



Orange County Transportation Authority

Executive Committee Agenda Monday, June 2, 2025 at 9:00 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Doug Chaffee, Chair
Jamey M. Federico, Vice Chair
Michael Hennessey, Finance & Administration Chair
Fred Jung, Transit Committee Chair
Stephanie Klopfenstein, Regional Transportation Planning Chair
Tam T. Nguyen, Immediate Past Chair
Donald P. Wagner, Legislative & Communications Chair

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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

Meeting Access and Public Comments on Agenda Items

Members of the public can either attend in-person or access live streaming of the Committee 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 the Orange County Transportation Authority. 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.

EXECUTIVE COMMITTEE MEETING AGENDA

Written Comment

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

Call to Order

Pledge of Allegiance

Director Wagner

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 and 2)

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

1. Approval of Minutes

Clerk of the Board

Recommendation(s)

Approve the minutes of the May 5, 2025, Executive Committee meeting.

Attachments:

[Minutes](#)

2. Measure M2 Quarterly Progress Report for the Period of January 2025 through March 2025

Jonathan Lee/Rose Casey

Overview

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

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

EXECUTIVE COMMITTEE MEETING AGENDA

Regular Calendar

3. **Measure M2 Eligibility Update for the City of Buena Park**

Adriann Cardoso/Rose Casey

Overview

In May 2024, the Orange County Transportation Authority found the City of Buena Park ineligible to receive Measure M2 net revenues for five years pursuant to Section 10.4 of Ordinance No. 3. The Board of Directors has since directed staff to bring forward an item for the reconsideration of the specific restriction from participating in Measure M2 competitive programs during this period. A recommendation to address the Board of Directors' direction is presented.

Recommendation(s)

Direct staff to modify any language from the agreement with the City of Buena Park that limits or prevents the City of Buena Park from competing for Measure M2 competitive funds through the Comprehensive Transportation Funding Programs.

Attachments:

[Staff Report](#)

Discussion Items

4. **Measure M2 Ten-Year Review Update**

Francesca Ching/Rose Casey

Overview

Staff will provide an update on Measure M2 Ten-Year Review Q3.

Attachments:

[Presentation](#)

5. **Fédération Internationale de Football Association World Cup 2026 / Los Angeles 2028 Olympic and Paralympic Games Update**

Dan Phu/Rose Casey

Overview

The Orange County Transportation Authority began planning for two major world events, the Fédération Internationale de Football Association World Cup 2026 / Los Angeles 2028 Olympic and Paralympic Games. Final venue selection was recently announced which includes two venues in Orange County, volleyball at Honda Center in Anaheim and surfing at Trestles Beach in south San Clemente. Staff will provide an update on the latest planning efforts to assist with transporting spectators, visitors, and workforce.

Attachments:

[Presentation](#)

EXECUTIVE COMMITTEE MEETING AGENDA

6. Fiscal Year 2025-26 Budget Workshop Follow-up

Victor Velasquez/Andrew Oftelie

Overview

Budget staff is available for follow-up questions, issues, or concerns that may have arisen at and/or since the budget workshop conducted with the Board of Directors on May 12, 2025.

Attachments:

[Handout](#)

7. Public Comments

8. Chief Executive Officer's Report

9. Committee Members' Reports

10. Adjournment

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

9:00 a.m. on Monday, July 7, 2025

OCTA Headquarters

Board Room

550 South Main Street

Orange, California



Committee Members Present

Doug Chaffee, Chair
Jamey M. Federico, Vice Chair
Michael Hennessey
Fred Jung
Stephanie Klopfenstein
Tam T. Nguyen

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Andrea West, Clerk of the Board
Sahara Meisenheimer, Clerk of the Board Specialist
James Donich, General Counsel
OCTA Staff

Committee Members Absent

Donald P. Wagner

Call to Order

The May 5, 2025, Executive Committee regular meeting was called to order by Chair Chaffee at 9:00 a.m.

Consent Calendar

1. Approval of Minutes

A motion was made by Director Hennessey, seconded by Vice Chair Federico, and declared passed by those present to approve the minutes of the April 7, 2025, Executive Committee meeting.

Regular Calendar

2. Third Quarter Fiscal Year 2024-25 Capital Action Plan and Performance Metrics

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

3. Measure M2 Eligibility for the City of Orange

A motion was made by Director Nguyen, seconded by Director Klopfenstein, and declared passed by those present to:

- A. Approve the City of Orange as eligible to receive Measure M2 net revenues.
- B. Direct staff to reinstate payments to the City of Orange for Measure M2 net revenues, which were held during its period of ineligibility (less fiscal year 2023-24 audit costs).

4. Measure M2 Eligibility for the City of Huntington Beach

A motion was made by Director Jung, seconded by Director Hennessey, and declared passed by those present to A. Seek reimbursement of \$29,249 from the City of Huntington Beach and find the City of Huntington Beach ineligible to receive Measure M2 net revenues for five years pursuant to Section 10.4 of Ordinance No. 3.

- B. Authorize the Internal Auditor to engage independent auditor services to apply agreed-upon procedures to review the City of Huntington Beach's Measure M2 Local Fair Share program and other expenditures for fiscal year 2024-25, fiscal year 2025-26, fiscal year 2026-27, fiscal year 2027-28, and fiscal year 2028-29, to enable the City of Huntington Beach to reestablish eligibility and authorize staff to deduct the review costs from any future net Measure M2 payments to the City of Huntington Beach.
- C. Authorize the Chief Executive Officer to negotiate and execute an agreement with the City of Huntington Beach to formalize the required actions to reestablish eligibility and other terms.

5. Cooperative Agreement with the County of Orange, Orange County Sheriff's Department

A motion was made by Director Jung, seconded by Vice Chair Federico, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-4051 between the Orange County Transportation Authority and the County of Orange, Orange County Sheriff's Department, for a five-year term effective July 1, 2025 through June 30, 2030, in the initial amount of \$15,523,166 to fund transit police services provided from July 1, 2025 through June 30, 2030.

6. Public Comments

There were no public comments received.

7. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer, reported on:

- Arrival of the first OC Streetcar vehicle
- Coastal Rail progress

8. Committee Members' Reports

There were no Committee Members' Reports.



9. Adjournment

The meeting adjourned at 9:46 a.m.

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

9:00 a.m. on Monday, June 2, 2025

OCTA Headquarters

Board Room

550 S. Main Street

Orange, CA


ATTEST:

Andrea West
Clerk of the Board



June 2, 2025

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Measure M2 Quarterly Progress Report for the Period of January 2025 through March 2025

Overview

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

Recommendation

Receive and file as an information item.

Background

On November 7, 2006, Orange County voters, by nearly 70 percent, approved the Renewed Measure M (M2) Transportation Investment Plan (Plan), a one half-cent sales tax for transportation improvements. Effective in 2011, the Plan provides a 30-year program of investments across a broad range of transportation and environmental initiatives and a governing ordinance, Ordinance No. 3 (M2 Ordinance), that defines the requirements for implementing the Plan. The M2 Ordinance designates the Orange County Transportation Authority (OCTA) as responsible for administering the Plan and ensuring that OCTA's contract with the voters is followed. The M2 Ordinance also charges OCTA to provide for a number of transparency measures and safeguards to uphold and reciprocate the public's trust in OCTA.

OCTA is committed to fulfilling the promises made to secure voter approval of the M2 initiative. This means completing the projects described in the Plan and adhering to numerous specific requirements, safeguards, and transparency provisions identified in the M2 Ordinance. One such requirement is the publication of quarterly status reports on the projects detailed in the Plan and its presentation to the Board of Directors (Board).

This report is built on individual project and program-level staff reports that are regularly presented to the Board, covering the status of various activities in the Plan.

Discussion

This quarterly report, provided as Attachment A, reflects activities and progress across all M2 programs for the period of January 1, 2025, through March 31, 2025. The quarterly report also includes project budget and schedule information as provided in the Capital Action Plan reports to the Board. Additionally, information on the Local Fair Share and Senior Mobility Program payments made to cities during the quarter is also included.

OCTA has established the Program Management Office, 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 the Program Management Office (PMO) activities.

The following provides highlights of M2 accomplishments during the quarter by mode, notable items under the PMO activities, and key challenges that OCTA is monitoring and working to address.

Freeway Program

The M2 Freeway Program consists of 30 project segments to be delivered by 2041. To date, 15 project segments are complete, and another 12 are underway and expected to be completed by 2030. The 12 project segments that are underway include four projects that are in construction, seven 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 12 projects would bring the total number of completed projects to 27 by 2030, equating to approximately 90 percent of the M2 Freeway Program. The remaining three project segments are in various stages of project development. On March 10, 2025, a presentation was provided to the Board highlighting upcoming freeway construction projects. Construction of these projects is anticipated to begin in phases starting in early 2025 through 2027. Notable freeway program highlights that occurred during the quarter are below.

- Interstate 5 (I-5) between Interstate 405 and State Route 55 (SR-55) – This project is comprised of two segments. On February 10, 2025, a project update on the latest progress and upcoming milestones was presented to the Board. On March 24, 2025, the Board selected a consultant to provide public outreach services for the pre-construction

and construction phases for both segments. Both segments are anticipated to be advertised for construction in summer 2025. (Project B)

- I-5 between State Route 73 and El Toro Road – This project is comprised of three segments and includes two interchange improvements at Avery Parkway and La Paz Road. On January 13, 2025, a project update on the latest progress and upcoming milestones was presented to the Board. The middle segment (Oso Parkway to Alicia Parkway) was completed in December 2024. The remaining segments are anticipated to complete construction by mid-2025. (Projects C and D)
- SR-91 between SR-55 and State Route 57 – This project was split into three segments for the design and construction phases. The California Department of Transportation advertised the easterly segment (SR-55 to Lakeview Avenue) for construction on June 24, 2024, opened bids on October 16, 2024, and awarded the contract on January 3, 2025, followed by its approval on February 18, 2025. In addition, on January 13, 2025, a project update on the latest progress and upcoming milestones for all three segments was presented to the Board. A groundbreaking event was held on March 7, 2025, marking the start of construction in the corridor. The remaining two segments are anticipated to be advertised for construction by the end of 2025. (Project I)

Streets and Roads

Since 2011, more than \$1.2 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 program. In addition, OCTA was able to leverage nearly \$53.9 million in external funding to support these programs. To date, 486 project phases have been allocated through M2 competitive streets and roads funding programs, of which 353 phases, or approximately 72 percent, have been completed. Notable streets and roads highlights that occurred during the quarter are below.

- Applications for the 15th call for projects for the Regional Capacity Program and Regional Traffic Signal Synchronization Program were received on October 24, 2024, and are under review. Based upon project selection criteria as specified in the Comprehensive Transportation

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 28, 2024, the Board determined the City of Orange ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Orange achieves compliance; the Board reconsidered the matter on May 12, 2025.

Funding Program guidelines, programming recommendations are anticipated to be presented for Board consideration in mid-2025. (Projects O and P)

- Through the Local Fair Share Program, 18 percent of M2 net revenues are allocated by formula to eligible local jurisdictions. During the quarter, approximately \$24.7 million was disbursed, bringing the total provided through March 2025 to nearly \$784.6 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 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 26 percent. Additional Metrolink challenges are discussed in the Challenges section of this report.

Since 2011, M2 has provided competitive multi-year transit funding commitments for bus and station van services connecting to Metrolink (\$483,133 to date), community-based transit circulators (\$80.5 million to date), and bus stop improvements (\$2.9 million to date). In addition, M2 provides a set amount of funding to support three programs (Senior Mobility Program, Senior Non-Emergency Medical Transportation Program, and Fare Stabilization Program), intended to expand mobility options for seniors and persons with disabilities (\$144.4 million^{3,4} to date). Other notable transit program activities from the quarter are highlighted below.

- **Emergency Coastal Rail Projects Update and Planning for the Future –** On February 10, 2025, the Board received an update on the Coastal Rail Stabilization Priority Project, including providing direction to advance

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 28, 2024, the Board determined the City of Orange ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Orange achieves compliance; the Board reconsidered the matter on May 12, 2025.

engineering and environmental work for four reinforcement areas in south Orange County. The Board also received an update on the Coastal Rail Resiliency Study, which is evaluating short- and mid-term strategies for maintaining coastal rail service and developing conceptual alternatives for stakeholder input. (Project R)

- OC Streetcar – A quarterly update was presented to the Board on January 27, 2025, providing information on the status of construction activities, vehicle manufacturing, and public outreach. During the quarter, the Maintenance and Storage Facility (MSF) was declared ready to receive vehicles and received a temporary certificate of occupancy. The vehicles are anticipated to be delivered to the MSF from the contractor's storage facility over the next several months, with the first vehicle arriving in spring 2025. (Project S)
- Community-Based Transit Circulators – A ridership report covering April 2024 through September 2024 was provided to the Board on January 27, 2025. The report noted that all 17 services in operation during the reporting period met the required cost per boarding and customer satisfaction standards. (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.

On March 10, 2025, the Board approved the release of the 15th ECP Tier 1 call for projects, with programming recommendations anticipated in late summer 2025. Since 2011, the ECP has allocated approximately \$69.2 million to local jurisdictions for 216 projects for trash removal devices (Tier 1) and 22 projects for large-scale water quality best management practices projects (Tier 2). It is estimated that 81.5 million gallons of trash have been captured since the 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.

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

The wildlife and habitat on the acquired lands are protected in perpetuity, and long-term management of the properties will be funded by an endowment that is being established. To date, OCTA has made nine deposits of approximately \$2.9 million. As of March 2025, the balance of the endowment was \$32,538,437. 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

Ten-Year Review – The M2 Ordinance includes a provision to conduct a comprehensive review of all projects and programs under the Plan at least every ten years 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. Outreach efforts were initiated this quarter with the finalization of collateral materials and branding and the launch of stakeholder engagement activities to guide the development of key findings and recommendations. On March 10, 2025, a presentation was provided to the Board outlining key activities completed to date and previewing upcoming outreach, analysis, and reporting efforts. The PMO continues to facilitate coordination with various OCTA divisions to fulfill the five objectives developed:

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.

M2 Triennial Performance Assessment – The M2 Ordinance requires a performance assessment every three years to evaluate the efficiency, effectiveness, economy, and program results of OCTA's delivery of M2. The sixth assessment, covering the period from July 1, 2021, through June 30, 2024, was presented to the Board on March 10, 2025. The report reflects a positive assessment of OCTA's efficiency and effectiveness in the delivery of M2 projects and programs. While there were no significant findings, four recommendations for enhancement were provided. The report noted that OCTA has implemented two of the four recommendations and continues to actively address the remaining two as necessary on an ongoing basis. Staff will report on implementation progress in future M2 quarterly reports.

Challenges

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

- At the direction of the Board, OCTA contracts with two local economists to receive biannual updates on market conditions and cost risk indicators affecting project delivery. The spring 2025 forecast, presented to staff, indicated that while inflationary pressures may begin to moderate over the next few years, the construction market continues to experience escalation of materials and labor pricing. The California Department of Transportation opened construction bids on January 23, 2025, for the Interstate 605 Katella Avenue Interchange Project. The low bid came in 6.7 percent higher than the engineer's estimate. Additionally, recent wildfires devastated communities in Los Angeles County, which may further impact construction cost pressures. The potential impact of new federal economic and trade policies on material pricing remains uncertain. As multiple M2 freeway projects are anticipated to be advertised for construction in 2025, staff will closely monitor regional bid pricing and update the Board as appropriate.
- Close monitoring of Metrolink operations and capital rehabilitation projects is necessary to ensure sustainability through 2041. Metrolink ridership recovery continues to struggle, which impacts farebox revenues and cost recovery. The program's funding shortfall is further compounded by a rise in operating costs. The 2024 Next 10 Delivery Plan (Next 10 Plan) cashflow includes the assumption of one-time, state Transit and Intercity Rail Capital Program formula funds to help sustain Metrolink operations. While Metrolink has implemented an optimized service schedule, without changes in ridership growth, operations and rehabilitation costs, or additional external funds, the current service cannot be sustained beyond FY 2037-38. 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 (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 (San Clemente) is located within Orange County, this rail corridor is vital for Metrolink and state-supported intercity rail (Pacific Surfliner), freight connection to the Port of San Diego, and plays a strategic role in the operations of the Marine Corps Base Camp

Pendleton. In partnership with key stakeholders, 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. On December 9, 2024, the Board approved the acceptance of \$305 million from the California Transportation Commission, California State Transportation Agency, and the Federal Railroad Administration, for the design and construction phases of this effort. To address the ongoing threats to a critical link in Southern California's rail network, OCTA submitted an Emergency Coastal Development Permit on March 31, 2025, to the California Coastal Commission to expedite work to stabilize four areas most vulnerable to failure through San Clemente. The application was approved and passenger rail service through San Clemente was suspended beginning April 28, 2025, to allow for crews to safely conduct emergency work to reinforce sections of track at immediate risk from landslides and coastal erosion. Updates will be provided to the Board as appropriate.

