growing economy and the implementation of the Wayfair decision in California. The Wayfair related legislation enabled the collection of sales tax for out-of-state transactions. As a result of the decision, increased sales tax receipts were incorporated in the short-term forecast provided by MuniServices, LLC, which increased the overall long-term forecast.

- The 2020 update incorporated a revised $11.6 billion revenue forecast, the lowest since M2 inception. The substantial decrease was driven by uncertainties regarding the economic impacts of the coronavirus (COVID-19) pandemic. The update also shifted the time frame from FY 2016-17 through FY 2025-26 to FY 2020-21 through FY 2029-30 for more strategic, forward-thinking planning and adjusted commitments as appropriate. To maintain progress on near-term projects and ready additional projects for delivery per Board direction, one bond issuance was anticipated.

- The 2021 update incorporated a revised $13.2 billion revenue forecast. While the COVID-19 pandemic negatively impacted sales tax revenues through the first half of FY 2020-21, the second half of the FY showed tremendous growth as the Orange County economy began emerging from the pandemic. Sales tax collections for FY 2020-21 grew by 8.6 percent to $345 million. As a result of higher sales tax collections, the 2021 update reduced the amount of the one bond issuance anticipated.

- The 2022 update incorporated a revised $15 billion revenue forecast. Orange County's economy continued to strongly emerge from the COVID-19 pandemic. The update also shifted the timeframe from FY 2020-21 through FY 2029-30 to FY 2022-23 through FY 2031-32. Sales tax collections for FY 2021-22 grew by 23 percent to $424 million. As a result of the higher sales tax collections, the 2022 update eliminated the one bond issuance with no additional bonding anticipated through 2041.

- The 2023 update incorporated a revised $14.8 billion revenue forecast. Although sales tax collections for FY 2022-23 grew by 3.35 percent to $439 million, which is the highest annual sales tax collection for M2, construction market conditions indicated a tempering inflationary environment. The 2023 update maintained no additional bonding assumptions through 2041.

- The 2024 update incorporated a revised $14 billion revenue forecast. The update also shifted the timeframe from FY 2022-23 through FY 2031-32 to FY 2024-25 through FY 2033-34. While sales tax collections for FY 2023-24 decreased by 1.8 percent to $431 million, construction market conditions showed mixed signals, including declining building permits, rising unemployment, and volatility in material costs. The 2024 update maintained no additional bonding assumptions through 2041.

1.2. 2025 Review

The 2025 M2 sales tax revenue forecast of $13.2 billion was presented to the Board on October 27, 2025. This represents a -5.7 percent, or a $800 million decrease from what was assumed in the 2024 Next 10 Plan. Sales tax collections for FY 2024-25 increased by 0.1 percent to $431.8 million, compared to the prior FY. Future year annual growth rates are forecasted to average approximately 2.7 percent. While a reduction in sales tax revenues affects the M2 Program as a whole, in most areas of the M2 Plan, programs can be scaled to available revenues.

Staff has reviewed and updated the cash flow for the complete M2 Plan of projects and programs. The 2025 update incorporates the latest M2 sales tax revenue forecast, current programmed external revenues, and refined project information. Through this process, staff confirms that the M2 Program remains deliverable; however, this update continues to emphasize that Metrolink operations require close monitoring.

1.3. Next 10 Plan Delivery Risks

Delivering a major program such as M2 is not without challenges. OCTA remains cognizant and continues to monitor delivery risks. Four key risks are highlighted below.

Economic – The 2025 sales tax revenue forecast of $13.2 billion represents a $800 million year-over-year decrease. While this may not affect the M2 programs that can scale to available revenue, programs that cannot do so easily such as Metrolink may be impacted. Additionally, 16 years of M2 delivery remain; fluctuations in economic conditions may affect future sales tax revenue forecasts.

Current external funding commitments are assumed in the M2 cash flow for the 2025 Next 10 Plan, but prospects of future revenues for highway projects are uncertain. State transportation policies continue to shift towards projects that reduce automobile travel, which could affect access to currently programmed as well as future state funding opportunities for the M2 Freeway Program.

Programmatic – Without changes in Metrolink service levels, ridership growth, operations and rehabilitation costs, or additional external funds, the 2025 Next 10 Plan notes that the current service cannot be sustained beyond FY 2033-34. To ensure Metrolink service through 2041, OCTA will need to work with Metrolink to develop a financially sustainable service plan, which may include establishing a target OCTA funding level.

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

Climate – Over the past several years, coastal storm surges, combined with several other environmental factors, have damaged the Los Angeles-San Diego-San Luis Obispo Rail (LOSSAN) Corridor. These events required increased maintenance and emergency repairs to stabilize the rail infrastructure. The emergency repairs have also led to intermittent service loss and delays. Although the affected portion of the railroad tracks in the City of San Clemente is in Orange County, this rail corridor is vital for State-supported intercity rail (Pacific Surfliner), freight connection to the Port of San Diego, and is part of the Strategic Rail Corridor Network that supports national defense operations. The long-term solution will require collaboration from key stakeholders to develop and to implement. OCTA will be an active participant in the process; future implications to M2 with respect to service levels or costs are unknown at this time.

A summary of risks, explanations, and suggested management actions are included in Exhibit 1. These are tracked, updated, and included in the M2 Quarterly Progress Reports presented to the Board throughout the year.

EXHIBIT 1: SUMMARY OF DELIVERY RISKS

	Risk	Explanation	Action
	Moderate		**One to Watch**
Economic			
1	Sales tax revenues are driven by economic conditions. The 2025 M2 revenue forecast is $13.2 billion, which represents a $800 million (-5.7 percent) year-over-year decrease from the 2024 forecast.	While the 2025 M2 sales tax revenue forecast is lower, in most areas of the M2 Plan, programs can be scaled to available revenues. Additionally, 16 years of M2 delivery remain and fluctuations in economic conditions may affect future revenue projections.	Staff will continue to monitor sales tax revenue receipts to ensure delivery of M2 as promised to voters.
2	Reduced external funding opportunities for the M2 freeway program.	State and federal priorities continue to shift and favor projects that reduce automobile travel, which could affect access to currently programmed as well as future external funding opportunities for the M2 freeway projects.	Current external funding commitments are assumed in the M2 cash flow for the 2025 Next 10 Plan, but prospects of future revenues for freeway projects are low.

	Risk	Explanation	Action
3	Potential for an environment of increasing cost for M2 capital projects.	The fall 2025 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis anticipates an uptick in inflationary pressures in 2026, 2027, and 2028. This is due to a rise in building permits, California unemployment rates, and construction wages. Additionally, all construction materials costs have increased.	The Next 10 Plan Market Conditions Forecast and Risk Analysis report is updated biannually and provides a three-year look ahead. OCTA will continue to monitor bid results and market conditions affecting project costs.
4	Schedule and scope changes on capital projects that impact delivery and project costs.	Changes as a result of updated highway standards, new regulatory requirements, or issues identified in the field may impact scope, schedule, and costs substantially.	OCTA will work closely with project partners and project contractors to limit changes in scope and schedules.
	Programmatic		
5	Support Southern California Regional Rail Authority (Metrolink) train service as an alternative to driving within the limits of available revenue.	COVID-19 altered travel behavior, which has affected ridership and farebox revenues. The cost of Metrolink service continues to grow as contracted rates increase, the system ages, track-sharing arrangements with BNSF Railway Company (BNSF) are revised, and new air quality requirements are implemented. Without changes in service levels, ridership growth, and operations and rehabilitation costs, the current service cannot be sustained beyond FY 2033-34.	External funding (one-time federal funds through the Coronavirus Aid, Relief and Economic Security Act, Coronavirus Response and Relief Supplemental Appropriations Act, and Infrastructure Investment and Jobs Act) has helped alleviate some near-term financial concerns, but increasing operational costs and slow ridership recovery affect long-term sustainability. OCTA will continue to work closely with Metrolink and member agencies to ensure cost increases are minimized, while continuing to seek external revenue.
	Resource		
6	Substantial work underway in the region has resulted in significant demand for professional and skilled labor which may impact delivery given the volume of the M2 capital program.	The fall 2025 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis reflects an increase in unemployment rates. This may temper costs and reduce delivery risk.	OCTA will monitor resources for professional and skilled labor needed for project delivery. Expert and timely coordination between OCTA and project partners is imperative to manage this risk.

	Risk	Explanation	Action
7	New operational responsibilities with the OC Streetcar.	With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations.	To ensure the success of the OC Streetcar, OCTA hired a streetcar operations manager with proven start-up experience to oversee start-up and daily operations. A contractor with extensive experience in operations of rail systems was selected to handle the startup and revenue operation phases.
	Climate		
8	Climate-related hazards could affect M2 investments.	OCTA has experienced hazards affecting M2 investments. Wildfires present a continual risk to the M2 Environmental Mitigation Program (EMP) conservation properties (Preserves) and restoration projects that have not been completed and approved by the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) (collectively, Wildlife Agencies). Additionally, tidal events, ocean currents and waves, storm surges, and slope movement affect OCTA's railroad track in south Orange County.	OCTA has developed Fire Management Plans (FMP) for the Preserves purchased as part of the M2 Freeway EMP. External funding SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program, Transit and Intercity Rail Capital Program (TIRCP), and Consolidated Rail Infrastructure and Safety Improvements Grant Program is helping implement immediate protective measures to protect the rail infrastructure in south Orange County. Additionally, OCTA has initiated a planning study to identify immediate as well as short- and medium-term solutions.
	Regulatory		
9	Changing federal and state directives could affect M2 freeway project approvals.	Current state planning and project approval policies place great emphasis on reducing travel by automobile and encourage project alternatives that promote short trips where possible, travel by transit, bicycling or walking, and use of zero-emission vehicles. These requirements will affect the project environmental review process.	The majority of M2 freeway projects, where this risk would manifest itself, have obtained the necessary approvals. If the approvals require a review or revision, these new requirements could impact delivery.

1.4. Guiding Principles

During the development of the EAP, guiding principles were established that set direction for staff on establishing priorities for freeway project delivery. These guiding principles continue to instruct us and were used to identify projects to recommend moving from the environmentally cleared/shelf-ready list to advancement through construction.

- Project Readiness
- Congestion Relief and Demand
- External Funding Availability
- Public Opinion and Support
- Project Sequencing and Connectivity
- Project Duration

1.5. Updated Next 10 Plan Deliverables

Significant M2 progress and accomplishments have been made since 2007. The 2025 update of the Next 10 Plan confirms that M2 can be delivered consistent with the commitment to voters, however, Metrolink operations still require close monitoring. To outline a near-term work plan, ten deliverables on program and project delivery have been defined during the ten-year period from FY 2025-26 through FY 2034-35, equating to approximately $6.1 billion invested to improve the local transportation system.

Freeways

1. **Deliver 11 freeway improvement projects through construction (Projects A-M).**

Status: The M2 Freeway Program is currently made up of 30 projects/project segments. Deliverable 1 includes 11 projects to be delivered through construction. Exhibit 2 reflects the projects along with latest phase, schedule, and cost information. The completion of these 11 projects in Deliverable 1 will bring the total number of completed projects to 28, which equates to approximately 93 percent of the M2 Freeway Program by 2033. For more details, see program updates in Section 2.1.

EXHIBIT 2: PHASE, SCHEDULE, AND COST FOR DELIVERABLE 1 PROJECTS

In Construction			Construction Complete	Cost*
	Project C, D	Interstate 5 (I-5) between State Route 73 (SR-73) and El Toro Road Landscaping	2026	$12.4[1]
1.	Project F	SR-55 between Interstate 405 (I-405) and I-5	2027	$505.7
2.	Project I	SR-91 between SR-55 and Lakeview Avenue	2028	$140.7
3.	Project M	Interstate 605 (I-605) Katella Avenue Interchange	2027	$53.0
			Subtotal	$711.8

[1] Landscaping for the I-5 between SR-73 and the El Toro Road project was separated from the mainline construction contracts but is not counted as an additional project.

In Design		Construction Complete	Cost*
4. Project B	I-5 between I-405 and Yale Avenue	2029	$388.1
5. Project B	I-5 between Yale Avenue and SR-55	2029	$327.9
6. Project F	SR-55 between I-5 and SR-91	2030	$202.1
7. Project G	SR-57 Northbound from Orangewood Avenue to Katella Avenue	2028	$135.4
8. Project I	SR-91 between La Palma Avenue and SR-55	2030	$380.7
9. Project I	SR-91 between Acacia Street and La Palma Avenue	2029	$257.5
		Subtotal	$1,691.7
In Environmental		**Construction Complete**	**Cost***
10. Project D	I-5 El Toro Road Interchange	2033	$300.0[2]
11. Project J	SR-91 between SR-241 and Orange/ Riverside County Line	2030	$91.0[3]
		Subtotal	$391.0
		Deliverable 1 Total	**$2,794.5**

**Cost in millions*

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

Status: The two remaining projects (of the 30 total) are environmentally cleared or on track to be cleared by 2028, making them shelf-ready for future advancement. Exhibit 3 reflects these projects with updated environmental clearance schedules and estimated costs. For more details, see program updates in Section 2.1.

EXHIBIT 3: ENVIRONMENTAL CLEARANCE SCHEDULE AND COST FOR DELIVERABLE 2 PROJECTS

Remaining Projects		Environmentally Clear Shelf-Ready	Cost*
1. Project G	SR-57 Northbound from Lambert Road to Orange/Los Angeles County Line	2028	$445.5[2]
2. Project L	I-405 between I-5 and SR-55	2018	$269.6
		Remaining M2 Freeway Projects Total	**$715.1[4]**

**Cost in millions*

[2] These cost estimates are preliminary and will be updated once the project alternative is selected at the completion of environmental clearance.
[3] Project schedule and cost assumptions subject to change and are contingent on the outcome of the environmental review process, availability of funding, and coordination with Riverside County Transportation Commission (RCTC).
[4] The total will be revised once the two remaining projects (Project G and L) have a selected project alternative and complete environmental clearance.

Streets and Roads

3. **Provide annual competitive funding opportunities for local jurisdictions to address bottlenecks and gaps in the street system (Project O), synchronize signals (Project P) and continue flexible funding to local jurisdictions to support pavement rehabilitation or other transportation needs as appropriate (Project Q).**

Status: Since inception, OCTA has awarded approximately $594.4 million in competitive funding through the Regional Capacity Program (RCP {Project O}) and Regional Traffic Signal Synchronization Program (RTSSP {Project P}) through annual competitive calls for projects (call). Additionally, nearly $823.0[5,6,7] million in Local Fair Share (LFS {Project Q}) funds have been distributed to local jurisdictions. For more details, see program updates in Section 2.2.

Transit

4. **Support Metrolink service and advance development of a rail station, contingent on interagency coordination and long-term fiscal sustainability (Project R).**

Status: Project R provides funding for Metrolink operations and aims to increase rail services within the County and provide additional Metrolink service north of the City of Fullerton to the Los Angeles County Line. The program also provides for track improvements, the addition of trains and parking capacity, upgraded stations, and safety enhancements to allow cities to establish quiet zones along the tracks. For more details, see program updates in Section 2.3.

Close monitoring of Metrolink operations is necessary to ensure sustainability through 2041. The *Metrolink Reimagined* service change implemented in October 2024 aims to increase midday and evening train service to help Metrolink expand their customer market beyond the traditional commuter market. Following this service change, the three lines serving Orange County currently operate 58 weekday trains, representing a 7.4 percent increase to pre-(COVID-19) operating levels. However, Metrolink ridership recovery continues to struggle, impacting farebox revenues and cost recovery. To exacerbate this shortfall, operating costs have also increased. Without changes in service levels, ridership growth, and operations and rehabilitation costs or additional external funds, the current service cannot be sustained beyond FY 2033-34. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the financial impacts to M2.

Railroad track stabilization efforts in south Orange County have become a major focus area given its importance to continued operation of Metrolink in Orange County. While the rail line is currently open as a result of ongoing emergency work, longer-term solutions need to be developed to ensure the ability to provide rail service in this portion of the County. In partnership with key stakeholders, a planning study is currently underway to identify and evaluate immediate as well as short- and medium-term solutions with the goal of protecting the rail line in place. A separate study will follow to assess potential long-term

[5] Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.
[6] Only includes disbursed funds. On May 12, 2025, the Board determined the City of Huntington Beach ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Huntington Beach reestablishes eligibility.
[7] On May 12, 2025, the Board determined the City of Orange eligible to receive net M2 revenues again. Withheld funds were released in June 2025.

solutions, which may include relocation of the rail line. The California State Transportation Agency has committed to lead the long-term study to plan for future investments necessary to ensure a resilient LOSSAN corridor. As these studies progress, future updates to the Next 10 Plan will incorporate more current information.

Additionally, OCTA remains committed to advancing the development of the Placentia Metrolink Station Project. However, project advancement beyond the environmental phase is dependent on a shared-use agreement between Metrolink and BNSF prior to advertisement and construction, as well as Metrolink's long-term fiscal sustainability and ability to support continued operations.

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

Status: The 4.15-mile OC Streetcar will serve the Santa Ana Regional Transportation Center (SARTC) through Downtown Santa Ana and the Civic Center to Harbor Boulevard in the City of Garden Grove. Activities underway include continued installation of overhead wires and utilities, along with continued construction on the Pacific Electric right-of-way (ROW) and Maintenance and Storage Facility (MSF). Regular coordination meetings, staff training, and documentation efforts are underway to ensure a safe, reliable, and seamless transition to operations. Additionally, all eight cars have been delivered to the MSF. Construction is anticipated to be complete to begin revenue service operations in 2026. For more details, see project updates in Section 2.3.

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

Status: Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, approximately $151.7 million[8,9,10] has been provided to these three programs. The SMP provides funding to participating cities to design and implement transit service that best fits the needs of seniors (60 and above) in their communities. The SNEMT Program provides funding to the County of Orange Office on Aging for senior (60 and above) transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health-related trips at a low cost to the rider than would otherwise be available. The Fare Stabilization Program provides stable discounted fares for seniors and persons with disabilities by lowering the cost of riding transit. For more details, see program updates in Section 2.3.

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

Status: Since inception, OCTA has approved 49 projects and ten planning studies totaling approximately $96.8 million through five calls. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of awarded services against performance measures adopted by the Board. To

[8] Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.
[9] Only includes disbursed funds. On May 12, 2025, the Board determined the City of Huntington Beach ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Huntington Beach reestablishes eligibility.
[10] On May 12, 2025, the Board determined the City of Orange eligible to receive net M2 revenues again. Withheld funds were released in June 2025.

date, 21 projects are active, four are planned, 13 have been cancelled (primarily due to low ridership), and 11 have been completed. Staff continues to work with local jurisdictions through letters of interest requests, workshops, Comprehensive Transportation Funding Program Guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation. For more details, see program updates in Section 2.3.

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

Status: Through three calls, the Board has approved $3.1 million to improve 122 city-initiated improvement projects at the busiest OCTA transit stops. The program is designed to ease transfers between bus lines and provide passenger amenities such as installation of bus benches or seating, shelters, improved lighting, and other passenger-related amenities. To date, 94 improvements have been completed, 18 improvements are in various stages of implementation, and ten improvements have been cancelled by the awarded agency. For more details, see program updates in Section 2.3.

Environmental

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

Status: The M2 freeway EMP includes seven Preserves totaling more than 1,300 acres and 13 restoration projects covering nearly 350 acres. In 2017, OCTA received biological resource permits after completing a state and federal Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan) for the EMP, allowing streamlined project approvals for the M2 freeway improvement projects. The Conservation Plan also includes a streamlined process for coordination of streambed alteration agreements. In 2018, OCTA secured programmatic permits and assurances for federal and state clean water permitting requirements. Receipt of these permits represents the culmination of years of collaboration and support by the Board, environmental community, and regulatory agencies.

OCTA makes annual endowment deposits of approximately $2.9 million. As of September 30, 2025, the endowment balance was $38,595,652. While the performance of the endowment fund will affect the time frame for full funding, current projections indicate that OCTA is on track to meet the target of $46.2 million in FY 2027-28. For more details, see program updates in Section 2.1.

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

Status: In May 2010, the Board approved a two-tier approach to funding Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since inception, the Board has approved $43.4 million in funding for 241 Tier 1 projects through 15 calls and $34.9 million for 26 Tier 2 projects through three calls. For more details, see ECP updates in Section 2.4.

1.6. Oversight and Safeguards

The 2025 Next 10 Plan is taking place with the full oversight and regular reporting promised to the voters. Regular progress reports on implementing the Next 10 Plan are included in the M2 Quarterly Progress Reports that are prepared for the Board. These reports are included on the OCTA website to ensure accessibility and transparency of the information. Contact information for the OCTA staff member responsible for each program or project is also included.

Additionally, as specified in Ordinance No. 3 (M2 Ordinance), Section 10, there will be three performance assessments conducted during the Next 10 Plan time frame. Performance assessments are to be conducted at least once every three years to evaluate the efficiency, effectiveness, economy, and program results of OCTA in satisfying the provisions and requirements of the M2 Plan and M2 Ordinance. These assessments will take place during 2027, 2030, and 2033. The most recent performance assessment covering FY 2021-22 through FY 2023-24 was completed and presented to the Board in March 2025. The consultant's report reflected a positive assessment of OCTA's efficiency and effectiveness in the delivery of M2 projects and programs.

Also included in the M2 Ordinance, Section 11, is a ten-year comprehensive review of M2 programs and projects, which will be completed during the Next 10 Plan time frame. Due to the early initiation of project development activities prior to the start-up of revenue collection in 2011, the first review was completed in 2015. A second review is underway and is anticipated to be presented to the Board in early 2026. The ten-year review includes a comprehensive review of all projects and programs implemented under the M2 Plan to evaluate the performance of the overall program and may result in revisions to further improve performance.

1.7. Sustainable Communities Strategy

It is important to note that M2 also supports and enhances the ability of OCTA to support the regional Sustainable Communities Strategy in Orange County. M2 projects and programs are part of a larger suite of transportation improvements included in the 30-year M2 Plan. Over 50 percent of M2 funds are intended to fulfill transit, system optimization, enhanced environmental elements and infrastructure preservation goals. In addition, the funding eligibility criteria encourages local agencies to consider accommodations for transit and non-motorized transportation.

M2 was publicly reviewed through a Program Environmental Impact Report (EIR) prior to voters approving the ballot measure in November 2006. Since 2008, the M2 Program has been included in the Regional Transportation Plans, Sustainable Communities Strategies, and the associated Program EIR prepared by the Southern California Association of Governments.

In addition to funding freeway improvements, the M2 Program dedicates funding for many transit and local street improvement projects. These include improvements such as:

- New transit connections between major Orange County activity areas that reduce the need for short automobile trips;
- Enhanced convenience and reliability for bus services and Metrolink commuter rail to encourage transit as a dependable commute option;

- Local funding for development of multimodal corridors and roadway preservation that improves the quality of mobility for all users; and
- Signal synchronization on 750 miles of roadways throughout Orange County to reduce congestion and tailpipe emissions.

The M2 freeway EMP has preserved 1,300 acres of wild lands that will be converted to the Preserves to enhance connectivity and wildlife movement between existing conservation areas – such as the Cleveland National Forest, the Chino Hills State Park, and the Irvine Ranch Conservancy lands – and to coastal areas. Furthermore, the program also provides critical habitat for endangered or listed species. Additionally, since M2 inception, the ECP has awarded 267 projects totaling over $78.2 million to treat storm water runoff and help keep waterways and beaches clean in Orange County.

The aforementioned transit, local streets, and environmental programs collectively contribute to and enhance the quality of life, as well as provide a sustainable future, and an efficient transportation system that benefits the region.

Brief summaries of the specific programs are listed below.

- ✓ Projects A through N – Freeway improvements and Freeway Service Patrol (FSP) to provide emission reductions through congestion relief.
- ✓ Projects O and P – Signal synchronization and street improvements that provide emission reductions through congestion relief and flexibility to accommodate bike and pedestrian project elements as appropriate.
- ✓ Project Q – Local funding for city-selected transportation projects that provide for preservation of the streets and roads system and includes bicycle, pedestrian, water quality, and transit enhancements as eligible expenditures.
- ✓ Project R – Expanded Metrolink train capacity including improvements to stations and parking to improve transit reliability and convenience and reduce reliance on highways while also supporting potential transit-oriented development.
- ✓ Project S – Transit extensions to improve access between Metrolink stations and residential/employment centers and provide an alternative to driving.
- ✓ Project T – Station improvements to connect to planned future high-speed rail services.
- ✓ Project U – Sustain mobility choices for seniors and persons with disabilities and provides an alternative to driving.
- ✓ Project V – Community-based circulators to complement regional transit services with local communities and provides an alternative to driving.
- ✓ Project W – Transit stop improvements to support transfers between major bus lines and provide passenger amenities such as shelter improvements, better lighting, bicycle racks, and trash receptacles.
- ✓ Project X – Water quality improvement programs/projects to meet federal Clean Water Act standards for urban runoff, and augment required mitigations.
- ✓ Freeway Mitigation Program – Natural resource protection strategy to provide for more comprehensive mitigation of environmental impacts from M2 freeway improvements.

1.8. Updated Next 10 Plan Funding Assumptions

The 2025 update of the Next 10 Plan includes funding assumptions for revenue and expenses that are merged into a high-level cash flow model. This effort was conducted to ensure the complete M2 Program could be delivered consistent with commitments provided to the voters as part of M2 approval in November 2006. Revenues are expected to fluctuate over time. The M2 expenditure plan includes programmatic items that adjust according to available revenues. However, the Freeway Program, which defines specific project scopes, and Metrolink service, cannot be easily adjusted to revenue fluctuations. The revenue assumptions incorporate the latest 2025 M2 sales tax revenue forecast of $13.2 billion and prior commitments in programmed local, state, and federal external revenues.

To support project delivery schedules in the Freeway Program, bond assumptions were included in earlier updates of the Next 10 Plan. While there has been a decrease in the M2 revenue forecast since the 2024 update, no additional bond issuances are planned through 2041. Bonding capacity is available, as OCTA's debt coverage ratios are well above the allowable amount of 1.3x. The minimum forecasted debt coverage ratio during the Next 10 Plan time frame is 9.4 in 2027 and 2028. This offers significant financial protection against unforeseen economic changes related to project delivery. For a more detailed discussion on assumed revenues, costs, and debt service, see Section 3.1 of the Appendix.

Funding for the freeway mode assumes $8.9 billion in total revenue, with costs for the same period totaling $8.8 billion. To date, OCTA has been very successful in capturing external funding to offset reductions in sales tax revenue and preserve M2 funds. The long-term M2 Freeway Program relies on the total receipt of approximately $1.9 billion in state and federal revenues. Additionally, the program includes $770.9 million in net excess 91 Express Lanes revenue and $495 million in bond proceeds.

As a result of the lower forecasted sales tax, the Freeway Program net sales tax revenue through 2041 decreased by approximately $403.7 million. In addition, each project in the Freeway Program was reviewed, with schedules and cost estimates updated to reflect the most current information. With the majority of projects now either nearing completion of the design phase or in construction, project cost estimates have a higher level of engineering and are therefore better defined. The 2025 update captures some of these revised cost estimates, which reflect increased material costs that experienced high inflation from 2021 through 2023. While net revenues decreased, no future bonding assumptions are included in the 2025 Next 10 Plan update, which provides significant savings in the freeway program while maintaining project delivery schedules. Economic uncertainties were reduced, with the majority of the funds available between FY 2035-36 and FY 2040-41. As noted earlier, there is significant bonding capacity available should the freeway program require additional revenue to support project expenses.

Funding for the streets and roads mode assumes $4.9 billion in total revenue, with costs for the same period totaling $4.7 billion. The projects within the Streets and Roads Program are scaled to available revenue and are reflected in the cash flow on a pay-as-you-go basis. The Streets and Roads Program relies on the total receipt of approximately $581.4 million in external revenues (state, federal, and local) primarily for the OC Bridges grade separation projects. For more details, see Section 3.1 of the Appendix and the project updates contained in their respective sections.

For the transit mode, $4.2 billion in total revenue is assumed, with costs for the same period totaling $4.1 billion. The majority of projects within the Transit Program can scale to available revenue with the exception of Metrolink service and Project U's Fare Stabilization Program. The M2 Ordinance specifically

requires that the Fare Stabilization Program subsidize fares for seniors and persons with disabilities to the extent of maintaining the reduced fare rate effective on July 24, 2006, through FY 2040-41. While this program is not scalable, it remains solvent due to OCTA's proactive amendment to the M2 Ordinance. The remaining transit mode programs are assumed on a pay-as-you-go basis. The funding for the transit mode assumes the total receipt of $865.7 million in local, state, and federal revenues. For more detailed program assumptions for the Transit Program, see the Appendix.