- The Coastal Rail Resiliency Study is underway to identify and evaluate potential near- and mid-term solutions to protect the rail line in place while long-term solutions, which may include relocation, to adapt the rail line to the changing environment are developed. OCTA is leading the effort on the near- and mid-term resiliency measures. The State will lead the long-term study, but the lead state agency has not yet been identified; OCTA will be an active participant in the study. As these studies progress, future updates to the Next 10 Plan will incorporate more current information.
- The OC Streetcar project has faced unforeseen utility conflicts and conditions, contaminated soils, construction quality control and contractor non-compliance, oversight and approvals, additional right-of-way acquisition, and several change requests, which affect operation-related milestones such as vehicle delivery and testing. In fall 2024, OCTA collaborated with the Federal Transit Administration on a comprehensive assessment of project risk, cost, and schedule, consistent with achieving 90 percent construction completion. Results of this analysis identified a cost of \$649 million to complete the project and a revenue service date in spring 2026. Staff will continue assessing project risks and make regular reports to the Board on the status of construction and expenditures.

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 January 2025 through March 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, Third Quarter of Fiscal Year 2024 - 25, January 1, 2025 through March 31, 2025

Prepared by:



Jonathan Lee
Senior Program Management Analyst,
Measure M2 Program Management Office
(714) 560-5727

Approved by:



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

Prepared by:



Kelsey Imler
Program Management Analyst,
Measure M2 Program Management Office
(714) 560-5397



OCTA

*Local Tax Dollars at Work*

MEASURE M2 QUARTERLY PROGRESS REPORT

Third Quarter of Fiscal Year 2024 – 25
January 1, 2025 through March 31, 2025

Third Quarter Highlights:

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





Local Tax Dollars at Work

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 Ordinance No. 3 (M2 Ordinance), a quarterly report covering activities from January 1, 2025, through March 31, 2025, is provided to update progress in implementing the Plan. On September 25, 2017, the Board of Directors (Board) approved externally rebranding M2 as OC Go to promote Orange County Transportation Authority's (OCTA) Measure M awareness and to avoid confusion with Measure M in Los Angeles County.

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



The cover photo is from the groundbreaking event for the State Route 91 Improvement Project, between State Route 57 and State Route 55, that was held on March 7, 2025. This project will be built in three segments and improve mobility and safety in the corridor through the cities of Anaheim, Fullerton, Orange, Placentia, and Yorba Linda. All three segments are anticipated to be complete in 2030.



Local Tax Dollars at Work

MEASURE M2 PROGRESS REPORT

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Local Tax Dollars at Work

MEASURE M2 PROJECT SCHEDULES



Conceptual



Environmental



Design, Advertise, & Award



Design-Build

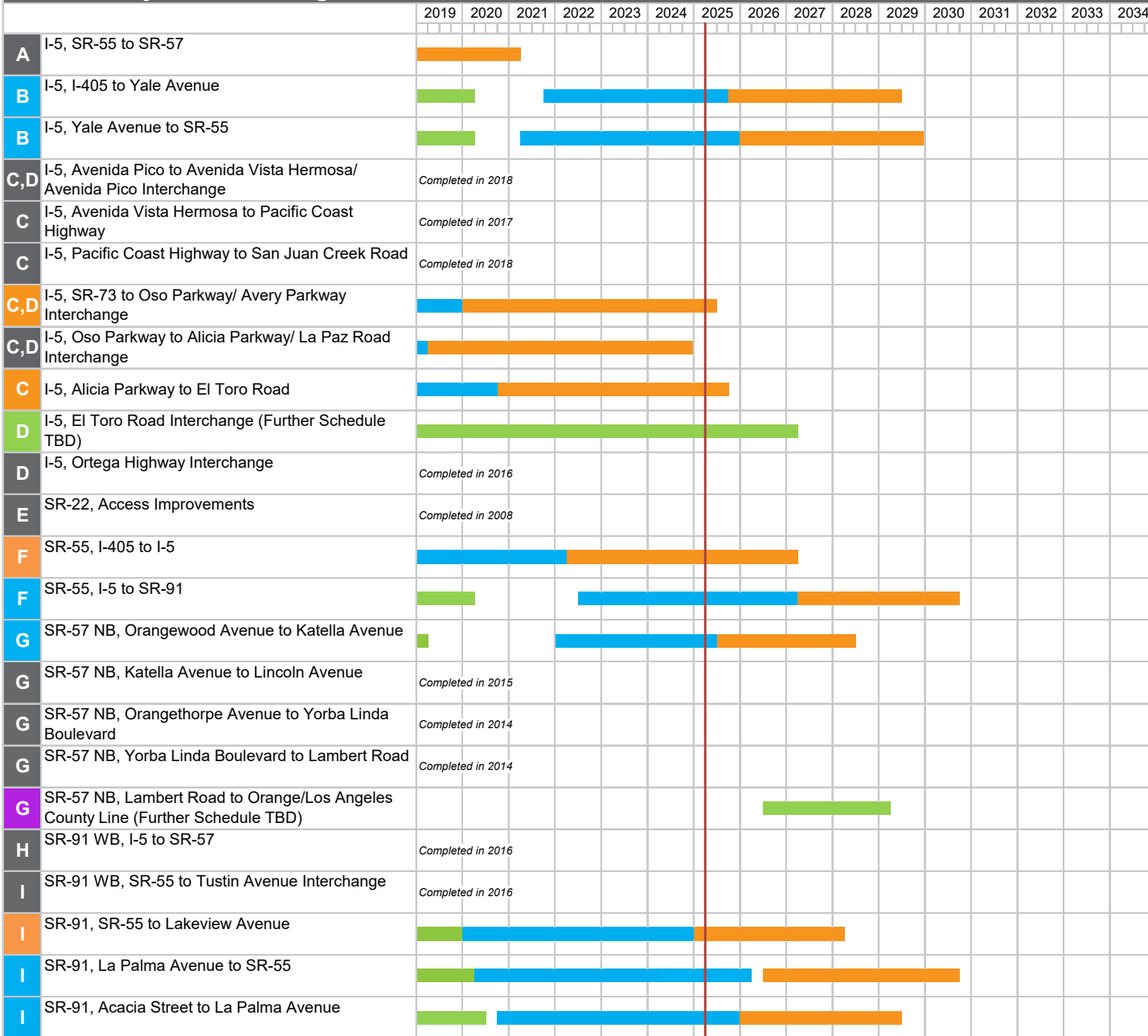


Construction



Complete

OC Go Projects and Programs











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-projects-projects/#/schedule>



MEASURE M2 PROJECT SCHEDULES

OC Go 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, Advertise, & Award 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-projects-projects/#/schedule>

MEASURE M2 PROGRESS REPORT

M2 DELIVERY RISK UPDATE ▼

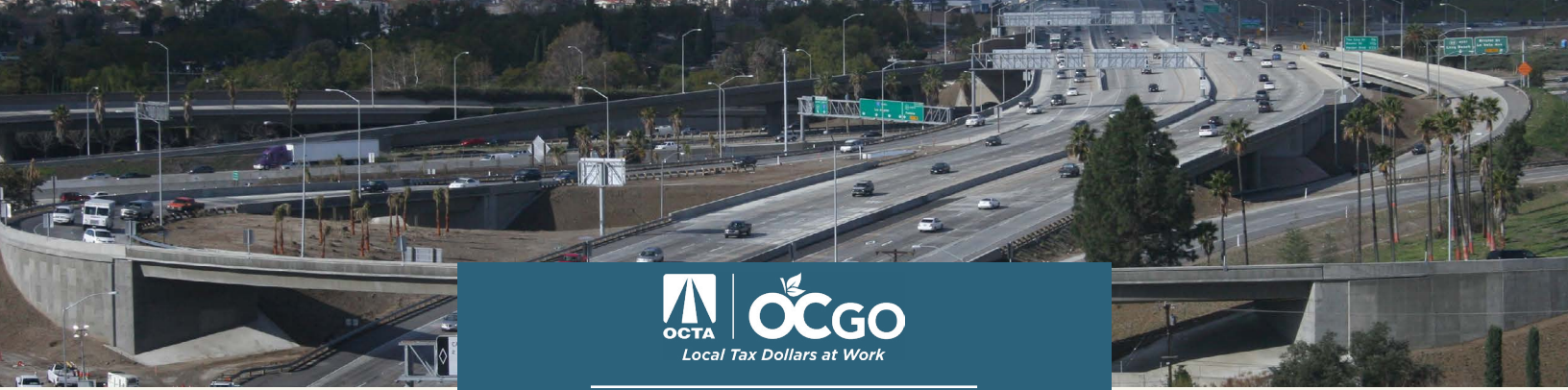
This section discusses the risks and challenges related to Measure M2 and the updated Next 10 Delivery Plan (Next 10 Plan) that the M2 Program Management Office (PMO) is monitoring with associated explanations and proposed actions.

Delivery Risk		Explanation	Proposed Action
Financial			
1	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, 17 years of M2 delivery remain and fluctuations in economic conditions may affect future revenue projections.	Staff will continue to monitor sales tax revenue receipts to ensure that M2 is delivered as promised to voters.
2	Reduced external funding opportunities for the M2 freeway program.	State and federal priorities continue to shift and favor projects that reduce automobile travel, which could affect access to currently programmed as well as future external funding opportunities for the M2 freeway projects.	Current external funding commitments are assumed in the M2 cash flow for the 2024 Next 10 Plan, but prospects of future revenues for highway projects are low.
3	Potential for an environment of increasing cost for M2 capital projects.	The spring 2025 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis anticipates moderate inflationary pressures in 2025, 2026, and 2027. This is due to declining building permits, rising unemployment rates, and higher construction material and labor costs. However, uncertainty remains due to potential cost impacts from new federal economic and trade policies. Additionally, recent wildfires devastated communities in Los Angeles County, which may further impact construction cost pressures.	The Next 10 Plan Market Conditions Forecast and Risk Analysis report is updated biannually and provides a three-year look ahead. OCTA will continue to monitor bid results and market conditions affecting project costs. The fall update was incorporated into the 2024 Next 10 Plan.



MEASURE M2 PROGRESS REPORT

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.



MEASURE M2 PROGRESS REPORT

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 restoration projects that have not been completed and approved by the Wildlife Agencies. In addition, tidal events, ocean currents and waves, storm surges, and slope movement affect OCTA's railroad track in the south Orange County.	OCTA has developed Fire Management Plans (FMP) for the seven properties purchased as part of the M2 Freeway EMP. Additionally, OCTA has initiated a planning study to identify immediate as well as short- and medium-term solutions to address rail infrastructure protection in south Orange County.
Regulatory			
9	Changing federal and state directives could affect M2 freeway project approvals.	Current state planning and project approval policies place great emphasis on reducing travel by automobile and encourage project alternatives that promote short trips where possible, travel by transit, bicycling or walking, and use of zero-emission vehicles. These requirements will affect the project environmental review process.	The majority of M2 freeway projects, where this risk would manifest itself, have obtained the necessary approvals. If the approvals require a review or revision, these new requirements could impact delivery.



NEXT 10 DELIVERY PLAN

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

The Next 10 Plan sets priorities and funding commitments over a ten-year period, providing guidance to staff on the delivery of M2 projects and programs. Annually, staff reviews the Board-adopted commitments in the Next 10 Plan to ensure it remains deliverable with updated revenues and project costs.

On November 12, 2024, the Board adopted the 2024 Next 10 Plan, which spans fiscal year (FY) 2024-25 through FY 2033-34. The update incorporated the \$14 billion sales tax revenue forecast, revised project estimates and schedules, as well as the fall market conditions forecast and risk analysis. As a result of OCTA's strategic planning to date, the 2024 Next 10 Plan continues to demonstrate that the Plan remains deliverable.

Next 10 Plan Deliverables

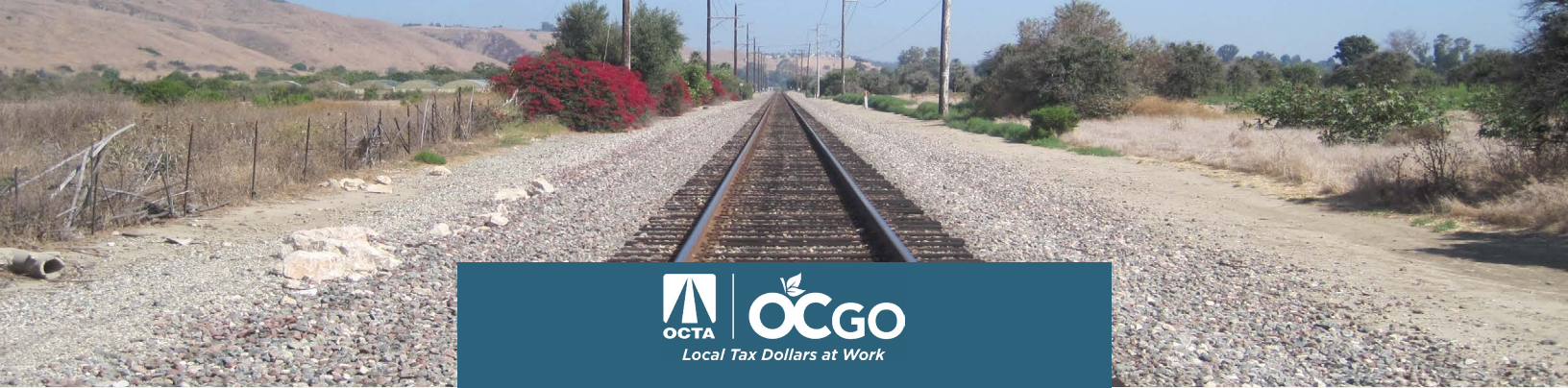
Significant progress continues with projects in and advancing towards construction, as well as regular funding allocations to local jurisdictions through local programs.

1. Deliver 13 freeway improvement projects through construction (Projects A-M).

The M2 Freeway Program is currently made up of 30 projects/project segments. This deliverable includes 13 projects to be delivered through construction by FY 2029-30. Of the 13 projects to be delivered, one has been completed, four are in construction, seven are in various stages of design, and a joint project with the Riverside County Transportation Commission (RCTC) is in environmental revalidation. The joint project will improve SR-91 between SR-241 and SR-71. Completion of these projects will bring the total number of completed projects to 27 by 2030, which equates to approximately 90 percent of the M2 Freeway Program. For more details, see [pages i-ii](#) (Project Schedules) and the project updates contained in their respective sections.

Upcoming activities:

- I-5, SR-73 to Oso Parkway – Complete Construction
- I-605, Katella Avenue Interchange – Begin Construction
- SR-57 Northbound, Orangewood Avenue to Katella Avenue – Advertise for Construction
- I-5, Alicia Parkway to El Toro Road – Complete Construction
- I-5, I-405 to Yale Avenue – Advertise for Construction
- I-5, Yale Avenue to SR-55 – Advertise for Construction
- SR-91, Acacia Street to La Palma Avenue – Advertise for Construction



Local Tax Dollars at Work

MEASURE M2 PROGRESS REPORT

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 March 2025, OCTA has awarded more than \$556.6 million in competitive funding through the Regional Capacity Program (Project O) and Regional Traffic Signal Synchronization Program (Project P) annual calls. Additionally, approximately \$784.6 million^{1,2} in Local Fair Share (LFS) (Project Q) funds have been distributed to local jurisdictions.

On August 12, 2024, the Board authorized the 15th call to support local streets and roads improvement projects throughout Orange County. Applications were received on October 24, 2024. Based upon the project selection criteria in the Comprehensive Transportation Funding Program (CTFP) guidelines, projects will be prioritized for Board consideration in spring 2025. 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 28, 2024, the Board determined the City of Orange ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Orange achieves compliance and the Board reconsiders the matter at a future meeting.

Upcoming activities:

- Project O and P – Programming recommendations for the 15th call

4. Maintain Metrolink service (Project R).

Project R provides funding for Metrolink operations and aims to increase rail services within the County and provide additional Metrolink service north of the City of Fullerton to the Los Angeles County Line. The program also provides for track improvements, the addition of trains and parking capacity, upgraded stations, and safety enhancements to allow cities to establish quiet zones along the tracks.



MEASURE M2 PROGRESS REPORT

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. The 2024 Next 10 Plan cashflow includes the assumption of Transit and Intercity Rail Program (TIRCP) formula funds to help sustain Metrolink operations through FY 2037-38. Without this funding or changes in service levels, ridership growth, or operations and rehabilitation costs, the current service cannot be sustained beyond FY 2031-32. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the financial impacts to M2. For more details, see project updates on [page 27](#).

Railroad track stabilization efforts in south Orange County have become a major focus area given its importance to continued operation of Metrolink in Orange County. While emergency work has been completed and service has resumed, long-term solutions need to be developed to ensure the ability to provide rail service in this portion of the County. In partnership with key stakeholders, a planning study is currently underway to identify and evaluate immediate as well as short- and medium-term solutions with the goal of protecting the rail line in place. A separate study will follow to assess potential long-term solutions, which may include relocation of the rail line. The California State Transportation Agency has committed to lead the long-term study to plan for future investments necessary to ensure a resilient Los Angeles–San Diego–San Luis Obispo (LOSSAN) corridor. As these studies progress, future updates to the Next 10 Plan will incorporate more current information. For more details, see the project updates on [page 29](#).

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

The 4.15-mile OC Streetcar will serve the Santa Ana Regional Transportation Center (SARTC) through Downtown Santa Ana and the Civic Center to Harbor Boulevard in the City of Garden Grove. During the quarter, construction reached 92 percent completion, highlighted by the Maintenance and Storage Facility (MSF) being declared ready to receive vehicles and receiving a temporary certificate of occupancy. Work continued on wire installation, street repairs, and electrical and interior finishes at the MSF. To date, the contractor has completed major infrastructure work including bridges, tracks, Overhead Contact System (OCS) pole installation, and station platform systems. All eight vehicles have been manufactured and prepared for delivery. System testing, operations planning, and staff training preparation are underway. For more details, see the project updates on [page 32](#).