The ECP assumes $264.5 million in total revenue, with costs for the same period totaling $240.1 million. The projects within the ECP are scaled to available revenue and are reflected in the cash flow on a pay-as-you-go basis. For more detailed program assumptions for the ECP, see Section 3.1 of the Appendix.

1.9. Financing

The Board's vision in developing the EAP created a great opportunity for the M2 Program. While the economy took a significant downturn due to the 2008 Great Recession, OCTA advanced projects years before revenue became available. Projects were accelerated, making them shelf-ready. This allowed OCTA to capture significant one-time external funding provided through State Proposition 1B and the American Recovery and Reinvestment Act. Using the revised, Board-approved forecasting methodology implemented in March 2016, the 2025 M2 sales tax revenue forecast is $13.2 billion.

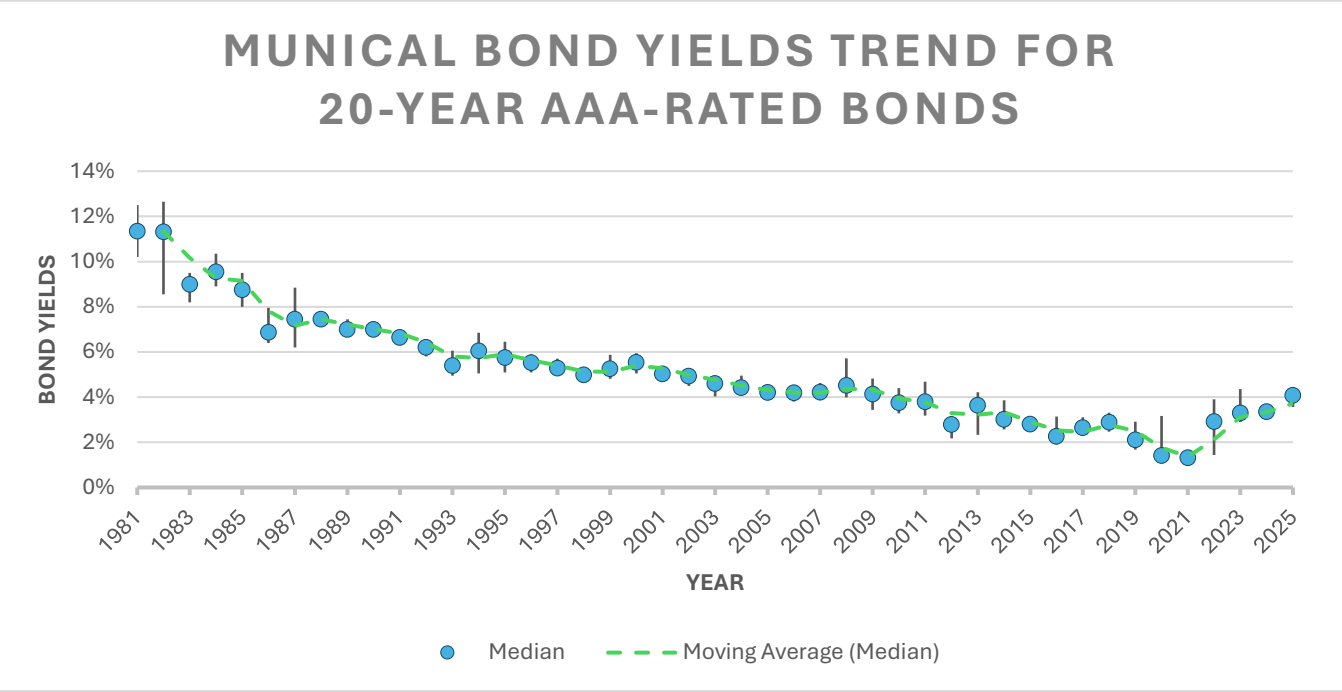
When it comes to the bidding environment, OCTA significantly benefited during the recession by capitalizing on a low-cost environment with early project development and acceleration. When the M2020 Plan was adopted in late 2012, staff reported that freeway construction bids were consistently coming in between ten to 20 percent below engineers' estimates. In the years that followed, construction bids slowly rose to meet, and in some cases, exceed the engineers' estimates. The COVID-19 pandemic introduced a period of rapid cost escalation driven by inflation, labor shortages, and supply chain disruptions; however, bid outcomes have since tempered in recent years.

This year's update assumes no additional bonding is required through 2041. The update also continues to maintain prudent annual ending balances and an economic uncertainties allowance, which provides continued financial stability in the event of additional financial fluctuations.

Pay-as-you-go project funding is identified in the M2 Ordinance as the preferred method of financing, while bond financing is an option that is within the purview of the Board. It takes many years to bring projects to fruition therefore it is prudent to maintain current project schedules to deliver M2 benefits earlier.

While the current cost of debt remains relatively low and is trending upwards, there are no additional issuances planned through 2041. Current 20-year bond rates have increased 76 basis points from last year from 3.22 percent to 3.98 percent. See Exhibit 4 showing historical issuance rates of 20-year bonds.

EXHIBIT 4: HISTORICAL ISSUANCE RATES AND MUNICIPAL BOND YIELDS FOR 20-YEAR BONDS



***Source**: TM3 AAA 20-year GO Bonds (1981 through 2010), Bloomberg index of AAA 20-Year Municipal Bonds (2011 to date)*

OCTA has a strong track record of successfully delivering projects by utilizing bond financing, as seen in M1, as well as M2, under the EAP and M2020 Plan. While the 2025 Next 10 Plan anticipates no bond financing for the Freeway Program through 2041, OCTA has significant bonding capacity available should the freeway program require additional revenue to support project expenses.

1.10. Future Outlook

As noted in the Next 10 Plan Delivery Risks in Section 1.3, major capital work is underway in the Southern California region that may impact OCTA's ability to secure resources needed for future project and program delivery. Competition for available resources for capital projects has increased with the major capital work currently underway in Los Angeles, Riverside, and San Bernardino counties. For future projects going forward, engineers, ROW experts, skilled labor, and materials will be in higher demand.

In September 2017, the Board was presented with a Market Conditions Forecast and Risk Analysis report conducted by economists Dr. Wallace Walrod and Dr. Marlon Boarnet through a contract with the Orange County Business Council (OCBC). The result of this analysis identified strong potential for OCTA to experience an increasing-cost environment in the near term. Recognizing the benefits of proactive monitoring and forecasting of market conditions, the Board directed staff to continue to work with OCBC and provide OCTA with cost risk factors for project delivery.

In October 2025, OCBC provided an updated forecast to the Board for 2026 through 2028. OCBC tracked relevant market data and indicators, performed analytics, and incorporated this analysis to provide OCTA with a range of potential cost fluctuations through the use of an Infrastructure Construction Cost Pressure

Index (ICCPI), as reflected in Exhibit 5. The ICCPI incorporates a detailed trend analysis of building permits, unemployment rates, localized labor costs, material costs and general economic conditions.

EXHIBIT 5: ICCPI RANGE OF COST FLUCTUATIONS

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

OCBC forecasts a score of three in 2026, 2027, and 2028, which represents a potential cost fluctuation range of two percent to six percent. Exhibit 6 summarizes the forecasts. The updated forecast points to an uptick in inflationary pressures with the most recent data available. Major drivers include a rise in building permits, California unemployment rates, and construction wages. Additionally, the cost of all construction materials increased on an annualized basis.

EXHIBIT 6: OCBC ORANGE COUNTY TRANSPORTATION ICCPI SCORE

OCBC Orange County Transportation ICCPI Score, 2026-2028		
Year	Index Score	Range of Cost Fluctuation
2026	3	2% - 6%
2027	3	2% - 6%
2028	3	2% - 6%

As in prior forecasts, OCBC indicates that OCTA will also need to be aware and ready to respond to cost pressures that cannot be modeled. Examples of such forces include:

- Impacts from tariffs may shift Federal Reserve policy decisions,
- Domestic instability due to shifting political, social, and economic policies, including disruption from artificial intelligence adoption to the overall job market, and
- International instability resulting from ongoing global conflicts and new trade policies.

To mitigate cost pressures, OCTA's Project Controls Department monitors and adjusts project cost escalation assumptions according to market trends. Project Controls' cost estimating process uses historical information, as well as current trends in the market, and follows a consistent and defined process. Looking back at the last 20 years, OCTA's cost estimates have included a three percent escalation, which, on average during this time frame, provided the appropriate escalation to deliver projects successfully. Currently, using 3.5 to five percent for construction escalation, as well as incorporating contingency based on the project phase and complexity, is staff's preferred approach to cost estimating.



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2025 UPDATE

NEXT 10 DELIVERY PLAN

II. MEASURE M2 TRANSPORTATION INVESTMENT PLAN

OCTA

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2025
UPDATE

NEXT 10
DELIVERY PLAN

2.1 FREEWAY PROGRAM

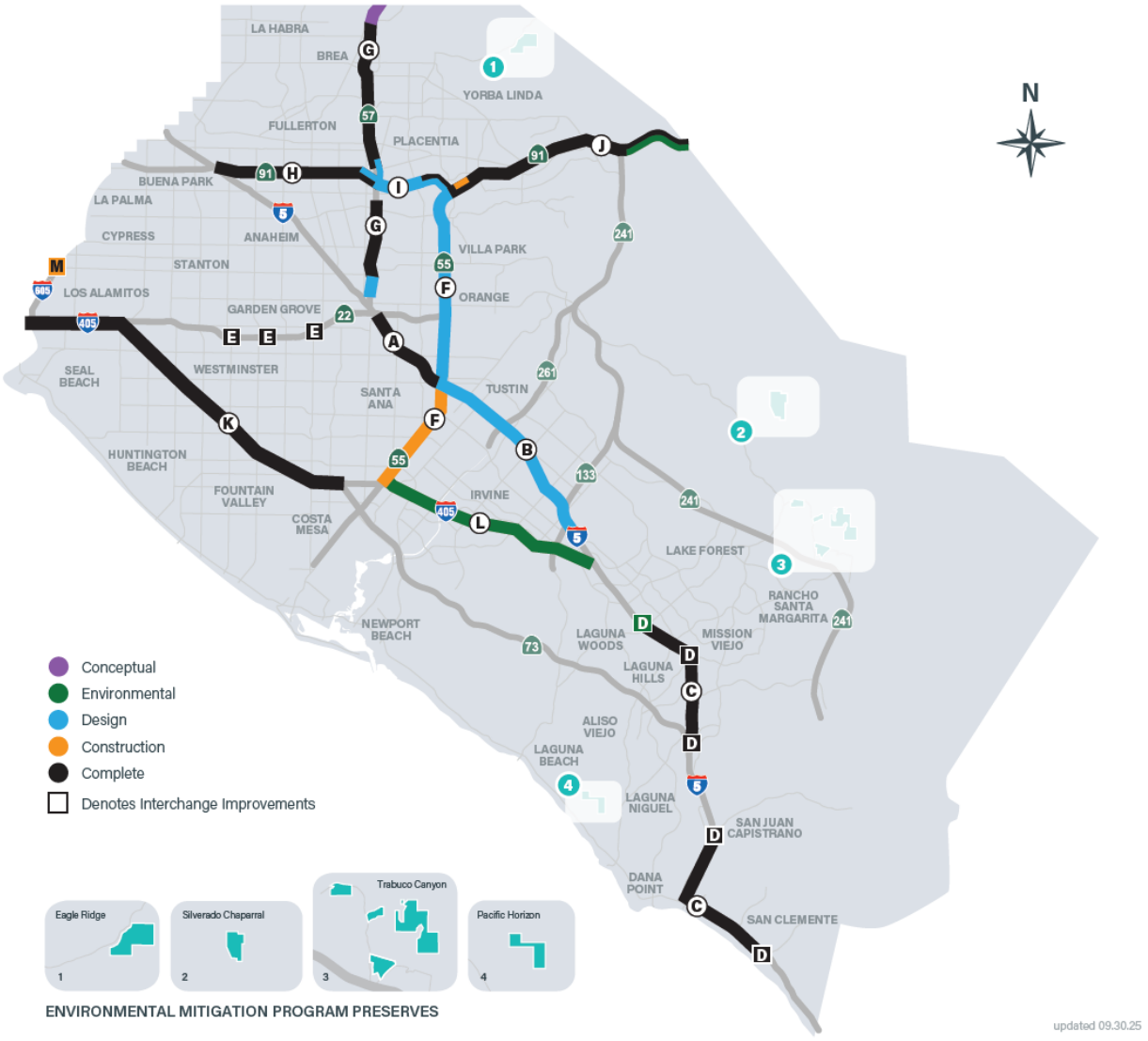
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EXHIBIT 7: MEASURE M FREEWAY PROGRAM COUNTYWIDE MAP

MEASURE M FREEWAY PROGRAM

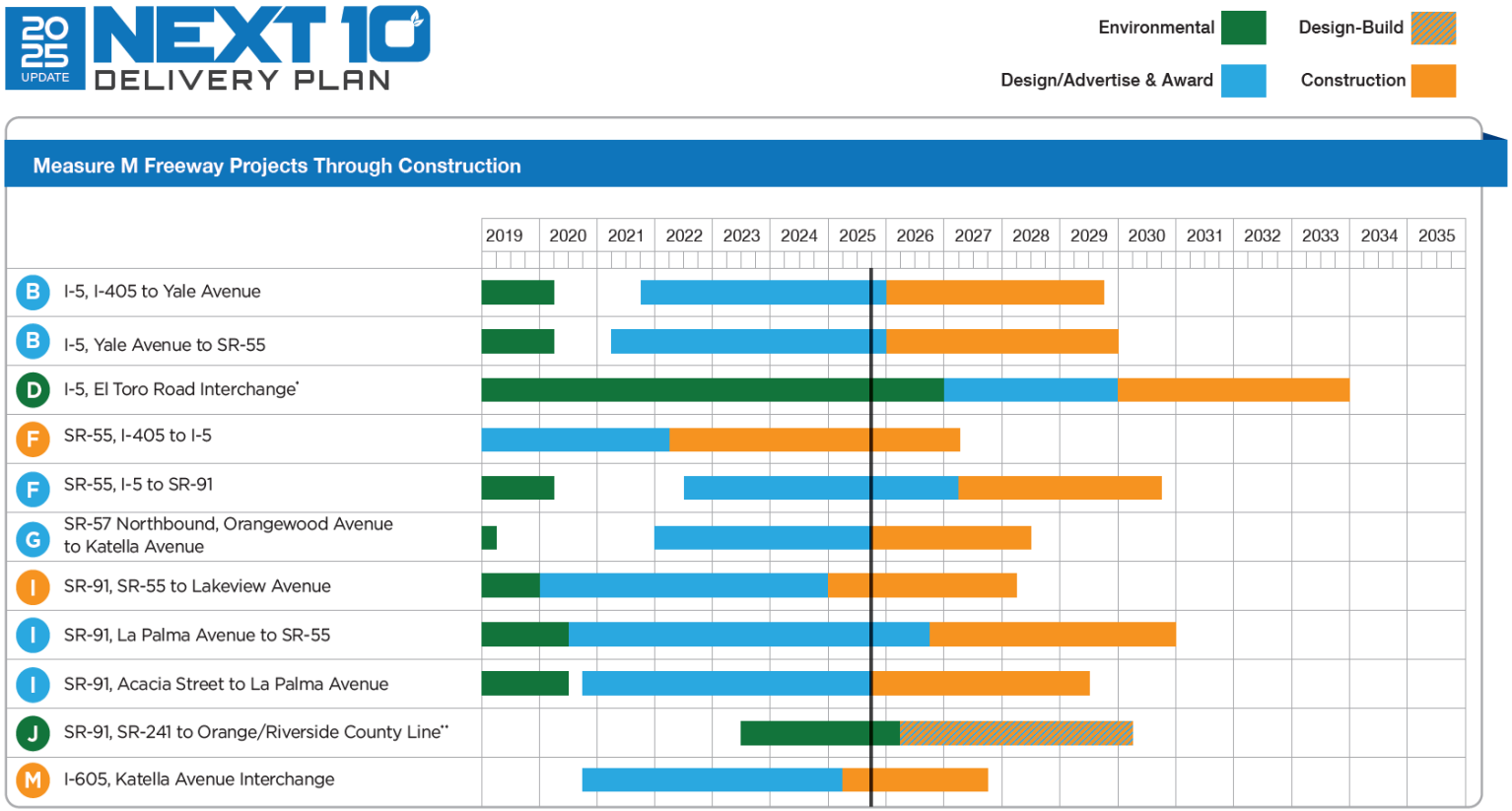


- (A) I-5 (SR-55 to SR-57)
- (B) I-5 (I-405 to SR-55)
- (C) (D) I-5 (Avenida Pico to San Juan Creek Road)
- (C) (D) I-5 (SR-73 to El Toro Road)
- (D) I-5/Ortega Highway Interchange Improvements
- (D) I-5/El Toro Road Interchange Improvements
- (E) SR-22 Access Improvements
- (F) SR-55 (I-405 to I-5)
- (F) SR-55 (I-5 to SR-91)
- (G) SR-57 NB (Orangewood Avenue to Katella Avenue)
- (G) SR-57 NB (Katella Avenue to Lincoln Avenue)
- (G) SR-57 NB (Orangethorpe Avenue to Lambert Road)
- (G) SR-57 NB (Lambert Road to County Line)
- (H) SR-91 WB (I-5 to SR-57)
- (I) SR-91 (SR-57 to SR-55)
- (I) SR-91 WB (Tustin Avenue to SR-55)
- (J) SR-91 (SR-55 to SR-71)
- (J) SR-91 (SR-241 to I-15)*
- (K) I-405 (SR-73 to I-605)
- (L) I-405 (I-5 to SR-55)
- (M) I-605/Katella Avenue Interchange Improvements
- (N) Freeway Service Patrol (not mapped)
- (A-M) Environmental Mitigation Program
  - -1,300 acres of permanent open space
  - -12 restoration projects totaling nearly 350 acres (not mapped)

RCTC is the lead agency for the 91 Eastbound Corridor Operations Project operational lane from SR-241 to SR-71.

EXHIBIT 8: MEASURE M FREEWAY PROJECTS THROUGH CONSTRUCTION

2025 UPDATE NEXT 10 DELIVERY PLAN

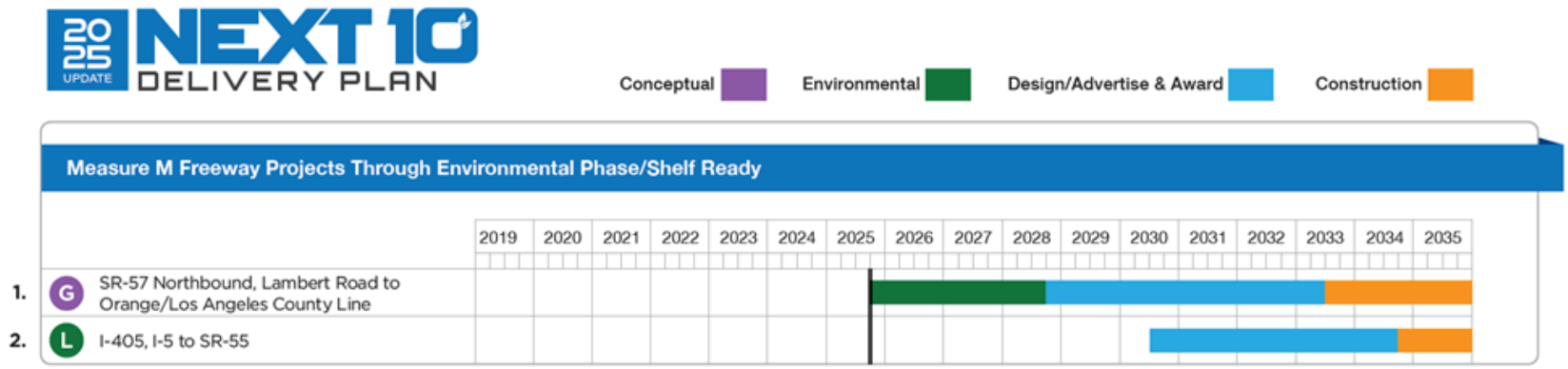


Please note that schedules are updated as of September 30, 2025. Shown schedules are subject to change.

* Proposed accelerated schedule. Final schedule pending consensus with stakeholder agencies.
** RCTC is the lead agency for the 91 Eastbound Corridor Operations Project operational lane from SR-241 to SR-71.



EXHIBIT 9: MEASURE M FREEWAY PROJECTS THROUGH ENVIRONMENTAL PHASE/SHELF READY



Please note that schedules are updated as of September 30, 2025. Projected and active project schedules are subject to change.

The Next 10 Plan provides direction through 2035. Schedules and revenues will be reviewed annually. The Board will adopt an updated delivery plan to provide direction on further advancement as appropriate.





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2.1. Freeway Program

Overview:
The Freeway Program accounts for 43 percent of the M2 Program. Over the life of M2, approximately $5.3 billion is expected to be generated in sales tax revenues for freeway Projects A-N (not including the five percent of net revenues apportioned to the EMP). Improving Orange County freeways is a major investment of the M2 Program.

To ensure delivery of the Freeway Program, the Next 10 Plan includes the following framework:

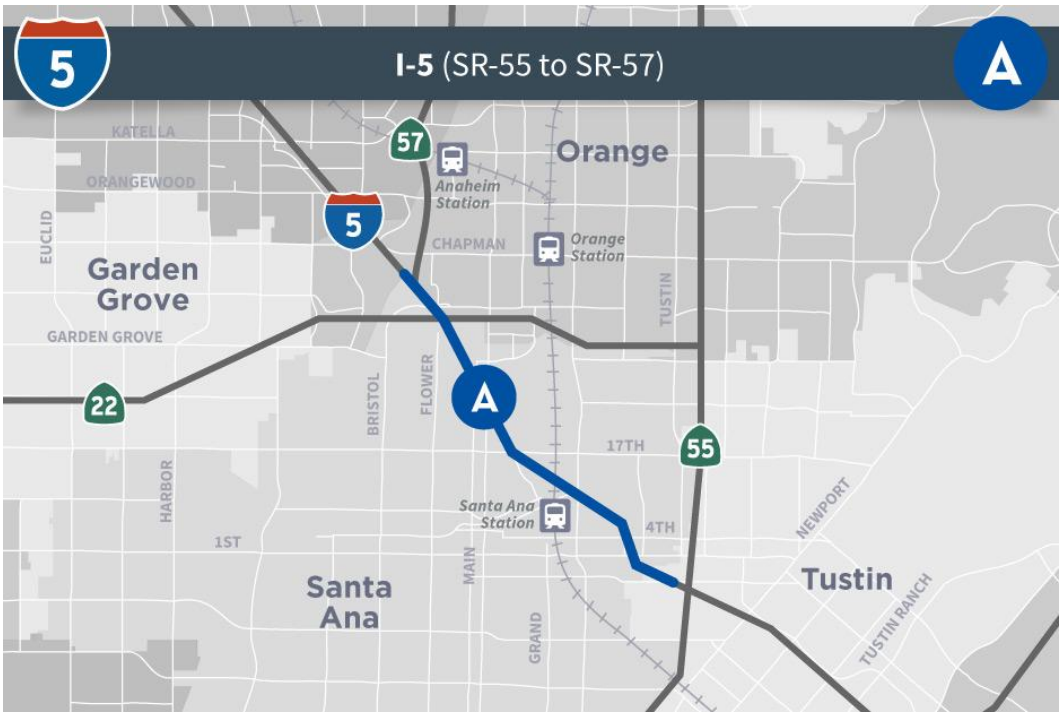
- Bring congestion relief.
- Deliver projects using the guiding principles.
- Work with California Department of Transportation (Caltrans) to seek cost effective measures on freeway projects through changes in scope and design parameters where possible.
- Tightly manage project scopes and schedule to reduce cost escalation risk.

Next 10 Plan Deliverables:
When M2 originally passed, 13 freeway projects were highlighted in the M2 Plan. Since then, these projects have been segmented into 30 projects or project segments. For a list of completed projects, see Exhibit 31 in the Appendix. Significant progress of the freeway program is included in the Next 10 Plan deliverable goals through 2035:

1. Deliver construction of 11 freeway projects or project segments: three along I-5, two along SR-55, four along SR-91, one along SR-57, and one at the I-605 Interchange (Projects B, D, F, G, I, J, and M). See Exhibit 8.
2. Prepare the remaining two project segments for delivery. This includes one on I-405 and one on SR-57 (Projects G and L). See Exhibit 9.

A. I-5 (SR-55 to SR-57)

EXHIBIT 10: PROJECT A – MAP OF APPROXIMATE LIMITS



Description:
Project A reduced freeway congestion by adding a second high-occupancy vehicle (HOV) lane (approximately three miles) in both directions on I-5 between SR-55 and SR 57. See Exhibit 10 for a map of the approximate limits. The project was generally constructed within the existing ROW.

Cost:
$38.85 million.

Status:
All lanes opened to traffic in August 2020. Construction was completed in January 2021.

Benefits:
This project improved the HOV facility on I-5 in Santa Ana to meet traffic demands and eliminate bottlenecks. Improvements were needed to accommodate HOV traffic from both the SR-55/I-5 and SR-57/I-5 direct HOV connectors.

Originally considered under this project, the extension of the auxiliary lane from southbound I-5 to southbound SR-55 through the McFadden Avenue exit ramp on SR-55 to Edinger Avenue, was instead studied as part of SR-55 Project F.

External Funding:
The Board approved $36.19 million in federal funds to support this project.



A. I-5 (SR-55 to SR-57)

Risks:
None – project completed.

Related Projects:
Projects B and F.

Other Involved Agencies:
California Transportation Commission (CTC), Caltrans, City of Santa Ana, Federal Highways Administration (FHWA), and Metrolink.

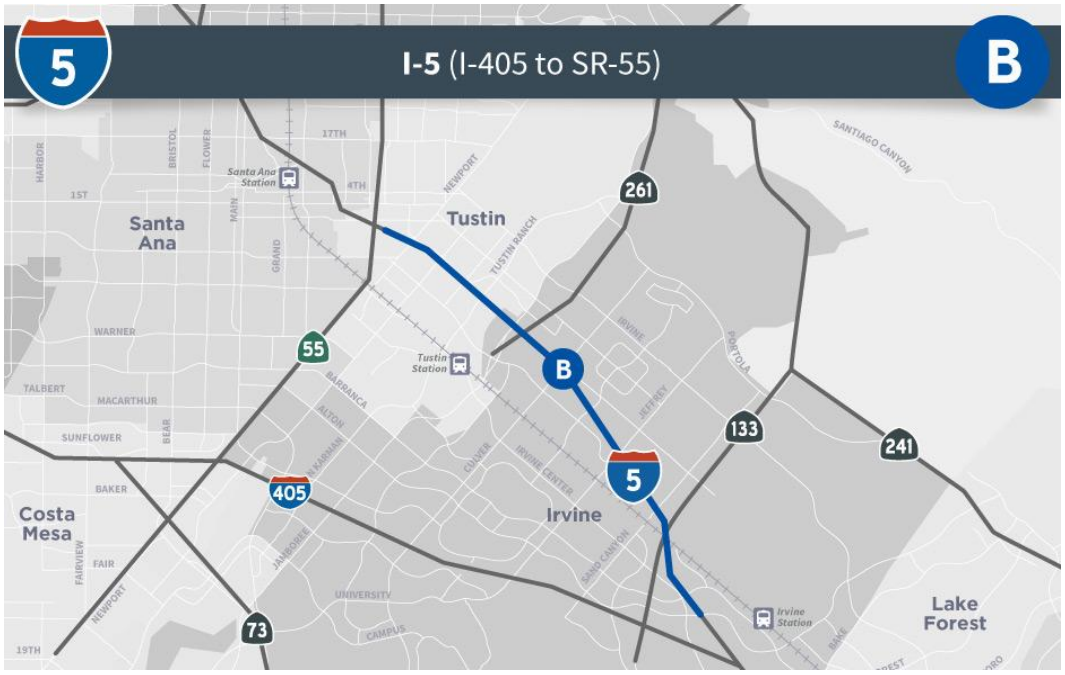
Assumptions:
Cost based on September 2025 M2 Program cash flow.

References:
- OCTA 2022 Long-Range Transportation Plan
- September 2025 Project Status Report
- Capital Funding Program Report – State Highway Project (October 2025)
- OCTA's FY 2024-25 Comprehensive Business Plan



B. I-5 (I-405 to SR-55)

EXHIBIT 11: PROJECT B – MAP OF APPROXIMATE LIMITS



Description:
Project B will reduce congestion by constructing new general purpose lanes in both directions and improving key interchanges in the area between SR-55 and State Route 133 (near the El Toro "Y"). This segment of I-5 is the major route serving activity areas in the cities of Irvine, Santa Ana, and Tustin, and north Orange County. See Exhibit 11 for a map of the approximate limits. The project will generally be constructed within the existing ROW. The project is divided into two segments as described below.

Segment 1: This project will add one general purpose lane in each direction between I-405 and Yale Avenue (approximately 4.5 miles), improve interchanges, and add auxiliary lanes where needed to improve traffic operations in the Irvine area.

Segment 2: This project will add one general purpose lane in each direction between Yale Avenue and SR-55 (approximately 4.5 miles), improve interchanges, and add auxiliary lanes where needed to improve traffic operations in Irvine and Tustin areas.

Cost:
Segment 1:

- M2 Portion: $337.95 million (Year of Expenditure [YOE]).
- Caltrans Multi Asset Project Portion: $50.14 million (YOE).

Segment 2:

- M2 Portion: $290.01 million (YOE).
- Caltrans Multi Asset Project Portion: $37.86 million (YOE).

Status:
The environmental phase for both segments was completed in January 2020.



B. I-5 (I-405 to SR-55)

Segment 1: Final design was initiated in October 2021 and was completed in November 2024. Construction was advertised in August 2025 and is anticipated to begin in early 2026.

Segment 2: Final design was initiated in May 2021 and completed in June 2025. Construction was advertised in August 2025 and is anticipated to begin in early 2026.

Benefits:
Project improvements would alleviate congestion and reduce delays.

External Funding:
Caltrans is responsible for funding the Multi Asset Projects that are part of with Segment 1 and 2.

The Board has approved funding that supports this project including:

Segment 1: $52.89 million in federal funds and $106.71 million in state funds.

Segment 2: $32.53 million in federal funds and $9.78 million in state funds.

Risks:
Overall time, scope, and costs risks are high with this project due to tight ROW and the need for design variations.

Related Projects:
Projects A and F.

Other Involved Agencies:
Caltrans, cities of Irvine and Tustin, Transportation Corridor Agencies (TCA), FHWA, Orange County Flood Control District, and Metrolink.

Assumptions:
Cost based on September 2025 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- September 2025 Project Status Report
- Capital Funding Program Report – State Highway Project (October 2025)
- OCTA's FY 2024-25 Comprehensive Business Plan



C. I-5 (SR-73 to El Toro Road, includes Avery Parkway and La Paz Road Interchanges)

EXHIBIT 12: PROJECT C,D – MAP OF APPROXIMATE LIMITS



Description:
Project C added new lanes to I-5 from El Toro Road in the City of Lake Forest to the vicinity of SR-73 in the cities of Laguna Hills, Laguna Niguel, Laguna Woods, Lake Forest, and Mission Viejo. Additional improvements included continuous HOV access completion and major improvements at the Avery Parkway and La Paz Road interchanges, as part of Project D. The project was generally constructed within the existing ROW. See Exhibit 12 for a map of the approximate limits. This project was divided into three segments as described below.

Segment 1: This project added one general purpose lane (approximately 2.2 miles) in both directions between SR-73 and Oso Parkway, reconstructed the Avery Parkway interchange, and added auxiliary lanes where needed to reduce congestion in Laguna Niguel and Mission Viejo areas.

Segment 2: This project added one general purpose lane (approximately 2.6 miles) in both directions between Oso Parkway and Alicia Parkway, reconstructed the La Paz Road interchange, and added auxiliary lanes where needed to reduce congestion in Laguna Hills and Mission Viejo areas.

Segment 3: This project added one general purpose lane (approximately 1.7 miles) in the southbound direction between Alicia Parkway and El Toro Road, continued the additional general purpose lane in the northbound direction through Alicia Parkway, extended the second HOV lane (approximately one mile) in both directions from El Toro Road to Alicia Parkway, and added auxiliary lanes where needed to reduce congestion in Laguna Hills, Lake Forest, and Mission Viejo areas.



C. I-5 (SR-73 to El Toro Road, includes Avery Parkway and La Paz Road Interchanges)

Cost:
Segment 1: $229.38 million.

Segment 2: $230.35 million.

Segment 3: $227.26 million.

Landscaping for all three segments: $12.37 million (YOE).

Status:
All segments opened to traffic in March 2025. Segment 2 was completed in December 2024 and segments 1 and 3 in July 2025. The landscaping portion for all three segments began in June 2025 and is anticipated to complete in December 2026.

Benefits:
This project helped alleviate congestion and reduce traffic delays. The second HOV extension for segment 3 enabled more efficient operation of general purpose lanes for future projected traffic volumes. Adding an additional general purpose lane and auxiliary lanes in Segments 1 and 2 will accommodate future projected traffic volumes. The I-5/La Paz Road and I-5/Avery Parkway interchange improvement projects called for in M2 Project D will reduce chokepoints and congestion, as well as accommodate future traffic demands on the local roads at each interchange.

External Funding:
The Board has approved funding that supports this project including:

Segment 1: $34.60 million in federal funds and $121.81 million in state funds.

Segment 2: $56.60 million in federal funds.

Segment 3: $54.63 million in federal funds and $16.92 million in state funds.

Additionally, $790,000 in federal funds and $6.00 million in state funds have been approved for landscape planting across all three segments.

Risks:
None – project completed.

Related Projects:
Project C (I-5, Avenida Pico to San Juan Creek Road) and Project D (I-5, El Toro Road Interchange).

Other Involved Agencies:
Caltrans, cities of Laguna Hills, Laguna Niguel, and Mission Viejo, CTC, FHWA, and TCA.

Assumptions:
Costs are based on September 2025 M2 Program cash flow.

C. I-5 (SR-73 to El Toro Road, includes Avery Parkway and La Paz Road Interchanges)

References:

- OCTA 2022 Long-Range Transportation Plan
- September 2025 Project Status Report
- Capital Funding Program Report – State Highway Project (October 2025)
- OCTA's FY 2024-25 Comprehensive Business Plan

C. I-5 (Avenida Pico to San Juan Creek Road, includes Avenida Pico Interchange)

EXHIBIT 13: PROJECT C,D – MAP OF APPROXIMATE LIMITS



Description:
Project C extended the HOV lanes on I-5 from Avenida Pico to San Juan Creek Road in the cities of Dana Point, San Clemente, and San Juan Capistrano. Major interchange improvements were also included at Avenida Pico, as part of Project D. See Exhibit 13 for a map of the approximate limits. This project was generally constructed within the existing ROW and was divided into three segments as described below.

Segment 1: This project added new continuous-access HOV lanes (approximately 0.7 miles) in each direction between Avenida Pico and Avenida Vista Hermosa. The Avenida Pico Interchange was reconstructed to optimize traffic movements within the interchange and provided bicycle lanes in both directions of Avenida Pico.

Segment 2: This project added new continuous-access HOV lanes (approximately 2.5 miles) in each direction between Avenida Vista Hermosa and Pacific Coast Highway (PCH). The project also reconstructed on- and off-ramps at Avenida Vista Hermosa and Camino de Estrella, and re-established existing auxiliary lanes. Avenida Vaquero undercrossing was widened in both directions to accommodate the new HOV lanes.

Segment 3: This project added new continuous-access HOV lanes (approximately 2.5 miles) in each direction between PCH and San Juan Creek Road. The project also reconstructed on- and off-ramps at Camino Las Ramblas/PCH and the I-5/PCH northbound connector and I-5/Camino Las Ramblas undercrossings were widened in both directions.



C. I-5 (Avenida Pico to San Juan Creek Road, includes Avenida Pico Interchange)

Cost:
Segment 1: $83.60 million.

Segment 2: $75.26 million.

Segment 3: $74.27 million.

Status:
All segments of Project C opened to traffic at the same time in early 2018. Segment 1 was completed in August 2018, segment 2 in July 2017, and segment 3 in July 2018.

Benefits:
This project eliminated a southbound lane drop at PCH by extending the southbound HOV lane between Camino Capistrano and Avenida Pico, and the northbound HOV lane between Avenida Pico and PCH. Elimination of the lane drop enabled more efficient operation of general purpose lanes and serves projected traffic volumes for the year 2040.

External Funding:
The Board approved funding that supported these projects including:

Segment 1: $28.47 in federal funds and $43.74 million in state funds.

Segment 2: $12.07 million in federal funds and $46.78 million in state funds.

Segment 3: $11.33 million in federal funds and $20.79 million in state funds.

Risks:
No risk to project delivery as the project is complete. Final claims remain pending in segment 3, however, the cost risk is low.

Related Projects:
Project D.

Other Involved Agencies:
Caltrans, cities of Dana Point, San Clemente, and San Juan Capistrano, CTC, and FHWA.

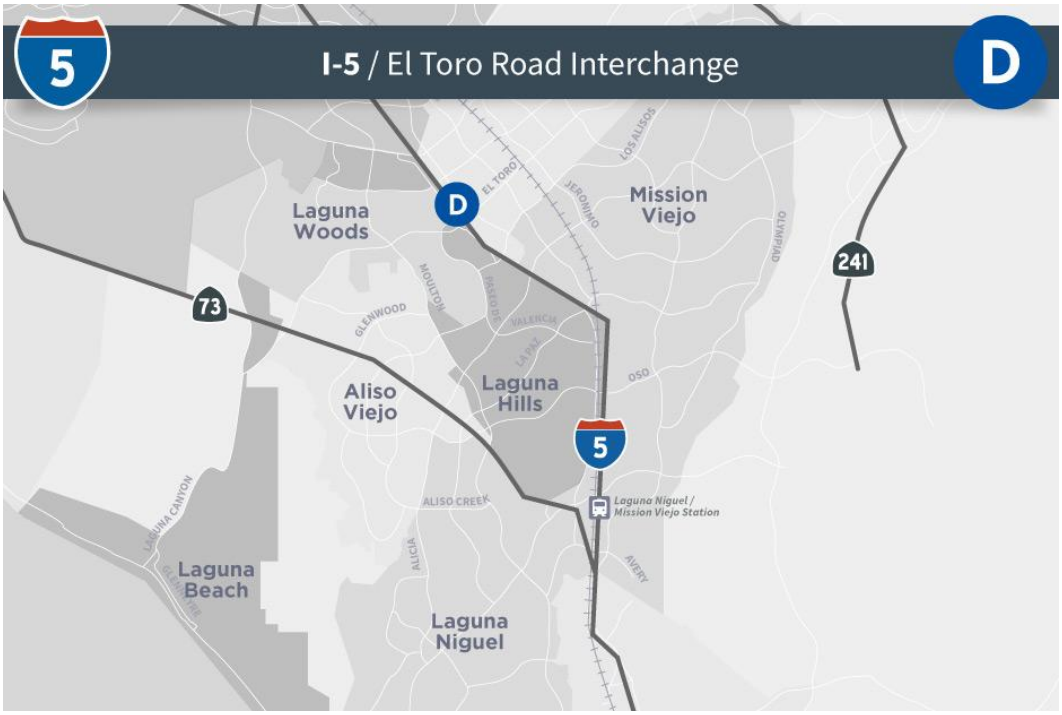
Assumptions:
Cost based on September 2025 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- September 2025 Project Status Report
- Capital Funding Program Report – State Highway Project (October 2025)
- OCTA's FY 2024-25 Comprehensive Business Plan

D. I-5 (El Toro Road Interchange)

EXHIBIT 14: PROJECT D – LOCATION OF IMPROVEMENT



Description:
Proposed Project D improvements at I-5/El Toro Road Interchange include modifying entrance and exit ramps and modifying or replacing existing bridge structures. See Exhibit 14 for the location of improvement.

Cost:
$300.00 million (YOE) is currently included in the cash flow. However, this cost will be updated once a project alternative is selected.

Status:
The environmental phase for this project began in April 2017. The Next 10 Plan includes funding this project through environmental. This project has faced challenges determining a build alternative that has local support and consensus with the three stakeholder cities (cities of Laguna Hills, Laguna Woods, and Lake Forest). Built into M2 is a promise that projects will be delivered in cooperation with local agencies. A consultant was retained in September 2020 by OCTA to provide further assessment of the build alternatives to help facilitate reaching an agreement. The final assessment study was completed in August 2022. An agreement has been made with Caltrans and the three cities to include two new alternatives to be incorporated into the environmental phase. The environmental phase of this project is anticipated to be complete in late 2026.

Benefits:
This project would reduce the chokepoint and better accommodate forecasted traffic demands. Modification of the entrance and exit ramps would alleviate congestion at adjacent intersections.



D. I-5 (El Toro Road Interchange)

External Funding:
The Board has approved $9.21 million in federal funds for the environmental phase. Future phases are also eligible for state and federal funds. Any additional funding is expected to be submitted for Board approval at a later time.

Risks:
Overall time, scope, and cost risks are high with this project due to the challenging project area with significant ROW impacts with study alternatives under consideration. Community concerns have resulted in a lack of consensus between the three stakeholder local jurisdictions. This project will need local jurisdiction consensus, before moving forward.

Related Projects:
Project C.

Other Involved Agencies:
Caltrans, cities of Laguna Hills, Laguna Woods, Lake Forest, and FHWA.

Assumptions:
Cost based on conceptual estimates, which was incorporated in the September 2025 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- September 2025 Project Status Report
- OCTA Project Controls Cost Estimate (October 2025)
- Capital Funding Program Report – State Highway Project (October 2025)
- OCTA's FY 2024-25 Comprehensive Business Plan

D. I-5 (Ortega Highway Interchange)

EXHIBIT 15: PROJECT D – LOCATION OF IMPROVEMENT



Description:
Project D improvements included reconstructing the I-5 interchange at State Route 74 (SR-74) in south Orange County, as well as widening SR-74, modifying entrance and exit ramps and replacing the existing bridge structure. See Exhibit 15 for the location of the improvement.

Cost:
$79.80 million.

Status:
The project opened to traffic in September 2015 and was officially completed in January 2016.

Benefits:
This project alleviated a major chokepoint and reduced congestion by widening the Ortega Highway bridge and improving local traffic flow through reconfigured streets and on- and off-ramps.

External Funding:
$752,000 in federal funds, $73.48 million in state funds, $2.50 million in M1 funds from the regional interchange program, and $5.01 million in other local funds were used for the project.

Risks:
None – project completed.

Related Projects:
Project C.



D. I-5 (Ortega Highway Interchange)

Other Involved Agencies:
Caltrans, City of San Juan Capistrano, and CTC.

Assumptions:
Cost based on January 2020 Project Status Report, which was incorporated in the September 2025 M2 Program cash flow.

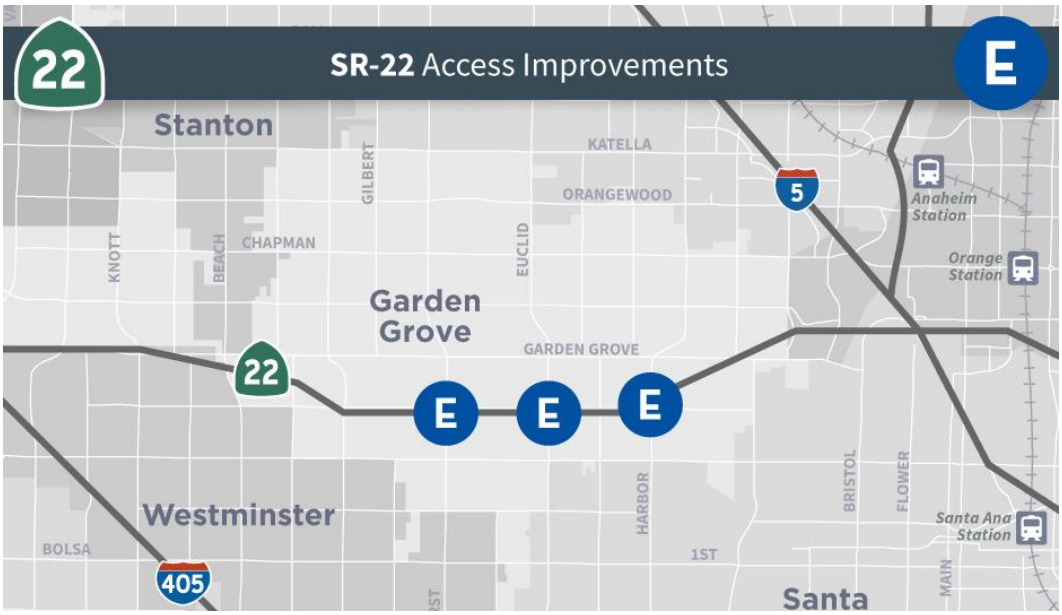
References:

- OCTA 2022 Long-Range Transportation Plan
- January 2020 Project Status Report
- Capital Funding Program Report – State Highway Project (October 2025)
- OCTA's FY 2024-25 Comprehensive Business Plan



E. SR-22 Access Improvements

EXHIBIT 16: PROJECT E – LOCATION OF IMPROVEMENTS



Description:
Project E constructed interchange improvements at Euclid Street, Brookhurst Street, and Harbor Boulevard to reduce freeway and street congestion near these interchanges. See Exhibit 16 for the location of the improvements.

Cost:
$25.80 million.

Status:
These improvements were part of the State Route 22 (SR-22) Widening Project completed in 2008 using M1 funds.

Benefits:
The project reconstructed the freeway overcrossings to allow these streets to be widened through the interchange area. These improvements reduced congestion and delay at all three interchanges.

External Funding:
$15.9 million of M1 funds and $9.9 million of other non-M2 (federal, state and city) funds were used for the project.

Risks:
None – project completed.



E. SR-22 Access Improvements

Related Projects:
West County Connectors (WCC) project at SR-22/I-405 and I-405/I-605 interchanges.

Other Involved Agencies:
Caltrans and City of Garden Grove.

Assumptions:
Completed as part of the M1 SR-22 Design/Build project.



F. SR-55 Improvements

EXHIBIT 17: PROJECT F – MAP OF APPROXIMATE LIMITS



Description:
Project F will reduce congestion by adding lanes and operational improvements to SR-55 between I-405 and SR-91. See Exhibit 17 for a map of the approximate limits. This project is divided into two segments as described below.

Segment 1: This project will add one general purpose lane (approximately four miles) between I-405 and I-5, including auxiliary lanes between interchanges to smooth traffic flow. The general purpose lane will be funded with M2, state, and federal funds. Concurrent with these efforts, a second HOV lane will also be constructed between I-5 and I-405 with state and local funds, along with a northbound auxiliary lane between MacArthur Boulevard and Edinger Avenue with state funds.

Segment 2: This project will add new lanes between I-5 and SR-22, including merging lanes between interchanges to smooth traffic flow. Operational improvements between SR-22 and SR-91 will also be incorporated. This segment will generally be constructed within the existing ROW. The project limits span approximately 6.4 miles.

Cost:
Segment 1: $505.72 million (YOE)

Segment 2: $202.14 million (YOE).

Status:
Segment 1: Construction began in June 2022 and is anticipated to be complete in March 2027.



F. SR-55 Improvements

Segment 2: Final design was initiated in August 2022 and is anticipated to be complete in December 2025. The project is anticipated to achieve ready-to-list status in September 2026 to prepare the project for construction to begin in mid-2027.

Benefits:
This project will improve mobility and reduce congestion in central Orange County areas by adding new lanes and making operational improvements for existing and forecasted traffic volumes (especially for weaving and lane efficiency at ramp junctions).

External Funding:
Segment 1: The Board has approved providing $160.50 million in federal funds and $220.00 million in state funds. In addition, $475,000 in federal earmarks and $41.90 million in State Highway Operation and Protection Program funds were committed for this project.

Segment 2: The Board has approved providing $10.51 million in federal funds for this project, which includes $2.64 million in federal earmark funds committed for this project.

Risks:
Segment 1: Schedule, scope, and cost risks remain high due to complex ROW impacts which rely on design variations. This may also delay receipt of the State's share of funding.

Segment 2: Overall schedule, scope, and cost risks are low at this time.

Related Projects:
Projects A and B.

Other Involved Agencies:
Caltrans, cities of Anaheim, Orange, Santa Ana, and Tustin, and FHWA.

Assumptions:
Cost based on September 2025 M2 Program cash flow.

References:
- OCTA 2022 Long-Range Transportation Plan
- September 2025 Project Status Report
- Capital Funding Program Report – State Highway Project (October 2025)
- OCTA's FY 2024-25 Comprehensive Business Plan



G. SR-57 Improvements

EXHIBIT 18: PROJECT G – MAP OF APPROXIMATE LIMITS



Description:
Project G will reduce congestion by adding one general purpose lane in the northbound direction from Orangewood Avenue in the City of Orange to approximately Tonner Canyon Road in the City of Brea. See Exhibit 18 for a map of the approximate limits.

Select northbound undercrossings will also be widened and seismically retrofitted, as required. The project is divided into three segments as described below.

Segment 1**:** This project consists of three segments that added a northbound general purpose lane from Katella Avenue to Lincoln Avenue (approximately 2.8 miles), Orangethorpe to Yorba Linda Avenue (approximately 2.4 miles), and Yorba Linda Boulevard to Lambert Road (approximately 2.5 miles) in the cities of Anaheim, Brea, Fullerton, and Placentia.

Segment 2: This project will provide a truck climbing lane (up to two miles) and other operational improvements in the northbound direction from Lambert Road in the City of Brea to approximately the Orange County/Los Angeles County Line.

Segment 3: This project will add one northbound general purpose lane (approximately one mile) from Orangewood Avenue in the City of Orange to Katella Avenue in the City of Anaheim. Segment improvements would maintain the existing auxiliary lane and address existing non-standard features between Orangewood Avenue and Katella Avenue.



G. SR-57 Improvements

Cost:
Segment 1: $144.36 million.

Segment 2: $445.53 million (YOE) is currently included in the cash flow. However, this cost will be updated once a project alternative is selected.

Segment 3: $135.44 million (YOE).

Status:
Segment 1: This project was completed and opened to traffic in 2014.

Segment 2: In 2001, Caltrans completed a project study report to add a northbound truck-climbing lane from Lambert Road in the City of Brea to just north of the Orange County/Los Angeles County Line. However, following discussions with Caltrans in late 2021, it was decided that a new project study report-project development support document should be prepared to reassess the project. Through the SB 1 Trade Corridor Enhancement Program, construction of an initial phase for interchange improvements at Lambert Road was completed in early 2024. Phase two was approved for State Transportation Improvement Program (STIP) funding in March 2022 to begin the environmental phase. The preparation of a new project study report-project development support document began in summer 2023 and is anticipated to be complete in 2025, with the environmental phase scheduled to begin in late 2025. OCTA included the final design phase in the 2024 STIP which was adopted by CTC in March 2024.

Segment 3: Final design was initiated in March 2022 and was completed in August 2024. The construction contract was awarded in September 2025, with construction anticipated to begin in late 2025.

Benefits:
This project will substantially improve existing and future mobility, reduce congestion, improve mainline weaving, and merge/diverge movements, which will improve both traffic operations and safety. Combined improvements from Orangethorpe Avenue to Tonner Canyon Road could achieve a 40 percent reduction in total delay through the SR-57 northbound corridor.

External Funding:
Segment 1: $104.85 million in state funds.

Segment 2: The Board approved $29.5 million in state funds to support the environmental and design phases of this project.

Segment 3: The Board approved $14.74 million in federal funds.

Risks:
Segment 1: None – project is complete.

Segment 2: Project may encounter environmental challenges related to potential contaminated soil, which could affect cost and schedule.



G. SR-57 Improvements

Segment 3: Potential risks exist due to the potential need for seismic retrofitting of existing bridges and proximity to Metrolink, future High-Speed Rail ROW, and other important stakeholders. Additionally, the project faces a tight schedule to finish before the 2028 Olympics construction moratorium.

Related Projects:
Project H.

Other Involved Agencies:
Caltrans, cities of Anaheim, Brea, Fullerton, Orange, and Placentia, CTC, and FHWA.

Assumptions:
Cost based on September 2025 M2 Program cash flow.

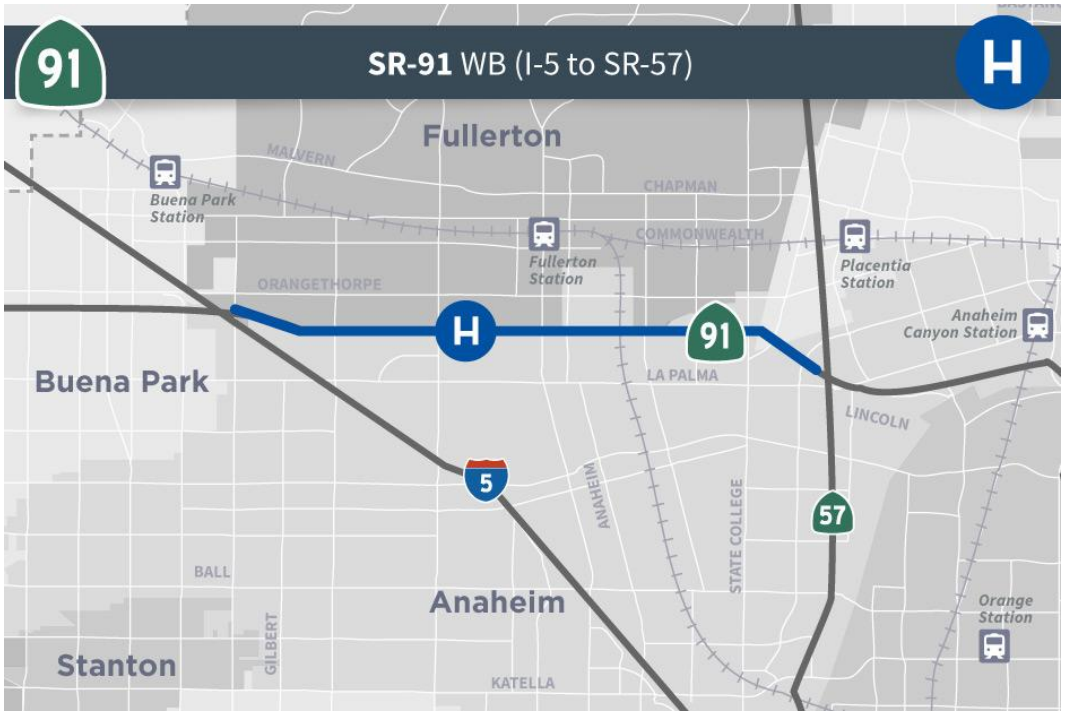
References:

- OCTA 2022 Long-Range Transportation Plan
- September 2025 Project Status Report
- Capital Funding Program Report – State Highway Project (October 2025)
- OCTA's FY 2024-25 Comprehensive Business Plan



H. SR-91 (I-5 to SR-57)

EXHIBIT 19: PROJECT H – MAP OF APPROXIMATE LIMITS



Description:
Project H widened westbound SR-91 by connecting existing auxiliary lanes (approximately 4.5 miles) through interchanges, thus forming a fourth continuous general purpose lane between I-5 and SR-57. The project also replaced existing auxiliary lanes on westbound SR-91 between State College Boulevard and Raymond Avenue, and between Euclid Street and Brookhurst Street, and added a new auxiliary lane between Raymond Avenue and Lemon Street. See Exhibit 19 for a map of the approximate limits.

Cost:
$59.23 million.

Status:
The project opened to traffic in March 2016 and was officially completed in June 2016.

Benefits:
This project alleviated congestion by adding a continuous general purpose lane and replaced existing auxiliary lanes, which improved merging operations at each interchange.

External Funding:
$27.23 million in state funds were used for the project.

Risks:
None – project completed.

Related Projects:
Project I.



H. SR-91 (I-5 to SR-57)

Other Involved Agencies:
Caltrans, cities of Anaheim and Fullerton, and CTC.

Assumptions:
Cost based on September 2025 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- September 2025 Project Status Report
- Capital Funding Program Report – State Highway Project (October 2025)
- OCTA's FY 2024-25 Comprehensive Business Plan



I. SR-91 (Tustin Avenue Interchange to SR-55)

EXHIBIT 20: PROJECT I – MAP OF APPROXIMATE LIMITS



Description:
Project I from Tustin Avenue Interchange to SR-55 added a westbound auxiliary lane, beginning at the northbound SR-55 to westbound SR-91 connector, through the Tustin Avenue interchange. The overall segment length was approximately two miles. Additional features of this project included widening the westbound Santa Ana River Bridge to accommodate the auxiliary lane. See Exhibit 20 for a map of the approximate limits.

Cost:
$42.47 million.

Status:
The project was completed and opened to traffic in 2016.

Benefits:
This project addressed chokepoint conditions and reduced operational problems, including weaving and merging maneuvers, which were primarily caused by extensive weaving between the northbound SR-55 to westbound SR-91 connector and the westbound SR-91 off-ramp to Tustin Avenue.

External Funding:
$29.75 million in state funds were used for the project.

Risks:
None – project completed.