MEASURE M2 PROGRESS REPORT

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

Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, more than \$144 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 28, 2024, the Board determined the City of Orange ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Orange achieves compliance and the Board reconsiders the matter at a future meeting.

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 36](#).

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 37](#).



MEASURE M2 PROGRESS REPORT

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

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

To protect the Preserves in perpetuity, a non-wasting endowment was established. In July 2024, OCTA made its ninth annual deposit of approximately \$2.9 million. The latest balance of the endowment through March 31, 2025, was \$32,538,437. While the performance of the endowment fund will affect the timeframe for full funding, current projections indicate that OCTA is still on track to meet the target of \$46.2 million in FY 2027-28. For more details, see the program updates on [page 39](#).

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. For more details, see the program updates on [page 38](#).

Upcoming activities:

- Project X Tier 1 – Programming recommendations for the 15th call

FREWAYS

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 – 95 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will add an additional general purpose lane (approximately 4.5 miles) in both directions of I-5 between I-405 and Yale Avenue, improve interchanges, and replace and add new auxiliary lanes in the City of Irvine. The forecasted schedule is measured against an amended baseline schedule established in the first quarter of FY 2022-23; the forecasted cost is measured against an amended baseline cost established in the second quarter of FY 2024-25. The design of this project was initiated on October 22, 2021. This quarter, the design team submitted a 100 percent design package to the California Department of Transportation (Caltrans) Office Engineer, which includes features from the Caltrans multi-asset project. The design team also continued to coordinate with various agencies on I-5 bridge improvements over the railroad in the City of Irvine. In addition, the design team continued coordination with agencies on regulatory and construction permits. All right-of-way (ROW) offers have been sent out to property owners along the project corridor and are being negotiated. ROW and utility certifications are also being developed.

FREWAYS

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

Status: Design Phase Underway – 99 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will add an additional general purpose lane (approximately 4.5 miles) in both directions of I-5 between Yale Avenue and SR-55, improve interchanges, and replace and add new auxiliary lanes in the cities of Irvine and Tustin. The forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2022-23; the forecasted cost is measured against an amended baseline cost established in the second quarter of FY 2024-25. The design of this project was initiated on May 6, 2021. This quarter, the design team continued to coordinate with the Caltrans Office Engineer on the 100 percent design package, which combined the Caltrans multi-asset and M2 projects. In addition, the design consultant continued to coordinate with Caltrans and various regulatory agencies on construction permit applications and continued to coordinate with the Orange County Flood Control District (OCFCD). All ROW offers were sent out to property owners along the project corridor. ROW coordination with Caltrans and OCFCD is ongoing.

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.



FREEWAYS

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

Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project added a carpool lane (approximately 2.5 miles) in both directions of I-5 between PCH and San Juan Creek Road in the cities of Dana Point, San Clemente, and San Juan Capistrano and reconstructed the on- and off-ramps at PCH/Camino Las Ramblas. Construction began on December 20, 2013, and was officially completed on July 3, 2018. Plant establishment was completed in March 2019. The total cost is measured against an amended baseline cost established in the second quarter of FY 2011-12; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2013-14.



I-5, SR-73 to El Toro Road is one project broken into three segments. The final ED and PR for all three segments were approved on May 6, 2014.

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

Status: Construction Underway – 99 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will add a general purpose lane (approximately 2.2 miles) in both directions of I-5 between Avery Parkway and Oso Parkway and reconstruct the Avery Parkway Interchange (part of Project D) in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The forecasted cost is measured against an amended baseline cost established in the third quarter of FY 2014-15; the forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2019-20. Construction began on January 15, 2020. This quarter, the contractor completed work in the I-5 median and final striping of both the southbound and northbound lanes. The construction management team is coordinating with Caltrans to address final punch list items throughout the project limits. In addition, the contractor is preparing to install traffic detection loops in the I-5 mainline.

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

Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project added a general purpose lane (approximately 2.6 miles) in both directions along I-5 between Oso Parkway and Alicia Parkway and reconstructed the La Paz Road Interchange (part of Project D) in the cities of Laguna Hills and Mission Viejo. Construction began on April 4, 2019. This quarter, all construction work was completed and the project received Caltrans' construction contract acceptance on December 19, 2024. The total cost is measured against an amended baseline cost established in the third quarter of FY 2014-15; the forecasted schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2018-19. Administrative work to close out the construction contract is underway and as-built drawings are being submitted for final completion. This quarter, continued work with the contractor on project closeout activities.





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

Status: Construction Underway – 95 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will add a general purpose lane in the southbound direction (approximately 1.7 miles) and extend the second HOV lane (approximately one mile) in both directions along I-5 between Alicia Parkway to El Toro Road in the cities of Laguna Hills, Laguna Woods, Lake Forest, and Mission Viejo. The forecasted cost is measured against an amended baseline cost established in the third quarter of FY 2014-15; the forecasted schedule is measured against an amended baseline schedule established in the first quarter of FY 2020-21. Construction began on October 13, 2020. This quarter, the contractor completed median barrier work, K-rail removal, and final striping. The contractor also completed sidewalk work on Avenida De La Carlota. The construction management team is coordinating with Caltrans to address final punch list items throughout the project limits. In addition, the contractor is preparing to install traffic detection loops in the I-5 mainline.

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 – 55 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



FREEWAYS

completed in late 2019; however, without the cities' consensus, OCTA does not support the finalization of the document. OCTA requested Caltrans put completion of the ED on hold until a consultant, retained by OCTA, provides a further assessment of the alternatives to help facilitate reaching an agreement. The three cities reached a consensus to add two new alternatives from the assessment in addition to the two alternatives previously developed as part of the draft ED into the environmental process. The forecasted cost and schedule are measured against an amended baseline cost and schedule established in the fourth quarter of FY 2022-23. The environmental phase was reinitiated in January 2023 to incorporate feedback from the cities on the proposed alternatives. This quarter, OCTA and Caltrans continued coordination with the cities of Laguna Hills, Laguna Woods, and Lake Forest on the proposed alternatives, traffic analysis, and environmental phase studies. Caltrans completed the final Traffic Operations Analysis Report.

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 – 45 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.



FREWAYS

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

Status: Design Phase Underway – 82 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 and resolve outstanding comments on the 95 percent design package submittal. The team worked on ROW maps and necessary documents to initiate ROW appraisal.

PROJECT G

STATE ROUTE 57 (SR-57) PROJECTS

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

Status: Design Phase Underway – 99 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will add a new northbound general purpose lane (approximately one mile) on SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. The new northbound general purpose lane will join the completed Project G segments between Katella Avenue and Lambert Road, which opened to traffic in 2014. The final ED and PR were approved on March 29, 2019. The forecasted cost is measured against an amended baseline cost established in the third quarter of FY 2020-21; the forecasted schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2022-23. The design of this project was initiated on March 28, 2022. This quarter, the design team obtained all necessary permits from applicable public agencies. Coordination continued with Caltrans to obtain ROW Certification and to finalize the 100 percent design package. The project is anticipated to achieve ROW Certification and Ready to List status in spring 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.



FREeways

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.



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 – 85 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



FREEWAYS

funding, to study potential northbound mainline improvements from Lambert Road to Orange/Los Angeles County Line (up to two miles). This quarter, a second draft PSR-PDS document was circulated for review with Caltrans and the City of Brea and the consultant began preparation of the final PSR-PDS. The final PSR-PDS will include preliminary geometric design, traffic analysis, and programming level assessment on ROW, drainage, structure, geotechnical and environmental impacts, and cost estimates for each of the three proposed project alternatives. The final PSR-PDS is anticipated to be approved by August 2025.

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.



FREWAYS

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 - One 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 when the 100 percent design package was developed. The project was advertised for construction on June 24, 2024. This quarter, the construction contract was awarded on January 3, 2025, and approved on February 18, 2025. A pre-construction meeting was held on March 11, 2025, and construction is anticipated to begin in April 2025.

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

Status: Design Phase Underway - 92 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 project was combined with the Caltrans multi-asset project when the 95 percent design package was developed. However, per Caltrans' request, both projects will be separated and will proceed as independent projects. This quarter, the design team continued to address and resolve outstanding comments on the final design package submittal.

FREWAYS

Segment: SR-91, Acacia Street to La Palma Avenue
Status: Design Phase Underway - 94 Percent Complete
Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will provide westbound operational improvements (approximately 1.8 miles) by adding a fourth general purpose lane along westbound SR-91 from the northbound SR-57 to the westbound SR-91 connector, extending the southbound SR-57 to westbound SR-91 connector auxiliary lane through the State College Boulevard interchange, tying into the existing westbound SR-91 auxiliary lane west of State College Boulevard, and reconfiguring the westbound SR-91 to SR-57 connector to provide dedicated exits to SR-57. With the proposed improvements, the existing La Palma Avenue overcrossing bridge will be replaced with a new bridge. The forecasted schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2020-21; the forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2023-24. The design of this project was initiated on November 30, 2020. This project was combined with the Caltrans multi-asset project when the 95 percent design package was developed. This quarter, the design team continued to address and resolved outstanding comments on the combined 100 percent roadway design package submittal, technical reports, and additional design changes, and addressed comments from Caltrans Office Engineer to achieve Ready to List status. In addition, the ROW acquisition process was completed and ROW certification was approved.

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.

FREWAYS

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 – 65 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: Since the SR-91 corridor is one of the busiest in the region, implementation of this project requires coordinating and constructing the improvements in multiple segments and capitalizing on available funding. Freeway improvements that cross county lines require close coordination to maintain seamless travel. This project plans to add a general purpose lane on SR-91 between SR-241 and SR-71. While the portion of this project between SR-241 and the Orange/Riverside County Line is part of OCTA's M2 Project J, the matching segment between the county line and SR-71 is part of RCTC's Measure A. The sixth lane addition requires joint implementation to ensure smooth delivery of the project. With significant SR-91 freeway improvements taking place as a result of both counties' sales tax measures, the construction timing of the additional general purpose lane between SR-241 and SR-71 was anticipated to take place post-2035. However, RCTC requested OCTA's support to accelerate a portion of the ultimate project in the westbound direction (in Orange County) to address a bottleneck issue affecting the City of Corona. With OCTA's support, RCTC developed the 91 Westbound Corridor Operation Project, which began construction in late 2020 and was completed in January 2022.

In addition, OCTA and RCTC conducted a feasibility study to determine how best to implement the sixth general purpose lane while minimizing environmental and construction impacts in the eastbound direction between SR-241 and SR-71. The final alternatives analysis report was completed in April 2022. RCTC is leading the effort to proceed with the environmental phase of the project, to be referred to as the 91 Eastbound Corridor Operation Project. This effort began in June 2023 and is anticipated to be completed by mid-2025. This quarter, the project team continued working on preliminary engineering for build alternatives, developing cost estimates, and updating environmental technical studies and a Supplemental Project Report.



FREEWAYS

PROJECT K

INTERSTATE 405 (I-405) PROJECTS

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

Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925



Summary: This project added a general purpose lane (approximately 16 miles) between Euclid Street and I-605 in both directions and a second HOV lane (approximately 14 miles) combined with the existing HOV lane to provide dual express lanes in both directions of I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes.⁵ Additional improvements included reconstruction of local interchanges and enhancements to freeway entrances and exits along the corridor from SR-73 to I-605 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster. The final ED and PR were approved on June 15, 2015. Construction activities began on January 31, 2017, and the project fully opened to traffic on December 1, 2023. The final schedule is measured against an amended baseline schedule established in the second quarter of FY 2020-21; the total cost is measured against an amended baseline cost established in the fourth quarter of FY 2022-23. Final acceptance and relief of maintenance is expected in mid/late-2025. During the quarter, work continued on remaining miscellaneous construction activities including landscaping and punch-list items.

⁵ The general purpose lane portion of the project is an M2 project and was funded by a combination of local, state, and federal funds. The express lanes portion of the project was financed and will be paid for by those who choose to pay a toll and use the 405 Express Lanes.

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.



FREEWAYS

PROJECT M

INTERSTATE 605 (I-605) PROJECTS

Segment: I-605, Katella Avenue Interchange Improvements

Status: Design Phase - 99 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 third quarter of FY 2021-22. The design of this project was initiated on December 28, 2020. The project was advertised for construction on November 18, 2024, and bids were opened on January 23, 2025. The project is anticipated to be awarded in April 2025. This quarter, the construction management team secured a field office and coordinated logistics with Caltrans. The design team continued to coordinate with Caltrans and the construction management team on timing of utility relocations and third-party coordination for the project. In addition, the outreach team held coordination meetings with the City of Los Alamitos and continued to update public outreach materials.

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 15,776 services.⁶ Since June 2012, FSP has provided 843,042 services⁶ on the Orange County freeway system.

⁶ Service calculations are based on all services provided as FSP is funded by M2 and external sources.



STREETS AND ROADS

PROJECT O

REGIONAL CAPACITY PROGRAM

Status: 15th Call Applications Under Review

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

Summary: This program, in combination with required local matching funds, provides funding for improvements on Orange County's Master Plan of Arterial Highways. Since 2011, through 14 calls, the Board has awarded 186 projects (226 project phases) totaling more than \$406 million, including \$24.3 million in external funding. To date, 152 project phases have been completed, 48 are in various stages of implementation, and 26 have been cancelled by the awarded local jurisdictions. On August 12, 2024, the Board approved the release of the 15th call. Applications were received on October 24, 2024, and are under review. Based upon the project selection criteria in the CTFP guidelines, programming recommendations are anticipated to be presented to the Board in spring 2025.

OC Bridges Railroad Program

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

Segment: Kraemer Boulevard Grade Separation

Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the cities of Anaheim and Placentia. Construction began on November 9, 2012, and the improvements opened to traffic on June 28, 2014. The final schedule is measured against an amended baseline schedule established in the second quarter of FY 2011-12. Construction acceptance was obtained in December 2014. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty in December 2015 with no issues or claims identified. Funding reimbursement and closeout have been completed.



Segment: Lakeview Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925

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





STREETS AND ROADS

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.





Segment: State College Boulevard Grade Separation

Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Fullerton. The City of Fullerton managed construction while OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. Construction began on March 27, 2014, and the improvements opened to traffic on November 1, 2017. The total cost is measured against an amended baseline cost established in the second quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the third quarter of FY 2013-14. Construction acceptance was obtained in March 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Funding reimbursement and closeout have been completed.



Segment: Tustin Avenue/Rose Drive Grade Separation

Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project grade separated the local street from railroad tracks by building a bridge over the railroad crossing for vehicular traffic in the cities of Anaheim and Placentia. Construction began on April 22, 2013, and the improvements opened to traffic on December 7, 2015. The total cost is measured against an amended baseline cost established in the first quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the third quarter of FY 2012-13. Construction acceptance was obtained in October 2016. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to November 2018 for some minor repair items. No additional issues or repairs were identified. Funding reimbursement and closeout have been completed.



PROJECT P

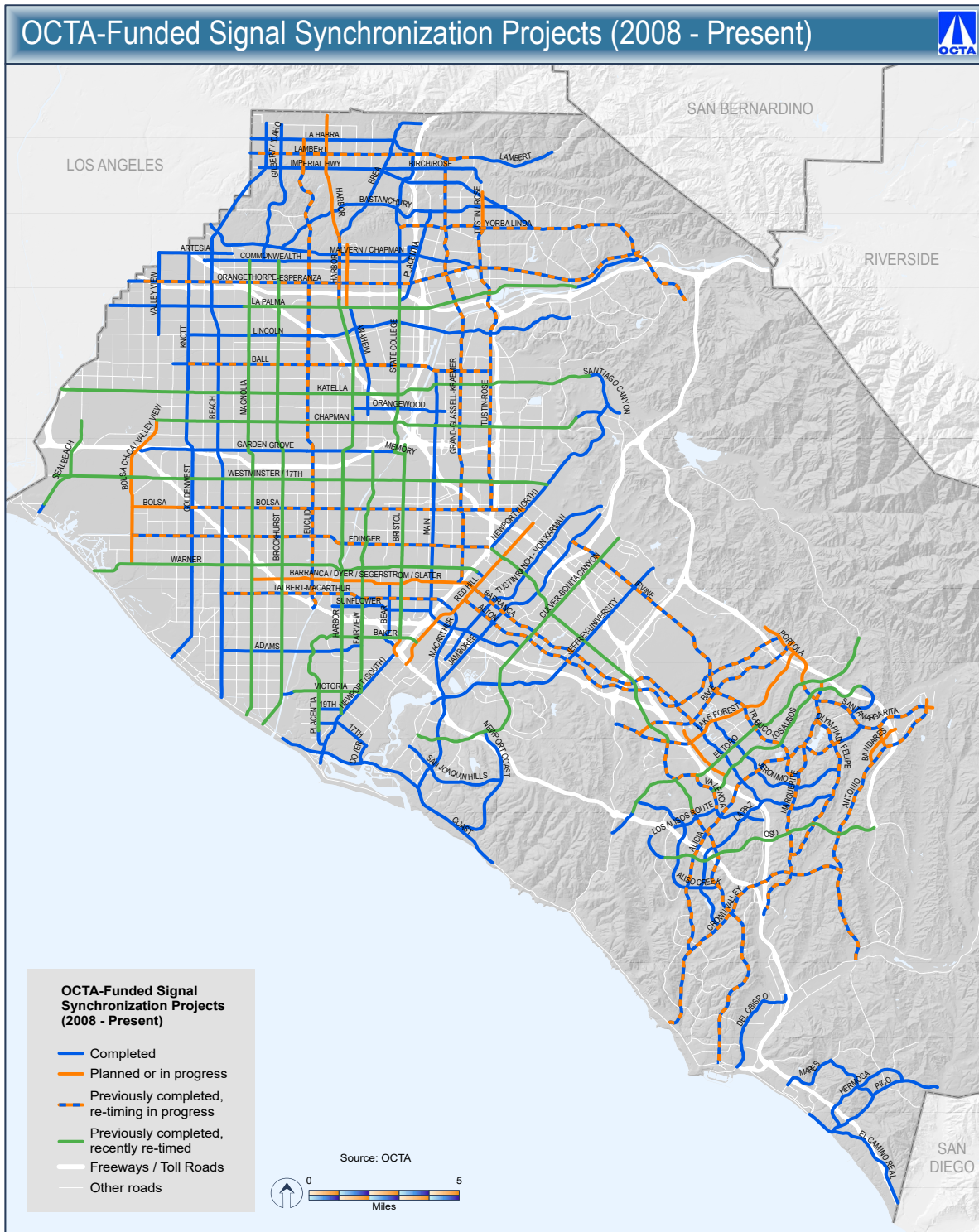
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM

Status: 15th Call Applications Under Review

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

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

STREETS AND ROADS





STREETS AND ROADS

To date, OCTA and local agencies have synchronized 3,705 intersections over 954 miles of streets (107 completed projects). Through 14 calls, 117 projects⁷ totaling approximately \$150.3 million have been awarded. Overall, OCTA has funded 137 projects⁷ totaling nearly \$184.8 million, including \$40.1 million in leveraged external funding. On August 12, 2024, the Board approved the release of the 15th call. Applications were received on October 24, 2024, and are under review. Based upon the project selection criteria in the CTFP guidelines, projects will be prioritized for Board consideration in spring 2025.