I. SR-91 (Tustin Avenue Interchange to SR-55)

Related Projects:
Projects H, I (SR-57 to SR-55) and J.

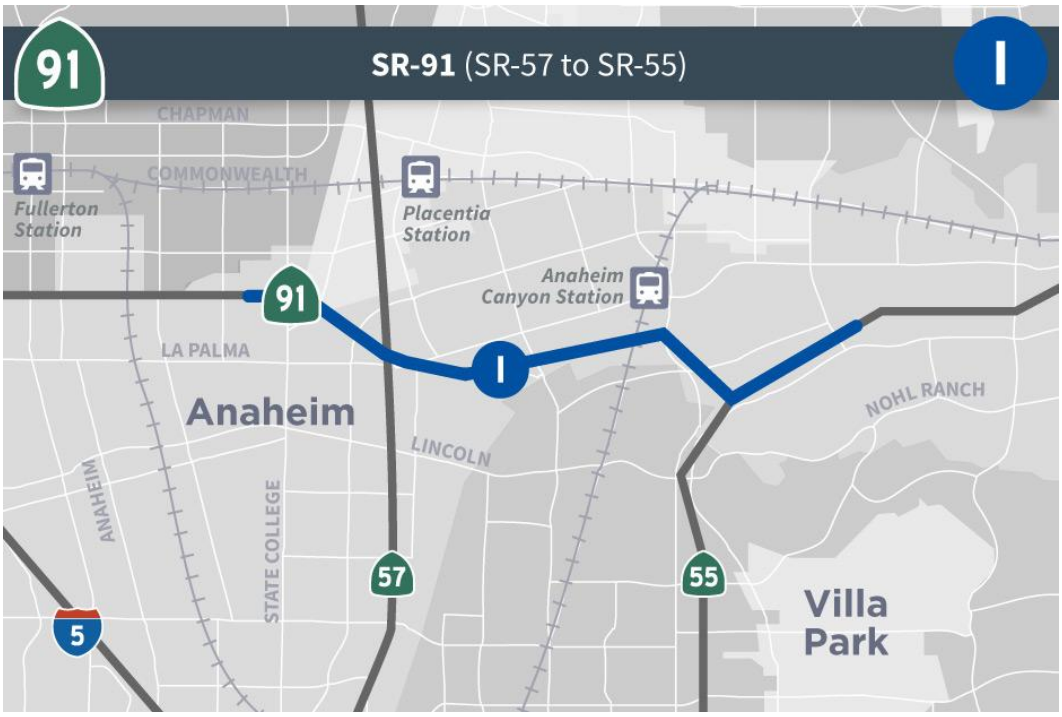
Other Involved Agencies:
Caltrans, City of Anaheim, CTC, and FHWA.

Assumptions:
Cost based on January 2019 Project Status Report, which was incorporated in the September 2025 M2 Program cash flow.

References:
- OCTA 2022 Long-Range Transportation Plan
- January 2019 Project Status Report
- Capital Funding Program Report – State Highway Project (October 2025)
- OCTA's FY 2024-25 Comprehensive Business Plan

I. SR-91 (SR-57 to SR-55)

EXHIBIT 21: PROJECT I – MAP OF APPROXIMATE LIMITS



Description:
Project I from approximately SR-57 to SR-55 will add one westbound general purpose lane between northbound SR-57/westbound SR-91 connector and State College Boulevard, and one eastbound general purpose lane between SR-57 and SR-55. See Exhibit 21 for a map of the approximate limits. The project is divided into three segments as described below.

Segment 1: This project from SR-55 to Lakeview Avenue (approximately 2.2 miles) will realign the westbound SR-91 on-ramp at Lakeview Avenue interchange, replace the Lakeview Avenue overcrossing bridge, and add a new on-ramp from the Lakeview Avenue bridge to connect directly to southbound SR-55 to improve traffic operations in the Anaheim area.

Segment 2: This project will add an eastbound general purpose lane on SR-91 between La Palma Avenue and SR-55 (approximately 2.7 miles) and include bridge widening over the Santa Ana River on eastbound SR-91 and bridge replacements at Glassell Street/Kraemer Boulevard and Tustin Avenue to reduce congestion and improve traffic operations in the Anaheim area.

Segment 3: This project from Acacia Street to La Palma Avenue (approximately 1.8 miles) will add a fourth general purpose lane on westbound SR-91 between northbound SR-57/westbound SR-91 connector and State College Boulevard, make improvements to the weave from westbound SR-91 to northbound and southbound SR-57, and replace the bridge at La Palma Avenue to enhance westbound operations on SR-91, to reduce congestion and improve traffic operations in the Anaheim area.



I. SR-91 (SR-57 to SR-55)

Cost:
Segment 1:
- M2 Portion: $131.26 million (YOE).
- Caltrans Multi Asset Project Portion: $9.49 million (YOE).

Segment 2: $380.68 million (YOE).

Segment 3:
- M2 Portion: $226.01 million (YOE).
- Caltrans Multi Asset Project Portion: $31.44 million (YOE).

Status:
The environmental phase for all three segments was completed in June 2020.

Segment 1: The project began construction in February 2025 and is anticipated to be complete in 2028.

Segment 2: Final design was initiated in June 2020 and was completed in January 2025. The project is anticipated to achieve ready-to-list status in December 2025 to prepare the project for construction to begin in late 2026.

Segment 3: The project was advertised for construction in May 2025 and construction is anticipated to start in late 2025.

Benefits:
Segment 1: This project is anticipated to alleviate congestion and reduce delay by improving the connection from Lakeview Avenue to southbound SR-55.

Segment 2: This project is anticipated to alleviate congestion in the eastbound direction and improve safety in both directions.

Segment 3: This project will enhance westbound operations and safety.

External Funding:
Caltrans is responsible for funding the Multi Asset Projects that are part of Segments 1 and 3.

The Board has approved funding that supports this project including:

Segment 1: $6.77 million in federal funds, $42.57 million in state funds, and $83.41 million in 91 Express Lanes excess revenues.

Segment 2: $7.46 million in federal funds, $6.64 million in state funds, and $336.54 million in 91 Express Lanes excess revenues.

Segment 3: $4.77 million in federal funds, and $217.60 million in 91 Express Lanes excess revenues.



I. SR-91 (SR-57 to SR-55)

Risks:
Schedule, scope, and cost risks remain high due to completing the right-of-way process and coordination among the three segments and overlapping Caltrans projects within the project limits on striping, lane closures, and utility relocation activities.

Related Projects:
Projects H, I (Tustin Avenue Interchange to SR-55), and J.

Other Involved Agencies:
Caltrans, cities of Anaheim, Fullerton, Orange, and Placentia, CTC, and FHWA.

Assumptions:
Cost based on September 2025 M2 Program cash flows. Caltrans is responsible for the Multi Asset Project cost.

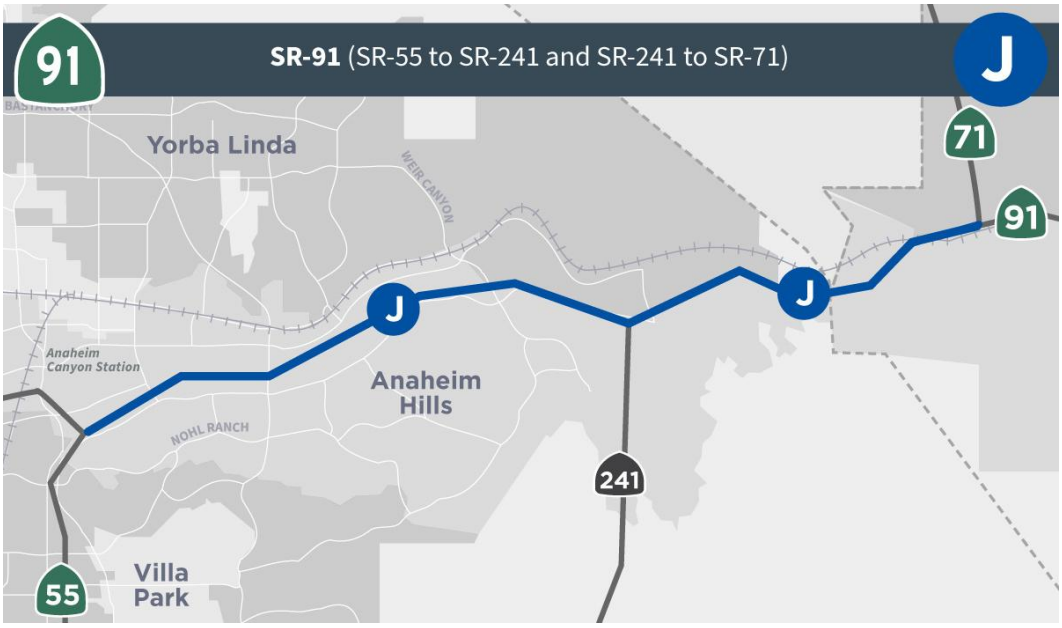
References:

- OCTA 2022 Long-Range Transportation Plan
- September 2025 Project Status Report
- Capital Funding Program Report – State Highway Project (October 2025)
- OCTA's FY 2024-25 Comprehensive Business Plan



J. SR-91 (SR-55 to SR-71)

EXHIBIT 22: PROJECT J – MAP OF APPROXIMATE LIMITS



Description:
Project J includes improvements on SR-91 from SR-55 to State Route 71 (SR-71) in Riverside County and is divided into three segments. See Exhibit 22 for a map of the approximate limits.

Segment 1: This project added one eastbound lane (approximately six miles) on SR-91 from one-mile east of SR-241 to SR-71 in Riverside County. This project was led by RCTC in coordination with Caltrans District 8.

Segment 2: This project added one new lane (approximately six miles) in both directions of SR-91 between SR-55 and SR-241 and improved key interchanges. Additional improvements included the widening and seismic retrofitting of the Imperial Highway and Weir Canyon Road undercrossing bridges. This project was led by OCTA in coordination with Caltrans District 12.

Segment 3: This project requires coordination and funding agreements with RCTC to deliver complementary improvements between SR-241 and SR-71 in Riverside County. M2 is only responsible for the Orange County portion of this project. Improvements beyond SR-71 are overseen by RCTC.

Cost:
Segment 1: $57.77 million.

Segment 2: $79.74 million.

Segment 3: $101.17 million (YOE).



J. SR-91 (SR-55 to SR-71)

Status:
Segment 1: Completed in January 2011.

Segment 2: Completed in March 2013.

Segment 3: This project was environmentally reviewed as part of the RCTC's Corridor Improvement Project. RCTC and OCTA advanced the westbound direction of this segment by adding a general purpose lane (two miles in length) from Green River Road to SR-241. RCTC was the lead agency and OCTA contributed approximately $10.2 million towards the project. Construction began in November 2020 and was completed in January 2022. A feasibility study to evaluate potential eastbound improvements from SR-241 to SR-71 was completed in April 2022. RCTC is the lead agency for advancing the environmental phase of the eastbound improvements known as the Eastbound Corridor Operations Project (ECOP), which began in June 2023 and is anticipated to be completed in early 2026. RCTC plans to utilize progressive design build as the project delivery approach that will include preliminary design (Phase I) followed by final design and construction (Phase II). Phase I is anticipated to begin mid-2026.

Benefits:
Segment 1: This project added one general purpose lane, which improved weaving by reducing the volume of exiting vehicles in the SR-91 mainline through lanes that are exiting at Green River Road and SR-71.

Segment 2: This project helped to alleviate congestion and reduce delays.

Segment 3: This project will reduce congestion and delays and improve operational efficiency by reducing the existing chokepoints within the project limits.

External Funding:
Segment 1: $45.91 million in federal funds and $4.92 million in local funds were used for this project.

Segment 2: $76.30 million in state funds were used for this project and $2.90 million in state funds were used for replacement planting.

Segment 3: $15.00 million of 91 Express Lanes excess revenue is Board approved for the Orange County portion of the westbound segment.

Risks:
No risks for Segments 1 and 2 as they are complete. For segment 3, time, scope, and costs risks are dependent upon required coordination with RCTC. Eastbound improvements have engineering challenges due to project area topography (Santa Ana Canyon) and natural constraints (Santa Ana River).

Related Projects:
Project I and the Riverside County Corridor Improvement Project.



J. SR-91 (SR-55 to SR-71)

Other Involved Agencies:
Caltrans, cities of Anaheim and Yorba Linda, Corona, County of Orange, CTC, FHWA, and RCTC.

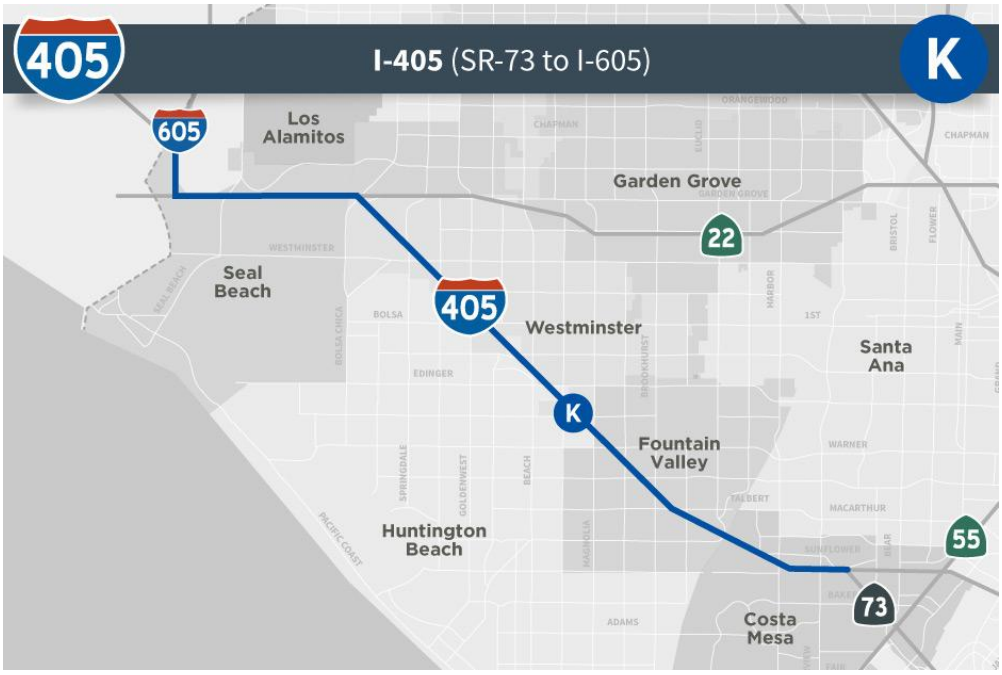
Assumptions:
Cost based on December 2012 Project Status Report (segment 1), June 2018 Project Status Report (segment 2), and estimates from RCTC (segment 3) which were incorporated in the September 2025 M2 Program cash flow. The ECOP schedule and cost is subject to change and are contingent on the outcome of the environmental phase, availability of funding, and coordination with RCTC.

References:

- OCTA 2022 Long-Range Transportation Plan
- December 2012 Project Status Report (segment 1)
- June 2018 Project Status Report (segment 2)
- Capital Funding Program Report – State Highway Project (October 2025)
- OCTA's FY 2024-25 Comprehensive Business Plan

K. I-405 (SR-73 to I-605)

EXHIBIT 23: PROJECT K – MAP OF APPROXIMATE LIMITS



Description:
Project K included the addition of new lanes to I-405 between SR-73 and I-605. The project made the best use of available freeway property by staying generally within the freeway ROW and updating key local interchanges to the current Master Plan of Arterial Highway (MPAH) standards. The project added one general purpose lane (approximately 16 miles) in each direction of I-405 from Euclid Street to I-605. Additional improvements included reconstruction of local interchanges and improvements to freeway entrances and exits along the corridor from SR-73 to I-605 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster. See Exhibit 23 for a map of the approximate limits.

Concurrently with Project K, an additional lane (approximately 14 miles) was added in each direction that combined with the existing HOV lane to provide dual express lanes in each direction on I-405 from SR-73 to I-605. The general purpose lanes were funded with M2, state, and federal funds; the express lanes were funded solely with toll revenues.

Cost:
- M2 Portion: $1.62 billion
- Express Lanes Portion: $540.00 million

Status:
The project fully opened to traffic on December 1, 2023. Remaining work includes landscaping and punch-list items. Final acceptance and relief of maintenance is expected in late 2025.



K. I-405 (SR-73 to I-605)

Benefits:
Project K included the addition of auxiliary and general purpose lanes that reduced congestion and improved travel times. Additional improvements included interchange and local street improvements, and a direct Express Lanes connector at the I-405/SR-73 interchange.

The express lanes operate congestion-free throughout the day, due to toll rates that vary based on traffic demand. The express lanes provide commuters with a reliable travel option compared to the adjacent, general purpose lanes.

M2 improvements, in combination with express lanes improvements, provide more throughput in the corridor. These improvements added two additional freeway lanes to I-405 in both directions between SR-73 to the I-605 interchange.

External Funding:
The Board has approved funding that supports this project, including $45.65 million in federal funds and $89.77 million in state funds. The project also successfully secured $628.93 million from Transportation Infrastructure Finance and Innovation Act (TIFIA), a low-cost federal loan. The M2 cash flow will benefit from $149.90 million in TIFIA revenues for this project. The entire TIFIA loan will be paid back solely with toll revenues.

Risks:
None – project completed.

Related Projects:
Project L and WCC improvements at SR-22/I-405 and I-405/I-605 interchanges (mentioned under Project E).

Other Involved Agencies:
Caltrans, Build America Bureau TIFIA Office, cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster, Community of Rossmoor, CTC, and FHWA.

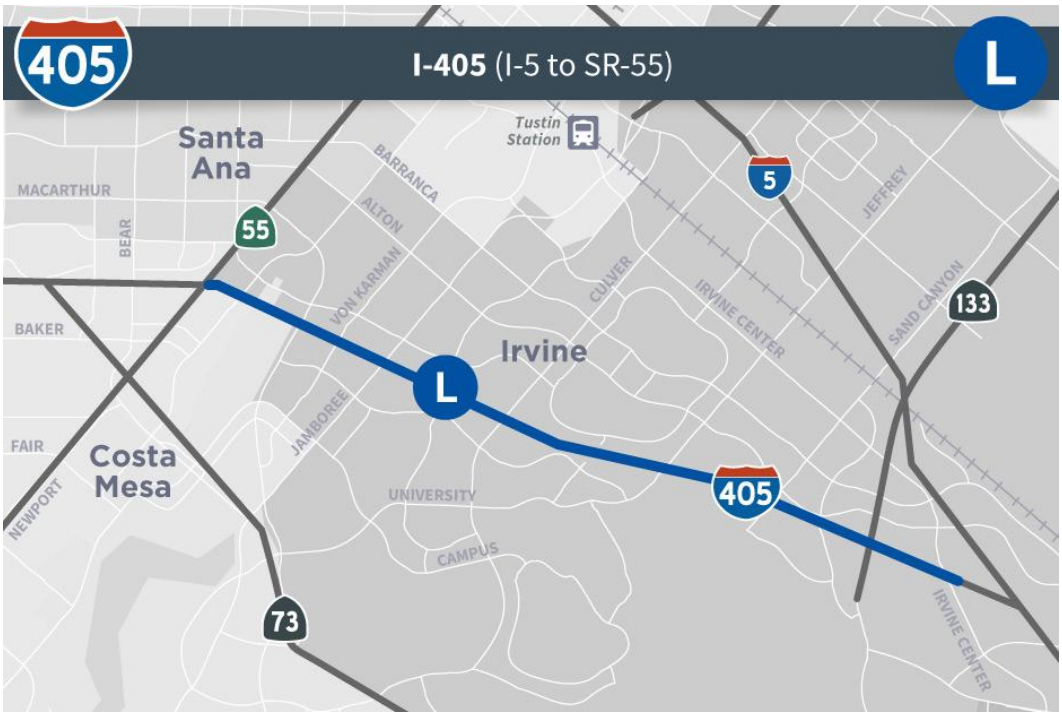
Assumptions:
Costs based on September 2025 M2 Program cash flow. M2 will only pay for the addition of the general purpose lanes. Toll revenues will pay for the 405 Express Lanes.

References:
- OCTA 2022 Long-Range Transportation Plan
- September 2025 Project Status Report
- Capital Funding Program Report – State Highway Project (October 2025)
- OCTA's FY 2024-25 Comprehensive Business Plan



L. I-405 (I-5 to SR-55)

EXHIBIT 24: PROJECT L – MAP OF APPROXIMATE LIMITS



Description:
Project L will add new lanes (approximately 8.5 miles) to I-405 from the vicinity of I-5 to SR-55 to alleviate congestion and reduce delays. See Exhibit 24 for a map of the approximate limits. The project will generally be constructed within the existing ROW.

Cost:
$269.60 million (YOE).

Status:
The project completed the environmental phase in August 2018 and is shelf-ready to begin the design phase.

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 traveling public. Additionally, a significant Caltrans safety project is scheduled to take place within the Project L project limits and will require additional coordination.

Benefits:
Improvements between I-5 and SR-55 would help alleviate congestion and reduce delays.

External Funding:
The Board approved providing $8.00 million in federal funds to support the environmental phase of the project. This project is eligible for future state and federal funds.



L. I-405 (I-5 to SR-55)

Risks:
Overall time, scope, and costs risks are low with this project due to low ROW impacts and straightforward design.

Related Projects:
Projects B and K.

Other Involved Agencies:
Caltrans, City of Irvine, CTC, FHWA, and TCA.

Assumptions:
Cost based on estimate developed in the environmental phase which was incorporated in the September 2025 M2 Program cash flow.

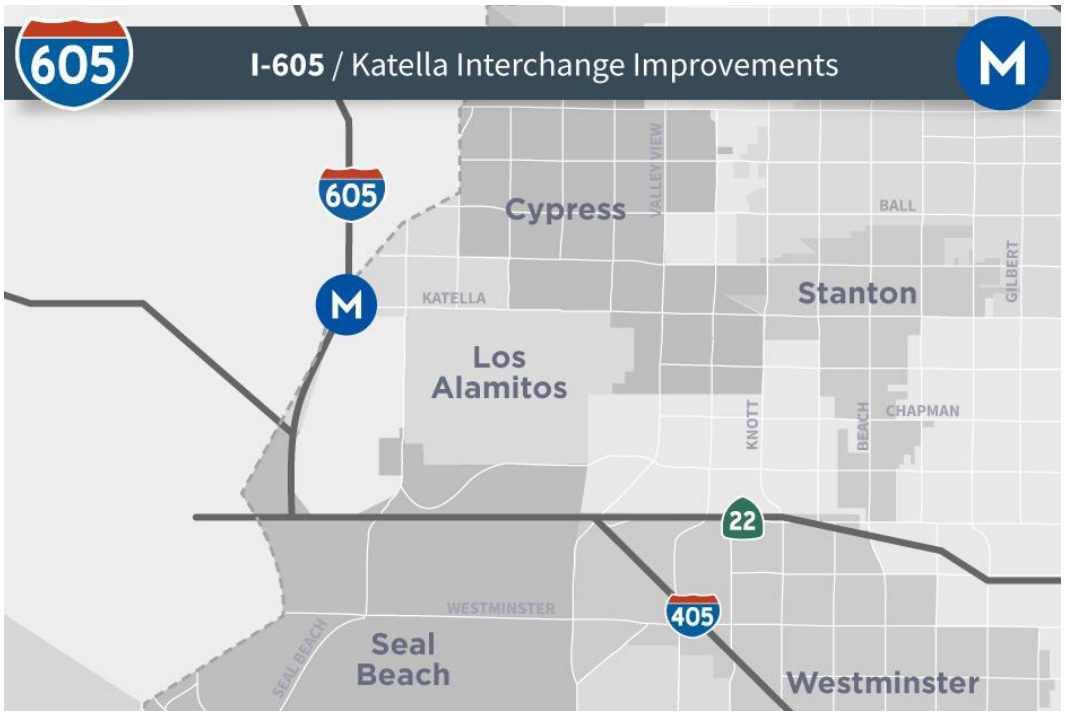
References:

- OCTA 2022 Long-Range Transportation Plan
- February 2019 Project Status Report
- Capital Funding Program Report – State Highway Project (October 2025)
- OCTA's FY 2024-25 Comprehensive Business Plan



M. I-605 (Katella Avenue Interchange) Improvements

EXHIBIT 25: PROJECT M – LOCATION OF IMPROVEMENT



Description:
Project M includes improvements to I-605 freeway access and the arterial connection at Katella Avenue, which serves communities in the cities of Cypress and Los Alamitos. See Exhibit 25 for the location of the improvement.

Cost:
$53.01 million (YOE).

Status:
The environmental phase for this project was completed in late 2018 and was done in cooperation with the City of Los Alamitos. Final design was initiated in December 2020 and was completed in January 2023. Construction began in April 2025 and is anticipated to be complete mid-2027.

Benefits:
The I-605 Katella Avenue interchange project would include both freeway and arterial improvements that would improve interchange traffic operations and improve bicycle and pedestrian facilities while minimizing adjacent ROW and environmental impacts. Additionally, these improvements would reduce congestion, traffic queuing, and delays within the interchange area.

External Funding:
The Board approved providing $17.80 million in federal funds.



M. I-605 (Katella Avenue Interchange) Improvements

Risks:
Overall time, scope, and costs risks are low with this project due to low ROW impacts and straightforward design. However, risks exist due to construction coordination with other highway projects along the I-605 in proximity to this project.

Related Projects:
Project K and WCC improvements at the SR-22/I-405 and I-405/I-605 interchanges (mentioned under Project E).

Other Involved Agencies:
Caltrans and City of Los Alamitos.

Assumptions:
Cost based on September 2025 M2 Program cash flow.

References:
- OCTA 2022 Long-Range Transportation Plan
- September 2025 Project Status Report
- Capital Funding Program Report – State Highway Project (October 2025)
- OCTA's FY 2024-25 Comprehensive Business Plan



N. Freeway Service Patrol

Description:
The FSP provides competitively-bid, privately contracted tow truck services to assist stranded motorists and clear both disabled vehicles and large debris from freeway lanes to mitigate congestion caused by blocked traffic lanes and distracted motorists. FSP is available on all Orange County freeways during peak traffic hours, Monday through Friday, and in specific congested areas on weekends. This project assures that this basic level of service will continue through 2041.

Program Funding:
$61.36 million in M2 revenue between 2026 and 2035.

Status:
FSP is primarily funded by State Highway Account (SHA) and Road Repair and Accountability Act of 2017 (SB 1) funds. OCTA meets matching fund requirements by utilizing a portion of its share of Service Authority for Freeway Emergencies (SAFE) funds collected by the Department of Motor Vehicles each year. Since June 2012, the FSP has assisted more than 874,343 motorists along Orange County freeways.

As demand, congestion levels, and costs increase, this project will allow the program to maintain existing service hours and extend service throughout the day and on weekends on additional freeway segments.

M2 also helps support the California Highway Patrol (CHP) as the partner responsible for field supervision. M2 funds a full-time dispatcher and CHP Officer overtime to ensure adequate program support seven days a week.

Present Day:
The FSP program assisted 64,517 motorists along the Orange County freeway system in FY 2024-25.

Benefits:
To keep Orange County moving, FSP provides free limited roadside assistance to motorists whose vehicles have become disabled and removes congestion-causing debris on Orange County freeways. Motorist assistance is limited to taping a leaking hose, providing water for a radiator, a jump start, a gallon of gas, a tire change, or towing a disabled vehicle off the freeway to a designated drop zone where the motorist may seek additional assistance.

In FY 2023-24, Orange County received approximately $6 of congestion relief benefit for every dollar invested in the program.

External Funding:
- SHA allocation provided by Caltrans – approximately $2.2 million annually.
- SB 1 allocation provided by Caltrans – approximately $2 million annually.
- SAFE ($1 per vehicle registration fee) – funds not allocated to the 511 Motorist Assistance and Traveler Information and Freeway Call Box programs are available for FSP program use, to meet local match fund requirements – approximately $1.2 million annually.



N. Freeway Service Patrol

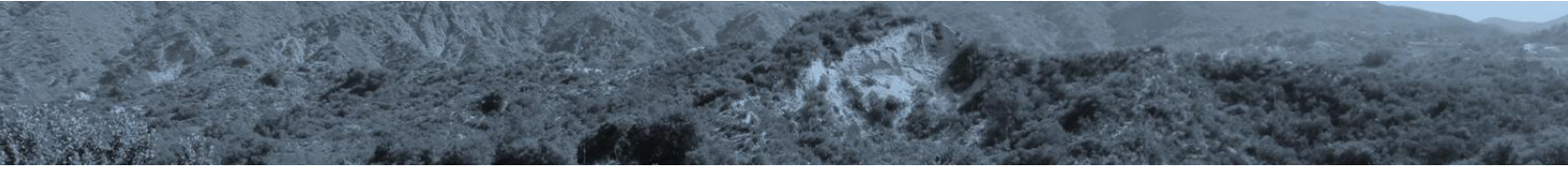
Risks:
Should the State of California stop funding FSP through the SHA and SB 1, M2 will not be sufficient to maintain existing service levels.

Related Projects:
M2 Project N funds are designated to maintain existing service levels, provide mid-day and weekend service, and limited FSP support services for construction of Projects A-M.

Other Involved Agencies:
Caltrans and CHP.

Assumptions:
Project N is assumed to be funded on a pay-as-you-go basis. Funding provided through the SHA and SB 1 are allocated first, and then M2 funding is applied as needed.

References:
- M2 Project N Guidelines for FSP Project, approved on February 13, 2012
- OCTA's FY 2024-25 Comprehensive Business Plan



Freeway Environmental Mitigation Program

Overview:
The EMP provides for allocation of five percent of the total M2 freeway budget for comprehensive environmental mitigation related to impacts from freeway improvements (projects A-M). The EMP was approved by Orange County voters under the M2 half-cent sales tax for transportation improvements in 2006.

A master agreement between OCTA, Caltrans, and state and federal resource agencies was approved in January 2010. This offers higher-value environmental benefits such as habitat protection, connectivity, and resource preservation in exchange for streamlined project approvals for the 13 (segmented into 30) M2 freeway projects.

To adhere to the promise of M2, the Next 10 Plan includes the following framework for the Mitigation Program as it relates to Projects A-M:

- Streamline freeway projects through the biological permitting process.
- Provide comprehensive environmental mitigation.
- Partner with state and federal resource and regulatory agencies.
- Provide higher-value environmental benefits such as habitat protection, connectivity, and resource preservation.

Next 10 Plan Deliverables:
In 2009, the Board approved a policy to allocate approximately 80 percent of the revenues to acquisitions and 20 percent to fund restoration projects. This policy will need to be revisited periodically to ensure it continues to meet program needs. The Next 10 Plan recommends four major initiatives through 2035 consistent with the above framework:

1. Oversee and manage the Preserves while the endowment is being established and determine potential long-term land manager(s) and endowment holder(s). This includes coordinating with local fire authorities and the Wildlife Agencies to monitor habitat recovery after wildfires impact the Preserves.
2. Focus EMP resources funding as a first priority toward the establishment of the endowment for the Preserves.
3. Review and update the resource management plans (RMP) on the Preserves as appropriate. This includes the development of FMPs for each of the Preserves.
4. Complete approximately 350 acres of restoration projects funded through M2 to fulfill the Conservation Plan commitments.

Freeway Environmental Mitigation Program

Description:
In 2010, OCTA began preparing a Conservation Plan, which examines habitat resources within broad geographic areas and identifies conservation and mitigation measures to protect habitat and species. This analysis was completed in 2016; in accordance with the master agreement "advance credit" provision, funds were allocated prior to completion of the Conservation Plan. In 2017, the Wildlife Agencies finalized the issuance of their respective biological opinion, findings, and associated permits, as well as signed the Conservation Plan Implementing Agreement. Receipt of these permits represents the culmination of years of collaboration and support by the Board, environmental community, and Wildlife Agencies.

Concurrent with efforts made toward completing the Conservation Plan and EIR/Environmental Impact Statement (EIS), OCTA collaborated with the United States Army Corps of Engineers (USACE) and the State Water Resources Control Board (SWRCB) – regulatory agencies – to streamline the regulatory permitting process. In 2017, the USACE issued a programmatic permit to OCTA and Caltrans (as owner/operator of the state highway system). The SWRCB provided a letter to OCTA in 2018, which further secured assurances related to advanced mitigation and freeway project permit issuance.

RMPs for each of the seven Preserves were finalized in 2018. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. The Conservation Plan also requires that each Preserve have a Preserve-specific FMP. Staff will continue to oversee and manage the Preserves until a long-term management strategy is determined at which time, some or all of the Preserve responsibilities could be transferred to another entity.

Cost:
In 2007, the Board approved approximately $55 million as part of the EAP. Accordingly, $42 million and $10.5 million were allocated for acquisition and restoration, respectively. An additional $2.5 million was allocated for the Conservation Plan development and program support, including appraisals and biological surveys.

Status:
Since 2010, a total of $10 million has been allocated for 13[11] projects to restore approximately 350 acres of open space lands throughout Orange County.

On September 26, 2016, the Board approved the selection of the endowment fund manager. Approximately $2.9 million is deposited in the endowment annually at the beginning of each FY. These deposits are expected over a ten to 12 year period, or until the fund totals approximately $46.2 million. As of September 30, 2025, the balance was $38,595,652 which includes ten deposits. The Wildlife Agencies finalized the issuance of their respective permits, as well as executing the Implementing Agreement in 2017. In early 2018, OCTA secured advanced streamlined state and federal clean water permitting requirements. All seven Preserves have finalized RMPs and are being managed and protected for an interim period by OCTA staff and contractors. These RMPs are currently being reevaluated and will be revised as necessary in 2025. Staff will continue to oversee and manage the Preserves while a long-term management strategy and manager is determined.

[11] The project count was updated from 12 to 13 to reflect that one project covers two distinct areas with different criteria.

Freeway Environmental Mitigation Program

Present Day:
OCTA continues to manage the Preserves and is required to provide Conservation Plan reports annually to the Wildlife Agencies. Preserve management commitments continue to be carried out by OCTA. Various types of vegetation mapping and mammal monitoring (utilizing wildlife cameras) were completed in 2024. In 2025, focused surveys for the OCTA-covered bird species were completed. These efforts are required to help document that the Preserves are being effectively managed. The survey results are shared with the Wildlife Agencies and incorporated into the annual reports. This information is critical to show that OCTA is meeting obligations and to inform future Preserve management priorities. To date, the annual reports document that OCTA is complying with all the commitments within the Conservation Plan. The 2024 report is complete and will be shared with the Board in late 2025; it will subsequently be posted on the OCTA EMP website.

Benefits:
The completed Conservation Plan and regulatory permitting process are tools by which OCTA obtains biological and regulatory permits/assurances for the 13 (segmented into 30) M2 freeway projects. This comprehensive process enables OCTA to streamline future M2 freeway improvement projects.

External Funding:
Examples of external funding available for this program include:

- USFWS contribution toward the acquisition of open space land in the Trabuco Canyon area.
- USFWS Habitat Conservation Planning Assistant Grant to help fund the completion of the Conservation Plan.
- Restoration project sponsors utilize external funds and resources to implement their projects.

Risks:
To date, ten restoration projects have been completed and signed off by the Wildlife Agencies. The success of the restoration projects will support OCTA's Conservation Plan and regulatory permitting processes. However, unforeseeable conditions such as the frequency of drought and wildfires have and may continue to impact plant reestablishment. Additional funding may be necessary to ensure successful implementation of the restoration projects if the Wildlife Agencies do not sign off on the project under current conditions. OCTA will need to establish the endowment over a ten to 12-year period. OCTA currently holds the title and interim land management responsibility of the Preserves but will potentially secure a long-term land manager(s) in the future.

Related Projects:
Projects A-M.

Other Involved Agencies:
Caltrans, CDFW, the environmental community, SWRCB, USACE, and USFWS.

Assumptions:
This program was initially supported through bond issuances, but is assumed to be funded primarily on a pay-as-you-go basis going forward. More detailed assumptions are included in the appendices.

References:

- Final Conservation Plan and EIR/EIS
- OCTA's FY 2024-25 Comprehensive Business Plan
- Additional resources can be found online: www.octa.net/environmental

2025 UPDATE

NEXT 10 DELIVERY PLAN

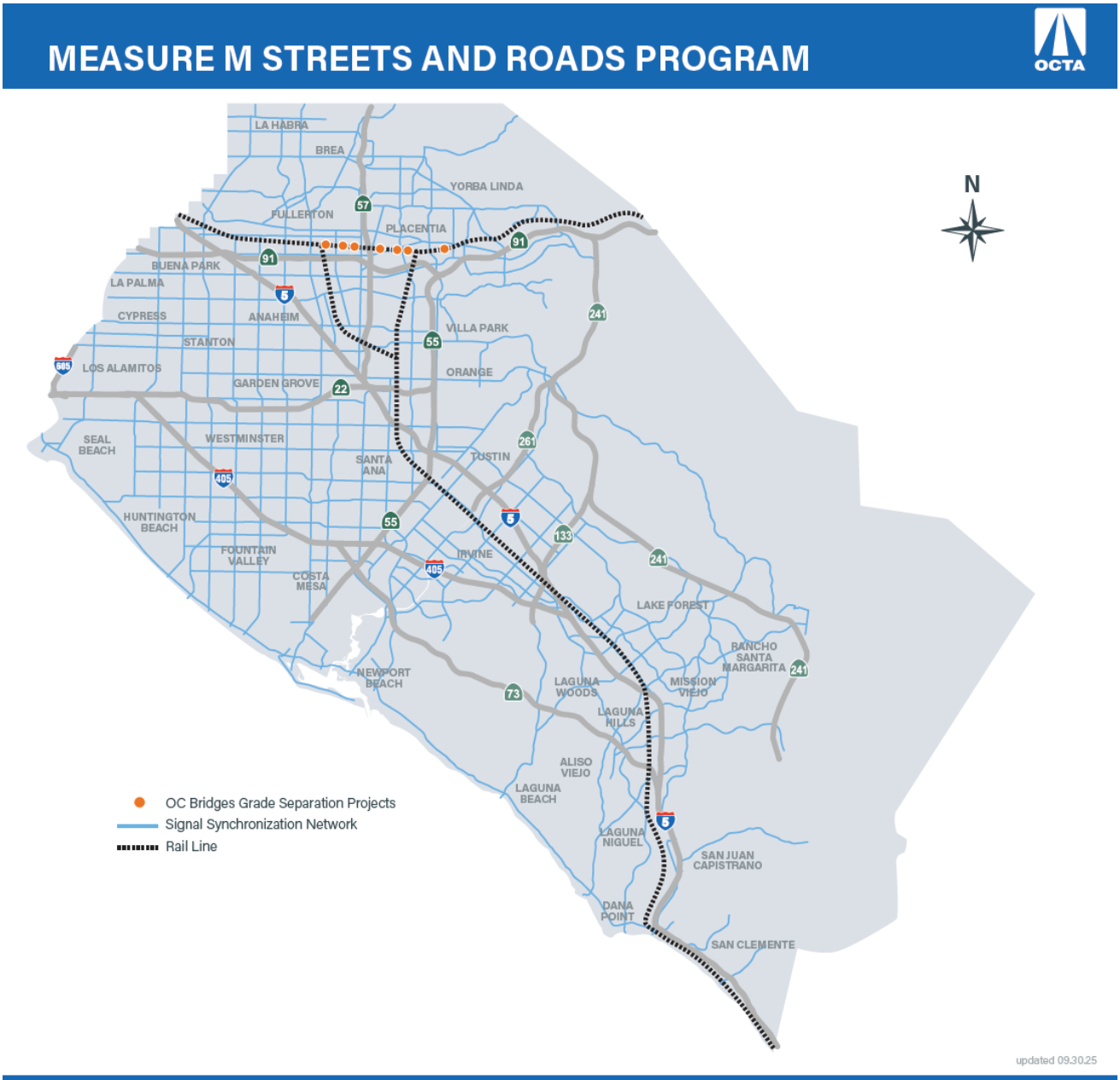
2.2 STREETS & ROADS PROGRAM

OCTA

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EXHIBIT 26: MEASURE M STREETS AND ROADS PROGRAM MAP



Regional Capacity Program

- Competitive funding program with annual call for projects for roadway improvements (not mapped)
- OC Bridges Grade Separation Projects

Regional Traffic Signal Synchronization Program

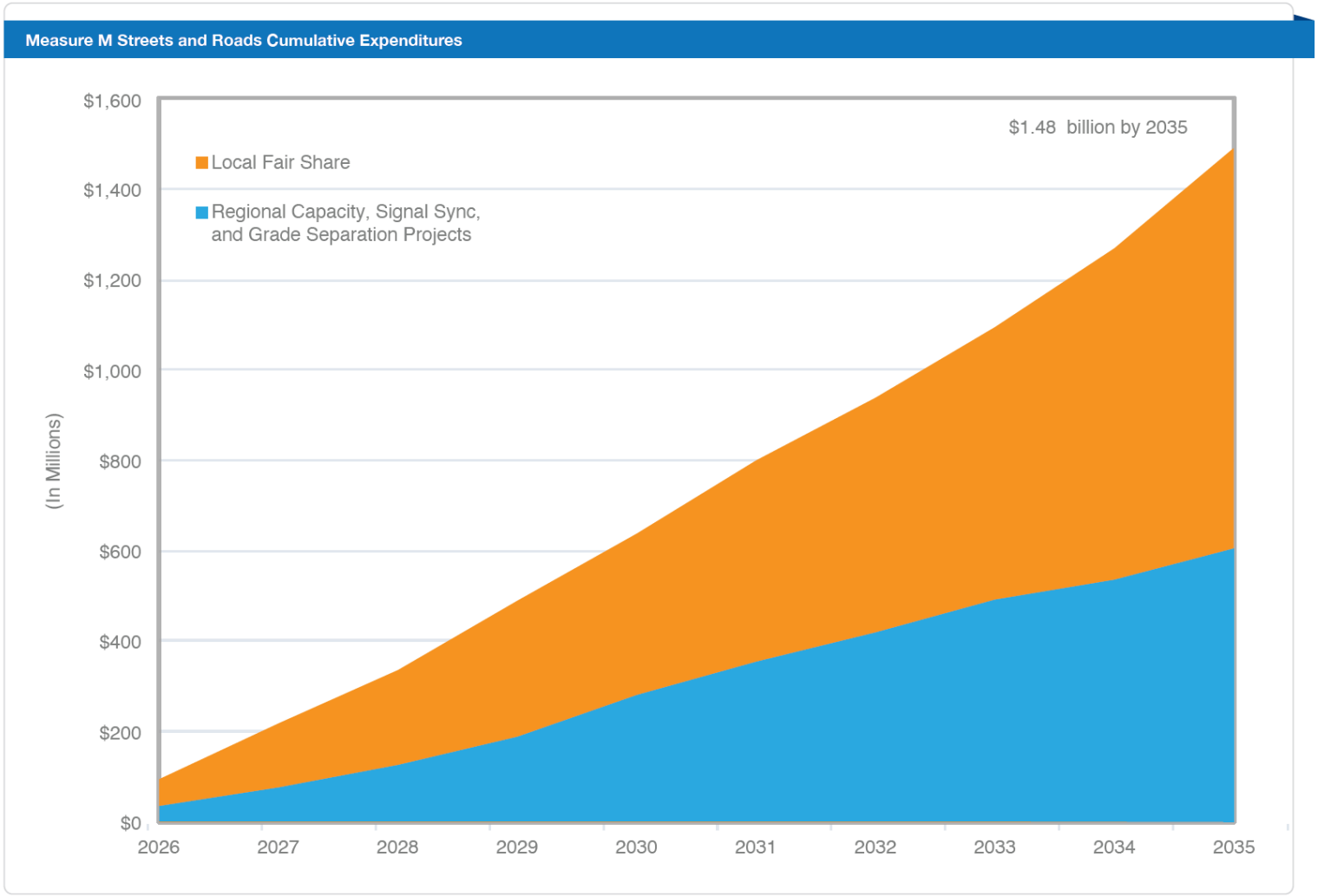
- Competitive funding program with annual call for projects for signal coordination

Local Fair Share Program

- Flexible funding to local jurisdictions for street maintenance and improvements (not mapped)

EXHIBIT 27: MEASURE M STREETS AND ROADS CUMULATIVE EXPENDITURES

2025 UPDATE NEXT 10 DELIVERY PLAN





2.2. Streets and Roads Program

Overview:
Local streets provide the capacity for the movement of people and goods which is essential to Orange County's commerce and vitality. Streets carry approximately half of Orange County's car and truck traffic and nearly all of Orange County's bicycle and pedestrian traffic. Keeping people moving on local streets is an essential function of the M2 funding programs for local streets. To meet this broad mobility goal, the Next 10 Plan includes the following framework for the Streets and Roads Program:

- Target M2 competitive program funds for streets with the worst traffic congestion.
- Maintain the value of investments in streets by synchronizing traffic signals and keeping pavement in good condition.
- Consider all modes of travel when planning for added street capacity.

Within this program is the OC Bridges Program, which funded seven over- or underpass grade separations that eliminated car and train conflicts along the BNSF railway in northern Orange County. For more details, see Section 3.1 in the Appendix.

Next 10 Plan Deliverables:
Continue to provide funding to improve the countywide network of streets and roads, making them safer and more efficient. The Next 10 Plan for streets and roads recommends two major initiatives through 2035, consistent with the above framework:

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



O. Regional Capacity Program

Description:
Project O provides funding through a competitive process to local jurisdictions for recommended streets and roads projects which complete the Orange County MPAH, relieve congestion, are cost effective, and can proceed to construction quickly. These projects fall into one of two categories as described below.

RCP: This portion of Project O provides a funding source to complete the Orange County MPAH, a plan for future roadway improvements throughout Orange County. This includes intersection improvements and other projects that help improve street operations and reduce congestion. The M2 goal for these projects is to complete roughly 1,000 miles of new street lanes, mostly in the form of widening existing streets to their ultimate planned width. Matching local funds are required for these projects.

OC Bridges: This portion of Project O funded seven over- or underpass grade separations that eliminate car and train conflicts along the BNSF railway (Orangethorpe Avenue corridor) in northern Orange County. These grade separations increased safety for everyone traveling through the intersections and eliminated delays caused by trains**.**

Program Funding:
RCP: $487.75 million between 2026 and 2035.

Status:
To date, OCTA has awarded $432.07 million, which includes $24.25 million in external funding, to 195 projects through 15 competitive RCP calls. Annual calls are planned for projects between 2026 and 2035.

As of November 2017, all seven grade separation projects were opened to traffic (Kraemer Boulevard, Lakeview Avenue, Orangethorpe Avenue, Placentia Avenue, Raymond Avenue, State College Boulevard, and Tustin Avenue/Rose Drive). No future calls for grade separations are anticipated.

Present Day:
Annual RCP calls take place providing local jurisdictions the opportunity to request funding for street improvements that reduce congestion.

Benefits:
Completion of the MPAH system, including grade separations, will result in better traffic flow and a more efficient transportation system.

External Funding:
RCP: Local jurisdictions are required to provide a 50 percent local match. Matching funds may be reduced contingent on participation in pavement and signal programs, as well as use of non-M2 funds for local match. While other external state and federal funding are not typically used for RCP projects, there have been seven projects to date which qualified for and were awarded State-Local Partnership Program funds, amounting to approximately $24.25 million.

OC Bridges: The Board approved the use of $209.7 in federal funds and $260.8 million in state funds for this project. Additionally, local jurisdictions provided $43.4 million in funding. OC Bridges funding includes 75 percent in external local, state, and federal funds.



O. Regional Capacity Program

Risks:
RCP: Local jurisdictions must meet and maintain eligibility requirements to receive net M2 funds. Additionally, funds received are subject to M2 timely use of funds provisions.

OC Bridges: None – project completed.

Related Projects:
Project P and Project Q.

Other Involved Agencies:
All local jurisdictions (cities and County of Orange).

Assumptions:
Project O was supported through bond proceeds for the seven OC Bridges projects and is assumed to be funded primarily on a pay-as-you-go basis going forward. More detailed assumptions are included in the appendices.

References:
- FY 2025-26 M2 Eligibility Guidelines
- 2026 Comprehensive Transportation Funding Program Guidelines
- 2017 Orange County MPAH Guidelines
- Capital Funding Program Report – Local Road Project (October 2025)
- OCTA's FY 2024-25 Comprehensive Business Plan



P. Regional Traffic Signal Synchronization Program

Description:
Project P provides funds to local jurisdictions to implement new signal timing on a 750-mile regional network that covers most of Orange County. Optimizing traffic signal timing is a low-cost, high-benefit approach to reducing congestion and improving traffic flow. Better signal timing results in fewer traffic stops, delays, pollution, and saves commuters gas and money.

Program Funding:
$195.10 million between 2026 and 2035.

Status:
As of September 2025, OCTA has funded approximately $196.8 million, including $40.1 million in M1 and external funding, to 143 projects. Since 2008, 109 corridor-based signal synchronization projects have been implemented, 31 are planned or underway, and three have been cancelled. Annual calls are planned for projects between 2026 and 2035. From FY 2025-26 through FY 2034-35, the entire network of signals is anticipated to have been retimed or optimized at least two times. This equates to more than 4,000 intersections retimed over a ten-year period.

Present Day:
In the past, many traffic signal synchronization projects were limited to segments of roads in individual cities. M2 provides funds to expand these projects to benefit neighboring cities and regional corridors.

Benefits:
Optimizing signal timing offers substantial benefits in reducing traffic delays and improving air quality. To date, OCTA has implemented optimized signal timing on 109 corridors with 3,789 intersections covering 979 miles of roadway. On average, each project resulted in a 13 percent travel time savings for corridor end-to-end travel, saving commuters time and money for a relatively low investment. Future projects may see comparable benefits when combined with capital improvements to reduce physical bottlenecks where appropriate.

External Funding:
Local jurisdictions are required to provide a 20 percent local match. Matching funds may be in-kind services. There may be future needs for more capital-intensive investments as systems age.

Projects that started prior to the 2011 call were funded with $4.97 million in M1, $1.77 million in federal Congestion Mitigation and Air Quality Improvement (CMAQ), and $3.84 million in Prop 1B funds. The 2013 call was partially funded with $1.25 million in Mobile Source Air Pollution Reduction Review Committee grant money. The 2018 call was able to leverage $6.69 million in SB 1 Local Partnership Program competitive grant funds. OCTA was also able to leverage $12 million in SB 1 Solutions for Congested Corridor Program competitive grant funds for three corridor projects outside the 2020 call.

In parallel with the annual call, OCTA secured and awarded $9.63 million in CMAQ and Surface Transportation Block Grant funds to develop and implement a countywide signal synchronization network for Orange County that will consist of retiming approximately 2,500 signals along regionally significant corridors to ensure seamless travel across the County. This Countywide Signal Synchronization Baseline



P. Regional Traffic Signal Synchronization Program

project kicked off in June 2024 with data collection. While this innovative project is entirely externally funded, the results will benefit and shape the future of Project P.

In all, external funding (not including funds provided by local jurisdictions) contributed is approximately $40.1 million.

Risks:
Local jurisdictions must meet and maintain eligibility requirements to receive net M2 funds. Additionally, funds received are subject to M2 timely use of funds provisions.

Related Projects:
Project O (RCP) and Project Q.

Other Involved Agencies:
Caltrans and all local jurisdictions (cities and County of Orange).

Assumptions:
Project P is assumed to be funded on a pay-as-you-go basis.

References:

- FY 2025-26 M2 Eligibility Guidelines
- RTSSP Update – September 2025
- 2026 Comprehensive Transportation Funding Program Guidelines
- OCTA's FY 2024-25 Comprehensive Business Plan
- Capital Funding Program Report – Local Road Project (October 2025)



Q. Local Fair Share

Description:
Project Q provides formula-based funds that local jurisdictions may use for a variety of transportation purposes and needs, including repairing aging streets, residential street projects, bicycle lanes, and pedestrian safety.

Key among these needs is pavement preservation, which involves extending the useful life of pavement and avoiding costly street reconstruction. Preserving and maintaining roads in good condition is a key goal of M2 and Project Q in particular.

Program Funding:
Up to $877.95 million will be provided between 2026 and 2035.

Status:
As of September 2025, approximately $822.99 million[12,13,14] in LFS payments have been provided to local jurisdictions and the County.

Orange County streets are in generally good condition on average (with a pavement condition index of 79 based on the 2022 statewide report, the best in state). As roadway pavement conditions deteriorate, however, the cost for repairs increases exponentially. For example, it costs as much as 14 times more to reconstruct pavement than to preserve it when it is in good condition.

Present Day:
The cost of street rehabilitation has increased substantially in recent years, and gas tax revenues have not kept pace, which has a direct impact on the ability to fund street maintenance and rehabilitation.

Benefits:
Investments in streets and roads save future costs, keep traffic moving, and offer expanded travel choices.

LFS funds are also flexible and can be used as matching funds for capacity and safety projects, bicycle, pedestrian facilities, or community transit services.

External Funding:
This program is not externally funded.

Risks:
Local jurisdictions must meet and maintain eligibility requirements to receive net M2 funds. Additionally, funds received are subject to M2 timely use of funds provisions.

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[12] Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.
[13] Only includes disbursed funds. On May 12, 2025, the Board determined the City of Huntington Beach ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Huntington Beach reestablishes eligibility.
[14] On May 12, 2025, the Board determined the City of Orange eligible to receive net M2 revenues again. Withheld funds were released in June 2025.



Q. Local Fair Share

Related Projects:
Project O (RCP) and Project P.

Other Involved Agencies:
All local jurisdictions (cities and County of Orange).

Assumptions:
Project Q is assumed to be funded on a pay-as-you-go basis.