In parallel with the annual call, OCTA is leading the Countywide Signal Synchronization Baseline Project. The project aims to develop and implement a countywide signal synchronization network for Orange County and will consist of approximately 2,500 retimed signals along regionally significant corridors to ensure seamless travel across the County. This effort began in June 2024 with data collection ongoing. An update on the project was presented to the Board in September 2024. 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, approximately \$784.6 million^{8,9} in LFS payments have been provided to local jurisdictions, of which \$24.7 million^{8,9} was provided this quarter.

For more details, see funding allocation by local agency on [pages 53-54](#).

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 28, 2024, the Board determined the City of Orange ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Orange achieves compliance and the Board reconsiders the matter at a future meeting.



PROJECT R

HIGH FREQUENCY METROLINK SERVICE

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

Project: Metrolink Grade Crossing Improvements

Status: PROJECT COMPLETE

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

Summary: Enhancements at 50 of the designated 52 Orange County at-grade rail-highway crossings were completed in support of the Metrolink Service Expansion Program (MSEP) in October 2012. The total cost is measured against an amended baseline cost established in the fourth quarter of FY 2010-11. As a result of one private crossing, which did not allow OCTA to make enhancements, and one street closure, which eliminated the need for enhancements, the final count of enhanced rail-highway crossings was 50. Completion of the safety improvements provided each corridor city with the opportunity to establish a “quiet zone” at their respective crossings. Quiet zones are intended to prohibit the sounding of train horns through designated crossings, except in the case of emergencies, construction work, or safety concerns identified by the train engineer. The cities of Anaheim, Dana Point, Irvine, Orange, San Clemente, San Juan Capistrano, Santa Ana, and Tustin have established quiet zones within their communities.



Project: Metrolink Service Expansion Program

Status: PROJECT COMPLETE

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

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



In October 2019, several intracounty trains were extended to Los Angeles County to increase ridership through a redeployment of the trains without significantly impacting operating costs. This change resulted in 54 weekday trains operating between the three lines within in Orange County. However, during the peak of the COVID-19 pandemic, service was reduced to 41 trains. In October 2021, partial service was restored which increase service to 45 trains. On October 21, 2024, Metrolink implemented an optimized service schedule aimed at addressing service gaps and making the most efficient use of equipment and crews as Metrolink adjusts the focus from commuter rail to regional rail. As such, the three lines serving Orange County now operate 58 trains, surpassing the number of trains operating pre-COVID-19. While total boardings for the quarter are 39 percent lower compared to the same quarter of FY 2018-19 (used as a pre-pandemic data set), they are approximately 26 percent higher than the same quarter in FY 2023-24.



Despite ongoing ridership recovery, Metrolink ridership continues to struggle to recover pre-pandemic ridership, affecting farebox recovery. To exacerbate this shortfall, operating costs have also increased. The 2024 Next 10 Plan cashflow includes the assumption of TIRCP formula funds to help sustain Metrolink operations through FY 2037-38. 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 55-59](#).

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 suspension of rail service. The Board adopted a resolution in October 2022 to authorize OCTA to take all necessary



TRANSIT

actions to address the emergency need for railroad track stabilization. The repairs for this phase of the work were 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 17, 2023. The track stabilization efforts were substantially completed on August 11, 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 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. A temporary barrier wall at the bottom of the slope was constructed to protect the railroad track while the City of San Clemente continued construction of the long-term slope stabilization repairs. The temporary barrier wall construction was completed on July 17, 2023, allowing service to resume through the City of San Clemente. The total cost of the project is estimated to be \$6 million, of which \$3 million is funded by the California Transportation Commission with State Interregional Transportation Improvement Program (ITIP) funds. OCTA continues to work with partners to seek additional funding as needed.

On January 24, 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. As a result, all rail movement was suspended. Metrolink began the initial emergency clearing and cleanup operation in an attempt to resume rail service as soon as possible. This work included removing the two damaged bridge spans, regrading the landslide debris, and clearing debris from the tracks. This initial emergency mitigation effort of \$2 million dollars was funded by the State's emergency ITIP funds. Subsequently following the initial emergency mitigation efforts, the regraded hillside continued to experience movement and it was determined that a catchment wall needed to be designed and constructed to allow rail service to resume. Metrolink contracted with a design-build contractor to design and construct a 200-foot catchment wall at the toe of the landslide to prevent further landslide debris from impacting the rail operations. The second emergency mitigation efforts were completed on March 24, 2024, and allowed full passenger service to resume on March 25, 2024. These efforts cost \$7.2 million dollars and were also funded by the State's ITIP funds.

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. On December 9, 2024, OCTA received \$305 million in state and federal funding to implement the necessary immediate protective solutions for the rail corridor. In parallel, separate studies are also underway to evaluate potential near- and medium-term solutions to protect the corridor in place while long-term solutions, which may include relocation, to adapt the rail line to the changing environment are developed. OCTA is leading the effort on the near-term resiliency measures. The State will lead the long-term study, but the lead state agency has not been identified; OCTA will remain an active participant in the study. Future implications to M2 with respect to service levels or project costs are unknown at this time.



TRANSIT

Completed:

- Installation of the Control Point project at Fourth Street in the City of Santa Ana, which provided greater efficiency and reliability for passenger rail service
- Implementation of Positive Train Control system, which improves rail safety by monitoring and controlling train movement
- Implementation of video surveillance systems at the Fullerton, Irvine, Laguna Niguel, Mission Viejo, Orange, Santa Ana, and Tustin stations
- Railroad ROW Slope Stabilization project at eight locations within the rail corridor to prevent future erosion and slope instability
- Replacement of detectable tiles and painted guidelines at six stations to meet the Federal Transit Administration State of Good Repair requirement, enhance safety, and provide clear warnings to passengers
- Replacement of stairs at the Fullerton Transportation Center
- ROW acquisition to replace the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will not preclude a future bicycle trail on the south end along the creek
- Emergency track stabilization in the City of San Clemente at Cyprus Shore, Casa Romantica, and Mariposa Point

Underway:

- Design of additional 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, led by Metrolink
- Alternative analyses to evaluate solutions for both the inland and coastal protective measures for the four hotspots identified in the Coastal Rail Resiliency Study, environmental studies, conceptual designs, and permit preparation

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.





TRANSIT

Project: Tustin Metrolink Station Parking Structure

Status: PROJECT COMPLETE

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

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



Project: Laguna Niguel to San Juan Capistrano Passing Siding Project

Status: PROJECT COMPLETE

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

Summary: This project added a new passing siding railroad track (approximately 1.8 miles) adjacent to the existing mainline track, which enhanced the operational efficiency of passenger services within the LOSSAN rail corridor. Construction began on March 12, 2019, and the improvements were completed on November 17, 2020. The final schedule is measured against an amended baseline schedule established in the third quarter of FY 2018-19.



PROJECT S

TRANSIT EXTENSIONS TO METROLINK

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

Project: OC Streetcar

Status: Full Funding Grant Agreement Executed November 30, 2018; Construction Work Ongoing, All Eight Vehicles Completed, Preparations Underway for Start-Up

Contact: Jeff Mills, Rail • (714) 560-5925
Cleve Cleveland, Rail • (714) 560-5535

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

Construction

Construction is 92 percent complete. The MSF was declared ready to receive vehicles on February 28, 2025, marking a major construction milestone. A temporary certificate of occupancy was issued by the City of Santa Ana on March 20, 2025. To date, the contractor has completed the bridges over the Santa Ana River and Westminster Avenue, installed all tracks and OCS poles, completed all work at Sasscer Park,



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and installed canopies, lighting, and customer information center systems at all station platforms. During the quarter, the contractor continued installation of wires on OCS poles in the Pacific Electric ROW, completed street repairs at various locations, and continued platform and electrical systems work at several stations. In addition, exterior and interior work continued at the MSF. Key activities include installation of electrical, plumbing, rail, and finish work, along with paving in the MSF yard. The OC Streetcar sign on the north side of the MSF and an emergency generator were also installed, and three of the four traction power substations are energized, with the final one scheduled soon. Canopies, lighting, and customer information center cabinets are installed at all station platforms. Street improvements such as sidewalks, driveways, curbs, and gutters are nearly complete.

Vehicles

Cars 1-7 are being stored at an offsite storage area close to the vehicle manufacturer’s facility. Car 1 is being prepared for shipment to the MSF in late April 2025. Car 8 remains at the vehicle manufacturer’s facility for additional communications testing. OCTA is in ongoing negotiations with the vehicle manufacturer regarding long-term storage estimates for the vehicles, vehicle warranty extension, vehicle maintenance during storage, and onboard tracking and dispatch technology. Staff anticipates returning to the Board in mid-2025 with contract amendments resulting from these discussions. A post-delivery audit confirmed that all eight vehicles were manufactured in compliance with federal “Buy America” requirements, and all certifications have been executed.

Operations

Monthly coordination meetings continue to support system testing and ensure the streetcar is ready for safe and reliable operations. Bi-weekly meetings with OCTA and the contractor continue to refine testing procedures and validate systems ahead of revenue service. Commissioning schedule analysis is ongoing to align delivery dates, construction progress, and staffing needs. Vehicle deliveries will begin late April 2025, with two arriving each month through early August. On March 9, 2025, a site walk of the MSF was conducted to confirm track and equipment readiness. The contractor is developing key operating and safety documents and finalizing plans for system access and worker protection. Preparations are also underway to begin training for operations staff, including vehicle operators and maintenance technicians.

Cost and Schedule

The baseline cost and schedule is measured against an amended baseline cost and schedule established during the third quarter of FY 2024-25. In February 2025, the Board approved a revised project budget of \$649 million, with revenue service anticipated to begin in spring 2026.

- Project:** Bus and Station Van Extension Projects
- Status:** Last Service Completed on June 30, 2020; No Future Calls Anticipated
- Contact:** Charvalen Alacar, Planning • (714) 560-5401
- Summary:** Bus and station van extension projects help enhance the frequency of service in the Metrolink corridor by linking communities within the central core of Orange County to commuter rail. To date, the Board has approved one round of funding for bus and van extension projects, totaling over \$732,000. On July 23, 2012, the Board approved funding for one project in the City of Anaheim and three projects in





TRANSIT

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.



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 \$144.4 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 Only includes disbursed funds. On May 28, 2024, the Board determined the City of Orange ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Orange achieves compliance and the Board reconsiders the matter at a future meeting.



TRANSIT

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 \$41.1 million^{11,12} has been provided to support nearly 3.2 million boardings for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, more than \$1.3 million^{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, more than \$44 million has been allocated to support more than 1.6 million SNEMT boardings¹³. This quarter, approximately \$1.5 million¹⁴ 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.

¹⁴ Payments are made every other month (January, March, May, July, September, and November). July payments are based on June accruals, and therefore counted as June payments. The amount totaled for one FY quarter either covers one or two payments, depending on the months that fall within that quarter.

Project: Fare Stabilization Program

Status: Ongoing

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

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

Nearly \$2.2 million in revenue was allocated this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During the quarter, based on 2.6 million program-related boardings recorded on fixed-route and ACCESS services, approximately



\$713,000 was utilized. The senior and disabled boardings recorded are based on pass sales and ACCESS boardings figures. Since inception, more than \$59 million has been allocated to support approximately 160 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 million¹⁵. Of the 49 transit circulator projects¹⁶, 22 are currently active, eight are planned, 13 have been cancelled (primarily due to low ridership), and six have been completed.

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

OCTA receives ridership reports from local agencies on a regular basis to monitor the success of these services against performance measures adopted by the Board. Currently, most of these services are generally meeting the January 2021 modified performance metrics. The most recent Project V ridership report was presented to the Board on August 12, 2024. The next ridership report is anticipated to be presented to the Board in July 2025. Lessons learned from the success of implemented services are incorporated into recommendations for future funding guidelines and programming recommendations.

¹⁵ Includes \$700,000 programming increase to the 2024 call Balboa Peninsula Trolley Service Continuation project, as requested by the City of Newport Beach at the September 23, 2024, Board meeting.

¹⁶ Includes reinstatement of the \$1.65 million award from the 2018 Project V call to the City of San Clemente for the existing San Clemente Rides ride-hailing service. The 2018 Project V award was cancelled by the Board on December 10, 2018, and reinstated on August 14, 2023, to correct for issues in the service model that were encountered during the pandemic.



PROJECT W

SAFE TRANSIT STOPS

Status: City-Initiated Improvements Underway or Completed

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

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

To date, through a competitive process, OCTA has issued three calls (July 2014, June 2019, and September 2020), which have awarded just over \$3.1 million to support improvements at 122 locations. Of the 122 projects, 59 have been completed, 53 are in various stages of implementation, and ten have been cancelled. Staff is reviewing M2 revenues and assessing the appropriate timing for the next call.

ENVIRONMENTAL

PROJECT X

CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES

Project: Environmental Cleanup Program

Status: 14th Tier 1 Call and Third Tier 2 Call Applications Approved

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 199 projects have been completed, 17 are in various stages of implementation, and 17 have been cancelled by the awarded agency. The 15th Tier 1 call is anticipated in early 2025. On March 10, 2025, the 15th Tier 1 call was released and programming recommendations are anticipated in summer 2025.

It is estimated that 81.5 million gallons of trash have been captured since the inception of the program, which equates to over 14,400 trash truck loads of garbage that could have been deposited in Orange County streams and waters. Over time, the volume of trash captured is expected to increase.

To date, 26 projects totaling approximately \$35 million have been awarded by the Board since 2013. Of the 26 projects, construction on 18 projects have been completed, four projects are in progress, and four projects have been cancelled by the awarded agency. It is estimated that Tier 2-funded projects, once fully functional, will have an annual groundwater recharge potential of approximately 157 million gallons of water from infiltration or through pumped and treated recharge facilities. The appropriate timing of the next Tier 2 call will be assessed and determined by funding availability as well as the number of viable projects from eligible agencies.

ENVIRONMENTAL

FREEWAY MITIGATION

Segment: Environmental Mitigation Program

Status: Biological Permits Issued and Conservation Plan in Place

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

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

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

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

The Conservation Plan requires the establishment of an endowment to fund the long-term management of the Preserves. The most recent Board-adopted 2024 Next 10 Plan confirms that OCTA will be able to continue endowment deposits of \$2.9 million annually. To date, OCTA has made nine endowment deposits. The latest endowment balance through March 31, 2025, was \$32,538,437, which is above the target of \$32,125,598 for the third quarter of FY 2024-25. Based on the performance to date, current projections indicate that OCTA still remains on track to meet the endowment target of \$46.2 million in FY 2027-28; however, the performance of the endowment fund may affect the timeframe. The next report summarizing the status of the endowment is anticipated to be presented to the Board in June 2025. Staff will continue to oversee and provide endowment updates to the Board, Finance and Administration (F&A) Committee and the Environmental Oversight Committee (EOC) on a regular basis.