References:

- FY 2025-26 M2 Eligibility Guidelines
- 2022 California Statewide Local Streets and Roads Needs Assessment
- OCTA's FY 2024-25 Comprehensive Business Plan



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2025 UPDATE

NEXT 10 DELIVERY PLAN

2.3 TRANSIT PROGRAM

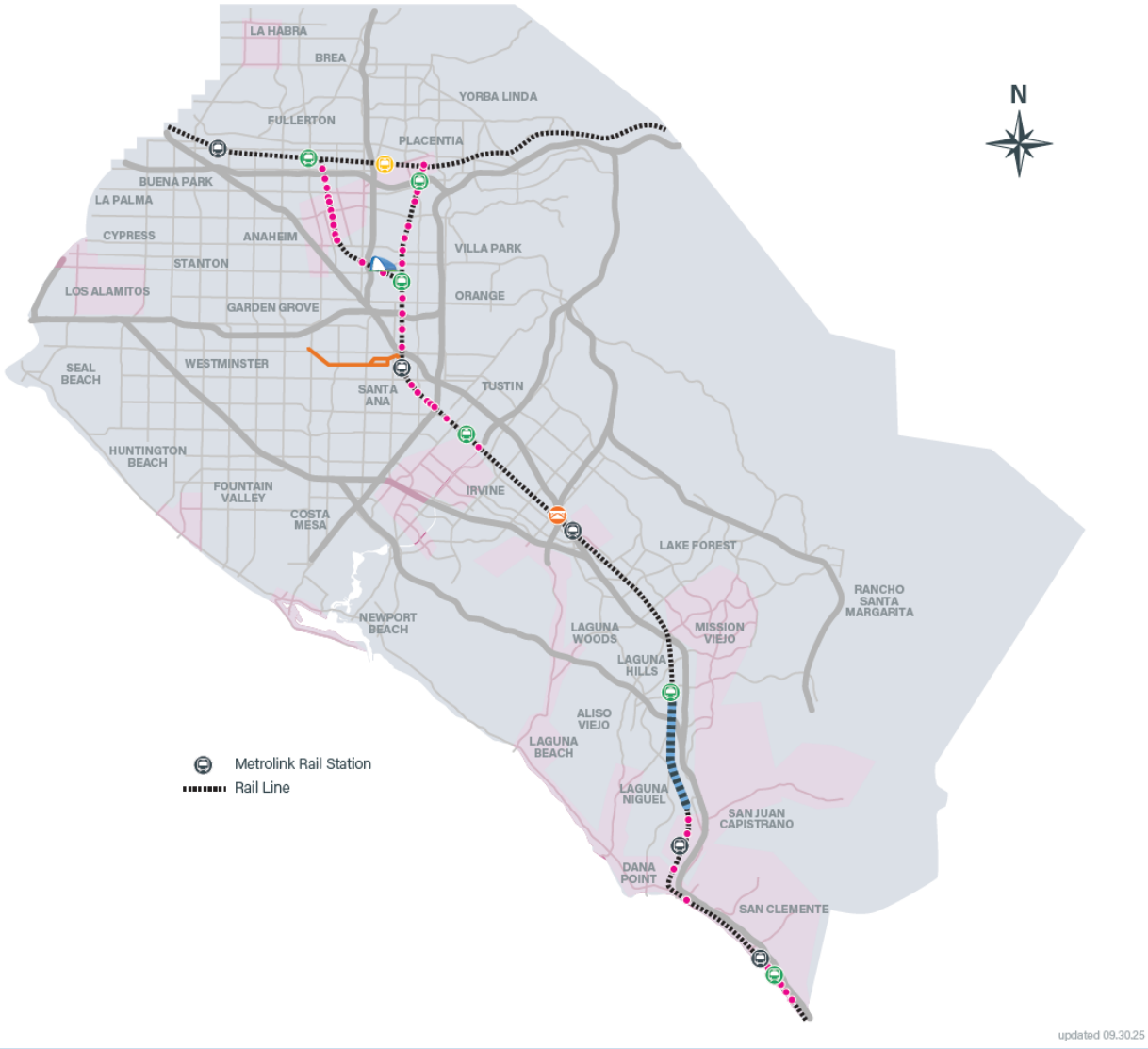
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EXHIBIT 28: MEASURE M TRANSIT PROGRAMS MAP

MEASURE M TRANSIT PROGRAMS



updated 09.30.25

(R) High Frequency Metrolink Service
- Metrolink Grade Crossing Improvements
- Metrolink Station Improvement Projects
- Planned Metrolink Station
- Laguna Niguel-San Juan Capistrano Passing Siding Project
- Sand Canyon Grade Separation Project

(S) Transit Extensions to Metrolink
- Bus and Station Van Extension Projects (not mapped)
- OC Streetcar

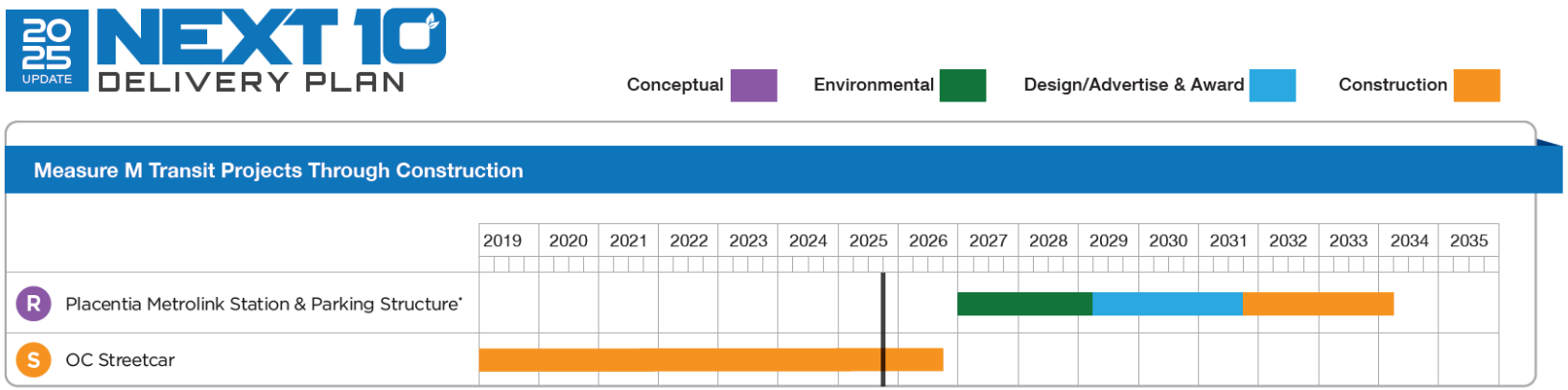
(T) Metrolink Gateways
- Anaheim Regional Transportation Intermodal Center (ARTIC)

(U) Expand Mobility Choices for Seniors and Persons with Disabilities (countywide, not mapped)
- Senior Mobility Program
- Senior Non-Emergency Medical Transportation
- Fare Stabilization Program

(V) Community Based Transit/Circulators

(W) Safe Transit Stops (countywide, not mapped)

EXHIBIT 29: MEASURE M TRANSIT PROJECTS THROUGH CONSTRUCTION



OC Streetcar schedule updated as of September 30, 2025. Shown schedules are subject to change.

*Proposed accelerated schedule. Final schedule pending consensus with stakeholder agencies.





2.3. Transit Program

Overview:
The goal of the Transit Program is to build a visionary transit system that is safe, clean, and convenient, with a focus on Orange County's transportation future. Providing mobility choices and connectivity for Orange County residents and workers are key components of the overall M2 Plan. To meet this broad mobility goal, the Next 10 Plan includes the following framework for the Transit Program:

- Ensure efficient and integrated Metrolink service for Orange County residents.
- Assess and deliver transit options providing riders first and last mile connections and alternatives to driving.
- Provide services and programs to meet the growing transportation needs of seniors and persons with disabilities.
- Support local agency efforts to deliver Board-approved community-based transit projects.
- Advance improvements to the busiest transit stops across the County to provide passenger amenities that ease transfers between bus lines.

Next 10 Plan Deliverables:
The Next 10 Plan for transit recommends seven major initiatives through 2035, consistent with the above framework.

1. Advance development of a rail station, contingent on interagency coordination and long-term fiscal sustainability.
2. Support Metrolink service as an attractive alternative to driving in Orange County.
3. Complete construction and begin operating the OC Streetcar.
4. Incorporate recommendations from planning studies to guide development of future transit connections.
5. Support expanded mobility choices for seniors and persons with disabilities.
6. Work with local jurisdictions to maintain successful community circulator projects and potentially provide grant opportunities for expanded or new local transit services.
7. Continue to improve the top 100 busiest bus stops in Orange County.



R. High Frequency Metrolink Service

Description:
Project R provides funding for Metrolink operations and aims to increase rail services within the County and provide additional Metrolink service north of the City of Fullerton to the Los Angeles County Line. Project R also provides for safety and operational improvements to the railroad infrastructure necessary to support existing and expanded train service, including grade crossing improvements, track improvements, signal and communications system improvements, as well as other projects as necessary to support the rail system. Grade separation projects will be considered as available funding permits.

Program Funding:
Approximately $486.29 million between 2026 and 2035.

Status:
To date, rail safety enhancements at 50 at-grade rail-highway crossings have been completed. As a result, quiet zones have been established in the cities of Anaheim, Dana Point, Irvine, Orange, San Clemente, San Juan Capistrano, Santa Ana, and Tustin.

Station improvements completed during the EAP include parking expansion projects at the Fullerton Transportation Center, Tustin Station, and Laguna Niguel/Mission Viejo Station, as well as safety repairs to the San Clemente Pier Station platform.

Since then, several station improvement projects have been completed: the San Clemente Pier Metrolink/Amtrak Station lighting, the Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) ramps, the Orange Transportation Center Parking Structure, the Fullerton Transportation Center elevator upgrades project and stair replacement project, and detectable tile replacements at various stations. Most recently completed in January 2023, the Anaheim Canyon Metrolink Station improvement project added a second main track and passenger platform, extended the existing passenger platform, improved at-grade crossings for pedestrian circulation, and installed new station amenities.

OCTA remains committed to advancing the development of the new Placentia Metrolink Station. However, project advancement beyond the environmental phase is dependent on a shared-use agreement between Metrolink and BNSF prior to advertisement and construction, as well as Metrolink's long-term fiscal sustainability and ability to support continued operations.

Completed rail corridor improvements include Control Point at 4th Street, Control Point Stadium, the San Clemente Beach Trail Audible Warning System, Laguna Niguel to San Juan Capistrano Passing Siding, Railroad ROW Slope Stabilization, and six Project Study Reports for potential grade separations along the LOSSAN corridor, including: 17th Street, Ball Road, Grand Avenue, Main Street, Orangethorpe Avenue, and Santa Ana Boulevard.

Rail corridor improvements underway include: San Juan Creek Railroad Bridge Replacement, track stabilization and protection in San Clemente, Metrolink Preventive Maintenance Capitalized Operation, Metrolink Rehabilitation/Renovation, and ongoing operation of Positive Train Control.

Following the completion of the Metrolink Service Expansion Program improvements in 2012, OCTA deployed a total of ten new Metrolink intracounty trains operating between the cities of Fullerton and Laguna Niguel/Mission Viejo, primarily during the midday and evening hours. In October 2019, several



intracounty trains were extended to Los Angeles County to increase ridership through a redeployment of the trains without significantly impacting operating costs. This change resulted in 54 weekday trains operating between the three lines within Orange County. However, during the peak of the COVID-19 pandemic, service was reduced to 41 trains. Since then, service levels have been incrementally restored and refined in response to post-pandemic ridership trends and evolving regional mobility needs.

Present Day:
Metrolink is currently operating 58 weekday trains on the three lines serving Orange County. In October 2024, Metrolink implemented *Metrolink Reimagined,* a service change which transformed Metrolink service to make more efficient use of train equipment and crews to offer more travel options for midday and evening riders. This is intended to help the railroad adapt to evolving travel patterns from alternative work arrangements. *Metrolink Reimagined* also oriented service around a clockface schedule to allow for easier transfers between lines. OCTA will continue to actively engage with Metrolink and other member agencies and monitor ridership levels and the corresponding financial impacts to M2.

Benefits:
Project R allows for sustained operation and enhanced capacity of Metrolink trains serving Orange County, providing a viable alternative to single-occupant vehicle travel, thereby reducing congestion on crowded roadways and freeways.

External Funding:

- State: STIP, Propositions 1A, 1B, and 116, TIRCP, and other state funding totaling $862.23 million.
- Federal: CMAQ, the Surface Transportation Block Grant Program, and Federal Transit Administration (FTA) Sections 5307, 5309, and 5337, and other federal funding totaling $644.05 million.
- Other Local: Local funding from the cities as well as other entities is programmed for $86.26 million.
- M1: $136.58 million.

Risks:
Close monitoring of Metrolink operations is necessary to ensure sustainability through 2041. Despite ridership improving quarter-over-quarter, ridership recovery continues to struggle, thereby affecting farebox revenues. To exacerbate this shortfall, operating costs have increased. The 2025 Next 10 Plan cashflow includes the assumption of TIRCP formula funds to help sustain Metrolink operations. However, without changes in service levels, ridership growth, and operations and rehabilitation costs or additional external funds, the current service cannot be sustained beyond FY 2033-34. OCTA is engaged with Metrolink and other member agencies to continue to monitor the impacts of *Metrolink Reimagined* on revenue and expenditures to determine the financial impacts to M2.

Another impact to Metrolink in Orange County is the railroad track stabilization effort in the City of San Clemente; OCTA owns the railroad ROW in the affected area. In September 2021, a failing slope severely degraded the railroad track structure [Mile Post (MP) 206.8]. Emergency repair efforts were taken between late 2021 and early 2022. However, higher tidal events have continued to impact the stability of the track, leading to a suspension of rail service. On October 3, 2022, the Board adopted a resolution to authorize OCTA to take all necessary actions to address the emergency need for railroad track stabilization. On April 17, 2023, track stabilization efforts were sufficiently completed to allow the passenger rail service to resume. However, a hillside owned by the City of San Clemente at the



R. High Frequency Metrolink Service

Casa Romantica Cultural Center and Gardens (MP 204.6) failed and continues to incrementally move. Landslide debris continued to crumble down the slope and foul the tracks owned by OCTA, which again led to the suspension of all passenger rail services in the City of San Clemente and south Orange County on April 27, 2023. On June 26, 2023, the Board adopted a resolution to authorize OCTA to take all necessary actions to address the emergency need for railroad track protection. Construction of a temporary barrier wall at the bottom of the slope to protect the railroad track was completed on July 16, 2023. As a result, service through San Clemente resumed on July 17, 2023.

On Jan 24, 2024, a privately owned hillside near Mariposa Point in the City of San Clemente (MP 204.2) failed and dislodged two spans of a pedestrian bridge. The bridge spans and the landslide debris led to the suspension of all passenger rail services. OCTA took emergency action to remove debris and to regrade the slope in an effort to stabilize the slope to resume service. While the landslide continued to move, a temporary catchment wall was constructed, which allowed full passenger service to resume on March 25, 2024.

While emergency and urgent repair work has been completed and service has resumed, long-term solutions need to be developed to ensure the ability to provide rail service in this portion of the County. In fall 2023, OCTA initiated the Coastal Rail Resiliency Study in coordination with key stakeholders to assess existing and future risks, challenges, and concepts to protect the rail line in place. The study explores opportunities to protect the rail corridor for the short-term (ten years) and mid-term (30 years) between the City of Dana Point and the San Diego County Line. The study identified the need for immediate protective measures for the highest at-risk areas where coastal storm surges, failing bluffs, and other factors create an immediate threat of additional extended rail service disruptions, impacting service quality and reliability. This led to the advancement of four reinforcement projects (Areas 1 through 4) known as the Coastal Rail Stabilization Priority Project.

On April 28, 2025, passenger rail service was temporarily halted to repair riprap in Areas 1 and 2 in the City of San Clemente as identified in the Coastal Rail Stabilization Priority Project to protect the track. As part of this effort, the damaged pedestrian bridge in Area 3 was also removed in preparation to install a catchment wall and restore the beach trail as soon as possible. The California Coastal Commission approved the initial riprap repair and bridge removal under an Emergency Coastal Development Permit and the new catchment wall under a Coastal Development Permit. Passenger service resumed on June 7, 2025. Initial sand nourishment, completed on September 10, 2025, is part of the larger effort to place 240,000 cubic yards of sand in Areas 1 and 2. Construction began on the catchment wall in Area 3 on September 15, 2025, and OCTA continues to design and permit Area 4 for riprap repair, shoreline protection structure, and sand nourishment in the City of San Clemente near the state beach.

In addition to the Coastal Rail Resiliency Study, a separate study will assess potential long-term solutions, which may include relocation of the rail line. The California State Transportation Agency (CalSTA) has committed to lead the long-term study to plan for future investments necessary to ensure a resilient LOSSAN corridor. As these studies progress, future updates to the Next 10 Plan will incorporate more current information.

Related Projects:
Project S, Project T, and Project V.

Other Involved Agencies:
BNSF, Caltrans, California Office of Emergency Services, California Public Utilities Commission (CPUC), CalSTA, Corridor Agencies, CTC, FTA, Los Angeles County Metropolitan Transportation Authority, Metrolink, RCTC, San Bernardino County Transportation Authority, and Ventura County Transportation Commission.



R. High Frequency Metrolink Service

Assumptions:
Funding and operating agreements with partner agencies will be successfully implemented.

References:

- OCTA's FY 2024-25 Comprehensive Business Plan
- Capital Funding Program Report - Rail Project (October 2025)
- OCTA Project Management Consultant Cost Estimate (October 2025)
- September 2025 Project Status Report
- Coastal Rail Resiliency Study



S. Transit Extensions to Metrolink

Description:
Project S establishes a competitive program for local jurisdictions to broaden the reach of Metrolink to other Orange County cities, communities, and activity centers via transit, to connect passengers to their final destinations. With approximately 60 percent of Orange County's population and employment centers located within a four-mile radius of Metrolink stations, the emphasis of Project S is on expanding access to the core rail system and establishing connections to destinations that are not immediately adjacent to the Metrolink corridor, within the central core, north and south of Orange County. These connections may include a variety of transit technologies such as conventional bus or vanpool (Rubber Tire), bus rapid transit or high-capacity rail transit systems (Fixed Guideways), as long as they can be fully integrated and provide seamless transition for the users.

Program Funding:
Approximately $430.68 million between 2026 and 2035 for fixed guideways in sales tax revenue.

Status:
Fixed Guideway: Through a competitive process, one project (OC Streetcar) advanced beyond initial study. The OC Streetcar is under construction and will operate in the cities of Garden Grove and Santa Ana. Construction is over 95 percent complete and revenue service is anticipated to begin in 2026.

Rubber Tire: One call has been issued since 2012, providing approximately $732,000 for four projects in the cities of Anaheim and Lake Forest. The City of Lake Forest has cancelled all three projects. The City of Anaheim project successfully completed its grant on June 30, 2020, and is being funded on a go-forward basis through a subsequent Project V grant. No future calls for rubber tire projects are anticipated.

Present Day:
Maintaining and growing Metrolink ridership relies on convenient and seamless bus and rail connections. Currently, OCTA fixed bus service and company shuttles are the prime providers of transit connections. However, Uber/Lyft paid-ridesharing services have been a growing presence.

Benefits:
Project S will provide expanded transit access to the centralized Metrolink system, thereby allowing Metrolink commuters to connect to other parts of the County without using an automobile.

External Funding:
Fixed Guideways: External funds for two preliminary studies for the cities of Anaheim and Santa Ana were funded with $3.12 million in federal FTA Section 5307 and city local funds. M1 also provided $20.63 million for preliminary studies.

The Board has approved funding supporting the OC Streetcar project, including $320.14 million in federal funds from federal American Rescue Plan, CMAQ, FTA Section 5307 and 5309, and New Starts funding, and $250.09 million in state funds, totaling $570.23 million.

Rubber Tire: None. These projects are funded by M2 and local city matching funds.



S. Transit Extensions to Metrolink

Risks:
OC Streetcar: Overall schedule, scope, and cost risks are high with this project due to the extensive project scope and OCTA's new operational responsibilities.

Rubber Tire: None – projects completed. No future calls anticipated.

Related Projects:
Project R (High Frequency Metrolink Service), Project T, and Project V.

Other Involved Agencies:
CalSTA, Caltrans, CPUC, CTC, FTA, and local jurisdictions.

Assumptions:
OC Streetcar: Cities of Garden Grove and Santa Ana will provide their required match for operations. Funding for a future call will be at the Board's discretion.

Rubber Tire: Future calls will be at the Board's discretion based on the level of interest from local jurisdictions but will likely be transitioned to Project V, which provides for greater flexibility.

References:
- FY 2025-26 M2 Eligibility Guidelines
- 2012 Project S Guidelines
- Federal 5307 and 5309 Funding Guidelines
- OCTA's FY 2024-25 Comprehensive Business Plan
- OC Streetcar Project Revised Funding Plan (February 2025)
- Capital Funding Program Report - Rail Project (October 2025)
- September 2025 Project Status Report

T. Convert Metrolink Stations to Regional Gateways that Connect Orange County with High-Speed Rail Systems

Description:
Provide funding for local improvements to stations along the LOSSAN corridor in Orange County to facilitate connections to future high-speed rail systems, thereby ensuring Orange County's presence in the development and implementation of high-speed rail systems that will serve Orange County. One project, the Anaheim Regional Transportation Intermodal Center (ARTIC), moved forward to completion.

Cost:
M2 contributed $35.29 million of the $225.53 million cost of the ARTIC project.

Status:
As part of EAP efforts, OCTA held a competitive call in 2009 for eligible station cities for the development and implementation of station projects in preparation of future high-speed rail systems. The cities of Anaheim, Fullerton, Irvine, and Santa Ana were awarded funding for planning of major expansions of their Metrolink Stations. The City of Anaheim received environmental clearance for the ARTIC project in early 2012. The completed facility opened to rail and bus service on December 6, 2014.

On December 14, 2015, the Board amended the M2 Ordinance and Plan to officially close out Project T by considering the completion of ARTIC as fulfilling the intent of Project T, as the only Orange County station on the planned high-speed rail route. The remaining balance of M2 funds were then transferred to two projects in need: the Metrolink Service Expansion Program (part of Project R), and the Fare Stabilization Program for Seniors and Persons with Disabilities (part of Project U).

Present Day:
In partnership with transportation agencies, corridor cities, and stakeholders, the California High-Speed Rail Authority in 2008 planned a high-speed rail system that was envisioned to extend as far north as Sacramento and as far south as San Diego with a connection in Anaheim. Work on the Central Valley segment from Bakersfield to Merced continues, however other areas of the system have been postponed.

Benefits:
Early completion of Project T allowed for investment in Orange County's rail system to facilitate the planned ultimate integration of various high-speed rail systems within the County. The project relocated the prior rail station from leased land in the Los Angeles Angels of Anaheim parking lot, to its new permanent location as a multimodal station for all transit riders.

External Funding:
Federal: CMAQ, Regional Surface Transportation Program, FTA Sections 5309 and 5337, FTA Bus Livability, and Highway Safety Improvement Program, totaling $74.0 million.

State: STIP totaling $29.22 million.

Other Local: Other local funds totaling $1.75 million.

M1: $85.27 million, of which $32.50 million for ROW was repaid in full, plus interest, by the City of Anaheim as of May 2025.

T. Convert Metrolink Stations to Regional Gateways that Connect Orange County with High-Speed Rail Systems

Risks:
None – project completed.

Related Projects:
California High-Speed Rail System.

Other Involved Agencies:
California High-Speed Rail Authority, Caltrans, cities of Anaheim, Fullerton, Irvine, and Santa Ana, CTC, FTA, and Metrolink.

Assumptions:
The California High-Speed Rail System will extend to the City of Anaheim as identified in their 2016 Business Plan.

References:

- Section 5309 and 5337 Funding Guidelines
- California High-Speed Rail 2016 Business Plan
- December 2017 Project Status Report
- Capital Funding Program Report – Rail Project (October 2025)
- Status of Loan Agreements as of September 30, 2025
- OCTA's FY 2024-25 Comprehensive Business Plan



U. Expand Mobility Choices for Seniors and Persons with Disabilities

Description:
Project U provides funding for three programs to expand mobility choices for seniors and persons with disabilities.

The SMP, administered by OCTA, was first established in 2001. For the first ten years, this program was supported with Transit Development Act funds. The allocation of Project U funding ensures the continuation of dedicated resources to sustain this program.

The SNEMT Program was established by the County of Orange in 2003, utilizing Tobacco Settlement Revenue (TSR) to fund the program. Project U funding supplements existing TSR resources to expand the capacity of the program and increase the number of available SNEMT trips.

The Fare Stabilization Program ensures that fares for seniors and persons with disabilities continue to be discounted at the same percentage as 2006 levels.

Program Funding:
Up to $169.25 million will be provided between 2026 through 2035.

Status:
SMP: This program offers a variety of senior transportation resources. Participating cities determine the services that best meet the needs of the seniors in their community. Examples of services include transportation for medical, nutrition, shopping, and social trips. As of September 2025, there are 32 cities participating in the program.

SNEMT Program: This program is administered by the County of Orange Office on Aging and is carried out by two transportation contractors. This program provides trips under Project U for non-emergency services such as trips to doctor and dental appointments, therapy, dialysis, and pharmacy visits.

Fare Stabilization Program: In December 2015, the Board approved an amendment to the M2 Ordinance and M2 Plan that backfilled a funding shortfall identified in this program with remaining Project T funds. Effective January 2016, an amendment to the M2 Ordinance adjusted this amount to 1.47 percent of net M2 revenues. With the amendment, projected Fare Stabilization revenues are expected to be solvent through the life of the M2 Program.

As of September 2025, more than $43.10[15],[16],[17] million has provided more than 3.3 million trips through SMP, approximately $46.19 million has provided more than 1.7 million trips through the SNEMT Program, and more than $62.37 million has supported approximately 166 million trips through the Fare Stabilization Program since the inception of M2.

[15] Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.
[16] Only includes disbursed funds. On May 12, 2025, the Board determined the City of Huntington Beach ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Huntington Beach reestablishes eligibility.
[17] On May 12, 2025, the Board determined the City of Orange eligible to receive net M2 revenues again. Withheld funds were released in June 2025.



U. Expand Mobility Choices for Seniors and Persons with Disabilities

Present Day:
Studies of senior mobility needs have identified seniors' preference for utilizing local, community-based transportation services rather than countywide or regional services.

The SMP allows participating cities to identify the specific mobility needs of the seniors in their communities and develop transportation programs to best meet those needs with available funding.

The SNEMT Program fills a gap in senior transportation services, as trips are often provided to seniors who do not qualify for OC ACCESS service, or to seniors whose advanced age or disposition make it difficult to use OC ACCESS service. Contracting with social service agencies to provide SNEMT services allows this program to provide enhanced service elements beyond the requirements of OC ACCESS, a paratransit service that complements OCTA's fixed-route bus service and is provided to comply with ADA.

Benefits:
M2 funding of these programs, combined with OC ACCESS service and other senior transportation services funded with public and private resources, provide a menu of mobility options for Orange County seniors, allowing them to select the service that most appropriately meets their transportation needs.

External Funding:
Local jurisdictions contribute a 20 percent match to their SMP services. A variety of funding sources are used by cities for their SMP match requirement, including general fund, Community Development Block Grants, sponsorships, advertising revenue, transit fares, and administrative in-kind resources. The County of Orange utilizes primarily TSR funds to meet their maintenance of effort requirement.

Risks:
Local jurisdictions must meet eligibility requirements and provide matching funds for SMP.

Related Projects:
Not Applicable.

Other Involved Agencies:
Nearly all local jurisdictions. Participating SMP cities include: Aliso Viejo, Anaheim, Brea, Buena Park, Costa Mesa, Cypress, Dana Point, Fountain Valley, Fullerton, Garden Grove, Huntington Beach, Irvine, La Habra, Laguna Beach, Laguna Hills, Laguna Niguel, Laguna Woods, Lake Forest, Mission Viejo, Newport Beach, Orange, Placentia, Rancho Santa Margarita, San Clemente, San Juan Capistrano, Santa Ana, Seal Beach, Stanton, Tustin, Villa Park, Westminster, and Yorba Linda. The Orange County Office on Aging administers the SNEMT Program.

Assumptions:
Project U is assumed to be funded on a pay-as-you-go basis.



U. Expand Mobility Choices for Seniors and Persons with Disabilities

References:

- FY 2025-26 M2 Eligibility Guidelines
- Project U Funding and Policy Guidelines
- 2018 Senior Mobility Program Guidelines
- OCTA's FY 2024-25 Comprehensive Business Plan



V. Community-Based Circulators

Description:
Project V provides funding to local jurisdictions through a competitive process to develop local bus transit services, such as community-based circulators, shuttles, and bus trolleys that complement regional bus and rail services, and meet local needs in areas not adequately served by regional transit. Projects need to meet performance criteria, connect to bus and rail services, and document financial viability to be considered for funding.

Program Funding:
$97.55 million between 2026 through 2035.

Status:
Since M2 inception, the Board has approved $96.8 million for 49 projects (Note: service expansions and/or extensions from the 2018 & 2020 calls are counted as separate projects) and ten planning studies through five calls.

Of the 49 projects awarded by OCTA, 21 are currently active, four are planned, 13 have been cancelled (primarily due to low ridership), and 11 have been completed.

Present Day:
Project V helps address the regularly expressed need for local community-based transit service by Orange County communities.

Benefits:
Community-based circulators can provide relief to arterials in high traffic areas, provide non-auto based mobility options that meet specific local needs, and convenient alternative that improves access to regular special events that attract large numbers of visitors (i.e., OC Fair).

External Funding:
The local match requirement for both capital and any operating funds authorized by the Board is a minimum of ten percent.

Risks:
Local jurisdictions must meet eligibility requirements to receive funding. The ability to maintain service performance and ridership by adapting to volatile changes in travel behavior and remote work trends will be key. Regional transit operator shortages and demand for capital investments in electric vehicle infrastructures may impact long-term financial viability of existing services and ability to fund additional new services.

Related Projects:
Project S (some Project S and V routes could serve dual purposes).

Other Involved Agencies:
Participating local jurisdictions.



V. Community-Based Circulators

Assumptions:
Project V is assumed to be funded on a pay-as-you-go basis.

References:

- FY 2025-26 M2 Eligibility Guidelines
- 2026 Comprehensive Transportation Funding Program Guidelines
- OCTA's FY 2024-25 Comprehensive Business Plan



W. Safe Transit Stops

Description:
Project W provides funding for passenger amenities at the 100 busiest transit stops across Orange County. The intent is to assist bus riders in the ease of transfer between bus lines and provide passenger amenities.

Program Funding:
$10.73 million between 2026 through 2035.

Status:
Since inception, the Board has approved over $3.1 million for 122 stop improvements through three calls. To date, 94 stops have been completed, 18 stop improvements are either planned or underway, and ten improvements have been cancelled by the awarded agency. A future call will be evaluated based on local jurisdiction interest and cash flow analysis.

Present Day:
High volume stops are eligible for funding, which provides needed passenger amenities commensurate with the volume of riders.

Benefits:
Eligible improvements in locations where such amenities do not exist to enhance the customer experience. Improvements include enhancements such as sun/rain protection, passenger seating, improved lighting, etc.

External Funding:
Minimal local match provided for design requests; the rest is 100 percent M2 funded up to the Project W funding caps. If over the cap, then additional local agency funds are required.

Risks:
Local jurisdictions are responsible for amenities at bus stops. Depending on the amenities selected, long-term maintenance and costs could be required. Local jurisdictions must meet eligibility requirements and timely use of funds provisions to receive M2 funding.

Related Projects:
Not Applicable.

Other Involved Agencies:
Local jurisdictions with a top 100 busiest stop are eligible to receive these funds.

Assumptions:
Project W is assumed to be funded on a pay-as-you-go basis.