ENVIRONMENTAL

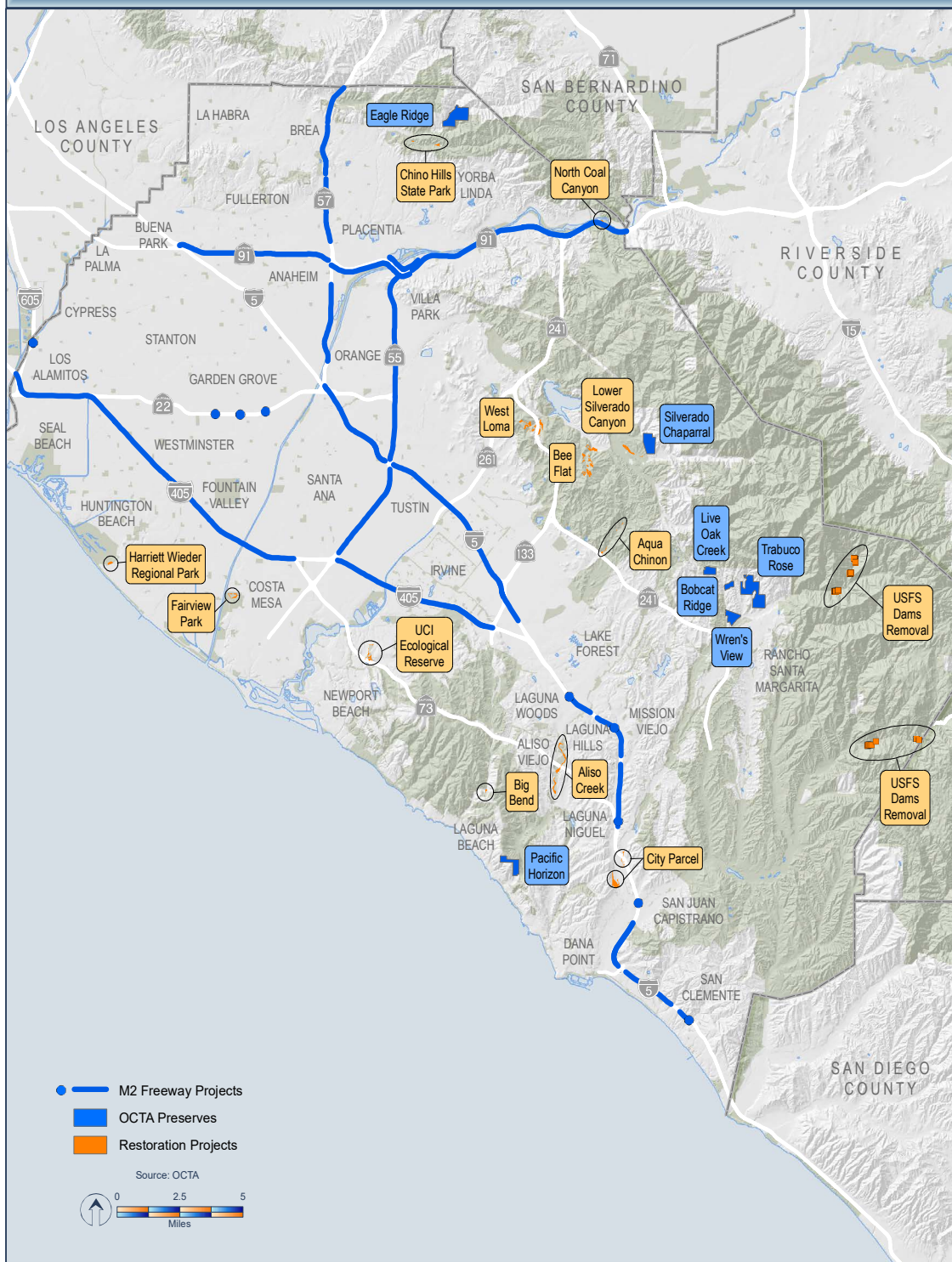
Resource management plans (RMP) for the Preserves were completed in 2018. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. The RMPs will be reviewed and updated as necessary, approximately every five years. Updates to the documents are currently underway and are anticipated to include new figures depicting more recent plant and animal species information, documentation of completed management tasks, potential new tasks identified, and the incorporation of the recently completed FMPs. All revisions will be coordinated with the Wildlife Agencies, shared with the EOC, and posted on OCTA's website. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established.

Conservation Plan reports are completed annually. These reports include the tracking of impacts associated with covered freeway improvement projects, other management and monitoring activities on Preserves, status and activities, the progress of the restoration projects, plan administration, and public outreach activities. These reports take time to develop as they fold in multiple reports from various consultants and contractors working on the OCTA Preserves and the funded restoration projects through the end of every calendar year. Annual reports to date document that OCTA's activities have been in compliance and on target with the Conservation Plan commitments. These reports are reviewed by the Wildlife Agencies before they are available for public review. The annual report documenting the 2023 calendar year activities was reviewed by the Wildlife Agencies and was shared with the EOC and Board in late-2024. The annual report for all 2024 activities is underway and is anticipated to 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 now 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.



PROGRAM MANAGEMENT

PROGRAM MANAGEMENT OFFICE

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

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

Market Conditions Forecast and Risk Analysis

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

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

During the quarter, the consultant team completed the spring update to the forecasting model and shared the results with staff. The analysis indicates that inflationary pressures may moderate in 2025, 2026, and 2027 amid a softening macroeconomic environment. This outlook reflects a continued decline in residential building permits, rising unemployment rates in California, and increases in construction labor and materials costs. However, the potential impacts of new federal economic and trade policies introduce additional uncertainty into future cost projections. In addition, wildfires have devastated communities in Los Angeles County, which may further impact construction cost pressures. The next update of the market conditions forecast is anticipated to be provided to OCTA and the Board in fall 2025. Information from this analysis will be incorporated into the M2 cash flow for the 2025 update of the Next 10 Plan.

Next 10 Delivery Plan

On November 14, 2016, the Board adopted the Next 10 Plan, which provides guidance on the delivery of M2 projects and programs between FY 2016-17 and FY 2025-26. In December 2020, the Board approved to shift the timeframe to FY 2020-21 through FY 2029-30. The intent is for the Next 10 Plan to be a living document with delivery timeframes shifted every two years to ensure revenue and project information stay current. The PMO monitors progress on the ten deliverables identified in the Next 10 Plan and provides status updates.



PROGRAM MANAGEMENT

Annually, OCTA reviews the Next 10 Plan and M2 program assumptions based on changes to the revenue forecast and updated project cost and schedules. On November 12, 2024, the Board approved the 2024 Next 10 Plan, which spans FY 2024-25 to FY 2033-34. The 2024 update of the Next 10 Plan incorporated an updated sales tax revenue forecast of \$14 billion (supplemented with external revenue – Federal, State, and local dollars), insight from the updated construction market forecast, current programmed external revenues, revised bonding assumptions, and refined project information. Through this process, staff confirms that the M2 Program remains deliverable; however, this update continues to emphasize that Metrolink operations requires close monitoring. The 2025 update of the Next 10 Plan is anticipated to be presented to the Board in fall 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. During the quarter, the consultant team presented the final report to the Executive Committee on March 3, 2025, and the Board on March 10, 2025. The consultant's report reflected a positive assessment of OCTA's efficiency and effectiveness in the delivery of M2 projects and programs. While there were no significant findings, four recommendations for enhancements were made: improving transparency in project reporting, strengthening E-procurement evaluation processes, clarifying internal procedures related to contract approvals, and addressing the timeliness of grant payments. Actions to address these recommendations are underway and are anticipated to be completed by the end of FY 2025-26.

M2 Ten-Year Review

The M2 Ordinance includes a provision to conduct a ten-year comprehensive review of M2 programs and projects. The ten-year review is intended to evaluate the performance of the overall program and may result in revisions to further improve performance. Due to the early initiation of project development activities prior to the start-up of revenue collection in 2011, the first review was completed in 2015. The second effort is underway. During the quarter, a ten-year review look ahead was presented to the Board on March 10, 2025, highlighting five objectives to ensure the required elements in the M2 Ordinance are analyzed. Outreach efforts kicked off this quarter with the finalization of collateral materials and branding, and launch of stakeholder engagement activities, including focus group sessions, continued coordination with internal teams overseeing M2 projects and programs, and local jurisdiction and committee briefings to gather early input and guide the development of key findings and recommendations.

M2 Ordinance Tracking Matrix

The M2 Ordinance includes numerous requirements that staff must follow to keep the commitment to Orange County voters through the passage of M2. The PMO annually updates the M2 Ordinance Tracking Matrix to verify that OCTA complies with all requirements detailed in the M2 Ordinance. During the quarter, staff completed the update of the tracking matrix for calendar year 2024. This document is for PMO tracking purposes, but is also helpful to Taxpayer Oversight Committee (TOC) members during their annual compliance finding.

PROGRAM MANAGEMENT

PMO M2 Tracking Tools

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

Local Jurisdiction Fact Sheets

Fact sheets have been created for the County of Orange and each of Orange County's 34 cities. The city fact sheets provide data on transportation and transit projects (funded through M2, state, and federal grants) in a format that emphasizes key points concisely on a single printed page. The city fact sheets are utilized when speaking with the jurisdictions to provide a summary overview of how OCTA has provided the local agency with funding (M2 and other) and transportation improvements. The next update of the city fact sheets is anticipated to begin in summer 2025.

Engineer's Estimate versus Bids Tracking

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

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

Project M (I-605, Katella Avenue interchange) was advertised on November 18, 2024, and bids were opened on January 23, 2025. The lowest, responsive, and responsible bidder was approximately 6.7 percent higher than the engineer's estimate. Staff will monitor the I-605 project contract award and continue to track the construction market and update the spreadsheet as appropriate.

M2 Administrative Safeguards

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



PROGRAM MANAGEMENT

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (\$14 billion or 42 percent lower as of March 31, 2025) because of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the aforementioned factors, OCTA has incurred higher than one percent administrative costs. OCTA has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, and to repay those funds with interest in future years when OCTA administrative costs fall below the one percent cap. OCTA has borrowed approximately \$5.3 million from OCUTT to date. As of March 31, 2025, the total borrowings to date from OCUTT along with accrued interest are paid off.

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

Taxpayer Oversight Committee

The M2 Ordinance requires a TOC to oversee compliance with the M2 Ordinance. With the exception of the elected Auditor Controller of Orange County, who is identified as the chair in the M2 Ordinance, all other members cannot be elected or appointed officials. Members are recruited and screened for expertise and experience independently by the Grand Jurors Association of Orange County and are selected from the qualified pool by lottery. The TOC used to meet every other month, but the TOC voted on April 11, 2023, to meet quarterly beginning in FY 2023-24. The responsibilities of the 11-member M2 TOC are to:

- Approve, by a vote of no less than two-thirds of all committee members, any amendments to the Plan proposed by OCTA which changes funding categories, programs, or projects identified on page 31 of the Plan
- Receive and review the following documents submitted by each eligible jurisdiction:
 - Congestion Management Program
 - Mitigation Fee Program
 - Expenditure Report
 - Local Traffic Signal Synchronization Plan
 - Pavement Management Plan
- Review yearly audits and hold an annual public hearing to determine whether OCTA is proceeding in accordance with the Plan



PROGRAM MANAGEMENT

- 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 March 11, 2025, the TOC received the M2 Triennial Performance Assessment Final Report and the M2 Quarterly Revenue & Expenditure Report. The TOC received presentations on the M2 Quarterly Progress Report and the M2 Ten-Year Review Framework. Additionally, staff provided updates on M2 Bond Refinancing and the I-5 South County Improvements Project.

Two subcommittees assist the TOC with their safeguard responsibilities: the Annual Eligibility Review (AER) Subcommittee and the Audit Subcommittee. The AER Subcommittee meets a few times per year, as needed, to receive and review the following documents submitted by local jurisdictions to be deemed eligible to receive M2 funding: Congestion Management Program, Mitigation Fee Program, Local Signal Synchronization Plan, Pavement Management Plan, and Expenditure Reports. The next meeting is anticipated to be held in mid-2025. The Audit Subcommittee meets as needed and is responsible for reviewing the quarterly M2 Revenue and Expenditure Reports and the annual M2 Audit, as well as any other items related to M2 audits. The next meeting is anticipated to be held in May 2025.

M2 FINANCING AND SCHEDULE OF FUNDING

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

Revenue Forecast and Collection

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

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

OCTA continuously monitors actual sales tax receipts, and revenue forecast information is provided by MuniServices, LLC quarterly. As required by law, OCTA pays the California Department of Tax and Fee Administration a fee to collect the sales tax. The M2 Ordinance estimated this fee to be 1.5 percent of the revenues collected over the life of the program.



Current Forecast

Originally, the 2005 projections for M2 sales tax collections were anticipated at \$24.3 billion. The current revised total nominal sales tax collections over the life of M2 is estimated to be \$14 billion, which represents a year-over-year decrease of \$800 million in forecasted sales tax when compared to last year's forecast.

OCTA remains in a strong position supported by healthy reserve levels and economic uncertainty forecasted within the program, which provide a financial cushion against the revenue shortfall and/or a potential increase in cost. The agency is actively monitoring various factors, including inflation, interest rates, and demographic changes in Orange County to assess their potential impact on sales tax revenues. In light of the revenue decline and economic uncertainties, OCTA prioritizes fiscal stewardship and proactive financial planning to ensure our commitment to the public; promises made, promises kept.

MuniServices, LLC and the three universities are scheduled to present their sales tax forecast updates to the F&A Committee in spring/summer 2025. The next updated forecast is anticipated to be presented to the Board in September 2025. As a reference, the adopted growth rate is 3.3 percent for FY 2024-25.

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FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2025 (Unaudited) Schedule 1

(\$ in thousands)	Quarter Ended	Year to Date	Period from
	Jan 1, 2025 - Mar 31, 2025	Jul 1, 2024 - Mar 31, 2025	Inception to Mar 31, 2025
		(A)	(B)
Revenues:			
Sales taxes	\$ 114,990	\$ 325,734	\$ 4,698,204
Other agencies' share of Measure M2 costs:			
Project related	14,706	36,438	896,862
Non-project related	-	-	454
Interest:			
Operating:			
Project related	112	2,101	9,203
Non-project related	9,451	25,523	138,791
Bond proceeds	2,870	3,624	104,570
Debt service	417	952	4,021
Commercial paper	-	-	393
Right-of-way leases			
Project related	99	332	2,049
Non-project related	-	-	17
Proceeds on sale of assets held for resale	-	-	13,428
Donated assets held for resale			
Project related	-	-	2,071
Miscellaneous:			
Project related	-	-	331
Non-project related	-	-	129
Total revenues	142,645	394,704	5,870,523
Expenditures:			
Supplies and services:			
Sales tax administration fees	770	2,310	44,542
Professional services:			
Project related	7,990	19,258	598,834
Non-project related	615	1,082	40,946
Administration costs:			
Project related	3,350	10,048	140,659
Non-project related:			
Salaries and Benefits	1,244	3,513	48,370
Other	2,196	6,587	82,824
Other:			
Project related	187	394	7,182
Non-project related	854	893	6,352
Payments to local agencies:			
Project related	38,752	77,367	1,505,717
Capital outlay:			
Project related	26,328	46,678	2,448,074
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	21,950	21,950	138,355
Interest on long-term debt and commercial paper	16,453	32,906	386,436
Total expenditures	120,689	222,986	5,448,322
Excess (deficiency) of revenues over (under) expenditures	21,956	171,718	422,201
Other financing sources (uses):			
Transfers out:			
Project related	(4,463)	43,461	(692,444)
Transfers in:			
Project related	150,727	153,604	517,992
Bond proceeds	263,978	263,978	1,068,603
Payment to refunded bond escrow agent	(267,767)	(267,767)	(312,829)
Total other financing sources (uses)	142,475	193,276	581,322
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	\$ 164,431	\$ 364,994	\$ 1,003,523

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2025 (Unaudited) Schedule 2

(\$ in thousands)	Quarter Ended Jan 1, 2025 - Mar 31, 2025 (actual)	Year to Date Jul 1, 2024 - Mar 31, 2025 (actual)	Period from Inception through Mar 31, 2025 (actual)	Period from April 1, 2025 through March 31, 2041 (forecast)	Total
	(C.1)	(D.1)	(E.1)	(F.1)	
Revenues:					
Sales taxes	\$ 114,990	\$ 325,734	\$ 4,698,204	\$ 9,249,331	\$ 13,947,535
Operating interest	9,451	25,523	138,791	648,133	786,924
Subtotal	<u>124,441</u>	<u>351,257</u>	<u>4,836,995</u>	<u>9,897,464</u>	<u>14,734,459</u>
Other agencies share of M2 costs	-	-	454	-	454
Right-of-way leases	-	-	17	-	17
Miscellaneous	-	-	129	-	129
Total revenues	<u>124,441</u>	<u>351,257</u>	<u>4,837,595</u>	<u>9,897,464</u>	<u>14,735,059</u>
Administrative expenditures:					
Sales tax administration fees	770	2,310	44,542	71,491	116,033
Professional services	615	1,082	37,171	73,773	110,944
Administration costs:					
Salaries and Benefits	1,244	3,513	48,370	95,104	143,474
Other	2,196	6,587	82,824	162,714	245,538
Other	38	77	2,516	5,005	7,521
Payments to local agencies:					
Capital outlay	-	-	31	-	31
Environmental cleanup	78	1,425	53,494	184,957	238,451
Total expenditures	<u>4,941</u>	<u>14,994</u>	<u>268,948</u>	<u>593,044</u>	<u>861,992</u>
Net revenues	<u>\$ 119,500</u>	<u>\$ 336,263</u>	<u>\$ 4,568,647</u>	<u>\$ 9,304,420</u>	<u>\$ 13,873,067</u>
	(C.2)	(D.2)	(E.2)	(F.2)	
Financing expenditures:					
Debt interest expense	16,453	32,906	386,436	307,471	693,907
Professional services	-	-	3,775	-	3,775
Other	816	816	3,836	-	3,836
Total financing expenditures	<u>17,269</u>	<u>33,722</u>	<u>394,047</u>	<u>307,471</u>	<u>701,518</u>
Interest revenue:					
Interest revenue from bond proceeds	2,870	3,624	104,570	53,675	158,245
Interest revenue from debt service funds	417	952	4,021	12,868	16,889
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>3,287</u>	<u>4,576</u>	<u>108,984</u>	<u>66,543</u>	<u>175,527</u>
Net financing expenditures:	<u>\$ 13,982</u>	<u>\$ 29,146</u>	<u>\$ 285,063</u>	<u>\$ 240,928</u>	<u>\$ 525,991</u>

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2025 (Unaudited) Schedule 3

		Total Net Revenues	Net Revenues	Expenditures	Reimbursements	(J) - (K) = (L) Net M2 Cost
		Inception to	Inception to	Inception to	Inception to	Inception to
		March 31, 2041	Mar 31, 2025	Mar 31, 2025	Mar 31, 2025	Mar 31, 2025
Project	Description	(actual) + (forecast)	(actual)	(actual)	(actual)	(actual)
	(G)	(H)	(I)	(J)	(K)	(L)
(\$ in thousands)						
Freeways (43% of Net Revenues)						
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 546,809	\$ 180,074	\$ 10,908	\$ 8,786	\$ 2,122
B	I-5 Santa Ana/SR-55 to El Toro	349,259	115,017	39,786	23,955	15,831
C	I-5 San Diego/South of El Toro	729,466	240,226	439,495	53,042	386,453
D	I-5 Santa Ana/San Diego Interchange Upgrades	300,163	98,849	3,250	527	2,723
E	SR-22 Garden Grove Freeway Access Improvements	139,611	45,976	5	-	5
F	SR-55 Costa Mesa Freeway Improvements	425,813	140,228	158,240	75,416	82,824
G	SR-57 Orange Freeway Improvements	300,977	99,117	60,038	15,073	44,965
H	SR-91 Improvements from I-5 to SR-57	162,879	53,639	34,961	824	34,137
I	SR-91 Improvements from SR-57 to SR-55	484,566	159,576	76,072	73,082	2,990
J	SR-91 Improvements from SR-55 to County Line	409,757	134,940	18,646	17,158	1,488
K	I-405 Improvements between I-605 to SR-55	1,248,121	411,028	1,686,661	308,649	1,378,012
L	I-405 Improvements between SR-55 to I-5	371,946	122,488	9,250	6,954	2,296
M	I-605 Freeway Access Improvements	23,268	7,663	9,155	16	9,139
N	All Freeway Service Patrol	174,513	57,470	16,945	-	16,945
	Freeway Mitigation	298,271	98,226	63,374	10,051	53,323
Subtotal Projects		5,965,419	1,964,517	2,626,786	593,533	2,033,253
Net Finance Expenditures		-	-	195,669	-	195,669
Total Freeways		\$ 5,965,419	\$ 1,964,517	\$ 2,822,455	\$ 593,533	\$ 2,228,922
%						53.3%
Street and Roads Projects (32% of Net Revenues)						
O	Regional Capacity Program	\$ 1,387,324	\$ 456,871	\$ 834,212	\$ 507,884	\$ 326,328
P	Regional Traffic Signal Synchronization Program	554,905	182,740	127,975	25,244	102,731
Q	Local Fair Share Program	2,497,152	822,356	794,420	77	794,343
Subtotal Projects		4,439,381	1,461,967	1,756,607	533,205	1,223,402
Net Finance Expenditures		-	-	57,331	-	57,331
Total Street and Roads Projects		\$ 4,439,381	\$ 1,461,967	\$ 1,813,938	\$ 533,205	\$ 1,280,733
%						30.6%

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2025 (Unaudited) Schedule 3

		Total Net Revenues Inception to March 31, 2041 (actual) + (forecast)	Net Revenues Inception to Mar 31, 2025 (actual)	Expenditures Inception to Mar 31, 2025 (actual)	Reimbursements Inception to Mar 31, 2025 (actual)	(J) - (K) = (L) Net M2 Cost Inception to Mar 31, 2025 (actual)	
Project	Description	(G)	(H)	(I)	(J)	(K)	(L)
(\$ in thousands)							
Transit Projects (25% of Net Revenues)							
R	High Frequency Metrolink Service	\$ 1,383,633	\$ 443,066	\$ 465,300	\$ 99,845	\$ 365,455	
S	Transit Extensions to Metrolink	1,224,670	403,306	220,998	151,974	69,024	
T	Metrolink Gateways	70,908	41,707	98,220	60,956	37,264	
U	Expand Mobility Choices for Seniors and Persons with Disabilities	481,051	152,652	147,405	88	147,317	
V	Community Based Transit/Circulators	277,388	91,349	22,557	1,998	20,559	
W	Safe Transit Stops	30,617	10,083	1,543	26	1,517	
Subtotal Projects		3,468,267	1,142,163	956,023	314,887	641,136	
Net Finance Expenditures		-	-	32,063	-	32,063	
Total Transit Projects		\$ 3,468,267	\$ 1,142,163	\$ 988,086	\$ 314,887	\$ 673,199	
%						16.1%	
Measure M2 Program		\$ 13,873,067	\$ 4,568,647	\$ 5,624,479	\$ 1,441,625	\$ 4,182,854	
		Total Revenues Inception to March 31, 2041 (actual) + (forecast)	Revenues Inception to Mar 31, 2025 (actual)	Expenditures Inception to Mar 31, 2025 (actual)	Reimbursements Inception to Mar 31, 2025 (actual)	Net M2 Cost Inception to Mar 31, 2025 (actual)	
Project	Description	(G)	(H.1)	(I.1)	(J)	(K)	(L)
(\$ in thousands)							
Environmental Cleanup (2% of Revenues)							
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 294,689	\$ 96,740	\$ 53,494	\$ 311	\$ 53,183	
Net Finance Expenditures		-	-	-	-	-	
Total Environmental Cleanup		\$ 294,689	\$ 96,740	\$ 53,494	\$ 311	\$ 53,183	
%						1.1%	
Taxpayer Safeguards and Audits							
Collect Sales Taxes (1.5% of Sales Taxes)		\$ 209,213	\$ 70,473	\$ 44,542	\$ -	\$ 44,542	
%						0.9%	
Oversight and Annual Audits (1% of Revenues)		\$ 147,345	\$ 48,370	\$ 48,370	\$ 0	\$ 48,370	
%						1.0%	

LOCAL FAIR SHARE

M2 Funds		
ENTITY	3RD QUARTER FY 2024-25	FUNDS TO DATE
ALISO VIEJO	\$329,977	\$9,792,710
ANAHEIM	\$2,840,053	\$82,490,045
BREA	\$478,985	\$14,095,968
BUENA PARK	\$0	\$20,145,666*
COSTA MESA	\$1,215,449	\$36,035,795
CYPRESS	\$414,966	\$12,847,955
DANA POINT	\$280,952	\$8,279,738
FOUNTAIN VALLEY	\$513,080	\$15,287,598
FULLERTON	\$1,085,986	\$32,253,737
GARDEN GROVE	\$1,228,240	\$36,715,471
HUNTINGTON BEACH	\$1,575,871	\$47,954,002
IRVINE	\$2,625,085	\$69,841,030
LAGUNA BEACH	\$204,444	\$6,223,195
LAGUNA HILLS	\$269,971	\$8,318,570
LAGUNA NIGUEL	\$539,546	\$16,360,763
LAGUNA WOODS	\$107,890	\$3,163,886
LA HABRA	\$435,057	\$13,079,415
LAKE FOREST	\$669,696	\$19,808,425
LA PALMA	\$114,822	\$3,791,119
LOS ALAMITOS	\$105,598	\$3,192,939
MISSION VIEJO	\$729,120	\$22,663,776
NEWPORT BEACH	\$870,094	\$26,953,218
ORANGE	\$0	\$37,594,603**
PLACENTIA	\$392,690	\$11,485,299



LOCAL FAIR SHARE

M2 Funds		
ENTITY	3RD QUARTER FY 2024-25	FUNDS TO DATE
RANCHO SANTA MARGARITA	\$339,509	\$10,391,896
SAN CLEMENTE	\$466,776	\$14,009,297
SAN JUAN CAPISTRANO	\$314,643	\$9,403,218
SANTA ANA	\$2,188,224	\$67,659,898
SEAL BEACH	\$193,739	\$6,027,606
STANTON	\$250,987	\$7,385,663
TUSTIN	\$766,669	\$22,362,680
VILLA PARK	\$42,929	\$1,287,210
WESTMINSTER	\$670,771	\$20,842,620
YORBA LINDA	\$494,737	\$14,900,063
COUNTY UNINCORPORATED	\$1,978,442	\$51,938,462
TOTAL M2 FUNDS	\$24,734,998	\$784,583,534

* 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 28, 2024, the Board determined the City of Orange ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Orange achieves compliance and the Board reconsiders the matter at a future meeting.
Withheld funds are listed below.

ENTITY	3RD QUARTER FY 2024-25	FUNDS TO DATE
BUENA PARK	\$760,903	\$1,821,452
ORANGE	\$1,360,985	\$3,291,596
TOTAL M2 FUNDS WITHHELD	\$2,121,888	\$5,113,048

CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

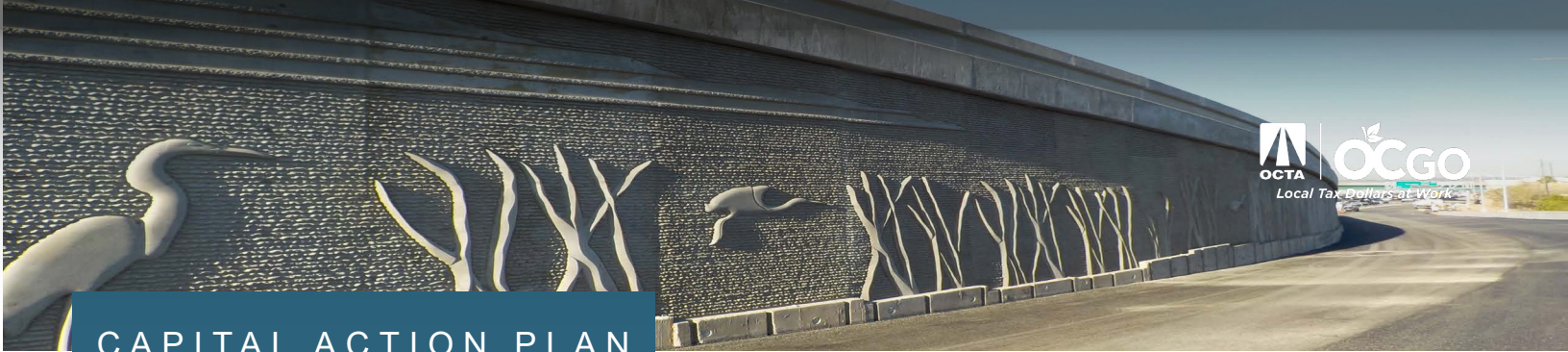
Yellow = Forecast milestone is one to three months later than plan

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline

Bold = Forecasted/Actual

Capital Projects	Cost		Schedule		
	Baseline/Forecast		Plan/Forecast		
	(millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
Freeway Projects:					
I-5, SR-55 to SR-57	\$38.1	Jun-13	Mar-17	Dec-17	Apr-21
Project A	\$38.9	Apr-15	Jun-17	Nov-18	Jan-21
I-5, I-405 to Yale Avenue	\$280.6	Aug-18	May-24	Feb-26	Sep-29
Project B	\$388.1	Jan-20	Nov-24	Nov-25	Jun-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	Apr-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	Jul-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	Feb-27
I-5, I-5/El Toro Road Interchange	TBD	Apr-26	TBD	TBD	TBD
Project D	TBD	Feb-27	TBD	TBD	TBD



CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

Yellow = Forecast milestone is one to three months later than plan

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline

Bold = Forecasted/Actual

Capital Projects	Cost	Schedule			
	Baseline/Forecast	Plan/Forecast			
	(millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
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	Feb-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	Aug-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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Bold = Forecasted/Actual

Capital Projects	Cost	Schedule			
	Baseline/Forecast	Plan/Forecast			
	(millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Apr-10	Feb-12	Nov-12	Apr-16
Project H	\$59.2	Jun-10	Apr-12	Jan-13	Jun-16
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	Aug-16	Mar-17	Nov-17
SR-91, SR-55 to Lakeview Avenue (Segment 1)	\$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	Mar-26	Jul-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	Dec-25	Jun-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	Sep-25	TBD	TBD	TBD
I-405, SR-55 to I-605 (Design-Build)	\$2,160.0	Mar-13	Nov-15	Nov-16	Feb-24
Project K	\$2,160.0	May-15	Nov-15	Nov-16	Feb-24

*Status through March 2025. For detailed project information, please refer to the individual project section within this report.



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Capital Projects	Cost	Schedule			
	Baseline/Forecast	Plan/Forecast			
	(millions)	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	Nov-25
Project M	\$53.0	Oct-18	Jan-23	Apr-25	Jan-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	\$110.7	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	Schedule			
	Baseline/Forecast	Plan/Forecast			
	(millions)	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
San Juan Capistrano Passing Siding	\$25.3	Jan-13	May-16	Dec-16	Feb-21
	\$33.2	Mar-14	Aug-18	Mar-19	Nov-20
Placentia Metrolink Station and Parking Structure	\$34.8	May-07	Jan-11	TBD	TBD
Project R	\$40.1	May-07	Feb-11	TBD	TBD
Anaheim Canyon Station	\$27.9	Dec-16	May-19	Nov-19	Jan-23
	\$34.2	Jun-17	Oct-20	Mar-21	Jan-23
Orange Station Parking Expansion	\$33.2	Dec-12	Apr-13	Nov-16	Feb-19
	\$30.9	May-16	Apr-16	Jun-17	Feb-19
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	Dec-13	Sep-14	Mar-17
	\$4.2	N/A	Dec-13	Apr-15	May-19
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.5	Jan-14	Aug-14	Jan-15	Apr-17
	\$5.2	Feb-14	Jul-15	Oct-15	Sep-17
OC Streetcar	\$671.4	Mar-12	Sep-17	Aug-18	Mar-26
Project S	\$671.4	Mar-15	Nov-17	Sep-18	Mar-26
Anaheim Regional Transportation Intermodal Center	\$227.4	Feb-11	Feb-12	Jul-12	Nov-14
Project R & T	\$232.2	Feb-12	May-12	Sep-12	Dec-14

*Status through March 2025. For detailed project information, please refer to the individual project section within this report.

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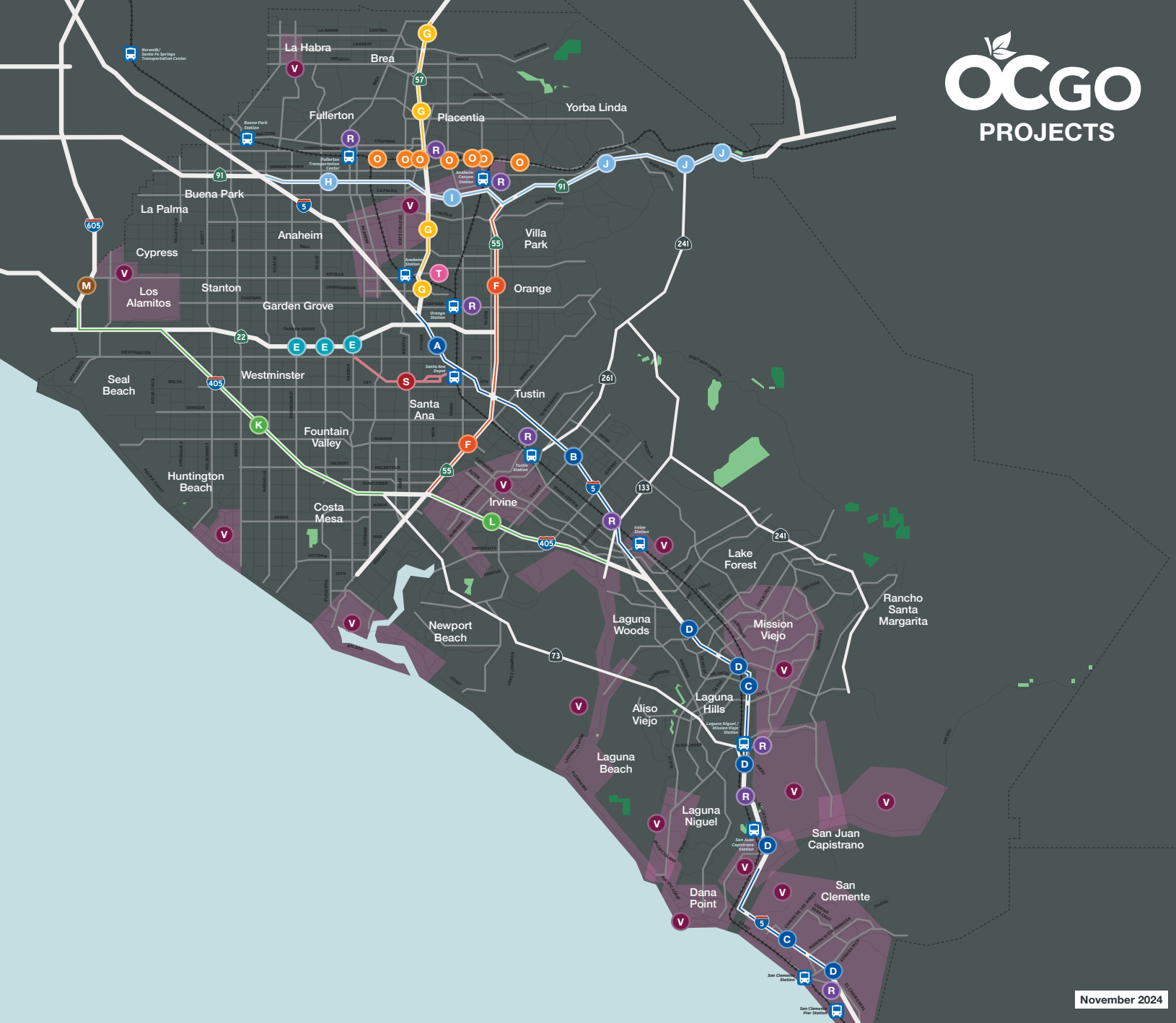
COMMON ABBREVIATIONS