References:
- FY 2025-26 M2 Eligibility Guidelines
- 2026 Comprehensive Transportation Funding Program Guidelines
- OCTA's FY 2024-25 Comprehensive Business Plan



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2025
UPDATE

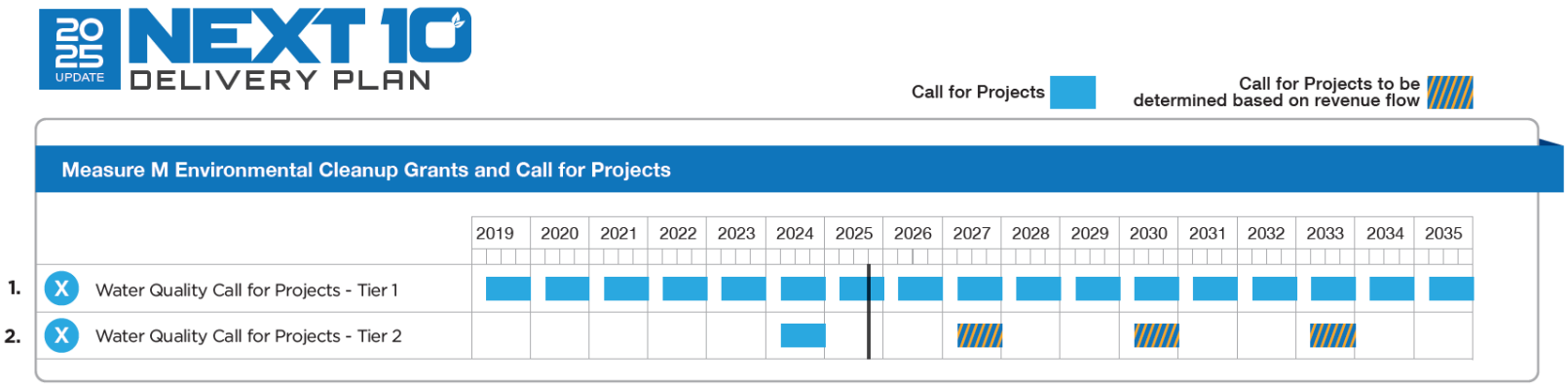
NEXT 10
DELIVERY PLAN

2.4 ENVIRONMENTAL CLEANUP PROGRAM

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EXHIBIT 30: MEASURE M ENVIRONMENTAL CLEANUP GRANTS AND CALLS



Tier 1 grants program consists of funding for equipment purchases and upgrades to existing storm drains and related best management practices.

Tier 2 grants program consists of funding for regional, potentially multi-jurisdictional, capital-intensive projects.



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2.4. Environmental Cleanup Program

Overview:
The ECP (Project X) allocates more than $264.5 million toward improving overall water quality in Orange County from transportation-related pollution. Project X was approved by Orange County voters under the M2 half-cent sales tax for transportation improvements in 2006.

To adhere to the promise of M2, the Next 10 Plan includes the following framework for Project X:

- Provide supplemental funds (not supplant) for existing transportation-related water quality programs.
- Allocate funds on a competitive basis to improve water quality standards in Orange County.
- Reduce transportation-generated pollutants along Orange County's streets, roads, and freeways.
- Implement best management practices to improve runoff from streets, roads, and freeways.

Additionally, as part of the overall M2 Plan, all M2 capital projects (freeway, street, and transit) must include water quality mitigation as part of their respective project scope and cost. Therefore, this source of funding is not eligible for environmental mitigation efforts.

Next 10 Plan Deliverables:
The Next 10 Plan for Project X recommends two major initiatives through 2035 consistent with the above framework:

1. Protect Orange County beaches by removing trash from entering waterways and inlets that ultimately lead to the ocean.

2. Work with the ECAC to develop the next tiers of water quality funding programs to prevent the flow of trash, pollutants, and debris into waterways from transportation facilities. In addition, focus on improving water quality on a regional scale that encourages partnerships among the local agencies as part of Project X.



X. Environmental Cleanup Program

Description:
Project X implements street- and highway-related water quality improvement programs and projects that assist Orange County cities, the County of Orange and special districts in meeting federal Clean Water Act standards for urban runoff. Project X is intended to augment, not replace existing transportation related water quality expenditures and to emphasize high-impact capital improvements over local operations and maintenance costs.

In May 2010, the Board approved a two-tiered approach to fund Project X. The Tier 1 grant program is designed to mitigate the more visible forms of pollutants, such as litter and debris that collect on roadways and in storm drains. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices.

The Tier 2 grant program consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Examples include constructed wetlands, detention/infiltration basins, and bioswales which mitigate pollutants such as heavy metals, organic chemicals, and sediment and nutrients.

Program Funding:
$97.71 million between 2026 and 2035.

Status:
To date, the Board has awarded approximately $43.4 million to fund 241 Tier 1 projects across the County through 15 rounds of funding since M2 inception. This includes the Board-approved funding recommendations for eight projects totaling more than $3.0 million on October 13, 2025.

The Board has also awarded approximately $34.9 million for 26 Tier 2 projects over three calls in 14 cities and the County of Orange.

The 2025 Next 10 Plan will continue to commit to annual Tier 1 calls. The timing for future Tier 2 calls will be evaluated based on local jurisdiction interest and cash flow analysis.

Present Day:
Staff estimates that over 80 million gallons (which equates to over 14,400 garbage trucks) of trash have been captured as a result of the installation of Tier 1 devices since the inception of the Tier 1 Program in 2011. As the equipment is in service over time, the volume of trash captured is expected to increase. The funded Tier 2 projects, once fully operational, have the potential to recharge 352 million gallons of groundwater annually.

Benefits:
Improvements funded through this program will improve overall water quality in Orange County. Funds allocated on a countywide competitive basis will assist agencies in meeting federal Clean Water Act requirements for controlling transportation-generated pollution.

External Funding:
Local jurisdictions are required to provide a 20 percent (Tier 1) and 50 percent (Tier 2) minimum local cash match. Tier 2 matching funds may be reduced, depending on project readiness.



X. Environmental Cleanup Program

Risks:
Local jurisdictions must meet eligibility requirements and timely-use-of-funds provisions to M2 receive funding.

Related Projects:
Not Applicable.

Other Involved Agencies:
All local jurisdictions (cities and County of Orange). Third parties such as environmental organizations, homeowner's associations, non-profit groups, and water and wastewater public entities cannot be a lead agency applicant; however, they could jointly apply with an eligible applicant.

Assumptions:
Funds will be allocated on a countywide competitive basis to assist agencies with improving water quality related to transportation pollution.

References:

- FY 2025-26 M2 Eligibility Guidelines
- 2026 Comprehensive Transportation Funding Program Guidelines
- Tier 2 Grant Program Planning Study
- OCTA's FY 2024-25 Comprehensive Business Plan



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2025 UPDATE

NEXT 10 DELIVERY PLAN

III. APPENDIX

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3.1. Next 10 Plan Funding Assumptions

To determine the status of the M2 Program, staff reviewed and updated cash flows for the Next 10 Plan for each of the program elements to test whether commitments provided to the voters as part of the M2 approval in November 2006 remain achievable. The revenue assumptions are based on the 2025 M2 revenue forecast of $13.2 billion using the latest M2 revenue forecast methodology approved by the Board. The Next 10 Plan also assumes approved TIFIA proceeds, Full Funding Grant Agreement, and net excess 91 Express Lanes revenues for eligible projects. Revenues and expenses were merged into a high-level cash flow model. Bonding assumptions were reviewed to determine the need to address projected negative ending balances by year (compared to a pay-as-you-go scenario) and are constrained to minimum debt coverage ratios.

Freeway Program

Revenues for the M2 Freeway Program assumed a proportional share (43 percent) of net M2 revenue. From inception to 2035, the Freeway Program would receive approximately $4.09 billion in M2 revenue, $495.44 million in prior bond proceeds, and $1.89 billion in state/federal grants, $149.90 million in committed TIFIA proceeds, $770.91 million in net excess 91 Express Lanes revenue for eligible projects, $36.99 million in interest, and $20.00 million transferred in from M1 for a total of $7.46 billion in total revenue. Costs for the same period total $7.02 billion (including debt service payments against prior bonding).

For the 2025 Next 10 Plan update, forecasted revenues and costs through 2041 were also tested for the complete M2 Freeway Program to ensure it could be delivered consistent with commitments. For projects currently in environmental or final design, project schedules and costs were based on data provided by OCTA's Project Controls Department. For projects that have not yet entered the environmental phase, conceptual estimates were prepared based on a scoring of congestion relief, project readiness, and cost escalation risks (associated with project delays). There are no anticipated bond issuances looking out to 2041. As always, bonding is constrained to legal debt coverage ratios, and a Plan of Finance is brought separately to the Board for approval as needed with refined bond assumptions.

As of September 2025, 17 of the 30 freeway projects have been completed, as listed in Exhibit 31.

EXHIBIT 31: COMPLETED M2 FREEWAY PROJECTS

Completed M2 Freeway Projects		Construction Complete	Cost*
1. Project A	I-5 between SR-55 and SR-57	2021	$38.9
2. Project C, D	I-5 between Avenida Pico and Avenida Vista Hermosa/ Avenida Pico Interchange	2018	$83.6
3. Project C	I-5 between Avenida Vista Hermosa and PCH	2017	$75.3
4. Project C	I-5 between PCH and San Juan Creek Road	2018	$74.3
5. Project C, D	I-5 between SR-73 and Oso Parkway/Avery Parkway Interchange	2025	$229.4
6. Project C, D	I-5 between Oso Parkway and Alicia Parkway/ La Paz Road Interchange	2024	$230.4
7. Project C	I-5 between Alicia Parkway to El Toro Road	2025	$227.3
8. Project D	I-5, Ortega Highway Interchange	2016	$79.8
9. Project E	SR-22 Access Improvements at Euclid Street, Brookhurst Street, and Harbor Boulevard	2008	M1$'s
10. Project G	SR-57 Northbound from Katella Avenue to Lincoln Avenue	2015	$38.0
11. Project G	SR-57 Northbound from Orangethorpe Avenue to Yorba Linda Boulevard	2014	$52.3
12. Project G	SR-57 Northbound from Yorba Linda Boulevard to Lambert Road	2014	$54.1
13. Project H	SR-91 Westbound from I-5 to SR-57	2016	$59.2
14. Project I	SR-91 Westbound from Tustin Avenue Interchange to SR-55	2016	$42.5
15. Project J	SR-91 between SR-55 to SR-241	2013	$79.7
16. Project J	SR-91 Eastbound from SR-241 to SR-71	2011	$57.8
17. Project K	I-405 between SR-73 and I-605	2024	$1,620.0
		Completed M2 Freeway Projects Total:	**$3,042.6**

** Cost in millions*

Streets and Roads Program

The M2 Streets and Roads Program consists of Project O (RCP), Project P (RTSSP), and Project Q (LFS). Combined M2 revenues for these programs assume a proportional share (32 percent) of net M2 revenue. From inception to 2035, the Streets and Roads Program would receive approximately $3.04 billion in M2 revenue, $47.14 million in interest, $121.62 million in prior bond proceeds, and $636.36 million in M1 and state/federal grants (primarily for the OC Bridges Program), for a total of $3.85 billion in total revenue. Costs for the same period would total approximately $3.60 billion (including debt service payments against prior bonding).

Part of Project O includes the OC Bridges Program, which funded seven over- or underpass grade separations that eliminated car and train conflicts along the BNSF railway in northern Orange County. These grade separations, listed in Exhibit 32, increased safety for everyone traveling through the intersections and eliminated delays caused by trains.

EXHIBIT 32: COMPLETED OC BRIDGES – GRADE SEPARATION PROJECTS

Completed OC Bridges – Grade Separation Projects		Construction Complete	Cost*
1. Project O	Kraemer Boulevard (Anaheim/Placentia)	2014	$63.8
2. Project O	Placentia Avenue (Fullerton/Placentia)	2014	$64.5
3. Project O	Orangethorpe Avenue (Anaheim/Placentia)	2016	$105.9
4. Project O	Tustin Avenue/Rose Drive (Anaheim/Placentia)	2016	$96.7
5. Project O	Lakeview Avenue (Anaheim/Placentia)	2017	$110.7
6. Project O	Raymond Avenue (Fullerton)	2018	$126.2
7. Project O	State College Boulevard (Fullerton)	2018	$99.6
	Completed OC Bridges – Grade Separation Projects Total:		**$667.4**

**Cost in millions*

Transit Program

The M2 Transit Program consists of Project R (High Frequency Metrolink Service), Project S (Transit Extensions to Metrolink), Project T (Metrolink Gateways), Project U (Seniors/Disabled Persons Mobility Programs), Project V (Community-Based Transit/Circulators), and Project W (Safe Transit Stops). Revenues for the M2 Transit Program assume a proportional share (approximately 25 percent) of net M2 revenue. From inception to 2035, the Transit Program would receive approximately $2.38 billion in M2 revenue, $51.68 million in prior bond proceeds, $865.71 million in external revenue, $45.65 million transferred from M1, and $20.03 million in interest for a total of $3.36 billion. The cash flow includes $158.36 million in Federal New Starts funding, $108.13 million in federal CMAQ, $13.60 million in federal FTA 5307, and $175.43 million in State Cap-and-Trade for the OC Streetcar project. Expenses for this same time period total $2.55 billion (including debt service payments against prior bonding). The unprogrammed balance for Project S allows for the option of an additional future transit connection project.

Environmental Cleanup Program

The M2 ECP consists of Project X (Cleanup Highway and Street Runoff that Pollutes Beaches). Revenues for the M2 ECP assume two percent of gross annual M2 sales tax revenue. From inception to 2035, the ECP would receive approximately $193.78 million in M2 revenue. Expenses for this same time period total $156.91 million.



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3.2. Common Abbreviations

Americans with Disabilities Act	ADA
Anaheim Regional Transportation Intermodal Center	ARTIC
BNSF Railway Company	BNSF
Board of Directors	Board
California Department of Fish and Wildlife	CDFW
California Department of Transportation	Caltrans
California Highway Patrol	CHP
California Public Utilities Commission	CPUC
California State Transportation Agency	CalSTA
California Transportation Commission	CTC
Call for Projects	Call
Congestion Mitigation and Air Quality	CMAQ
Conservation Properties	Preserves
Coronavirus	COVID-19
Early Action Plan	EAP
Eastbound Corridor Operations Project	ECOP
Environmental Cleanup Allocation Committee	ECAC
Environmental Cleanup Program	ECP
Environmental Impact Report	EIR
Environmental Impact Statement	EIS
Environmental Mitigation Program	EMP
Federal Highways Administration	FHWA
Federal Transit Administration	FTA
Fire Management Plan	FMP
Fiscal Year	FY
Freeway Service Patrol	FSP
High-Occupancy Vehicle	HOV
Infrastructure Construction Cost Pressure Index	ICCPI
Interstate 405	I-405
Interstate 5	I-5
Interstate 605	I-605
Local Fair Share	LFS
Los Angeles-San Diego-San Luis Obispo	LOSSAN
Maintenance and Storage Facility	MSF
Master Plan of Arterial Highways	MPAH
Measure M	M1
Measure M2 or Renewed Measure M	M2
Mile Post	MP
Natural Community Conservation Plan/Habitat Conservation Plan	Conservation Plan
Next 10 Delivery Plan	Next 10 Plan
Orange County Business Council	OCBC



3.2. Common Abbreviations

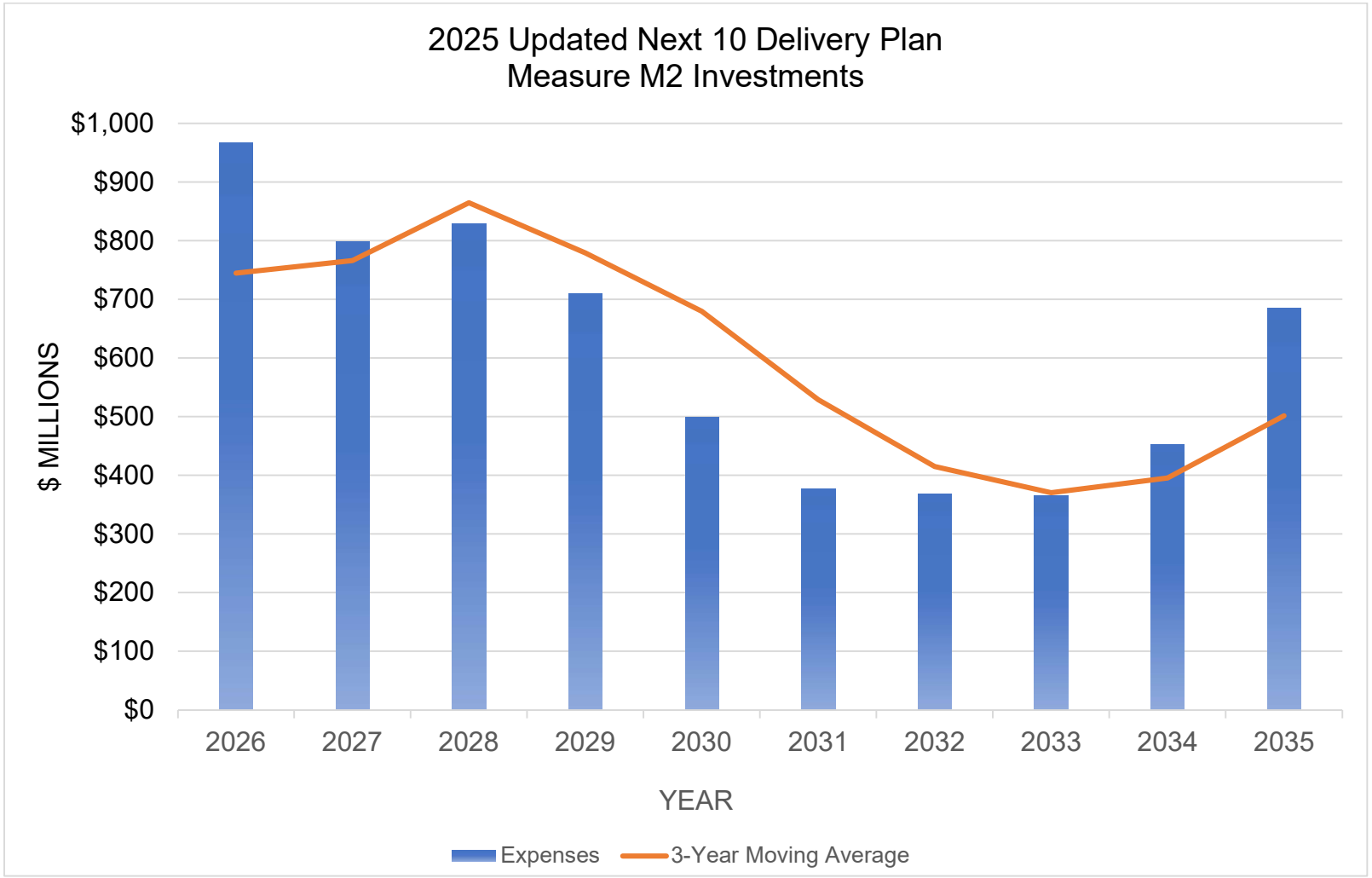
Orange County Transportation Authority	OCTA
Ordinance No. 3	M2 Ordinance
Pacific Coast Highway	PCH
Regional Capacity Program	RCP
Regional Traffic Signal Synchronization Program	RTSSP
Resource Management Plan	RMP
Right-of-Way	ROW
Riverside County Transportation Commission	RCTC
Santa Ana Regional Transportation Center	SARTC
Senate Bill 1	SB 1
Senior Mobility Program	SMP
Senior Non-Emergency Medical Transportation	SNEMT
Service Authority for Freeway Emergencies	SAFE
Southern California Regional Rail Authority	Metrolink
State Highway Account	SHA
State Route 22	SR-22
State Route 241	SR-241
State Route 55	SR-55
State Route 57	SR-57
State Route 71	SR-71
State Route 73	SR-73
State Route 74	SR-74
State Route 91	SR-91
State Transportation Improvement Program	STIP
State Water Resources Control Board	SWRCB
Transit and Intercity Rail Capital Program	TIRCP
Transportation Corridor Agencies	TCA
Tobacco Settlement Revenue	TSR
Transportation Infrastructure Finance and Innovation Act	TIFIA
Transportation Investment Plan	Plan
United States Army Corps of Engineers	USACE
United States Fish and Wildlife Service	USFWS
West County Connectors	WCC
Year of Expenditure	YOE



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ATTACHMENT C



2025 Updated Next 10 Delivery Plan
Progress on Deliverables

Significant Measure M2 (M2) progress and accomplishments have been made since 2007. The 2025 update of the Next 10 Delivery Plan (Next 10 Plan) confirms that M2 can be delivered consistent with the commitment to voters; however, Metrolink operations still require close monitoring. To outline a near-term work plan to promote effectiveness and efficiency, ten deliverables on program and project delivery have been defined during the ten-year period from fiscal year (FY) 2025-26 through FY 2034-35, equating to approximately $6.1 billion invested to improve the local transportation system.

Freeways

1. Deliver 11 freeway improvement projects through construction (Projects A-M).

Status: The M2 Freeway Program is currently made up of 30 projects/project segments of which 17 have been completed to date. Deliverable 1 includes 11 projects to be delivered through construction as reflected in the table below. The completion of these 11 projects will bring the total number of completed projects to 28 by 2033, which equates to approximately 93 percent of the M2 Freeway Program.

In Construction			Construction Complete	Cost*
	Project C, D	Interstate 5 (I-5) between State Route 73 (SR-73) and El Toro Road Landscaping	2026	$12.4[1]
1.	Project F	State Route 55 (SR-55) between Interstate 405 (I-405) and I-5	2027	$505.7
2.	Project I	State Route 91 (SR-91) between SR-55 and Lakeview Avenue	2028	$140.7
3.	Project M	Interstate 605 Katella Avenue Interchange	2027	$53.0
			Subtotal	$711.8
In Design			**Construction Complete**	**Cost***
4.	Project B	I-5 between I-405 and Yale Avenue	2029	$388.1
5.	Project B	I-5 between Yale Avenue and SR-55	2029	$327.9
6.	Project F	SR-55 between I-5 and SR-91	2030	$202.1

[1] Landscaping for the I-5 between SR-73 and El Toro Road project was separated from the mainline construction contracts but is not counted as an additional project.

In Design		Construction Complete	Cost*
7. Project G	State Route 57 (SR-57) Northbound from Orangewood Avenue to Katella Avenue	2028	$135.4
8. Project I	SR-91 between La Palma Avenue and SR-55	2030	$380.7
9. Project I	SR-91 between Acacia Street and La Palma Avenue	2029	$257.5
		Subtotal	$1,691.7
In Environmental		**Construction Complete**	**Cost***
10. Project D	I-5 El Toro Road Interchange	2033	$300.0[2]
11. Project J	SR-91 between State Route 241 and Orange/Riverside County Line	2030	$91.0[3]
		Subtotal	$391.0
		Deliverable 1 Total	**$2,794.5**

**Cost in millions*

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

Status: The two remaining projects (of the 30 total) are environmentally cleared or on track to be cleared by 2028, making them shelf-ready for future advancement. The table below reflects these projects along with updated environmental clearance schedules and estimated costs.

Remaining Projects		Environmentally Clear Shelf-Ready	Cost*
1. Project G	SR-57 Northbound from Lambert Road to Orange/Los Angeles County Line	2028	$445.5[2]
2. Project L	I-405 between I-5 and SR-55	2018	$269.6
		Remaining M2 Freeway Projects Total	**$715.1[4]**

**Cost in millions*

[2] These cost estimates are preliminary and will be updated once the project alternative is selected at the completion of environmental clearance.

[3] Project schedule and cost assumptions subject to change and are contingent on the outcome of the environmental review process, availability of funding, and coordination with Riverside County Transportation Commission.

[4] The total will be revised once the two remaining projects (Project G and L) have a selected project alternative and complete environmental clearance.

Streets and Roads

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

Status: Since inception, the Orange County Transportation Authority (OCTA) has awarded approximately $564.4 million in competitive funding through the Regional Capacity Program (Project O) and Regional Traffic Signal Synchronization Program (Project P) through annual competitive calls for projects (call). Additionally, $823.0[5,6,7] million in Local Fair Share (Project Q) funds have been distributed to local jurisdictions.

Transit

4. Support Metrolink service and advance development of a rail station, contingent on interagency coordination and long-term fiscal sustainability (Project R).

Status: Project R provides funding for Metrolink operations and aims to increase rail services within the County and to adjacent counties. The program also provides for track improvements, the addition of trains and parking capacity, upgraded stations, and safety enhancements to allow cities to establish quiet zones along the tracks.

Close monitoring of Metrolink operations is necessary to ensure sustainability through 2041. The *Metrolink Reimagined* service change implemented in October 2024 aims to increase midday and evening train service to help Metrolink expand their customer market beyond the traditional commuter market. Following this service change, the three lines serving Orange County currently operate 58 weekday trains, representing a 7.4 percent increase to pre-coronavirus operating levels. However, Metrolink ridership recovery continues to struggle, impacting farebox revenues and cost recovery. To exacerbate this shortfall, operating costs have also increased. Without changes in service levels, ridership growth, and operations and rehabilitation costs or additional external funds, the current service cannot be sustained beyond FY 2033-34. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the financial impacts to M2.

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[5] Only includes disbursed funds. On May 28, 2024, the OCTA Board of Directors (Board) determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

[6] Only includes disbursed funds. On May 12, 2025, the Board determined the City of Huntington Beach ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Huntington Beach reestablishes eligibility.

[7] On May 12, 2025, the Board determined the City of Orange eligible to receive net M2 revenues again. Withheld funds were released in June 2025.

Railroad track stabilization efforts in south Orange County have become a major focus area given its importance to continued operation of Metrolink in Orange County. While the rail line is currently open as a result of ongoing emergency work, longer-term solutions need to be developed to ensure the ability to provide rail service in this portion of the County. In partnership with key stakeholders, a planning study is currently underway to identify and evaluate immediate as well as short- and medium-term solutions with the goal of protecting the rail line in place for approximately the next 30 years. A separate study to assess potential long-term solutions, which may include relocation of the rail line. The California State Transportation Agency has committed to lead the long-term study to plan for future investments necessary to ensure a resilient Los Angeles-San Diego-San Luis Obispo Rail corridor. As these studies progress, future updates to the Next 10 Plan will incorporate more current information.

Additionally, OCTA remains committed to advancing the development of the Placentia Metrolink Station Project. However, project advancement beyond the environmental phase is dependent on a shared-use agreement between Metrolink and BNSF Railway Company prior to advertisement and construction, as well as Metrolink's long-term fiscal sustainability and ability to support continued operations.

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

Status: The 4.15-mile OC Streetcar will serve the Santa Ana Regional Transportation Center (SARTC) through Downtown Santa Ana and the Civic Center to Harbor Boulevard in the City of Garden Grove. Activities underway include continued installation of overhead wires and utilities, along with continued construction on the Pacific Electric right-of-way, and Maintenance and Storage Facility (MSF). Regular coordination meetings, staff training, and documentation efforts are underway to ensure a safe, reliable, and seamless transition to operations. Additionally, all eight cars have been delivered to the MSF. Construction is anticipated to be complete to begin revenue operations in 2026.

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

Status: Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, approximately $151.7[8,9,10] million has been provided to these three programs. The SMP provides funding to participating cities to design and implement transit service that best fits the needs of seniors (60 and above) in their communities. The SNEMT Program provides funding to the County of Orange Office on Aging for senior (60 and above) transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health-related trips at a lower cost to the rider than would otherwise be available. The Fare Stabilization Program provides stable discounted fares for seniors and persons with disabilities by lowering the cost of riding transit.

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

Status: Since inception, OCTA has approved 49 projects and ten planning studies totaling approximately $96.8 million through five calls. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of awarded services against performance measures adopted by the Board. To date, 21 projects are active, four are planned, 13 have been cancelled (primarily due to low ridership), and 11 have been completed. Staff continues to work with local jurisdictions through letters of interest requests, workshops, Comprehensive Transportation Funding Program Guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation.

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

Status: Through three calls, the Board has approved $3.1 million to improve 122 city-initiated improvement projects at the busiest OCTA transit stops. The program is designed to ease transfers between bus lines and provide passenger amenities such as installation of bus benches or seating, shelters, improved lighting, and other passenger-related amenities. To date, 94 improvements have been completed, 18 improvements are in various stages of implementation, and ten improvements have been cancelled by the awarded agency.

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[8] Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

[9] Only includes disbursed funds. On May 12, 2025, the Board determined the City of Huntington Beach ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Huntington Beach reestablishes eligibility.

[10] On May 12, 2025, the Board determined the City of Orange eligible to receive net M2 revenues again. Withheld funds were released in June 2025.