Americans with Disabilities Act	ADA
Anaheim Regional Transportation Intermodal Center	ARTIC
Annual Eligibility Review	AER
Board of Directors	Board
BNSF Railway Company	BNSF
California Department of Transportation	Caltrans
Conservation Properties	Preserves
Construction and Maintenance	C&M
Coronavirus	COVID-19
Comprehensive Transportation Funding Program	CTFP
Early Action Plan	EAP
Environmental Cleanup Allocation Committee	ECAC
Environmental Cleanup Program	ECP
Environmental Document	ED
Environmental Mitigation Program	EMP
Environmental Oversight Committee	EOC
Fire Management Plan	FMP
Fiscal Year	FY
Freeway Service Patrol	FSP
High-Occupancy Vehicle	HOV
Interstate 5	I-5
Interstate 405	I-405
Interstate 605	I-605
Local Fair Share	LFS
Los Angeles – San Diego – San Luis Obispo	LOSSAN
Maintenance and Storage Facility	MSF
Measure M	M1
Measure M2 or Renewed Measure M	M2
Metrolink Service Expansion Program	MSEP
Mile Post	MP
Next 10 Delivery Plan	Next 10 Plan
Natural Community Conservation Plan/Habitat Conservation Plan	Conservation Plan



COMMON ABBREVIATIONS

Orange County Flood Control District	OCFCD
Orange County Transportation Authority	OCTA
Orange County Unified Transportation Trust	OCUTT
Ordinance No. 3	M2 Ordinance
Overhead Contact System	OCS
Pacific Coast Highway	PCH
Program Management Office	PMO
Project Study Report-Project Development Support	PSR-PDS
Project Report	PR
Resource Management Plan	RMP
Right-of-Way	ROW
Riverside County Transportation Commission	RCTC
Santa Ana Regional Transportation Center	SARTC
Senior Mobility Program	SMP
Senior Non-Emergency Medical Transportation	SNEMT
Interregional Transportation Improvement Plan	ITIP
State Route 22	SR-22
State Route 55	SR-55
State Route 57	SR-57
State Route 71	SR-71
State Route 74	SR-74
State Route 91	SR-91
State Route 241	SR-241
Southern California Regional Rail Authority	Metrolink
Taxpayer Oversight Committee	TOC
To Be Determined	TBD
Transit and Intercity Rail Capital Program	TIRCP
Transportation Investment Plan	Plan



Freeway Improvement Program

Interstate 5 (I-5) Projects

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

State Route 22 (SR-22) Projects

- E** Access Improvements

State Route 55 (SR-55) Projects

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

State Route 57 (SR-57) Projects

- G** Northbound, Orangewood Avenue to Katella Avenue
- G** Northbound, Katella Avenue to Lincoln Avenue
- G** Northbound, Orangethorpe Avenue to Lambert Road
- G** Northbound, Lambert Road to Tonner Canyon Road

State Route 91 (SR-91) Projects

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

Interstate 405 (I-405) Projects

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

Interstate 605 (I-605) Projects

- M** Katella Avenue Interchange Improvements

Freeway Mitigation Program

- Restoration Projects (Part of Projects A-M)**
- Acquisition Projects (Part of Projects A-M)**

Streets & Roads

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

Rail

- Metrolink Rail Line**
- Metrolink Station**

Transit Projects

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

Other Projects Not Shown

- Project N:**
 - Freeway Service Patrol
- Project O:**
 - Regional Capacity Program
- Project Q:**
 - Local Fair Share Program
- Project R:**
 - Grade Crossing & Trail Safety Enhancements
 - Metrolink Service Expansion Program

- Project U:**
 - Senior Mobility Program
 - Senior Non-Emergency Medical Transportation Program
 - Fare Stabilization Program
- Project W:**
 - Safe Transit Stops
- Project X:**
 - Environmental Cleanup Program



June 2, 2025

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Eligibility Update for the City of Buena Park

Overview

In May 2024, the Orange County Transportation Authority found the City of Buena Park ineligible to receive Measure M2 net revenues for five years pursuant to Section 10.4 of Ordinance No. 3. The Board of Directors has since directed staff to bring forward an item for the reconsideration of the specific restriction from participating in Measure M2 competitive programs during this period. A recommendation to address the Board of Directors' direction is presented.

Recommendation

Direct staff to modify any language from the agreement with the City of Buena Park that limits or prevents the City of Buena Park from competing for Measure M2 competitive funds through the Comprehensive Transportation Funding Programs.

Background

In July 2006, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved and adopted the Renewed Measure M (M2) Ordinance No. 3 (M2 Ordinance). OCTA is designated as responsible for administering M2 and ensuring that OCTA's commitment to voters is followed, including numerous specific requirements, safeguards, and transparency provisions. The M2 Ordinance requires local jurisdictions to annually submit an expenditure report that details all M2 net revenues, interest earned, expenditures, and expenditures of earned interest. Local jurisdictions' expenditure reports are signed by their respective Finance Director, adopted by City Council/Board of Supervisors, and submitted to OCTA within six months of the local jurisdiction's fiscal year end.

In early 2024, the City of Buena Park (Buena Park) was selected by the Audit Subcommittee of the Taxpayer Oversight Committee for application of agreed-upon procedures (AUP) by OCTA's independent auditing firm. The AUP includes testing of expenditures for compliance with M2 Ordinance requirements, review of indirect costs for adequate support and reasonableness, testing to ensure allocation of interest, and testing of the annual expenditure reports for accuracy.

In May 2024, based on the report by the independent auditing firm, the OCTA Board found Buena Park ineligible due to insufficient documentation supporting its indirect Local Fair Share (LFS) expenditures. As a result, the auditors disallowed a total of \$387,576.

The M2 Ordinance includes specific language to address safeguards related to the unauthorized use of M2 net revenues. Section 10.4 of the M2 Ordinance states:

“No Net Revenues shall be used by a jurisdiction for other than transportation purposes authorized by the Ordinance. Any jurisdiction which violates this provision must fully reimburse the Authority for the Net Revenues misspent and shall be deemed ineligible to receive Net Revenues for a period of five (5) years.”

As a result of this finding and in compliance with the M2 Ordinance, the Board acted to:

- Find Buena Park ineligible to receive or apply for net M2 revenues for a period of five years;
- Engage an independent auditing firm to apply AUP to verify Buena Park's LFS and Maintenance of Effort expenditures during the five-year period and deduct the review costs from any future net M2 payments to Buena Park; and
- Authorize the Chief Executive Officer to negotiate and execute an agreement with Buena Park outlining the process required to re-establish eligibility.

OCTA and Buena Park entered into an agreement on July 10, 2024, and Buena Park reimbursed OCTA \$387,576 on July 26, 2024.

Discussion

Since Buena Park was found ineligible, OCTA has held the suspended payments for the formula LFS and Senior Mobility Program in reserve. In accordance with the agreement, the funds held in reserve will be withheld within their respective

source programs and released to Buena Park once the city has re-established eligibility and demonstrated ongoing compliance with M2 eligibility requirements throughout the five-year ineligibility period. However, the agreement specifically prohibits Buena Park from pursuing any competitive M2 funds during the period of ineligibility. The agreement allows Buena Park to incur M2-eligible expenditures at its own risk, with the option to apply those expenses to withheld M2 net revenues once eligibility is restored.

On May 12, 2025, the Board found the City of Huntington Beach (Huntington Beach) ineligible to receive M2 funds, and directed staff to allow Huntington Beach to pursue M2 competitive funds and to hold any awarded funds in escrow until eligibility to receive M2 funds is reestablished. Additionally, the Board directed staff to return with an item to also allow Buena Park to pursue M2 competitive funds during their period of ineligibility. The M2 Ordinance specifies that a city found ineligible may not “receive” funds, and that specific safeguard will continue until Buena Park is found eligible again. As calls for projects are issued for M2 competitive funds, the guidelines will also be addressed to allow both cities to participate. This direction was given to ensure consistency between agreements for both cities. In order to accomplish this, the existing agreement with Buena Park needs to be amended.

Summary

The OCTA Board recently found Huntington Beach ineligible to receive M2 funds but did direct staff to allow them to continue to compete for M2 competitive funds with the caveat that any awarded funds be held in escrow until they re-establish eligibility. An existing agreement with Buena Park, who was deemed ineligible last year, needs to be amended to allow them to also compete for competitive M2 funds under the same conditions as Huntington Beach.

Attachment

None.

Prepared by:



Adriann Cardoso
Capital Programming Manager
(714) 560-5915

Approved by:

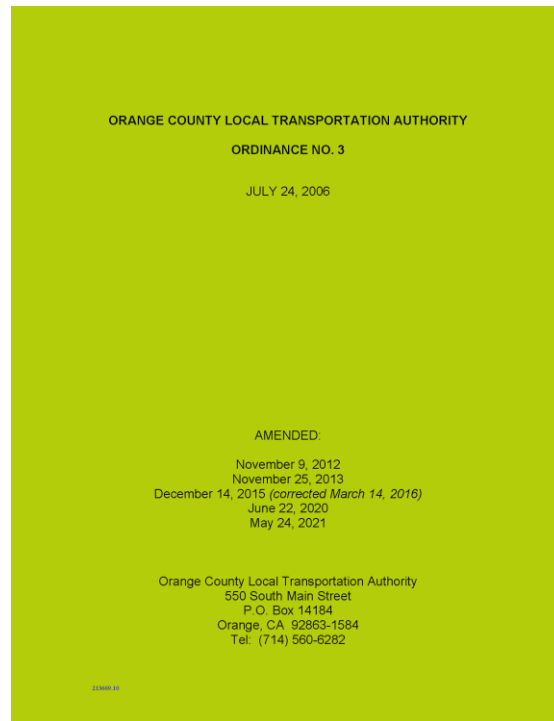


Rose Casey
Executive Director, Planning
(714) 560-5729

Measure M2 Ten-Year Review Update

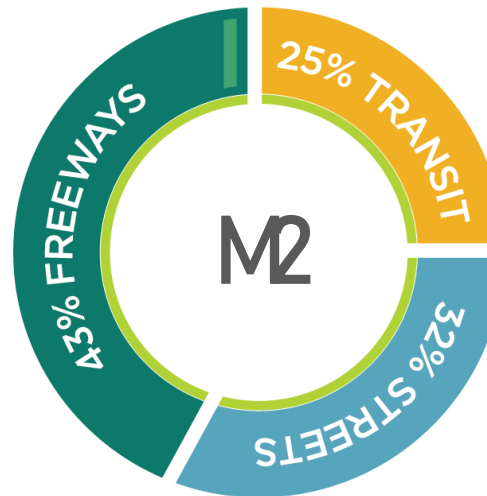
Promise to Voters

Implementing Ordinance



M2 Ordinance:
Attachment A – Renewed Measure M (M2)
Transportation Investment Plan (Plan)
Attachment B – Allocation of Net Revenues
Attachment C – Taxpayer Oversight Committee

Funding Strategy



ENVIRONMENTAL

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

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

\$14 Billion Expenditure Plan

MEASURE M M2 Projects and Programs		
Freeway Projects		
I-5	Santa Ana Freeway Interchange Improvements	A
I-5	Santa Ana/San Diego Freeway Improvements	B C D
SR-22	Garden Grove Freeway Access Improvements	E
SR-55	Costa Mesa Freeway Improvements	F
SR-57	Orange Freeway Improvements	G
SR-91	Riverside Freeway Improvements	H I J
I-405	San Diego Freeway Improvements	K L
I-605	Freeway Access Improvements	M
All	Freeway Service Patrol	N
Streets & Roads Projects		
	Regional Capacity Program	O
	Regional Traffic Signal Synchronization Program	P
	Local Fair Share Program	Q
Transit Projects		
	High Frequency Metrolink Service	R
	Transit Extensions to Metrolink	S
	Metrolink Gateways	T
	Expand Mobility Choices for Seniors and Persons with Disabilities	U
	Community Based Transit/Circulators	V
	Safe Transit Stops	W
Environmental Cleanup		
	Clean Up Highway and Street Runoff that Pollutes Beaches	X
Taxpayer Safeguards and Audits		
	Collect Sales Taxes (State charges required by law)	
	Oversight and Annual Audits	

I-5 – Interstate 5
I-405 Interstate 405
I-605 – Interstate 605
M2 – Measure M2

SR-22 – State Route 22
SR-55 – State Route 55
SR-57 – State Route 57
SR-91 – State Route 91

Ordinance No. 3 – Section 11

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



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



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



Review Plan to determine if there are performance issues or constraints



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



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

First Ten-Year Review (2015)

- First ten-year review covered 2006-2015
 - Outreach confirmed continued public support for the Plan and progress in delivering promises
 - Analysis identified a need for a funding shift between transit programs
- Board approved an amendment to the M2 Ordinance and Plan in December 2015
 - Closed out completed rail gateways project and transferred balance to Fare Stabilization Program and Metrolink operations



Renewed Measure M Comprehensive Ten-Year Review

Presented to the Board of Directors on
October 12, 2015



Activities to Date

Activity	Timeline
Mobilized Ten-Year Review efforts	January - June 2024
Analyses of Plan progress and performance	August 2024 - Ongoing
Conducted M2 workshop with the Board	September 2024
Presented Ten-Year Review framework to the Board	October 2024
Presented Ten-Year Review look ahead to the Board	March 2025
Developed and launched outreach campaign	January 2025 - Ongoing

Outreach Overview

- Purpose
 - Measure awareness, inform, educate
 - Assess support, gather feedback
- Target Audiences
 - Large employers/business leaders
 - Health and education leaders
 - Small business owners
 - Government officials
 - OCTA committees
 - Interest groups
 - Industry experts
 - General public



Outreach Engagement

- Strategies & Tactics
 - Project webpage: octa.net/M2Review
 - Focus groups
 - Surveys
 - Public meetings
 - Pop-up events
 - Fact sheet, FAQs, flyers
 - Organic social posts
 - Paid social ads
 - Newspaper ads
 - E-blasts
 - OC Bus interior cards
 - Digital toolkit



Measure M2
TEN-YEAR REVIEW

Tell Us What You Think of Transportation in Orange County!

Measure M2 (M2) is a 30-year, half-cent sales tax for transportation improvements in Orange County, administered by the Orange County Transportation Authority (OCTA). M2 includes a Transportation Investment Plan (Plan) that funds a range of improvements—enhancing freeways, local streets and public transit, while also addressing environmental mitigation and sustainability. With an estimated \$14 billion in funding by 2041, M2 plays a central role in the development of Orange County's transportation system.

In accordance with taxpayer safeguards, OCTA is conducting a Comprehensive Ten-Year Review (Review) to evaluate the performance of the Plan. The Review ensures that M2 remains transparent, accountable and responsive to Orange County's evolving transportation needs.

Community Webinar Save The Date
You're invited to a community webinar to learn about Measure M2 and the Comprehensive Ten-Year Review. Learn more about M2 projects and programs, ask questions and share your input.

Thursday, June 5, 2025
5:30 p.m.
Webinar ID: 853 3473 5270
Call-In Number: (213) 338-8477
Register Here: bit.ly/M2ReviewWebinar

Spanish and Vietnamese interpretation will be provided. Special Accommodations and additional interpretations are available by calling (714) 560-5766. Requests must be made at least 72 hours in advance of a scheduled Meeting.

Share Your Thoughts
Your input is essential in helping OCTA understand community needs and priorities for Orange County. Take our survey by June 30, 2025, for a chance to win one of four \$50 sweepstake gift cards! By participating, you are agreeing to the official rules.

Take Our Survey Today:
bit.ly/M2ReviewSurvey

Contact Us
Visit octa.net/m2review to learn more about the Review, upcoming engagement opportunities, and to receive updates.

      @goOCTA



Measure M2
TEN-YEAR REVIEW

Tell Us What You Think
Scan the QR code to share your thoughts on which transportation improvements matter most to you.


Comparta sus opiniones
Escanee el código QR para compartir sus opiniones sobre qué mejoras de transporte son las más importantes para usted.

Cho Chúng Tôi Biết Ý Kiến
Quét thẻ QR để chia sẻ ý kiến về những cải thiện giao thông mang tầm quan trọng nhất đối với quý vị.

 octa.net/M2Review



Help Shape Transportation in OC!
Take the survey and participate in an upcoming meeting.

 **Measure M2** TEN-YEAR REVIEW

FAQ – Frequently asked questions

Outreach Activities

- Qualitative survey launched May 6
- Community events – May-June
 - LSTV's Commemoration of Asian American Pacific Islander Month, City of Westminster
 - Health and Wellness Expo, City of Brea
 - Juneteenth Celebration, City of Santa Ana
 - O.C. Philippines Independence Day Celebration, City of Irvine
 - Mission Viejo Pride's Second Annual Pride Event, City of Mission Viejo
- Community webinar – June 5
- Stakeholder briefings – June-July
- Roundtable discussions with elected officials – June 5, July 16



Look Ahead

Activity	Timeline
Analyses of Plan progress and performance	Ongoing
Present updates via regular M2 quarterly reports and specific reports at key milestones	Ongoing
Conduct outreach and seek public feedback	January - September 2025
Complete analysis, prepare report and recommendations	October - December 2025
Present the Ten-Year Review report and recommendations to the Board	Early 2026

Fédération Internationale de Football Association World Cup 2026

Los Angeles 2028 Olympic and Paralympic Games Planning Update

Background / Overview

Background

- Provided earlier planning efforts to Executive Committee in April 2024
- LA28 had initial goal of vehicle-free games, which has now been modified to transit-first focus
- OCTA and LA Metro staff have had regular meetings over the last 18 months

Overview

- LA28 is essentially the equivalent of hosting about seven Super Bowls per day
- LA28 will have twice as many competitions as the 1984 Los Angeles Olympic and Paralympic Games
- Ten to 15 million ticketed fans will be attending approximately 800 events spread throughout the Los Angeles region

Games Guiding Principles



1. As Orange County's transportation planning agency, OCTA is to undertake a well thought out coordinated effort on the planning, funding identification, and implementation strategies for the Games



2. Continue to maintain a high-quality service for current OC Bus riders and minimize the impact of the Games



3. Provide transportation options for spectators and workforce to the Games' venues and events in Orange County



4. Provide transit access to mobility hubs for spectators and workforce traveling to and from Orange County to venues and events across the region

Games Guiding Principles (continued)



5. Coordinate with key entities (e.g., FIFA, LA28, California State Parks, venue cities, and others in the business community) to plan for the Games



6. Coordinate with key public transportation agencies (e.g., LA Metro, Metrolink, LOSSAN, Caltrans, and other regional transit operators) to identify funding and provide seamless transport during the Games



7. Maintain ridership and enhance the image of transit to boost long-term transit patronage



8. Investments should provide benefits that last beyond the Games, function independently of other planned improvements, and be funded without supplanting local funds like Measure M2

e.g. - For example

Caltrans - California Department of Transportation

LOSSAN - Los Angeles San Diego San Luis Obispo Rail Corridor

Metrolink - Southern California Regional Rail Authority

FIFA World Cup 2026

- All WC26 matches will be held at SoFi Stadium
- Eight matches will be played at SoFi Stadium between June 12, 2026, and July 10, 2026, including:
 - USA opening match (June 12, 2026)
 - 4 x Group Stage matches (June 15, 2026, through June 25, 2026)
 - 2 x Round of 32 matches (June 28, 2026, through July 2, 2026)
 - 1 x Quarterfinal match (July 10, 2026)
- Fan festival sites are being considered but locations have not been confirmed
- Transit-first approach with parking on-site likely limited. LA Metro assumes over 80 percent of spectators and workforce will use transit
- LA Metro estimates needing more than 300 buses to operate shuttles from parking lots, Union Station and mobility hubs
- OCTA is in discussions with LA Metro on possible options to support FIFA WC26, for example, a shuttle service from ARTIC to SoFi



ARTIC - Anaheim Regional Transportation Intermodal Center

SoFi - SoFi Stadium

USA - United States of America

WC26 - FIFA World Cup 2026

Los Angeles 2028 Olympics and Paralympic Games

- Olympic Games – 16 days of competition (July 15 - 30, 2028)
- Paralympic Games – 13 days of competition (August 15 - 27, 2028)
- 12 – 15 million tickets across 800 events
- LA28 has confirmed 33 competition venue locations (April 15, 2025)
- Two Orange County venues have been confirmed, (Honda Center in Anaheim) and Trestles Beach in San Diego County, just south of San Clemente
- Orange County is also considered as a hotel and hospitality hub
- Transit-first Games with limited spectator parking at venues due to security footprint considerations
- LA Metro estimates needing an additional fleet of 3,000 buses to operate Games-related services



LA28 Venue Summary

{Honda Center in Anaheim):

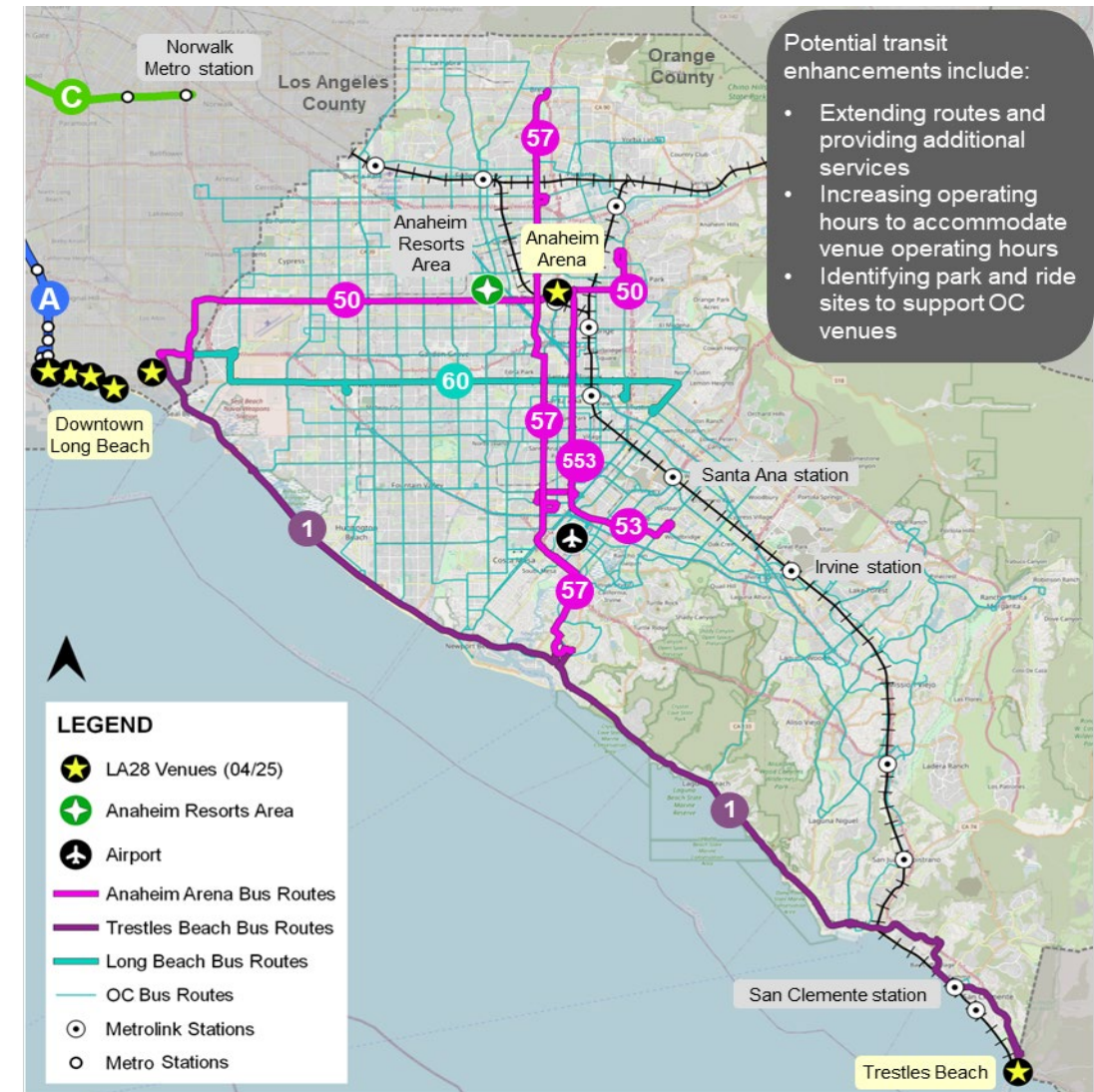
- Sport: Volleyball
- Spectator capacity*: 18,000
- Schedule*: 15 operational days during the Olympic Games (three sessions per day)
- Good transit links via Metrolink/Amtrak (ARTIC) and OC Bus Routes 50, 57, 553

Trestles Beach (in San Diego County, just south of San Clemente):

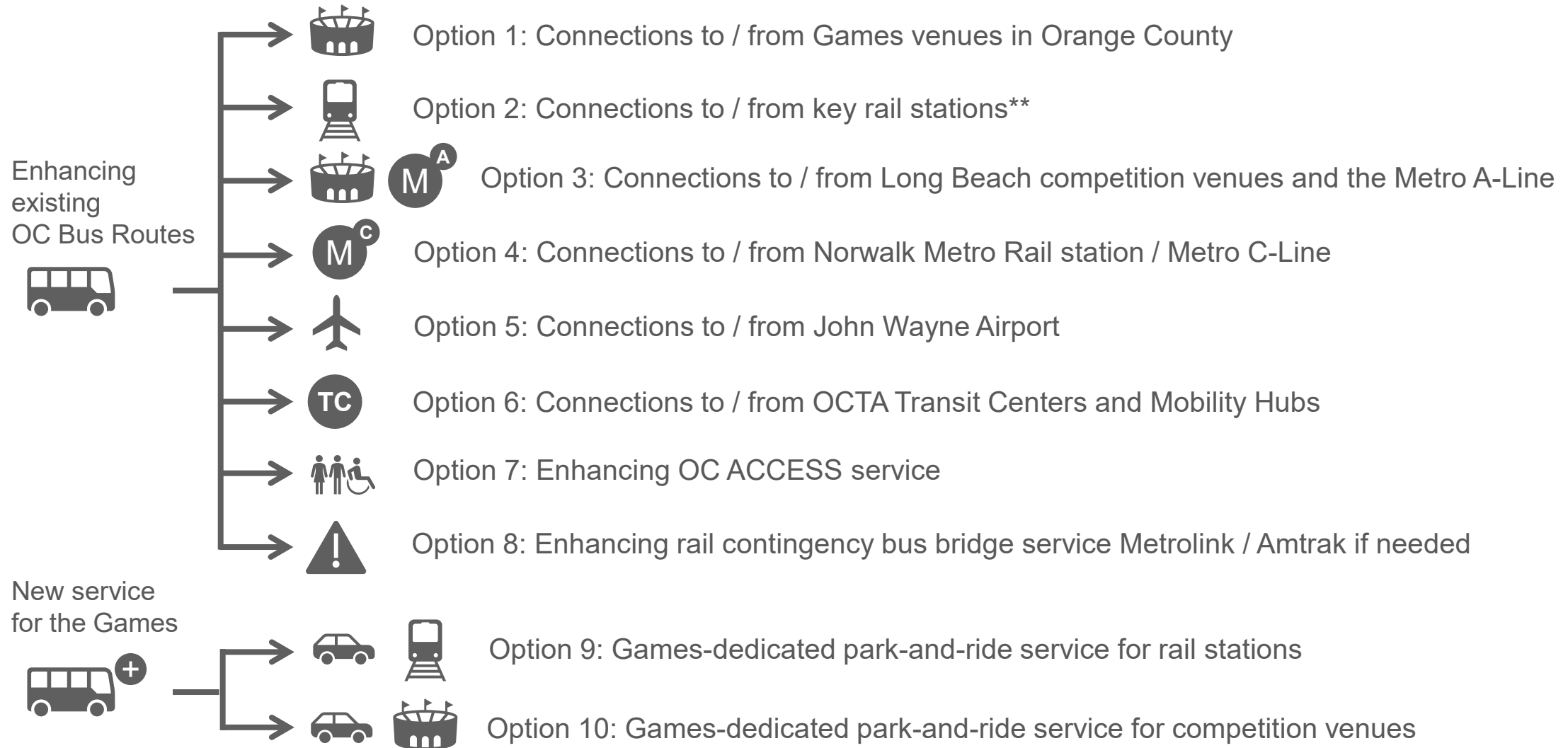
- Sport: Surfing
- Spectator capacity*: 5,000
- Schedule*: Four operational days during the Olympic Games (one session per day)
- Limited transit links via Rail (San Clemente Station) and OC Bus Route 1

Downtown Long Beach:

- Seven venues hosting 15 sports
- Venues operational for the Olympic and Paralympic Games
- Good transit links via Metro Rail (A Line) and OC Bus Routes 1, 50, 60



LA28 Potential Enhancement Options*



*Options are in no particular order of preference

**Potential pilot or early implementation for WC26

Key Games Transportation Components

Key Component	Description	Lead GME Agency
Games Enhanced Transit Service (GETS)	Enhancements to boost transit capacity and efficiency during the Games. Key features include increased bus and rail frequencies and additional buses to support higher demand on key routes.	Metro (LA) (Bus) Metrolink (Rail)
Games Route Network (GRN)	Designated network of roads for accredited Games vehicles traveling between official accommodation venues, competition venues and key sites. Key features include dedicated Games Lanes and traffic signal priority measures.	Caltrans
Transportation Demand Management (TDM)	TDM includes policies, programs, partnerships and products to reduce traffic, improve mobility and reduce emissions. This may include a marketing and communications campaign, financial incentives or pricing strategies.	SCAG
Mobility Hubs / Bus Only Lanes	Key locations designed to facilitate seamless transportation. This may include enhancements to existing facilities (e.g., real-time information, cycle parking, amenities) or temporary facilities such as Park and Ride sites.	Metro
First / Last Mile	Improvements made to the initial and final segments of a person's journey. This may include improvements to bus stops, bike lanes, crosswalks, wayfinding or additional street furniture, street trees and shading.	Venue Cities

Risks / Challenges

- Timeframes - Game venues were just announced one month ago, leaving less time for planning. Detailed information related to venue sites are still not available at this time
- Funding – no state and/or federal funding sources have been identified for the Games Enhanced Transit Service. LA Metro will apply for Surface Transportation Block Grant funding
- Regulations - Federal funding and regulatory support is vital but complicated and not guaranteed
- Expectations - The LA28 bid assumed use of freeway and arterial network by the athletes' family members and requires coordination with Caltrans
- Resources - Ability for LA Metro to borrow buses or train sets for Metrolink may have constraints
- Governance - Need to coordinate interagency planning to ensure integration

Next Steps

1. Review venue plans and schedules, critical to understanding the Games requirements
2. Engage with key stakeholders to improve interagency planning, and agree on roles and responsibilities
 - FIFA | LA28 | LA Metro | Metrolink | LOSSAN | Caltrans | Long Beach Transit | Anaheim Transportation Network | City of Anaheim | City of San Clemente | John Wayne Airport | NCTD | SCAG
3. Identify mobility hubs / park-and-ride sites to support the Games planning and operations
4. Develop resource plan
5. Develop high-level concept of operations
 - Potential enhancements to bus operations centers, depots, locations for loading zones and staging requirements, fares and ticketing
6. Identify and seek funding opportunities
7. Review potential, temporary expansion of existing Project V services
8. Consider the impact of other Games transportation components on the OC transportation network
 - Impact of the Games route network, security perimeters around venues, first/last mile improvements and transportation demand management



1. **Question: Are there staffing level changes being proposed in the proposed fiscal year (FY) 2025-26 budget for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN)?**

Answer: The proposed budget does not include any increases or reductions to LOSSAN-funded Orange County Transportation Authority (OCTA) budgeted positions. The 18 full-time equivalent (FTE) positions included in the FY 2024-25 budget are also included in the proposed FY 2025-26 budget.

2. **Question: Can you please provide additional context regarding the proposed addition of three FTE positions for Bus Operations Supervisors and the corresponding reduction in administrative overtime?**

Answer: In recent years, the Bus Operations Supervisors assigned to Bus Operations Central Communications have regularly worked one to two overtime shifts per pay period to maintain adequate coverage. This continued reliance on overtime has led to concerns about staff fatigue and operational sustainability, particularly as workload demands remain high and consistent coverage is required.

To address these challenges, staff is proposing the addition of three budgeted Bus Operations Supervisor FTEs. The intent is to enhance operational efficiency, reduce dependence on overtime, and support workforce well-being by ensuring more balanced scheduling. The cost associated with these new positions would be offset by a reduction in budgeted overtime, resulting in a more sustainable staffing model while maintaining the necessary level of service coverage.

3. **Question: What steps could OCTA take to further strengthen its reserves for self-insured liability?**

Answer: OCTA currently maintains reserves in excess of the Board-approved reserve policy to cover potential liability claims. The current Board-approved reserve policy requires the minimum reserve level to be based on an annual actuarial review of OCTA's liability self-insurance program. For the FY ending June 30, 2024, the requirement based on the actuarial review (at the highest confidence level of 90 percent) was \$7.1 million. Staff has taken a conservative approach and maintained a reserve balance in excess of that amount with a current reserve balance of \$20.8 million.

OCTA could consider strengthening its position related to liability claims by formally updating OCTA's reserve policy to maintain a balance that is much greater than the current policy would dictate. At the current level, OCTA is funded at approximately three times the required amount and could make that part of an updated reserve policy. OCTA also could make substantial additional deposits to the liability fund today without impacting any existing services or programs.