Environmental

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

Status: The M2 freeway Environmental Mitigation Program (EMP) includes seven conservation properties totaling more than 1,300 acres and 13 restoration projects covering nearly 350 acres. In 2017, OCTA received biological resource permits after completing a state and federal Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan) for the EMP, allowing streamlined project approvals for the M2 freeway improvement projects. The Conservation Plan also includes a streamlined process for coordination of streambed alteration agreements. In 2018, OCTA secured programmatic permits and assurances for federal and state clean water permitting requirements. Receipt of these permits represents the culmination of years of collaboration and support by the Board, environmental community, and regulatory agencies.

OCTA makes annual endowment deposits of approximately $2.9 million. As of September 30, 2025, the endowment balance was $38,595,652. While the performance of the endowment fund will affect the time frame for full funding, current projections indicate that OCTA is on track to meet the target of $46.2 million in FY 2027-28.

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

Status: In May 2010, the Board approved a two-tier approach to funding Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since inception, the Board has approved $43.4 million in funding for 241 Tier 1 projects through 15 calls and $34.9 million for 26 Tier 2 projects through three calls.

2025 UPDATE NEXT 10 DELIVERY PLAN

Measure M2 Next 10 Delivery Plan

OCTA

Overview

- Purpose
- Accomplishments
- Financial Outlook
- Deliverables
- Risks
- Next Steps



M2 Delivery Plans

Purpose

- Validate OCTA's ability to deliver M2
- Outline near-term workplan
- Establish common understanding among stakeholders
- Set baseline upon which future changes are measured
- Provide basis for preparation of OCTA's annual budgets for capital projects

Principles

- Confirm promised plan can be delivered
- Ensure financial sustainability
- Implement projects and programs expeditiously



M2- Measure M2
OCTA - Orange County Transportation Authority

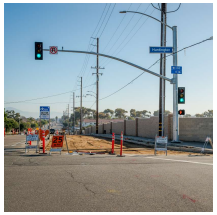
Accomplishments to Date

Note: Figures reflect only active or completed projects



Freeways

- ✓ 17 projects completed
- ✓ 874,343 motorist assists/ lane clearances
- ✓ Environmental Mitigation Program (EMP) endowment established



Streets and Roads

- ✓ $1.3 billion distributed across three funding programs
- ✓ 176 street capacity improvement projects
- ✓ 143 signal synchronization projects



Transit

- ✓ Station, track, and grade crossing improvements
- ✓ Expanded Metrolink service
- ✓ OC Streetcar underway
- ✓ $151.7 million for expanded mobility choices for seniors and persons with disabilities
- ✓ 36 community-based circulators
- ✓ 112 bus stop enhancements



Environmental Cleanup

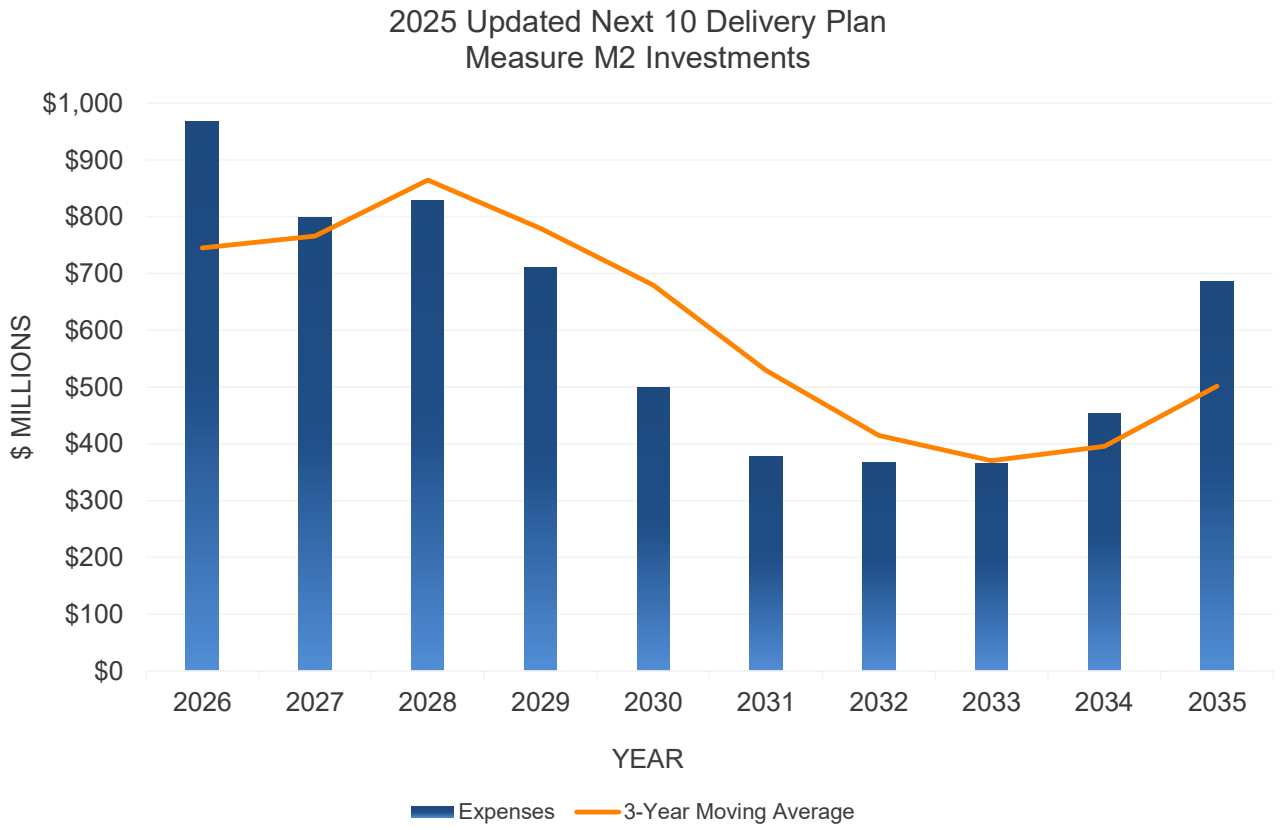
- ✓ 267 water quality projects
- ✓ 81.5 million gallons of trash collected

Updated Financial Framework

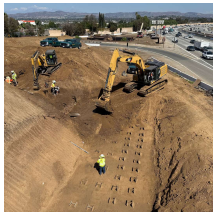
- Revenue
  - $13.2 billion of M2 funds
  - $4.4 billion of external funds
- Investment of $6.1 billion into local transportation system over the next ten years
- Conservative debt service coverage ratios
- No additional bond issuances



Next 10 Delivery Plan Investments



Next 10 Delivery Plan Deliverables Summary



Freeways

- Deliver 11 freeway projects
- Fully fund EMP endowment



Transit

- Advance development of a rail station
- Support Metrolink operations
- Complete OC Streetcar construction and begin operating
- Offer enhanced mobility options for seniors and persons with disabilities
- Continue to support local transit circulators
- Continue to improve the top 100 busiest transit stops



Streets and Roads

- Provide up to 32 percent to local agencies for transportation needs
- Provide annual grants to address street bottlenecks and gaps
- Fund ongoing coordination of 2,000+ traffic signals



Environmental Cleanup

- Provide ongoing grants for water cleanup

Potential Risks

Economic

- Sales tax revenues
- Inflationary pressures

Programmatic

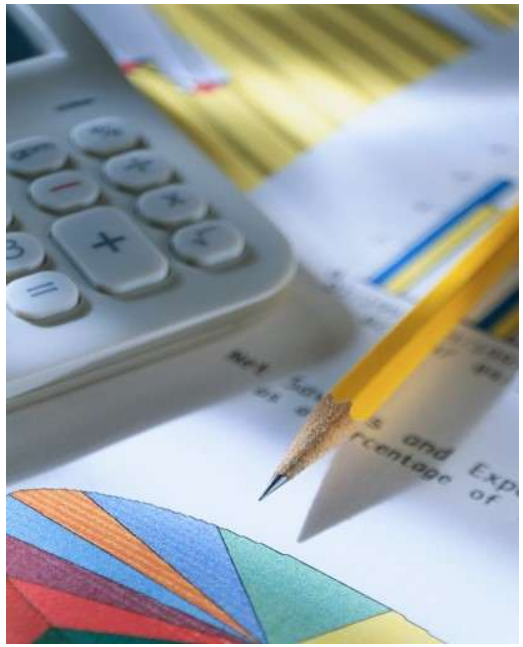
- Metrolink operations

Regulatory

- New environmental requirements
- Project approvals

Climate

- Rail infrastructure



2025 Update – Key Takeaways

- M2 plan remains deliverable
- Investment of $6.1 billion across all categories
- Anticipated uptick in inflationary environment
- Need for a financially sustainable Metrolink service plan



Next Steps

- Distribute the updated Next 10 Delivery Plan to local jurisdictions and stakeholders
- Work with transportation partners on delivery of the Next 10 Delivery Plan
- Monitor the risks and return to the OCTA Board of Directors with updates as appropriate

2025 UPDATE NEXT 10 DELIVERY PLAN

COMMITTEE TRANSMITTAL

December 8, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Measure M2 Ten-Year Review Update

Executive Committee Meeting of December 1, 2025

Present: Chair Chaffee, Vice Chair Federico, Directors Hennessey, Jung, Klopfenstein, and Wagner
Absent: Director Tam T. Nguyen

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Direct staff to complete evaluation of Measure M2 program performance and proceed with development of an accompanying Action Plan for future Board of Directors' consideration.

OCTA

December 1, 2025

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Ten-Year Review Update

Overview

Ordinance No. 3 includes a provision to conduct a comprehensive review of the project and program elements of the Renewed Measure M Transportation Investment Plan at least every ten years. The results of the first ten-year review were presented to the Board of Directors on October 12, 2015. Efforts for the next review, consistent with the Board-approved framework, are underway. An update on progress - including analyses to date, outreach activities, and next steps - along with an accompanying draft Action Plan is presented to the Orange County Transportation Authority Board of Directors.

Recommendation

Direct staff to complete evaluation of Measure M2 program performance and proceed with development of an accompanying Action Plan for future Board of Directors' consideration.

Background

On November 7, 2006, Orange County voters approved the Renewed Measure M (M2) Transportation Investment Plan (Plan). Effective in 2011, the Plan provides a 30-year program of investments across a broad range of transportation and environmental initiatives and a governing ordinance, Ordinance No. 3 (M2 Ordinance), that defines the requirements for implementing the Plan. The M2 Ordinance designates the Orange County Transportation Authority (OCTA) as the responsible agency for administering the Plan and ensuring that OCTA's contract with the voters is followed. The M2 Ordinance also requires OCTA to implement a number of transparency measures and safeguards to uphold the public's trust in OCTA.

OCTA is committed to fulfilling the promises made to voters who approved the half-cent sales tax measure. This means not only completing the projects described in the Plan, but adhering to numerous specific requirements and high standards of quality called for in the M2 Ordinance. One such requirement is a provision to conduct a comprehensive review at least every ten years of all project and program elements included in the Plan. The Plan summary page is included as Attachment A.

This requirement is found within Section 11 of the M2 Ordinance:

> 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 include consideration of changes to local, state and federal transportation plans and policies; changes in land use, travel and growth projections; changes in project cost estimates and revenue projections; right-of-way constraints and other project constraints; level of public support for the Plan; and the progress of the Authority and jurisdictions in implementing the Plan. The Authority may amend the Plan based on its comprehensive review, subject to the requirements of Section 12.

Although M2 sales tax revenue collection began on April 1, 2011, following the M2 approval, early mobilization efforts were initiated through the Board of Directors' (Board) adoption of the Early Action Plan in 2007. As such, the first ten-year period was assumed to have begun on November 8, 2006; the results of the first M2 ten-year review were presented to the Board on October 12, 2015.

The review highlighted substantial progress in delivering the Plan as promised to the voters and continued public support for M2 as approved. No major external changes were identified that would require changes to the Plan. However, in reviewing the financial capacity of the Plan, a need to shift funds between programs within the transit category to address shortfalls and ensure the commitments to the voters could be upheld was identified. In addition to receiving the M2 ten-year review on October 12, 2015, the Board also directed staff to initiate an amendment to address the shortfalls. On October 26, 2015, the Board determined that the intent of the Metrolink Gateways Program (Project T) had been fulfilled through the construction of the Anaheim Regional Transportation Intermodal Center and directed staff to proceed with amending the M2 Ordinance and Plan to reallocate the remaining Project T funds to High-Frequency Metrolink Service (Project R) and the Fare Stabilization Program (Project U). On December 14, 2015, the Board approved the amendment.

Discussion

The second ten-year review was initiated in early 2024 and is anticipated to be completed in early 2026, aligning with the M2 halfway mark. As such, the timing allows for a more in-depth analysis of successes as well as lessons learned from the delivery of projects and programs that have been active since 2011, with some dating back to 2006. The M2 Program Management Office (PMO) is leading the effort with support from other OCTA divisions.

On October 14, 2024, the Board approved the framework, which included five objectives:

1. Research and identify external policy and/or regulatory changes at the local, state, and federal level, as well as changes in land use, travel, and growth projections that require consideration.
2. Evaluate current project and program cost estimates and the financial capacity of the sales tax revenue through 2041 to confirm Plan delivery.
3. Review M2 program and project elements to determine if there are performance issues or constraints to attain the promised delivery.
4. Assess public and stakeholder support for the Plan.
5. Identify OCTA's and local jurisdictions' progress in implementing the Plan.

Since the framework approval, three updates have been provided to the Board to underscore the significant, comprehensive nature of this review and the outreach efforts.

The PMO has implemented a coordinated, multi-pronged approach that groups the five review objectives into four areas of analysis – policy and planning context, financial, project delivery, and public priority – to evaluate performance of the Plan. All OCTA divisions have been engaged to ensure consistency in data inputs and alignment with parallel initiatives such as the 2026 Long-Range Transportation Plan. As the review has advanced, three key/prominent themes have emerged – timing of the review, Metrolink operations, and pavement maintenance.

<u>Policy and Planning Context</u>

To analyze the policy and planning context, the review assesses changes in transportation policies, plans, and regulations at the local, state, and federal levels, as well as land use, travel behavior, and growth projections. Over the past decade, numerous policy changes and evolution of Orange County's landscape have influenced how M2 projects are planned, funded, and delivered; however, none have materially affected OCTA's ability to fulfill the commitments made to voters. Looking ahead, major regional events such as the 2026 Fédération Internationale de Football Association (FIFA) World Cup and 2028 Olympic and

Paralympic Games are expected to impact travel behavior and mobility patterns throughout Orange County and the surrounding region for limited periods of time.

Financial

On the financial side, annual updates of the M2 Next 10 Delivery Plan (Next 10 Plan) have reaffirmed that despite fluctuations in revenue forecasts and project cost estimates over time, M2 commitments remain deliverable.

However, recent updates of the Next 10 Plan highlight that Metrolink operations requires close monitoring as the current service plan, ridership trends, and operating and rehabilitation costs are not fiscally sustainable through 2041. In October 2024, Metrolink implemented Metrolink Reimagined, a service change that increased weekday train frequency and expanded midday and evening service to better accommodate new travel patterns resulting from alternative work schedules. The revised schedule also improved connectivity between lines through clockface scheduling, allowing for easier transfers and more efficient use of train equipment and crews.

The three Metrolink lines serving Orange County now operate 58 weekday trains, representing a 7.4 percent increase over pre-pandemic service levels. Despite these changes, Metrolink recovery continues to struggle, with farebox revenue and ridership actuals consistently falling below forecasts while operating costs rise. Without changes in service levels, ridership growth, operations and rehabilitation costs or additional external funds, the 2025 Next 10 Plan projects that the current service cannot be sustained beyond fiscal year (FY) 2033-34. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the financial impacts to M2.

Project Delivery

OCTA, in partnership with other agencies, has made significant progress delivering the Plan. As reported in the FY 2025-26 first quarter M2 progress report, several M2 elements have been completed or are underway.

- M2 Freeway Program
  - 17 of 30 freeway projects have been completed with ten more underway and anticipated to be open to traffic by 2030.
  - The Freeway Environmental Mitigation Program's endowment is on track to be fully funded by FY 2027-28.
- M2 Streets and Road Program – Over $1.3 billion has been provided to local jurisdictions through three programs.
  - Over 509 project phases have been funded through M2 competitive streets and roads programs.

- OCTA is currently leading the Countywide Signal Synchronization Baseline Project to develop and implement a coordinated, countywide network of approximately 2,500 retimed signals along regionally significant corridors, improving traffic flow and ensuring seamless travel across Orange County. While this innovative project is entirely externally funded, the project's outcomes, anticipated in 2029, will directly inform and enhance the future of the M2 Regional Traffic Signal Synchronization Program.
- Nearly $823 million has been disbursed via formula to eligible local jurisdictions through the Local Fair Share Program.

- M2 Transit Program
  - The OC Streetcar is under construction and is anticipated to be operational in 2026.
  - Nearly $152 million has been provided to expand mobility choices for seniors and persons with disabilities.
  - Community-based transit circulators have been successful and well-received by the respective communities. Of the 49 projects OCTA has awarded, 21 services are active, four are planned, 13 have been cancelled, and 11 have been completed.
  - OCTA has also awarded over $3 million to support 112 transit stop safety enhancement projects, of which 59 have been completed to date.
- M2 Environmental Cleanup Program – Through a two-tiered funding process, OCTA has assisted local jurisdictions countywide to attain federal Clean Water Act standards for urban runoff. Since inception of the program, over 81.5 million gallons of trash have been captured and when fully functional, an estimated annual groundwater recharge and water savings potential of 352 million gallons.

Based on current project and program schedules, the Plan will reach a pivotal point within the next five years. Assuming no major unforeseen events and successful implementation of the latest Next 10 Plan, several key milestones are expected: the M2 Freeway Program will be approximately 90 percent complete, the Freeway Environmental Mitigation Program endowment will be fully funded, the Countywide Signal Synchronization Baseline Project will be completed, Metrolink Reimagined will have operated long enough to evaluate its effectiveness, the OC Streetcar will have been in service for several years, successful community-based transit circulators grants will require renewal, and all transit stop safety enhancement projects will be completed – surpassing the 100 improvements promised in the Plan. While the M2 Ordinance requires a comprehensive review of Plan performance at least every ten years, with the significant number of projects and programs currently in progress, it is not an optimal time to make long-term modifications to the Plan. Staff therefore recommends that the next comprehensive review be conducted in advance of the ten-year interval to better align with program milestones and future planning

needs. Additionally, by that time, major regional events such as the 2026 FIFA World Cup and 2028 Olympic and Paralympic Games will have concluded.

Public Priority

Public and stakeholder engagement has been extensive and inclusive. More than 5,500 participants have been reached through community events, focus groups, and meetings with city, regional, and organizational partners. Of these, 2,585 completed community surveys, offering detailed feedback on awareness, priorities, and perceptions of M2. Findings indicate that while only about one-third of participants were initially familiar with M2, awareness and support increased significantly once people learned about the programs and improvements it funds. Stakeholders expressed confidence in the effective management of M2 and its overall performance. Consistent with prior outreach, the public's top priorities continue to include congestion relief, local street maintenance, transit service, and safety enhancements. These insights confirm that the Plan continues to reflect the transportation priorities of Orange County.

Through Technical Advisory Committee working groups and elected official roundtables, a common need for more pavement maintenance funding was highlighted. Currently, M2 provides formula-based funding through the Local Fair Share program to help local jurisdictions keep up with the rising cost of repairing the aging street system. To respond to this feedback while maintaining transparency and accountability, staff is proposing to pursue the creation of a competitive pavement maintenance program in the M2 streets and roads program.

Based on the themes emerging from the review to date, staff further proposes the development of an Action Plan to guide OCTA's implementation activities until the next comprehensive M2 review, anticipated in approximately five years. The draft Action Plan is included as Attachment B.

Next Steps

Updates on the ten-year review progress will continue to be included in the regular M2 quarterly reports. The final report will include a comprehensive review of all projects and programs implemented under the Plan, as well as identify the performance of the overall program. Additionally, it will consider changes to local, state, and federal transportation plans and policies, changes in land use, travel and growth projections, changes in project cost estimates and revenue projections, right-of-way constraints, and other project constraints, level of public support for the Plan, and the progress of OCTA and local jurisdictions in implementing the Plan. The final report and accompanying Action Plan are anticipated to be presented to the Board in early 2026.

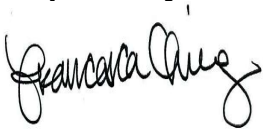
Summary

A comprehensive ten-year review is being conducted as required by the M2 Ordinance. The PMO is leading the ten-year review with participation from OCTA divisions. An update is provided to the Board sharing progress to date and a draft Action Plan. A final report is anticipated to be brought to the Board in early 2026.

Attachments

A. Measure M Investment Summary
B. Measure M2 Ten-Year Review Draft Action Plan

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Measure M Investment Summary

LOCATION		PROJECTS	COSTS 2005 estimates in millions	
Freeway Projects (in millions)				**$4,871.1**
I-5	Santa Ana Freeway Interchange Improvements	A	$470.0	
I-5	Santa Ana/San Diego Freeway Improvements	B C D	1,185.2	
SR-22	Garden Grove Freeway Access Improvements	E	120.0	
SR-55	Costa Mesa Freeway Improvements	F	366.0	
SR-57	Orange Freeway Improvements	G	258.7	
SR-91	Riverside Freeway Improvements	H I J	908.7*	
I-405	San Diego Freeway Improvements	K L	1,392.5*	
I-605	Freeway Access Improvements	M	20.0	
All	Freeway Service Patrol	N	150.0	
Streets & Roads Projects (in millions)				**$3,625.0**
Regional Capacity Program		O	$1,132.8	
Regional Traffic Signal Synchronization Program		P	453.1	
Local Fair Share Program		Q	2,039.1	
Transit Projects (in millions)				**$2,832.0**
High Frequency Metrolink Service		R	$1,129.8*	
Transit Extensions to Metrolink		S	1,000.0	
Metrolink Gateways		T	57.9*	
Expand Mobility Choices for Seniors and Persons with Disabilities		U	392.8*	
Community Based Transit/Circulators		V	226.5	
Safe Transit Stops		W	25.0	
Environmental Cleanup (in millions)				**$237.2**
Clean Up Highway and Street Runoff that Pollutes Beaches		X	$237.2	
Taxpayer Safeguards and Audits (in millions)				**$296.6**
Collect Sales Taxes (State charges required by law)			$178.0	
Oversight and Annual Audits			118.6	
Total (2005 dollars in millions)				**$11,861.9**

*Asterisk notes project estimates that have been amended since 2006.

ATTACHMENT B

Measure M2 Ten-Year Review
Draft Action Plan

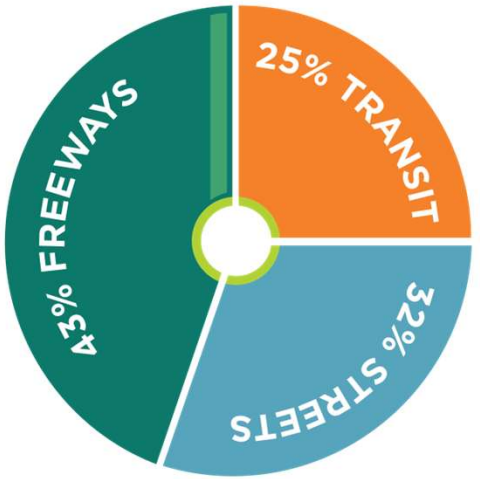
Freeway Program	
Projects A – M Freeway Improvement Projects	Continue implementation as planned.
Project N Freeway Service Patrol	Continue implementation as planned.
Freeway Environmental Mitigation Program	Continue implementation as planned.
Streets & Roads Program	
Project O Regional Capacity Program	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 Q Local Fair Share	Continue implementation as planned.
Transit Program	
Project R High Frequency Metrolink Service	• Direct staff to continue to work with Metrolink to develop a financially sustainable service plan, including establishing a target Orange County Transportation Authority (OCTA) funding level as part of the fiscal year 2026-27 budget development process. • Request Metrolink to provide regular updates to the OCTA Board of Directors on systemwide performance.
Project S Transit Extensions to Metrolink	Continue implementation as planned.
Project T Metrolink High-Speed Rail Gateways	Project is closed out.
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. • Senior Non-Emergency Medical Transportation Program – Continue implementation as planned. • Fare Stabilization Program – Continue implementation as planned.

Transit Program (Continued)	
Project V Community Based Transit/Circulators	Continue implementation as planned.
Project W Safe Transit Stops	Update the list of 100 busiest stops.
Environmental Program	
Project X: Environmental Cleanup Program	Continue implementation as planned.
Taxpayer Safeguards	
Continue implementation as planned.	

Measure M2
Ten-Year Review Update

Background

- Measure M2 (M2) approved in 2006 with strong voter support
- Governed by Ordinance No. 3 (M2 Ordinance), which includes a Transportation Investment Plan (Plan)
- M2 Ordinance requires a ten-year comprehensive review
- First review completed in 2015



24	SECTION 11. TEN-YEAR COMPREHENSIVE PROGRAM REVIEW
25	At least every ten years the Authority shall conduct a comprehensive review of all
26	projects and programs implemented under the Plan to evaluate the performance of the
27	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
- Review Plan to determine if there are performance issues or constraints
- Identify Orange County Transportations Authority's (OCTA) and local jurisdictions' progress in implementing the Plan
- Evaluate current project and program cost estimates and the financial capacity through 2041
- Assess public and stakeholder support for the Plan and OCTA's approach

Policy and Planning Context

- Assessing changes in transportation policies, plans, and regulations at all levels
- Reviewing shifts in land use, travel behavior, and growth projections
- Recent policy and development trends have influenced project delivery







Financial Analysis

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





Project Delivery Analysis – Program Highlights

Freeway Program

- 17 of 30 projects complete; ten more by 2030
- Environmental Mitigation Program (EMP) endowment anticipated to be fully funded by FY 2027-28

Streets and Roads Program

- $1.3B distributed across three funding programs
- 509+ phases funded through two competitive programs
- Countywide Signal Synchronization Baseline Project underway

Transit Program

- Station, track, and grade crossing upgrades
- Expanded Metrolink service
- OC Streetcar underway
- $152M for mobility of seniors and persons with disabilities
- 36 community-based circulators
- 112 bus stop enhancements

Environmental Cleanup Program

- 267 water quality projects
- 81.5 million gallons of trash collected

Project Delivery Analysis – Looking Ahead

- No major Plan changes recommended
- Next comprehensive review recommended in advance of the ten-year interval to align with anticipated key milestones:
  - Freeway Program ~90% complete
  - EMP endowment fully funded
  - Countywide Signal Synchronization Baseline Project completion
  - Greater ability to assess success of *Metrolink Reimagined*
  - OC Streetcar operating
  - Renewal of community-based transit circulator grants
  - Over 100 transit stop safety enhancements complete
- Draft Action Plan developed to guide implementation over next five years until the next review in 2030/2031

Public Outreach & Community Engagement

Countywide Engagement

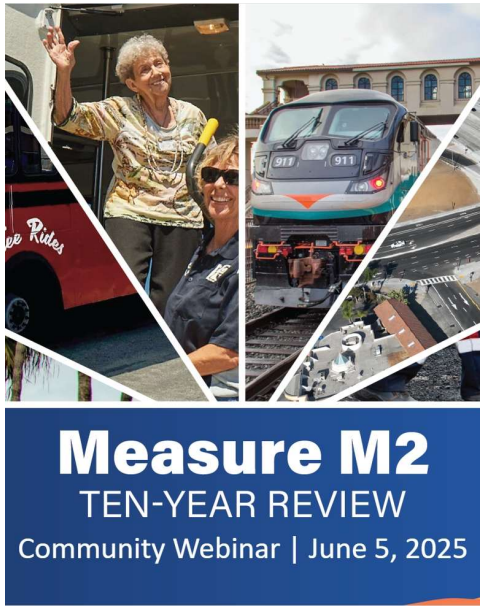
- More than 5,500 participants reached through surveys, events, and meetings

Inclusive Approach

- Multilingual outreach with strong participation from underserved communities

Public Awareness

- M2 awareness is relatively limited but increases with additional information





Public Outreach & Community Engagement



Public Sentiment

- Stakeholders express confidence in M2's performance; public support strengthens once residents understand what it funds

Top Priorities

- Reducing congestion, maintaining streets, expanding transit service, and safety enhancements

Emerging Themes

- Transparency, equity, collaboration, and sustainability

Draft 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	• 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. • Request Metrolink to provide regular updates to the OCTA Board of Directors on systemwide performance.
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.

Next Steps

- Quantitative Survey – January 2026
- Final Report and Action Plan – April 2026
- Updates in M2 Quarterly Progress Reports – Ongoing

